



375 Beale Street, Suite
800
San Francisco, CA 94105

Meeting Agenda

Megaregion Working Group

*Metropolitan Transportation Commission (MTC) Representatives
Supervisor Alfredo Pedroza, Napa County; Supervisor Nate
Miley, Alameda County; Supervisor Jim Spering, Solano
County; And Councilmember Amy Worth, City of Orinda*

*San Joaquin Council of Governments (SJCOG) Representatives
Supervisor Robert Rickman, San Joaquin County;
Councilmember Gary Singh, City of Manteca; Mayor Nancy
Young, City of Tracy; and Councilmember Leo Zuber, City of
Ripon*

*Sacramento Area Council of Governments (SACOG)
Representatives
Supervisor Bonnie Gore, Placer County; Councilmember Mike
Kozlowski, City of Folsom; Vice Mayor Lucas Frerichs, City of
Davis; and Supervisor Don Saylor, Yolo County*

Friday, April 22, 2022

12:30 PM

(REMOTE)

**Special Meeting of the Bay Area Infrastructure Financing Authority (BAIFA)
(A quorum of the BAIFA board may be in attendance;
noticed as a special meeting according to BAIFA procedures)**

In light of Governor Newsom's State of Emergency declaration regarding COVID-19 and in accordance with Assembly Bill 361's (Rivas) provisions allowing remote meetings, this meeting will be accessible via webcast, teleconference, and Zoom for all participants. A Zoom panelist link for meeting participants will be sent separately to Working Group Members.

Attendee Link: <https://bayareametro.zoom.us/j/87580436813>

Join by Telephone (for higher quality, dial a number based on your current location) US: +1 346 248 7799 or +1 408 638 0968 or +1 669 900 6833 or +1 253 215 8782 or +1 312 626 6799 or +1 646 876 9923 or +1 301 715 8592 or 888 788 0099 (Toll Free) or 833 548 0276 (Toll Free) or 833 548 0282 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 875 8043 6813

International numbers available: <https://bayareametro.zoom.us/j/87580436813>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at info@bayareametro.gov by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line.

Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

1. Call to Order / Roll Call / Confirm Quorum

Quorum: A quorum of this body shall be a majority of its regular voting members (7)

2. Roadway Pricing: Welcome and Framing Remarks

- 2a [22-0708](#) Background on the relevance of pricing as a topic for the Megaregion Working Group to explore and overview of meeting goals

Action: Information

Presenter: Therese McMillan, MTC

Attachments: [02a - Roadway Pricing Welcome and Framing Remarks - Memo.pdf](#)

3. National Perspectives on Pricing

- 3a [22-0709](#) Overview from the International Bridge, Tunnel and Turnpike Association (IBTTA) on strategic developments and directions with respect to tolling, pricing and road use charges

Action: Information

Presenter: Pat Jones, IBTTA

Attachments: [03a - National Perspectives on Pricing.pdf](#)

4. State Perspectives on Pricing

- 4a [22-0710](#) Overview from the California Department of Transportation (Caltrans) on their Roadway Pricing Working Group and efforts to coordinate pricing initiatives taking place across the state

Action: Information

Presenter: Jeanie Ward-Waller, Caltrans

Attachments: [04a - States Perspectives on Pricing_Caltrans.pdf](#)

5. Megaregional Coordination Opportunities and Key Themes

- 5a [22-0711](#) Discussion of pricing in the megaregion, including an overview of existing priced roadways, a summary of MPO long-range pricing strategies, and ongoing or planned implementation efforts, as well as key themes for megaregional coordination

Action: Information

Presenter: Anup Tapase, MTC

Attachments: [05a - Megaregional Coordination Opportunities and Key Themes.pdf](#)

6. Funding and Legislative Update

- 6a [22-0712](#) Update on funding and legislative developments in Sacramento and Washington D.C., including key updates for “Megaregion Dozen” projects and a summary of planned legislative advocacy visits

Action: Information

Presenter: Kenneth Kao, MTC and Ryan Niblock, SJCOG

Attachments: [06a - Funding and Legislative Update.pdf](#)
[06b - Megaregion Dozen.pdf](#)

7. Public Comment / Other Business

*Working Group Members and members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial *9. When called upon, unmute yourself or dial *6.*

8. Adjournment / Next Meeting

The next meeting of the Megaregion Working Group will be held on September 23rd at 12:30pm remotely and by webcast as appropriate. Any changes to the schedule will be duly noticed to the public.

Public Comment: The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

Meeting Conduct: If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

Record of Meeting: Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site (mtc.ca.gov) for public review for at least one year.

Accessibility and Title VI: MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

Roadway Pricing: Welcome and Framing Remarks

Subject:

Background on the relevance of pricing as a topic for the Megaregion Working Group to explore and overview of meeting goals.

Background:

In January 2022 the Megaregion Working Group adopted a Megaregion agenda for the year, including a topical focus in four areas: (i) support of the “Megaregion Dozen” Action Plan, (ii) coordinated and cross-disciplinary planning, (iii) electric vehicles and electrification, and (iv) roadway pricing. At the request of policymakers, roadway pricing was identified as the primary subject for discussion at the April 2022 Megaregion Working Group meeting.

Discussion:

Pricing based on use, and even demand-responsive pricing, has been a long-standing strategy across public assets. Gas, water, and electricity are metered, and people pay for what they use. Further, pricing based on time-of-use is common across electricity providers. Even within the transportation world, peak-period pricing is used for train tickets in many cities and parking fees are used to manage limited curb space with higher rates at peak hours. When people pay the true cost for something, they use it more efficiently – a key premise on which pricing roadways seeks to encourage people to choose to drive at a different time, choose an alternate destination, choose an alternate mode, or avoid unnecessary trips.

Aside from examples such as Singapore, London, and Stockholm, the concept of paying to use roadways is not new. Many states built toll facilities prior to the Interstate Highway System, such as Massachusetts, New York, Kansas, and Illinois, while others built toll facilities on state highways to improve outdated infrastructure and support mobility goals, such as Florida, Virginia, and Colorado. Various regions are studying pricing existing freeways, including areas such as Los Angeles and Portland that have implementation goals of 2025 or earlier. While federal regulations have historically prevented additional Interstate facilities from being priced, the recently-passed Infrastructure Investment and Jobs Act represents a notable policy shift, including provisions to approve tolling on Interstate highways in up to ten urbanized areas.

At the state level, all three Megaregion MPO partners have contended with the requirements established by Senate Bill 375 (Steinberg, Statutes of 2008), which set aggressive regional targets for reducing greenhouse gas emissions. Meeting these targets, however, has proved increasingly difficult in recent long-range planning cycles, especially for the state's larger MPOs. Traditional transportation and land use strategies such as focused growth and infill development along transit corridors, transportation demand management initiatives, electric vehicle incentives, and/or growth boundaries, among others, have not been generating the emissions reductions needed to meet state requirements. Pricing has thus taken on added importance in the long-range planning realm as a key potential policy lever to help achieve California's climate policy goals. The state itself is also taking a more active role in the pricing space, funding studies and pilot projects as well as expanding its coordination and convening activities.

Given the above facts, pricing must be seen as one potential tool for both managing the performance of the roadway network and for achieving shared climate goals – one that, if implemented, would have to be pursued in concert with a range of other strategies. These implementation considerations are especially critical in the megaregional context as travel and commute patterns, housing affordability, and job availability are all inter-related phenomenon that do not respect regional borders.

Key goals for the April 2022 meeting therefore include:

1. **Reviewing key pricing developments *outside* the Megaregion.** It will be critical to understand how regulations, policy goals, coordination activities, funding needs, and/or technologies are changing at the national and state levels.
2. **Understanding “where we are” as a Megaregion with respect to pricing.** What kind of roadway pricing already exists? What kind of pricing is being planned or evaluated for the future? What strategies, policies, and actions are integrated into our respective long-range plans related to pricing?
3. **Identifying key coordination themes to explore over the coming years.** The national and state environment vis-à-vis pricing continues to evolve. How can we best coordinate as specific regional initiatives move forward?

We will clearly see that the three Megaregion MPO partners are in different places right now – and may continue to be in different places in the future – with respect to pricing and its role in managing the roadways and reducing greenhouse gas emissions. Regardless of these differences, however, all three MPO partners have a shared interest in ensuring equitable, efficient travel for the Megaregion’s population, as well as learning from each other as we adapt to a changing policy, regulatory, and technological environment.

Issues:

None.



Therese W. McMillan



TOLLING. MOVING SMARTER.

Perspectives on Tolling, Pricing, Road Usage Charging, and IJA

Before the Megaregion Working Group

April 22, 2022

Patrick D. Jones, Executive Director & CEO

International Bridge, Tunnel and Turnpike Association (IBTTA)

Presentation Outline

IBTTA and the Tolling
Industry

Tolling, Pricing, and Road
Usage Charging

Tolling Provisions of IIJA

Convener

Advocate

Information
Resource

130 Toll Operators in U.S.

34 States

358 Toll Facilities

6,500+ Centerline Miles

\$22 Billion Toll Revenue



11th largest public toll agency by toll revenues

15th largest by transaction volume

How to fund roads (bridges and tunnels)

Fuel Tax

Tolling

Pricing

Road Usage Charge (VMT or Mileage-Based User Fee)

Why Tolling?

Well Established

Safe and Well Maintained

True User Fee

Electronic

Incubators

Why Priced Managed Lanes?

Travel-Time Savings

Trip Time Reliability

Environmental Advantages

Efficient Use of Capacity

Priced
Managed
Lanes in
the U.S.

63 Facilities

30 Operators

11 States

935 Centerline Miles

Why Road Usage Charging (VMT or MBUF)

Improving
Fuel Economy

Decline in Fuel
Tax Revenues

Sustainability

Some Provisions of Infrastructure Investment and Jobs Act (IIJA) that affect tolling

- National Motor Vehicle Per-Mile User Fee Pilot Program
- Strategic Innovation for Revenue Collection Program
- Congestion Relief Program
- National Electric Vehicle Infrastructure Formula Program
- Charging and Fueling Infrastructure Grant Program
- Carbon Reduction Program
- PROTECT

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ROAD USAGE CHARGING AND FINANCE CONFERENCE

MAY 15-17, 2022 | DENVER, CO

www.IBTTA.org/denver



IBTTA

TOLLING. MOVING SMARTER.

Contact Information

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pjones@ibtta.org



State Perspectives on Roadway Pricing

Jeanie Ward-Waller,
Caltrans Deputy Director,
Planning and Modal Programs

Megaregion Working Group
April 22, 2022

Aligning with State Policy

CALIFORNIA TRANSPORTATION PLAN 2050



- ▶ SB 375, SB 743-Sustainable Community Strategies, CAPTI
- ▶ Local Agencies efforts, challenges
- ▶ California Transportation Plan (CTP 2050) modeling found that widespread adoption of roadway pricing, when implemented with equity considerations, is the most impactful strategy for reducing vehicle miles traveled



Opportunities and Benefits of Roadway Pricing

- ▶ Advancing equity
- ▶ Making long-lasting congestion reduction and greenhouse gas (GHG) emissions reductions
- ▶ Improving air quality
- ▶ Improving accessibility to destinations
- ▶ Supporting high-value travel (e.g., freight)
- ▶ Creating sustainable funding for ongoing maintenance and operations of facilities

Effectively Managing the System



Holistic solutions thinking

- ▶ Reduce GHG emissions
- ▶ Advance Equity
- ▶ Identifying corridor solutions that better manage our existing ROW
- ▶ Improving the prioritization of public transit

CAPTI: Statewide Roadway Pricing Work Group



CAPTI
Climate Action Plan for
Transportation Infrastructure

S6.2 Convene a Roadway Pricing Working Group to Provide State Leadership and Support for Implementation of Local, Regional, or State Efforts

- ▶ Caltrans and CalSTA convened Statewide Roadway Pricing Work Group (SRPWG)
- ▶ Over 80 members representing 35 state, local, and regional partners

CAPTI: Statewide Roadway Pricing Work Group-35 agencies

Active San Gabriel Valley
Assembly Transportation
Committee

CalBike

California State Assembly

Committee on Transportation

CalSTA

Caltrans

Calwalks

CARB

ClimatePlan

CTC

Department of Finance

Governors Office of Planning and

Research

Greenlining Institute

LA Metro

Leadership Counsel for Justice and
Accountability

MTC

Natural Resources Defense Council

OCTA

RCTC

Rural Counties Task Force

SACOG

SANDAG

SCAG

Senate Transportation Committee

SFCTA

SGC

SJCOG

SPUR

TCA

TransForm

Transportation California

Transportation Corridor Agencies

UCLA

Valley Transportation Authority

VTA

SRPWG Survey

Priorities

- ▶ Shared public messaging
- ▶ Conversion of non-tolled lanes
- ▶ Understanding the impacts to key populations
- ▶ Approaches to price setting

Challenges

- ▶ Conversion of non-tolled lanes
- ▶ Public acceptance
- ▶ Equity considerations

State Support

- ▶ Standardization with flexibility
- ▶ Funding pilots
- ▶ Aligning operations and performance objectives

Pricing and Social Equity Considerations

- ▶ Meaningful community engagement process
- ▶ Pricing structures that strike a balance between efficiency and affordability
- ▶ Low-income, long-distance auto commutes
- ▶ Investment of net revenues to provide access to opportunity and improve mode choice for low income and disadvantaged people and communities
- ▶ Comprehensive and transparent data reporting

SRPWG Next Steps

- ▶ Provide State leadership/support to existing local roadway pricing efforts
- ▶ Identify implementation opportunities and barriers
- ▶ Develop communication guidance explaining the benefits of pricing to the public, stakeholders
- ▶ Create inventory of various pricing efforts across the State

Thank You

Questions?

Jeanie.Ward-Waller@dot.ca.gov

Roadway Pricing: *Megaregional Coordination Opportunities & Key Themes*

April 2022



MEGAREGION WORKING GROUP



SACOG 2020 Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS)

- SACOG is pursuing two types of roadway pricing
 - Facility-based tolling (e.g. managed/express lanes)
 - Mileage-based fees that vary based on time of day and congestion level
- SACOG's 2020 MTP/SCS includes a series of policies to test, pilot, plan, implement, and maintain priced roads



SACOG Pricing & Incentives Pilot

- SACOG is partnering with Caltrans, SCAG and SANDAG to develop a research design framework for pricing and incentives pilots
- Variable mileage-based fees *combined with* incentives to reduce car trips
- Will examine impacts on:
 - Travel behavior
 - BIPOC, low-income, and rural households



Credit: <https://powunity.com/en/mobility-as-a-service-this-is-how-the-future-of-mobility-looks-like>

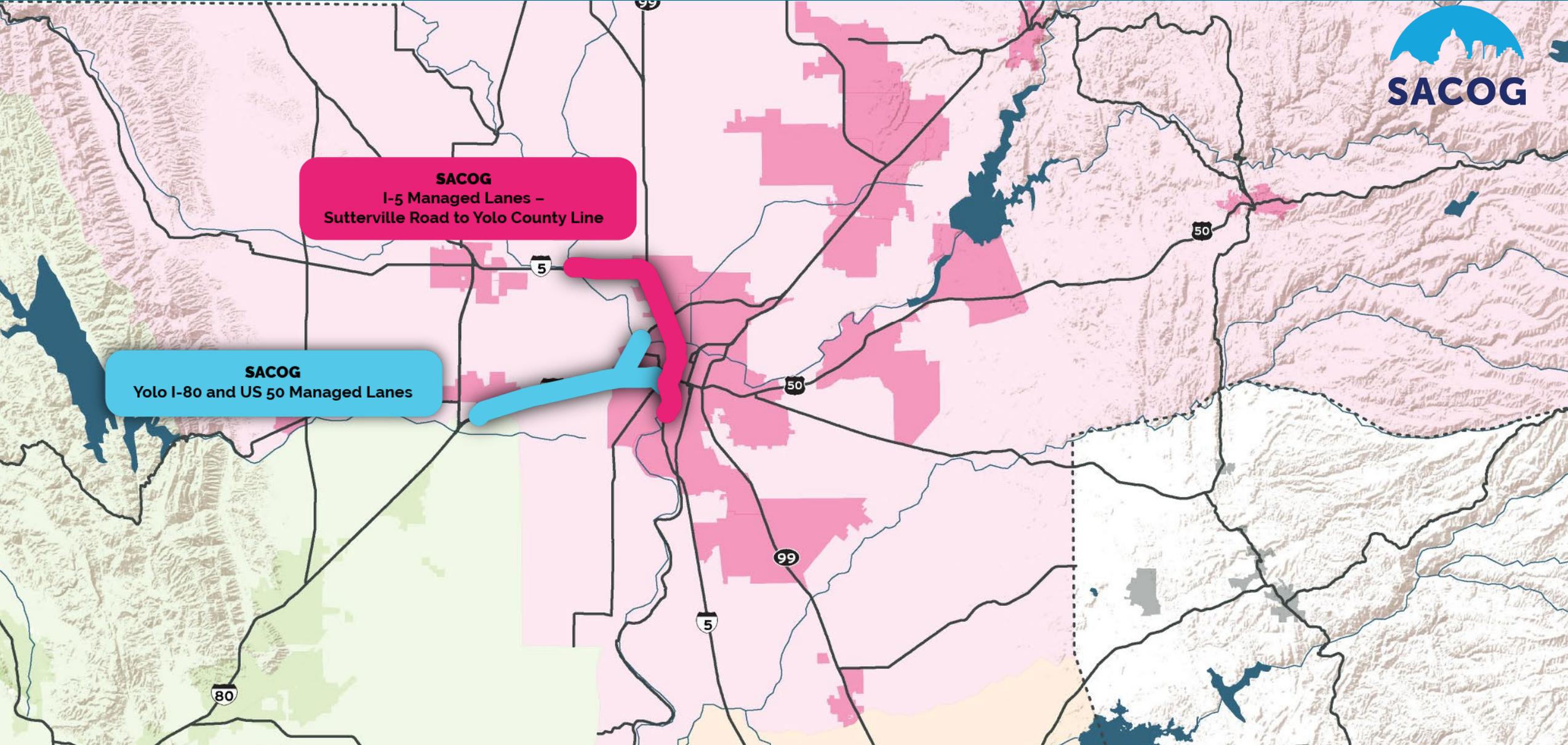


SACOG Managed Lanes Efforts



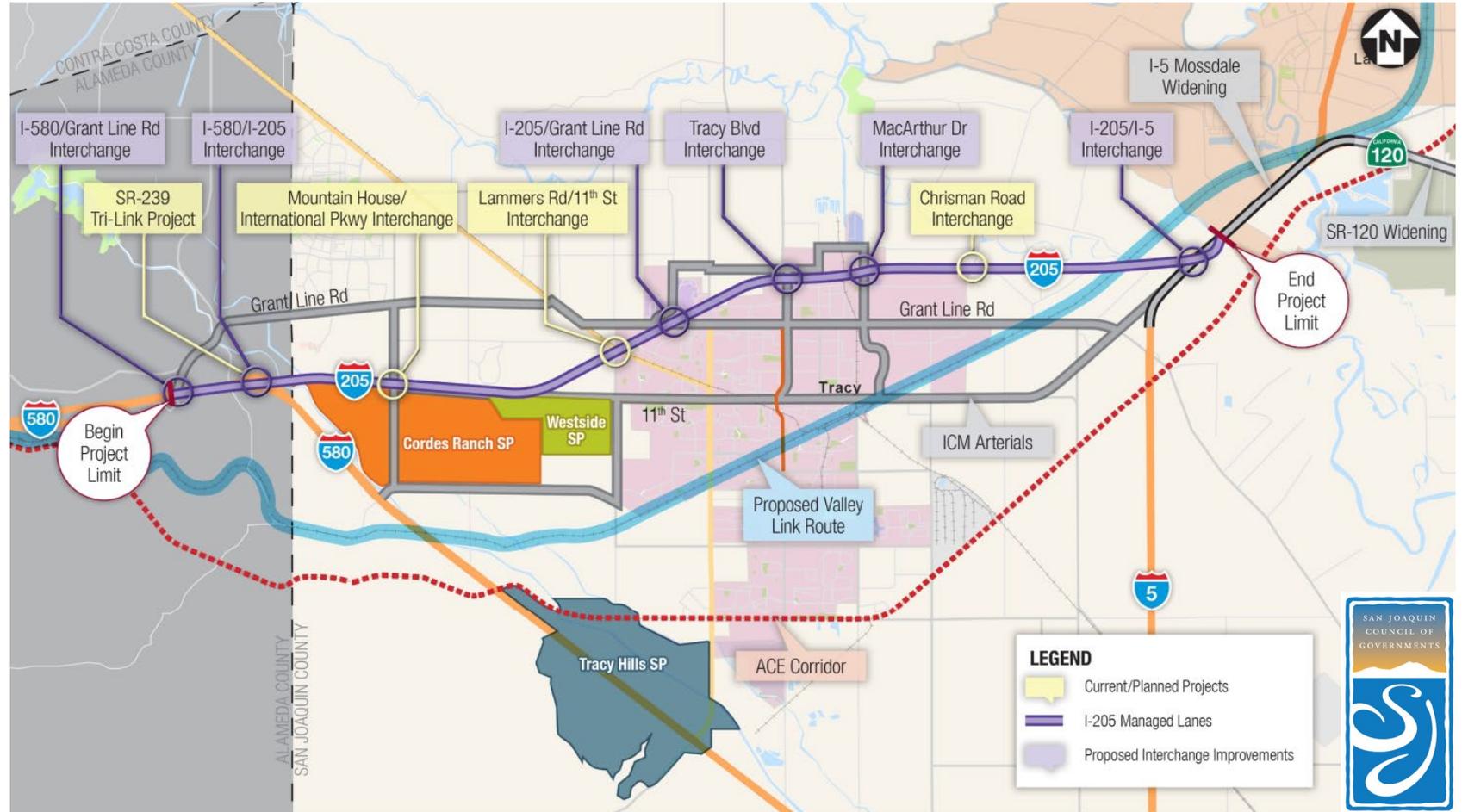
SACOG
I-5 Managed Lanes -
Sutterville Road to Yolo County Line

SACOG
Yolo I-80 and US 50 Managed Lanes



SJCOG I-205 Managed Lanes Projects

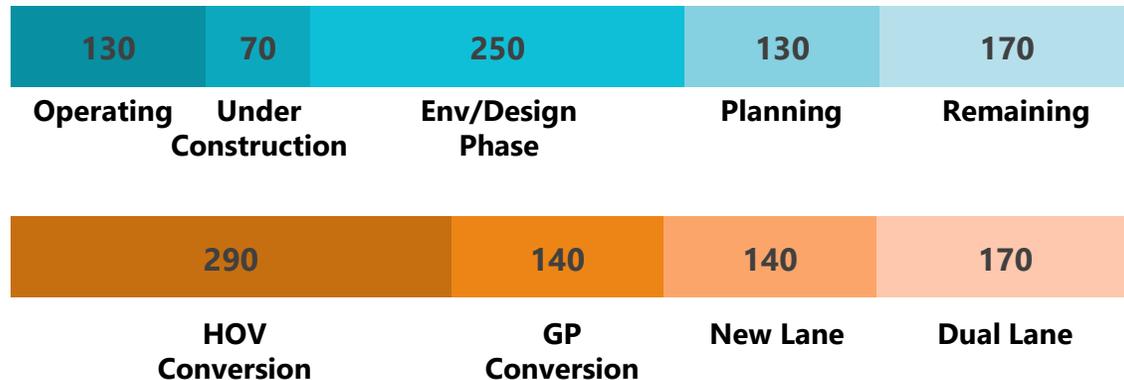
- Caltrans and SJCOG are preparing an EIR/EA for the I-205 Managed Lanes Project, which will evaluate managed lanes on I-205 between I-5 and I-580
- Express Lanes are included as one of four alternatives being studied



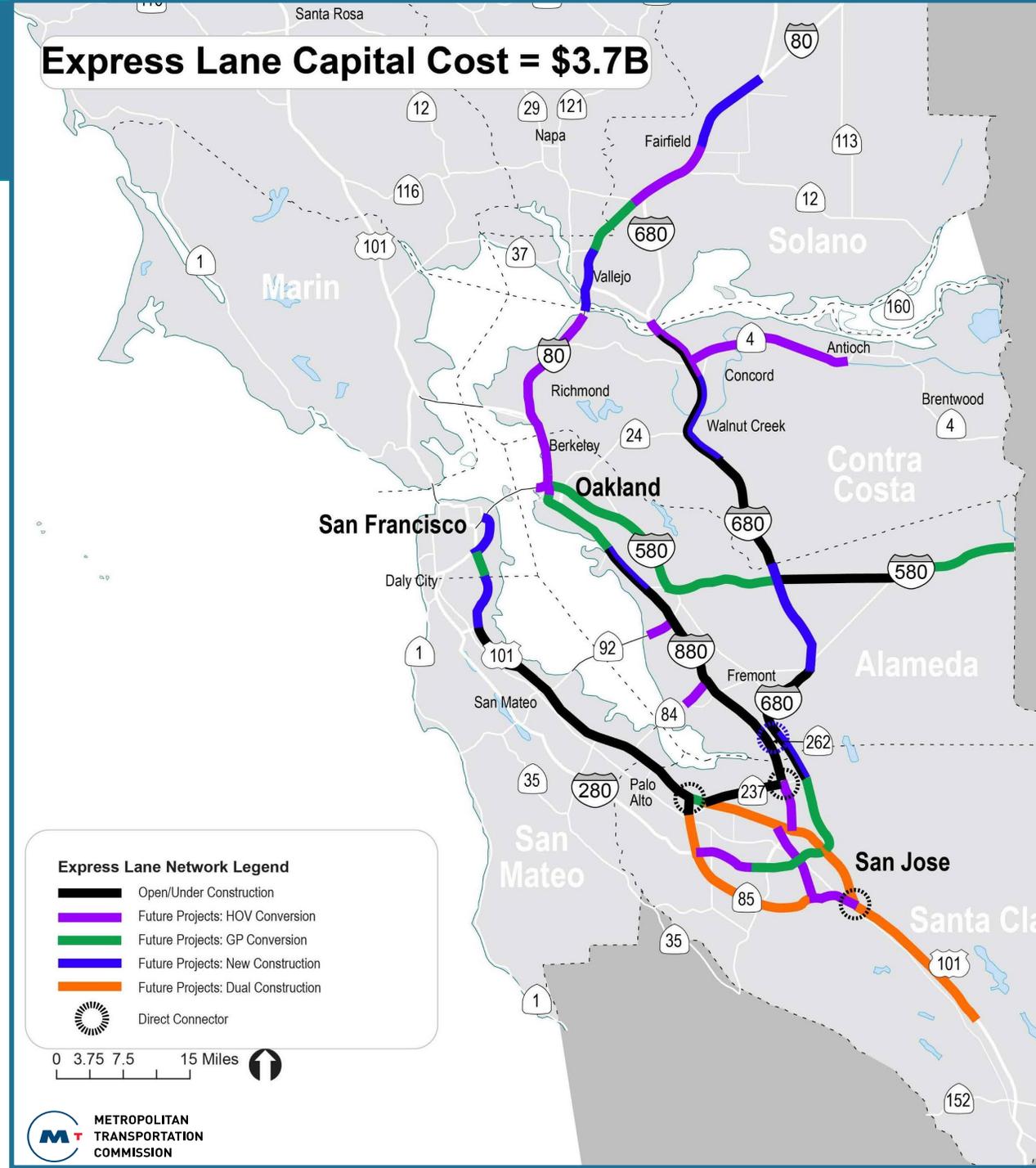
Priced Roadways in the Bay Area

- **Seven tolled bridges** to raise revenues and manage demand
- **Express Lane Network**
 - Adopted Express Lanes Network Strategic Plan in 2021 that articulates vision and goals
 - Near-term actions focused on equity, consistent operating principles and enforcement
 - Potential connections along gateway corridors

Full Express Lane Network: ~750 lane-miles

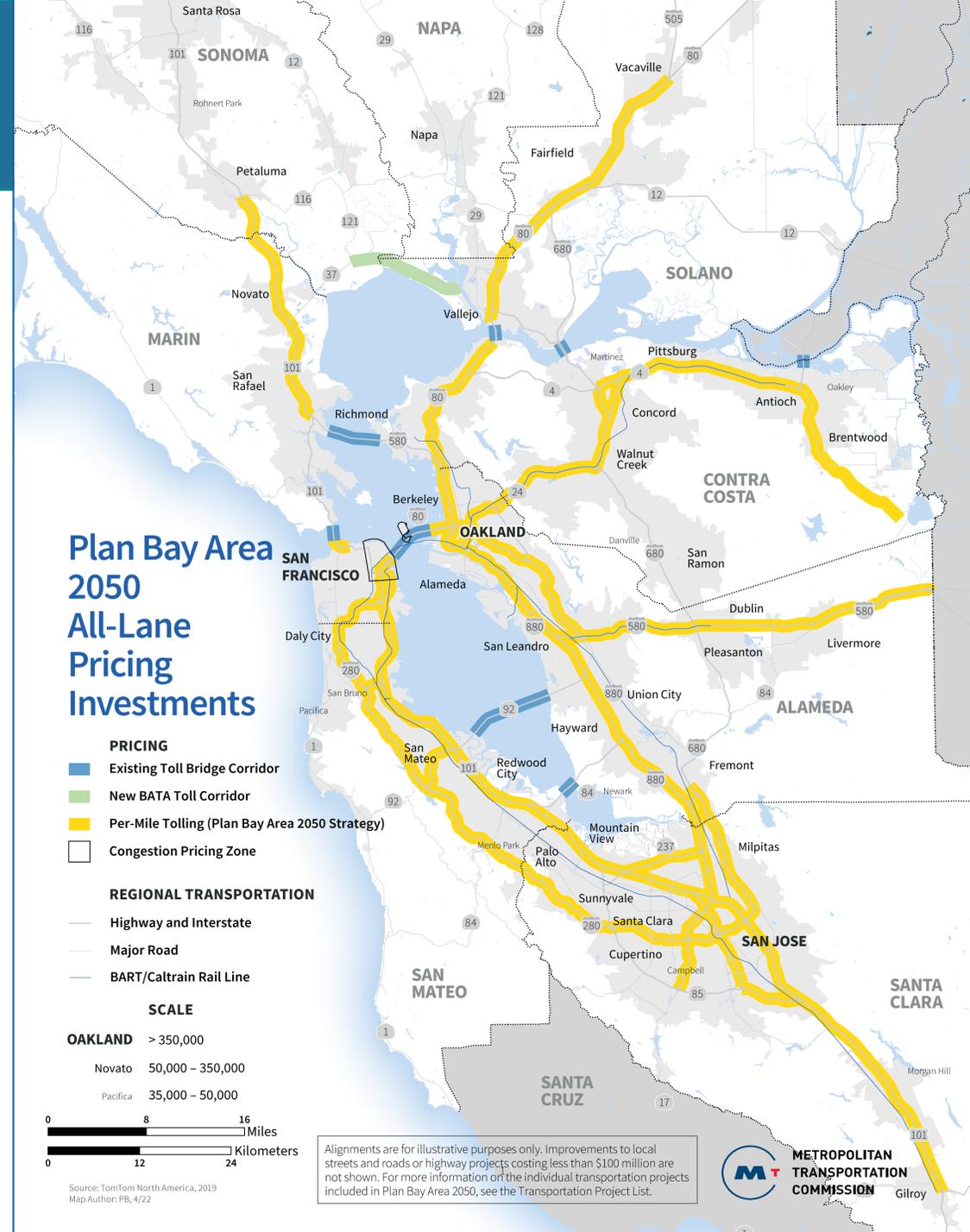


Express Lane Capital Cost = \$3.7B



Plan Bay Area 2050 Vision: All-Lane Tolling on Congested Corridors

- Most effective strategy at managing congestion and curbing VMT and GHG emissions – more than all transit projects combined totaling more than \$100 billion
- Potential to prevent 20% to 30% rise in travel times on freeways
- Strategy calls for equity mitigations such as discounts for low-income drivers
- Implementation timeline: 2030-2035



Next Generation Bay Area Freeways Study: First and early action toward the Plan Bay Area 2050 vision

2019 - 2021



2022 - 2023

Next Gen Freeways



Two-Year Study in Partnership with Caltrans

Study Objective: Collaboratively develop equitable pathways toward a priced, modern and multimodal next generation freeway network.

Potential Outcomes

- One or more pathways centered on all-lane pricing prioritized for the region.
- Identification of a corridor with most promising potential for further studies and pilot implementation.
- Ten-year roadmap toward implementation across the Bay Area's congested corridors.

2024+

Future Efforts toward Implementation

- Corridor-scale alternatives assessment
- Other planning studies to-be-determined
- Pricing systems design
- Pilot framework studies
- Potential pilot implementation



The Next Generation Freeways Study asks bold questions to reimagine the Bay Area's freeways

Can we imagine a priced freeway network where people who need to use the freeway are able to do so reliably without undue burdens?



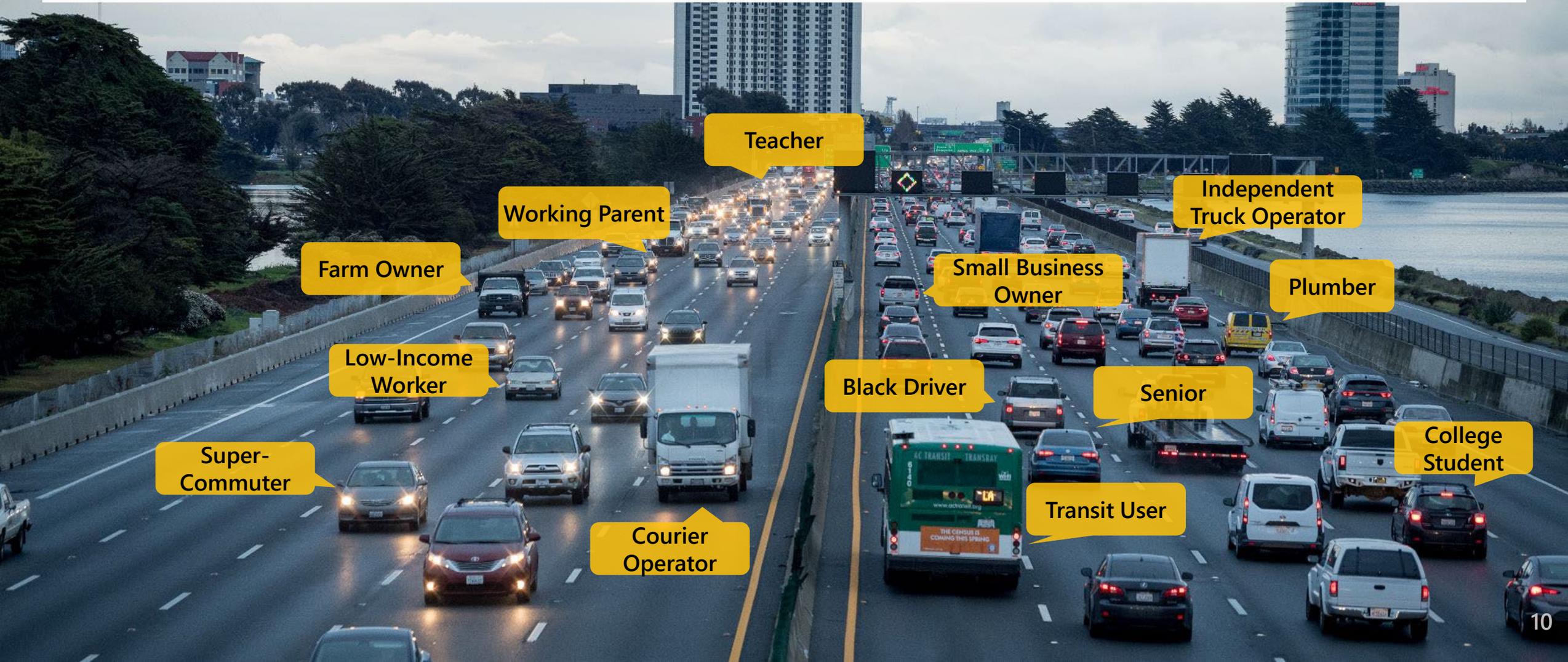
Can we envision a freeway network that generates new revenues to support investments in communities that were once divided by those freeways?



Can we transform our freeways into a modern and multimodal network that is prepared for the ongoing generational shift in the transportation landscape?



Pricing strategies may offer potential to transform the Bay Area's freeways, but the more critical question is whether there is an equitable and politically acceptable pathway to doing so.



Pricing strategies cannot be one-size-fits-all and must be complemented by strategies that enable win-win outcomes.

The Next Generation Freeways study will explore “pathways” that combine pricing and complementary strategies.



- Pricing type (e.g., per mile, corridor, zone)
- Location/Extent
- Pricing levels, by time of day
- Interaction with other pricing schemes

Complementary Strategies

Funded by tolling revenues and alignment of existing or planned resources



Opportunities for Megaregional Coordination

1. Equity and Engagement

2. Technology and Operations

3. Policy and Regulation



1. Equity and Engagement

Shared Needs/Challenges

- Understand public concerns with pricing strategies
- Address misconceptions in benefits/burdens of pricing, which is a significant hurdle for public support
- Determine strategies that could enable regions to use pricing as a tool to advance equitable outcomes
- Develop best practices centered on equity for potential pilot programs



Potential Opportunities for Coordination

- Share lessons learned from engagement in ongoing studies
- Conduct similar polling to understand differences among regions
- Align public information efforts related to pricing



2. Technology and Operations

Shared Needs/Challenges

- Technologies must prioritize simple end user experience
- Caltrans Road Charge Program and RUC West coalition are already researching implementation technologies
- Rapidly evolving technology may lead to different implementation decisions across regions based on timing, potentially impacting seamless connections at gateways



Potential Opportunities for Coordination

- Share learnings and best practices from ongoing work, or share consultant resources
- Joint presentations for staff on emerging technologies
- Coordination with Caltrans on systems design



3. Policy and Regulation

Shared Needs/Challenges

- State policy is a necessary step toward any implementation of road pricing
- California goals for electric vehicle adoption accelerates the need for new policies to counter revenue decreases from gas tax

Recently Passed Bills in Other States

- Oregon: House Bill 2342 (2021) - Imposes mandatory per-mile road usage charge for passenger vehicles of model year 2027 or later that have rating of 30 miles per gallon or greater, beginning July 1, 2026.
- Utah: Senate Bill 150 (2020) - Road Usage Charge Program: Electric and hybrid vehicle owners have an option to pay a road usage charge in lieu of their annual alternative fuel vehicle fee.

Potential Opportunities for Coordination

- Create shared roadmap for legislative actions and coordinate on advocacy at state and federal levels
- Evaluate need for shared policies (e.g. certification, enforcement technologies, privacy)



UPDATE ON FUNDING AND LEGISLATIVE ACTIVITIES

Including Megaregion Dozen Projects



April 22, 2022

MEGAREGION DOZEN UPDATE

❖ MRWG Letters of Support

- Template for Megaregion Dozen support letters

❖ Programming Strike Team Update

- Team met in late March
- Effort under way to match projects with potential funding sources
- Funding opportunity matrix to be reviewed at staff level in May
- Present at next MRWG on potential funding opportunities, timeframes, and amounts



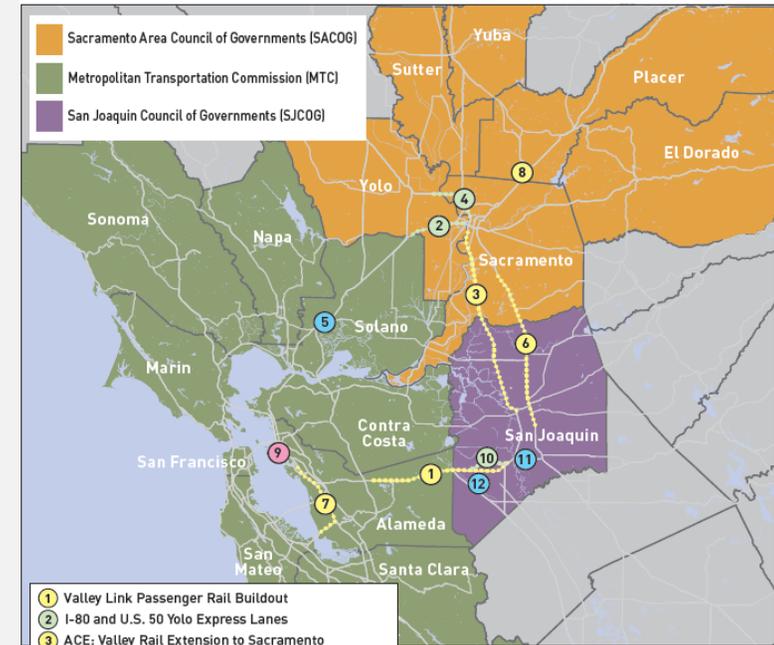
UPDATED FUNDING OPPORTUNITIES

- ❖ Senate Bill 1 Competitive Programs
 - Applications due November/December 2022
- ❖ Transit and Intercity Rail Capital Program (TIRCP)
 - Applications were due March 2022
- ❖ State Budget Surplus – Governor’s January Budget
 - Pending May Revisions and budget adoption in June
- ❖ Federal Infrastructure Bill (i.e. “BIL”)
 - NOFOs available for BUILD, INFRA, and MEGA
 - Formula funding pending further state workshop discussions and forthcoming federal guidance



LEGISLATIVE ADVOCACY COLLATERAL

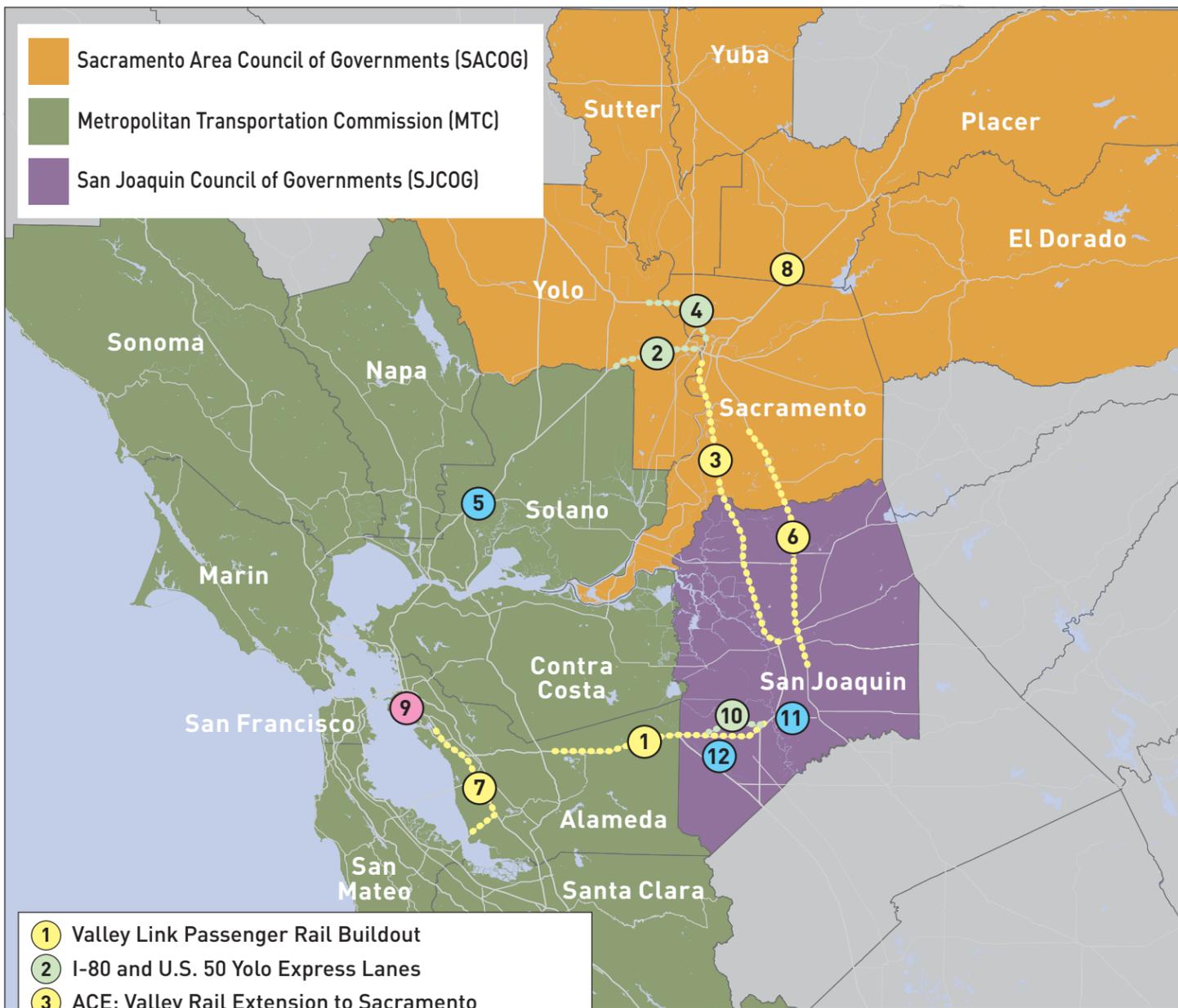
- ❖ Information material finalized
- ❖ For use in upcoming legislative visits in Sacramento and DC
- ❖ Includes summary statistics of Megaregion, project summaries, and location map
- ❖ Includes disclaimer text that list “is not exhaustive of advocacy priorities that the individual partners may have for their specific regions.”



LEGISLATIVE DC VISIT SCHEDULE

- ❖ Sacramento Area COG
 - May 2-6
- ❖ San Joaquin COG
 - May 8-12
- ❖ Metropolitan Transportation Commission
 - June 13-15





- 1 Valley Link Passenger Rail Buildout
- 2 I-80 and U.S. 50 Yolo Express Lanes
- 3 ACE: Valley Rail Extension to Sacramento
- 4 I-5 Sacramento Express Lanes
- 5 I-80 Westbound Truck Scales Replacement
- 6 San Joaquin Passenger Rail Improvements
- 7 Capitol Corridor: South Bay Connect
- 8 Capitol Corridor: Sacramento-Roseville Third Track
- 9 Port of Oakland Green Power Microgrid
- 10 Interstate 205 Express Lanes
- 11 Highways 99/120 Interchange Reconfiguration
- 12 Central Valley Gateway

DISCLAIMER:
 The purpose of the Megaregion Dozen project list is to demonstrate shared priorities amongst the Northern California Megaregion partners. Please note, however, that this project list is not exhaustive of advocacy priorities that the individual partners may have for their specific regions.

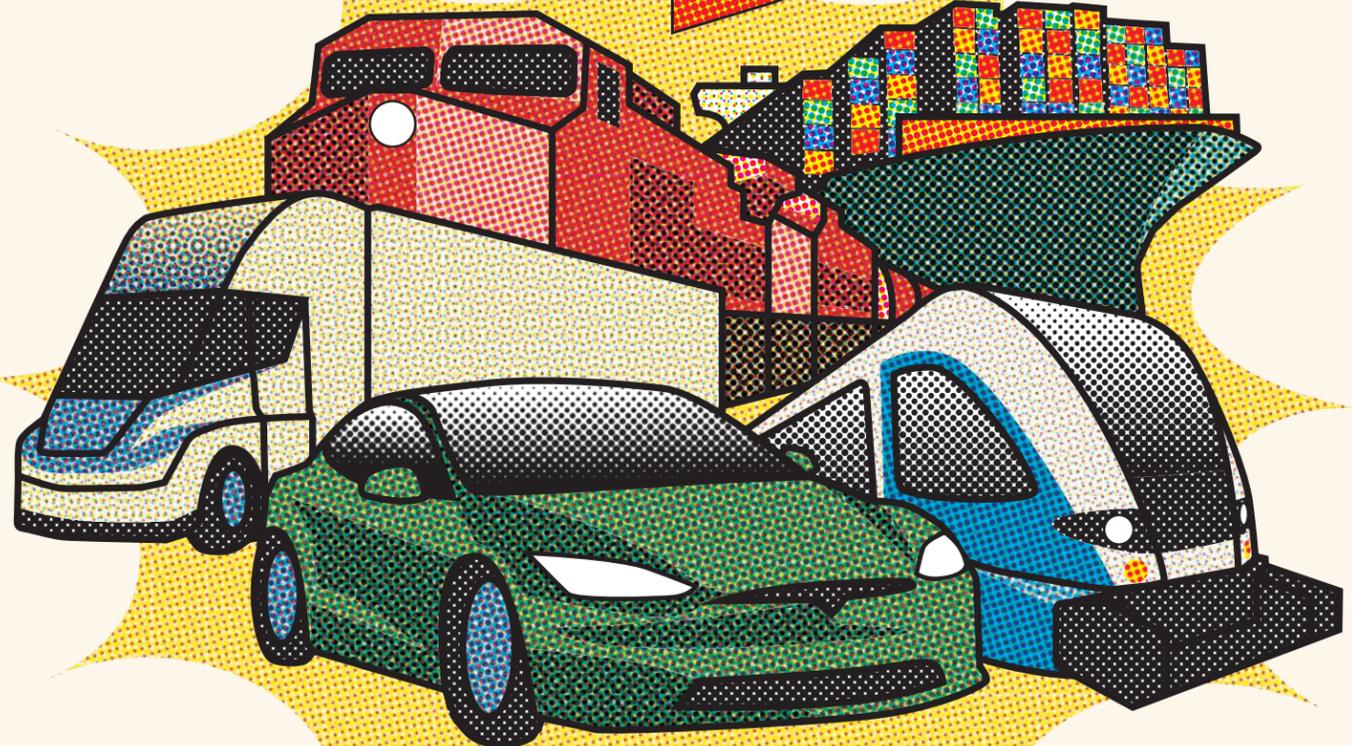
- Port
- Express Lane
- Passenger Rail
- Freight

Learn more about the Megaregion Working Group and the projects that comprise Northern California's Megaregion Dozen!

www.mtc.ca.gov
www.sacog.org
www.sjcog.org



NORTHERN CALIFORNIA MEGAREGION DOZEN



THE SACRAMENTO METRO AREA, SAN JOAQUIN COUNTY & CITIES AND THE BAY AREA JOIN FORCES TO SECURE FUNDING FOR 12 VITAL PROJECTS TO KEEP THE ENGINES OF NORTHERN CALIFORNIA'S PROSPERITY HUMMING.

- NORTHERN CALIFORNIA MEGAREGION:**
- 11 million residents
 - 5.5 million jobs
 - 30% of workforce in freight-dependent sectors
 - \$875 BILLION gross regional product
 - Top 20 GDP if NorCal were a nation

1 Valley Link Passenger Rail

Funding Needed: \$1.4 billion

A new 42-mile, seven-station passenger rail service connecting the Bay Area's Dublin/Pleasanton BART station with the ACE commuter rail line in San Joaquin County, relieving demand for freeway travel through the Altamont Pass. With additional stations at Isabel Avenue, Greenville Road, Mountain House, Tracy, River Islands and North Lathrop; and departures every 24 minutes during peak commute periods and every 60 minutes at other times, Valley Link is projected to carry 26,000 to 28,000 riders each day by 2040. Design work can begin immediately.



2 I-80 and U.S. 50 Yolo Express Lanes

Funding Needed: \$581 million

Reduce congestion, encourage carpooling, and improve freight movement by accommodating Express Lanes along both directions of I-80 from west of Davis through Yolo County to West El Camino in Sacramento and along both directions of U.S. 50 from I-80 in West Sacramento to I-5 in Sacramento. Express Lanes are HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, but also available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions. Construction could start as early as 2024.



3 ACE: Valley Rail Extension to Sacramento

Funding Needed: \$404 million

Provide an alternative to congestion on I-5 and Highway 99, deliver a connection from Sacramento and the northern San Joaquin Valley to High-Speed Rail at Merced, and serve disadvantaged communities with new passenger rail service from downtown Stockton to Sacramento's North Natomas area with other new stations at Lodi, Elk Grove, Sacramento City College, Midtown and Old North Sacramento. North Natomas would feature a connection to Sacramento International Airport as well as a maintenance / layover facility. ACE service could start as early as 2023; integration to High-Speed Rail interim service by 2028-29.



4 I-5 Sacramento Express Lanes

Funding Needed: \$363 million

Reduce congestion, encourage carpooling, and improve freight movement by accommodating Express Lanes along both directions of I-5 from Sutterville Road south of Sacramento to the Yolo County line north of Sacramento. Express Lanes are HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, but also available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions. Construction could start as early as 2024.



5 I-80 Westbound Truck Scales Replacement

Funding Needed: \$127 million

Replace existing 1958 facility with a modern inspection/enforcement operation at a site less than a mile east, making it directly accessible from both westbound I-80 and Highway 12. The new facility will have the capacity to inspect existing and forecast truck traffic 24/7 and remove a major inter-regional chokepoint affecting traffic into the Bay Area from points north and east. Construction could start as early as 2024.



6 San Joaquin Passenger Rail Improvements

Funding Needed: \$91 million

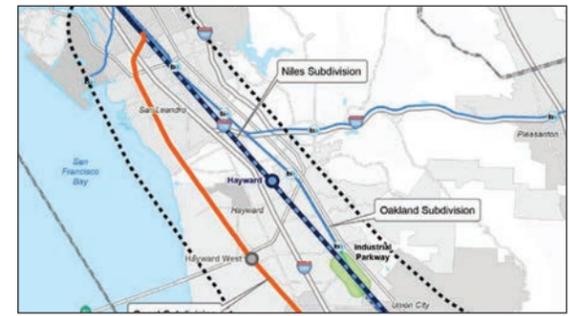
As part of its ACE Forward initiative to extend service north into Sacramento County and south into Merced County, as well as to increase service to the Bay Area, the Altamont Corridor Express plans to build a 4.4-mile second main track for trains serving a new station in Elk Grove (\$51 million); a new North Lathrop station (\$25 million); and a multi-modal station in Ripon (\$5.236 million). To accommodate the start of Valley Link rail service, San Joaquin County also plans right-of-way improvements, a new station near Patterson Pass Road; and an operations and maintenance facility (\$10 million). Construction could start as early as 2027.



7 Capitol Corridor: South Bay Connect

Funding Needed: \$70 million

Improve reliability and travel times for passengers traveling to/from Silicon Valley by relocating service between Oakland and San Jose from the Union Pacific's Niles Subdivision west to the lesser-used Coast Subdivision; with new stations adjacent to Highway 92 in west Hayward; adjacent to Highway 84 at Fremont's Ardenwood Park & Ride; and in Newark. The Capitol Corridor connects Sacramento and Roseville to the north with the East Bay and San Jose to the south. Construction could start as early as 2024.



8 Capitol Corridor: Sacramento-Roseville Third Track

Funding Needed: \$68 million

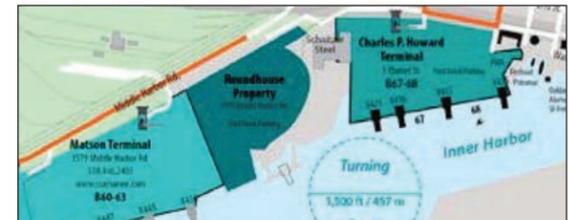
Increase frequency of Capitol Corridor passenger rail service between Sacramento and Roseville without compromising freight operations or reliability by adding a third mainline track along eight miles of Union Pacific right-of-way in Placer County; building a new rail bridge over the American River and improving 11 existing bridges; reconfiguring the Roseville station and building a layover facility. Construction could start as early as 2024.



9 Port of Oakland Green Power Microgrid

Funding Needed: \$60 million

Reduce emissions and congestion at Northern California's busiest seaport, and reduce freight impacts on adjacent West Oakland neighborhood by providing new charging capacity for e-trucks, electric cargo handling equipment and green shore power for ocean-going vessels.



10 Interstate 205 Express Lanes

Funding Needed: \$44 million

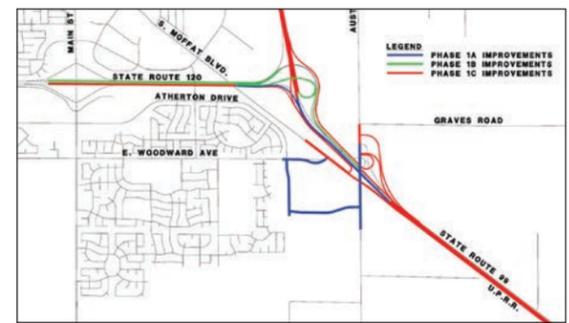
Reduce congestion, encourage carpooling, and improve freight movement by expanding I-205 in both directions to accommodate Express Lanes between I-5 and the I-580/Grant Line Road interchange west of Tracy. Express Lanes are HOV lanes that are free of charge for carpools, motorcycles and other qualifying vehicles, but also available for use by solo drivers who opt to pay a toll that varies based on real-time traffic conditions. Design work will begin in 2023 and the environmental impact report will study use of the freeway median to accommodate commuter rail or buses.



11 Highways 99/120 Interchange Reconfiguration

Funding Needed: \$32 million

Relieve a major inter-regional bottleneck by expanding and rebuilding the interchange between State Routes 99 and 120 in Manteca. Along with improvements to the nearby Highway 99/Austin Road interchange, this project will reduce delays on both 99 and 120, speed freight movement through this crucial trade corridor, improve safety and curb greenhouse gas emissions. Delays associated with this interchange are a significant impediment to the economic growth of the Northern California Megaregion. Construction could begin as early as 2023.



12 Central Valley Gateway

Funding Needed: \$21.3 million

Comprehensive improvements along International Parkway to enhance freight movement through this key industrial corridor west of Tracy, which houses distribution facilities for Amazon, Costco, FedEx, Safeway and other businesses. Now in the design phase, planned upgrades include roadway widening, overcrossing improvements at both Interstate 205 and Interstate 580, and widening of the bridges carrying International Parkway over the California Aqueduct and the Delta-Mendota canal.

