

## TECHNICAL ADVISORY COMMITTEE MEETING NOTICE AND AGENDA

**DATE & TIME:** Thursday, May 14, 9:00 a.m. – 11:00 a.m.

**LOCATION:** City of San Pablo, Council Chambers  
13831 San Pablo Avenue (at Church Lane)  
San Pablo, California (Accessible by AC Transit #72 and #72R)



Bike to Work Day

1. **Call to Order and Self-introductions**
2. **Public Comment.** The public is welcome to address the TAC on any item that is not listed on the agenda. *Please fill out a speaker card and hand it to staff.*
3. **Minutes & Sign-In Sheet from April 9, 2015 meeting.** (Attachments; APPROVE)

### AGENDA ITEMS

4. **Overview of the Carma Ridesharing Program** (Teresa Gaynor - Carma; No Attachment). A new generation of real-time carpool technology will soon be introduced to West Contra Costa County. Carma, a company based in Ireland, introduced pilot services to the Bay Area in 2012 through a grant from the Metropolitan Transportation Commission's Climate Grant Initiative. Carma enables drivers with empty seats to match with people looking for a ride, through a free smartphone app. Due to the pilot program's success, the service is now expanding to all nine counties in the Bay Area. Staff will begin promoting Carma Carpooling through employer outreach by working with large employers to introduce the technology. As the project progresses, staff will provide an overview to the Board. To learn more about Carma visit the website at <https://carmacarpool.com>.
5. **Review of FY 2016 Draft Work Program** (John Nemeth - WCCTAC staff; Attachment). Each year in May, WCCTAC staff prepares a draft work program for the following fiscal year and brings it to the TAC and Board for comments. The final adoption of the work program, budget, and dues occurs in June. This year's work program is similar to those of prior years but has a few additions and subtractions. Staff will discuss these proposed changes and will seek TAC feedback.

6. **Closure of Doctors Medical Center and Its Impact on Transit and Paratransit Demands for Service** (*WCCTCA Staff; Attachments*). On April 21, 2015, the only public Emergency Room and Hospital in West County closed its doors. This closure has had a transportation impact on many local residents (including seniors, disabled, the frail, and those with low-incomes) who must now get to other and more distant medical facilities. WCCTAC has organized meetings with various stakeholders to assist with this transition and to seek information on how the demand for trips has changed. Some ideas to address the transportation impact include: doing a brief, staff-driven study to better understand travel demand, promoting existing mobility options, and giving consideration to enhanced transportation services.
  7. **2016 State Transportation Improvement Program (STIP) Call for Projects & Evaluation Subcommittee Volunteers** (*WCCTAC Staff and WCCTAC TCC Representatives; Attachments, Action: Volunteer Selection*). CCTA is preparing to issue a 2016 Call for Projects for FY 2019-20 and FY 2020-21 STIP funds. The applications due on July 17 require a Letter of Concurrence from the WCCTAC Board. A brief description of proposed projects is due to WCCTAC staff on June 11, 2015 for incorporation into the draft Letter of Concurrence for the WCCTAC Board's consideration at its June 26, 2015 meeting. In addition, CCTA staff is seeking two WCCTAC TAC members to volunteer to evaluate submitted projects countywide.
  8. **Initiation of the 2017 Regional Transportation Plan (RTP) Call for Projects** (*WCCTAC Staff and WCCTAC TCC Representatives; Attachment*). CCTA staff will soon be requesting WCCTAC input in the development of a prioritized project list. Submittal of this list is due to MTC in August 2015. For existing projects, CCTA requires updates on the projects' status, cost estimates, project description, and committed funding. CCTA will also look to the RTPC's to "identify significant new 'vision' projects deemed critical to improving our transportation system." Since the RTP is a financially constrained document, CCTA will only add new projects if new funds become available or other projects are removed from the prior project list.
  9. **TAC and Staff Comments and Announcements**
    - a. Update on Transportation Expenditure Plan (TEP)
    - b. Update on WCCTAC High Capacity Transit Study
    - c. Status Report on ATP Cycle 2 Technical Assistance and Applications
    - d. Technical Coordinating Committee (TCC) Report
  10. **Other Business**
  11. **Upcoming meetings:**
    - a. Board - Friday, May 29, 2015, 8:00 a.m. at El Cerrito City Council Chambers.
    - b. TAC – Thursday, June 11, 2015, 9:00 a.m. at San Pablo City Council Chambers
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- In compliance with the Americans with Disabilities Act of 1990, if you need special assistance to participate in the WCCTAC Board meeting, or if you need a copy of the agenda and/or agenda packet materials in an alternative format, please contact Valerie Jenkins at 510.210.5930 prior to the meeting.
- If you have special transportation requirements and would like to attend the meeting, please call the phone number above at least 48 hours in advance to make arrangements.
- Handouts provided at the meeting are available upon request and may also be viewed at WCCTAC's office.
- Please refrain from wearing scented products to the meeting, as there may be attendees susceptible to environmental illnesses. Please also put cellular phones on silent mode during the meeting.
- A meeting sign-in sheet will be circulated at the meeting. Sign-in is optional.

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El Cerrito

## WCCTAC TAC Meeting Minutes

Hercules

**MEETING DATE:** April 9, 2015

Pinole

**MEMBERS PRESENT:** Dave Campbell, Barbara Hawkins, , Yvetteh Ortiz, Bill Pinkham, Coire Reilly, Robert Sariemento, Sadie Graham, Chad Smalley, Stepahnie Hu, Mike Roberts, Paul Fassinger

Richmond

**STAFF PRESENT:** John Nemeth, Joanna Pallock, Leah Greenblat, Danelle Carey

**ACTIONS LISTED BY:** Joanna Pallock

San Pablo

ITEM/DISCUSSION	ACTION
1. Adopt Minutes from March 12, 2015	Adopted. TAC requested additional information in future minutes.
4. Presentation on ATP Cycle 2 Funds and Technical Assistance	Stephanie Hu and Paul Fassinger explained how CCTA will provide technical assistance to agencies applying for ATP Cycle 2 funds. The TAC agreed to prioritize assistance for the City of San Pablo's Rumrill Ave. Complete Streets project and the County's (North Richmond) Fred Jackson Way project.
5. Del Norte BART Station Improvements	Sadie Graham of BART Planning gave a presentation on the \$20+ million station modernization program for the Del Norte BART Station.
6. WCCTAC website update	Danelle Carey presented the alpha test for a new WCCTAC website. The TAC commented on additions and changes they would like to see added.

Contra Costa County

AC Transit

BART

WestCAT

7. San Pablo Avenue Bike Parking	John Nemeth presented the Board’s request for a systematic approach to installing bike racks in and around the San Pablo Ave corridor.
8. Transportation Expenditure Plan (TEP)	A handout of the Draft schedule for CCTA’s efforts to develop a TEP was discussed. TAC members asked for more details on the information flow of the process.
9.TCC Report Out	The Congestion Management Plan is being updated and will be brought to the TAC.

WCCTAC Technical Advisory Committee Meeting:

NAME	INITIALS	AGENCY	EMAIL	PHONE
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John Nemeth		WCCTAC	john@sanpabloca.gov	510.215.3221
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# Carma Carpooling

Putting Your Empty Seats to Good Use!

Carma enables drivers with empty seats to safely match with people looking for a ride, all through a free smartphone app. There have been 13,000+ rides in the 3-county program so far!

## It's simple

- Find drivers or riders with similar commutes
- Riders can contribute to drivers' fuel costs through automatic in-app payments (free trips also available)



## Benefits

- Commuting costs are shared (save on fuel, tolls & parking!)
- More flexible than traditional carpools, thanks to real-time/ flexible scheduling
- Reduces traffic congestion and parking demand
- Reduces carbon footprint
- This is a carpooling network built by neighbors – the sharing economy at its best!
- Carma carpoolers get special incentives for participating in the pilot like free parking, toll rebates, or other rewards (see [www.carmacarpool.com/sfbay](http://www.carmacarpool.com/sfbay) for info on current rewards)

## Locally supported

This program was developed in partnership with federal, state and local transportation agencies.

Contact us to get involved:



Teresa Gaynor

[teresa.gaynor@car.ma](mailto:teresa.gaynor@car.ma)

[www.carmacarpool.com/sfbay](http://www.carmacarpool.com/sfbay)

Join us in growing the Carma network by promoting the program!

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**WCCTAC FISCAL YEAR 2016  
PROPOSED WORK PROGRAM**

WCCTAC’s activities may be grouped into the following five major areas: 1) General Operations, 2) Transportation Demand Management (TDM), 3) Subregional Transportation Mitigation Fee Program (STMP), 4) Other Reimbursable Projects, and 5) Office Administration.

**1. General Operations (Planning and Programming)**

This program area relates to WCCTAC’s function as the Regional Transportation Planning Committee for West Contra Costa County under Measure J. It also includes transportation planning efforts resulting from the agency’s Joint Powers Agency function, and other regional, countywide, subregional, and local planning and program activities.

a.	Low-income Student Bus Pass Program	Manage / Allocate
b.	High Capacity Transit Study	Manage
c.	General Grants Assistance	Manage
d.	WCCTAC role in TEP development process	Manage
e.	Transportation for Seniors and People with Disabilities	Allocate / Coordinate
f.	Transportation Needs Resulting for Doctors Medical Center closure	Coordinate
g.	West County Mobility Management efforts	Coordinate
h.	Active Transportation Program (ATP) Grants	Coordinate
i.	Regional Transportation Plan (RTP) Update	Coordinate
j.	San Pablo Rumrill Complete Streets	Participate on TAC
k.	AC Transit Major Corridors Study	Participate on TAC
l.	Hercules Intermodal Transit Center	Participate
m.	I-80 Integrated Corridor Mobility (ICM) project	Participate
n.	Ferry planning and funding efforts (Richmond and Hercules)	Participate
o.	San Pablo Dam Road/I-80 Interchange Modifications	Participate
p.	STIP Funding Cycle	Participate
q.	CCTA Express Bus Study	Participate
r.	South Richmond Connectivity Plan	Participate
s.	Goods Movement Collaborative with MTC and ACTC	Participate
t.	Richmond Livable Corridors	Monitor
u.	Richmond Bay Campus	Monitor
v.	Regional Express Lane Network	Monitor
w.	Rodeo / Crockett Complete Streets Planning	Monitor
x.	General plan updates and local specific plans	Monitor

As part of regular operations, WCCTAC staff will be involved in various Board and Committee meetings as follows.

WCCTAC Board Meetings	Manage
WCCTAC Ad Hoc Subcommittee on the TEP	Manage
WCCTAC TAC Meetings	Manage
CCTA Paratransit Coordinating Committee	Attend
CCTA Countywide Bicycle-Ped Advisory Committee	Participate on TAC
CCTA Board Meetings	Attend
CCTA Planning Committee	Attend
CCTA Technical Coordinating Committee	Attend
Countywide Safe Routes to School Task Force	Participate
CCTA Administration and Project Committee	Monitor

**2. Transportation Demand Management (TDM).**

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

a.	Countywide Guaranteed Ride Home Program (GRH)	Manage
b.	GRH pilot program for Contra Costa College students	Manage
c.	Employer Outreach Program	Manage
d.	Commute Incentive Program: - transit incentives - employer programs - bicycle racks and lockers	Manage
e.	“Pass 2 Class” student transit ticket program	Manage / Coordinate
f.	Update local TDM Ordinances	Coordinate
g.	Coordination with Regional 511 Rideshare	Coordinate
h.	Real-time Rideshare Pilot Program	Coordinate

**3. Subregional Transportation Mitigation Fee Program (STMP).**

WCCTAC acts as the trustee for the developer impact fees collected by the West County cities and the unincorporated areas of the County. These funds are to be used for eleven identified capital projects. In the upcoming fiscal year, WCCTAC will:

a.	Standardize fees
b.	Standardize and improve fee collection procedures
c.	Initiate a new nexus study and strategic plan
d.	Administer funds, oversee contractual agreements, disburse funds to projects
e.	Respond to inquiries from local agencies

**4. Other Reimbursable Projects.**

As a JPA, WCCTAC is able to apply for and receive various grants that facilitate various elements of transportation in West County. Staff will monitor these opportunities and advance applications as appropriate.

**5. Office Administration.**

WCCTAC's administration is funded through member dues, some TDM funds, and other sources.

a.	Seek new accounting support
b.	Review financial services options
c.	Prepare and monitor annual work program and budget
d.	Maintain and optimize website

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# HEALTH CARE RESOURCES

## for West Contra Costa Residents

### Doctor's Medical Center Closing April 21

As of April 21, Doctor's Medical Center in San Pablo will be closing and no longer accepting patients. The following information will help you find urgent medical care in West Contra Costa or free medical advice by phone to help you decide what kind of care you need.

#### WHEN TO CALL 9-1-1

For any life-threatening medical or psychiatric emergencies, call 9-1-1 immediately.

#### WHEN TO CALL AN ADVICE NURSE

Advice nurses can help you figure out if you need to go to an Emergency Room, visit an urgent care clinic or make an appointment for the next day. Advice nurses also can provide information for self-care. You should consider calling an advice nurse for more minor issues like sore throat, earache, urinary tract infection, sinus infection symptoms, and other nonlife-threatening conditions.

#### WHEN TO GO TO URGENT CARE

An urgent care clinic offers immediate care for walk-ins or same-day appointments for patients who need timely medical care but who are not having a medical emergency.

#### NEW URGENT CARE CENTER

LifeLong Medical Care will open a new urgent care center April 20 across the street from Doctor's Medical Center in San Pablo. Patients can walk in or call for an appointment. LifeLong also has sites that offer primary care and non-urgent care with scheduled visits.

**Lifelong Urgent Care Center**  
**2023 Vale Rd., San Pablo, CA 94806**  
**Noon to 8 p.m.**  
**7 Days a Week**  
**510-231-9800**

ANYONE WHO DOESN'T HAVE PRIVATE INSURANCE CAN CALL CONTRA COSTA HEALTH SERVICES' ADVICE NURSE LINE FOR FREE HEALTH ADVICE ANY TIME.

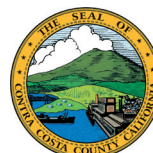


Contra Costa Health Services Advice Nurse Line:  
**1-877-661-6230 option 1**

PATIENTS WITH PRIVATE INSURANCE SHOULD CALL THEIR PLANS' ADVICE NURSE LINES

#### Advice Nurse Units Telephone Numbers *(for health plan members to call):*

Kaiser Patients	1-800-464-4000
Aetna Patients	1-800-556-1555
Blue Cross Patients	1-800-249-3617
Health Net Patients	1-800-973-6273
United Health Patients	1-800-237-4936
Contra Costa Health Plan	1-877-661-6230 option 1



# WHERE TO GET CARE IN WEST CONTRA COSTA

## LIFELONG MEDICAL CARE

LifeLong offers urgent care, primary care and non-urgent care with scheduled visits.

Provider	Address	Phone	Hours
LifeLong Urgent Care	2023 Vale Road San Pablo, CA 94806	510-231-9800	M–Sun 12 p.m.–8 p.m. (Starting April 20) Walk-ins welcome
LifeLong Brookside Richmond	1030 Nevin Avenue Richmond, CA 94804	510-215-5001	M- F 8:30 a.m.–5 p.m. By appointment only
LifeLong Dr. Jenkins	120 Broadway, Ste. 4 Richmond, CA 94804	510-237-9537	M- Thurs 9 a.m.–3 p.m. By appointment only
LifeLong Richmond	2600 Macdonald Ave., Ste. B, Richmond, CA 94804	510-233-2514	M, W, Thurs 9 a.m.–3 p.m. By appointment only
LifeLong Brookside San Pablo	2023 Vale Road, Ste 201 San Pablo, CA 94806	510-215-9092	M–Thurs 8:30 a.m.–8 p.m. Fri 8:30 a.m.–5 p.m. Sat 9 a.m.–3 p.m. By appointment only

## CONTRA COSTA HEALTH SERVICES (CCHS)

CCHS offers primary care and non-urgent care by appointment.

Provider	Address	Phone	Hours
West County Health Center	13601 San Pablo Ave., San Pablo, CA 94806	1-800-495-8885	M–Thurs; 8 a.m.–8:45 p.m. F–Sat.; 8 a.m.–5 p.m. By appointment only
North Richmond Center for Health	1501 Fred Jackson Way, Richmond, CA 94805	1-800-495-8885	M–F; 7:45 a.m.–12 p.m. 1 p.m.–4:45 p.m. By appointment only

## OTHER PLACES TO GET CARE

Patients should contact locations directly regarding service fees.

Provider	Address	Phone	Hours
Brighter Beginnings Family Health	2727 Macdonald Ave. Richmond, CA 94804	510-213-6681	M, W, Thurs & F 9 a.m.–5 p.m.
RotaCare Free Medical Clinic at Brighter Beginnings	2727 Macdonald Ave. Richmond, CA 94804	510-213-6678	Tues 4 p.m.–7 p.m.
BAART Community HealthCare	1313 Cutting Blvd. Richmond, CA 94804	510-232-0874	M-F 6 a.m.–2 p.m.
Planned Parenthood Richmond	2970 Hilltop Mall Rd., Ste. 307 Richmond, CA 94806	510-222-5290	M, Tues & Thurs 8:30 a.m.–8 p.m. W, F 8:30 a.m.–5 p.m. 1 <sup>st</sup> & 3 <sup>rd</sup> Sat 8:30 a.m.–2 p.m.
Planned Parenthood Richmond	340 Marina Way Richmond, CA 94801	510-232-1250	M-F 8:30 a.m.–5 p.m.
Concentra Urgent Care	2970 Hilltop Mall Rd., Ste. 203 Richmond, CA 94806	510-222-8000	M–F 8 a.m.–5 p.m. Walk-ins welcome
Sutter Urgent Care	2500 Milvia Street Berkeley, CA 94704	510-204-5514	M–F 5 p.m.–9 p.m. Sat, Sun & Holidays 10 a.m.–2 p.m. Walk-ins welcome



## Technical Coordinating Committee **STAFF REPORT**

Meeting Date: April 16, 2015

<b>Subject</b>	<b>2016 State Transportation Improvement Program (STIP) Process Review and Call for Projects</b>
<b>Summary of Issues</b>	The 2016 STIP process has begun and project priorities are due to the Metropolitan Transportation Commission (MTC) in October 2015. To meet this schedule, staff recommends issuing the Call for Projects following the Authority's meeting on May 20, 2015. This will allow the final project list to be approved by the Authority at its meeting in September 2015. A draft Call for Projects letter, which includes the screening and scoring criteria and the project application forms, is attached.
<b>Recommendations</b>	Staff seeks recommendations on the screening and scoring criteria, and seeks nomination of a subcommittee to evaluate submitted projects.
<b>Financial Implications</b>	The 2016 STIP fund estimate will be approved by the California Transportation Commission (CTC) on August 26, 2015. Staff anticipates between \$10 million and \$20 million being available in FY 2019-20 and FY 2020-21.
<b>Options</b>	The TCC could recommend alternate screening and scoring criteria.
<b>Attachments</b>	<ul style="list-style-type: none"> <li>A. 2016 STIP Tentative Schedule</li> <li>B. Draft Call for Projects Letter</li> <li>C. Draft Roadway Projects Application</li> <li>D. Draft Transit and Intermodal Projects Application</li> <li>E. Draft Roadway Projects Scoring Sheet</li> <li>F. Draft Transit and Intermodal Projects Scoring Sheet</li> <li>G. Draft Scoring Tables for Roadway Projects</li> <li>H. Draft Scoring Tables for Transit and Intermodal Projects</li> <li>I. Project Study Report (PSR) or PSR Equivalent Guidelines</li> </ul>

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**Changes from  
Committee**

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**Background**

Every two years the CTC adopts a 5-year STIP that details how it intends to commit State and federal transportation capital funds for the upcoming 5-year period. The 2016 STIP covers the 5-year period from FY 2016-17 through FY 2020-21. As the STIP is updated biennially, each new STIP adds two new years to prior programming commitments. The 2016 STIP will add programming of funds in FY 2019-20 and FY 2020-21.

Under State law, the STIP consists of two broad programs, the Regional Transportation Improvement Program (RTIP) funded with 75% of STIP funding, and the Interregional Transportation Improvement Program (ITIP) funded from the remaining 25%. The 75% regional program is further divided by formula into county shares. The CTC adopts the STIP fund estimate every STIP cycle and requests the recommendation for projects from the Regional Transportation Planning Agencies for the RTIP and from Caltrans for the ITIP. Under certain conditions, projects may be programmed from both the RTIP and ITIP.

The Authority needs to establish project priorities by October 2015 to meet MTC deadlines, and then notify all eligible project sponsors within the county of the availability of RTIP funds. Eligible project sponsors include cities, counties, and transit operators. The specific amount available to a program in the 2016 STIP will not be known until the CTC adopts the fund estimate in August 2015. The last time the Authority issued a full-scale STIP Call for Projects was in June 2013 for the 2014 STIP. Attachment A outlines the 2016 STIP schedule.

Staff is requesting the TCC to review the screening and scoring criteria for the 2016 STIP Call for Projects process. Staff is also requesting the TCC to form a subcommittee to assist with screening and scoring project applications. Staff plans to seek Authority Board approval of the process in May 2015. Once approved, staff will issue the 2016 STIP Call for Projects. Project nominations are due from sponsors, with concurrence by their respective Regional Transportation Planning Commission (RTPC), by July 17. The TCC STIP subcommittee will review and develop a ranked project list for TCC to review in August 2015. Staff will seek approval from the APC and Authority Board in September 2015.

Per Policy 9 in the 2013 Measure J Strategic Plan, East County will be precluded from competing for 2016 STIP funds as agreed, in return for Authority's 2014-15 bond issuance which was

dedicated to eBART. This 2016 STIP is the last cycle where East County projects will be excluded.

The following screening criteria are being proposed:

1. Project must be consistent with adopted Regional Transportation Plan (RTP).
2. Local projects must be in a Congestion Management Plan (CMP).
3. Candidate projects must submit a draft PSR or PSR Equivalent along with the application by July 17, 2015. Final PSRs should be submitted to the Authority no later than October 2, 2015.
4. Funds must be allocated for the phase(s) requesting STIP funding within the period between FY 2019-20 and FY 2020-21.
5. Project/project phases must be fully funded with requested STIP funds and other committed fund sources. Current STIP projects cannot seek additional funds for the same phase.
6. Project must solve an existing problem related to safety, capacity, operations, etc.
7. Requested STIP funds must be for capital improvements and must be at least \$1 million.
8. Letters of concurrence from the RTPCs should be submitted by July 17, 2015.
9. Roadway projects must be on routes of regional significance.
10. Since STIP funds are federalized, project sponsors must be willing to go through Caltrans Local Assistance for the complete federal process.
11. Projects that are operational in nature must show commitment of Operations and Maintenance funds for the life of the project.
12. Applications are limited to no more than two per jurisdiction.

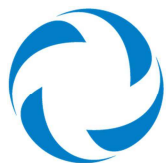
Transit and Roadway projects will be evaluated separately using the criteria listed below and utilized for the 2014 STIP process and the maximum points suggested for each criterion.

<b><u>Criteria</u></b>	<b><u>Points</u></b> <b><u>(2016 STIP)</u></b>
Safety/System Productivity	25 max
Congestion Relief	25 max
Strategic Expansion	15 max
Meeting SB 375 Goals	10 max
Other Secured Funds	5 max
Measure J Project	20 max
<b>TOTAL Points</b>	<b>100 maximum</b>

Staff seeks recommendation from the TCC to move forward with the 2016 STIP process to meet the expedited timeline to nominate projects to MTC.

## 2016 STIP Tentative Schedule

April 16	TCC reviews/recommends draft schedule for 2016 STIP process, application process, screening and scoring criteria, and forms a subcommittee for application evaluations
May 20	Authority reviews/approves application process, and screening and scoring criteria for 2016 STIP process and issues the “Call for Projects”
June 24	Caltrans presents to CTC the draft 2016 STIP Fund Estimate & Guidelines
July 17	Applications, draft Project Study Reports (PSRs) or PSR equivalents, and letters of concurrence by the respective RTPCs are due to the Authority
July 22	MTC adopts STIP Policies and Procedures
July 20-31	STIP Subcommittee reviews and scores applications, and develops a draft project list
August 26	CTC adopts STIP Fund Estimate and STIP Guidelines
August 27	TCC reviews scoring, draft project list, and based on fund estimate, recommends final project list (Special TCC Meeting)
Sept. 3	APC refines and recommends approval of final project list
Sept. 16	Authority approves final project list
October 2	Project sponsors submit to Authority final Project Programming Requests (PPR), performance measure analyses, final PSRs or PSR equivalents, resolutions of local support, complete streets checklists, and certifications of assurances
October 20	Authority submits to MTC final project list, identifies projects requiring project-level performance analysis, and submits Complete Streets Checklists
November 6	Authority submits to MTC Final Project Programming Request (PPR), final project listing and performance measure analyses, final PSRs or PSR equivalents, resolutions of local support, and certifications of assurances
December 2	MTC circulates draft RTIP for public review
December 16	MTC approves 2016 RTIP and submits to CTC
March 2016	CTC adopts 2016 STIP



CONTRA COSTA  
**transportation  
 authority**

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 Executive Director

**CALL FOR PROJECTS**

**2016 State Transportation Improvements Program**

Dear Project Sponsor:

The Contra Costa Transportation Authority (CCTA) invites you to submit applications for the 2016 State Transportation Improvement Program (STIP). The 2016 STIP will cover the 5-year period from FY 2016-17 through FY 2020-21. The specific amount available to program in the 2016 STIP will not be known until the CTC adopts the Fund Estimate in August 2015.

The new STIP funds are likely to be available in FY 2019-20 and FY 2020-21. The STIP funds can be used to fund one or more phases of a capital project (e.g. environmental clearance, design, right-of-way, and/or construction).

CCTA Contact

Project applications relating to this call for projects should be submitted to the address shown below. For inquires, call (925) 256-4731; or by email: [hnoeimi@ccta.net](mailto:hnoeimi@ccta.net)

Hisham Noeimi, Engineering Manager  
 Contra Costa Transportation Authority  
 2999 Oak Road, Suite 100  
 Walnut Creek, CA 94597

Project sponsors must submit two hard copies of their applications no later than **2:00 p.m., July 17, 2015**. In addition, an electronic copy of the application must be submitted by email to [hnoeimi@ccta.net](mailto:hnoeimi@ccta.net).

Project Screening

Projects will be screened based on the following criteria:

1. Project must be consistent with adopted Regional Transportation Plan (RTP).
2. Local projects must be in a Congestion Management Plan (CMP)
3. Candidate projects must submit a draft PSR or PSR-equivalent along with the application by July 17, 2015. Final PSRs should be submitted to CCTA no later than October 2, 2015.
4. Funds must be programmed for the phase(s) requesting STIP funding within the period between FY 2019-20 and FY 2020-21.

2999 Oak Road  
 Suite 100  
 Walnut Creek  
 CA 94597  
 PHONE: 925.256.4700  
 FAX: 925.256.4701  
[www.ccta.net](http://www.ccta.net)

5. Project/project phases must be fully funded with requested STIP funds and other committed fund sources. Current STIP projects cannot seek additional funds for the same phase.
6. Project must solve an existing problem related to safety, capacity, operations, etc.
7. Requested STIP funds must be for Capital Improvements and must be at least \$1 million.
8. Letters of concurrence from the RTPCs should be submitted by **July 17, 2015**.
9. Roadway projects must be on collector roads or above, as classified by Caltrans California Road System (CRS) maps.
10. Since STIP funds are federalized, project sponsors must be willing to go through Caltrans Local Assistance for the complete federal process.
11. Projects that are operational in nature must show commitment for Operations and Maintenance funds for the life of the project.
12. Applications are limited to no more than two per jurisdiction.

### Project Scoring

Transit and roadway projects will be evaluated separately using the following scoring criteria:

<u>Criteria</u>	<u>Points</u>
Safety/System Productivity	25 max
Congestion Relief	25 max
Strategic Expansion	15 max
Helping Meet SB375 Goals	10 max
Other Secured Funds	5 max
Measure J Project	20 max
<b>TOTAL Points</b>	<b>100 maximum</b>

The 2016 STIP Timeline is as follows:

July 17	Applications, draft Project Study Reports (PSRs) or PSR equivalents, and letters of concurrence by the respective RTPC are due to the Authority
July 20-31	STIP Subcommittee reviews and scores applications, and develops a draft project list
August 26	CTC adopts STIP Fund Estimate and STIP Guidelines
August 27	TCC reviews scoring, draft project list, and based on fund estimate, recommends final project list (Special TCC Meeting)
September 3	APC refines and recommends approval of final project list
September 16	Authority approves final project list
October 2	Project sponsors submit to Authority final Project Programming Requests (PPR), performance measure analyses, final PSRs or PSR equivalents, resolutions of local support, complete streets checklists, and certifications of assurances
December 16	MTC approves 2016 RTIP and submits to CTC
March 2016	CTC adopts 2016 STIP

Project applications are attached and are also available in electronic format at:

[www.ccta.net](http://www.ccta.net)

If you have any questions, please call Hisham Noeimi at (925) 256-4731. We look forward to receiving your application.

Sincerely,

Randell H. Iwasaki  
Executive Director



## 2016 STIP APPLICATION ROADWAY PROJECTS

1. Project Title:

2. Project Purpose:  
Describe the existing problem

3. Project Scope and Description:  
Include a description of the project limits

4. Sponsor Information:

Name:

Agency:

Address:

Phone:

Fax:

Email:

5. Project Schedule:

	Status	Start (MM/YY)	End (MM/YY)
PSR or Equivalent			
Environmental Doc. (specify type _____)			
PS&E			
Right-of-way			
Construction			

\* anticipated date of completion if not completed yet

6. Project Maps:

**Attach two maps showing location in the County and project level detail.**



B. Improvements proposed: (Check all that apply)

<input type="checkbox"/>	Conversion to Freeway	<input type="checkbox"/>	Roadway Widening
<input type="checkbox"/>	HOV Enforcement Area	<input type="checkbox"/>	New Auxiliary Lanes
<input type="checkbox"/>	Median Barriers	<input type="checkbox"/>	Turn Pockets
<input type="checkbox"/>	Warranted Signals	<input type="checkbox"/>	Bus Turnouts
<input type="checkbox"/>	Geometric Improvements	<input type="checkbox"/>	Interchange Modification
<input type="checkbox"/>	Grade Separation	<input type="checkbox"/>	New Interchanges

C. Past safety/security problems: (Specify)

<input type="checkbox"/>	No. of accidents in last 3 years
<input type="checkbox"/>	Average Daily Traffic
<input type="checkbox"/>	Length of project (miles)

Please calculate average accident rate per million vehicle miles of travel over last 3 years:

<input type="checkbox"/>	$(1,000,000 \times \text{No. of accidents in last 3 years}) / (3 \times 365 \times \text{Length} \times \text{ADT})$
--------------------------	--

10. Project Congestion Relief Data:

A. Project type: (Check all that apply)

<input type="checkbox"/>	High Occupancy Vehicle Lanes	<input type="checkbox"/>	Auxiliary Lanes
<input type="checkbox"/>	Upgrade to Freeway Standards	<input type="checkbox"/>	Freight Signal/ Turn Lane
<input type="checkbox"/>	Gap Closure Widening	<input type="checkbox"/>	Intersection Improvements
<input type="checkbox"/>	Ramp Metering for HOV Bypass	<input type="checkbox"/>	Ramp Metering without HOV Bypass
<input type="checkbox"/>	Weigh-in-Motion Facility	<input type="checkbox"/>	Dedicated Truck Lanes
<input type="checkbox"/>	Traffic Operations System	<input type="checkbox"/>	New Local Interchanges
<input type="checkbox"/>	Supporting Park-and-Ride Lots	<input type="checkbox"/>	Widening that moves a bottleneck
<input type="checkbox"/>	Supporting Bus/Rail Facilities	<input type="checkbox"/>	Supporting Bike/Pedestrian Facilities
<input type="checkbox"/>	Supporting Bike/Pedestrian Facilities	<input type="checkbox"/>	Other (specify) _____

B. Current congestion problem: (specify)

Actual Count/Analysis Date: \_\_\_\_\_

<input type="checkbox"/>	Level of Service during AM Peak	Date of Analysis: _____
<input type="checkbox"/>	Level of Service during PM Peak	Date of Analysis: _____
<input type="checkbox"/>	Average Daily Traffic	Date of Count: _____
<input type="checkbox"/>	Current Number of Lanes	
<input type="checkbox"/>	Truck Traffic as % of ADT, check one: Estimated ___ Actual ___	

11. System Productivity/Management:

Is the project entirely a system productivity/management project? (yes/no) \_\_\_\_\_

(Check only one)

<input type="checkbox"/>	Operations efficiency: Project improves system traffic flow significantly (e.g. signalization, TOS)
<input type="checkbox"/>	Operations efficiency: Project removes interruptions (e.g. FSP, SAFE)


Operations efficiency: Project removes bottlenecks on routes of regional significance

Multimodal efficiency: Project includes multimodal elements/alternatives for seamless system integration

Operations efficiency: Project will improve freight operations

## 12. SB 375 Goals:

Is the project going to help reduce Green house gases and/or increase housing/job density around transit hubs? (yes/no) \_\_\_\_ .

If yes, please describe:

A. Reduce Green House gases:

B. Increase housing/job density around transit hubs:

## 13. Measure C/J Projects:

Is the project a Measure C or Measure J funded project? (yes/no) \_\_\_\_ .

If yes, please write Measure C or J number of project:\_\_\_\_\_

**Check List:**

Before submitting the application, please answer the following questions (Indicate Yes or No in the empty box and provide any needed documentation):

	Is the project in the Regional Transportation Plan (RTP)?
	Is the project in a Congestion Management Plan (CMP)?
	Does the project have a PSR or PSR equivalent? If no, specify date that it will be provided _____.
	Is the project on a collector road or above, as classified by Caltrans California Road System (CRS) Maps?
	Is your STIP fund request at least \$1 million?
	Will the project/project phase be fully funded with this request?
	Did you request RTPC concurrence on your project?
	Did you attach two maps showing location in the County and project level detail?
	Did you include a detailed engineer's estimate for the project?
	Are you willing to get NEPA clearance for the Project?
	Has operating and maintenance (O&M) funding been identified for the facility? If yes, include a copy of your strategy to fund O&M for this project.
	Are you submitting more than 2 project applications?

## 2016 STIP APPLICATION TRANSIT & INTERMODAL PROJECTS

1. Project Title:

2. Project Purpose:

Describe the existing problem

3. Project Scope and Description:

Include a description of the project limits

4. Sponsor Information:

Name:

Agency:

Address:

Phone:

Fax:

Email:

5. Project Schedule:

	Status	Start (MM/YY)	End (MM/YY)
PSR or Equivalent			
Environmental Doc. (specify type _____)			
PS&E			
Right-of-way			
Construction			

\* anticipated date of completion if not completed yet

6. Project Maps:

**Attach two maps showing location in the County and project level detail (if applicable)**



- Bus Turnouts
- Track Improvements & Train Control
- Transit Revenue Collection Security Project
- Transit Passenger Safety Project
- Other (specify) \_\_\_\_\_

C. Past safety/security problems: (Specify)

No. of incidents in last 3 years (incidents should be related directly to project)

10. Project Congestion Relief Data:

A. Project type: (Check all that apply)

- Major Intermodal Center (justify) \_\_\_\_\_
- Minor Intermodal Center (justify) \_\_\_\_\_
- Major Fare Coordination Project (justify) \_\_\_\_\_
- Minor Fare Coordination Project (justify) \_\_\_\_\_
- Major Transit Expansion (MTC Resol. 1876)
- Minor Transit Expansion
- Supporting Park-and-Ride Lots
- Supporting Bus/Rail Facilities
- Supporting Pedestrian/Bicycle facilities
- Train Control significantly increasing capacity
- Transit Rehabilitation/Replacement (Guideway eligible)

B. Current congestion problem: (specify)

Actual Count/Analysis Date: \_\_\_\_\_

Peak Load Factor (transit projects only)

11. System Productivity/Management:

Is the project entirely a system productivity/management project? (yes/no) \_\_\_\_

(Check only one)

- Context efficiency: Includes direct link to transit-oriented development
- Cost efficiency: Decreases operating costs/revenue vehicle mile (or hour) significantly
- Coordination: Significantly improves revenue collection efficiency
- Intermodal efficiency: Significantly improves patron access to/egress from stations
- Operations efficiency: Significantly improves patron travel time
- Modal shift: promotes modal shift
- Project will improve signal pre-emption for buses



12. Transit Rehabilitation/Replacement Projects

A. Project Description: (check one only)

<input type="checkbox"/>	Rail vehicle -- heavy
<input type="checkbox"/>	Rail vehicle -- LRV
<input type="checkbox"/>	Trolley bus
<input type="checkbox"/>	Trolley overhead
<input type="checkbox"/>	Transfer center

B. Additional Information: (specify in years for only one)

<input type="checkbox"/>	Age of asset being replaced
<input type="checkbox"/>	Age of asset being rehabilitated

13. SB 375 Goals:

Is the project going to help reduce Green house gases and/or increase housing/job density around transit hubs? (yes/no) \_\_\_\_ .

If yes, please describe:

A. Reduce Green House gases:

B. Increase housing/job density around transit hubs:

14. Measure C/J Projects:

Is the project a Measure C or Measure J funded project? (yes/no) \_\_\_\_ .

If yes, please write Measure C or J number of project: \_\_\_\_\_

**Check List:**

Before submitting the application, please answer the following questions (Indicate Yes or No in the empty box and provide any needed documentation):

	Is the project in the Regional Transportation Plan (RTP)?
	Is the project in a Congestion Management Plan (CMP)?
	Does the project have a PSR or PSR equivalent? If no, specify date that it will be provided _____.
	Is your STIP fund request at least \$1 million?
	Will the project/project phase be fully funded with this request?
	Did you request the RTPC concurrence on your project?
	Did you attach two maps showing location in the County and project level detail?
	Did you include a detailed engineer's estimate for the project?
	Are you willing to get NEPA clearance for the Project?
	Has operating and maintenance (O&M) funding been identified for the facility? If yes, include a copy of your strategy to fund O&M for this project.
	Are you submitting more than 2 project applications?

Project Title: \_\_\_\_\_

**Category I: Safety/System Productivity**

**Safety:**

_____	x	_____	=	<input type="text"/>
Multiplier		Impact Value		Total for Safety
Table A or B		Table C		

**System Productivity:**

Choose one Table (20 pts possible)	=	<input type="text"/>
Tables D, E, or F		Total for Productivity

**Total (Safety/System Productivity)**

_____	+	_____	x 25/40	=	<input type="text"/>
Total for Safety		Total for Productivity			Total for Category I

**Maximum Points = 25**

**Category II: Congestion Relief**

_____	x	_____	x 25/30	=	<input type="text"/>
Multiplier		Impact Value			Total for Category II
Table G		Table H			

**Maximum Points = 25**

**Category III: Strategic Expansion**

_____	x	_____	x 15/30	=	<input type="text"/>
Multiplier		Impact Value			Total for Category III
Table I		Table J			

**Maximum Points = 15**

**Category IV: Helping Meet SB 375 Goals**

Reduce GHG	<input type="text"/>	5 points max
Increase density around transit hubs	<input type="text"/>	5 points max
	<input type="text"/>	
	Total for Category IV	

**Maximum Points = 10**

**Category V: Other Secured Funds (OSF)**

- 5 points --if OSF greater than 50% of project total cost
- 3 points --if OSF between 25% & 50% of project total cost
- 1 point --if OSF less than 25% of project total cost

Other Secured Funds Points	<input type="text"/>
	Total for Category V

**Maximum Points = 5**

**Category VI: Measure C/J Project**

20 points if the project is a measure C/J funded project

Measure C/J Project Points	<input type="text"/>
	Total for Category V

**Maximum Points = 20**

**TOTAL POINTS FOR THIS PROJECT** \_\_\_\_\_

Project Title: \_\_\_\_\_

**Category I: Safety/System Productivity**

**Safety:**

_____	x	_____	=	<input type="text"/>
Multiplier		Impact Value		Total for Safety
Table A		Table B		

**System Productivity:**

_____	=	<input type="text"/>
Total for System Productivity		Total for Productivity
Tables C		

**Total (Safety/System Productivity)**

_____	+	_____	x	25/40	=	<input type="text"/>
Total for Safety		Total for Productivity				Total for Category I

**Maximum Points = 25**

**Category II: Congestion Relief**

_____	x	_____	x	25/30	=	<input type="text"/>
Multiplier		Impact Value				Total for Category II
Table D		Table E				

**Maximum Points = 25**

**Category III: Strategic Expansion**

_____	x	_____	x	25/30	=	<input type="text"/>
Multiplier		Impact Value				Total for Category III
Table F		Table G				

**Maximum Points = 25**

**Category IV: Helping Meet SB 375 Goals**

Reduce GHG	<input type="text"/>	5 points max
Increase density around transit hubs	<input type="text"/>	5 points max
	<input type="text"/>	
	Total for Category IV	

**Maximum Points = 10**

**Category V: Other Secured Funds (OSF)**

- 5 points --if OSF greater than 50% of project total cost
- 3 points --if OSF between 25% & 50% of project total cost
- 1 point --if OSF less than 25% of project total cost

Other Secured Funds Points	<input type="text"/>
	Total for Category IV

**Maximum Points = 5**

**Category VI: Measure C/J Project**

20 points if the project is a measure C/J funded project

Measure C/J Project Points	<input type="text"/>
	Total for Category V

**Maximum Points = 20**

**TOTAL POINTS FOR THIS PROJECT** \_\_\_\_\_

## Table Packet for Roadway Projects

### Category I: Safety/ System Productivity

#### Safety:

Determine the multiplier

#### Table A

#### Multiplier Tables

*Please check applicable project box and circle the corresponding multiplier*

<input type="checkbox"/> Highway or Arterial Projects – based on accident data							
TYPE	CA AVG.	Accidents per Million Vehicle Miles*					
Freeways	0.69	<0.52	0.52-0.59	0.60-0.68	0.69-0.77	0.78-0.86	>0.86
Expwys – 2 lane	0.89	<0.68	0.68-0.79	0.80-0.90	0.91-1.00	1.01-1.11	>1.11
Expwys – multi lane	1.00	<0.75	0.75-0.87	0.88-1.00	1.01-1.13	1.14-1.25	>1.25
Conventional – 2 lane	1.69	<1.27	1.27-1.47	1.48-1.68	1.69-1.90	1.91-2.11	>2.11
Conventional – multi lane	2.72	<2.04	2.04-2.37	2.38-2.71	2.72-3.06	3.07-3.40	>3.40
Multiplier		0.0	0.2	0.4	0.6	0.8	1.0

Number of Accidents due to problem to be remedied by project: \_\_\_\_\_

Source: \_\_\_\_\_

\* To compute accidents per million vehicle miles, use the formula below:

$$\frac{\text{Average Number of Accidents per year over last 3 years} \times 1,000,000}{\text{Average Daily Traffic (Veh/Day/Yr)} \times 365 \times \text{length of project in miles}}$$

OR

#### Table B

<input type="checkbox"/> Roadway Intersection Projects							
No. of Accidents over past 3 years	0-4	5-9	10-19	20-35	36-54	55-75	>75
Multiplier	0.0	0.1	0.2	0.4	0.6	0.8	1.0
<i>If the project qualifies as a pro-active safety project, apply an 0.7 multiplier to the Category II.1 Safety score (page 20)</i>							

Number of Accidents due to problem to be remedied by project: \_\_\_\_\_

Source: \_\_\_\_\_

Determine the impact value for Safety

**Table C**

**Impact Value Table**

The value characterizes the safety impact of the project. Impact values are listed by mode.

*Impact Value—If project scores in more than one column, use only the higher impact value*

Highway or Arterial Projects (circ'e all that apply)

High Impact = 18 points *	Medium Impact = 12 points *	Low Impact = 4 points *
HOV enforcement areas	Widenings	New interchanges
Grade Separations	Auxiliary lanes	Other (specify and attach written justification)
Geometric improvements, shoulders, curve correctins	Turn pockets	
Median barriers	Signal interconnection	
Conversion to freeway	Interchange modifications	
New, warranted signals	Other (specify and attach written justification)	
Other (specify and attach written justification):	Other (specify and attach written justification):	
* Project evaluation teams may raise or lower the impact value by 1 or 2 points, depending on how well the project solves the problem as compared to other similar projects.		

# System Productivity:

## Table D

Choose only one

A. Freight. The ability to move and deliver freight is an important goal for the regional transportation system. This element gives a higher score to the types of projects that facilitate freight movement and delivery in ways that are not captured in other criteria.

Subcategory II.3 A. 1: Mobility/ Delivery

Projects which improve the movement of freight on a truck route:

*Check applicable direct benefits. If the project has none of these features, skip this section.*

<input type="checkbox"/>	Project results in the improved ability to sustain high speed operation on trunkline highways during early evening and early morning hours.
<input type="checkbox"/>	Project results in the improved ability of the street and highway system to deliver a consistent and reliable level of service that enables trucking companies to maintain schedule during the shoulder of the peak period and midday hours.
<input type="checkbox"/>	Project improves the ability to park conveniently, and non-intrusively, for timely pick-up and delivery.

If the project has at least one of the above features as a direct benefit, calculate the score by filling out the section below:

Highway Truck Volumes *(circle only one)*

Greater than or Equal to	Less than	Project Score in this element
0%	5%	0 points
5%	6%	2 points
6%	7%	4 points
7%	8%	6 points
8%	9%	8 points
9%	10%	10 points
10%	11%	12 points
11%	12%	14 points
12%	13%	16 points
13%	14%	18 points
14%	—	20 points

Enter Subcategory II.3 A. 1 points here

OR

## Table E

Arterial Truck Volumes *(Circle only one)*

Greater than 3,000 Trucks/Lane/Day	20 points
Greater than 2,000 Trucks/Lane/Day	10 points
Greater than 1,000 Trucks/Lane/Day	5 points

OR Enter Subcategory II.3 A. 1 points here

**System productivity (Cont.)**

**OR**

**Table F**

Projects which specifically contribute to the operating stability of the transportation system, by strengthening traffic operations, are rewarded in the this element. The project gets 10 points if it is entirely a system operations project, and 5 points if the project is only partially a system operations project.

*Circle only one*

Traffic Efficiency (quantifiable over 1% improvements):	Points
Flow: (e.g., signalization, Traffic Operations System)	entire = 10 points portion = 5 points
Remove interruptions: (e.g., Freeway Service Patrol, SAFE)	entire = 10 points portion = 5 points

*Enter Subcategory II.3 B. 2 points here*

**Category II: Congestion Relief**

Determine the multiplier

**Table G**

**Multiplier Table**

*Please check applicable project boxes and circle corresponding multiplier*

Roadway Elements

Peak Average Level of Service (LOS) based on adopted CMA methodology (*circle one*)

LOS	F	E	D	C	B	A
Multiplier	1.0	0.8	0.6	0.2	0.1	0.0

How was LOS determined?

Floating Car

Volume/Capacity (V/C) Ratio (please show calculations):

Other: \_\_\_\_\_



## Congestion Relief (Cont.)

### Determine the impact value

**Table H**

**Impact Value Table**

*Impact Value – If project scores in more than one column, use only the higher impact value*

Roadway Elements (circle all that apply)

High Impact = 28 points*	Medium Impact = 22 points *	Low Impact = 14 points *
High Occupancy Vehicles (HOV) lanes	Auxiliary lanes	New local interchanges
Interchange that upgrades to Freeway Standards	Turn pockets or other intersection improvements	Gap closure that only moves bottleneck condition
Gap Closure with systemwide benefit	Park and Ride lots	
Signal Interconnect (8 or more)	Signal interconnect – less than 8	Roadway rehab/resurfacing
Traffic Operations System (TOS)	Ramp metering	Other (specify and attach written justification)
Roadway/resurfacing on transit route: greater than 30 buses/hour on peak period	New warranted signal where none exists	
Other (specify and attach written justification)	Roadway/resurfacing on transit route: greater than 10 buses/hour on peak period	
	Truck layover parking	
	Freight signal/turn lanes	
	Other (specify and attach written justification)	

\* Project evaluation teams may raise or lower the impact value by 1 or 2 points, depending on how well the project solves the problem as compared to other similar projects. Being included in a CMA deficiency plan would normally add 2 points to a project's impact value.

## Category III: Strategic Expansion

### Determine the multiplier

**Table I**

**Multiplier Table**

III.1 Roadway Strategic Expansion Projects

Average Daily Traffic (ADT)	Level of Service (LOS) F	LOS E	LOS D	LOS C	LOS B
> 50,000	1	0.9	0.6	0.4	0.1
> 30,000 – 50,000	0.8	0.6	0.4	0.2	0.1
10,000 – 30,000	0.6	0.4	0.2	0.1	-0-
<b>Multiplier</b> (circle)					

Cite sources of ADT and LOS: \_\_\_\_\_

## Strategic Expansion (cont.)

Determine the impact value

**Table J**

**Impact Value Table**

*Impact Values are additive – circle all that apply*

<b>Impact Value</b>	
HOV Lanes:	10 points (improve travel speeds)
Mixed flow capacity, including arterials:	10points (improve travel speeds or accessibility)
Supporting features:	(Max. of 10)
Ramp Metering	2 point
OR	OR
Ramp Metering with HOV Bypass	5 points
Park-and-Ride Lots	2 points (carpooling)
Bus Facilities	5 points
Bicycle Facilities	5 points
Pedestrian Facilities	5 points

*Enter Sum of Project Impact Points here  
(Max. of 30 points)*

## Table Packet for Transit Projects

### Category I: Safety/System Productivity

#### Safety:

Determine the Multiplier

**Table A** **Multiplier Table**

<input type="checkbox"/> Transit Projects							
No. of Incidents over past 3 years	0-1	2-4	5-9	10-14	15-19	20-24	>24
Multiplier	0.0	0.1	0.3	0.5	0.7	0.9	1.0
<i>If the project qualifies as a pro-active safety project, apply an 0.7 multiplier to the Category II.1 Safety score (page 20)</i>							

Number of Incidents, injuries or repairs relating to the proposed project: \_\_\_\_\_

Source: \_\_\_\_\_

#### Notes on the Transit Multiplier:

As indicated in the outreach efforts on the Congestion Pricing project and the Regional Transportation Plan, passengers perceive a threat to personal safety on transit vehicles or at stations in the larger urbanized areas, regardless of whether or not the specific areas have a history of crime problems.

Projects which increase the security at stations—on vehicles or at stops—for transit operators (e.g., BART, AC Transit, MUNI, GGBHTD, or SCCTD) may receive a multiplier of 0.7 if the project improves the perception of security. Emergency intercoms or callboxes might be an example. Mixed use development (people around after the peak) may also increase the perception of safety.

Determine the Impact Value

**Table B** **Impact Value Table**

Transit Projects (circle all that apply)

High Impact = 18 points *	Medium Impact = 12 points *	Low Impact = 4 points *
Rail switches	Equipment/assets safety project	Revenue collection security project
Track improvements	Lighting in low security areas	Other (specify and attach written justification):
Passenger/employee safety project	Emergency communications systems	
Lighting in high security areas	Maintenance yard fences	
Handrails	Bus turnouts/bulbs	
Other (specify and attach written justification):	Other (specify and attach written justification):	
* Project evaluation teams may raise or lower the impact value by 1 or 2 points, depending on how well the project solves the problem as compared to other similar projects.		

**On the Scoring Criteria, Multiply the Impact Value by the Multiplier to get your total for Safety.**

# System Productivity: Transit Operations

**Table C**

Choose only one

Projects which specifically contribute to the operating stability of the transportation system, by strengthening transit operations, are rewarded in this element.

*Circle only one*

Transit System Improvements	Points
Context Efficiency: Density at stations (e.g., Fruitvale transit-oriented development or livable communities projects)	5
Cost Efficiency: Decreases transit operating costs/Revenue Vehicle Hour/Mile, or Passenger Mile by over 1%	20
Revenue Collection/Coordination Efficiency (e.g., TransLink)	entire = 10 points portion = 5 points
Intermodal Efficiency: Significantly improves transit patron access to / egress from transit stop (e.g. improves trip ends)	10
Other systemwide productivity operational improvements (please identify)	0
<b>Modal Shift</b>	<b>20</b>

- Enter point amount in the box "Total for System Productivity."

# Category II: Congestion Relief

Determine the Multiplier using one of the tables below.

**Table D Multiplier Table**

Transit Elements

Project designed primarily to relieve transit loading—use Peak Load Factor table  
(circle one)

PLF	>1.25	1.00	0.75	0.50	0.25	<0.25
Multiplier	1.0	0.8	0.6	0.2	0.1	0.0

*For projects with systemwide benefit, use PLF averages.*

Please show PLF calculation (Peak passengers/ seating capacity): \_\_\_\_\_  
OR, for park-and-ride, the degree of the exceedence of facility capacity: \_\_\_\_\_

OR

Project designed primarily to relieve parallel corridor (roadway) congestion—indicate Peak Average Corresponding Roadway LOS (circle one)

LOS	F	E	D	C	B	A
Multiplier	1.0	0.8	0.6	0.2	0.1	0.0

*For projects with systemwide benefit, use parallel route LOS averages.*

Identify parallel corridor/route: \_\_\_\_\_

Determine the Impact Value .

**Table E Impact Value Table**

High Impact = 28 points *	Medium Impact = 22 points *	Low Impact = 14 points *
Reduces load factor by 10% or more	Reduces load factor by less than 10%	Increases in passenger comfort and convenience
Increases service capacity by 10% or more	Increases service capacity by less than 10%	Bike lockers or racks
Increases service reliability by 10% or more	Increases service reliability by less than 10%	Intermodal facility with unquantified level of transfers
Major interconnect or fare coordination project	Any improvement off the Metropolitan Transportation System	Transit rehabilitation/replacement
Bus turnouts/bulbs	Minor interconnect or fare coordination project	Other (specify and attach written justification):
Major intermodal facility	Other (specify and attach written justification):	
Reduces transfer time by 10% or more		
Other (specify and attach written justification):		

\* Project evaluation teams may raise or lower the impact value by 1 or 2 points, depending on how well the project solves the problem as compared to other similar projects. Being included in a CMA deficiency plan would normally add 2 points to a project's impact value.

Use the equations on the scoring criteria to determine the Category II total.

## Category III: Strategic Expansion

Choose one of the tables below to determine the multiplier.

**Table F**                      **Multiplier Table**

Project based on parallel route in same corridor—indicate Level of Service (LOS)  
(circle one)

Average Daily Traffic (ADT)	Level of Service (LOS) F	LOS E	LOS D	LOS C	LOS B
> 50,000	1	0.9	0.6	0.4	0.1
> 30,000 – 50,000	0.8	0.6	0.4	0.2	0.1
10,000 – 30,000	0.6	0.4	0.2	0.1	0
<b>Multiplier</b>					
<i>(For projects with systemwide benefits, use LOS averages)</i>					

Parallel Route: \_\_\_\_\_

OR

Project designed primarily to relieve transit loading—indicate Peak Load Factor (PLF)  
(circle one)

PFL	>1.25	1.00	0.75	0.50	0.25	<0.25
<b>Multiplier</b>	1.0	0.8	0.6	0.2	0.1	0.0
<i>(For projects with systemwide benefits, use PFL averages)</i>						

Please show PLF calculation (Peak passengers/ seating capacity): \_\_\_\_\_

OR, for park-and-ride, the degree of the exceedence of facility capacity: \_\_\_\_\_

Determine the impact value

**Table G**

**Impact Value Table**

Impact Value	
<p>New Strategic Enhancements:</p> <p>    New Transfer Facility**              (If significantly improves travel time/convenience)              **or expanded-applied to transit &amp; intermodal projects</p> <p>OR</p> <p>    New Service Expansion              (If significantly saves door-to-door travel time, with sufficient frequency and hours of service)</p>	<p><b>20</b></p>
<b>PLUS</b>	
<i>(circle all that apply to maximum of 10 points)</i>	
Transit Station Parking Expansion *	5 points
Park-and-Ride Lots * / Feeder Buses	5 points
Bus Shelters *	5 points
Bike Access Improvements *	5 points
Pedestrian Access Improvements *	5 points
* (If significantly saves door to door travel time, with significant frequency and hours of service)	

*(Taken from the Local Assistance Program Guidelines Manual, Chapter 23: LOCAL AGENCY STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PROJECTS, Exhibit 23-J: Project Study Report Guidelines, Updated 2009)*

### **Documents Meeting Report Standards for the STIP PSR or PSR Equivalent Requirement**

Although Regional Transportation Planning Agencies and County Transportation Commissions who are responsible for the programming of projects in the RTIP may, at their option, adopt additional standards, policies and procedures for projects off the State highway system, the use of the following documents meet the above-mentioned report standards:

1. Project Study Report and Project Study Report (Project Development Support) as outlined in Caltrans Project Development Procedures Manual (PDPM). This is the standard for all project proposed on the State highway system regardless of who prepares the document or is the project sponsor. Caltrans may in the future make changes to the PDPM which are technical in nature. Technical changes to the PDPM which relate to PSR will be shared with CTC staff. Changes to policy require adoption by the CTC. For retrofit noise barrier projects, the Noise Barrier Scope Summary Report (NBSSR) outlined in Caltrans. Project Development Procedures Manual is an appropriate document. The Caltrans Project Development Procedures Manual can be found on the Internet at: <http://www.dot.ca.gov/hq/oppd/> .
2. Preliminary Environmental Study (PES) form and the Field Review Form as described in Caltrans Local Assistance Procedures Manual (LAPM). This is the standard for all projects proposed off the State highway system and is equivalent to the PSR. Agencies may also, at their option, adopt Caltrans' Project Study Report for use on projects that are not on the State highway system. Caltrans may in the future make changes to the LAPM which are technical in nature. Technical changes to the LAPM, which relate to project study report equivalents will be shared with CTC staff . Changes to policy require adoption by the CTC. The Caltrans Local Assistance Procedures Manual can be found on the Internet at: <http://www.dot.ca.gov/hq/LocalPrograms/>.
3. Project Study Report (Local Rehabilitation) . This document is an appropriate document for pavement rehabilitation projects proposed off the State highway system and can be used by agencies at their option. This PSR format was transmitted to all Regional Transportation Planning Agencies and County Transportation Commissions in a letter dated December 8, 1998, from Mr. Robert L. Buckley, Program Manager, Design and Local Programs.
4. Uniform Transit Application. The Commission's Uniform Transit Application is the appropriate document for transit projects.
5. TEA Application. An application prepared in accordance with the Commission's Transportation Enhancement Activities (TEA) program guidelines is the appropriate document for TEA projects.



## 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  
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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.

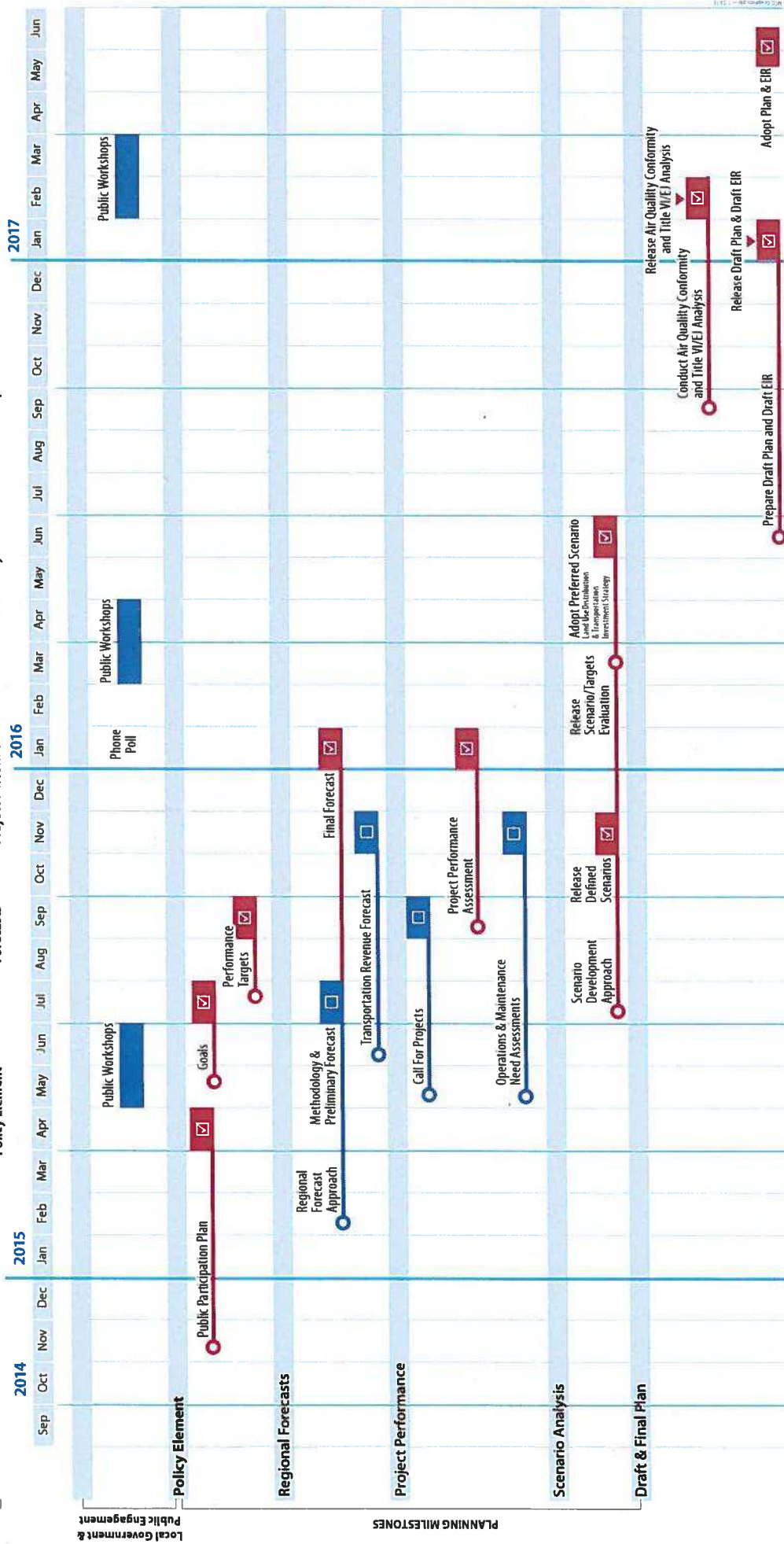
In the weeks and months ahead, MTC staff will be contacting and convening meetings with your staff in relation to various aspects of the Plan Bay Area update. Key upcoming milestones include the first round of county-level Open Houses for the update slated to occur in each of the nine Bay Area counties 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).

  
\_\_\_\_\_  
Alex A. Bockelman

# Plan Bay Area Update: Key Milestones 2014–2017



## 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 subvented 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.



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.

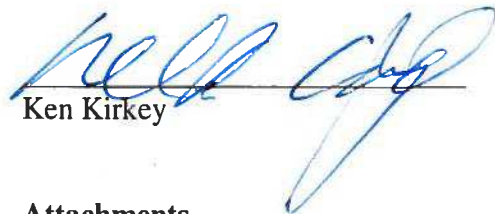
The Local Streets and Roads Needs Assessment will be completed using data from the 2014 California Statewide Local Streets and Roads Needs Assessment. Data from the Needs Assessments will inform the investment strategy for Plan Bay Area 2040.

#### **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.