



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Alberto Esqueda, Senior Program Planner/ Administrator
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SUBJECT: Plan Bay Area 2050: Regionally-Significant Project List

RECOMMENDATION

That the Napa Valley Transportation Authority (NVRTA) Board approve the list of projects (Attachment 1) submitted under the call for regionally-significant projects to be considered for inclusion in the Metropolitan Transportation Commission's Plan Bay Area 2050.

OTHER OPTIONS FOR CONSIDERATION

Not approve draft regionally-significant project list for Plan Bay Area 2050.

COMMITTEE RECOMMENDATION

The Technical Advisory Committee recommends that the Board approve the list of projects submitted under the call for regionally-significant projects to be considered for inclusion in the Metropolitan Transportation Commission's Plan Bay Area 2050.

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) issued an open "Call for Projects" for Regionally-Significant Projects to be considered for inclusion in Plan Bay Area 2050, the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The 25-year Regional Strategic Transportation Plan is prepared for the nine- county Bay Area by MTC every four (4) years. Plan Bay Area 2050 will integrate SB 375 requirements, which requires regional planning agencies to adopt *Sustainable Communities Strategies* that demonstrate how its long range planning process will achieve mobile greenhouse gas emission reductions.

MTC is soliciting projects from two investment categories, 1) group listings of exempt projects (i.e., programmatic categories) and 2) non-exempt, capacity-increasing projects

(i.e., regionally-significant projects). At this time, only regionally significant projects are being requested. The Board released a call for projects on April 17th with initial submissions due to NVTA by April 26, 2019. NVTA staff completed a first review of initial project submittals and compiled a comprehensive list and presented it to the TAC at its May 2nd and June 6, 2019 meetings.

Regionally-significant projects are those that add capacity to the region's network of freeways, expressways, and highways or to the region's network of fixed guideway transit facilities (e.g., rail, ferry, BRT) meeting one of the following criteria:

- Expands or extends the principal arterial system (length must be greater than ¼ mile)
- Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
- Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
- Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
- Extends or expands the fixed guideway transit infrastructure
- Adds new or expands transit stations or terminals, including parking facilities
- Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
- Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).

Final project submittals must be approved by the NVTA Board and submitted to **MTC no later than June 30, 2019.**

PROCEDURAL REQUIREMENTS

1. Staff Report
2. Public Comments
3. Motion, Second, Discussion and Vote

FISCAL IMPACT

Is there a Fiscal Impact? No

Consequences if not approved: MTC would not receive plan approval or future funding Napa's regionally significant projects.

STRATEGIC GOALS MET BY THIS PROPOSAL

- Goal 1 - Serve the transportation needs of the entire community regardless of age, income, or ability.
- Goal 2 - Improve system safety in order to support all modes and serve all users
- Goal 4 - Support Napa County's economic vitality
- Goal 5 - Minimize the energy and other resources required to move people and goods.

CEQA REQUIREMENTS

ENVIRONMENTAL DETERMINATION: The proposed action is not a project as defined by 14 California Code of Regulations 16378 (California Environmental Quality Act (CEQA) Guidelines) and therefore CEQA is not applicable.

BACKGROUND AND DISCUSSION

As the Bay Area's Metropolitan Planning Organization, MTC is required by federal and state regulations to prepare a fiscally-constrained, Regional Transportation Plan ("Plan Bay Area 2050" or "RTP"). The RTP is prepared in accordance with the California Transportation Commission's RTP guidelines. The RTP identifies needs, sets priorities, and includes a fiscally constrained list of short-, medium-, and long-range projects and programs. As the County Transportation Agency (CTA) for Napa County, NVRTA is required to coordinate the submittal of regionally-significant transportation projects to MTC.

The RTP 25-year vision is supported by a similar 25-year investment plan comprised of project and programs submitted by jurisdictions based on need and contributed improvements to the community. As required by federal and state planning regulations, Plan Bay Area 2050 will be a fiscally constrained plan, therefore, project costs cannot exceed the reasonably expected transportation revenues forecasted over the planning horizon. Plan Bay Area's forecast of reasonably expected transportation revenues will not be finalized until fall 2019; however, county targets have been developed for the purpose of the Request for Regionally-Significant Projects. The Napa County target for regionally significant projects is \$615 million for the 25 year planning horizon. Projects must be included in the RTP in order to receive future funding.

Jurisdictional staff evaluated RTP guidelines in context of Plan Bay Area 2050 and considered projects previously submitted under NVRTA's Countywide Transportation Plan Vision 2040: Moving Napa Forward. Jurisdictional staff also submitted any new projects that met the criteria outlined in the guidelines.

Programmatic categories or group projects will be requested in another call for RTP projects in the fall of 2019.

SUPPORTING DOCUMENTS

Attachments: (1) NVTA's Draft RTP 2050 Project List
 (2) Request for Regionally Significant Projects Guidance

Plan Bay Area 2050 Regionally Significant Project Submittal List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost (Year of Expenditure)	Total Committed	Types of funds Committed	Total Need	PBA 20250 Funds allocated to project	Start Year	End Year	Included in Plan Bay Area or Countywide Transportation Plan	Regional Significance Criteria (Does the project meet any of the drop down criteria)	General Criteria (Does the project meet any of the drop down criteria)
				Location	Start Point	End Point												
1	City of Napa	Trower Avenue Extension	Extend Trower Avenue east to connect with Big Ranch Road	Trower Avenue	Eastern terminus of Trower Ave	Big Ranch Road	Bike/Ped/Vehicle	Planning	\$ 12,537,549	\$0	-	\$12,537,549	\$ 12,537,549	2025	2050	YES	Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will open after 2021 and by year 2050
2	City of Napa	Lincoln Avenue at California Blvd & SR29 Off-Ramp	Reconfigure northbound SR 29 off-ramp at Lincoln Avenue and modify Lincoln/California intersection	Lincoln Avenue	SR29 Off-Ramp	California Boulevard	Bike/Ped/Vehicle	Planning	\$ 6,567,288	\$0	-	\$6,567,288	\$ 6,567,288	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
3	City of Napa	SR29 over Trower	Trower Avenue Underpass	Trower Avenue/ SR29 Intersection	-	-	Bike/Ped/Vehicle	Planning	\$ 35,821,569	\$0	-	\$35,821,569	\$ 24,321,569	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
4	City of Napa	Jefferson/Imola Intersection Widening	Jefferson/Imola intersection modification	Jefferson/ Imola Intersection	-	-	Bike/Ped/Vehicle	Planning	\$ 3,582,157	\$0	-	\$3,582,157	\$ 3,582,157	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
5	City of Napa	Solano/Redwood Intersection Widening	Widening and restriping modifications to the Solano Avenue/ Redwood Road Intersection	Solano/ Redwood Intersection	-	-	Bike/Ped/Vehicle	Planning	\$ 895,539	\$0	-	\$895,539	\$ 895,539	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
6	City of Napa	Soscol Avenue Widening	Widen Soscol Avenue-SR221-SR121 to six lanes from Magnolia Drive to Silverado Trail including median widening and intersection improvements	Soscol Avenue	Magnolia Drive	Silverado Trail	Vehicle	Planning	\$ 27,164,690	\$0	-	\$27,164,690	\$ 22,164,690	2025	2050	YES	Expands or extends the principal arterial system (length must be greater than ¼ mile)	Will open after 2021 and by year 2050
7	City of Napa	Lincoln/Soscol Right turn Lanes	Modify Lincoln/Soscol intersection with right turn lanes	Lincoln/ Soscol intersection	-	-	Bike/Ped/Vehicle	Planning	\$ 895,539	\$0	-	\$895,539	\$ 895,539	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
8	City of Napa	First Street Roundabouts (west side)	Construct roundabouts on First Street at Freeway Drive and SR29 Southbound ramps	First Street	Freeway Drive	SR29 southbound ramps	Bike/Ped/Vehicle	Planning	\$ 10,149,445	\$0	-	\$10,149,445	\$ 10,149,445	2025	2050	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
9	City of Napa	5-way Intersection Modification	Construct intersection improvements at Silverado Trail/Third Street/Coombsville Road/East Avenue	Silverado/ Coombsville/ 3rd/ East Ave Intersection	-	-	Bike/Ped/Vehicle	Design	\$ 15,522,680	\$3,500,000	Caltrans	\$12,022,680	\$ 12,022,680	2014	2025	YES	Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050
10	NVTA	Park and Ride Lots, (Construction and O&M)	Park and Ride lots throughout Napa County	Napa County	-	-	Bus	PE-CON	\$ 11,255,088	\$0	-	\$11,255,088	\$ 11,255,088	2022	2050	No	Adds new or expands transit stations or terminals, i	Supports the region's sustainable communities strategy (SCS)
11	NVTA	Vine Maintenance Facility (Construction O&M)	Construction of new maintenance facility	Sheehy Ct.	-	-	Bus	CON	\$ 37,141,791	\$2,000,000	-	\$35,141,791	\$ 35,141,791	2023	2050	No	Adds new or expands transit stations or terminals, i	Supports the region's sustainable communities strategy (SCS)
12	NVTA	Bus Chargers	Electric Bus Infrastructure	Napa County	-	-	Bus	CON	\$ 5,627,544	\$0	-	\$5,627,544	\$ 5,627,544	2023	2050	No	Adds new or expands transit stations or terminals, i	Supports the region's sustainable communities strategy (SCS)
13	NVTA	Express Bus Enhancements	13.5 miles of bus rapid corridor enhancements	SR 29	Vallejo Ferry Terminal	Napa Valley College	Bus	PE-CON	\$ 21,535,091	\$0	-	\$21,535,091	\$ 21,535,091	2027	2050	No	Expands transit fleets or service levels (e.g., increa	Supports the region's sustainable communities strategy (SCS)
14	NVTA	Motor Coaches	Acquisition of Long Haul Motor Coaches	N/A	-	-	Bus	None	\$ 17,734,781	\$0	-	\$17,734,781	\$ 17,734,781	2027	2050	-	Expands transit fleets or service levels (e.g., increa	Supports the region's sustainable communities strategy (SCS)
15	NVTA	Express Bus Enhancements	4.7 miles of bus Bus Corridor Enhancements	SR 29	Napa Valley College	Redwood P&R	Bus	PE-CON	\$ 6,333,850	\$0	-	\$6,333,850	\$ 6,333,850	2027	2050	No	Expands transit fleets or service levels (e.g., increa	Supports the region's sustainable communities strategy (SCS)
16	NVTA	Bus Fleet Expansion	Expansion of Express Routes buses; 15 over the road-coach long-haul buses	N/A	-	-	Bus	None	\$ 20,763,508	\$0	-	\$20,763,508	\$ 15,763,508	2030	2050	No	Expands transit fleets or service levels (e.g., increa	Supports the region's sustainable communities strategy (SCS)
17	NVTA	Local routes expanded service hours	Expand service hours from 6am-11pm weekdays	N/A	-	-	Bus	None	\$ 55,369,355	\$0	-	\$55,369,355	\$ 35,369,355	2030	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050
18	NVTA	Local routes expanded service hours	Add Sunday Service	N/A	-	-	Bus	None	\$ 6,017,649	\$0	-	\$6,017,649	\$ 6,017,649	2035	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050
19	NVTA	Local routes increase frequency	All local service operates every 30 minutes on weekdays	N/A	-	-	Bus	None	\$ 11,940,523	\$0	-	\$11,940,523	\$ 11,940,523	2025	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050
20	NVTA	Express/Regional routes expanded service hours	Expand service hours from 4am-12am	N/A	-	-	Bus	None	\$ 32,555,155	\$0	-	\$32,555,155	\$ 22,555,155	2045	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050
21	NVTA	Express/Regional routes expanded service hours	Increase frequency on Routes 29, 21, 10X, 11X, 10 and 11 to 30 peak, 60 midday on weekdays	N/A	-	-	Bus	None	\$ 80,285,565	\$0	-	\$80,285,565	\$ 50,180,304	2030	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050
22	NVTA	Express/Regional routes Enhanced frequency	Add Saturday service to Routes 10X, 11X, 21, and 29	N/A	-	-	Bus	None	\$ 10,831,768	\$0	-	\$10,831,768	\$ 10,831,768	2040	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050
23	NVTA	Express/Regional routes Enhanced frequency	Add Sunday service to Routes 10X, 11X, 21, and 29	N/A	-	-	Bus	None	\$ 6,278,494	\$0	-	\$6,278,494	\$ 6,278,494	2045	2050	No	Expands transit fleets or service levels (e.g., increa	Will open after 2021 and by year 2050

Plan Bay Area 2050 Regionally Significant Project Submittal List

No.	Jurisdiction	Project Title	Project Description	Project Location			Mode	Project Phase	Total Cost (Year of Expenditure)	Total Committed	Types of funds Committed	Total Need	PBA 20250 Funds allocated to project	Start Year	End Year	Included in Plan Bay Area or Countywide Transportation Plan	Regional Significance Criteria <i>(Does the project meet any of the drop down criteria)</i>	General Criteria <i>(Does the project meet any of the drop down criteria)</i>	
				Location	Start Point	End Point													
24	NVTA	New Transit Vehicles (EXPANSION)	Acquisition of new paratransit vehicles, community shuttle buses and Vine buses for service expansion	N/A	-	-	Bus	None	\$ 15,522,680	\$0	-	\$15,522,680	\$ 10,522,680	2025	2050	No	Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)	
25	NVTA	Transit System Growth (Operating Costs)	Operation costs for the expansion of the transit system	N/A	-	-	Bus	None	\$ 3,343,346	\$0	-	\$3,343,346	\$ 3,343,346	2025	2050	No	Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)	
26	NVTA	New Shelters and Stop Amenities (EXPANSION)	Improved bus stops throughout Napa County	N/A	-	-	Bus	None	\$ 8,487,200	\$0	-	\$8,487,200	\$ 8,487,200	2021	2025	No	Adds new or expands transit stations or terminals, including parking facilities	Supports the region's sustainable communities strategy (SCS)	
27	NVTA	TSP	Transit Signal Priority on SR-29 and major corridors	N/A	-	-	Bus	CON	\$ 2,185,454	\$0	-	\$2,185,454	\$ 2,185,454	2022	2025	No	Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)	
28	NVTA	SMART Connector	Implement Bus Service to SMART Train	N/A	-	-	Bus	N/A	\$ 5,627,544	\$0	-	\$5,627,544	\$ 5,627,544	2023	2050		Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)	
29	NVTA	NVC Transfer Center	Construct a bus tranfer center at Napa Valley College	NVC	-	-	Bus	PE-CON	\$ 1,159,274	\$0	-	\$1,159,274	\$ 1,159,274	2024	2025		Adds new or expands transit stations or terminals, including parking facilities	Supports the region's sustainable communities strategy (SCS)	
30	NVTA	Soscol Junction	Construct free flowing SR-29 structure with two roundabouts	SR29/SR12/SR221	-	-	Auto	PE-CON	\$ 40,000,000		-	\$40,000,000	\$ 40,000,000	2022	2024		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050	
31	NVTA	Airport Blvd Junction	Construct grade separated interchange	SR29/SR12/Airport Blvd	-		Auto	PE-CON	\$ 69,211,694	\$0	-	\$69,211,694	\$ 39,211,694	2030	2032		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will seek federal, state or regional funding	
32	NVTA	Carneros Interseccion	SR 29/SR12/SR 121 (Carneros intersection) Improvements	SR29/SR12/SR121	-	-	Auto	PE-CON	\$ 4,700,000	\$0	-	\$4,700,000	\$ 4,700,000	2022	2023		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050	
33	NVTA	SR-29 Corridor Phase 1	Operational and multimodal improvements on SR 29 from Napa Junction to American Canyon Blvd. Including signal technology upgrades and intersection reconfiguration.	SR-29	-	-				\$0	-	\$21,492,941	\$ 21,492,941						
							Auto/Bike/Bus	PE-CON	\$ 21,492,941					2025	2027		Expands transit fleets or service levels (e.g., increased frequency, hours of operation)	Supports the region's sustainable communities strategy (SCS)	
34	NVTA	SR-29 Corridor Phase 2	6-Lane Rural Highway from SR 37 to Airport Boulevard including widening the bridge over the railroad and grade seperated pedestrian crossings.	SR-29	-	-				\$0	-	\$69,211,694	\$ 56,861,954				Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding	
							Auto	PE-CON	\$ 69,211,694					2030	2035				
35	American Canyon	Newelll Drive Extension	Newell Drive extension from Donaldson Way to South Napa Junction, Newell Drive Overcrossing structure, new 2-lane arterial from south Napa Junction Rd to South Kelly Road	Newell Drive						\$0	-	\$41,791,830	\$ 21,791,830						
							Auto/Bike/Bus	PE-CON	\$ 41,791,830					2025	2028		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding	
36	American Canyon	Paoli Loop Widening	Widen Paoli Loop Rd from Green Island to Newell Extension	Paoli Loop Road			Auto/Bike/Bus	PE-CON	\$ 10,134,161	\$0	-	\$10,134,161	\$ 10,134,161	2027	2029		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will open after 2021 and by year 2050	
37	American Canyon	Eucalyptus Drive Extension	Eucalyptus Drive Extension	Eucalyptus Drive			Auto/Bike/Bus	PE-CON	\$ 4,637,096	\$0	-	\$4,637,096	\$ 4,637,096	2025	2026		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding	
38	American Canyon	West Connector	New arterial on the west side of SR 29 connecting Eucalyptus Drive to Green Island Road industrial area	Eucalyptus Drive to Green Island Road Industrian area	Eucalyptus Drive	Green Island Rd	Auto/Bike/Bus	PE-CON	\$ 18,000,000	\$0		\$18,000,000	\$ 10,000,000	2025	2027		Expands or extends the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding	
39	City of American Canyon	Eucalyptus Widening	Theresa to Wetlands Edge	Eucalyptus Drive			Auto/Bike/Bus	PE-CON	\$ 7,828,639	\$0	-	\$7,828,639	\$ 7,828,639	2028	2029		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding	
40	City of Calistoga	SR-29 Bypass	Calistoga SR-29 Bypass Dunaweal Ln/Tubbs Ln	Dunaweal	SR-29	Silverado Trail	Auto/Bike/Bus	PE-CON	\$ 10,751,331	\$0	-	\$10,751,331	\$ 5,751,331	2030	2032		Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)	Will seek federal, state or regional funding	
41	NVTA	Madison Street Interchange	Improvements to SR-29/Madison Street Intersection	SR-29	-	-	Auto/Bike/Bus	PE-CON	\$ 8,063,498	\$0	-	\$8,063,498	\$ 8,063,498	2030	2032		Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)	Will seek federal, state or regional funding	
42	St Helena	Oak Avenue Extension	Extend Oak Avenue approximately 2,000 feet from Mitchell Drive to Grayson	Oak Avenue	Oak Avenue at Mitchell	Grayson Avenue	Auto	PE-CON	\$ 3,500,000	\$0	-	\$3,500,000	\$ 3,500,000	2025	2030	No	Expands or extends the principal arterial system (length must be greater than ¼ mile)		
Regional Projects of Interest to Napa County																			
Freeways & Interchanges: SR-37 Widening + Resilience Project																			
Commuter Rail Project: SMART to Solano																			
									TOTAL	\$ 782,455,001			\$773,455,001	\$ 615,000,000					
									TARGET	\$ 615,000,000			\$615,000,000	\$ 615,000,000					
									OVER	\$ (167,455,001)			-\$158,455,001	\$ 0					

GUIDANCE



Request for Regionally-Significant Projects

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

Overview

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

Context

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

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

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

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

Plan Bay Area 2050 Development Process

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

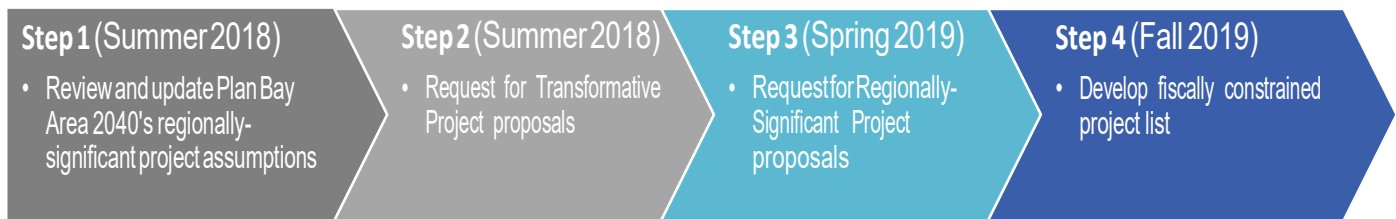


Figure 1. Plan Bay Area 2050 Development Process

Steps 1 and 2 occurred in Summer 2018. During Step 1, CTAs and multi-county project sponsors were asked to update project assumptions (e.g., scope, cost, schedule) of the costliest regionally-significant projects included in Plan Bay Area 2040 (2017). In Step 2, the region was challenged to submit project proposals that could ‘transform’ the region through an open Request for Transformative Projects. The open request focused on regionally-significant projects that were estimated to cost more than \$1 billion and were not submitted for consideration in Plan Bay Area 2040.

This **Request for Regionally-Significant Projects** is Step 3 in the process.

Step 4 is anticipated to begin in Fall of 2019 to inform the development of Plan Bay Area 2050’s fiscally constrained investment strategy. Steps 1-3 will inform Step 4, as will the results from Plan Bay Area 2050’s project performance assessment, needs assessments, and forecast of reasonably expected transportation revenues. This final step will ask each CTA and multi-county project sponsor to identify a fiscally constrained list of both regionally-significant projects and programmatic category investments.

Simultaneously, MTC will prepare **Needs Assessments** for Plan Bay Area 2050 to estimate the revenues and needs to operate and maintain the region’s existing network of streets, bridges, and highways, and the region’s transit systems.

The needs estimates will be complete in Fall 2019. For assessments related to transportation, staff will coordinate with county transportation agencies (CTAs), transit agencies, and local jurisdictions as needed.

Relation to Countywide Transportation Plans

The region’s countywide transportation plans represent robust local transportation planning efforts in the Bay Area. The plans, while voluntary, establish a county’s long-range transportation vision, goals and priorities. Countywide transportation plans have an inter-dependent relationship with the RTP/SCS and provide a primary basis for projects considered into the adopted Plan. To facilitate this inter-dependent relationship, MTC prepares guidelines for counties who choose to prepare a countywide transportation plan, see **Figure 2**, below. Among many things, MTC’s guidelines encourage proactive coordination and outreach while developing the countywide transportation plans.

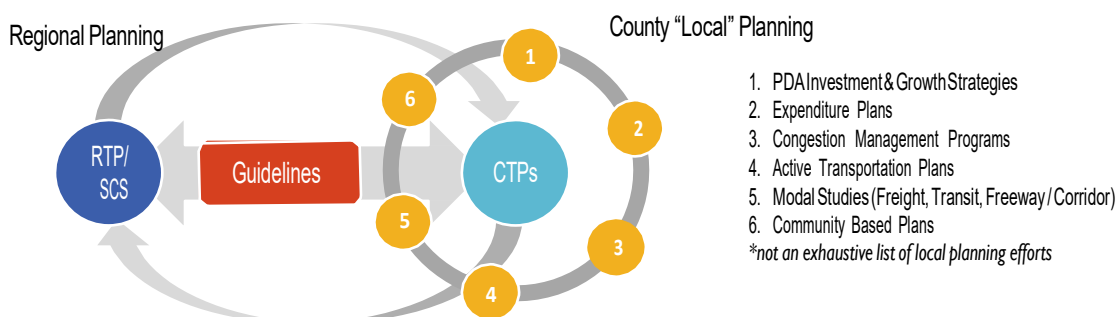


Figure 2. Regional and County Planning Inter-dependency

Guidance

Definitions

- **Exempt project** means a transportation project exempt from regional transportation-air quality conformity requirements (CFR 40 §93.126-128) and/or projects with categorical exclusions or documented categorical exclusions from NEPA approvals by the FHWA or FTA (CFR 23 §771.117-8).
- **Principal Arterial System** includes Interstates, Other Freeway or Expressways, and Other Principal Arterials. See Caltrans' [web map](#)¹ for a map of the regional network.
- **Fixed Guideway** includes any public transportation facility which utilizes and occupies a designated right-of-way or rails including rapid rail, light rail, commuter rail, bus rapid transit, busways, automated guideway transit, people movers, and ferries.

Regionally-significant project means a transportation project (other than an exempt project) that is adding capacity to a facility which serves regional transportation needs including at a minimum the principal arterial system and all fixed guideway transit facilities.

In the context of Plan Bay Area 2050, a project proposal will be deemed regionally-significant if it meets any of the following:

- Expands or extends the principal arterial system (length must be greater than ¼ mile)
 - Expands or extends a roadway to become part of the principal arterial system (length must be greater than ¼ mile)
 - Reduces the number of lanes (e.g., road diet) of the principal arterial system (length must be greater than ¼ mile)
 - Adds new or expands access to the principal arterial system (e.g., new interchanges or interchange modifications that add capacity)
 - Extends or expands the fixed guideway transit infrastructure
 - Adds new or expands transit stations or terminals, including parking facilities
 - Expands transit fleets or service levels (e.g., increased frequency, hours of operation)
 - Alters the cost for users of the transportation system (e.g., cordon pricing, tolling, transit fares).
 - Total estimated cost (capital + operating and maintenance) is greater than \$250 million
- **Programmatic investment** means a collection of like transportation projects (other than regionally-significant projects) identified by a single listing in the Plan, often grouped by purpose and geography (e.g. pavement preservation, bicycle/pedestrian facilities, intersection improvements). Projects that increase capacity of the transportation system but fail to meet the regionally-significant criteria listed above will be considered programmatic investments (e.g., minor highway improvements, widening of local streets). See [Attachment B](#) for an inventory of programmatic category project types.

¹ <https://caltrans.maps.arcgis.com/apps/webappviewer/index.html?id=026e830c914c495797c969a3e5668538>

1. Project Lists

This [Request for Regionally-Significant Projects](#) builds upon the Bay Area's adopted Plan and Transportation Improvement Program, and Horizon's Request for Transformative Projects (Steps 1 and 2, of the [Plan Bay Area 2050 Development Process](#)). As such, MTC staff will provide each CTA and multi-county project sponsor a list of known regionally-significant projects in their respective county or on their respective system.

- CTAs and multi-county project sponsors should review and update the assumptions of known regionally-significant projects and identify new regionally-significant project proposals.
- CTAs and multi-county project sponsors are encouraged to submit regionally-significant projects derived from an adopted plan, corridor study, or project study report (e.g., RTP/SCS, countywide transportation plan, community-based transportation plans, regional bicycle plan, climate action plans) and which meet one or more of the general criteria listed below:
 - Will open for operation after 2021 and by year 2050;
 - Will seek federal, state, or regional funding;
 - Will require federal or state action (e.g., project-level conformity, NEPA, CEQA);
 - Supports Horizon's Guiding Principles (see [Attachment C](#)); or,
 - Supports the region's sustainable communities strategy (SCS).
- CTAs and multi-county project sponsors should develop and submit project cost estimates using a reasonable basis. Cost estimates should include both capital and operating and maintenance (O&M) costs through 2050. Cost estimates should be submitted in year-of-expenditure (YOE) dollars. If project cost estimates are in current dollars, a 3% annual inflation rate should be used to escalate project costs to YOE.

2. County Targets

As required by federal and state planning regulations, Plan Bay Area 2050 will be a fiscally constrained plan. This means the proposed transportation project costs cannot exceed the reasonably expected transportation revenues forecasted over the planning horizon. Plan Bay Area's forecast of reasonably expected transportation revenues will not be finalized until Fall 2019; however, county targets have been developed for the purpose of this [Request for Regionally-Significant Projects](#). This means that CTAs and multi-county sponsors will need to work with MTC following the release of the revenue forecast to fiscally constrain and remove projects from their list of regionally-significant project proposals.

- CTAs should submit regionally-significant projects with a collective total cost (capital + O&M) equal to or less than the county target of transportation revenues in Table 1.
 - CTAs should take the lead on submitting all localized regionally-significant projects (e.g., freeway interchanges, corridor improvements, transit stations, bus rapid transit corridors) regardless of whether the project has a multi-county sponsor (e.g., Caltrans, BART, Caltrain).
 - CTAs should account for the costs of the costliest regionally-significant projects included in PBA 2040 that are subject to Horizon/PBA 2050's project performance assessment. The list of projects is included in [Attachment D, Part A](#).

- CTAs do not need to account for the costs of regionally-significant projects identified during Horizon's Request for Transformative Projects within their county target. The list of projects is included in **Attachment D, Part B**.
- Multi-county project sponsors (e.g., Caltrans, ACE (SJRR), AC Transit, BART, Caltrain (PCJPB), Capitol Corridor (CCJPA), GGBHTD, SMART, WETA), should take the lead on coordinating the submittal of localized projects (e.g., freeway interchanges, corridor improvements, transit stations, bus rapid transit corridors) with the respective CTA and should coordinate the submittal of multi-county or systems projects with MTC.

Table 1. County Targets (in millions of Year-of-Expenditure \$)

Column A	Column B	Column C	Column D	Column E	Column F
County	PBA 2040 Regionally-Significant Project Costs	PBA 2040 Regionally-Significant Cost Share	D.O.F. 2018 Population Share	PBA 2050 Regionally-Significant Cost Share	PBA 2050 Regionally-Significant Project Cost Targets
Alameda	\$5,928	16%	21%	18%	\$10,524
Contra Costa	\$2,179	6%	15%	10%	\$5,844
Marin	\$277	1%	3%	2%	\$1,174
Napa	\$128	< 1%	2%	1%	\$615
San Francisco	\$10,382	27%	11%	19%	\$11,015
San Mateo	\$2,323	6%	10%	8%	\$4,578
Santa Clara	\$14,712	39%	25%	32%	\$18,191
Solano	\$1,076	3%	6%	4%	\$2,419
Sonoma	\$1,053	3%	7%	5%	\$2,641
Total	\$38,058	100%	100%	100%	\$57,000

notes:

1. The PBA 2050 county target for regionally-significant projects (non-exempt/capacity-increasing) of \$57 billion represents a 50% increase over the PBA 2040 county project costs of \$38 billion. The 50% increase represents an estimated "top of range" and allows for a longer-plan period (30 vs 24 years), a higher inflation rate (3% vs. 2.2%), and additional fund sources that were not included in PBA 2040. It is not expected that PBA 2050 will have 50% more revenue than PBA 2040.
2. To develop the county targets, staff calculated a hybrid from the cost shares of county-sponsored regionally-significant projects in PBA 2040 (Column C), and county population shares (column D) relative to the rest of the region. The hybrid shares weighted the cost share and population share equally. The resulting target shares are shown in Column E.

3. Coordination, Outreach, & Public Comment

Federal and state planning regulations require that the Plan be developed through an inclusive process. Project development and the progression from an idea to implementation or construction includes numerous robust coordination, outreach, and public comment opportunities. One such opportunity is the development of countywide transportation plans. MTC's countywide transportation plan guidelines encourage proactive coordination and public engagement efforts to provide opportunities for stakeholders and the public to weigh in on local projects and priorities.

- CTAs and multi-county project sponsors should work closely with local jurisdictions and transit agencies within their respective county, as well as with MTC, Caltrans, other stakeholders, and other

CTAs where appropriate, to review and update regionally-significant project assumptions and identify new project proposals. CTAs and multi-county project sponsors should communicate the significance of a project's inclusion into the Plan.

- CTAs and multi-county project sponsors should hold at least one public meeting to provide an opportunity for public comment on the list of regionally-significant projects that will be submitted for consideration into Plan Bay Area 2050. CTAs and multi-county project sponsors should be proactive in notifying stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – on the opportunity(s) for comment. The meeting(s) should:
 - Inform stakeholders and the public about the opportunity(s) for public comment on projects and when decisions are to be made;
 - Be held at times that are conducive to public participation to solicit public comment on the projects;
 - Be promoted to the public and noticed on the CTA's agency's website. CTA staff are encouraged to provide MTC with a link so the information can also be available on the website PlanBayArea.org;
 - Include information on how to request language translation for individuals with limited English proficiency. If CTA agency protocol has not been established, please refer to MTC's Plan for Assisting Limited English Proficient Populations;
 - Provide accommodations for people with disabilities; and,
 - Be held in central locations that are accessible for people with disabilities and by public transit.
- CTAs and multi-county project sponsors may leverage current or past coordination and public engagement efforts that involved the identification and/or prioritization of regionally-significant projects. However, CTAs and multi-county project sponsors should still hold at least one public meeting to provide an opportunity for public comment on the list of regionally-significant projects that will be submitted to MTC for consideration into Plan Bay Area 2050.
- CTAs and multi-county project sponsors should conduct an outreach effort(s) in a manner consistent with Title VI of the Civil Rights Act of 1964 as described in [MTC's Public Participation Plan](#)² (MTC Resolution No. 4174, revised).
- CTAs and multi-county project sponsors should document their outreach effort(s). Documentation should describe how stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – were involved in the process for identifying regionally-significant projects for consideration into Plan Bay Area 2050. Documentation should include how the public meeting(s) was held in a manner consistent with Title VI of the Civil Rights Act of 1964.

4. Submittal Process

- CTAs and multi-county project sponsors should submit to MTC:

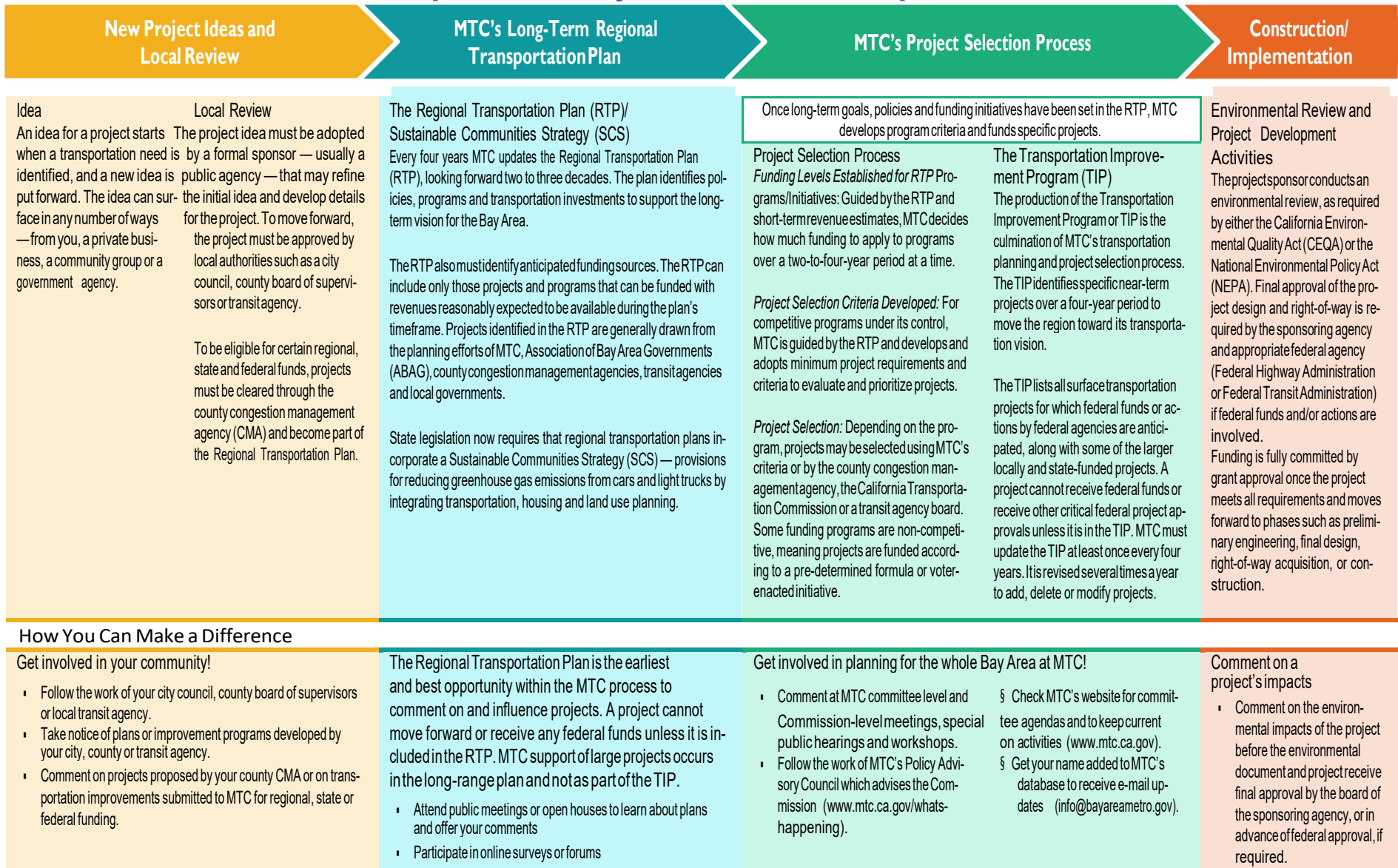
² https://www.planbayarea.org/sites/default/files/pdfs_referenced/2018_ppp_appendix_a_final_june2018.pdf

- Completed list of regionally-significant project and their assumptions for consideration into Plan Bay Area 2050 prior to MTC's June 30, 2019, deadline.
- Board resolution authorizing the submittal of the list of regionally-significant projects for consideration into Plan Bay Area 2050 by July 31, 2019.
- Documentation that a public meeting was held allowing the public to comment on the list of regionally-significant projects and how the public meeting was conducted in compliance with Title VI of the Civil Rights Act of 1964 by July 31, 2019.
- Documentation of how stakeholders and the public – including traditionally underrepresented and/or disadvantaged communities – were involved in the process by July 31, 2019.

Attachments

- **Attachment A-** Follow a Transportation Project From Idea to Implementation
- **Attachment B-** Draft Programmatic Categories
- **Attachment C-** Horizon's Guiding Principles
- **Attachment D-** Draft Project Performance Projects

Attachment A – Follow a Transportation Project From Idea to Implementation³



³ Source: A Guide to the San Francisco Bay Area's Transportation Improvement Program, or TIP — 2019 TIP Update — September 2018

Attachment B – Draft Programmatic Categories

The proposed programmatic categories and example project types are listed below:

Category	Systems	Project Types
Minor Highway Improvements	<ul style="list-style-type: none"> State Highway 	<ul style="list-style-type: none"> minor highway extension or new lane (less than ¼ mile); interchange modification (no additional capacity)
Minor Roadway Improvements	<ul style="list-style-type: none"> Local Road 	<ul style="list-style-type: none"> minor local road extension or new lane (less than ¼ mile)
Minor Transit Improvements	<ul style="list-style-type: none"> Public Transit 	<ul style="list-style-type: none"> minor/routine expansions to fleet and service; purchase of ferry vessels (that can be accommodated by existing facilities or new CE facilities); construction of small passenger shelters and information kiosks; small-scale/CE bus terminals and transfer points; public transit-human services projects and programs (including many Lifeline Transportation Program projects); ADA compliance; noise mitigation; landscaping; associated transit improvements (including bike/pedestrian access improvements); alternative fuel vehicles and facilities
Minor Freight Improvements	<ul style="list-style-type: none"> Freight 	<ul style="list-style-type: none"> construction of new, or improvements to existing, rest areas and truck weigh stations; improvements to existing freight terminals (not expansion)
New Bicycle & Pedestrian Facilities	<ul style="list-style-type: none"> Local Road State Highway 	<ul style="list-style-type: none"> new and extended bike and pedestrian facilities
Preservation/Rehabilitation	<ul style="list-style-type: none"> Local Road State Highway Public Transit Tollway Freight 	<ul style="list-style-type: none"> pavement resurfacing and/or rehabilitation; bike/pedestrian facilities rehabilitation; non-pavement rehabilitation; preventive maintenance; emergency repair; bridge rehabilitation, replacement or retrofit with no new capacity; transit vehicle rehabilitation or replacement; reconstruction or renovation of transit buildings and structures; rehabilitation or reconstruction of track structures, track, and trackbed in existing rights-of-way; construction of new bus or rail storage/maintenance facilities (in industrial locations with adequate transportation capacity); modernization or minor expansions of transit structures and facilities outside existing right-of-way, such as bridges, stations, or rail yards; purchase of office and shop and operating equipment for existing facilities; purchase of operating equipment for vehicles, such as farebox, lifts, radios; purchase of support vehicles; toll bridge rehabilitation, replacement, or retrofit with no new capacity; freight track and terminal rehabilitation
Routine Operations & Maintenance	<ul style="list-style-type: none"> Local Road State Highway Public Transit Tollway 	<ul style="list-style-type: none"> routine patching and pothole repair; litter control, sweeping and cleaning; signal operations; communications; lighting; transit operations and fare collection; transit preventive maintenance; toll operations & fare collection
Management Systems	<ul style="list-style-type: none"> Local Road State Highway Public Transit Tollway 	<ul style="list-style-type: none"> incident management; signal coordination; ITS; TOS/CMS;

		<ul style="list-style-type: none"> • ramp metering; • transit management systems; • automatic passenger counters; • CAD-AVL; • fare media; • Transit Sustainability Project; • construction or renovation of power, signal, and communications systems; • toll management systems; • toll media
Safety & Security	<ul style="list-style-type: none"> • Local Road • State Highway • Public Transit • Freight 	<ul style="list-style-type: none"> • railroad/highway crossings and warning devices; • hazardous location or feature; • shoulder improvements; sight distance; • Highway Safety Improvement Program implementation; • Safe Routes to Schools projects and programs; • traffic control devices other than signalization; • guardrails, median barriers, crash cushions; pavement marking; • fencing; • skid treatments; • lighting improvements; • widening narrow pavements with no added capacity; • changes in vertical and horizontal alignment; • transit safety and communications and surveillance systems; • rail sight distance and realignments for safety; • safety roadside rest areas; • truck climbing lanes outside urban area; • emergency truck pullovers
Travel Demand Management	<ul style="list-style-type: none"> • Local Road • State Highway • Other 	<ul style="list-style-type: none"> • car and bike share; • alternative fuel vehicles and facilities; • parking programs; • carpool/vanpool, ridesharing activities; • information, marketing and outreach; • traveler information
Intersection Improvements	<ul style="list-style-type: none"> • Local Road 	<ul style="list-style-type: none"> • intersection channelization; • intersection signalization at individual intersections
Multimodal Streetscape Improvements	<ul style="list-style-type: none"> • Local Road 	<ul style="list-style-type: none"> • minor bicycle and/or pedestrian facility gap closure; • ADA compliance; • landscaping; • lighting; • streetscape improvements; • minor road diet (less than ¼ mile)
Land Use	<ul style="list-style-type: none"> • Other 	<ul style="list-style-type: none"> • land conservation projects; • TOD housing projects
Planning	<ul style="list-style-type: none"> • Other 	<ul style="list-style-type: none"> • planning and research that does not lead directly to construction
Emission Reduction Technologies	<ul style="list-style-type: none"> • Other 	

Attachment C - Horizon's Guiding Principles

MTC received over 10,000 unique comments from residents across the Bay Area in 2018 when we asked, "What are the most pressing issues we should consider as we plan for life in 2050?" This feedback helped MTC refine the five Guiding Principles, below, that underlie the Horizon initiative:

- **Affordable:** All Bay Area residents and workers have sufficient housing options they can afford—households are economically secure.
- **Connected:** An expanded, well-functioning transportation system connects the Bay Area—fast, frequent and efficient intercity trips are complemented by a suite of local transportation options, connecting communities and creating a cohesive region.
- **Diverse:** Bay Area residents support an inclusive region where people from all backgrounds, abilities and ages can remain in place—with access to the region's assets and resources.
- **Healthy:** The region's natural resources, open space, clean water and clean air are conserved—the region actively reduces its environmental footprint and protects residents from environmental impacts.
- **Vibrant:** The Bay Area is an innovation leader, creating quality job opportunities for all and ample fiscal resources for communities.

Attachment D – Project Performance Projects

Part A. Uncommitted Major Projects from Plan Bay Area 2040 (>\$250 million)

Type	#	Project Name
Local & Express Bus	1	AC Transit Local Service Frequency Increase
	2	Sonoma Countywide Service Frequency Increase
	3	MuniForward+ ServiceFrequencyIncrease
Bus Rapid Transit (BRT)	4	San Pablo BRT
	5	Geary BRT (Phase 2)
	6	El Camino Real BRT
BART	7	BART Core Capacity
	8	BART DMU to Brentwood
	9	BART to Silicon Valley (Phase 2)
Commuter Rail	10	Caltrain Downtown Extension
	11	Caltrain Full Electrification and Blended System ¹
	12	SMART to Cloverdale
Light Rail (LRT)	13	Downtown San Jose LRT Subway
	14	San Jose Airport People Mover
	15	Vasona LRT (Phase 2)
	16	Eastridge LRT
Ferry	17	WETA Service Frequency Increase
	18	WETA Ferry Network Expansion (Berkeley, Alameda Point, Redwood City, Mission Bay)
Pricing	19	Regional Express Lanes (MTC + VTA + ACTC + US-101)
	20	SR-152 Realignment and Tolling
	21	Downtown San Francisco Congestion Pricing
	22	Treasure Island Congestion Pricing
Freeways & Interchanges	23	I-680/SR-4 Interchange + Widening (Phases 3-5)
	24	SR-4 Operational Improvements
	25	SR-4 Widening (Brentwood to Discovery Bay)
	26	SR-239 Widening
	27	I-80/I-680/SR-12 Interchange + Widening (Phases 2B-7)
Other	28	Bay Bridge West Span Bike Path
	29	Bay Area Forward (Phase 1)
	30	Better Market Street

¹ High-Speed Rail service will be evaluated as part of the blended system only in one of the three Futures, and substituted with increased Caltrain service in the other two Futures

Part B-1. Transformative Projects from Public Agencies (>\$1 billion)

Type	#	Project Name	
Local, Express Bus & BRT	31	AC Transit Transbay Service Frequency Increase	
	32	AC Transit Rapid Network	
	33	Alameda County BRT Network + Connected Vehicle Corridors ²	*
BART	34	BART on I-680	*
	35	BART to Cupertino	*
	36	BART to Gilroy	
	37	BART Gap Closure (Millbrae to Silicon Valley)	*
Commuter Rail	38	Caltrain Full Electrification and Enhanced Blended System ¹	
	39	Caltrain Grade Separation Program	
	40	SMART to Solano	
	41	Dumbarton Rail (Redwood City to Union City)	*
	42	ACE Rail Network and Service Expansion (including Dumbarton Rail)	
	43	Valley Link (Dublin to San Joaquin Valley)	
	44	Megaregional Rail Network + Resilience Project ²	*
Light Rail (LRT)	45	Muni Metro Southwest Subway	*
	46	Muni Metro to South San Francisco	*
	47	Fremont-Newark LRT	
	48	SR-85 LRT	
	49	VTA North San Jose LRT Subway	
	50	VTA LRT Systemwide Grade Separation	
	51	VTA LRT Systemwide Grade Separation and Full Automation	
	52	VTA LRT Systemwide Grade Separation and Network Expansion ²	*
Freeway Capacity Expansion / Optimization	53	SR-37 Widening + Resilience + Express Bus Project ²	*
	54	SR-12 Widening	
	55	I-80 Busway + BART to Hercules ²	
	56	I-680 Corridor Improvements (BRT, Express Bus Shared AVs, Gondolas) ²	*
	57	I-580/I-680 Corridor Enhancements + Express Bus on I-680 ²	*
	58	San Francisco Freeway GP-to-HOT Lane Conversions	*
Bridges & Tunnels	59	Richmond-San Rafael Bridge Replacement	
	60	Webster/Posey Tube Replacements	
	61	SR-87 Tunnel	
Other	62	Oakland/Alameda Gondola Network	
	63	Contra Costa Autonomous Shuttle Program	*
	64	Mountain View Autonomous Vehicle Network	*
	65	Cupertino-Mountain View-San Jose Elevated Maglev Rail Loop	*

* Submitted by member of public/NGO as well (either partially or fully)

² Individual components of network proposals may be required to undergo further project-level analysis for inclusion in the Plan

Part B-2. Transformative Projects from Individual/NGOs (>\$1 billion)

Type	#	Project Name
Jury Selected Individual components of network proposals may be required to undergo further project-level analysis for consideration in Plan Bay Area 2050.	66	Optimized Express Lane Network + Regional Express Bus Network
	67	Bus Rapid Transit (BRT) on All Bridges
	68	SMART to Richmond via New Richmond-San Rafael Bridge
	69	I-80 Corridor Overhaul
	70	Regional Bicycle Superhighway Network **
	71	Bay Trail Completion **

** While recognized by the jury as transformative transportation investments, this project may not go through benefit-cost analysis/project performance as it is considered non-capacity-increasing under federal guidelines.

Part B-3. Transformative Operational Strategies

Type	#	Project Name
Jury Selected	72	Integrated Transit Fare System
	73	Free Transit
	74	Higher-Occupancy HOV Lanes
	75	Demand-Based Tolls on All Highways
	76	Reversible Lanes on Congested Bridges and Freeways
	77	Freight Delivery Timing Regulation

Part B-4. Transformative Transbay Crossing Projects

Type	#	Project Name
Crossings	78	Bay Crossing Concept #1
	79	Bay Crossing Concept #2
	80	Bay Crossing Concept #3
	81	Bay Crossing Concept #4
	82	Bay Crossing Concept #5
	83	Bay Crossing Concept #6

Part B-5. Transformative Resilience Projects

Type	#	Project Name
Earthquakes	84	BART Caldecott Tunnel Resilience Project
Sea Level Rise	85	I-580/US-101 Marin Resilience Project
	86	US-101 Peninsula Resilience Project
	87	SR-237 Resilience Project
	88	Dumbarton Bridge Resilience Project
	89	I-880 Resilience Project
	90	VTA LRT Resilience Project