APPENDIX A – 1

Adoption of the 2007 TIP
MTC Resolution No. 3755

Date: July 26, 2006
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3755

This resolution adopts the 2007 Transportation Improvement Program (TIP).

Further discussion of the programming is contained in the "Executive Director" memorandum dated July 12, 2006.

Date: July 26, 2006
W.I.: 1512
Referred by: PAC

Re: Adoption of the 2007 Transportation Improvement Program (TIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3755

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, federal regulations (23 CFR 450) require the region to carry out a continuing, cooperative and comprehensive transportation planning process as a condition to the receipt of federal assistance to develop and update at least every four years, a Transportation Improvement Program (TIP) consisting of a comprehensive listing of transportation projects that receive federal funds or that are subject to a federally required action, or that are regionally significant; and

WHEREAS, the TIP must be consistent with the Regional Transportation Plan (RTP) adopted pursuant to Government Code Section 66508, the State Implementation Plan (SIP) as required by the federal Clean Air Act (42 U.S.C. Section 7401 et seq.); and MTC Resolutions Nos. 2730 and 3075, which establish the current Air Quality Conformity Procedures for MTC's TIP and RTP; and

WHEREAS, federal regulations (23 CFR 450.324(e)) require that the TIP be financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and 23 CFR 450.332(c) allows MTC to move projects between years in the first three years of the TIP without a TIP amendment, if procedures are adopted to ensure such shifts are consistent with the required year by year financial constraints; and MTC Resolution No. 3755 establishes such procedures: and

WHEREAS, MTC has found that the 2007 TIP, as set forth in this resolution, conforms to the applicable provisions of the State Implementation Plan for the San Francisco Bay Area, including the motor vehicle emissions budget contained in the 2001 Ozone Attainment Plan (MTC Resolution No. 3629); now, therefore be it

RESOLVED, that MTC has developed the 2007 TIP in cooperation with county Congestion Management Agencies, the Bay Area Air Quality Management District, transit operators, counties, the California Department of Transportation (Caltrans), and in consultation with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA) and federal Environmental Protection Agency (EPA); and, be it further

RESOLVED, that the projects and programs included in the 2007 TIP, attached hereto as Attachment A to this resolution, and incorporated herein as though set forth at length, are consistent with the RTP; and, be it further

RESOLVED, that the 2007 TIP is financially constrained, by year, to reasonable estimates of available federal and state transportation funds; and, be it further

RESOLVED, that amendments to the 2007 TIP as set forth in Attachment B to this resolution and incorporated herein as through set forth at length, shall be made in accordance with rules and procedures established in MTC Resolution No. 3755, and that the Executive Director has the signature authority to approve certain TIP amendments, and to forward all required TIP amendments once approved by MTC to the appropriate state and federal agencies for review and approval; and, be it further

RESOLVED, that except as to those projects that are identified as administratively approved in Attachment A, the adoption of the TIP shall not constitute MTC's review or approval of those projects included in the TIP pursuant to Government Code Sections 66518 and 66520, or to federal regulations (49 CFR 17) regarding Intergovernmental Review of Federal Programs; and, be it further

RESOLVED, that MTC's review of projects contained in the TIP shall be accomplished in accordance with procedures and guidelines set forth in MTC Resolutions Nos. 2730 and 3075 Revised, and as otherwise adopted by MTC; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that MTC will support, where appropriate, efforts by project sponsors to obtain letters of no prejudice or full funding agreements from FTA for projects contained in the transit element of the TIP; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the federal Environmental Protection Agency (EPA), the California Department of Transportation (Caltrans), the Association of Bay Area Governments (ABAG), and to such other agencies and local officials as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on July 26, 2006.

Date: July 26, 2006
W.I.: 1512
Referred by: PAC

2007 Transportation Improvement Program

The 2007 Transportation Improvement Program for the San Francisco Bay Area, adopted July 26, 2006, is comprised of the following, incorporated herein as though set forth at length:

- A Guide to the 2007 Transportation Improvement Program (TIP) for the San Francisco Bay Area
- TIP Amendment Procedures
- Financial Capacity Assessments
- County Summaries
- Project Listings
- Appendices

Date: July 26, 2006
W.I.: 1512
Referred by: PAC

Amendments to the 2007 TIP

Amendments to the 2007 Transportation Improvement Program (TIP) will be included as they are approved.

APPENDIX A – 2

Project Selection Processes

2006 Regional Transportation Improvement Program (RTIP)

MTC Resolution No. 3740

Date: January 25, 2006
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 3740

This resolution adopts the 2006 Regional Transportation Improvement Program (RTIP) for fiscal years 2006-07 through 2010-11, for the San Francisco Bay Area for submission to the California Transportation Commission (CTC).

Further discussion of this action is contained in the MTC Deputy Executive Director's Memorandum dated January 11, 2006.

Attachment 1 – 2006 RTIP project list

Date: January 25, 2006
W.I.: 1515
Referred by: PAC

RE: Adoption of 2006 Regional Transportation Improvement Program (RTIP)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3740

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has adopted, pursuant to Government Code Sections 66508 and 65080, a Regional Transportation Plan (RTP); and

WHEREAS, MTC biennially adopts, pursuant to Government Code Section 65080, a Regional Transportation Improvement Program (RTIP) that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, and local governments, a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects for inclusion in fiscal years 2006-07 through 2010-11 of the 2006 RTIP; and

WHEREAS, the 2006 RTIP has been developed consistent with the policies and procedures outlined in MTC Resolution No. 3689, and with the State Transportation Improvement Program (STIP) Guidelines adopted by the CTC on October 26, 2005; and

WHEREAS, a public comment and input period was held between December 16, 2005 and January 17, 2006 on the funding for the five-year program for highways, roadways, state-funded mass transit guideways and other transit capital improvement projects for inclusion in fiscal years 2006-07 through 2010-11 of the 2006 RTIP; and

WHEREAS, MTC's Programming and Allocations Committee recommends adoption of the funding for inclusion in fiscal years 2006-07 through 2010-11 of the 2006 RTIP; now, therefore, be it

RESOLVED, that MTC adopts the 2006 RTIP, attached hereto as Attachment '1' and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2006 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; and, be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required to the CTC, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 25, 2006.

Date: January 25, 2006
W.I.: 1515
Referred by: P&AC

Attachment 1
Resolution No. 3740

2006 Regional Transportation Improvement Program (RTIP)

Project List

ATTACHMENT 1 - 2006 Regional Transportation Improvement Program (RTIP)
MTC Region - Program Summary
December 14, 2005

(amounts in thousands)

County	Current RTIP County Share *				Enhancements (TE) (Unprogrammed Funds are Held in Reserve)			GARVEE - Not Counted Against Targets -			AB 3090 Reimbursements (Included in RTIP Share) Not Counted Against Targets			Total (RTIP Share + TE + GARVEE + AB 3090 Reimbursements)		
	Funding Target	Programmed		Balance Remaining	Funding Available	Programmed		RTIP County Share	Programmed		RTIP County Share	Programmed		Funding Available	Programmed	
		Amount	Percent			Amount	Percent		Amount	Percent		Amount	Percent		Amount	Percent
Alameda	$151,266	$156,266	103.3%	($5,000)	$8,914	$3,700	42%	$151,266	$0	0%	$151,266	$25,123	17%	$185,303	$185,089	99.9%
Contra Costa	$102,701	$102,701	100.0%	$0	$6,326	$1,732	27%	$102,701	$0	0%	$102,701	$53	0%	$109,080	$104,486	95.8%
Marin	$28,462	$28,462	100.0%	$0	$2,432	$0	0%	$28,462	$0	0%	$28,462	$18	0%	$30,912	$28,480	92.1%
Napa	$26,669	$5,117	19.2%	$21,552	$1,669	$0	0%	$26,669	$0	0%	$26,669	$10	0%	$28,348	$5,127	18.1%
San Francisco	$45,168	$45,169	100.0%	$0	$5,629	$1,075	19%	$45,168	$0	0%	$45,168	$22,616	50%	$73,413	$68,860	93.8%
San Mateo	$84,819	$84,819	100.0%	$0	$7,073	$0	0%	$84,819	$0	0%	$84,819	$47	0%	$91,939	$84,866	92.3%
Santa Clara	$33,040	$33,910	102.6%	($870)	$14,649	$3,700	25%	$128,139	$95,099	74%	$33,040	$1,207	4%	$143,995	$133,916	93.0%
Solano	$62,962	$62,963	100.0%	$0	$2,736	$0	0%	$62,962	$0	0%	$62,962	$26	0%	$65,724	$62,989	95.8%
Sonoma	$61,623	$61,902	100.5%	($279)	$5,328	$0	0%	$61,623	$0	0%	$61,623	$258	0%	$67,209	$62,160	92.5%
MTC Total	$596,710	$581,309	97.4%	$15,403	$54,756	$10,207	19%	$691,809	$95,099	14%	$596,710	$49,358	8%	$795,923	$735,973	92.5%

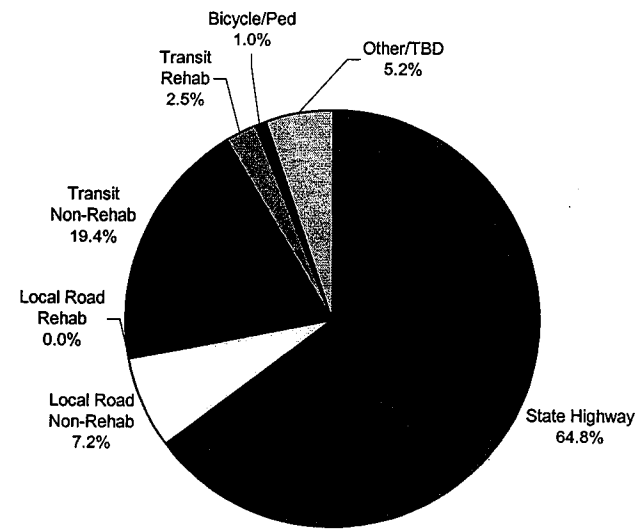
* Current RTIP County Share Totals Includes AB3090s and GARVEEs, however, AB3090s and GARVEEs are not counted against 2006 RTIP Targets

2006 RTIP Categories

County	State Highway	Local Road Non-Rehab	Local Road Rehab	Transit Non-Rehab	Transit Rehab	Bicycle /Ped	Other / TBD	Total
Amount Programmed * - Project Category**								
Alameda	$95,844	$7,900	$0	$61,797	$18,081	$0	$1,467	$185,089
Contra Costa	$77,384	$0	$0	$25,447	$0	$635	$1,020	$104,486
Marin	$25,199	$0	$0	$3,000	$0	$0	$281	$28,480
Napa	$4,940	$0	$0	$0	$0	$0	$187	$5,127
San Francisco	$12,101	$200	$0	$26,961	$0	$1,075	$28,523	$68,860
San Mateo	$72,870	$0	$0	$9,103	$0	$2,120	$773	$84,866
Santa Clara	$125,693	$0	$0	$0	$0	$3,700	$4,523	$133,916
Solano	$1,441	$44,827	$0	$16,271	$0	$0	$450	$62,989
Sonoma	$61,406	$0	$0	$0	$0	$0	$754	$62,160
MTC Total	$476,878	$52,927	$0	$142,579	$18,081	$7,530	$37,978	$735,973

County	Number of Projects	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	Total
Year of Programming * **								
Alameda	24	$0	$68,245	$67,211	$10,322	$27,371	$11,940	$185,089
Contra Costa	14	$0	$7,782	$33,386	$17,602	$203	$45,513	$104,486
Marin	4	$0	$7,683	$2,693	$4,659	$13,386	$59	$28,480
Napa	2	$0	$806	$4,211	$36	$37	$37	$5,127
San Francisco	16	$0	$3,826	$24,483	$18,527	$10,061	$11,963	$68,860
San Mateo	10	$0	$163	$21,331	$31,890	$5,164	$26,318	$84,866
Santa Clara	11	$0	$21,265	$24,416	$16,215	$29,597	$42,423	$133,916
Solano	12	$0	$5,278	$13,880	$28,916	$96	$14,819	$62,989
Sonoma	7	$0	$2,742	$17,304	$3,407	$36,520	$2,187	$62,160
Total	100	$0	$117,790	$208,915	$131,574	$122,435	$155,259	$735,973

*** Amount Programmed and Year of Programming Includes AB 3090s, GARVEEs and Programmed Enhancement (TE) Project Funding and does NOT include TE Reserves



2006 RTIP - Project Category Summary
- Including Enhancement (TE), GARVEE, 3090 Reimbursements -

2006 Regional Transportation Improvement Program (RTIP)
MTC Region - Program Summary
December 14, 2005
(amounts in thousands)

County	2006-07	2007-08	2008-09	2009-10	2010-11	Total Current
2004 STIP - Current Programming						
Alameda	$ 34,889	$ 35,845	$ 54,602	$ -	$ -	$ 125,336
Contra Costa	$ 22,107	$ 17,190	$ 15,521	$ -	$ -	$ 54,818
Marin	$ 19,373	$ 2,243	$ 37	$ -	$ -	$ 21,653
Napa	$ 796	$ 4,211	$ 23	$ -	$ -	$ 5,030
San Francisco	$ 113	$ 1,164	$ 33,572	$ -	$ -	$ 34,849
San Mateo	$ 18,772	$ 19,192	$ 22,414	$ -	$ -	$ 60,378
Santa Clara	$ 393	$ 10,579	$ 22,068	$ -	$ -	$ 33,040
Solano	$ 29,284	$ 5,568	$ 13,160	$ -	$ -	$ 48,012
Sonoma	$ 12,041	$ 4,750	$ 44,833	$ -	$ -	$ 61,624
Annual Total	$ 137,768	$ 100,742	$ 206,230	$ -	$ -	$ 444,740
Cum. Total	$ 137,768	$ 238,510	$ 444,740	$ 444,740	$ 444,740	$ 444,740

County	2006-07	2007-08	2008-09	2009-10	2010-11	Total Proposed
2006 RTIP - Proposed Programming - Excluding Enhancements (TE), GARVEE and AB 3090 Reimbursements						
Alameda	$ 39,422	$ 67,211	$ 10,322	$ 27,371	$ 11,940	$ 156,266
Contra Costa	$ 7,729	$ 31,965	$ 17,291	$ 203	$ 45,513	$ 102,701
Marin	$ 7,665	$ 2,693	$ 4,659	$ 13,386	$ 59	$ 28,462
Napa	$ 796	$ 4,211	$ 36	$ 37	$ 37	$ 5,117
San Francisco	$ 3,504	$ 1,114	$ 18,527	$ 10,061	$ 11,963	$ 45,169
San Mateo	$ 116	$ 21,331	$ 31,890	$ 5,164	$ 26,318	$ 84,819
Santa Clara	$ 508	$ 8,568	$ 365	$ 13,748	$ 10,721	$ 33,910
Solano	$ 5,252	$ 13,880	$ 28,916	$ 96	$ 14,819	$ 62,963
Sonoma	$ 2,484	$ 17,304	$ 3,407	$ 36,520	$ 2,187	$ 61,902
Annual Total	$ 67,476	$ 168,277	$ 115,413	$ 106,586	$ 123,557	$ 581,309
Cum. Total	$ 67,476	$ 235,753	$ 351,166	$ 457,752	$ 581,309	$ 581,309

County	2006-07	2007-08	2008-09	2009-10	2010-11	Total Target
2006 RTIP - Respreading and New Capacity Programming Target *						
Alameda	18,798	32,963	39,801	24,818	34,886	$ 151,266
Contra Costa	12,038	21,108	18,366	3,306	47,883	$ 102,701
Marin	3,440	6,032	7,642	3,503	7,845	$ 28,462
Napa	1,566	2,746	717		21,640	$ 26,669
San Francisco		1,000	18,368	9,886	15,915	$ 45,169
San Mateo	11,478	20,127	21,770	6,045	25,399	$ 84,819
Santa Clara				21,549	11,491	$ 33,040
Solano	10,325	19,180	15,001	3,190	15,267	$ 62,963
Sonoma	6,789	11,905	14,910	19,330	8,689	$ 61,623
Annual Total	$ 64,434	$ 115,061	$ 136,575	$ 91,627	$ 189,015	$ 596,712
Cum. Total	$ 64,434	$ 179,495	$ 316,070	$ 407,697	$ 596,712	$ 596,712

*2004 RTIP Programming in FY 2005-06 is not subject to 2006 RTIP Programming Targets
Excludes GARVEEs and AB3090 Cash Reimbursements

County	2006-07	2007-08	2008-09	2009-10	2010-11	Total Net
2006 RTIP - NET						
Alameda	$ 20,624	$ 34,248	$ (29,479)	$ 2,553	$ (22,946)	$ 5,000
Contra Costa	$ (4,309)	$ 10,857	$ (1,075)	$ (3,103)	$ (2,370)	$ -
Marin	$ 4,225	$ (3,339)	$ (2,983)	$ 9,883	$ (7,786)	$ -
Napa	$ (770)	$ 1,465	$ (681)	$ 37	$ (21,603)	$ (21,552)
San Francisco	$ 3,504	$ 114	$ 159	$ 175	$ (3,952)	$ -
San Mateo	$ (11,362)	$ 1,204	$ 10,120	$ (881)	$ 919	$ -
Santa Clara	$ 508	$ 8,568	$ 365	$ (7,801)	$ (770)	$ 870
Solano	$ (5,073)	$ (5,300)	$ 13,915	$ (3,094)	$ (448)	$ -
Sonoma	$ (4,305)	$ 5,399	$ (11,503)	$ 17,190	$ (6,502)	$ 279
Annual Total	$ 3,042	$ 53,216	$ (21,162)	$ 14,959	$ (65,458)	$ (15,403)
Cum. Total	$ 3,042	$ 56,258	$ 35,096	$ 50,055	$ (15,403)	$ (15,403)

NOTE: Positive Number is Above Target (Overprogrammed). Negative Number is below Target (Underprogrammed).

2006 RTIP Proposed Funding Summary List

December 14, 2005

(Dollars in Thousands)

Alameda

Agency	PPNO	Project	Comments	Total	2006 RTIP Funding by Fiscal Year 05-06	06-07	07-08	08-09	09-10	10-11	2006 RTIP Funding by Component R/W	Const	E & P	PS&E	R/W Sup	Con Sup
		Prior Commitments (Not Part of 2006 STIP Target)														
Caltrans	1018	SR 84 HOV On-ramp at Newark Blvd.		755	280	0	0	0	0	0	250	0	175	300	30	0
Caltrans	139B	I-580 Noise Barrier		1,130	130	0	0	0	0	0	100	0	0	1,000	30	0
Union City	2110	Union City Intermodal Station		720	720	0	0	0	0	0	0	720	0	0	0	0
Caltrans	16Q	AB 3090 reimbursement (880 HOV)		25,037	0	25,037	0	0	0	0	0	25,037	0	0	0	0
MTC	2100A	AB 3090 reimbursement (03-04 PPM)		86	0	86	0	0	0	0	0	86	0	0	0	0
Union City	2110	Union City Intermodal Station, TE elements		5,307	5,307	0	0	0	0	0	0	5,307	0	0	0	0
		Proposed 2006 RTIP Programming - Non PTA														
Caltrans	69N	I-80 Soundwall in Berkeley near Aquatic Park	Delay 2 years	2,986	0	0	0	0	0	2,986	0	2,554	0	251	0	181
Caltrans	81D	SR 84 Four Lane Expressway	Delay 1 year	10,000	0	0	0	0	10,000	0	0	10,000	0	0	0	0
Caltrans	96A	I-238 Widening from I-580 to I-880	Delay 3 years	4,059	0	0	0	0	4,059	0	0	4,059	0	0	0	0
ACCMA	115A	I-580 Aux and HOV lanes (Segments 1 & 2)	Delay $9000 3 years	26,009	0	17,009	0	0	9,000	0	0	26,009	0	0	0	0
~~Caltrans~~	~~117~~	~~I-680 Soundwall in Livermore (Vasco Rd-First St)~~	Delete from STIP - to I-580 Aux		0		0	0	0	0	0	805	0	0	0	204
Caltrans	139B	I-580 Noise Barrier	Add $727	5,877	0	0	5,877	0	0	0	0	5,227	0	0	0	650
Caltrans	A157D	I-680 Sunol Grade SB HOV Lanes Phase 3	No changes	7,246	0	0	7,246	0	0	0	0	7,246	0	0	0	0
Caltrans	16S	I-880 Landscaping (SCl Co Line-Alvarado/Niles)	Delay 3 years	3,640	0	0	0	0	0	3,640	0	2,940	50	350	0	300
Caltrans	2009M	I-880 Mandela Pkwy extension, widening, turn pockets	Delay 1 year	1,900	0	0	1,900	0	0	0	1,900	0	0	0	0	0
Oakland	1022	I-880 Access at 42nd Av/High St.	Add $960	4,090	0	0	4,090	0	0	0	4,090	0	0	0	0	0
Alameda Co	2009L	Vasco Rd Safety Improvements (Segments 1 & 2)	Add $2500 in 08-09	3,900	0	0	0	3,900	0	0	0	3,900	0	0	0	0
Alameda (City)	2009N	Tinker Ave Extension	Delay 1 year	4,000	0	0	0	0	4,000	0	0	4,000	0	0	0	0
Caltrans	57A	SR 24 - Caldecott Tunnel 4th Bore (SO)	Add $5,000 Advance from future STIPs	5,000	0	0	0	0	0	5,000	0	5,000	0	0	0	0
MTC	2100	Planning, programming, and monitoring	Add annual PPM funding	531	0	110	111	103	103	104	0	0	531	0	0	0
MTC/ACCMA	2179	Planning, programming, and monitoring	Add annual PPM funding	850	0	111	111	209	209	210	0	0	850	0	0	0
		Total Non-PTA		80,088	0	17,230	19,335	4,212	27,371	11,940	5,990	71,740	1,431	601	0	1,335
		Proposed 2006 RTIP Programming - PTA Eligible														
Union City	2110	Union City Intermodal Station	Add $1500; advance to 06-07	7,787	0	7,787	0	0	0	0	0	7,787	0	0	0	0
AC Transit	2009A	AC Transit Maintenance Facilities & equipment upgrades	Advance to 06-07	3,705	0	3,705	0	0	0	0	0	3,705	0	0	0	0
AC Transit	2009B	AC Transit Expand satellite-based tracking communications	Advance to 06-07	1,000	0	1,000	0	0	0	0	0	1,000	0	0	0	0
AC Transit	2009C	AC Transit Berkeley/Oakland/San Leandro transit service study	No changes	2,700	0	2,700	0	0	0	0	0	0	0	2,700	0	0
AC Transit	2009D	AC Transit Bus component rehabilitation	Advance to 06-07	4,500	0	4,500	0	0	0	0	0	4,500	0	0	0	0
LAVTA	2009K	Bus maintenance & operations facility	Add $1500 in 06-07	5,500	0	1,500	0	4,000	0	0	0	5,500	0	0	0	0
Emeryville	2020	Emeryville terminal, parking garage	No changes	2,110	0	0	0	2,110	0	0	0	2,110	0	0	0	0
BART	2103	Oakland Airport connector guideway (RTIP)	Add $15000 - advance to 07-08	38,000	0	0	38,000	0	0	0	0	38,000	0	0	0	0
~~BART~~	~~2009F~~	~~Repair leak under Lake Merritt Channel~~	Delete from STIP - to new BART project	0	0	0	~~-2000~~	0	0	0	0	2,000	0	0	0	0
~~BART~~	~~2009G~~	~~Replace ADA tiles at platform edges~~	Delete from STIP - to new BART project	0	0	0	~~-1248~~	0	0	0	0	1,248	0	0	0	0
BART	NEW	Alameda County BART Station Renovation	Add $3248 from BART projects	3,248	0	0	3,248	0	0	0	0	3,000	0	248	0	0
AC Transit	NEW	AC Transit Rehabilitation Project	Advance to 06-07 - add $2000	6,628	0	0	6,628	0	0	0	0	6,628	0	0	0	0
AC Transit	NEW	Bus Rapid Transit - International/Telegraph	New project	1,000	0	1,000	0	0	0	0	0	1,000	0	0	0	0
		Total PTA-eligible		76,178	0	22,192	47,876	6,110	0	0	0	76,478	0	2,948	0	0
		Proposed 2006 RTIP Programming Total		156,266		39,422	67,211	10,322	27,371	11,940						
		Proposed 2006 Transportation Enhancements (TE)														
MTC	2100C	TE reserve - County Discretionary		1,892	0	0	0	0	930	962	0	1,892	0	0	0	0
Union City	2110	Union City Intermodal Station - TLC Element		3,700	0	3,700	0	0	0	0	0	3,700	0	0	0	0
MTC	2100C	Te reserve - County TLC		3,322	0	0	0	1,432	929	961	0	3,322	0	0	0	0
		Proposed 2006 TE Programming Total		8,914		3,700	0	1,432	1,859	1,923						

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Contra Costa

Agency	PPNO	Project	Comments	Total	2006 RTIP Funding by Fiscal Year 05-06	06-07	07-08	08-09	09-10	10-11	2006 RTIP Funding by Component R/W	Const	E & P	PS&E	R/W Sup	Con Sup
		Prior Commitments (Not Part of 2006 STIP Target)														
MTC	2118A	AB 3090 reimbursement (03-04 PPM)		53	0	53	0	0	0	0	0	53	0	0	0	0
BART	2025B	Bicycle pavilions at BART stations		450	450	0	0	0	0	0	0	416	0	34	0	0
San Ramon	2011N	Old Ranch Rd Bicycle Path		62	0	0	0	0	0	0	0	62	0	0	0	0
San Pablo	2011Q	San Pablo Dam Rd Ped Path		115	0	0	0	0	0	0	0	115	0	0	0	0
CC County	2011T	Reliez Valley Rd Ped Path		342	0	0	0	0	0	0	0	342	0	0	0	0
		Proposed 2006 RTIP Programming - Non PTA														
Caltrans	192E	SR 4 - Loveridge to Somersville (8 lanes w/HOV)	Delay 1 year	20,035	0	0	20,035	0	0	0	0	18,035	0	0	0	2,000
Caltrans	57A	SR 24 - Caldecott Tunnel 4th Bore (SO)	Add $29000 in FY 10-11; $2M in State Funds	31,000	0	0	2,000	0	0	29,000	0	29,000	0	2,000	0	0
Antioch	2011A	SR 4 Hillcrest Ave Off-ramp Widening	Add $2200 - delay 1 year	4,450	0	0	0	4,450	0	0	0	4,450	0	0	0	0
CCTA	192F	SR 4 Widening from Somersville to SR 160	Add $15,000 to 10-11; shift $2618 to 09 from 08	20,589	0	0	0	5,589	0	15,000	5,589	15,000	0	0	0	0
CCTA	298E	I-680/SR 4 Interchange (NB 680 to WB 4)	Move $4190 to Martinez and Caldecott; delay 2 years	1,310	0	0	0	0	0	1,310	0	0	0	1,310	0	0
MTC	2118	Planning, programming, and monitoring	Add annual PPM funding	345	0	72	72	67	67	67	0	0	345	0	0	0
CCTA	NEW	Planning, programming, and monitoring	Add annual PPM funding	622	0	107	108	135	136	136	0	0	622	0	0	0
		Total Non-PTA		78,351	0	179	22,215	10,241	203	45,513	5,589	66,485	967	3,310	0	2,000
		Proposed 2006 RTIP Programming - PTA Eligible														
Richmond	2011E	Richmond Pkwy Park & Ride Transit Access	No changes	8,700	0	0	1,650	7,050	0	0	0	7,050	0	1,650	0	0
BART	2011D	BART Pittsburg-Bay Point Turnback	Add $300; advance $1500 to 07 from 08	1,800	0	1,800	0	0	0	0	0	1,450	0	350	0	0
Hercules	2011F	Hercules Intercity Station	Add $1000 + TE below	4,000	0	0	4,000	0	0	0	0	4,000	0	0	0	0
Martinez	2011J	Martinez Amtrak Station Parking	Add $3500 - advance to 07 from 08	5,500	0	5,500	0	0	0	0	5,500	0	0	0	0	0
BART	2011G	BART - Richmond Station Parking	No changes	4,100	0	0	4,100	0	0	0	0	4,100	0	0	0	0
BART	NEW	eBART Extension in Contra Costa County	Add new project	250	0	250	0	0	0	0	0	0	250	0	0	0
		Total PTA-Eligible		24,350	0	7,550	9,750	7,050	0	0	5,500	16,600	250	2,000	0	0
		Proposed 2006 RTIP Programming Total		102,701		7,729	31,965	17,291	203	45,513						
		Proposed 2006 Transportation Enhancements (TE)														
CC County	2011K	Delta DeAnza Trail crossing of SR 4	Advance $159 from 9-10 County TE	311	0	0	0	311	0	0	0	311	0	0	0	0
CC County	2025C	Camino Tassajara Rd Bikeway Shoulders		324	0	0	324	0	0	0	0	324	0	0	0	0
Hercules	2011F	Hercules intercity station (State only)	Add $1097 New TE - County TE (request advance)	1,097	0	0	1,097	0	0	0	0	1,097	0	0	0	0
MTC	2118F	TE reserve - County Discretionary	Advance for Delta DeA and Hercules	0	0	0	0	0	0	0						
MTC	2118F	Te reserve - County TLC	Move $681 from 06-07 to 07-08	4,594	0	0	1,974	1,365	632	623	0	4,594	0	0	0	0
		Proposed 2006 TE Programming Total		6,326		0	3,395	1,676	632	623						

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Marin

Agency	PPNO	Project	Comments	Total	2006 RTIP Funding by Fiscal Year 05-06	06-07	07-08	08-09	09-10	10-11	2006 RTIP Funding by Component R/W	Const	E & P	PS&E	R/W Sup	Con Sup
		Prior Commitments (Not Part of 2006 STIP Target)														
MTC	2127A	AB 3090 reimbursement (03-04 PPM)		18	0	18	0	0	0	0	0	18	0	0	0	0
MTC	2127	Planning, programming, and monitoring		17	17	0	0	0	0	0	0	17	0	0	0	0
Marin CMA	2127C	Planning, programming, and monitoring		24	24	0	0	0	0	0	0	24	0	0	0	0
MTC	2127B	TE reserve		261	261	0	0	0	0	0	0	261	0	0	0	0
		Proposed 2006 RTIP Programming - Non PTA														
Caltrans	342L	U.S. 101 HOV Lanes (segments 5, 5A)	Remove $6658; delay 2 years	5,200	0	0	0	2,200	3,000	0	0	5,200	0	0	0	0
Caltrans	342L	U.S. 101 HOV Lanes (Puerto Suello)	No changes	7,473	0	7,473	0	0	0	0	0	7,473	0	0	0	0
Caltrans	360F	U.S. 101 Novato-Petaluma Widening (ROW Phase A)	Add $9086 in FY 2009-10	12,526	0	0	2,200	0	10,326	0	10,326	0	0	2,200	0	0
TAM	2127C	Planning, programming, and monitoring	Add annual PPM funding	168	0	24	25	39	40	40	0	0	168	0	0	0
MTC	2127	Planning, programming, and monitoring	Add annual PPM funding	95	0	18	18	20	20	19	0	0	95	0	0	0
		Total Non-PTA		25,462	0	7,515	2,243	2,259	13,386	59	10,326	12,673	263	2,200	0	0
		Proposed 2006 RTIP Programming - PTA Eligible														
MCTD	NEW	Novato Transit Hub	New project - state only funding	3,000	0	150	450	2,400	0	0	2,500	0	150	350	0	0
		Total PTA-eligible		3,000	0	150	450	2,400	0	0	2,500	0	150	350	0	0
		Proposed 2006 RTIP Programming Total		28,462		7,665	2,693	4,659	13,386	59						
		Proposed 2006 Transportation Enhancements (TE)														
Caltrans	342L	Bike/Ped Pathway along U.S. 101 HOV project	Advance to 06-07 - swap with local funds	957	0	957	0	0	0	0	0	957	0	0	0	0
Caltrans	342L	Bike/Ped Pathway along U.S. 101 HOV project	Advance to 06-07 - swap with local funds	1,475	0	1,475	0	0	0	0	0	1,475	0	0	0	0
		Proposed 2006 TE Programming Total		2,432		2,432	0	0	0	0						

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Napa

Agency	PPNO	Project	Comments	Total	2006 RTIP Funding by Fiscal Year 05-06	06-07	07-08	08-09	09-10	10-11	2006 RTIP Funding by Component R/W	Const	E & P	PS&E	R/W Sup	Con Sup
		Prior Commitments (Not Part of 2006 STIP Target)														
Caltrans	367D	SR 12 - Jamieson Canyon Rd Widening		2,000	2,000	0	0	0	0	0	0	0	0	2,000	0	0
Caltrans	377C	SR 29 Trancas St Interchange - Planting Mitigation		68	68	0	0	0	0	0	0	0	9	50	9	0
MTC	2130A	AB 3090 reimbursement (03-04 PPM)		10	0	10	0	0	0	0	0	10	0	0	0	0
				5,689	2,079	10	0	0	0	0	0	21	3,609	2,050	9	0
		Proposed 2006 RTIP Programming - Non PTA														
Caltrans	376	SR 12/29/221 Soscol Intersection - Separation	No changes	4,200	0	0	4,200	0	0	0	0	0	0	4,200	0	0
Caltrans	377C	SR 29 Trancas St Interchange - Planting Mitigation	No changes	740	0	740	0	0	0	0	0	658	0	0	0	82
MTC	2130	Planning, programming, and monitoring	Add annual PPM funding	58	0	11	11	12	12	12	0	58	58	0	0	0
MTC/Napa TPA	1003E	Planning, programming, and monitoring	Add annual PPM funding	119	0	45	0	24	25	25	0	119	119	0	0	0
		Total Non-PTA		5,117	0	796	4,211	36	37	37	0	835	177	4,200	0	82
		Proposed 2006 RTIP Programming - PTA Eligible														
		Total PTA-eligible		0	0	0	0	0	0	0	0	0	0	0	0	0
		Proposed 2006 RTIP Programming Total		5,117		796	4,211	36	37	37						
		Proposed 2006 Transportation Enhancements (TE)														
MTC	2130B	TE reserve - County Discretionary	eave $312 in 06-07, move $155 to 07-0	724	0	312	155	0	144	113	0	724	0	0	0	0
MTC	2130B	Te reserve - County TLC	Shift $133 from 06-07 to 07-08	945	0	0	402	287	143	113	0	945	0	0	0	0
		Proposed 2006 TE Programming Total		1,669		312	557	287	287	226						

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San Francisco

Agency	PPNO	Project	Comments	Total	2006 RTIP Funding by Fiscal Year 05-06	06-07	07-08	08-09	09-10	10-11	2006 RTIP Funding by Component R/W	Const	E & P	PS&E	R/W Sup	Con Sup
		Prior Commitments (Not Part of 2006 STIP Target)														
MTC	2131A	AB 3090 reimbursement (03-04 PPM)		46	0	46	0	0	0	0	0	46	0	0	0	0
SF Muni	2134A	AB 3090 reimbursement (3rd St light rail mtnc fac)		22,570	0	0	22,570	0	0	0	0	22,570	0	0	0	0
		Proposed 2006 RTIP Programming - Non PTA														
Caltrans	619A	U.S. 101 Doyle Dr Replacement	Delay 1 year; add $6550 in 10-11	12,101	0	0	0	0	5,551	6,550	3,551	0	0	6,550	2,000	0
San Francisco	2014D	Addison & Digby Traffic Circles	Delay 2 years	200	0	0	0	0	50	150	0	150	0	50	0	0
SFCTA	2007E	AB 3090 replacement (Doyle Drive)	Delay 1 year	3,000	0	0	0	0	3,000	0	0	3,000	0	0	0	0
SFCTA	2014A	AB 3090 replacement (3rd St/Bayshore Bl, rehab)	Delay 2 year	4,768	0	0	0	0	0	4,768	0	4,768	0	0	0	0
SFCTA	2014C	AB 3090 replacement (school crosswalks, signs)	Delay 1 year	1,300	0	0	0	0	1,300	0	0	1,300	0	0	0	0
SFCTA	2014E	AB 3090 replacement (audible ped signals)	Delay 2 year	335	0	0	0	0	0	335	0	335	0	0	0	0
MTC/SFCTA	2007	Planning, programming, and monitoring	Add annual PPM funding	452	0	65	66	107	107	107	0	0	452	0	0	0
MTC	2131	Planning, programming, and monitoring	Add annual PPM funding	254	0	48	48	52	53	53	0	0	254	0	0	0
		Total Non-PTA		22,410	0	113	114	159	10,061	11,963	3,551	9,553	706	6,600	2,000	0
		Proposed 2006 RTIP Programming - PTA Eligible														
Golden Gate	2014J	SF Ferry Terminal Berth		1,000	0	0	1,000	0	0	0	0	1,000	0	0	0	0
SFCTA	1003F	AB 3090 replacement (BART 16th St Mission plaza)		2,176	0	0	0	2,176	0	0	0	2,176	0	0	0	0
SFCTA	2014H	AB 3090 replacement (Muni bldg seismic rehab)		9,200	0	0	0	9,200	0	0	0	9,200	0	0	0	0
SFCTA	2014L	AB 3090 replacement (Caltrain electrification)		4,300	0	0	0	4,300	0	0	0	4,300	0	0	0	0
SFCTA	2014N	AB 3090 replacement (BART ADA platform tiles)		1,250	0	0	0	1,250	0	0	0	1,250	0	0	0	0
SFCTA	2014R	AB 3090 replacement (BART seismic retrofit)		442	0	0	0	442	0	0	0	442	0	0	0	0
SFCTA	2014S	AB 3090 replacement (Muni rail replacement)		1,000	0	0	0	1,000	0	0	0	1,000	0	0	0	0
TJPA	NEW	Caltrain Downtown Extension to Rebuilt Transbay Terminal		3,391	0	3,391	0	0	0	0	3,391	0	0	0	0	0
		Total PTA-eligible		22,759	0	3,391	1,000	18,368	0	0	3,391	19,368	0	0	0	0
		Proposed 2006 RTIP Programming Total		45,169		3,504	1,114	18,527	10,061	11,963						
		Proposed 2006 Transportation Enhancements (TE)														
San Francisco	2007Y	Pedestrian Safety and Access Education	Advance $69 from 10-11 to cover	198	0	198	0	0	0	0	0	198	0	0	0	0
San Francisco	2007Z	Stockton St Tunnel Lighting - Ped Improvements	Advance $123 from 10-11 to cover	877	0	78	799	0	0	0	0	799	0	78	0	0
MTC	2007S	TE reserve - County Discretionary	$192 advanced from 10-11 to cover ab	834	0	0	0	0	534	300	0	834	0	0	0	0
MTC	2007S	TE reserve - County TLC		3,720		0	1,570	1,126	533	491						
		Proposed 2006 TE Programming Total		5,629		276	2,369	1,126	1,067	791						

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San Mateo

Agency	PPNO	Project	Comments	Total	2006 RTIP Funding by Fiscal Year 05-06	06-07	07-08	08-09	09-10	10-11	2006 RTIP Funding by Component R/W	Const	E & P	PS&E	R/W Sup	Con Sup
		Prior Commitments (Not Part of 2006 STIP Target)														
~~Caltrans~~	~~658B~~	~~Aux lanes SCL Co. line to Marsh Rd~~	Shift funding to 101 - 3rd to Millbrae	~~-1535~~	0	0	0	0	0	0	0	0	53	1,482	0	0
Caltrans	700B	U.S. 101 Aux Lanes from 3rd Ave to Millbrae Ave	Add $1535 from 658B	30,380	30,380	0	0	0	0	0	0	29,680	0	350	0	350
MTC	2140B	AB 3090 reimbursement (03-04 PPM)		47	0	47	0	0	0	0	0	47	0	0	0	0
				33,117	30,496	47	0	0	0	0	543	30,253	107	3,248	151	350
		Proposed 2006 RTIP Programming - Non PTA														
Caltrans	626	SR 1 - Devil's Slide Tunnel	No changes	750	0	0	0	750	0	0	0	750	0	0	0	0
Caltrans	658B	U.S. 101 Aux Lanes - SCL Co. Line to Marsh Rd	No changes	9,021	0	0	0	9,021	0	0	0	7,617	0	0	0	1,404
BART	1035	BART SFO Airport Bicycle Trail	No changes	2,120	0	0	2,120	0	0	0	534	1,586	0	0	0	0
MTC	2140	Planning, programming, and monitoring	Add annual PPM funding	262	0	49	50	54	54	55	0	262	262	0	0	0
SM C/CAG	2140A	Planning, programming, and monitoring	Add annual PPM funding	464	0	67	67	110	110	110	0	464	464	0	0	0
~~Caltrans~~	~~668~~	~~Half Moon Bay widening~~	Delete from STIP	0	0	~~-3843~~	0	0	0	0	0	3,843	0	0	0	0
Caltrans	669B	SR 92 Slow Vehicle Lane Improvements	Delay 2 years	7,759	.0	0	0	0	0	7,759	0	5,340	0	0	0	2,419
Caltrans	669B	SR 92 Slow Vehicle Lane Improvements	Delay 2 years	4,781	0	0	0	0	0	4,781	0	4,781	0	0	0	0
Caltrans	690A	U.S. 101 Willow Rd Interchange Segments 1 & 2	Delay 1 year; add $5000 in 9-10	25,046	0	0	3,091	16,955	5,000	0	0	21,366	0	0	0	3,680
San Mateo CTA	225G	SR 92 Widening - Curve Correction	Delay 4 years; add $9017	11,636	0	0	0	0	0	11,636	0	8,636	0	0	0	3,000
Caltrans	NEW	El Camino Signal Coordination	New project add $5000	5,000	0	0	0	5,000	0	0	0	3,850	190	390	0	570
Caltrans	NEW	SR 1 Calera Parkway - Pacifica (RTP#98204)	New project add $6900	6,900	0	0	6,900	0	0	0	0	5,400	0	0	0	1,500
Caltrans	NEW	Countywide ITS Project	New project add $1977	1,977	0	0	0	0	0	1,977	0	1,777	100	200	0	0
		Total Non-PTA		75,716	0	116	12,228	31,890	5,164	26,318	534	65,672	1,016	590	0	12,573
		Proposed 2006 RTIP Programming - PTA Eligible														
San Mateo CTA	1003G	Tilton and Poplar Ave Grade Separations	Delay 1 year	9,103	0	0	9,103	0	0	0	0	9,103	0	0	0	0
		Total PTA-eligible		9,103	0	0	9,103	0	0	0	0	9,103	0	0	0	0
		Proposed 2006 RTIP Programming Total				116	21,331	31,890	5,164	26,318						
		Proposed 2006 Transportation Enhancements (TE)														
MTC	2140C	TE reserve - County Discretionary		3,095		0	1,969	0	620	506						
MTC	2140C	TE reserve - County TLC		3,978	0	0	1,594	1,259	619	506	0	3,978	0	0	0	0
		Proposed 2006 TE Programming Total		7,073		0	3,563	1,259	1,239	1,012						

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Santa Clara

Agency	PPNO	Project	Comments	Total	2006 RTIP Funding by Fiscal Year 05-06	06-07	07-08	08-09	09-10	10-11	2006 RTIP Funding by Component R/W	Const	E & P	PS&E	R/W Sup	Con Sup
		Prior Commitments (Not Part of 2006 STIP Target)														
SCVTA	409C	GARVEE debt (I-880 Coleman)		50,700	7,315	7,315	7,315	7,315	7,315	7,316	0	50,700	0	0	0	0
SCVTA	443N	GARVEE debt (SR 87 HOV North)		27,505	3,968	3,969	3,968	3,969	3,968	3,969	0	27,505	0	0	0	0
SCVTA	443S	GARVEE debt (SR 87 HOV South)		31,645	4,566	4,566	4,565	4,566	4,566	4,566	0	31,645	0	0	0	0
Caltrans	70	SR 152/156 Interchange Improvements		6,140	6,140	0	0	0	0	0	0	6,140	0	0	0	0
MTC	2144A	AB 3090 reimbursement (03-04 PPM)		346	0	346	0	0	0	0	0	346	0	0	0	0
MTC/SCVTA	2255A	AB 3090 reimbursement (03-04 PPM)		861	0	861	0	0	0	0	0	861	0	0	0	0
SCVTA	409C	GARVEE debt service for 2011-12		15,851	0	0	0	0	0	15,851	0	15,851	0	0	0	0
Santa Clara	2255C	San Tomas Aquino Creek Bike Trail, Reach 3		2,000	2,000	0	0	0	0	0	0	2,000	0	0	0	0
		Proposed 2006 RTIP Programming - Non PTA														
Caltrans	2204F	SR 87 Guadalupe Expressway Riparian Habitat	Delay 3 years - move 250 up to 06-07	1,000	0	250	0	0	0	750	0	1,000	0	0	0	0
Caltrans	2204G	SR 87 Guadalupe Expressway Landscaping	Delay 1 year	1,000	0	0	0	0	1,000	0	0	1,000	0	0	0	0
Caltrans	2204Y	SR 87 Guadalupe Expressway Landscaping	Delay 1 year	2,500	0	0	0	0	2,500	0	0	2,500	0	0	0	0
Caltrans	468F	SR 87-Trimble Rd Landscaping	Delay 2 years	100	0	0	0	0	0	100	0	88	0	0	0	12
Caltrans	486D	SR 152 Passing Lanes	Delay 1 year	6,846	0	0	0	0	6,846	0	686	6,160	0	0	0	0
Caltrans	418F	SR 237/880 Interchange Landscaping	Delay 1 year	1,336	0	0	0	0	1,336	0	0	1,026	0	0	0	310
Caltrans	503J	I-280 Soundwalls from Bird Ave to Los Gatos Creek	Delay 2 years	3,575	0	0	0	0	0	3,575	0	2,710	54	350	0	461
Caltrans	521A	I-680 Soundwalls from Capitol Expwy to Mueller Ave	Delay 2 years	3,552	0	0	0	0	0	3,552	69	2,370	47	308	0	758
Caltrans	B157D	I-680 Sunol Grade SB HOV Phase 3	No changes	8,308	0	0	8,308	0	0	0	0	6,763	0	0	0	1,545
Caltrans	408E	I-880 Soundwalls from Stevens Creek Blvd to I-280	Delay 2 years	2,377	0	0	0	0	0	2,377	62	1,760	34	222	0	299
SCVTA	4854A	AB 3090 replacement (SR 25 widening)	Delay 1 year	1,700	0	0	0	0	1,700	0	0	1,700	0	0	0	0
MTC	2144	Planning, programming, and monitoring	Add annual PPM funding	421	0	29	30	120	121	121	0	0	421	0	0	0
MTC/SCVTA	2255	Planning, programming, and monitoring	Add annual PPM funding	1,195	0	229	230	245	245	246	0	0	1,195	0	0	0
		Total Non-PTA		33,910	0	508	8,568	365	13,748	10,721	817	27,077	1,751	880	0	3,385
		Proposed 2006 RTIP Programming - PTA Eligible														
		Total PTA-eligible		0	0	0	0	0	0	0	0	0	0	0	0	0
		Proposed 2006 RTIP Programming Total		33,910		508	8,568	365	13,748	10,721						
		Proposed 2006 Transportation Enhancements (TE)														
Sunnyvale	2015B	Borregas Av Bike Bridges Over U.S. 101, SR 237	Advance $541 from 10-11 to cover	3,700	0	3,700	0	0	0	0	0	3,700	0	0	0	0
MTC	2255B	TE reserve - County Discretionary		1,905	0	0	0	0	1,320	585						
MTC	2255B	TE reserve - County TLC	Shift $1,322 from FY 06-07 to 07-08	9,044	0	0	3,885	2,715	1,319	1,125	0	9,044	0	0	0	0
		Proposed 2006 TE Programming Total		14,649		3,700	3,885	2,715	2,639	1,710						

2006 RTIP Proposed Funding Summary List
December 14, 2005
(Dollars in Thousands)

Solano

Agency	PPNO	Project	Comments	Total	2006 RTIP Funding by Fiscal Year 05-06	06-07	07-08	08-09	09-10	10-11	2006 RTIP Funding by Component R/W	Const	E & P	PS&E	R/W Sup	Con Sup
		Prior Commitments (Not Part of 2006 STIP Target)														
MTC	2152A	AB 3090 reimbursement (03-04 PPM)		26	0	26	0	0	0	0	0	26	0	0	0	0
Vallejo	2260	Vallejo Ferry Terminal Parking		1,200	1,200	0	0	0	0	0	0	0	0	1,200	0	0
Vallejo	2261	Baylink Ferry Maintenance Facility		425	425	0	0	0	0	0	0	425	0	0	0	0
Fairfield	6045K	Capitol Corridor Rail Station - Fairfield		125	125	0	0	0	0	0	0	0	0	125	0	0
Benicia	6045M	Benicia Intermodal Transit Station		225	225	0	0	0	0	0	0	0	225	0	0	0
MTC	5152A	TE reserve		1,629	1,629	0	0	0	0	0	0	1,629	0	0	0	0
		Proposed 2006 RTIP Programming - Non PTA														
Caltrans	5201D	SR 37 Napa River-Sonoma Blvd Planting	No change	441	0	441	0	0	0	0	0	441	0	0	0	0
Solano TA	5301	Jepson Parkway (I-80 reliever)	Add 661 from LSR projects below	661	0	0	0	661	0	0	0	661	0	0	0	0
Solano TA	5301	Jepson Parkway (I-80 reliever)	Delay $1,750 2 years (PSE to CON); add $178 from CMAQ Match in 8-9 and $3,723 in New Capacity in 10-11	16,161	0	0	0	12,438	0	3,723	0	16,161	0	0	0	0
Solano TA	5301	Jepson: Vanden Rd Widening (County)	Delay 1 year; add $393 Sol LS&R	8,293	0	0	2,400	5,893	0	0	2,400	5,893	0	0	0	0
Solano TA	5301	Jepson: Walters Rd Extension (Fairfield)	No change	3,300	0	0	0	3,300	0	0	0	3,300	0	0	0	0
Solano TA	5301K	Local Roads North of I-80/680/12	Shift $2.9M from ROW to CON; add $5M in new RIP in 10-11	16,412	0	0	11,412	0	0	5,000	0	16,412	0	0	0	0
~~Benicia~~	~~6045A~~	~~West "K" St, W 9th to Military W, overlay (S/O)~~	Delete $154 from FY 2006-07 to RM2 Swap	0	0	~~-154~~	0	0	0	0	0	154	0	0	0	0
~~Dixon~~	~~6045B~~	~~So Lincoln St, West A Hillview, overlay (State only)~~	Delete $105 from FY 2006-07	0	0	~~-105~~	0	0	0	0	0	105	0	0	0	0
~~Fairfield~~	~~6045C~~	~~Hillborn Rd, Waterman-Putah South canal, rehab (S/O)~~	Delete $1364 from FY 2006-07 to RM2 Swap	0	0	~~-364~~	0	0	0	0	0	364	0	0	0	0
~~Solano Co~~	~~6045D~~	~~Daily Rd, Locke Rd, Sikes Rd, overlay (State only)~~	Delete $393 from FY 2006-07	0	0	~~-393~~	0	0	0	0	0	393	0	0	0	0
~~Suisun City~~	~~6045E~~	~~Emperor Dr, Petersen Rd, rehab (State only)~~	Delete $140 from FY 2006-07	0	0	~~-140~~	0	0	0	0	0	140	0	0	0	0
~~Vacaville~~	~~6045F~~	~~Nut Tree Rd, Ulatis-Orange, resurfacing (State only)~~	Delete $342 from FY 2006-07	0	0	~~-342~~	0	0	0	0	0	342	0	0	0	0
~~Vallejo~~	~~6045G~~	~~Lemon St, Curtola Pkwy-Sonoma Bl, rehab (S/O)~~	Delete $428 from FY 2006-07	0	0	~~-428~~	0	0	0	0	0	428	0	0	0	0
~~Rio Vista~~	~~6045H~~	~~Front St, Main-Gertrudes, overlay (State only)~~	Delete $74 from FY 2006-07	0	0	~~-74~~	0	0	0	0	0	74	0	0	0	0
~~MTC~~	~~2170~~	~~CMAQ match reserve (98S-122)~~	Delete $178 from FY 2006-07	0	0	~~-178~~	0	0	0	0	0	178	0	0	0	0
MTC	2152	Planning, programming, and monitoring	Add annual PPM funding	153	0	29	29	32	32	31	0	0	153	0	0	0
MTC/STA	2263	Planning, programming, and monitoring	Add annual PPM funding	271	0	39	39	64	64	65	0	0	271	0	0	0
Vacaville	NEW	I-80/505 Weave Correction	New STIP Project	1,000	0	0	0	0	0	1,000	0	0	1,000	0	0	0
		Total Non-PTA		46,692	0	509	13,880	22,388	96	9,819	2,400	45,046	1,424	0	0	0
		Proposed 2006 RTIP Programming - PTA Eligible														
Vallejo	2260	Vallejo Ferry Terminal Parking	Delay existing $6,100 and add $428 from Vallejo 2 years; and add $5M new STIP	11,528	0	0	0	6,528	0	5,000	0	11,528	0	0	0	0
Fairfield	6045K	Capitol Corridor Rail Station - Fairfield	Delete $2125 to RM2 Swap	0	0	~~-2125~~	0	0	0	0	0	2,125	0	0	0	0
~~CapCorrJPA~~	~~6045L~~	~~Capitol Corridor Bahia Viaduct Track & Bridge Upgrades~~	Delete $1000 to RM2 Swap	0	0	~~-1000~~	0	0	0	0	0	1,000	0	0	0	0
~~Benicia~~	~~6045M~~	~~Intermodal transit station, Benicia~~	Delete $1100 to RM2 Swap	0	0	~~-1100~~	0	0	0	0	0	0	0	1,100	0	0
Dixon	NEW	Dixon Intermodal Facility	New STIP Project (RM2 Swap)	543	0	543	0	0	0	0	0	0	0	543	0	0
CapCorrJPA	NEW	Capitol Corridor Rail Improvements	New STIP Project (RM2 Swap)	4,200	0	4,200	0	0	0	0	0	4,200	0	0	0	0
		Total PTA-eligible		16,271	0	4,743	0	6,528	0	5,000	0	18,853	0	1,643	0	0
		Proposed 2006 RTIP Programming Total		62,963		5,252	13,880	28,916	96	14,819						
		Proposed 2006 Transportation Enhancements (TE)														
MTC	5152A	TE reserve - County Discretionary		581	0	0	0	0	286	295	0	581	0	0	0	0
MTC	5152A	TE reserve - County TLC		2,155	0	346	603	626	285	295	0	2,155	0	0	0	0
		Proposed 2006 TE Programming Total		2,736		346	603	626	571	590						

2006 RTIP Proposed Funding Summary List
December 14, 2005
(Dollars in Thousands)

Sonoma

Agency	PPNO	Project	Comments	Total	2006 RTIP Funding by Fiscal Year 05-06	06-07	07-08	08-09	09-10	10-11	2006 RTIP Funding by Component R/W	Const	E & P	PS&E	R/W Sup	Con Sup
		Prior Commitments (Not Part of 2006 STIP Target)														
Caltrans	789E	U.S. 101 HOV Lanes (College Avenue and 6th Street)		3,900	3,900	0	0	0	0	0	3,100	0	0	250	550	0
MTC	2156A	AB 3090 reimbursement (03-04 PPM)		31	0	31	0	0	0	0	0	31	0	0	0	0
MTC/SCTA	770F	AB 3090 reimbursement (03-04 PPM)		227	0	227	0	0	0	0	0	227	0	0	0	0
		Proposed 2006 RTIP Programming - Non PTA														
Caltrans	775	U.S. 101 HOV Lanes from Petaluma to Rohnert Park	Delete 6000 PSE, add 36403 CON	36,403	0	0	0	0	36,403	0	0	36,403	0	0	0	0
Caltrans	360F	U.S. 101 Widening from Novato to Petaluma	No changes	2,200	0	0	2,200	0	0	0	0	0	0	2,200	0	0
Caltrans	749A	HOV lanes, Steele Ln-Windsor, design	Delete 6000 PSE	5,000	0	~~6000~~	5,000	0	0	0	0	5,000	0	0	0	0
Caltrans	781E	U.S. 101 HOV Lanes from Rohnert Park to Santa Rosa Ave	Remove 24400; advance to 07-08	10,000	0	0	10,000	0	0	0	0	10,000	0	0	0	0
Caltrans	781N	U.S. 101 HOV Lanes Landscaping from Wilfred to SR 12	Remove 3; advance 1 year	2,443	0	2,443	0	0	0	0	0	2,443	0	0	0	0
Caltrans	789F	U.S. 101 HOV Lanes Landscaping	Delay 2 years	2,070	0	0	0	0	0	2,070	0	1,620	20	200	30	200
Caltrans	789E	U.S. 101 HOV Lanes - College Ave and 6th Street	No changes	3,290	0	0	0	3,290	0	0	0	2,900	0	0	0	390
MTC	2156	Planning, programming, and monitoring	Add annual PPM funding	199	0	41	42	39	39	38	0	0	199	0	0	0
MTC/SCTA	770E	Planning, programming, and monitoring	Add annual PPM funding	297	0	0	62	78	78	79	0	0	297	0	0	0
		Proposed 2006 RTIP Programming - PTA Eligible														
		Total PTA-eligible		0	0	0	0	0	0	0	0	0	0	0	0	0
		Proposed 2006 RTIP Programming Total		61,902		2,484	17,304	3,407	36,520	2,187						
		Proposed 2006 Transportation Enhancements (TE)														
MTC	5156A	TE reserve - County Discretionary		2,575	0	512	553	692	458	360	0	2,575	0	0	0	0
MTC	5156A	TE reserve - County TLC		2,753	0	425	745	766	457	360	0	2,753	0	0	0	0
		Proposed 2006 TE Programming Total		5,328		937	1,298	1,458	915	720						

APPENDIX A – 3

Project Selection Processes

San Francisco Bay Area Transit Capital Priorities Process and Criteria

MTC Resolution No. 3688

Date: March 23, 2005
W.I.: 1512
Referred By: PAC
Revised: 04/27/05-C
02/22/06-C

ABSTRACT

Resolution No. 3688, Revised

This resolution approves the process and establishes the criteria for programming preventive maintenance in the San Francisco Bay Area for the FY 2005-06 through the FY 2007-08 using Federal Transit Administration (FTA) Section 5307 funds. Additional sections comprising the entire Transit Capital Priorities Criteria, the policy guidelines for programming the FTA Section 5307 and 5309 Fixed Guideway (FG) funds, will be added at a later date.

This resolution was amended on April 27, 2005 to incorporate the remaining policy guidelines for programming the FTA Section 5307 and 5309 FG for the FY 2005-06 though FY 2007-08.

This resolution was amended on February 22, 2006 to incorporate policy changes for programming roughly $210 million of FY 2006-07 and FY 2007-08 FTA formula funds, the balance of funds available after programming all eligible high-scoring capital projects.

Further discussion of the Transit Capital Priorities Policy is contained in the "Executive Director" memorandum and the Programming and Allocations Summary Sheets dated March 2, 2005, April 13, 2005, and February 8, 2006.

Date: March 23, 2005
W.I.: 1512
Referred By: PAC

RE: San Francisco Bay Area Transit Capital Priorities Process and Criteria

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3688

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Sections 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county Bay Area and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of priorities for transit capital projects; and

WHEREAS, MTC has worked cooperatively with the cities, counties and transit operators in the region to establish a process and a set of criteria for the selection of transit capital projects to be included in the TIP; and

WHEREAS, the process and criteria to be used in the selection and ranking of projects are set forth in Attachment A, which is incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC approves the Transit Capital Priorities Process and Criteria as set forth in Attachment A; and, be it further

RESOLVED, that MTC will use the process and criteria to program Federal Transit Administration (FTA) Sections 5307 and 5309 funds for FY 2005-06 through FY 2007-08 to finance transit capital projects in the San Francisco Bay Area region; and, be it further

RESOLVED, that this resolution supercedes the provisions of MTC Resolutions 3515 and 3580 for FY 2003-04 and FY 2004-05.

RESOLVED, that the Executive Director of MTC is authorized and directed to forward a copy of this resolution to FTA, and such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on March 23, 2005

Date: March 23, 2005
W.I.: 1512
Referred By: PAC
Revised: 04/27/05-C
12/21/05-C
2/22/06-C

FYs 2005-06 through 2007-08
San Francisco Bay Area
FTA Section 5307 and FTA Section 5309 Fixed Guideway
Transit Capital Priorities Criteria

For development of the
FYs 2005-06 and 2007-08
Transit Capital Priorities Project List

Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607

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FYs 2005-06 Through 2007-08
Transit Capital Priorities Criteria

I. GOALS AND OBJECTIVES

The FY 2005-06 through FY 2007-08 Transit Capital Priorities (TCP) Criteria are the rules, in part, for establishing a three-year program of projects for eligible transit operators in the San Francisco Bay Area Region's large urbanized areas (UA) of San Francisco/Oakland (SF/O), San Jose (SJ), Concord, Santa Rosa (SR), and Antioch; and the small urbanized areas of Vallejo, Fairfield, Vacaville, Napa, Livermore, Gilroy-Morgan Hill (GM), and Petaluma.

The goal of the TCP Criteria is to fund transit projects that are most essential to the region and consistent with Transportation 2030, the region's 25-year plan. The TCP applies to programming of the Federal Transit Administration (FTA) Section 5307 and Section 5309 Fixed Guideway (FG) funds.
The region's objectives for the TCP are to:

Fund basic capital requirements: All eligible projects are to be considered in TCP score order, with emphasis given to the most essential projects that replace and sustain the existing transit system capital plant. MTC will base the list of eligible replacement and expansion projects on operators' Short Range Transit Plans (SRTP) service objectives, and capital plans. Operators will submit projects for funding consideration through MTC's Web-based Universal Application Program (Web FMS). All projects not identified as candidates for the TCP process are assumed to be funded by other fund sources and are so identified in operators' SRTPs.

Maintain reasonable fairness to all operators: Tests of reasonable fairness are to be based on the total funding available to each operator over a period of time, the level and type of service provided, timely obligation of prior year grants, and other relevant factors. (A proportional share distributed to each operator is specifically not an objective.)

Complement other MTC funding programs for transit: MTC has the lead responsibility in programming regional Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) funds, and State Transportation Improvement Program (STIP) funds. Transit capital projects not funded through the TCP process are eligible for funding under these federal and state programs. Development of the TCP will complement the programming of STP, CMAQ, and STIP funds to maximize the financial resources available in order to fund the most essential projects for the San Francisco Bay Area's transit properties.

II. TCP APPLICATION PROCESS

The Transit Finance Working Group (TFWG) will serve as the forum for discussing TCP and other transit programming issues. Each transit operator in the MTC region is responsible for appointing a representative to staff the Transit Finance Working Group (TFWG). The TFWG serves in an advisory capacity to the MTC Partnership Technical Advisory Committee (PTAC). All programming-related decisions are to be reviewed with PTAC. In general, the MTC Programming and Allocations Committee and the full Commission take action on the TCP and any other transit-related funding programs after the PTAC has reviewed them.

Capital Program Submittal. For the purposes of programming, project sponsors will submit requests for funding consideration via the internet using MTC's Universal Application Program (http://apps06.mtc.ca.gov/webfms/qryprojects) in accordance with detail instructions in MTC's call for projects. The level of detail must be sufficient to allow for MTC to screen and score the project.

Board Approval
MTC requires that operators seek board approval prior to programming projects in the TIP. The board resolution must be submitted no later than June 11, 2005, or one month prior to when the Programming and Allocations Committee will consider the FY 2005-06 through FY 2007-08 proposed programs. Appendix 1 is a sample resolution of board support.

Opinion of Counsel
Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the FTA Section 5307 and 5309 FG Programs; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided on Appendix 2.

Screening projects
MTC staff will evaluate all projects for conformance with the Screening Criteria (Section III) below. Certain requirements must be met for a project to reach the scoring stage of the Transit Capital Priorities process. Operators will be informed by MTC staff if a project has failed to meet the screening criteria, and will be given an opportunity to submit additional information for clarification.

Scoring projects
MTC staff will only score those projects, which have passed the screening process. Based on the score assignment provided in Section IV below, MTC staff will inform operators of the score given to each project. Operators may be asked to provide additional information for clarification.

Programming Projects/Assigning projects to fund source
Projects will be programmed in the TCP in the year proposed. Project funds sources will be assigned by MTC staff and will be based on project eligibility and the results of Multi-County Agreement model. Projects passing screening and scoring criteria will be consider for programming in the TCP in the year proposed, however, projects will only be programmed in the Transportation Improvement Program (TIP) if the following conditions are met: 1) funding is available in the year proposed, and 2) funds can be obligated by the operator in the year proposed.

FTA Public Involvement Process and Transportation Improvement Program (TIP)
FTA Public Involvement Process: To receive a FTA grant, a grant applicant must meet certain public participation requirements in development of the FTA programs. However, as provided for in FTA Circular 9030.1C (revised October 1, 1998), FTA considers a grantee to have met the public participation requirements associated with the annual development of the POP when the grantee follows the public involvement process outlined in the FHWA/FTA planning regulations for the TIP.

Annual Programming in the TIP: MTC, in cooperation with the state and eligible transit operators, is required to develop a TIP for the MTC Region. The TIP is a listing of federally funded transportation projects and projects deemed regionally significant. The TIP is a 3-year programming document. TCP programming in each year of the TIP will be financially constrained to the estimated apportionment level. Programming adjustments in the TIP will be done in consultation with eligible transit operators in the MTC region. In lieu of a separate public involvement process, MTC will follow the public involvement process for the TIP.

Changes to Transit Capital Priorities Program
Amendments may be allowed only in certain circumstances. The following general principles govern the changes:

- Amendments are not routine. Any proposed changes will be carefully studied.
- Amendments are subject to MTC and TFWG review.
- Amendments which adversely impact another operator's project will not be included without the prior agreement of other operators to the change.
- Amendments will be acceptable only when proposed changes are within the prescribed financial constraints of the TIP.

Specifically, the following amendment rules apply:

As part of the agreement reached with members of the TFWG, the FY 2005-06 through FY 2007-08 will be fully programmed. However, the FY 2007-08 is subject to reprogramming if a consensus to revise the programming criteria is reached prior to the release of FTA's FY 2007-08 FTA apportionment federal register notice.

Emergency or urgent projects will be considered on a case-by-case basis as exceptions. Operators proposing the change must provide relevant information to substantiate the urgency of the proposed amendment. Projects that impede delivery of other projects will be considered only if an agreement can be reached between the affected operators for deferring or eliminating the affected projects from consideration.

Funding Shortfalls
If final apportionments for the FTA Section 5307 and Section 5309 FG programs come in lower than MTC has previously estimated, MTC staff will first negotiate with operators to constrain projects costs or defer projects to a future year. If sufficient resolution is not possible, MTC will consider additional information, including project readiness, prior funding (if the project is a phased multi-year project), whether the project had been previously deferred, and the amount of federal funds that each of the concerned operators received in recent years.

Project Review
Each operator is expected to complete their own Federal grant application using FTA's Transportation Electronic Award and Management (TEAM) system. MTC staff will review grant applications and perform project review when required. In addition, MTC staff will submit concurrence letters and MTC project review resolutions to FTA on behalf of project sponsors as needed.

FYs 2005-06 and 2007-08 TCP Development Schedule
To the extent possible, the region will adhere to the schedule proposed in the table below in developing the FY 2005-06 through 2007-08 TCP. If a change in the schedule is required, MTC will notify participants of the TCP development process in a timely fashion.

	Capital Priorities Process Milestone	Timeline
1.	MTC Commission takes action on TCP Criteria	April 2005
2.	Operators submit a 3-year capital program to MTC using MTC's Universal Application Program (Web FMS)	By April 6, 2005
3.	Screen and Score projects submitted for TCP consideration	April 2005
4.	MTC & operators discuss project rankings & designated fund source	May-June 2005
5.	Review final draft TCP with PTAC	June 2005
6.	Release program for public comment – beginning of public comment period	June 8, 2005
7.	Public hearing and end of public comment period	July 13, 2005
8	Present FY 2005-06 through 2007-08 TCP to MTC Programming and Allocations Committee and the Commission for action	July 13 and July 27, 2005
9.	Commission adoption of TIP amendment to include adopted TCP program in TIP	July 13 and 27, 2005
10.	Approval of TIP amendment by FTA and FHWA	September 2005

III. PROJECT ELIGIBILITY

Federal Requirements and Eligibility

Federal Legislation
Projects selected will conform to the requirements of the successor authorization act to the Transportation Equity Act for the 21st Century (TEA-21), Clean Air Act Amendments of 1990 (CAAA), the California Clean Air Act (CCAA), and the Americans with Disabilities Act (ADA).

In the event the new authorization act includes changes to project eligibility and/or categorical set-asides, TCP Criteria will be re-evaluated in order to incorporate necessary changes.

Intelligent Transportation Systems (ITS) Architecture Policy
Project sponsors will be required to meet the Federal Transit Administration's National ITS Architecture Policy as established by FTA Federal Register Notice Number 66 FR 1455 published January 8, 2001 and as incorporated by the regional architecture policy which can be accessed at: http://www.mtc.ca.gov/planning/ITS/index.htm.

1% Security Policy
Project sponsors are also required to meet the FTA 1% security set-aside provisions as established in the FY 2004-05 Certifications and Assurances, FTA Federal Register Notice Number 69 FR 62521 published on October 26, 2004, and as it may be refined by FTA in future notifications. For project sponsors that are unable to meet the 1% security

requirement, MTC will set-aside 1% of the total amount of FTA Section 5307 programmed to those sponsors for the purposes of meeting this requirement.

Program Eligibility

FTA Section 5307 Urbanized Area Federally Defined Program Eligibility (Statutory Reference: 49USC5307): Planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software, and other related projects to meet unfunded mandates. All preventive maintenance and some ADA complementary paratransit service are considered capital costs.

FTA Section 5309 Fixed Guideway Federally Defined Program Eligibility (Statutory Reference: 49USC5309): Capital projects to modernize or improve fixed guideway systems are eligible including purchase and rehabilitation of rolling stock and ferries, track, line equipment, structures, ferry floats, ramps and other ferry fixed guideway connectors, ferry navigational equipment and related components, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment including computer hardware and software, system extensions, and preventive maintenance

<u>Regional Requirements and Eligibility</u>

Urbanized Area Eligibility

Transit operators are required to submit annual reports to the National Transit Database. Service factors reported in large urbanized areas determine the amounts of FTA Section 5307 and 5309 FG funds generated in the region. MTC staff will work with members of the Partnership to coordinate reporting of service factors in order to maximize the amount of funds generated in the region and to determine urbanized area eligibility. An operator is eligible to claim FTA funds only in designated urbanized areas as outlined in Table 3 below. Eligibility is based on geographical operations, NTD reporting, and agreements with operators.

Table 3: Urbanized Area Eligibility

Urbanized Area	Eligible Transit Operators
San Francisco-Oakland	AC Transit, ACE, BART, Caltrain, GGBHTD, SF Muni, SamTrans, Union City Transit, Vallejo Transit, WestCat
San Jose	ACE, Caltrain, SCVTA
Concord	ACE, BART, CCCTA, LAVTA
Antioch	BART, Tri-Delta
Santa Rosa	GGBHTD, Santa Rosa City Bus, Sonoma County Transit
Vallejo	City of Benicia, Napa Vine on behalf of American Canyon, City of Vallejo, WestCat
Fairfield	Fairfield-Suisun Transit
Vacaville	Vacaville Transit
Napa	Napa VINE
Livermore	ACE, LAVTA
Gilroy-Morgan Hill	Caltrain, SCVTA
Petaluma	GGBHTD, Sonoma County Transit

(i) Altamont Commuter Express (ACE) is eligible to claim funds in four of the San Francisco Bay Area's urbanized areas according to Federal Transit Administration statute. ACE has entered into an agreement with other operators eligible to claim funds in the San Jose UA, which prevents ACE from claiming funds in that UA. Likewise, ACE has also determined that they will be reporting their Livermore area revenue miles in the Stockton UA and have elected not to seek funding from the Livermore UA. The project element that the Regional Priority Model would apportion to these two urbanized areas will be deducted from the total amount of their capital request. ACE operates on track privately owned by Union Pacific. Requests for track rehabilitation, maintenance, and or upgrades for funding in the San Francisco-Oakland and Concord UAs will be assessed for eligibility upon review of the ACE and Union Pacific agreement.

(ii) Santa Rosa City Bus and Sonoma County will apportion funding in accordance with previous agreements (75% Santa Rosa City Bus and 25% Sonoma County).

(iii) Golden Gate Bridge and Highway Transportation District (GGBHTD) is eligible to claim funds in the Santa Rosa Urbanized Areas. However, as a result of an agreement between the operators and discussion with the TFWG, GGBHTD will not claim funds from the Santa Rosa UA at this time. However, should it become advantageous to the region for GGBHTD to report revenue miles in the Santa Rosa UA and thereby claim funds in that UA, agreements between the operators will be re-evaluated. Golden Gate is an eligible claimant for funds in the Petaluma UA, and in years where extensive capital need in other urbanized areas in the region is high; Golden Gate's projects could be funded in the Petaluma UA.

(iv) WestCat is an eligible claimant in the Vallejo UA but will report revenue miles in the San Francisco-Oakland UA in order to maximize funding to the region. Therefore, WestCAT will claim funds exclusively in the San Francisco-Oakland UA.

(v) Funding agreements between operators in the San Jose and Gilroy-Morgan Hill UAs are subject to the conditions outlined in the Caltrain Joint Powers Board Agreement.

Screening Criteria
A project must conform to the following threshold requirements before the project can be scored and ranked in the TCP project list. Screening criteria envelops three basic areas. The following subheadings are used to group the screening criteria.

- Consistency Requirements;
- Financial Requirements;
- Project Specific Requirements;

Consistency Requirements
The proposed project must be consistent with the currently adopted Regional Transportation Plan (RTP). Smaller projects must be consistent with the policy direction of the RTP, as the RTP does not go into a sufficient level of detail to specifically list them.

Projects near or crossing county boundaries must be consistent/complementary with the facility (or proposed facility) in the adjacent county.

Projects must be included in an operator's Short Range Transit Plan, and in an adopted local or regional plan (such as Congestion Management Programs, Countywide transportation plans pursuant to AB3705, the Seaport and Airport Plans, the State Implementation Plan, the Ozone Attainment Plan, the Regional Transportation Plan, and local General Plans).

Financial Requirements
The proposed project has reasonable cost estimates, is supported by an adequate financial plan with all sources of funding identified and a logical cash flow, and has sensible phasing. Transit operators must demonstrate financial capacity, to be documented in the adopted TIP, as required by the FTA. All facilities that require an ongoing operating budget to be useful must demonstrate that such financial capacity exists.

Project Specific Requirements
All projects must be well defined. There must be clear project limits, intended scope of work, and project concept. Planning projects to further define longer range federally eligible projects are acceptable. A project is defined as:

- The amount of train control replacement needs for a given year, replacement/rehab of one revenue vehicle sub-fleet or ferry vessel, replacement/rehab of fixed guideway (e.g. track replacement and related fixed guideway costs as defined in "Project Funding Caps" below for a given year.
- A sub-fleet is defined as the same bus size, manufacturer, and year; or any portion of a train set that reaches a common end of its useful life (i.e. a set that cycles at a common time).

All projects must be well justified, and have a clear need directly addressed by the project.

A proposed project includes an implementation plan that adequately provides for any necessary clearances and approvals.

The proposed project must be advanced to a state of readiness for implementation in the year indicated. For this requirement, a project is considered to be ready if grants for the project can be obligated within one year of the award date; or in the case of larger construction projects, obligated according to an accepted implementation schedule

Asset Useful Life
To be eligible for replacement or rehabilitation, assets must meet the following age requirements in the year of programming:

Table 1: Useful Life of Assets

Bus*	12 years
Over-the-Road-Coaches*	16 years
* (or an additional 5 years for buses rehabilitated with TCP funding)	
Van[1]	4, 5, or 7 years
Light Rail Vehicle (LRV)	25 years
Trolley	18 years
Heavy Railcar[2]	25 years
Locomotive	25 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Heavy/Steel Hull Ferries	30 years
(or an additional 20 years for railcars rehabilitated with TCP funding)	
Light Weight/Aluminum Hull Ferries[3]	25 years
Used Vehicles[4]	Varies by type
Tools and Equipment	10 years
Service Vehicle	7 years
Non-Revenue Vehicle	7 years
Track	Varies by track type
Trolley Overhead/3rd Rail	Varies by type of OVHD/3rd rail
Facility	Varies by facility and component replaced

Notes:
(1) A paratransit van is a specialized van used in paratransit service only such as service for the elderly and handicapped. Three general categories of vans are acceptable in Transit Capital Priorities: Minivans, Standard Conversion Vans, and Small Medium-Duty Coaches. The age requirements for each type are 4, 5, and 7 years respectively.
(2) Includes Caltrain and ACE commuter rail and BART urban rail cars.
(3) Light weight ferries will not generally last beyond a 25-year useful life. Propulsion and major component elements of lightweight ferries can be replaced in TCP without extending the useful life beyond its anticipated useful life of 25 years.
(4) Used vehicles are eligible to receive a proportionate level of funding based on the type of vehicle and number of years of additional service. (See "used vehicle replacement" Section IV, Definition of Project Categories).

Exceptions for replacement of assets prior to the end of their useful life may be considered only if an operator has secured FTA approval for early retirement, which must occur before the annual apportionment has been released.

Project Funding Caps
In order to prevent committing a significant portion of the programming to an operator in any one year, the following annual funding ceilings for projects are established:

- revenue vehicle replacement projects cannot exceed $20 million for buses or $30 million for rail car or ferry vessel replacement and rehabilitation projects, in the aggregate for both Section 5307 and Section 5309 FG programs.
- other replacement projects cannot exceed $7.5 million or for specific fixed guideway project categories, the amounts set forth in Table 4, whichever is less. See Table 5 for specific fixed guideway projects.
- expansion or enhancement projects cannot exceed $3.75 million

Exceptions to these annual funding ceilings will be considered by the TFWG on a case-by-case basis. For large rehabilitation programs, MTC may conduct negotiations with the appropriate sponsor to discuss financing options and programming commitments.

Funding for individual revenue buses will be subject to the established bus price list as shown in Table 2. Hybrid buses are limited to 150% of the standard bus price regardless of actual costs. Funding for individual paratransit vehicles is subject to the van price list as shown in Table 3.

As a response to comments received from some operators, a consensus was reached to program all three years at the caps outlined below but to leave the third year open for programming changes should a consensus on an alternative proposal that more closely aligns funding with consistently reported needs be reached prior to FY 2007-08 programming year

Table 2: Regional Bus Price List

FY	40' Hybrid	30' Hybrid	60' Artic	40' GG/ Super	40' Std	35' Std	30' Std	
2006	494,231	469,319	519,783	401,717	329,487	321,510	312,879	Federal
	118,791	112,573	126,768	97,251	79,194	77,200	75,041	Local
	613,022	***581,892***	***646,551***	***498,968***	***408,682***	***398,710***	***387,920***	***Total***
2007	511,529	485,745	537,975	415,777	341,019	332,763	323,830	Federal
	122,949	116,513	131,205	100,655	81,966	79,902	77,668	Local
	634,478	***602,258***	***669,180***	***516,432***	***422,985***	***412,665***	***401,498***	***Total***
2008	529,433	502,746	556,805	430,329	352,955	344,410	335,164	Federal
	127,252	120,591	135,797	104,178	84,835	82,699	80,386	Local
	656,685	***623,337***	***692,601***	***534,507***	***437,790***	***427,109***	***415,550***	***Total***

To calculate eligible bus costs without fareboxes and radios multiply values by .9822
To calculate eligible bus costs without fareboxes multiply values by .9862
To calculate eligible bus costs without radios multiply values by .9960
Bus costs escalated at 3.5% annually.

Table 3: Regional Paratransit Vehicle Price List

FY	Small Medium-Duty Coach (7-yr Veh). (w/ farebox)	Small Medium-Duty Coach (7-yr Veh.) (w/o farebox)	Std Conversion Van (5-yr Veh.) (w/o farebox)	Minivan (4-yr Veh.) (w/o farebox)	
2006	$123,593	$115,934	$62,370	$45,109	Federal
	$25,314	$23,746	$14,041	$8,951	Local
	$148,908	***$139,680***	***$76,411***	***$54,059***	***Total***
2007	$127,919	$119,991	$64,553	$46,687	Federal
	$26,200	$24,577	$14,532	$9,264	Local
	$154,119	***$144,568***	***$79,086***	***$55,951***	***Total***
2008	$132,396	$124,191	$66,812	$48,321	Federal
	$27,117	$25,437	$15,041	$9,588	Local
	$159,513	***$149,628***	***$81,854***	***$57,910***	***Total***

Table 4: Fixed Guideway Caps

FG Operator	Project Category	Proposed Cap for Each Category
ACE[2]	All Eligible FG Categories	1,057,000
BART	Train Control	13,000,000
	Track Replacement/Rehab	13,000,000
	Power Delivery (Traction Power)	13,000,000
	All Other Eligible FG Categories	7,500,000
Caltrain	All Eligible FG Categories	7,500,000
GGBHTD	All Eligible FG Categories	2,000,000
SF Muni	Power Delivery (Overhead Reconstruction)	13,000,000
	Track Replacement	13,000,000
	All Other Eligible FG Categories	7,500,000
Vallejo	All Eligible FG Categories	2,000,000
VTA	All Eligible FG Categories	7,500,000

1) Amount for ACE limited to Bay Area eligibility in SFO and Concord UA or 52.85% of regional total and was based on a gross project eligibility cap of $2 million.

TABLE 5: Fixed Guideway Categories by Operator

FG Categories	Possible Fixed Guideway Categories						
	ACE	BART	Caltrain	GGBHTD	Muni	Vallejo	VTA
Track Rep/Rehab	1	1	1		1		1
Wayside Fare Collection Equipment	1	1	1	1	1	1	1
Power Delivery		1			1		1
Train Control/Signaling	1	1	1		1		
Dredging				1		1	
Ferry FG Connectors				1		1	
Ferry Major Component Replacement				1		1	
Ferry Propulsion Replacement				1		1	
Cable Car Infrastructure					1		
Total Number of Categories by Operator	**3**	**4**	**3**	**5**	**5**	**5**	**3**

IV. PROJECT DEFINITION AND SCORING

Project Scoring

All FTA Section 5307 and FTA Section 5309 FG projects submitted to MTC for TCP programming consideration that have passed the screening process will be assigned scores by project category as follows:

Project Category/Description	Project Score
Revenue Vehicle Replacement	16
Vehicle Replacement - replacement of a revenue vehicle at the end of its useful life (see Section III, Paragraph 3.e., Table 1). Vehicles previously purchased with revenue sources other than federal funds are eligible for FTA formula funding as long as vehicles meet the replacement age. Vehicles are to be replaced with vehicles of similar size (up to 5' size differential) and seating capacity, e.g. a 40-foot coach replaced with a 40-foot coach and not an articulated vehicle. If an operator is electing to purchase smaller buses, or do a sub-fleet reconfiguration, the replacement sub-fleet will have a comparable number of seats as the vehicles being replaced. Paratransit vehicles can be replaced with the next larger vehicle providing the existing vehicle is operated for the useful life period of the vehicle that is being upgraded to. Any other significant upgrade in size will be considered as vehicle expansion and not vehicle replacement. For urgent replacements not the result of deferred maintenance and replacement of assets 20% older than the usual replacement cycle (e.g. 12 or 16 years for buses depending on type of bus), a project may receive an additional point.	
Revenue Vehicle Rehabilitation	16
Vehicle Rehabilitation - major maintenance, designed to extend the useful life of a revenue vehicle (+5 years for buses, +20 years for railcars, +20 years for heavy hull ferries)	

Project Scoring - Continued

Project Category/Description	Project Score
Used Vehicle Replacement	16
Used Vehicle Replacement - replacement of a vehicle purchased used (applicable to buses, ferries, and rail cars) is eligible for federal, state, and local funding that MTC administers. Funds in this category include FTA Section 5307, STP, CMAQ, STIP, and Net Toll Revenues. However, funding for replacement of the used vehicle will be limited to a proportionate share of the total project cost, equal to the number of years the used vehicle is operated beyond its standard useful life divided by its standard useful life (e.g. if a transit property retained and operated a used transit bus for 5 years, it is eligible to receive 5/12th of the allowable programming for the project). *Note: Used buses placed in service prior to December 20, 2000 are eligible for replacement in the TCP after the vehicle has been part of the operator's "active fleet" as defined by the Federal Transit Administration for at least five years.*	
Fixed Guideway Replacement / Rehabilitation	16
Rehabilitation/Replacement Fixed Guideway - projects replacing or rehabilitating fixed guideway equipment per categories outlined in Section II, Paragraph 3, Table 2 (rail, bridges, traction power system, wayside train control systems, overhead wires) at the end of its useful life.	
Ferry Propulsion Systems	16
Ferry Propulsion Replacement—projects defined as the mid-life replacement and rehabilitation of ferry propulsion systems in order that vessels are able to reach their 25-year useful life.	
Ferry Major Component	16
Ferry Major Components—projects associated with propulsion system, inspection, and navigational equipment required to reach the full economic life of a ferry vessel.	
Ferry Fixed Guideway Connectors	16
Ferry Fixed Guideway Connectors—floats, gangways, and ramps associated with the safe moorage and boarding of passengers to/from ferry vessels.	
Revenue Vehicle Communication Equipment	16
Communication Equipment - For operators who replace radios and base stations when the revenue vehicle/vessel is replaced, no additional system wide replacement will be funded through the regional capital priorities. For bus operators who elect the system wide replacement option, the regional participation in the project will be constrained by the radio allowance in the standard bus price (provided that the radio/base station is not replaced prior to the applicable replacement cycle). Maximum programming allowance outlined in Section III, Table 2.	

Project Scoring - Continued

Project Category/Description	Project Score
Non-TransLink® Fare Collection/Fareboxes	16
Revenue vehicle and wayside fare equipment are eligible for replacement as score 16. The maximum programming allowance for revenue vehicle fare equipment purchased separately from revenue vehicles is outlined in Section III, Table 2, providing the fare equipment is not replaced prior to the 12-year replacement cycle for buses. Fare equipment must be compatible with the TransLink® fare collection system.	
TransLink®	16
TransLink® - replacement of TransLink® fare collection equipment related to revenue vehicles and faregates.	
Safety	15
Safety/Security - projects addressing potential threats to life and/or property. The project may be maintenance of existing equipment or new safety capital investments. Adequate justification that the proposed project will address safety and/or security issues must be provided. The TFWG will be provided an opportunity to review proposed projects before a project is programmed funds in a final program.	
ADA/Non Vehicle Access Improvement	14
ADA - capital projects needed for ADA *compliance*. Does not cover routine replacement of ADA-related capital items. Project sponsor must provide detailed justification that the project is proposed to comply with ADA. Subject to TFWG review.	
Fixed/Heavy Equipment, Maintenance/Operating Facilities	13
Fixed/Heavy equipment and Operations/Maintenance facility - replacement/rehabilitation of major maintenance equipment, generally with a unit value over $10,000; replacement/rehabilitation of facilities on a schedule based upon the useful life of the components.	
Station/Intermodal Stations/Parking Rehabilitation	12
Stations/Intermodal Centers/Patron Parking Replacement/Rehab - replacement/rehabilitation of passenger facilities.	
Service Vehicles	11
Service Vehicles - replacement/rehabilitation of non-revenue and service vehicles based on useful life schedules.	
Tools and Equipment	10
Tools and Equipment - maintenance tools and equipment, generally with a unit value below $10,000.	
Office Equipment	9
Office Equipment - computers, copiers, fax machines, etc.	

Project Scoring - Continued

Project Category/Description	Project Score
Preventive Maintenance	9
Preventive Maintenance - ongoing maintenance expenses (including labor and capital costs) of revenue and non-revenue vehicles that do not extend the life of the vehicle. This includes mid-life change-out of tires, tubes, engines and transmissions that do not extend the life of the vehicle beyond the twelve years life cycle. *Note: Requests for preventive maintenance to meet budgetary shortfalls will be guided by the provisions outlined in Section V. Operators who wish to exchange a capital project for preventive maintenance funding in order to use their local funds to ease federal constraints or strictly as a financing mechanism may do so providing that the replacement asset funded with local funds is comparable to the asset being replaced and is maintained in service by the purchasing operator for its full useful life as outlined in Section V.*	
Operational Improvements/Enhancements	8
Operational Improvement/Enhancements - any project proposed to improve and/or enhance the efficiency of a transit facility.	
Operations	8
Operations—costs associated with transit operations such as the ongoing maintenance of transit vehicles including the cost of salaries. SCORE 9 (see Programming item 3c Operations).	
Expansion	8
Expansion - any project needed to support expanded service levels.	

V. PROGRAMMING POLICIES

Project Apportionment Model for Eligible Urbanized Areas
There are four elements that need to be considered to determine operators' urbanized area apportionment: multi-county agreements, high scoring capital needs, the 10% flexible set-aside amounts, and the 10% ADA set-aside amounts. The Regional Priority Model, as explained in paragraph (b), establishes funding priority for apportioning high scoring capital projects to eligible urbanized areas. Funding may be limited by multi-county agreements as explained in Paragraph (a) below.

Eligible programming revenues are net of the 10% flexible set-aside as outlined in paragraph (c) below, the 10% ADA set-aside shown in (d) below, and existing programming commitments as outlined in Table 3, below.

a) Multi-County Agreements: For some operators, urbanized area (UA) apportionments are guided by multi-county agreements. Aside from the

acknowledged agreements, funds are apportioned based on the regional priority model.

There are three specific agreements that are being honored under the negotiated multi-county agreement model: the Caltrain Joint Powers Board Agreement, the Altamont Commuter Express (ACE) Cooperative Services Agreement and the Sonoma County-Santa Rosa City Bus Agreement.

Consideration for future agreements will include representation from each interested county, interested transit property, or an appointed designee, and be approved by all operators in the affected UA and MTC.

b) Regional Priority Programming Model - The 2000 census changes to the region's urbanized areas made numerous operators eligible to claim funds in more than one urbanized area. This has necessitated a procedure for apportioning projects to eligible urbanized areas. The *Regional Priority Model,* as described below, was fashioned to prioritize funds for the replacement of the region's transit capital plant, while minimizing the impact of the 2000 census boundary changes.

The model assumes a regional programming perspective and constrains regional capital demand to the amount of funds available to the region, prior to apportioning projects to urbanized areas. It then apportions projects to urbanized areas in the following order:

i. Funds are apportioned first for operators that are the exclusive claimant in a single UA (e.g. LAVTA, Fairfield, etc.)
ii. Fund projects for operators that are restricted to receiving funds in one urbanized area (e.g. Muni, AC, WestCat, CCCTA, etc.)
iii. Fund balance of operator projects among multiple urbanized areas, as eligibility allows, with the objective of fully funding as many high scoring projects as possible.
iv. Reduce capital projects proportionately in urbanized areas where need exceeds funds available.
v. Fund lower scoring projects (additional programming flexibility) to operators in urbanized areas where apportionments exceed project need.

c) 10% Set-aside Based on Apportioned Ridership and FTA Revenue Factors (weighted equally) - Prior to running the apportionment model, 10% of the FTA Section 5307 funds from each of the urbanized areas is redistributed based on apportioned ridership and FTA revenue factors. Table 1 shows the percentages by operator and urbanized area for this programming period. Urbanized areas not shown are either urbanized areas with only one operator or urbanized areas that have opted to not participate in the set-aside. Descriptions of these formulas are outlined below.

Apportioned Ridership: Ridership is apportioned based on how an operator reports their revenue miles to FTA. As an example, BART reports their revenue miles 71.28% in the San Francisco-Oakland UA, 26.14% in the Concord UA, and 2.58% in the Antioch UA. Instead of counting their total ridership, or 97.1 million, in each UA, ridership is apportioned to each UA based on the reporting factors.

FTA Revenue Factors: The set-aside is distributed on FTA revenue factors - bus tier and fixed guideway tier. Factors included in the analysis are revenue vehicle miles, passenger miles, and operating cost. Small-urbanized area set-asides are distributed to eligible operators based on a rough estimation of population and population density.

Table 1: 10% Flexible Set-aside Amounts by Urbanized Area and Operator

Operator	SFO	SJ	Concord	Antioch	Vallejo	Napa	Livermore	Gilroy-MH	Petaluma
AC Transit	15.8%								
ACE	1.5%		1.6%						
BART	25.6%		76.9%	47.9%					
Caltrain	3.3%	9.6%							
CCCTA			16.5%						
ECCTA				52.1%					
GGBHTD	5.2%								67.8%
LAVTA			5.0%				100.0%		
MUNI	41.2%								
Napa VINE					13.5%	100.0%			
SamTrans	4.8%								
Sonoma Transit									32.2%
Union City	0.2%								
Vallejo	2.0%				86.5%				
VTA		90.4%						100.0%	
WCCTA	0.5%								
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

d) 10% ADA Set-aside – ADA Paratransit Service Set-aside: TEA-21 establishes a cap on the use of large urbanized area capital funds for ADA paratransit services not to exceed 10% of the region's apportionment of FTA Section 5307 funds. An amount equal to 10% of each participating urbanized area's FTA Section 5307 apportionment will be set-aside to assist operators in defraying ADA paratransit operating expenses. The purpose of this set-aside is to ensure that in any one year, a transit operator can use these funds to provide ADA service levels necessary to maintain compliance with the federal law, without impacting existing levels of fixed route service. ADA set-aside programmed to small UA operators will not impact eligible programming amounts in large UAs.

An operator may use its share of the FTA Section 5307 set-aside for capital purposes if the operator can certify that:

- Their ADA paratransit operating costs are fully funded in its proposed annual budget;
- For jointly funded paratransit services, operators' FTA Section 5307 ADA set-aside shares have been jointly considered in making decisions on ADA service levels and revenues.

If MTC is satisfied with the operator's certification, the operator may re-program its set-aside for any unfunded transit capital projects related to safety, ADA, maintenance facilities and heavy equipment, stations, shelters, Intermodal facilities, or station parking.

To ensure that the Section 5307 10% set-aside funding is duly considered for annual ADA paratransit needs, there will be no multi-year programming of the 10% ADA set-aside to capital-only purposes.

Table 2: ADA Set-aside Amounts by Urbanized Area and Operator

Operator	San Francisco-Oakland	San Jose	Concord	Antioch	Vallejo	Livermore	Gilroy-MH
AC Transit	31%						
ACE	2%		14%				
BART	15%		46%	22%			
Caltrain	3%	15%					
CCCTA			32%				
Fairfield-Suisun Transit	Not Applicable						
GGBHTD	9%						
LAVTA			8%			100%	
Napa VINE					7%		
SF Muni	30%						
SamTrans	8%						
SCVTA		85%					100%
SR City Bus	Not Applicable						
Sonoma City Transit	Not Applicable						
Tri-Delta				78%			
Union City							
Vacaville	Not Applicable						
Vallejo Transit	2%				93%		
WestCat	1%						
Total	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**	**100%**

Existing Program Commitments and Deferments

Table 3: Existing FTA Section 5309 FG Programming Commitments

San Francisco Urbanized Area				
Operator	Project	Eligible Program	FY 2005-06	FY 2006-07
Caltrain	Rapid Rail Projects[1]	FTA Section 5309 FG	9,055,000	
GGBHTD	Paratransit 14 Vehicles (if needed)	FTA Section 5307	863,492	
		Total	**$9,918,492**	**$0**
San Jose Urbanized Area				
Caltrain	Rapid Rail Projects[1]	FTA Section 5309 FG	9,675,000	2,250,000
Caltrain	Rapid Rail Projects Deferred from FY 2004-05	FTA Section 5309 FG	$2,348,869	
		Total	**$12,023,869**	**$3,077,000**
Eligible Urbanized Area or Alternative Fund Source To Be Determined				
Caltrain	Vintage Rail Cars	To be Determined	To be determined	
Caltrain	Track Rehab	To be Determined	To be determined	
Caltrain	Signal System Rehab	To be Determined	To be determined	
		Total	**$7,624,770**	**$0**

1) The Bay Area Consumer Price Index (CPI) has been applied to unfunded balances through 2004. The above balances reflect actual committed funding amounts through the end of FY 2006-07, when the Rapid Rail Funding Commitment will be complete.

Limited Use of FTA Funds for Operating Purposes

FTA permits the use of FTA Section 5307 small urbanized funds to be used for operating purposes. For operators eligible to claim in both large and small urbanized areas, the amount of funds used for operating will be deducted from the amount of capital claimed in the large UA. House Resolution (H.R.) 5157 provides that urbanized areas transitioning from small to large urbanized areas in the 2000 census can use a portion of their large UA funds for operating purposes. This includes the urbanized areas of Santa Rosa and Antioch. Providing that reauthorizing legislation provides that these UAs can continue to use a portion their FTA Section 5307 funds for operating, these operators will be allowed to use funds for operating providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in operators' SRTPs and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Specified Urbanized Area Flexibility
In urbanized areas with only one transit operator (Fairfield, Vacaville, Napa) greater flexibility for funding lower scoring projects will be allowed, providing that other operators in the region are not impacted. These operators will also be allowed to use funds for operating, without reduction of funding for capital projects, providing that capital is adequately maintained and replaced on a reasonable schedule as outlined in each operator's SRTPs and in accordance with goals outlined in the RTP for maintaining the region's capital plant (maintenance of effort).

Transit Enhancements
TEA-21 requires that 1% of the FTA section 5307 apportionment be set aside for transit enhancements. Eligible projects include: historic preservation, rehabilitation, and operation of historic mass transportation buildings, structures, and facilities, bus shelters, landscaping and other scenic beautification, public art, pedestrian access and walkways, bicycle access, including bicycle storage facilities, transit connections to parks, signage, and enhanced access for persons with disabilities to mass transportation.

Due to the overwhelming needs to sustain the current transit capital plant, funded score 16 or 17 projects which can be identified as eligible transit enhancement project candidates would count against the 1% set-aside for transit enhancements, including, but not limited to, rehabilitation of cable cars and historic cars, and bike racks to be procured as part of a bus purchase. Any remaining balance will be put into a reserve for funding eligible projects in subsequent years.

Preventive Maintenance Funding for Operating Purposes
Preventive maintenance will be considered a score 9 funding priority in Transit Capital Priorities, unless a fiscal need exists and can be demonstrated accordingly by the requesting operator based on the guidelines outlined below. MTC must declare that a fiscal need exists to fund preventive maintenance where such action would displace higher scoring capital projects ready to move forward in a given fiscal year. A fiscal need can be declared if the following conditions exist:

- An operator can demonstrate in a board-approved budget or budget assumption that a shortfall exists; this budget or budget assumption must consider MTC's latest adopted fund estimate and/or Short-Range Transit Plan forecasts for transit-specific revenues.
- An operator must demonstrate that all reasonable cost control and revenue generation strategies have been implemented and that a residual shortfall remains.
- An operator can demonstrate that the shortfall, if not addressed, would result in a significant service reduction.

The Commission will consider the severity of the shortfall and the scope and impact of the service cuts in determining whether fiscal need exists. Operators establishing a fiscal need must also adhere to the following four requirements in order to be eligible to receive funding for preventive maintenance:

i. Operators must successfully show a board approved bridging strategy that will sustain financial recovery beyond the year for which preventive maintenance is requested.
ii. The bridging strategy should not rely on future preventive maintenance funding to achieve a balanced budget. In other words, should a service adjustment be required to balance the budget over the long run, preventive maintenance should not be invoked as a stopgap to inevitable service reductions.
iii. Funds programmed to preventive maintenance should not be considered as a mechanism to sustain or replenish operating reserves.
iv. Operators requesting FTA formula funds to meet operating shortfalls will be limited to two years preventive maintenance funding within a 12-year period.

Concepts for Preventive Maintenance Allowance – For an individual operator to make use of preventive maintenance funding, other operators in the region must be able to move forward with planned capital replacement. The following two mechanisms will ensure both protection of capital replacement and flexibility for preventive maintenance:

- Capital Exchange – In this option, an operator could elect to remove an eligible capital project from TCP funding consideration for the useful life of the asset in exchange for preventive maintenance funding. The funding is limited to the amount of capital funding an operator would have received under the current TCP policy in a normal economic climate. If an operator elects to replace the asset - removed from regional competition for funding under these provisions – earlier than the timeline established for its useful life, the replacement will be considered an expansion project.

- Negotiated Agreement within an Urbanized Area – In the second option, an operator may negotiate with the other operators in the affected urbanized areas to receive an amount of preventive maintenance funding, providing that a firewall is established between the affected urbanized area(s) and all other urbanized areas. This will ensure that other operators' high-scoring capital replacement projects are not jeopardized.

The requesting operator will enter into an MOU with MTC and, if applicable, other transit properties affected by the preventive maintenance agreement. The agreement will

embody the four eligibility requirements outlined above as well as any other terms and conditions of the agreement.

It is the intent of this policy that funding for preventive maintenance will not increase the region's transit capital shortfall.

Programming Balance (Estimated at $210 Million) in FY 2006-07 and FY 2007-08 FTA Formula Funds

In March 2005, MTC made a call for projects to program three years of FTA formula funds. The call for projects resulted in a surplus of funds. After applying the standard Transit Capital Priorities criteria, projects eligible for programming totaled only $732 million. This left roughly $210 million in surplus funds for future programming. New policy guidelines were developed to fully program the funds.

The surplus funds will be prioritized for programming as follows:

- $1 million will be set aside for developing an improved transit capital inventory.

- Caltrain's project caps for two of their high scoring fixed guideway projects will be increased to $13 million in FY 2006-07 and FY 2007-08 only, resulting in an $11 million increase in funding for Caltrain.

- 20%, or $39 million, of the balance of funds will be set aside for future high scoring capital projects, prioritized as follows:

    - First priority will be projects required to meet the California Air Resources Board's Transit Fleet Rule pertaining to diesel bus engine emission standards, which was revised in October 2005. The rule change will allow operators to procure diesel buses providing that an older vehicle is retrofitted with an emission reduction device. Eligible projects include buses required to meet fleet average emission standards and emission-reducing filters required as mitigation for new bus purchases.

    - Second priority will be projects to meet high priority security needs not otherwise funded by Department of Homeland Security (DHS) grants. Security projects must be consistent with projects submitted for DHS consideration, and project sponsors receiving surplus funds for security projects must fully fund the project by using a portion of their surplus funds distributed based on the Transit Capital Priorities 10% flexible set-aside formula (see below) or another verifiable funding source. Project sponsors eligible to receive these funds include AC Transit, ACE, BART, Caltrain, GGBHTD and SF Muni.

    - Third priority will be other unexpected score 16 needs.

- The remaining 80%, or roughly $162 million, will be distributed based on the Transit Capital Priorities (TCP) 10% flexible set-aside formula. Project sponsors with score 16 shortfalls in Transportation 2030 will prioritize score 16 capital projects. These operators include AC Transit, BART, GGBHTD, and Vallejo. The 10% flexible set-aside formulas are shown on page 20 of 30 of Attachment A, herein.

- Projects programmed in the initial program approved by the Commission will have priority over surplus-funded projects if reductions in the program are necessitated by reductions in the region's FTA formula funds.

APPENDIX 1 – BOARD RESOLUTION

Sample Resolution of Board Support
FTA Section 5307 and 5309 Fixed Guideway (FG) Project and Surface Transportation Program Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FTA SECTION 5307 AND 5309 FIXED GUIDEWAY(FG) AND SURFACE TRANSPORTATION PROGRAMS FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, the Transportation Equity Act for the 21st Century (TEA 21) (Public Law 105-178, June 9, 1998) and the TEA 21 Restoration Act (Public Law 105-206, July 22, 1998) continue the Federal Transit Administration Formula Programs (23 U.S.C. §53) and Surface Transportation Program (23 U.S.C. § 133); and

WHEREAS, pursuant to TEA 21, and the regulations promulgated there under, eligible project sponsors wishing to receive Federal Transit Administration (FTA) Section 5307 and Section 5309 Fixed Guideway (FG) Formula or Surface Transportation Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for FTA Section 5307, FTA 5309 FG, or Surface Transportation Program funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the FY 2005-06, FY 2006-07, or FY 2007-08 FTA Section 5307 and FTA 5309 FG, or the FY 2005-06 or FY 2006-07 Surface Transportation Program funds for the following project:

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds of at least of 20% for FTA Section 5307 and FTA Section 5309 FG and 11.47% for Surface Transportation Program funds; and
2) that the sponsor understands that the FTA Section 5307, FTA Section 5309 FG and Surface Transportation Programs funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded FTA Section 5307, FTA Section 5309 FG and Surface Transportation Programs funds; and
3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that FTA funds must be obligated within three years of programming and the Surface Transportation Program funds must be obligated by September 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Sections 5307 and 5309 FG and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Sections 5307 and 5309 FG and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Sections 5307 and 5309 FG and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the FTA Section 5307, FTA Section 5309 FG, and/or Surface Transportation Program of TEA-2I Reauthorization in the amount of ($request) for (project description); and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the FTA Sections 5307 and 5309 FG and STP funding for the project is fixed at ($ actual amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost

increases to be funded with FTA Sections 5307 and 5309 FG and Surface Transportation Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by September 30 of the year the project is programmed for in the TIP.

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in prior to MTC programming the FTA Section 5307 and 5309 FG or Surface Transportation Program funded project in the Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP**.**

APPENDIX 2 – OPINION OF COUNSEL

Sample Opinion of Legal Counsel
FTA Section 5307, FTA Section 5309 FG, and STP Project Application

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for FTA Section 5307 Program, FTA 5309 Fixed Guideway (FG) Program, and Surface Transportation Program (STP)

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the FTA Section 5307 and 5309 FG, and STP Programs made available pursuant to the Reauthorization of TEA 21 Legislation.

1. (Applicant)_____ is an eligible sponsor of projects for the FTA Section 5307, FTA Section 5309 FG, and STP Programs.
2. (Applicant) _____ is authorized to submit an application for FTA Section 5307, FTA Section 5309 FG, and STP funding for (project) _____ ___.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications FTA Section 5307, FTA Section 5309 FG, and STP Program funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the FTA Sections 5307 and 5309 FG and STP Programs; and be it further

Resolved, that (agency name) is authorized to submit an application for FTA Sections 5307 and 5309 FG and STP funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for FTA Sections 5307 and 5309 FG and STP funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided (Attachment 9, page 1).

APPENDIX A – 4

Project Selection Processes

Guidance for TEA-21 Reauthorization First Cycle Programming Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds In FY 2003/04 – 2004/05

MTC Resolution No. 3536

Date: March 26, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/27/05-C

ABSTRACT

Resolution No. 3536, Revised

This resolution adopts the policy and procedures for the First Cycle Program, in advance of the reauthorization of the Transportation Equity Act of the 21st Century (TEA 21). The policy and procedures contain the project categories that are to be funded with FY 2003-04 and FY 2004-05 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds for inclusion in the 2003 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – First Cycle Program: Policies and Procedures

This resolution was revised on April 27, 2005 to reduce the CMAQ funding for the Regional Express Bus program and reprogram this funding to a new program, the Lifeline Transportation Program.

Further discussion of the First Cycle Program and future STP, CMAQ, and Transportation Enhancement Activities (TEA) is contained in the MTC Executive Director's Memoranda to the Programming and Allocations Committee dated March 5, 2003 and April 13, 2005.

Date: March 26, 2003
W.I.: 1512
Referred By: PAC

RE: FY 2003-04 and 2004-05 STP, CMAQ, and TEA First Cycle Program: Policies and Procedures

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3536

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Transportation Enhancement Activities (TEA) funded projects; and

WHEREAS, MTC has developed a policy and procedure to be sued in the selection of projects to be funded with STP and CMAQ funds for Fiscal Year (FY) 2003-04 and 2004-05 (23 U.S.C. Section 133), as set forth in Amendment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with Caltrans, operators of publicly-owned mass transit services, county congestion management agencies, the Bay Area Air Quality Management District, the Association of Bay Area Governments, and other local government entities, will develop a two-year program of CMA planning, air quality management, and regional operating and procurement commitment projects to be funded with anticipated STP and CMAQ funds in FY 2003-04 through FY 2004-05 for inclusion in the 2003 Transportation Improvement Program (TIP); and

WHEREAS the 2003 TIP will be subject public review and comment; now therefore be it

RESOLVED that MTC approves the process and criteria to be used in the selection of STP and CMAQ funded candidate projects for inclusion in the 2003 TIP, as set forth in Attachment A of this Resolution; and be it further

RESOLVED that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on March 26, 2003.

Date: March 26, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/27/05-C

TEA 21 REAUTHORIZATION
First Cycle Program
STP, CMAQ, and TEA
FY 2003-04 and FY 2004-05

Policies and Procedures
March 26, 2003

Section I
Background

The federal Transportation Equity Act for the 21st Century (TEA 21) is set to expire on September 30, 2003. Among several programming opportunities, TEA 21 authorized the San Francisco Bay Area Region to program approximately $375 million in Surface Transportation Program (STP) funds, $330 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and $50 million in Transportation Enhancement Activities Program (TEA) funds between 1997 and 2003. Approximately $125 million was available each year over the six-year period of the act, for a total of $755 million. All of these funds have been fully programmed.

The last time we approached the reauthorization of an expiring act, the region proceeded with the programming of funds prior to the adoption of the new Act to ensure a continuous and seamless programming process for federal transportation funding. This strategy of programming also allows the region to deliver projects in a timely fashion, ensuring that timely use of funds policies and requirements are met.

Once again the region is prepared to undertake a similar 'advanced' programming activity by programming future funds in advance of the actual reauthorization. Note that several unresolved issues complicate the programming of these funds, such as MTC's 2001 Regional Transportation Plan (RTP) commitment to local streets and roads and transit capital shortfalls, unknown revenues to be realized from TEA 21 reauthorization and a recently proposed TEA program shift within the State. In response to these unresolved matters affecting the funding as we approach Reauthorization, the advance programming activity will focus on programming only what is necessary to maintain a seamless transition.

Section II
Six-Year TEA 21 Reauthorization Legislation

STP, CMAQ, and TEA - 1 • 2 • 3 Programming Under TEA 21 Reauthorization

As presented at the October 2002 and February 2003 Bay Area Partnership Board meeting, the region will proceed with a 1 • 2 • 3 approach for programming STP, CMAQ, and TEA revenues under TEA 21 Reauthorization, assumed again to comprise a six-year period. The region will continue to program to the full apportionment level rather than OA, with obligations for projects programmed in the last year of reauthorization subject to the availability of OA. Projects funded under each cycle will be subject to the project delivery policies currently under revision by MTC and the Partnership Technical Advisory Committee and working group(s).

In order to incorporate any revised policies that may emerge regarding transit/local streets and roads shortfalls, Transportation for Livable Communities and Housing Improvement Program (TLC/HIP), and other issues that will be resolved in the update of the long range transportation plan, it is necessary to defer as much programming as possible until the 2005 Regional Transportation Plan (RTP) is completed. To accomplish this, minimal revenues will be programmed in the first two years of the reauthorized transportation program, with the bulk of new programming occurring in FY 2005-06 and beyond. While this sequencing may put pressure on meeting regional and state project delivery requirements, particularly TEA funds,

it does allow investment decisions to be more closely aligned with policies in the upcoming RTP.

First Cycle
The First Cycle programming will cover the minimal amount necessary to ensure a seamless transition into TEA 21 reauthorization. Funding will be programmed to projects with continuous annual funding needs and air quality management strategies, with the remaining balance used to address outstanding programming commitments arising from the OA shortfall from ISTEA and TEA 21. Due to a combination of a) OA limitations in the region, and b) annualized programming requirements for programs with operating or contractual commitments, Cycle One commitments will result in the full FY 2003-04 STP, CMAQ, and TEA apportionments, and about 65% of FY 2004-05 STP, CMAQ, and TEA apportionments, to be programmed by September 30, 2003. This is described in more detail in Section V: First Cycle Programming Policies.

Second Cycle
Second Cycle will cover STP, CMAQ, and TEA apportionments for the remainder of FY 2004-05 and all of FY 2005-06 and will not be programmed until Summer 2005 (beginning FY 2005-06) to allowing for completion of the 2005 RTP. Access to the 35% balance of FY 2004-05 STP, CMAQ, and TEA apportionment would be delayed by about one year. The three-year window for obligating any single year of federal apportionment will allow the region to manage any project delivery deadlines on those funds.

This second cycle would include the "on-going commitment" category of projects, as well as new funding for the identified local streets and road shortfall, transit capital shortfall, regional and county TLC/HIP, County TEA, and discretionary funding all as confirmed through the 2005 RTP. Additional programming commitments could arise out of the 2005 RTP. It is expected Cycle Two will be programmed between June and September 2005.

Third Cycle
Third Cycle will cover three years of STP, CMAQ, and TEA apportionments (FY 2006-07, FY 2007-08, and FY 2008-09), and include the continued programming of the project categories outlined in the second cycle and resulting from the 2005 RTP. It is expected that Cycle Three will be fully programmed by September 30, 2006. Because the region is programming to full apportionment rather than to OA, there may be insufficient OA to obligate all of the projects in the final year of the reauthorization act. Programming to full apportionment benefits the region with accelerated project delivery, results in lower project costs, and delivery of projects to the public sooner, which outweigh the risks of programming to higher levels than can be obligated in a given year. We have consistently been the beneficiaries of advanced federal obligation authority. Note that obligations for projects programmed in the last year of Cycle Three could be subject to the availability of OA. It may therefore be necessary to carry the programming of these projects into the first year of the following transportation act.

Section III
Guiding Principles

- Investments made in the First Cycle Program must carry out the objectives of the Regional Transportation Plan (RTP) and be consistent with its improvements and programs [23 USC 134 (h)]. This First Cycle Program will be in accordance with the

policies adopted as part of the 2001 RTP. The Second and Third Cycle Program will be in accordance with the 2005 RTP.

- MTC and the Bay Area Partnership developed a strategy for programming federal and state funds to ensure that a balanced, reasonable mix of high priority transportation projects is achieved at the regional level. Pursuant to that discussion, the following factors must be considered in the development of priorities and procedures for programming STP, CMAQ, and TEA funds:

    - The diverse nature of the Bay Area transportation system requires multi-modal investments.
    - A strategic mix of various fund sources will be required to meet the divergent needs of large versus small projects, and/or differences in the financial capabilities of Partnership sponsors.
    - Maintaining and sustaining the existing system through replacement and rehabilitation of its infrastructure, coupled with effective management of that system, are high regional priorities in the RTP and must be provided for.

    While this policy document is subject to revision once TEA 21 reauthorization legislation is passed, future policies will likely retain these essential features.

- Assembly Bill 1012 (AB 1012) emphasizes the importance of readiness and adherence to planned delivery schedules. Project sponsors that are unable to meet these requirements are subject to significant financial penalties.

- The MTC region will continue to program to apportionment, which is officially distributed to the Regions by Caltrans. While MTC will program to apportionment, approximately the last ten percent of the total six-year TEA 21 reauthorization legislation apportionment amount will be contingent on the availability of OA. Most likely this ten percent will affect projects programmed in FY 2008-09.

- MTC will have final program approval.

Section IV
Fund Estimate

Baseline revenue assumptions for TEA 21 reauthorization legislation have not been set at the federal level as of yet. For the First Cycle Program, the revenue projections adopted with the 2001 RTP will be used as guidance for programming. When legislation is passed, the revenue projections will be updated to reflect the legislated funding levels.

In the 2001 RTP, STP, CMAQ, and TEA revenues are assumed to grow at 2% per year based on Caltrans' FY 2001-02 projections. This amounts to $140.8 million in STP, $124.4 million in CMAQ, and $18.2 million in TEA funds for FY 2003-04 and FY 2004-05. Note that Caltrans' estimates and MTC's RTP estimates are proving conservative as compared to early TEA 21 Reauthorization discussions.

Table 1: FY 2003-04 Estimated STP, CMAQ, and TEA Revenues*

Program	Fiscal Year Revenue (in millions of dollars)		
	FY 2003-04	FY 2004-05	Total
Surface Transportation Program	69.7	71.1	140.8
Congestion Mitigation and Air Quality Improvement Program (CMAQ)[2]	61.9	62.5	124.4
Transportation Enhancement Activities Program (TEA)	9.0	9.2	18.2

[1] Revenues based on 2001 RTP projections
[2] The Fund Estimate does not include Eastern Solano County CMAQ funds. The 2001 RTP estimates that approximately $1.2 million per fiscal year in CMAQ funds is projected to be apportioned to Eastern Solano County.

Section V
First Cycle Programming Policies
A. Programming Assumptions

- First Cycle projects will be programmed based on TEA 21 legislative guidelines. Once Reauthorization Legislation has been passed, the projects adopted as part of First Cycle will be reviewed for consistency with the new legislative criteria.

- The STP, CMAQ, and TEA fund estimate for First Cycle is based on the 2001 RTP revenue projections. When reauthorizing legislation is passed on TEA 21, the fund estimate will be updated to reflect the authorized funding revenue for STP, CMAQ, and TEA. Any overprogramming will become a commitment in the Second Cycle and is likely to be minor.

- Approximately $140 million exists in carryover programming from ISTEA and TEA 21 ($48 from ISTEA and $92 from TEA 21) that are awaiting obligation.

- Most of the nine-county MTC region lies within the Bay Area Air Quality Management District's Air Basin. One exception is the Eastern portion of Solano County, which lies within the Yolo/Solano Air Quality Management District's (YSAQMD) air basin. The Sacramento Area Council of Governments (SACOG) is responsible for air quality conformity of the YSAQMD's air basin, while MTC has the planning and programming authority for Eastern Solano County. Per the existing Memorandum of Understanding between MTC and SACOG, Eastern Solano County CMAQ funding will be reserved for projects in the eastern portion of that county. The Eastern Solano County CMAQ funds will be available for programmed during Second Cycle or earlier, as necessary for air quality purposes.

- The Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost

increase cannot be expected to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds.

B. Programming Schedule

Development of the First Cycle Program under these procedures will be done in accordance with the schedule outlined in Appendix A of this policy and procedures document.

C. Adoption into the 2003 TIP

This First Cycle Program will be adopted as an amendment to the 2003 TIP. The projects proposed for adoption in the First Cycle Program are air quality exempt projects, and therefore, a new air quality conformity analysis and finding will not be required.

D. Funds Programmed

The First Cycle Program will program STP and CMAQ funds for FY 2003-04 and a portion of FY 2004-05. TEA funds will be programmed with Second Cycle. If AB 1012 delivery deadlines for TEA funds necessitate the programming of TEA funds prior to the adoption of a Second Cycle, TEA funds will be programmed before Second Cycle. Additionally, the programming of TEA funds is dependent on the California Transportation Commission's (CTC) determination of the TEA policy for TEA 21 Reauthorization. MTC will assign STP or CMAQ funding to the First Cycle Program projects as appropriate. CMAQ funding will be assigned to the First Cycle Program projects, where eligible.

Of the FY 2003-04 and FY 2004-05 estimated revenue, Cycle One will program approximately $93 million in new projects and programs for air quality strategies, planning activities, and for projects requiring the continuation of funding to ensure existing annualized commitments and the needs of ongoing contracts are met. Categories for this funding include the following:

- STP CMA Planning Activities (approximately $8 million: $4.5 million each for FY 2003-04 and FY 2004-05, of which $1.35 million is dedicated each year to transportation land use coordination activities)
- Air Quality Management Strategies (approximately $41 million for programs in FY 2003-04 and FY 2004-05)
- Regional operating and procurement commitments (approximately $44 million: $24 million in FY 2003-04 and $20 million in FY 2004-05)

There is $140 million in projects already programmed by MTC awaiting the obligation of federal funds. Most of these projects are on the shelf and ready to go to construction. Approximately $140 million of programming capacity for First Cycle will be used to address the these carryover needs resulting from programming to full apportionment during ISTEA and TEA 21. Remaining revenues for FY 2004-05 will be reserved for programming under Cycle Two.

E. Project Categories

First Cycle programming will program the following project categories: Regional Coordination Projects with annual operating needs, Air Quality Management Strategies, CMA Planning Funds and Carryover projects due to OA limitations under ISTEA and TEA 21. Screening Criteria for the new projects are included in Appendix B.

Table 2: Programs to be funded in First Cycle

CMA Planning Activities	
CMA Planning Activities	Approximately 6% of the regional STP funds coming to the region will be reserved for overall CMA planning activities. For First Cycle Program, the planning funds will be based on the estimated STP revenue adopted in the 2001 RTP. Each county CMA is guaranteed a minimum of $240,000, an increase from the minimum threshold of $140,000 provided during TEA 21. The CMA's are provided either the county's population share of 3% of the STP funds or $240,000, whichever figure is higher. In addition, $1.35 million ($150,000 for each of the county CMAs) will be targeted for transportation land use planning coordination with MTC.
Air Quality Management Strategies	
Spare the Air Program	Aims to reduce ozone on days when the Bay Area's air pollution is expected to exceed federal and state air quality standards by encouraging people to drive less on Spare the Air days.
Regional Rideshare Program	Aids in shifting individuals from single occupant vehicles (SOVs) to carpools, vanpools and other transportation alternatives and help individuals sustain this shift in order to mitigate the growth of traffic congestion and motor vehicle emissions in the Bay Area.
Air Quality Strategies	The air quality challenges we face will continue to place a demand on available funding in order to meet the Transportation Control Measures (TCMs) and Further Study Measures identified in the 2001 State Implementation Plan. Additionally, our SIP for attaining the one-hour, national ambient air quality standard for ozone will be revisited in 2003-2004.

Table 2 (Continued)

Regional (MTC) Operating and Procurement Commitments	
Freeway Operation Systems	Freeway operations refers to the activities that directly affect the safety, travel time, travel route selection, time of travel, or mode of travel, of travelers using or planning to use the freeway network. The goals of improving safety, efficiency, and reliability of the freeway system are dependent on several real-time freeway operation functions, including monitoring, surveillance, incident detection, providing information to motorists, incident clearance, and restoring network capacity. Caltrans, CHP and MTC work together, and with local agencies, to improve freeway operations.
Incident Management	Includes: Freeway Service Patrol, the Bay Area's freeway incident detection and removal program and the Call Box Program, installation and operations of the yellow call boxes on roadsides in the nine-county Bay Area.
Pavement Management Technical Assistance Program (P-TAP)	Assists Bay Area jurisdictions in implementing and maintaining pavement management systems (PMS) for their local roadway network.
Performance Monitoring	This program monitors changes in system performance over time with a focus on the customer's perspective.
Regional Transit Information System	Transit information services system designed to make it easier for transit users to plan trips throughout the Bay Area.
Regional Transportation Marketing	Generates market research data to inform product development, to develop and implement promotional campaigns for those projects, to develop project performance standards and to evaluate and report on project performance for MTC's customer service projects (includes TransLink®, TravInfo®, the TakeTransit Trip Planner, the regional rideshare program, Freeway Service Patrol and the Callbox Program).
Traffic Engineering Technical Assistance Program (TETAP)/ Arterial Signal Re-timing	Provides consultant assistance to local agencies to 1) retime traffic signal systems, and 2) analyze an existing problem, conceptualize solutions, and provide technical assistance with a grant application to implement the preferred solution.
TransLink®	The universal transit ticket program will establish a single regional system for collecting fares on all of the Bay Area's transit systems. The nine-county Bay Area will be first in the U.S. to have a single card that can be used on all forms of public transit in the region: buses, trains and ferries.
TravInfo®	The Bay Area's advanced traveler information system, also known as 511, which provides real-time information on traffic incidents, slowdowns, road construction activity, and major transit service interruptions as well as direct telephone connections to transit, paratransit, and rideshare agencies.

Table 2 (Continued)

Lifeline Transportation Program	
Lifeline Transportation Program	The goal of this new program is to support lifeline transportation services and seek to improve the mobility of low-income individuals through various funding and planning activities. The program will be administered by the County Congestion Management Agencies (CMAs) and funds will be distributed to each county based on an agreed upon formula. Standard evaluation criteria for the project selection will be jointly developed by the CMAs and MTC. Once the CMAs and MTC jointly approve the collection of projects to be awarded funding under this program, recipients will work with MTC to submit their projects into the TIP.

F. Local Match

Projects funded with STP, CMAQ, or TEA funding require a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP, CMAQ, or TEA is 11.47% of the project cost. The Federal Highway Administration (FHWA) will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.

G. Obligation Authority Prioritization

ISTEA and TEA 21 projects that were programmed, but not obligated due to TEA 21 obligation authority (OA) limitations, are one of the region's highest priorities to receive OA made available through the successor legislation of TEA 21.

H. Project Delivery

The regional STP, CMAQ, and TEA program is project specific. The STP, CMAQ, and TEA funds for projects in an existing program are for those projects alone.

The region will establish an obligation deadline for projects included in the First Cycle Program. It is expected that project funding will be obligated by September 30 of the year the project is programmed for in the TIP. Due to the region's uncertainty about future OA, funds programmed in the First Cycle will have the year programmed in the TIP plus one, to obligate the STP and CMAQ funding. For example, the obligation deadline for a project with CMAQ funding programmed for FY 2003-04 is September 30, 2005. MTC will actively monitor project status with relation to federal, state and regional delivery policies and funding deadlines. The Joint Finance Working Group will work to ensure timely project delivery, identify problems, and recommend actions to the Partnership Technical Advisory Committee.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Policy for Enforcing Fund Obligation Deadlines and Project Substitution for STP, CMAQ, and TEA funds (MTC Resolution No. 3239). Revisions to MTC Resolution No. 3239 are forthcoming.

I. Project Amendments

Any proposed changes will be carefully reviewed by MTC staff and subject to the approval of the Commission.

J. Project Application

Project sponsors must submit a completed project application for each project proposed for funding in First Cycle Program. The application consists of the following three parts and will be available on the internet (as applicable) accessible through mtc.ca.gov.

1. STP, CMAQ, and TEA Application

2a. Resolution of local support * (Appendix C)

2b. Opinion of legal counsel * (Appendix C)

3. CMAQ Emissions Benefit Analysis, available at: http://www.arb.ca.gov/planning/tsaq/eval/eval.htm

* NOTE: Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the statements into the Resolution of Local Support as documented in Appendix E.

- Appendix A -

- STP, CMAQ, and TEA - TEA 21 Reauthorization: First-Cycle Programming Recommended Schedule of Activities 2003	
October 28, 2002	Presentation of First Cycle Programming Recommendations to Partnership Board
February 5, 2003	Joint Finance Working Group review of proposed STP, CMAQ, and TEA First Cycle Policy and Procedures
February 10	Presentation of Final First Cycle Programming Proposal to Partnership Board
February 18	Partnership Technical Advisory Committee (PTAC) review of proposed STP, CMAQ, and TEA First Cycle Policy and Procedures
March 5	Programming and Allocations Committee review of STP, CMAQ, and TEA First Cycle Policy and Procedures
March 26	Commission adoption of STP, CMAQ, and TEA First Cycle Policy and Procedures
March 26 – April 1	Sponsor submittals of project applications
April 2	Joint Finance Working Group review of proposed First Cycle Program
April 21	PTAC review of proposed First Cycle Program
May 14	PAC review – authorize Public Hearing and release of Draft First Cycle Program
June 11	Public Hearing on Draft First Cycle Program prior to PAC meeting
June 18	Close of Public Comment Period on Draft First Cycle Program
July 9	First Cycle Program and TIP Amendment to PAC
July 24	First Cycle Program and TIP Amendment to Commission for adoption
July 25 – September 30	Final TIP Amendment submitted to Caltrans, Federal Highway Administration (FHWA), and Federal Transit Administration (FTA) for approval

- Appendix B -
First Cycle STP, CMAQ, and TEA Project Screening Criteria

Eligible Projects

A. Eligible Projects. STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years, and fare subsidies), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, Fare subsidy programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the CMAQ Program Guidance (FHWA, April 1999).

Planning Prerequisites

B. RTP Consistency. Projects included in the STP, CMAQ, and TEA First Cycle Program must be consistent with the adopted Regional Transportation Plan (RTP), which federal law requires to be consistent with federal planning and programming requirements. Each project to be included in the First Cycle Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number and/or RTP travel corridor and whether the project is to be credited against the county's transit capital shortfall target.

C. CMP Consistency. Local projects must be consistent with the County Congestion Management Plan (CMP), or the adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the First Cycle Program.

D. Bicycle Consideration. Any local roadway or transit project must show reasonable consideration of bicycle facilities. Specifically, the following must be answered:

1. Have the needs of bicyclists been considered in the design of the project?

2. Is bicycle travel impeded by this project? If yes and a roadway projects, has a parallel bicycle facility been designed to accommodate bicyclists?
3. For transit vehicles and facilities: has bicycle access been facilitated by the project?
4. Have you reviewed local, county, and regional bike plans for roadway design consistency? Please attach an excerpt from the regional or local bike plan near the vicinity of your project.

Project Costs and Phases

E. Project Phases. Projects should be separated into the following project components:

1. Environmental Document and Preliminary Engineering (EDPE)
2. Final Design, Plans, Specifications, and Estimates (PS&E)
3. Acquisition of right-of-way (ROW), and right of way related activities
4. Construction, construction management and engineering, including surveys and inspections, equipment acquisition, and purchase of rolling stock. (CON)

The project sponsor/CMA must display the project in these four components in the final submittal. First Cycle Program funding amounts programmed for any component shall be rounded to the nearest $1,000.

F. Fiscal Years of Programming. The First Cycle Program covers a two-year period, FY 2003-04 and FY 2004-05. It is expected that funds will be obligated in the year programmed in the TIP.

Readiness Standards

G. Project Phases Must Be Ready in the Year Proposed. Funds designated for each project component will only be available for obligation the fiscal year plus one in which the funds are programmed in the TIP. Once obligated, the sponsor will have three years, including the fiscal year in which the funds were obligated, to expend funds. For construction, the sponsor will have one year to award a contract and three years to expend funds. It is therefore very important that projects be ready to proceed in the year programmed.

H. The Project Must Be Fully Funded. Section 134 (h) of Title 23 of United States Code states that the regional program “shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project”. All local projects included in the final First Cycle Program must be accompanied by an authorizing resolution stating the sponsor’s commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Sample Resolution - Appendix C of this guidance.

MTC will program a project component only if it finds that the component itself is fully funded, either from STP, CMAQ, or TEA funds or from other committed funds. MTC will regard funds other than STP, CMAQ, and TEA as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or other federal approval.

I. **Field Review for Federally Funded Local Projects.** By requesting funding for a federally-funded project in the TIP, the project sponsor agrees to contact Caltrans and schedule and complete a project field review within 6-months of the project being included or amended into the TIP. For the First Cycle, Caltrans field reviews should be completed by March 1, 2004. This requirement only applies to projects receiving federal funds subject to FHWA local federal-aid field review requirements. Project funding transferred to FTA do not require a field review.

J. **Premature Commitment of Funds.** A project sponsor may not be reimbursed for expenditures made prior to the authorization to proceed. Therefore, the project sponsor must not incur costs prior to an authorization to proceed from FHWA (or authorization for Advance Construction (AC)), or a transfer of funds to FTA (or pre-award authority).

- Appendix C -
STP, CMAQ, and TEA First Cycle Project Application:
Part 2a - Sample Resolution of Local Support

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FEDERAL SURFACE TRANSPORTATION PROGRAM AND CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, the Transportation Equity Act for the 21st Century (TEA 21) (Public Law 105-178, June 9, 1998) and the TEA 21 Restoration Act (Public Law 105-206, July 22, 1998) continue the Surface Transportation Program (23 U.S.C. § 133 and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, pursuant to TEA 21, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program in fiscal year 2003-04 and 2004-05 for the following project:

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds of at least 11.47%; and

2) that the sponsor understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and
3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that funds must be obligated by September 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TEA First Cycle Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TEA First Cycle Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TEA First Cycle Program funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the Surface Transportation Program or the Congestion Mitigation and Air Quality Improvement Program of TEA 2I in the amount of ($ STP/CMAQ request) for (project description) ; and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding for the project is fixed at ($ STP/CMAQ amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for

the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by September 30 of the year the project is programmed for in the TIP.

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP**.**

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- Appendix D -
STP, CMAQ, and TEA First Cycle Project Application: Part 2b - Sample Opinion of Legal Counsel

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 2a (Appendix C). If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the STP, CMAQ, and TEA First Cycle Program; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for STP, CMAQ, and TEA First Cycle Program funds

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the STP, CMAQ, and TEA First Cycle Program made available pursuant to the Reauthorization of TEA 21 Legislation.

1. (Applicant)_____ is an eligible sponsor of projects for the STP, CMAQ, and TEA First Cycle Program.
2. (Applicant) _____ is authorized to submit an application for STP, CMAQ, and TEA First Cycle Program funding for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for STP, CMAQ, and TEA First Cycle Program funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

- Appendix E -
Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TEA First Cycle Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TEA First Cycle Program funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TEA First Cycle Program funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided in Part 2b (Appendix D).

APPENDIX A – 5

Project Selection Processes

Guidance for TEA-21 Reauthorization First Cycle Augmentation Programming Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds In FY 2004/05

MTC Resolution No. 3695

Date: April 27, 2005
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3695

This resolution adopts the policy and programming for the Cycle 1 STP/CMAQ Augmentation Program. The policy contains the project categories that are to be funded with FY 2004-05 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for inclusion in the 2005 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Cycle 1 Augmentation Policy and Programming

Further discussion of the Cycle 1 STP/CMAQ Augmentation Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated April 13, 2005.

Date: April 27, 2005
W.I.: 1512
Referred By: PAC

RE: Cycle 1 STP/CMAQ Augmentation Program: Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3695

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Augmentation Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, developed a program of projects to be funded with STP and CMAQ funds in Cycle 1 STP/CMAQ Augmentation Program for inclusion in the 2005 Transportation Improvement Program (TIP), as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2005 TIP will be subject public review and comment; now therefore be it

RESOLVED that MTC approves the policies and programming for the Cycle 1 STP/CMAQ Augmentation Program, as set forth in Attachment A and B of this Resolution; and be it further

RESOLVED that the projects will be amended into in the 2005 TIP, subject to the final federal approval of the amendment; and be it further

RESOLVED that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on April 27, 2005

Date: April 27, 2005
W.I.: 1512
Referred by: PAC

Cycle 1 STP/CMAQ Augmentation

Policy and Programming
For FY 2004-05

Cycle 1 STP/CMAQ Augmentation Program
Policies and Programming

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BACKGROUND

Beginning in 1991, six-year transportation bills have authorized federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the states and regions. The Metropolitan Transportation Commission (MTC) is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region) and recipient of STP and CMAQ funds. In anticipation of the reauthorization of the transportation bill, Transportation Equity Act of the 21st Century (TEA 21), in 2003, MTC approved the First and Second Cycle STP/CMAQ Programming in June 2003 and December 2004, respectively. To date, a reauthorization bill has not been passed, however a continual stream of STP and CMAQ is being funneled to the regions through numerous extension bills.

The Federal Highway Administration (FHWA) and Caltrans have issued official apportionments and obligation authority (OA) level notices for fiscal years (FY) 2003-04 and 2004-05 (the years covered in the First Cycle Program). From these notices, MTC anticipates an additional $107 million in programming capacity for FY 2004-05 based on MTC's programming slightly below actual apportionments and, to a greater extent, to additional Obligation Authority (OA) the region captured by its aggressive project delivery that advanced projects from FY 2004-05 and FY 2005-06 into FY 2003-04. This programming capacity is in addition to the funding commitments previously made in the First and Second Cycle programming of TEA-21 Reauthorization through FY 2006-07.

GENERAL PROGRAMMING POLICY

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in MTC Resolution No. 2648. Under the STP/CMAQ Program, Congestion Management Agencies (CMAs) are responsible for project selection for the Local Streets and Roads rehabilitation category of funding. Hence, CMAs are required to comply with MTC's public outreach standards.

2. **2005 Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 1 Augmentation must be amended into the 2005 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or subject to a federally required action, such as federal environmental clearance, and/or is regionally significant for air quality conformity or modeling purposes.

3. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2005 air quality conformity finding has been completed for the 2005 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 1 STP/CMAQ Augmentation Program.

4. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 2l000 et seq.), the State Environmental Impact Report Guidelines (l4 California Code of

Regulations Section l5000 et seq.), and if applicable the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

5. **Application, Resolution of Local Support, and Opinion of Legal Counsel.** Project sponsors/ Implementing Agencies must submit a completed project application for each project proposed for funding. The project application consists of three parts: 1) an online application or amendment to an existing TIP project accessible through MTC's WebFMS system at http://www.mtc.ca.gov/funding/fms_intro.htm, 2) Resolution of Local Support approved by the Project Sponsor/ Implementing Agency's Board, and 3) Opinion of Legal Counsel. Sponsors of the Strategic Expansion (STIP) projects or projects that have received STP/CMAQ or FTA funds previously do not need to submit a new Resolution of local support or opinion of Legal Counsel. Refer to MTC's website for templates of the Resolution of Local Support and Opinion of Legal Counsel.

6. **Project Screening and Compliance with Regional and Federal Requirements:** MTC staff has performed a cursory review of projects proposed for Cycle 1 STP/CMAQ Augmentation Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. The projects are also subject to compliance with the following policy areas, detailed in MTC Resolution No. 3536, the TEA 21 Reauthorization First Cycle Policy and Procedures, and MTC Resolution No. 3615, the TEA 21 Reauthorization Second Cycle Policy and Procedures:
   - Federal Project Eligibility;
   - RTP Consistency;
   - Title VI Compliance;
   - Accommodations for Bicyclists, Pedestrians and Persons with Disabilities; and
   - Fully Funded Projects.

7. **Regional Project Delivery Policy.** The additional federal STP/CMAQ funding available for the Cycle 1 Augmentation is only available in the 2004-05 federal fiscal year, and therefore the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within Federal Fiscal Year (FFY) 2004-05. The exception to this is a portion of the Local Streets and Roads Rehabilitation projects, which must be obligated by June 2006. Caltrans has an obligation deadline of June 1, 2005, after which all local OA is available on a first-come first-served basis statewide. Therefore, MTC cannot guarantee the availability of any OA after June 1, 2005. It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

   In June/July 2005, MTC staff will assess the obligation status of STP/CMAQ funds, and pursue means at its disposal, such as the advancement of ready to go projects from future years, to ensure OA is not lost to the region. Unless specific provisions are made, funds not obligated or transferred by MTC's July 1, 2005 deadline may be made available for other projects to ensure the OA is not lost to the region. If Caltrans releases additional OA to the regions in FFY 2004-05 that is not considered an 'advance' and therefore does not have to be repaid, this additional OA may be assigned, at MTC's discretion, to projects in the TIP that can obligate the funds as expeditiously as possible.

Aside from these specific policies, projects programmed in Cycle 1 Augmentation are subject to the provisions of MTC Resolution No. 3606. Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Delivery Policy which enforces fund obligation deadlines and project substitution for STP and CMAQ funds (MTC Resolution No. 3606).

8. **Fixed Program and Specific Project Selection.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional STP/CMAQ program is project specific and the STP and CMAQ funds programmed to projects are for those projects alone. The STP/CMAQ Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with STP and CMAQ funds. Project sponsors are responsible for securing the necessary non-federal match, and for cost increases or additional funding needed to complete the project including contingencies.

9. **Local Match.** Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.

CYCLE 1 AUGMENTATION FUND ESTIMATE

An additional $107 million in programming capacity for FY 2004-05 has been confirmed. This programming capacity is in addition to the funding commitments previously made in the First and Second Cycle programming of TEA-21 Reauthorization through FY 2006-07. This is based on recent apportionment notices and additional Obligation Authority (OA) captured by advancing projects from FY 2004-05 and FY 2005-06 into FY 2003-04. Below is a summary of the source of this augmentation programming cycle.

- **OA Capture:** A significant portion of this additional capacity is a result of the region's successful delivery of STP/CMAQ funds in advance of state and federal deadlines, thus allowing the region to capture additional OA in FY 2003-04 from other regions in the state. This OA does not have to be repaid, in part due to the higher than expected apportionment level received for FY 2003-04.

- **Unprogrammed Balance:** A lesser portion of this programming capacity is from capacity realized by not programming to the full apportionment estimates for First and Second Cycles.

The combination of these two factors, as shown in the table below, provides approximately $107 million in additional funding capacity.

Funding Source (in millions of $)	1st Cycle	2nd Cycle	Total
OA Capture (Advancement)	68	19	87
Uncommitted Balance (over first and second cycle programming policies)	19	1	20
Total:	$87	$20	$107

CYCLE 1 AUGMENTATION FUNDING OBJECTIVES AND PROGRAMMING CATEGORIES

Funding Objectives

The proposal directs the newly available programming increment of $105 million to address near-term transportation needs, and is guided by the following objectives. A primary objective, however, is to direct the funds to 'ready-to-go' projects given the requirement that funds be obligated this fiscal year and the goal of expediting the benefit of transportation improvements to the traveling public

1. Address Transportation 2030 Commitments. The supplemental funding should be used to advance those programs that are lagging behind Transportation 2030 commitments based on First and Second Cycle programming. Considering funding trends and commitments made to date, the transit and local road shortfalls are prime targets of this funding.
2. Ease the State Budget Bottleneck by Funding Ready-to-Go STIP Projects. The dire financial situation at the State level has significantly constrained funding opportunities, particularly for projects that are funded through the STIP. This funding provides an opportunity to minimize the delays for critical STIP projects of regional significance. To expedite benefits to the public, the supplementary funding plan focuses on projects that are able to award construction contracts in FY 2004-05 and have all other necessary funding in place.
3. System Management and Safety. In both the short-term and long-term, the limited ability to expand system capacity makes it essential that the existing capacity be managed and utilized as efficiently as possible. In addition, the role of having a transportation system that also guards public safety is critical. Investments in system management and safety will begin to implement the Calls to Action in Transportation 2030.

Programming Categories

Summary of Funding Approach

Funding Category	Million $	%
Strategic Expansion (STIP Backfill)	$55.0	51%
Local Streets and Roads Rehabilitation Shortfall	$22.5	21%
Transit Rehabilitation Shortfall	$22.5	21%
System Management and Safety – Respond to Calls for Action	$5.5	6%
Total	$106.9	100%

The specifics of the eligible projects and distribution methodology is briefly described below and illustrated in Appendices D through G.

Strategic Expansion (STIP Backfill)
Directs $55 million in funding to STIP projects that are ready to go to construction in FY2004-05 and have the remainder of funding committed and requires sponsors to come up with the remaining funds for the project. Projects must have federal authorization to proceed (E-76) by July 1st 2005. (Appendix A)

1. Only those critical projects of regional significance that are currently programmed in the first three years of the 2004 STIP and will be ready to receive an obligation of federal funds for construction by July 1, 2005 are being considered for the strategic expansion backfill funding. Approximately 60 percent of the STIP funding will be replaced with an equal amount of STP/CMAQ funding, as identified in Appendix A.

2. Project sponsors must commit non-STIP funding for the remaining costs and provide the necessary contingencies and cost increases, as well as enter into any required Cooperative Agreements, Memorandums of Understanding and/or funding agreements within the timeframe necessary to receive the obligation of federal funds by July 1, 2005.

3. The STIP funds freed up by the MTC/Project sponsor backfill will be available for the respective CMA for reprogramming in the STIP, following successful obligation of the STP/CMAQ funds.

Local Streets and Roads Rehabilitation
Directs $22.5 million in funding to Local Streets and Road (LSR) Rehabilitation and distributes funds based on a hybrid of the county T2030 funding shortfalls and the proposed new methodology for the next long-range plan. Through the T2030 process, county shortfall figures have been identified. Project solicitations will be conducted by the CMAs. Thereafter, each CMA will submit their approved project list of funding requests to MTC for final program approval. (Appendix B)

1. Funds for LSR Rehabilitation will be distributed to the counties based on a formula that takes the difference between the current LSR distribution formula and the new proposed LSR distribution formula, as identified in Appendix B.

2. As with the Cycle 2 Programming, the County CMAs will disburse the LSR Rehabilitation shortfall funding within their respective counties.

3. Eligible projects include pavement and non-pavement elements on public roads functionally classified above rural minor collector(federal-aid eligible facilities). This includes placement of additional pavement surfacing and/or other work necessary to return an existing structure or roadway, including shoulders, to a serviceable condition. Generally, the eligible non-pavement activities and projects are replacement of features that currently exist on the roadway facility. Pavement rehabilitation and preventive maintenance strategies should

extend the service life of a facility for a minimum of 5 years. This program does not fund routine maintenance projects.

Capacity-expansion projects, right of way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges are not eligible activities. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also not eligible for this program. Each CMA may apply additional program criteria, as long as the modifications are consistent with the Cycle 1 Augmentation Programming Policies. See Appendix E for county funding targets.

4. MTC's pavement management system, StreetSaver™, is used by 106 of the 109 cities and counties in the Bay Area and the software has been instrumental in accurately establishing the rehabilitation needs of local streets and roads in the region. The proposed projects must be based on the analysis results from an established Pavement Management System (PMS) for a jurisdiction. The sponsoring agency must have a certified PMS, MTC's or equivalent, for submitting rehabilitation and preventive maintenance projects. MTC is responsible for verifying the certification status. A list of jurisdiction certification status can be found at www.mtcpms.org/ptap/cert.html.

5. To the extent possible, the LSR rehabilitation projects must obligate the funds by July 1, 2005. However, due to the expedited schedule and time required to proceed through the Caltrans federal-aid local assistance process, it may not be possible to obligate all of the required funds by the deadline. Therefore, LSR rehabilitation projects have until April 1, 2006 to submit their obligation requests to Caltrans, for obligation by June 30, 2006.

Transit Rehabilitation
Directs $22.5 million to transit rehabilitation projects. Because the funds are directed to ready-to-go projects, the funds will be distributed to score 16 needs that were not met in FY 2004-05 because of funding caps or adjustments to the FTA appropriations. Through its T2030 policies, the Commission made a commitment to dedicate regional discretionary funds, including STP funds, towards these remaining transit rehabilitation needs (for details on the specifications of Score 16 projects, please refer to the transit capital priorities process). (Appendix C)

1. Funds for the Transit Rehabilitation projects will be distributed to projects ready for construction/acquisition, based on the proportionate share of the agencies that had their Score 16 shortfall needs capped as part of the Transit Capital Priorities for FFY 2003-04 and 2004-05, as identified in Appendix C.

System Management and Safety
Directs $6.9 million to fund system management projects that address T2030 calls to action and are ready to go to construction. (Appendix D)

1. Funds for the System Management and Safety projects will be distributed to projects ready to go to construction based on regional priorities for freeway management investments established in consultation with Caltrans, as identified in Appendix D.

SCHEDULE

As noted previously, this supplementary funding is available as a result of the Bay Area's strong delivery record. In order to ensure that the funds are not lost due to not meeting the obligation deadlines, the policy development and programming will be on an expedited timeline as outlined below.

Cycle 1 STP/CMAQ Augmentation Program Programming Schedule	
March 9, 2005	Finance Working Group (FWG) review and recommendation
March 21, 2005	Partnership Technical Advisory Committee (PTAC) review and recommendation
March 23, 2005	Deadline for submittal of projects for formal amendment *
April 6, 2005	Finance Working Group (FWG) review of final proposal
April 13, 2005	Presentation to PAC for final review and recommendation
April 18, 2005	Partnership Technical Advisory Committee (PTAC) for review of final proposal
April 20, 2005	Deadline for submittal of projects for administrative amendment *
April 27, 2005	MTC Commission Approval of Program
April 28, 2005	Executive Director approval of Administrative TIP Amendment *
May 27, 2005	Caltrans/FHWA/FTA approval of formal TIP Amendment *
July 1, 2005	Obligation/Transfer Deadline (prior environmental clearance required)
September 2, 2005	Final date for obligations in FY 2004-05 (FHWA System Shutdown) **

* Projects already in the TIP (the STIP projects) need only an administration TIP amendment to change the fund source. Any new projects (Rehab and Sys Mgmt) or any project increase of 20% or $2 million requires a formal TIP Amendment. As noted in the Project Delivery section, a portion of the local Streets and Roads Program will have until June 30, 2006 to obligate.

** These funds are tied to FFY 2004-05 Obligation Authority. Funds must be obligated in FFY 2004-05. FHWA shuts down their system in early September. Caltrans needs at least 30 days to process the Obligation request. It usually takes a minimum of 3 months to process the environmental clearance with Caltrans under the new FHWA requirement that a 'certified' environmentalist approve the environmental. Complicated projects take more time for environmental review. Caltrans does not start the process until the project is programmed in the TIP.

PROJECT LIST

The following page contains the list of projects to be funded under the Cycle 1 STP/CMAQ Augmentation Program.

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
TEA 21 Reauthorization Cycle 1 Augmentation STP/CMAQ Programming
Project List
April 27, 2005

Project Category and Title	County	Implementing Agency	Programming * Phase	Fiscal Year	Fund Source	First Cycle Augmentation Funding
CYCLE 1 AUGMENTATION						
1. Strategic Expansion (STIP Backfill)						
Sonoma - U.S. 101 Steele Lane Interchange	Sonoma	Caltrans	CON	FY 04-05	CMAQ	$8,300,000
Marin - U.S. 101 HOV Gap Closure	Marin	Caltrans	CON	FY 04-05	CMAQ	$21,300,000
San Mateo - SR 92 Half Moon Bay Widening	San Mateo	Half Moon Bay	CON	FY 04-05	STP	$2,400,000
Alameda - I-238 Widening from I-580 to I-880	Alameda	Caltrans	CON	FY 04-05	STP	$17,500,000
Contra Costa - I-680 Bollinger Canyon and Sycamore Aux Lanes	Contra Costa	Caltrans	CON	FY 04-05	STP	$5,500,000
SUBTOTAL						$55,000,000
2. Local Streets and Roads Rehabilitation Shortfall						
Alameda - Various LS&R Rehabilitation Projects	Alameda	TBD	TBD	FY 05-06	STP	$3,000,000
Contra Costa - Various LS&R Rehabilitation Projects	Contra Costa	TBD	TBD	FY 05-06	STP	$2,800,000
Novato - Redwood Blvd Rehabilitation and ADA amenities	Marin	Novato	CON	FY 04-05	STP	$200,000
Marin County - Sir Francis Drake Blvd. Rehabilitation	Marin	Marin County	CON	FY 04-05	STP	$350,000
Fairfax - Center Boulevard Rehabilitation	Marin	Fairfax	CON	FY 05-06	STP	$400,000
Novato - Grant Avenue Rehabilitation	Marin	Novato	CON	FY 05-06	STP	$250,000
Napa - Redwood Road Rehabilitation	Napa	City of Napa	CON	FY 05-06	STP	$450,000
American Canyon - Elliott Street Rehabilitation	Napa	Canyon	CON	FY 05-06	STP	$200,000
Napa County - Silverado Trail at Oakville Cross Road Rehabilitation	Napa	Napa County	CON	FY 05-06	STP	$450,000
San Francisco County - Various LS&R Rehabilitation Projects	San Francisco	San Francisco	TBD	FY 04-05	STP	$2,100,000
Daly City - Various Street Rehabilitation	San Mateo	Daly City	CON	FY 04-05	STP	$550,000
Brisbane - Bayshore Blvd. Rehabilitation	San Mateo	Brisbane	CON	FY 04-05	STP	$300,000
San Mateo County - Guadalupe Canyon Parkway Rehabilitation	San Mateo	County	CON	FY 04-05	STP	$400,000
San Mateo - Various Streets Rehabilitation	San Mateo	San Mateo	CON	FY 04-05	STP	$550,000
Santa Clara - Various LS&R Rehabilitation Projects	Santa Clara	TBD	TBD	FY 05-06	STP	$5,700,000
Suisun City - Emperor Drive Rehabilitation	Solano	Suisun City	CON	FY 04-05	STP	$75,000
Solano - Various LS&R Rehabilitation Projects	Solano	TBD	TBD	FY 05-06	STP	$1,225,000
Petaluma - South McDowell and Bodega Ave Rehabilitation	Sonoma	Petaluma	CON	FY 05-06	STP	$433,000
Sonoma - Various LS&R Rehabilitation Projects	Sonoma	TBD	TBD	FY 05-06	STP	$3,067,000
SUBTOTAL						$22,500,000
3. Transit Rehabilitation Shortfall						
BART - Core System Rehabilitation	ALA/ CC/ SF	BART	PS&E/CON	FY 04-05	STP	$6,910,000
GGBHTD - Ferry Major Components Rehabilitation	Marin	GGBH&TD	CON	FY 04-05	STP	$760,000
Caltrain - Systemwide Track and Related Structure Rehabilitation	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	$8,510,000
Caltrain - Rail Car Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	$195,000
Caltrain - Fare Equipment Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	$575,000
SF Muni - Rail Replacement Program	San Francisco	SF Muni	CON	FY 04-05	STP	$2,550,000
SF Muni - Trolley Overhead Reconstruction Program	San Francisco	SF Muni	CON	FY 04-05	STP	$3,000,000
SUBTOTAL						$22,500,000
4. System Management and Safety						
San Jose - Silicon Valley SMART Corridor	Santa Clara	San Jose	CON	FY 04-05	CMAQ	$500,000
San Jose - Stevens Creek/Winchester Blvd. ITS	Santa Clara	San Jose	CON	FY 04-05	CMAQ	$500,000
Santa Clara - SR 237 Traffic Operation Systems (TOS) Imps (CON)	Santa Clara	Caltrans	PS&E/CON	FY 04-05	CMAQ	$300,000
San Francisco - Integrated Transportation Management System - SFGO	San Francisco	SFCTA	CON	FY 04-05	CMAQ	$500,000
RegionWide - 511/TravInfo™ Driving Times Data Collection - Phase III	Region-Wide	MTC	CON	FY 04-05	CMAQ	$1,000,000
RegionWide - 511/TravInfo™ Vehicle-Infrastructure Integration (VII)	Region-Wide	MTC	CON	FY 04-05	CMAQ	$1,000,000
RegionWide - 511/TravInfo™ Interface	Region-Wide	MTC	CON	FY 04-05	CMAQ	$1,500,000
Marin - Golden Gate Bridge Physical Suicide Deterrent System	Marin	GGBH&TD	ENV	FY 04-05	STP	$1,600,000
SUBTOTAL						$6,900,000
First Cycle Augmentation Total						$106,900,000

* NOTE: Phase, Fiscal Year and Fund Source are subject to change based on project deliverability and funding availability.

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METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
STIP Projects at Risk Due to State Transportation Funding Shortfall
Critical State Funded Projects Ready to Go to Construction by June 2007 - Pending STIP/TCRP Allocations for Construction
April 27, 2005

Tier 1 - FFY 2004-05 County	Implementing Agency	Critical Projects Ready to Award in FFY 2004-05	RTIP (Const.)	ITIP (Const.)	TOTAL STIP (Const.)	TCRP (Const.)	Total State Construction Funding at Risk	RTL/ E-76 Date	Project Cost at Delivery	Shortfall (Additional Funding Needed)
Contra Costa	Caltrans	I-80 WB HOV from SR 4 to Carquinez Bridge	5,305,000	24,384,000	29,689,000		29,689,000	11/26/03	33,500,000	
Sonoma	Caltrans	U.S. 101 HOV - Steele Lane to SR 12	36,393,000	14,704,000	51,097,000	6,000,000	57,097,000	9/1/04	82,500,000	11,054,000
Sonoma	Caltrans	U.S. 101 Steele Lane Interchange	13,759,000		13,759,000		13,759,000	2/15/05	14,950,000	
Marin	Caltrans	U.S.101 HOV Gap Closure (Central San Rafael) *	35,416,000		35,416,000		35,416,000	7/1/05	39,843,000	
San Mateo	Half Moon Bay	SR 92 - Half Moon Bay Widening	3,843,000		3,843,000		3,843,000	7/1/05	20,436,000	
Alameda	Caltrans	I-238 Widening from I-580 to I-880	29,059,000		29,059,000		29,059,000	8/1/05	125,940,000	
Contra Costa	Caltrans	I-680 Bollinger Canyon and Sycamore Aux Lanes	9,172,000		9,172,000		9,172,000	8/1/05	22,822,000	
Total			**132,947,000**	**39,088,000**	**172,035,000**	**6,000,000**	**178,035,000**		**339,991,000**	**11,054,000**
		Total Shaded Projects:	91,249,000							
		60% of Shaded Projects:	54,749,400							

Tier 2 - FFY 2005-06 County	Implementing Agency	Critical Projects Ready to Award in FFY 2005-06	RTIP (Const.)	ITIP (Const.)	TOTAL STIP (Const.)	TCRP (Const.)	Total State Construction Funding at Risk	RTL/ E-76 Date	Total Project Construction Cost at Delivery	Shortfall (Additional Funding Needed)
San Mateo	Caltrans	U.S. 101 Aux Lanes - 3rd to Millbrae	28,495,000	15,468,000	43,963,000		43,963,000	1/1/06	89,178,000	
Santa Clara	Santa Clara VT/	SR 152/156 Interchange	6,140,000	5,310,000	11,450,000		11,450,000	4/1/06	28,468,000	1,218,000
Marin	Caltrans	U.S.101 HOV Gap Closure (Puerto Suello)	7,473,000		7,473,000	12,249,000	19,722,000	7/1/06		
Alameda/Santa Clara	Caltrans	I-680 Sunol Grade SB HOV Lanes	15,554,000	21,770,000	37,324,000		37,324,000	8/1/06	49,000,000	3,000,000
Total			**57,662,000**	**42,548,000**	**100,210,000**	**12,249,000**	**112,459,000**		**166,646,000**	**4,218,000**

Tier 3 - FFY 2006-07 County	Implementing Agency	Critical Projects Ready to Award in FY 2006-07	RTIP (Const.)	ITIP (Const.)	TOTAL STIP (Const.)	TCRP (Const.)	Total State Construction Funding at Risk	RTL/ E-76 Date	Total Project Construction Cost at Delivery	Shortfall (Additional Funding Needed)
Solano	Vallejo	Vallejo Ferry Terminal Intermodal Station	6,100,000		6,100,000		6,100,000	3/1/07	67,082,000	
Contra Costa	Caltrans	SR 4 Loveridge to Somersville	20,035,000		20,035,000	14,000,000	34,035,000	6/1/07	77,435,000	
Solano	Solano TA	Jepson Parkway	3,610,000		3,610,000		3,610,000	6/1/07		
Solano	CCJPA	Capital Corridor Improvements	3,125,000	1,060,000	4,185,000		4,185,000	6/1/07		
Total			**32,870,000**	**1,060,000**	**33,930,000**	**14,000,000**	**47,930,000**		**144,517,000**	**0**

Total of Ready to Award Critical Projects in All Three Fiscal Years	**223,479,000**	**82,696,000**	**306,175,000**	**32,249,000**	**338,424,000**	**651,154,000**	**15,272,000**

Shaded Projects Proposed for Funding
Costs are for Construction Only - Including Construction Engineering
*** Includes Grandfathered Construction Engineering**
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TEA-21 Reauthorization - Cycle 1 Augmentation
Critical Project List - Funding Contributions
April 27, 2005

60%		STIP Funding	60% STP/CMAQ Augmentation	40% Sponsor	10% Sponsor Contingency	Sponsor Total	Total
Strategic Expansion (STIP Backfill)							
SON	U.S. 101 HOV Lanes - Steele Lane Interchange	13,759,000	8,300,000	5,503,600	1,375,900	6,879,500	15,179,500
MRN	U.S.101 HOV Gap Closure (Central San Rafael)	35,416,000	21,300,000	14,166,400	3,541,600	17,708,000	39,008,000
SM	SR 92 Half Moon Bay Widening	3,843,000	2,400,000	1,537,200	384,300	1,921,500	4,321,500
ALA	I-238 Widening from I-580 to I-880	29,059,000	17,500,000	11,623,600	2,905,900	14,529,500	32,029,500
CC	I-680 Bollinger Canyon and Sycamore Aux Lanes	9,172,000	5,500,000	3,668,800	917,200	4,586,000	10,086,000
	Total:	91,249,000	55,000,000	36,499,600	9,124,900	45,624,500	100,624,500
			36,249,000				

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METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
Local Streets and Roads Rehabilitation Projects
April 27, 2005

	Current LSR Formula		Proposed STP Distribution 50-50 Migration		Interim Draft Revised LSR Formula *	
County	Shortfall (% Share)	Shortfall ($ Amount)	Shortfall (% Share)	Shortfall ($ Amount)	Shortfall (% Share)	Shortfall ($ Amount)
LSR Rehabilitation Shortfall						
Alameda	10.0%	$2,250,000	13.5%	$3,000,000	17.0%	$3,825,000
Contra Costa	11.0%	$2,475,000	12.5%	$2,800,000	14.0%	$3,150,000
Marin	6.0%	$1,350,000	5.5%	$1,200,000	5.0%	$1,125,000
Napa	6.0%	$1,350,000	4.5%	$1,100,000	3.0%	$675,000
San Francisco	9.0%	$2,025,000	9.5%	$2,100,000	10.0%	$2,250,000
San Mateo	7.0%	$1,575,000	8.0%	$1,800,000	9.0%	$2,025,000
Santa Clara	28.0%	$6,300,000	25.5%	$5,700,000	23.0%	$5,175,000
Solano	3.0%	$675,000	5.5%	$1,300,000	8.0%	$1,800,000
Sonoma	20.0%	$4,500,000	15.5%	$3,500,000	11.0%	$2,475,000
Total	100.0%	$22,500,000	100.0%	$22,500,000	100.0%	$22,500,000

* Distribution formula is an interim 'working' formula and should be considered as draft until finalized

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METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
Transit Rehabilitation Projects - Cap-based Formula
April 27, 2005

Transit Rehabilitation Recommendation: Fund balance of FY 2004-05 Score 16 Need (Lift Caps and Eliminate Shortfall)

Operator	Project	FY 2004-05 Score 16 Appropriation Shortfall	Lift Caps on FY 2004-05 Score 16 Capital Requests	Total Score 16 Near-Term Need	% of Total	Cycle 1 Augmentation Funding
Transit Rehabilitation						
BART	Track Rehab		300,000	300,000	0.19%	
BART	Train Control		39,236,718	39,236,718	24.47%	
BART	Traction Power		9,716,883	9,716,883	6.06%	
			Sub-total BART	**49,253,601**	**30.72%**	**6,910,000**
Caltrain	Track Rehab		58,389,658	58,389,658	36.42%	
Caltrain	VRE Rail Car Replacement	192,884	5,875,500	6,068,384	3.78%	
Caltrain	Signal System Rehab		1,068,682	1,068,682	0.67%	
Caltrain	Fare Equipment	575,190		575,190	0.36%	
			Sub-total Caltrain	**66,101,914**	**41.23%**	**9,280,000**
GGBHTD	Ferry Fixed Guideway Connectors		944,621	944,621	0.59%	
GGBHTD	Ferry Major Components		309,217	309,217	0.19%	
GGBHTD	Ferry Replacement		4,160,000	4,160,000	2.59%	
			Sub-total GGBHTD	**5,413,838**	**3.38%**	**760,000**
SF Muni	Motor coach repl 455 - 51 40' new flyers w/alt fuels		6,940,258	6,940,258	4.33%	
SF Muni	Repl 20 1990 30' Orions w/20 40' alt fuels coaches		3,009,412	3,009,412	1.88%	
SF Muni	Repl 25 30' Orions w/25 30' alternate fuels vehicles		10,762,308	10,762,308	6.71%	
SF Muni	Historical vehicle rehab		8,394,657	8,394,657	5.24%	
SF Muni	Trolley Overhead		5,580,864	5,580,864	3.48%	
SF Muni	Track Rehab		0	0	0.00%	
SF Muni	Trolley Coach Replacement		0	0	0.00%	
SF Muni	Wayside Fare Collection		4,885,562	4,885,562	3.05%	
			Sub-total SF Muni	**39,573,060**	**24.68%**	**5,550,000**
			Grand Total	**160,342,413**	**100.00%**	**22,500,000**

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METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
System Management and Safety Projects
April 27, 2005

Phase 1 Projects	Lead Agency	Project Phase	Cycle 1 Augmentaiton Funding
System Management and Safety			
San Jose - Silicon Valley SMART Corridor	San Jose	Construction	500,000
San Jose - Stevens Creek/Winchester Blvd. ITS	San Jose	Construction	500,000
Santa Clara - SR 237 Traffic Operation Systems (TOS) Improvements	Caltrans	Construction	300,000
San Francisco - Integrated Transportation Management System - SFGO	SFCTA	Construction	500,000
RegionWide - 511/TravInfo™ Driving Times Data Collection - Phase III	MTC	Construction	1,000,000
RegionWide - 511/TravInfo™ Vehicle-Infrastructure Integration (VII) Testbed	MTC	Construction	1,000,000
RegionWide - 511/TravInfo™ Interface	MTC	Construction	1,500,000
GGBHTD - Golden Gate Bridge Physical Suicide Deterrent System (ENV/PE)	GGBH&TD	Environmental / PE	1,600,000
Total			**6,900,000**

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APPENDIX A – 6

Project Selection Processes

Guidance for TEA-21 Reauthorization Second Cycle Programming Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds In FY 2005/06 – 2006/07

MTC Resolution No. 3615

Date: April 28, 2004
W.I.: 1512
Referred by: PAC
Revised: 01/26/05-C
04/27/05-C

ABSTRACT

Resolution No. 3615, Revised

This resolution adopts the policy and procedures for the Second Cycle Program, in advance of the reauthorization of the Transportation Equity Act of the 21st Century (TEA-21). The policy and procedures contain the project categories that are to be funded with FY 2005-06 and FY 2006-07 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Transportation Enhancement Activities (TE) Funds for inclusion in the forthcoming 2005 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Second Cycle Programming Policies

This resolution was revised on January 26, 2005 to modify the Second Cycle STP programming policy pertaining to the Transit Capital Shortfall.

This resolution was revised on April 27, 2005 to redirect $2.5 million in FY 05-06 CMAQ funding from the Air Quality Management Strategies reserve for the Regional Express Bus program to a new program, the Lifeline Transportation program.

Further discussion of the Second Cycle Program and future STP, CMAQ, and TE is contained in the MTC Executive Director's Memoranda to the Programming and Allocations Committee dated April 14, 2004, January 12, 2005, and April 13, 2005.

Date: April 28, 2004
W.I.: 1512
Referred By: PAC

RE: Second Cycle Programming Policy for STP, CMAQ, and TE funds TEA-21 Reauthorization

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3615

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP), Congestion Mitigation and Air Quality Improvement Program (CMAQ), and Transportation Enhancement Activities (TE) funded projects; and

WHEREAS, MTC has developed a policy and procedure to be used in the selection of projects to be funded with STP, CMAQ, and TE funds for Second Cycle of TEA-21 Reauthorization (23 U.S.C. Section 133), as set forth in Amendment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with Caltrans, operators of publicly-owned mass transit services, county congestion management agencies, the Bay Area Air Quality Management District, the Association of Bay Area Governments, and other local government entities, will develop a two-year program of Clean Air, Regional Operations, CMA Planning, Transit Capital Shortfall, Local Streets and Road Shortfall, Transportation for Livable Communities/ Housing Improvement Program, Regional Bicycle and Pedestrian and STIP Backfill projects to be funded with anticipated STP, CMAQ, and TE funds in Second Cycle of TEA-21 Reauthorization for inclusion in the 2005 Transportation Improvement Program (TIP); and

WHEREAS, five million dollars in deferred Second Cycle programming will be programmed in Third Cycle for the Regional Operations Program; and

WHEREAS, for the TEA-21 Reauthorization period, the Transportation for Livable Communities/Housing Improvement Program will be funded at $108 million from the STP, CMAQ, TE Program; and

WHEREAS, for the TEA-21 Reauthorization period, the Regional Bicycle Pedestrian Program will be funded at $32 million from the STP, CMAQ, TE Program; and

WHEREAS the 2005 TIP will be subject public review and comment; now therefore be it

RESOLVED that MTC approves the process and criteria to be used in the selection of STP, CMAQ, and TE funded candidate projects for inclusion in the forthcoming 2005 TIP, as set forth in Attachment A of this Resolution; and be it further

RESOLVED that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey

Steve Kinsey, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in Oakland,
California, on April 28, 2004

Date: April 28, 2004
W.I.: 1512
Referred by: PAC
Revised: 01/26/05-C
04/27/05-C

TEA-21 Reauthorization

Second Cycle STP/CMAQ/TE Programming Policy for FY 2005-06 and FY 2006-07

Second Cycle STP/CMAQ/TE Program Programming Policies

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Appendix G: Regional Project Delivery Policy *39*

Section I: Background

The federal Transportation Equity Act for the 21st Century (TEA-21), which expired on September 30, 2003, authorized the use of federal funds for the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Enhancement Activities (TE) programs on projects across the San Francisco Bay Area between fiscal years 1998-2003. On September 24, 2003 Congress extended TEA-21 legislation for five months and set a new expiry date of February 29, 2004 to keep federal funding for transportation projects flowing. The funding levels included in the extension bill are based upon the funding levels of the FY 2004 federal budget. A second extension bill was passed on February 27, 2004 that carries forward the policies of TEA-21 until April 30, 2004. Legislative discussions on the composition of the next reauthorization bill are currently being held in Congress and Congress is hopeful about passing a new reauthorization bill before the expiration of the current extension bill.

Distributed among several programming opportunities, TEA-21 authorized the San Francisco Bay Area Region to program approximately $370 million in Surface Transportation Program (STP) funds, $326 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and $49 million in Transportation Enhancement Activities Program (TE) funds between 1998 and 2003. Approximately $124 million was available each year over the six-year period of the act, for a total of $745 million. All of these funds have been fully programmed.

In anticipation of a TEA-21 reauthorization bill, MTC decided to program approximately $256 million in STP and CMAQ funds in a new programming cycle, First Cycle (2003-04 and 2004-05). See MTC Resolution Nos. 3536 and 3547 for details on First Cycle programming. The overarching goals behind First Cycle Programming are to meet continued planning needs, the needs of annual operating programs, the needs of air quality programs, and to reconcile overprogramming from TEA-21. Programming for subsequent fiscal years will be consistent with the funding commitments agreed upon through Transportation 2030 (T-2030), the update to the 2001 Regional Transportation Plan (RTP).

In December 2003, the MTC Commission reached consensus on Phase 1 level funding commitments in T-2030. Based on these decisions, MTC has the basic framework and direction to proceed with programming projects for FY 2005-06 and 2006-07.

Section II: Regional Six-Year TEA 21 Reauthorization Programming Plan

In October 2002, the Bay Area Partnership and associated committees discussed the six-year plan for programming TEA-21 Reauthorization STP, CMAQ, and TE funding and agreed on a 1 • 2 • 3 programming approach over a total of three cycles. In this original proposal, First Cycle was intended to program one fiscal year of Reauthorization funding, Second Cycle would program two years, and Third Cycle would program the remaining three years of Reauthorization. Since then, developments in the T-2030 Phase 1 decisions and regional funding needs have stimulated a modification to the six-year programming plan for TEA-21 Reauthorization. Since FY 2004-05 STP/CMAQ/TE revenues are not anticipated to substantially exceed the fund estimate assumptions in First Cycle and the redirection of TE into the State Transportation Improvement Program (STIP), the six-year TEA-21 reauthorization programming plan has been modified. As a result, programming will continue to span

three cycles, but each cycle will consist of two fiscal years worth of programming. The policies set forth herein reflect a 2 • 2 • 2 programming approach to Reauthorization.

The region will continue to program to the full apportionment level rather than Obligation Authority (OA) levels, with the stipulation that obligations for projects programmed in the last year of reauthorization are subject to the availability of OA. Projects funded through First, Second, and Third Cycles are subject to the project delivery policies (MTC Resolution No. 3606) adopted by the MTC Commission in October 2003. The bulk of new programming occurs in FY 2005-06 and beyond. Programming to full apportionment benefits the region with accelerated project delivery, results in lower project costs, and delivery of projects to the public sooner, which outweigh the risks of programming to higher levels than can be obligated in a given year. We have consistently been the beneficiaries of advanced federal obligation authority. However, since the region is programming STP, CMAQ, and TE prior to the reauthorization of TEA-21, Third Cycle programming will serve to balance prior programming activities from First and Second Cycles. This will ensure that the six-year programming is in consistent with the TEA-21 Reauthorization bill.

MTC and the Bay Area Partnership developed a strategy for programming federal and state funds to ensure that a balanced, reasonable mix of high priority transportation projects is achieved at the regional level. Pursuant to that discussion, the following factors must be considered in the development of priorities and procedures for programming STP, CMAQ, and TE funds:

- The diverse nature of the Bay Area transportation system requires multi-modal investments.
- A strategic mix of various fund sources will be required to meet the divergent needs of large versus small projects, and/or differences in the financial capabilities of Partnership sponsors.
- Maintaining and sustaining the existing system through replacement and rehabilitation of its infrastructure, coupled with effective management of that system, are high regional priorities in the RTP and must be provided for.
- This policy document is subject to revision once TEA-21 Reauthorization legislation is passed, but future policies are likely to retain these essential features.
- Projects selected must meet the program criteria of the STP, CMAQ, TE guidelines developed at the State and Federal Levels.
- Per the existing Memorandum of Understanding (MOU) between MTC and SACOG, Eastern Solano County CMAQ funding will be reserved for projects in the eastern portion of that county. Most of the nine-county MTC region lies within the Bay Area Air Quality Management District's Air Basin. One exception is the Eastern portion of Solano County, which lies within the Yolo/Solano Air Quality Management District's (YSAQMD) air basin. The Sacramento Area Council of Governments (SACOG) is responsible for air quality conformity of the YSAQMD's air basin, while MTC has the planning and programming authority for Eastern Solano County. The second exception is the Northern Sonoma air basin, which is an attainment area.

First Cycle

The First Cycle programming covers the minimal amount necessary to ensure a seamless transition

into TEA 21 reauthorization. Funding is programmed to projects with continuous annual funding needs and air quality management strategies, with the remaining balance used to address outstanding programming commitments arising from the OA shortfall from ISTEA and TEA 21. Due to a combination of a) OA limitations in the region, and b) annualized programming requirements for programs with operating or contractual commitments, Cycle One commits anticipated FY 2003-04 and 2004-05 STP, CMAQ, and TE revenues.

Second Cycle
Second Cycle will program anticipated STP, CMAQ, and TE apportionments for FY 2005-06 and 2006-07 and any unprogrammed apportionments from FY 2004-05. The recent California Transportation Commission (CTC) decision to redirect the TE funds into the Regional Transportation Improvement Program (RTIP) changes the TE funding distribution in the region. Beginning with FY 2003-04, half of the TE funds will be programmed to projects in each County's TLC/HIP program, while the other half will be programmed to TE eligible projects at each county's discretion. All of the TE funded projects will be administered through the RTIP in addition to any other programs the projects may fall under. Please refer to the 2004 RTIP Policies and Procedures for more specific details on the TE funding agreement between the counties and MTC (Resolution No. 3608).

This second cycle includes the "on-going commitment" category of projects, as well as new funding for the identified local streets and road shortfall, transit capital shortfall, regional and county TLC/HIP, Regional Bicycle and Pedestrian, and STIP Backfill funding as confirmed through Transportation 2030 and follow-up discussions between partner agencies. The fiscal climate under which this policy is developed has sparked temporary program adjustments to respond to the lack of available funding to ongoing projects. Several agreements have been incorporated into this policy as a result of the compromises. Specifically, $5 million from the Regional Operations, $18 million from the TLC/HIP, and $8 million from the Regional Bicycle and Pedestrian Program will be deferred to Third Cycle for programming. The programming capacity freed up by these deferrals will be dedicated towards backfilling existing STIP projects that are financial casualties of the recent state fiscal crisis. The Commission is expected to adopt Second Cycle programming 2004 and 2005, depending on the readiness of program categories.

Third Cycle
Third Cycle will cover two years of STP, CMAQ, and TE apportionments (FY 2007-08, and FY 2008-09), and include the continued programming of the project categories outlined in the Second Cycle and resulting from T-2030. Additionally, MTC will program the deferred programming from Second Cycle. The Third Cycle will continue to follow the direction adopted in Phase 1 T-2030 and account for any necessary program adjustments from First and Second Cycle activity based on the passage of TEA-21 Reauthorization. It is anticipated that Third Cycle will be programmed by September 30, 2006.

Spillover programming from Second Cycle, due to obligation authority limitations, may need to be accommodated in FY 2007-08 of Third Cycle. Because the region is programming to full apportionment rather than to OA, there may be insufficient OA to obligate all of the projects in the final year of the reauthorization act. Note that obligations for projects programmed in the last year of Cycle Three are subject to the availability of OA. It may therefore be necessary to carry the programming of these projects into the first year of the following transportation act.

The region intends to balance apportionments and obligation authority (OA) limitations of the forthcoming TEA-21 Reauthorization bill through Third Cycle.

Section III: 2005 Transportation Improvement Program (TIP) and Air Quality Conformity

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or subject to a federally required action, such as federal environmental clearance, and/or is regionally significant for air quality conformity or modeling purposes. All projects included in the MTC-prepared TIP must be derived from and/or consistent with the long-range transportation plan for the Bay Area, MTC's RTP. Federal regulations also require an opportunity for public comment prior to the TIP or any formal TIP amendment approvals.

Additionally, MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC must certify that, taken as a whole, the program of projects included in the TIP will not worsen air quality.

Projects approved as part of Second Cycle will be amended into the 2005 TIP. Because the air quality conformity finding is being performed on the 2005 TIP, any non-exempt projects that were not incorporated into the 2005 TIP air quality conformity finding will not be considered for funding in Second Cycle. In Eastern Solano County, non-exempt projects that were not incorporated into SACOG's 2003 TIP air quality conformity finding will not be considered for funding in Second Cycle. Specifically, for Eastern Solano County CMAQ project proposals, MTC encourages the Solano Transportation Authority to submit projects for immediate programming (prior to the adoption of the 2005 TIP) due to the possible air quality conformity issues facing the SACOG region. Future programming of non-exempt projects and access to funding is dependent upon the air quality conformity findings in the SACOG region. SACOG's air quality conformity status does not impact the ability to add or amend exempt projects in MTC's TIP.

Section IV: Public Involvement

Public Involvement Process

MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in MTC Resolution No. 2648. The MTC website provides information about MTC's projects and programs, the agency's structure and governing body and upcoming public meetings and workshops. It also contains all of MTC's current planning and programming documents and publications located in the MTC-Association of Bay Area governments (ABAG) Library. The site posts agendas and packets as well as audiocasts, making it possible for interested parties to listen at their convenience to all Commission and standing committee meetings held in the MetroCenter's Lawrence D. Dahms Auditorium.

The projects proposed for MTC's STP/CMAQ/TE program must be consistent with the Regional Transportation Plan (RTP). Extensive outreach is held throughout the nine-county San Francisco Bay area to solicit comments on major plans and programs. Meetings are located and scheduled to maximize public participation (including evening meetings). MTC also conducts workshops, community forums, conferences, and other events to keep the public informed and involved in various transportation projects and plans and to elicit feedback from the public and MTC's partners. Additionally, when programming projects from the RTP, MTC publicizes all of the committee meetings and provides written materials to accompany the agenda items.

Under the STP/CMAQ/TE Program, Congestion Management Agencies (CMAs) or equivalent agencies are also responsible for project selection for some categories of funding. Hence, CMAs are required to comply with MTC's public outreach standards. Below are suggestions for CMAs to pursue in seeking suggestions and comments on proposed projects that will be submitted to MTC for inclusion in the STP/CMAQ/TE Program. Further guidance is contained in the CMA Guidelines for Public Involvement Strategy for Transportation 2030.

- Hold public meetings to adequately cover the major population centers and sub-areas within the county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.
- Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when the CMA board will take action.
- In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.
- Make a concerted effort to publicize meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities.

Title VI

Investments made in the STP/CMAQ/TE program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, the CMAs must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

Section V: Fund Estimate

Baseline revenue assumptions for TEA-21 reauthorization legislation have not been established as of yet. First and Second Cycle Programs revenue projections are based on the 2001 RTP estimates and assumptions regarding TEA-21 Reauthorization. When Reauthorization legislation is passed, the approved funding levels and any necessary adjustments to First and Second Cycles will be reflected in Third Cycle.

Based on historical revenues and assumptions regarding TEA-21 Reauthorization, approximately $147 million in STP, $136 million in CMAQ (including Eastern Solano County), and $9.0 million in TE funds is available in Second Cycle. Any unprogrammed apportionments from FY 2004-05 will be programmed as part of Second Cycle to STIP Backfill projects. In September 2003, the California Transportation Commission voted to redirect TE apportionments from the regional STP-CMAQ program to the RTIP beginning with TEA-21 Reauthorization funding. In the 2004 RTIP policies, half of the TE funds will be dedicated to the STP/CMAQ/TE program for use on the TLC/HIP program.

Table 1: FY 2005-06 and 2006-07Second Cycle Estimated STP, CMAQ, and TE Revenues[1]

Program	Second Cycle Revenue (in thousands of dollars)
Surface Transportation Program	**146,900**
Congestion Mitigation and Air Quality Improvement Program (CMAQ)[2]	**131,300**
CMAQ – Eastern Solano County[2]	**4,800**
Transportation Enhancement Activities Program (TE)[3]	**9,000**
TOTAL	**292,000**

[1] Revenues based on 2001 RTP projections and assumptions about TEA-21 Reauthorization.
[2] Eastern Solano County CMAQ funds are listed separately and encompass four years worth of CMAQ apportionments, FY 2003-04 through FY 2006-07. The estimated annual apportionment is $1.2 million per fiscal year in CMAQ funds.
3 The TE funds represented here are the regional share (half) of the RTIP-TE that is to be dedicated to the County TLC Program.

Section VI: Programming Schedule

Development of the Second Cycle Program under these procedures will be done in accordance with the schedule outlined in Appendix A of this policy. This policy was developed in collaboration with the Bay Area Partnership and associated committees. STIP Backfill projects will be programmed under the 2004 RTIP in April. The Clean Air, Regional Operations, and CMA Planning categories will be programmed with the 2005 TIP update in July. Following policy adoption by the Commission in April, MTC will conduct a call for projects beginning in May, with a program adoption anticipated by December 2004 for the local streets and road and TLC/HIP programs. The Regional Bicycle and Pedestrian and Transit Capital Shortfall Programs will be programmed at a later date and amended into the Second Cycle Program.

Section VII: Second Cycle Programming Policies

A. General policies

- Second Cycle projects will be programmed based on TEA-21 legislative guidelines. Once TEA-21 Reauthorization is authorized, the projects adopted as part of Second Cycle will be reviewed for consistency with the new legislation.

- The STP, CMAQ, fund estimate for Second Cycle is based on the 2001 RTP revenue projections. When reauthorizing legislation is passed on TEA-21, the fund estimate will be updated to reflect the authorized funding revenue for STP, CMAQ. Any programming in excess of actual apportionments from First and Second Cycles will be carried over into FY 2007-08.

- Projects are subject to the provisions of the Regional Project Delivery Policies (MTC Resolution No. 3606, attached).

- The Eastern Solano County CMAQ funds will be available for programming as soon as projects are identified and brought forward by the Solano Transportation Authority.

- The Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds.

- Projects proposed must be either exempt or currently modeled in the air quality conformity finding of the 2005 TIP.

- MTC will have final program approval.

- The regional STP, CMAQ, and TE program is project specific. The STP, CMAQ, and TE funds for projects in an existing program are for those projects alone.

B. Eligible Project Categories

Categories eligible for funding include the following:

1. Clean Air Program
2. Regional Operations Programs
3. Planning Activities
4. Transit Capital Shortfall
5. Local Streets and Roads Shortfall
6. Transportation for Livable Communities/ Housing Incentive Program (TLC/HIP)
7. Regional Bicycle and Pedestrian Program
8. STIP Backfill
9. Lifeline Transportation Program

C. Project Category Specific Policies

The Clean Air Program: This category focuses on two specific programs: Spare the Air and the Eastern Solano CMAQ. The region has confirmed its commitment towards contributing regional funds to the Spare the Air campaign, and the project sponsor will apply for funding directly through MTC.

The administration of the Eastern Solano CMAQ funds differs slightly. MTC works with the Solano Transportation Authority (STA) to program CMAQ eligible projects in the Eastern portion of Solano County. Approximately four year's worth of CMAQ funds will be available for programming to eligible CMAQ projects in Eastern Solano County in Second Cycle. A portion of these funds may be dedicated to the regionally administered programs in an amount consistent with the services provided. MTC will accept funding requests from an STA approved list of projects. Hence, projects sponsors wishing to apply for CMAQ funds in Eastern Solano will need to consult the STA first. MTC will provide a target funding amount for the STA to develop a priority list of projects to fund with the CMAQ funds allotted to that part of the region. The STA will develop their project listing in consultation the Yolo/Solano Air Quality Management District. Projects must physically lie or directly impact the Eastern Solano portion of the county and must be eligible for CMAQ funding.

Regional Operations Programs: The projects eligible for this funding category include TransLink®, 511 TravInfo®, Regional Rideshare, TETAP, PTAP, Arterial Signal Re-timing, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and performance monitoring. These projects are administered at the regional level and are administered as operational or regional grant programs. Project sponsors in this category apply directly for funding through MTC. Five million dollars worth of programming in the Regional Operations program will be deferred to Third Cycle for programming.

Planning Activities: MTC continues to fund congestion management planning activities. Approximately 3% of the STP revenues are dedicated to the CMAs for planning. The planning funds are based on the estimated STP revenue assumptions adopted in the 2001 RTP. Each county CMA is guaranteed a minimum of $240,000, an increase from the minimum threshold of $140,000 provided during TEA 21. The CMA's are provided either the county's population share of 3% of the STP funds or $240,000, whichever figure is higher. In addition, $1.35 million ($150,000 for each of the county CMAs) will be targeted for transportation land use planning coordination with MTC under the Transportation for Planning and Land Use Solutions Program (T-PLUS). The TLC planning grant program also receives funds under this category, but is administered through a separate process. The planning grants are usually awarded on an annual basis and a call for projects is typically held in the Spring. Please refer to the TLC Planning Grant Program for more details.

Transit Capital Shortfall: According to the findings in Phase 1 of Transportation 2030 (T-2030), the Federal Transit Administration (FTA) Formula funds and available local revenues will fund less than $10 billion of the $11 billion in score 16 transit capital projects during the T-2030 period – leaving a shortfall of $1.3 billion. Through its T-2030 policies, the Commission made a commitment to dedicate regional discretionary funds, including STP funds, towards these remaining transit rehabilitation needs (for details on the specifications of Score 16 projects,

please refer to the transit capital priorities process). Table 1, below, shows the T-2030 shortfall by operator.

Table 1: Transportation 2030 Score 16 Shortfall by Operator

	AC Transit	BART	GGBHTD	Vallejo	Total
$s (In thousands)	143,386	1,073,005	36,103	43,395	1,295,889
% of Shortfall	11.1%	82.8%	2.8%	3.3%	100%

In April 2004, the Commission reserved the annualized shortfall amount to be met by STP funds, or $54.8 million in total, to meet this transit commitment. At the time, the Commission did not stipulate how the funds would be distributed to the transit properties, other than to condition that the programming would be dependent on the FTA formula fund distribution.

Since that time, there has been agreement to apportion the transit funds in accordance with the T-2030 shortfalls, with two significant caveats. First, the amount directed to BART will be used to meet their future fleet replacement needs – see additional detail below. Second, the residual amount will be directed to those operators with a score 16 shortfall after the FY 2005-06 and FY 2006-07 FTA formula funds have been programmed, with priority given to those operators that were identified as having a T-2030 shortfall. The table below identifies the funding targets for the transit capital element.

Operator	Funding Targets	
	$	%
BART	45,361,000	82.8%
All Other Operators with a Score 16 Shortfall Following the FY 2005-06 and FY 2006-07 FTA Programming (priority given to AC Transit, GGBHTD, and Vallejo)	9,423,000	17.2%
Total	54,784,000	100.0-%

Financing the BART Fleet Replacement

The T-2030 capital shortfall analysis revealed that BART's shortfall was driven by their fleet replacement project, which is scheduled for replacement beginning in FY 2013. To insure that funds will be available for the fleet replacement project, MTC in conjunction with BART will create a sinking fund so that the funds will be held in reserve until BART's fleet is eligible for replacement. However, because the STP funds have a three-year expiration date, the Commission will direct the STP funds to fund BART's Transbay Seismic Retrofit Program, and hold in reserve either Regional Measure 2 or BART's Measure AA general obligation bond proceeds—funds that would have otherwise been dedicated to BART's Transbay Seismic Retrofit Program—for the fleet replacement project.

It should be noted that any creative financing mechanism that uses RM2 funds will not change the amount of funding allocated to RM2 projects in the voter approved expenditure plan or the schedule for delivering those projects.

Local Streets and Roads Shortfall: The MTC Commission also reiterated their commitment towards alleviating the local streets and roads rehabilitation needs. Through the T-2030 process, county shortfall figures have been identified. Each county's funding target in Second Cycle, provided by MTC, is based on the annualized shortfall amount committed to in T-2030. Initial project solicitations will be conducted at the CMA level. Thereafter, each CMA will submit their approved list of funding requests to MTC for final program approval. Projects can include pavement and non-pavement elements. The local streets and road shortfall funding is intended for improving facilities on the Metropolitan Transportation System. However, the MTC Commission T-2030 policy does allow flexibility for counties to fund non-MTS projects in jurisdictions without MTS routes or those who can demonstrate there is no need on their MTS routes. The project sponsor must demonstrate a Pavement Condition Index number of 70 or greater on their MTS routes before being granted the exception to use these funds off of the MTS. First priority will be given to MTS projects within a jurisdiction. Flexibility for funding projects off of the MTS will be evaluated on a case-by-case basis by the various county CMAs. Each CMA may apply additional program criteria, as long as the modifications are consistent with the Second Cycle Programming Policies. See Appendix B for county funding targets.

TLC/HIP: This is a grant program that is administered through a separate call for projects and program guidelines and criteria. Overall the Transportation for Livable Communities/ Housing Incentive Program (TLC/HIP) must meet the criteria of the STP/CMAQ/TE program. However, the program is very specific and customized program guidance has been developed (For more details, please refer to Resolution No. 3618). While the project selection process is administered separately from Second Cycle, the schedule for the upcoming TLC/HIP program closely mirrors the Second Cycle schedule. The projects selected to receive TLC/HIP grants will be incorporated into the Second Cycle Program and TIP Amendment. Refer to MTC's website for additional application and TLC/HIP guidance information. The call for projects will be held in May of 2004, with a proposed project list anticipated by Fall 2004.

MTC reserves $27 million annually in STP, CMAQ, and TE funds for this program, for a total of $54 million in Second Cycle. In recognition of the economic situation the region currently faces, $36 million will be programmed in Second Cycle, with $18 million deferred to Third Cycle. Nine million of the $36 million in Second Cycle programming will be programmed as RTIP-TE funds as part of the County TLC program in the RTIP. The programming details for the County TLC RTIP-TE funds will be developed with the guidelines for the County TLC Program. This programming action will ensure compliance with Transportation Control Measure C, which requires that MTC commit $27 million dollars to the TLC program by 2006.

Regional Bicycle and Pedestrian: This is a grant program, funded at $8 million annually and is administered as a separate program by MTC in cooperation with the CMAs. Overall, this program must meet the framework of the STP/CMAQ/TE program. This is a newly introduced program in the STP/CMAQ/TE program, adopted through the T-2030 Phase 1 decisions. The program is designed to fund regionally significant bicycle and pedestrian projects. Geographic equity will be ensured over time, with each county receiving a minimum of 75% of their population share in any given grant cycle. The region will select projects for the remaining 25 %. CMAs select projects for the 75% and submit a prioritized project list for the 25% share to the

region. From the prioritized list of projects from each county, the region will select a final set of projects to be awarded the 25% funding. Over a 12-year programming period, counties will receive 100% of their county population share.

A CMAQ crediting option is available to counties with existing sales tax measures that commit a minimum of 5% of the sales tax measure funds to bicycle and pedestrian projects. Alameda and San Francisco County are the two counties meeting this threshold and are eligible for exercising the crediting option. The crediting option allows these counties to receive a CMAQ credit (of up to 60% of their 75% population-share funding distribution in the Regional Bicycle and Pedestrian Program) for county sales tax measure funds dedicated to regional bicycle and pedestrian projects. The CMAQ credit can be used on any CMAQ eligible project in the county.

This program will be funded at $32 million between fiscal years (FY) 2005-06 and 2008-09. A single call for projects for the entire $32 million is anticipated in late 2004, of which $8 million in selected projects will be amended into the 2005 TIP (over FY 2005-06 and 2006-07). Because the 2005 TIP does not extend beyond FY 2006-07, the remaining $24 million in projects that are ultimately selected in the Regional Bicycle and Pedestrian Program will be programmed in the 2007 TIP.

STIP Backfill: In consultation with the Partnership and individual project sponsors, MTC has deferred $5 million from the Regional Operations, $18 million from TLC/HIP, and $8 million from the Regional Bicycle and Pedestrian program in STP/CMAQ/TE funding. The deferred funds are being programmed to ready-to-go existing STIP projects that do not have sufficient funding due to the state's fiscal crisis. The repayment of the displaced programmatic funding in Second Cycle will be made up for in the Third Cycle of federal programming. Any remaining unprogrammed apportionments from FY 2004-05 will also be programmed to projects in this category.

Staff developed a number of Guiding Principles in making its final recommendation. High priority projects were deemed to be safety- related, necessary to meet air quality commitments, and critical to the rehabilitation of our existing system. As well, there are a number of high profile STIP projects that are relying on future Traffic Congestion Relief Program (TCRP) allocations to make them whole, with the TCRP funds completing complex funding packages for these projects. The $62 million made available will be committed to backfilling the STIP projects. The STP/CMAQ funding for STIP Backfill is being programmed to specific STIP projects in conjunction with the 2004 Regional Transportation Improvement Program (RTIP) Adoption (MTC Resolution No. 3612).

Lifeline Transportation Program: The goal of this new program is to support lifeline transportation services and seek to improve the mobility of low-income individuals through various funding and planning activities. The program will be administered by the County Congestion Management Agencies (CMAs) and funds will be distributed to each county based on an agreed upon formula. Standard evaluation criteria for the project selection will be jointly developed by the CMAs and MTC. Once the CMAs and MTC jointly approve the collection of projects to be awarded funding under this program, recipients will work with MTC to submit their projects into the TIP. The total amount of CMAQ funding contributing to this program is

$4.445 million, $1.545 million from First Cycle and $2.5 million from Second Cycle. The program is funded through other fund sources and the CMAQ funds are a contributory share of a larger program. The projects under this program are exempt from the Regional Project Delivery Policies and instead have an obligation deadline of April 1, 2007.

Table 2: Specific Program Policies Summary

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
Clean Air	This program category aims to support projects and programs that reduce air pollutants. Second Cycle has identified Spare the Air projects, Regional Express Bus Operations, and CMAQ projects in Eastern Solano County as eligible projects.	▪ E. Solano CMAQ Projects – CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval. ▪ Regional Express Bus and Spare the Air will apply directly through MTC	May 2004/ July 2004	$6.5 million
Regional Operations	This program category aims to manage the regional transportation system to improve the transportation system for users through traffic management, traveler information efforts, and transit service improvements.	Directly through MTC's Call for Projects	May 2004/ July 2004	$56 million
CMA Planning Funds	STP Planning, T-PLUS, and TLC/HIP Planning Grants.	▪ MTC staff will submit the planning grant funds directly ▪ TLC Planning Grants – Through the TLC/HIP Program Call for Projects	CMA Planning Funds – May 2004/ July 2004 TLC Planning Grants – TBA	$9 million
Transit Capital Shortfall	Transit capital rehabilitation projects, score 16 and above.	N/A	TBA	$55 million
Local Streets and Roads Shortfall	Local roadway rehabilitation projects on the Metropolitan Transportation System (MTS). Pavement and Non-pavement elements are both eligible for funding.	CMAs will solicit projects and subsequently submit an approved list of projects to MTC for final approval.	May 2004/ December 2004	$57 million
TLC/HIP	TLC/HIP projects	Through the TLC/HIP Program	May 2004/ December 2004	$36 million

[continued on next page]

Table 2: Specific Program Policies Summary (Continued)

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
Regional Bicycle and Pedestrian	The MTC Commission approved a new program category under T-2030 decisions to create a program dedicated specifically to funding bicycle and pedestrian programs.	Through the Regional Bicycle and Pedestrian Program	TBA	$8 million
STIP Backfill	Ready-to-go existing STIP projects (list of projects has been determined through collaboration with CMAs)	Directly through MTC's Call for RTIP Projects	April 2004	$62 million
Lifeline Transportation	That result in improved mobility for low-income residents of the counties, expected to be consistent with region Lifeline Program goals.	CMAs or other entity with concurrence from MTC will solicit projects and subsequently submit an approved list of projects to MTC for final approval.	January 2006	$2.5 million
			Total Second Cycle Program:	$292 million

D. Project Eligibility

1. **Eligible Projects.** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

   CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years, and fare subsidies), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, Fare subsidy programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the CMAQ Program Guidance (FHWA, April 1999).

2. **RTP Consistency.** Projects included in the Second Cycle STP, CMAQ, and TE Program must be consistent with the adopted Regional Transportation Plan (RTP), which federal law requires be consistent with federal planning and programming requirements. Each project to be included in the Second Cycle Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number and/or RTP travel corridor and whether the project is to be credited against the county's transit capital shortfall target.

3. **CMP Consistency.** Local projects must be consistent with the County Congestion Management Plan (CMP), or the adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the Second Cycle Program.

4. **Accommodations for Bicyclists, Pedestrians and Persons with Disabilities.** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." MTC's Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64".

   In selecting projects, the CMAs and project sponsors must consider federal, state and regional policies and directives regarding non-motorized travel, including, but limited to, the following:

Federal Policy Mandates
TEA-21 states that, "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted." (Section 1202)

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides a best practices concept as outlined in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure." (http://www.fhwa.dot.gov/environment/bikeped/Design.htm)

State Policy Mandates
California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the STP/CMAQ/TE Program, must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64 (http://www.dot.ca.gov/hq/tpp/offices/bike/DD64.pdf), states: "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

Regional Policy Mandates
All projects programmed in the STP/CMAQ/TE Program must consider the impact to bicycle transportation, pedestrians and persons with disabilities. Furthermore, it is encouraged that all bicycle projects programmed in the STP/CMAQ/TE Program support the Regional Bicycle Network. Guidance on considering bicycle transportation can be found in MTC's 2001 Regional Bicycle Plan (a component of the 2001 RTP) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional polices for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: http://www.mtc.ca.gov/projects/rtp/bicycle.htm

5. **Fully Funded Projects.** The Project Must Be Fully Funded. Section 134 (h) of Title 23 of United States Code states that the regional program "shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project". All local projects included in the Second Cycle Program must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Sample Resolution - Appendix B of this guidance.

MTC will program a project component only if it finds that the component itself is fully funded, either from STP, CMAQ, or TEA funds or from other committed funds. MTC will regard funds other than STP, CMAQ, and TE as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or other federal approval. Any cost increases are the responsibility of the project sponsor.

6. **Readiness Standards.** Project Phases Must Be Ready in the Year Proposed. Funds designated for each project component will only be available for obligation in the fiscal year in which the funds are programmed in the TIP. Once obligated, the sponsor will have five years, including the fiscal year in which the funds were obligated, to expend funds. For construction or equipment purchase projects (not applicable to FTA transfers), the project sponsor will have one year to award a contract and three years to expend funds. It is therefore very important that projects be ready to proceed in the year programmed.

E. Local Match

Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The Federal Highway Administration (FHWA) will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change. The local match for TE projects will be provided by the STIP.

F. Project Application Process and Criteria

Application Components: Project sponsors must submit a completed project application for each project proposed for funding in Second Cycle Program. MTC is migrating towards a universal online application for most of the funding programs administered by MTC. Applications for Second Cycle STP and CMAQ projects will be accepted through MTC's website (See Appendix C for details). In situations where a project sponsor cannot access MTC's online application, please contact MTC staff .

Applicants should apply for the appropriate fund source to the best of their knowledge. Where applicable and eligible, MTC will assign CMAQ funds to projects. For projects applying for CMAQ funds, an emissions benefit analysis will need to be submitted. CMAQ Emissions Benefit Analysis, available at: http://www.arb.ca.gov/planning/tsaq/eval/eval.htm. After the projects have been approved, applicants will also need to provide a resolution of local support and opinion of legal counsel (See Appendices D-F). MTC has the authority to deprogram projects that do not have a Resolution of Local Support and an Opinion of Legal Counsel on file.

Application Materials

		Notes:
1	STP and CMAQ Application	Accessible at: http://apps06.mtc.ca.gov/webfms/index.jsp.
2	CMAQ Emissions Analysis	Only applies to CMAQ eligible projects
3	Resolution of local support *	After MTC develops a draft list of projects, sponsors should begin developing their Resolution of Local Support.
4	Opinion of legal counsel *	After MTC develops a draft list of projects, sponsors should begin developing their Opinion of Legal Counsel.

* NOTE: Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the statements into the Resolution of Local Support.

G. Project Delivery

The Regional Project Delivery Policy (MTC Resolution No. 3606) establishes deadlines for funding in the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Transportation Equity Act for the Twenty-First Century (TEA-21) Reauthorization. Projects programmed in Second Cycle of TEA-21 Reauthorization are subject to the provisions of MTC Resolution No. 3606 (Attached).

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone. It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

STP, CMAQ, and TE funds are programmed in the fiscal year the project is to be obligated by FHWA or transferred to FTA. Projects selected in Second Cycle are expected to be obligated in FY 2003-04 through 2007-08. A project sponsor may not be reimbursed for expenditures made prior to the authorization to proceed. Therefore, the project sponsor must not incur costs prior to an authorization to proceed from FHWA (or authorization for Advance Construction (AC)), or a transfer of funds to FTA (or pre-award authority). The following are highlighted milestones.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Delivery Policy which enforces fund obligation deadlines and project substitution for STP, CMAQ, and TE funds (MTC Resolution No. 3606).

Field Review for Federally Funded Local Projects. By requesting funding for a federally-funded project in the TIP, the project sponsor agrees to contact Caltrans and schedule and complete a project field review within 6-months of MTC's approval of the project in the TIP. This requirement only applies to projects receiving federal funds subject to FHWA local federal-aid field review requirements. It does not apply to projects for which a field review would not be applicable (such as FTA transfers, regional customer service projects and planning activities).

Environmental Documentation Submittals. Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined *Programmatic Categorical Exemption* as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible to deliver the complete environmental submittal in a timely manner.

Obligation/Submittal Deadlines. The implementing agency is required to deliver a complete and valid funding obligation / FTA Transfer request package to Caltrans Local Assistance by April 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by April 1 of the programmed year will have first priority for available OA. If the project is delivered after April 1 of the programmed year, the funds will not be the highest priority for obligation in the event of Obligation Authority (OA) limitations, and will compete with projects advanced from future years for limited OA. Fund obligation/FTA transfer requests submitted after the April 1 deadline will be viewed as subject to reprogramming.

Within the formula-based programs, such as county guaranteed funding returned to counties based on a population share the Congestion Management Agencies (CMAs) may adjust programming up until April 1of the programmed year, swapping funds to a ready project in order to utilize all of the programming capacity, subject to available OA. The substituted project(s) must still obligate the funds within the original funding deadline.

Encumbrance/Liquidation/Project Close-Out Deadlines. STP and CMAQ funds must be encumbered by an approved State funding agreement within one state fiscal year after the fiscal year of obligation. Furthermore, the funds must be fully liquidated (expended, invoiced and reimbursed), within four state fiscal years after the fiscal year in which the funds were obligated, and the project must be accepted and closed out within five state fiscal years after the fiscal year in which the funds were obligated.

For funding programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

H. Project Amendments

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. All proposed changes will be reviewed by MTC staff before any formal actions on

program amendments are considered by the Commission. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the Transportation Improvement Program (TIP).

Appendix A: Schedule of Activities

- STP, CMAQ, and TE - TEA 21 Reauthorization: Second-Cycle Programming Schedule of Activities 2004			
Date	Local Streets and Roads Shortfall	TLC/HIP Program Cycle 1	Regional Bicycle and Pedestrian & Transit Capital Shortfall Programs
January – March 2004	Development of policies with Partnership Board and Advisory Council		
April 9, 2004		**POC** review and recommendation of Draft TLC/HIP Program Guidelines	
April 14, 2004	**PAC** review and recommendation of Draft 2nd Cycle Program Guidelines		
April 28, 2004	Commission adoption of 2nd Cycle Program Guidelines	Commission adoption of TLC/HIP Program Guidelines	Commission adoption of Bicycle and Pedestrian Program Policies
May 1, 2004	Program Development/ Issue Call for Projects	Issue Call for Projects	Development of the Bicycle and Pedestrian Program. A call for projects is anticipated in Fall 2004. More details will follow as developments progress for both the Regional Bicycle and Pedestrian Program and the Transit Capital Shortfall Program.
June 31, 2004		End Call for Projects (12 weeks)	
July 2004		Project Screening Executive Staff Review of Draft TLC/HIP Program	
August - September 2004	Aug. 31 - End Call for Projects (4 months)		
September 2004	Presentation of Program to Partnership Technical Advisory Committee		
October 6, 2004	PAC Mailing of Draft 2nd Cycle STP/CMAQ Program (including TLC/HIP Program), and TIP Amendment Project Lists		
October 13, 2004	PAC Review and authorization to release Draft 2nd Cycle STP/CMAQ Program and TIP Amendment and begin the public comment period		
October 18, 2004	Release Draft Programs for Public Comment/ Begin Public Comment Period		
November 10, 2004	PAC conducts public hearing review and recommendation of Project Lists		
November 19, 2004	End Public Comment Period		
December 8, 2004	PAC review and recommendation of Draft 2nd Cycle STP/CMAQ, and TIP Amendment Program		
December 22, 2004	Commission approval of 2nd Cycle STP/CMAQ, and TIP Amendment Program		
January/ February 2005	Caltrans, FHWA, and FTA approval of 2005 TIP Amendment		

Appendix B: Funding Targets for CMA Solicitation Programs

Eastern Solano CMAQ:
The Solano Transportation Authority, in consultation with the Yolo-Solano Air District may solicit CMAQ projects for the Eastern part of Solano County in the amount listed.

County	Total Second Cycle Funding Target
Eastern Solano	$ 4,800,000

Local Streets and Roads Shortfall: Each County's local streets and roads shortfall funding target in Second Cycle is based on the MTS shortfall needs calculated through T-2030. The annual need is based on 1/25th of the RTP Local Streets and Roads shortfall need. The following is the funding breakdown by county.

Table X: Local Streets and Roads Funding Targets			
County	MTS Shortfall Need (% Share)		Total Second Cycle Funding Targets (rounded up to nearest thousand)
Alameda	10%		$ 5,728,000
Contra Costa	11%		$ 6,135,000
Marin	6%		$ 3,380,000
Napa	6%		$ 3,376,000
San Francisco	9%		$ 5,346,000
San Mateo	7%		$ 3,738,000
Santa Clara	28%		$ 16,074,000
Solano	3%		$ 1,887,000
Sonoma	20%		$ 11,652,000
Total	100%		$ 57,316,000

* Amounts are approximate and funding is subject to availability. Some funds may be in FY 2007-08.

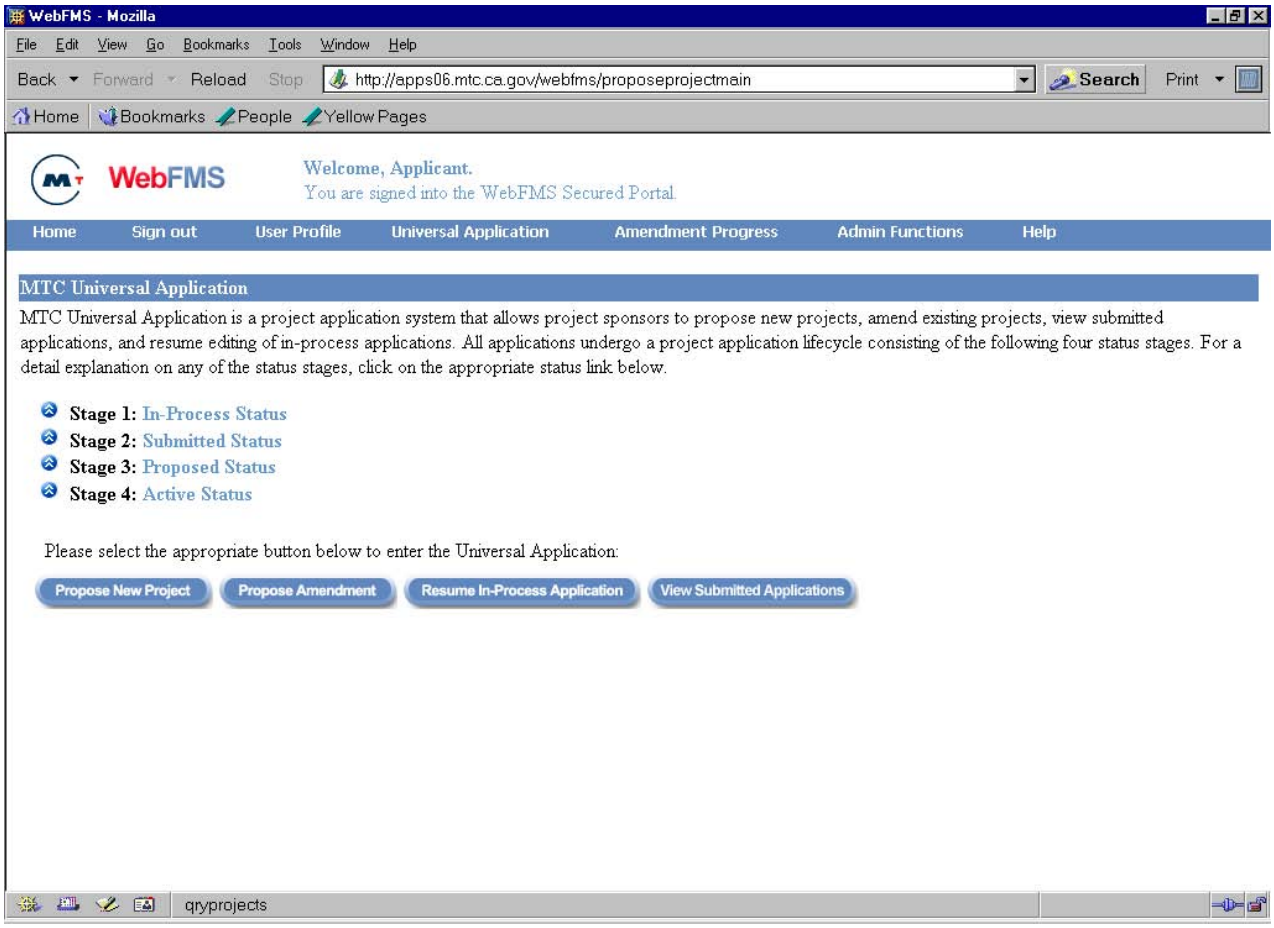
Appendix C: Second Cycle Application
General Guidelines

The Universal Application is a project application system that allows project sponsors and transit agencies to propose new projects to MTC, propose amendments to existing projects, view submitted applications, and resume editing of In-Process applications. The application is accessible at http://apps06.mtc.ca.gov/webfms/index.jsp. Please Contact Raymond Odunlami at 510-464-7717 for any technical problems with WebFMS. The following pages contain sample screen shots and instructions for the online application.

Setting up a Profile
Before an applicant may submit an application, a user profile must be created, confirmed, and approved by the WebFMS Fund Administrator. When entering the homepage of the WebFMS system, click on the "Sign In" tab. A link that will enable you to begin the process of setting up a profile will appear. Your profile should be set up in one working day of your submittal. After your profile has been set up, you will be able to proceed with the application submittal.

Note that if you are not currently signed onto the WebFMS Secure Portal, you will not see the Universal Application link. This link is only provided to transit operators and agencies to submit new project and project amendment applications.

Universal Application
PRE-STEP: Entering the Application Portal
After signing in, you will notice a "Universal Application" tab will appear in the blue bar at the top of the page. Click on the "Universal Application" tab. The Universal Application Main Menu presents the user with several options (shown below). Since the most common function will be to propose a new project, the instructions herein will reflect a new project application.



Click this button to begin an application for a new project.

Click this button to begin an application for an amendment to an existing transportation project.

Click this button to resume an In-Process application. Users who have saved their application but have not submitted the application should click this button. Also applications that are declined would be found here.

Click this button to view all submitted applications. Once applications have been submitted, users cannot make any more changes to the application, unless the application is later declined.

STEP 1: General Project Information

WebFMS - Universal Application - Mozilla

File Edit View Go Bookmarks Tools Window Help

Back Forward Reload Stop http://apps06.mtc.ca.gov/webfms/uaentry?dest=newproject Search Print

Home Bookmarks People Yellow Pages

WebFMS - Universal Application

Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review

Project General Information - Step 1

Glossary | Application Assistant | Contact Us

**Project Title (Not to exceed 50 characters):

*County:

*Sponsor:

*Implementing Agency:

Example

Project Title: SR 29 Rio Del Mar Intermodal Station

County: Napa

Sponsor: Amer Canyon

Implementing Agency : Amer Canyon

** These fields must be inputted before navigating to another step.

* These fields must be inputted before the application can be submitted.

Next Save Submit Cancel

Done

STEP 2: Description

WebFMS - Universal Application - Mozilla

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WebFMS - Universal Application

Welcome, Applicant.
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Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review

Project Description - Step 2 | Glossary | Application Assistant | Contact Us

*Mode:
*Type:
*Purpose:
*Project Description (Not to exceed 200 characters):
*Expanded Project Description:
*Transportation Problem to be addressed:

Example

Mode: Transit

Type: Mass Transit - Buildings & Oth

Purpose: Expansion

Project Description: American Canyon: Southwest corner of SR29 & Rio del Mar; Construct intermodal station including parking for 30 vehicles, bus transfer with a covered stop, bike racks & lockers.

Expanded Project Description: City of American Canyon: Southwest corner of SR29 & Rio del Mar; Construct intermodal station including new parking spaces for 30 vehicles, bus transfer lanes to accommodate up to 25 buses, covered stops for passengers, and 50 bike racks and lockers.

Transportation Problem to be addressed: Provide passenger amenities to encourage safe and comfortable transit use thereby increasing transit ridership.

* These fields must be inputted before the application can be submitted.

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Done

STEP 3: Location Information

WebFMS - Universal Application - Mozilla

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WebFMS - Universal Application

Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review

Project Location - Step 3 | Glossary | Application Assistant | Contact Us

State Hwy Route:

Post Miles: From: (Miles) To: (Miles)

Post KM: From: (KM) To: (KM)

Map: Browse...

(Please attach a map file or mail a copy of the map of the project to MTC. Acceptable file formats are jpg, gif, png, pdf, doc)

Area: Non-Urbanized Area

*State Assembly Districts: 1 6 7 8 11 12 13 14 15 16 18 19 20 21 22 23 24 28

*State Senate Districts: 2 3 4 7 8 9 10 11 13 15

*Congressional Districts: 1 3 6 7 8 9 10 11 12 13 14 15 16

Example

Route: 880

Map: vtaprojname.gif

* These fields must be inputted before the application can be submitted.

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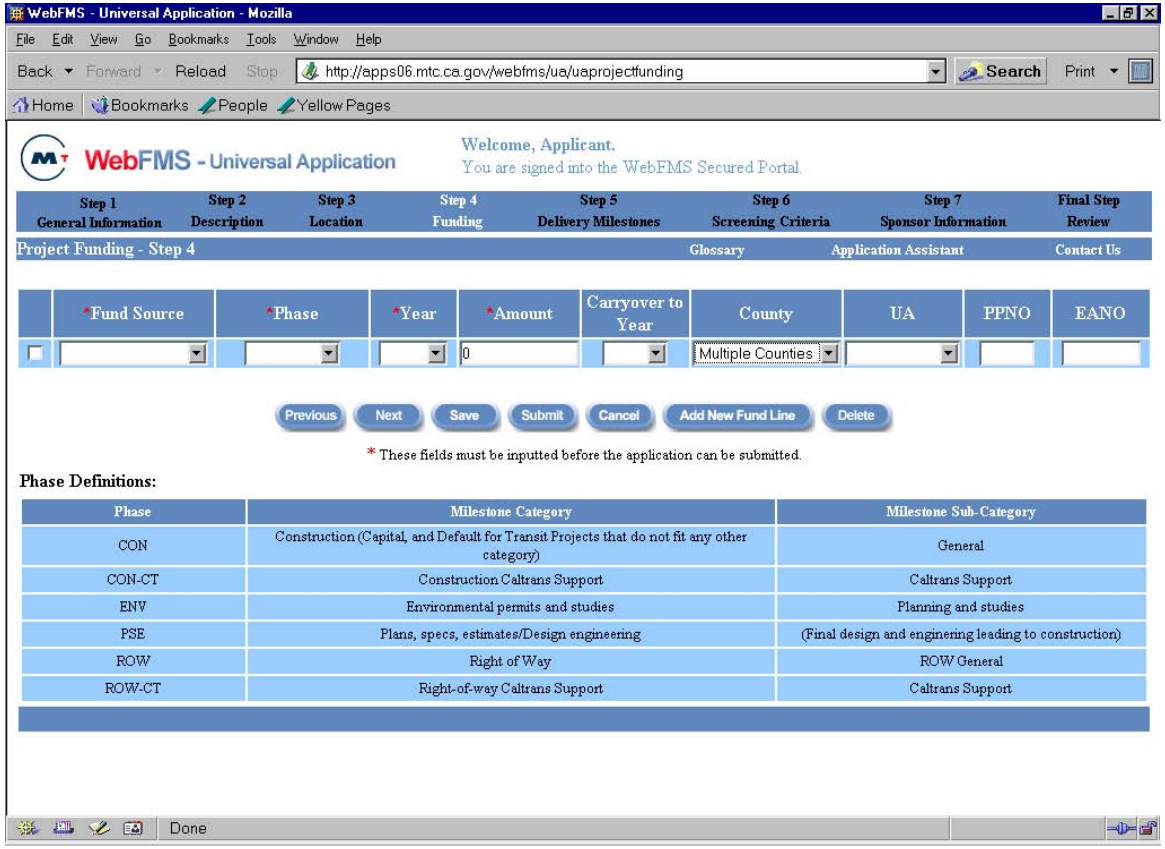
Done

STEP 4: Funding Information

Project Phases: Applicants must separate the projects and submit the funding according to project in the following four components:

1. Environmental Document and Preliminary Engineering (EDPE)
2. Final Design, Plans, Specifications, and Estimates (PS&E)
3. Acquisition of right-of-way (ROW), and right of way related activities
4. Construction, construction management and engineering, including surveys and inspections, equipment acquisition, and purchase of rolling stock. (CON)

Project Costs: Funding amounts for any component shall be rounded to the nearest $1,000.
Fiscal Years of Programming: The Second Cycle Program covers a two-year period, FY 2005-06 and FY 2006-07.



STEP 5: Delivery Milestones

WebFMS - Universal Application - Mozilla

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WebFMS - Universal Application

Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review

Project Milestones - Step 5 Glossary Application Assistant Contact Us

	Month	Year
*Begin Environmental Studies:		
*End Environmental Studies:		
*Begin Design Engineering:		
*End Plans, Specs, and Estimates:		
*Begin R/W Certification:		
*Advertise Construction (Ready to list):		
*Begin Construction (Award):		
*Project Completion:		

* These fields must be inputted before the application can be submitted.

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STEP 6: Screening Criteria

WebFMS - Universal Application - Mozilla

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WebFMS - Universal Application

Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review

Project Screening - Step 6 | Glossary | Application Assistant | Contact Us

* Have the needs of non-motorized travelers been considered in the design of the project and is the project consistent with Caltrans Deputy Directive 64? Click here for more information on Caltrans Deputy Directive 64

* Is non-motorized travel impeded by this project?

If yes, has a cross-facility, non-motorized access been included in the project?

* Has a parallel non-motorized facility been designed to accomodate non-motorized travelers?

* Have you reviewed local county, and regional bike plans for roadway design consistency?

If applicable, please attach an excerpt from the bike plan in the vicinity of your project (Acceptable file formats are jpg, gif, png, pdf, doc): Browse...

* Is project consistent with MTC's RTP, other regional, local plans and programs (e.g. most recently adopted Short Range Transit Plan)?

SRTP Reference: FY Adopted: SRTP Page:
RTP Reference: FY Adopted: RTP Page: RTP Reference Number:
List other applicable plans:

* Is project supported by an adequate financial plan with all sources of funding identified and has

Done

STEP 7: Sponsor Information

WebFMS - Universal Application - Mozilla

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WebFMS - Universal Application

Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review

Project Sponsor - Step 7 Glossary Application Assistant Contact Us

Sponsor ☐ Use User Profile Data

*Agency Name:
*First Name:
Middle Initial:
*Last Name:
*Title:
*Address Line 1:
Address Line 2:
*City:
*State: CA
*Zip Code:
*Telephone:
Fax:
*E-mail:

Implementing Agency ☐ Same as Sponsor

*Agency Name:
*First Name:
Middle Initial:
*Last Name:
*Title:
*Address Line 1:
Address Line 2:
*City:
*State: CA
*Zip Code:
*Telephone:
Fax:
*E-mail:

* These fields must be inputted before the application can be submitted.

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Appendix D: Sample Resolution of Local Support

STP, CMAQ, and TEA Second Cycle Project Application

Resolution No. _____

AUTHORIZING THE FILING OF AN APPLICATION FOR FEDERAL SURFACE TRANSPORTATION PROGRAM AND CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM FUNDING FOR (project name) AND COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE PROJECT

WHEREAS, the Transportation Equity Act for the 21st Century (TEA 21) (Public Law 105-178, June 9, 1998) and the TEA 21 Restoration Act (Public Law 105-206, July 22, 1998) continue the Surface Transportation Program (23 U.S.C. § 133 and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, pursuant to TEA 21, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program in Second Cycle for the following project:

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

1) the commitment of necessary local matching funds of at least 11.47%; and
2) that the sponsor understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with Surface

Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
4) that the sponsor understands that funds must be obligated by June 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TE Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TE funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TE funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the Surface Transportation Program or the Congestion Mitigation and Air Quality Improvement Program of TEA-2I Reauthorization in the amount of ($ STP/CMAQ request) for (project description) ; and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

1) (applicant) will provide ($ match amount) in local matching funds; and

2) (applicant) understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding for the project is fixed at ($ STP/CMAQ amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

4) The program funds are expected to be obligated by June 30 of the year the project is programmed for in the TIP.

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP**.**

Appendix E: Sample Opinion of Legal Counsel

STP, CMAQ, and TE Second Cycle Project Application

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix D. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the STP, CMAQ, and TE Program; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for STP, CMAQ, and TE Program

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the STP, CMAQ, and TEA First Cycle Program made available pursuant to the Reauthorization of TEA 21 Legislation.

1. (Applicant)_____ is an eligible sponsor of projects for the STP, CMAQ, and TE Program.
2. (Applicant) _____ is authorized to submit an application for STP, CMAQ, and TE Program funding for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for STP, CMAQ, and TE Program funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

_____
Legal Counsel

_____
Print name

Appendix F: Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the 'Opinion of Legal Counsel' within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TE Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TE Program for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TE funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided in (Appendix E).

Appendix G: Regional Project Delivery Policy

Metropolitan Transportation Commission
Regional Project Delivery Policy
for TEA-21 Reauthorization - STP and CMAQ Funding
MTC Resolution No. 3606

General Policy

The region has established deadlines for funding in the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Transportation Equity Act for the Twenty-First Century (TEA-21) Reauthorization.

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone.

It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. All proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the Transportation Improvement Program (TIP).

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles.
Final decisions regarding the reprogramming of available funds will be made by the Commission.

Project Cost Savings/Reductions in Scope/Project Failures

From time to time projects may be completed at a lower cost than anticipated, or have a minor reduction in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must notify MTC, Caltrans and the appropriate county Congestion Management Agency (CMA), within a timely manner, that the funds resulting from these 'project savings' will not be used.

Project savings accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the formula-based programs, such as county guaranteed funding returned to counties based on a population share, are available for redirection by the CMAs within the formula program, subject to Commission approval.

Project savings within regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the 3% planning funds for CMA planning activities, are available for redirection by the Commission.

For all programs, the projects using the redirected savings prior to the obligation deadline must still obligate the funds within the original deadline.

Project savings or unused funding realized after the obligation deadline return to MTC. Any funds that have been obligated but remain unused will be deobligated from the project and returned to the Commission for redirection.

Project Advances

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and State Budget Authority (SBA) in a particular year, with current programmed projects that have met the delivery deadlines having priority for OA in a given year. Advanced obligations will be based on the availability of OA and will only be considered after April 1, and before June 30 of each fiscal year. In some years, OA may not be available for advancements until after June 30, but the request for the advanced OA must still be received by Caltrans prior to June 30.

Implementing agencies wishing to advance projects may request Advance Construction (AC) authorization from Caltrans (or pre-award authority from FTA) to proceed with the project using local funds until OA becomes available.

Specific Policy Provisions

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, (or difficulties in meeting the provisions of the regional delivery policy) to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or permanent loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Funds to be Obligated/Transferred in the Fiscal Year Programmed in the TIP**

  STP and CMAQ funds are to be programmed, up to the apportionment level for that fiscal year, in the TIP within the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP). This will improve the overall management of federal Obligation Authority (OA) within the region and improve the likelihood that OA and State Budget Authority (SBA) will be available for projects that are programmed in a particular fiscal year.

- **Field Reviews**

  Implementing agencies are required to request a field review within 6 months of MTC's approval of the project in the TIP for federal-aid projects receiving funding through the STP and CMAQ programs that are subject to AB 1012 or regional obligation deadlines. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable (such as FTA transfers, regional customer service projects and planning activities).

  Failure for an implementing agency to make a good-faith effort in scheduling and/or obtaining a field review from Caltrans Local Assistance within six months of programming into the TIP could result in the funding being subject to reprogramming.

- **Complete Environmental Submittal to Caltrans 12 months prior to Obligation Deadline**

  Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined *Programmatic Categorical Exemption* as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way or construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being subject to reprogramming. The requirement does not apply to FTA transfers, regional customer service projects or planning activities.

- **Obligation/Submittal Deadlines**

  Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

  In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by April 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by April 1 of the programmed year will have first priority for available OA. If the project is delivered after April 1 of the programmed year, the funds will not be the highest priority for obligation in the event of Obligation Authority (OA) limitations, and will compete with projects advanced from future years for limited OA. Fund obligation/FTA transfer requests submitted after the April 1 deadline will be viewed as subject to reprogramming.

  Within the formula-based programs, such as county guaranteed funding returned to counties based on a population share the Congestion Management Agencies (CMAs) may adjust programming up until April 1of the programmed year, swapping funds to a ready project in order to utilize all of the programming capacity, subject to available OA. The substituted project(s) must still obligate the funds within the original funding deadline.

  For funding programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of June 30th of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed in the TIP, and receive an obligation/FTA transfer of the funds by June 30th of the fiscal year programmed in the TIP. For example, projects programmed in FY 2005-06 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of April 1, 2006 and an obligation/FTA transfer deadline of June 30, 2006. Projects programmed in FY 2006-07 have an obligation request submittal deadline (to Caltrans) of April 1, 2007 and an obligation/FTA transfer deadline of June 30, 2007.

- Submittal Deadline: April 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).
- Obligation Deadline: June 30 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

April 1 - Regional submittal deadline. Compete package submittals received by April 1 of the fiscal year programmed in the TIP will receive first priority for obligations against available OA.

April 2 – June 30 - Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by June 30. If OA is limited, these projects would compete for OA with projects advanced from the following fiscal year on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to June 30, in order to receive the funds within that federal fiscal year.

June 30 - Regional obligation deadline. Funds not obligated (or transferred to FTA) by June 30 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years, must request the advance prior to June 30, in order to receive the funds within that federal fiscal year.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Authorization of Advance Construction (AC) satisfies the regional obligation deadline requirement.

• Encumbrance/Liquidation/Project Close-Out Deadlines

STP and CMAQ funds must be encumbered by an approved State funding agreement within one state fiscal year after the fiscal year of obligation. Furthermore, the funds must be fully liquidated (expended, invoiced and reimbursed), within four state fiscal years after the fiscal year in which the funds were obligated, and the project must be accepted and closed out within five state fiscal years after the fiscal year in which the funds were obligated.

The following provisions are required in order to ensure no funds are lost after obligation. Failure to meet these requirements will result in the potential loss of funding for reimbursement of incurred project costs.

- Funds must be encumbered within one state fiscal year following the fiscal year in which the funds were obligated (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers.
- Construction/Equipment Purchase contract must be awarded within one state fiscal year following the fiscal year in which the construction funds were obligated (this requirement does not apply to FTA transfers).
- Funds must be liquidated (expended, invoiced and reimbursed) within four state fiscal years following the fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers).
- Project must be accepted and closed out within one year of the last expenditure, or within five state fiscal years following the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers).
- For FTA projects, funds must be approved/awarded in an FTA Grant within one state fiscal year following the fiscal year in which the funds were transferred to FTA.

Funds that miss the encumbrance, liquidation/project close out deadlines are subject to de-obligation if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance.

Implementing agencies with projects that require reappropriation in the State budget, or require a CWA from the California Department of Finance, or fail to meet the post-obligation provisions, or have projects that have been inactive for more than two years, regardless of federal fund source, are subject to MTC restrictions on receipt of OA for subsequent projects, and/or limitations on future programming of funds until the reappropriated/ inactive projects are cleared up and a firm commitment date is provided to Caltrans Local Assistance for meeting the next project milestone.

MTC	State FY 1	State FY 2	State FY 3	State FY 4	State FY 5	State FY 6
Milestone Deadline	June 30	June 30	June 30	June 30	June 30	
Programming						
Obligation						
Encumbrance						
Award						
Liquidation						
Project Close-Out						

- ## Inactive Projects

  Most projects can be completed well within the state's seven-year deadline for project close-out. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than a few years. It is expected that funds for completed phases will be invoiced within a reasonable time of completion of work for the phase, and projects will be closed out within a reasonable time following project completion.

  Implementing agencies that have projects that have not been closed out within one year of final expenditure, or have projects that remain inactive for more than two years, regardless of federal fund source, will have future OA limited for subsequent projects, and/or have restrictions on future programming. Completed phase invoicing and project close-out within a reasonable time will help ensure the implementing agency remains in good standing.

The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has purposefully established regional deadlines in advance of state deadlines, to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential problems and bring the project back on-line in advance of losing funding due to a missed state deadline.

Although the policy is limited to the regional STP and CMAQ funds managed by MTC, the state deadlines sited apply to all federal-aid funds administered by the state. Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.

APPENDIX A – 7

Project Selection Processes

Guidance for TEA-21 Reauthorization Third Cycle Programming Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) Funds In FY 2007/08 – 2008/09

MTC Resolution No. 3723

Date: December 21, 2005
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3723

This resolution adopts the Project Selection Criteria, policies and programming for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA) Third Cycle, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2007-08 and FY 2008-09 STP/CMAQ funds to be amended into the currently adopted 2005 Transportation Improvement Program (TIP) and subsequent 2007 TIP.

The resolution includes the following attachments:

Attachment A – Third Cycle STP/CMAQ Project Selection Criteria, and Programming Policy
Attachment B – Third Cycle Project List

Further discussion of the Third Cycle STP/CMAQ Project Selection Criteria and Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated December 14, 2005.

Date: December 21, 2005
W.I.: 1512
Referred By: PAC

RE: SAFETEA Third Cycle STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3723

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Third Cycle STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Third Cycle for inclusion in the 2005 Transportation Improvement Program (TIP) including the subsequent 2007 TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2005 TIP and the subsequent 2007 TIP will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) Third Cycle STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Third Cycle STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2005 TIP and the subsequent 2007 TIP, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the TIP; and be it further

RESOLVED that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on December 21, 2005

Date: December 21, 2005
W.I.: 1512
Referred by: PAC

SAFETEA

Third Cycle STP/CMAQ Project Selection Criteria and Programming Policy

Representing FY 2007-08 and FY 2008-09

Third Cycle STP/CMAQ
Policy and Programming

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BACKGROUND

The Third Cycle Project Selection Criteria and Programming Policy guides the programming of a two year increment of federal funding (FY 2007-08 and FY 2008-09), which is authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA). SAFETEA authorizes $255.5 billion in funding for federal surface transportation programs nationwide over five years (fiscal years 2004-05 through 2008-09), an average annual increase of 41 percent over levels in the previous act, the Transportation Equity Act for the 21st Century (TEA-21).

A portion of SAFETEA funding is directed to regional planning agencies, such as MTC, in the State of California for local programming. Among the various transportation programs established by SAFETEA, the Commission has discretion over regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. The subject of the *SAFETEA Third Cycle STP/CMAQ Project Selection Criteria and Programming Policy* is how the region is to use this flexible pot of transportation dollars to fund transportation needs in the MTC region and implement the strategies and objectives of the Regional Transportation Plan, also referred as Transportation 2030 (T2030). T2030 is the Bay Area's comprehensive roadmap to guide transportation investments in mass transit, highway, airport, seaport, bicycle and pedestrian projects over 25 years. The programs recommended for funding under the Third Cycle Project Selection Criteria and Programming Policy, as well as those under prior SAFETEA programming cycles are an outgrowth of the transportation needs specifically identified by T2030.

Over the life of SAFETEA, $900 million in STP/CMAQ funding is anticipated to be apportioned to the Metropolitan Transportation Commission. The Commission has already programmed four of the six years represented by SAFETEA, or roughly $600 million: First Cycle, including the Augmentation Round, represented fiscal years 2003-04 and 2004-05, and Second Cycle represented FYs 2005-06 and 2006-07, leaving $300 million for the Third Cycle, representing the final two years, FYs 2007-08 and 2008-09.

The prior two programming cycles continued MTC's practice of proceeding with the advance programming of funds in anticipation of the passage of the upcoming transportation reauthorization act to ensure a continuous and seamless programming process for federal funding. Advance programming of STP/CMAQ funds enables the region to commit funds to projects as soon as funding is made available, and allow sponsors sufficient time to proceed with the projects and meet federal and state (AB 1012) funding deadlines. This strategy of advance programming has been beneficial to the Bay Area by accelerating project delivery and allowing the region to obtain additional obligation authority (OA) from other regions in California.

The region will also continue its practice of programming to the full apportionment level rather than OA levels, with the stipulation that obligations for projects programmed in the last year of SAFETEA are subject to the availability of OA. In the case that OA is not sufficient in this last year, the Commission would consider the option of carrying over unobligated projects into the beginning years of the SAFETEA Reauthorization. All funds must be obligated by May 31, 2009.

GENERAL PROGRAMMING POLICY

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. For example, Transportation 2030 was developed under a highly comprehensive public involvement program, lasting nearly two years, which included but was not limited to summits, telephone polls, web-based surveys, thirty targeted workshops with specific stakeholder groups and workshops hosted by congestion management agencies in each of the nine Bay Area counties. MTC provides many methods to fulfill this commitment, as outlined in MTC Resolution No. 2648. Under the STP/CMAQ Program, Congestion Management Agencies (CMAs) are responsible for project selection for several categories of funding, for example the Local Streets and Roads Shortfall Rehabilitation Program. Hence, CMAs are required to comply with MTC's public outreach standards as outlined in CMA Guidelines for Public Involvement Strategy for Transportation 2030.

    - Hold public meetings to adequately cover the major population centers and sub-areas within the county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.
    - Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when the CMA board will take action.
    - In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.
    - Make a concerted effort to publicize meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities.

Furthermore, investments made in the STP/CMAQ program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, the CMAs must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

2. **2005 and 2007 Transportation Improvement Programs (TIP)**. Projects approved, as part of the STP/CMAQ Third Cycle Program, must be amended into the 2005 TIP, which is currently in force, or into the new 2007 TIP, which will be adopted by MTC in July 2006. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes.

3. **Commission Approval of Programs and Projects**. Federal funds are not accessible to a project sponsor until its project funding is included or "programmed" in the Transportation Improvement Program (TIP). The following steps lead up to the final TIP programming action by the Commission, which constitutes the final approval of funding to a program or project:

   a) *Program Development* including the development of objectives, eligibility, and program rules. Staff develops federal funding programs in cooperation with the Partnership including public input; and takes the final program policy/rules or any subsequent revisions to the Commission for approval.

   b) *Selection of Projects:* A program and its policies, which are approved by the Commission, govern the selection of projects. Attachment B, "Project List", to Resolution 3723 sets forth the programs and projects to be funded under the Third Cycle Programming Policy. With the exception of indivisible projects/programs where no subsequent project selection occurs, many programs will require the subsequent selection of a set of projects that meet the program rules and criteria.

   Depending on project selection responsibility, there are two scenarios: a selection process managed by outside agency staff and their governing boards or a process undertaken by MTC staff and the Commission. In the first case, where the responsibility for project selection in the framework of a Third Cycle funding program is assigned to Congestion Management Agencies (CMAs) or other outside agencies (i.e. County TLC Program, Local Streets and Roads Rehabilitation Shortfall Program), Attachment B will be amended by MTC's Executive Director to reflect actions taken by the Commission to amend the projects in the TIP. However, in the second case where responsibility for project selection in the framework of a Third Cycle funding program is assigned to MTC staff, any amendments to Attachment B will initially be taken to the Commission for their information and approval; and will be accompanied by a TIP Amendment, concurrently taken to the Commission for approval.

   c) *TIP amendment*: All projects selected for funding in the Third Cycle program must be in the TIP. Therefore, MTC will take action on each project as the funds are included in a TIP Amendment. MTC's Executive Director will update Attachment B to reflect approval of the funds in the TIP.

4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2005 air quality conformity finding has been completed for the 2005 TIP, any non-exempt projects funded by the Third Cycle program that were not incorporated in the finding need to be incorporated into the conformity analysis as part of the 2007 TIP development process in Spring 2006.

5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

6. **Application, Resolution of Local Support, and Opinion of Legal Counsel.** Project sponsors/implementing Agencies must submit a completed project application for each project proposed for funding. The project application consists of three parts: 1) an online application or amendment to an existing TIP project accessible through MTC's WebFMS system at http://www.mtc.ca.gov/funding/fms_intro.htm, 2) Resolution of Local Support approved by the Project Sponsor/ Implementing Agency's Board, and 3) Opinion of Legal Counsel. Sponsors of projects that have previously received STP/CMAQ or FTA funds do not need to submit a new Resolution of local support or opinion of Legal Counsel. Refer to MTC's website for templates of the Resolution of Local Support and Opinion of Legal Counsel.

7. **Project Screening and Compliance with Regional and Federal Requirements:** MTC staff will perform a review of projects proposed for the Third Cycle STP/CMAQ Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. In addition, sponsors must adhere to directives related to non-motorized travel and regional delivery policy, and have the required local matches.

   - Federal Project Eligibility: STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

     CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years, and fare subsidies), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, fare subsidy programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the CMAQ Program Guidance (FHWA, April 1999).

   - RTP Consistency: Projects included in the Third Cycle STP, CMAQ, Program must be consistent with the adopted Regional Transportation Plan (RTP), which federal law requires be consistent with federal planning and programming requirements. Each project to be included in the Third Cycle Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

- Accommodations for Bicyclists, Pedestrians and Persons with Disabilities: Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." MTC's Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64". Furthermore, in selecting projects, the CMAs and project sponsors must consider other federal, state and regional policies and directives regarding non-motorized travel

- Regional Project Delivery Policy. Third Cycle STP/CMAQ funding is available in the following three fiscal years: FY 2006-07, 2007-08, and 2008-09. Funds may be programmed in any one of these years, conditioned upon the availability of obligation authority (OA). However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Third Cycle funds to be obligated no later than May 31, 2009. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within Federal Fiscal Year that the funds are programmed in the TIP.

  All Third Cycle funding is subject to the regional Project-Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606). Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy, which enforces fund obligation deadlines, and project substitution for STP and CMAQ funds. All funds are subject to new award, invoicing and project close out requirements. Project sponsors must sign project supplementary agreements and award construction contracts within six months of obligation; and subsequently request reimbursements every six months. The failure to meet these deadlines will result in the deobligation of any unexpended fund balances for the project.

- Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.

- Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional STP/CMAQ program is project specific and the STP and CMAQ funds programmed to projects are for those projects alone. The STP/CMAQ Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional STP and CMAQ funds. Project sponsors are responsible for securing the necessary non-federal match, and for cost increases or additional funding needed to complete the project including contingencies.

THIRD CYCLE FUND ESTIMATE

Over the life of SAFETEA, based on the most recently available estimates, $900 million is anticipated to come to the Metropolitan Transportation Commission. To date, the Commission has programmed three of the five years of SAFETEA or roughly $600 million: First Cycle, including the Augmentation Round, represented fiscal years 2003-04 and 2004-05, and Second Cycle represented FY 2005-06 and 2006-07. This leaves a fund estimate of $300 million in programming capacity to fund MTC programs during Third Cycle. This Third Cycle Policy fully programs the uncommitted balance of SAFETEA. Nonetheless, MTC staff will be tracking FHWA refinements to revenue forecasts this autumn and will continue to pursue future opportunities to capture obligation authority over the tenure of the SAFETEA time period from other regions in the State, which could realize additional federal funding for a possible future "bonus" round of programming.

SAFETEA (STP & CMAQ) MTC Region	**(millions of $)**
SAFETEA Estimated Revenues to the MTC Region	$900
Committed Funding (over first and second cycle programming policies)	$600
Total Available for Third Cycle Programming	$300

THIRD CYCLE FUNDING OBJECTIVES AND PROGRAMMING CATEGORIES

FUNDING OBJECTIVES

The proposal directs the newly available programming increment of $300 million to address transportation needs. There were preliminary discussions about the framework of the Third Cycle program starting with the development of Second Cycle. The rationale for establishing this framework is that a number of programs – such as TLC/HIP and Regional Bike/Pedestrian were being delayed to accommodate obligation authority (OA) carryover from TEA-21, as well as critical rehabilitation needs, and stalled State Transportation Improvement Program (STIP) project needs. The Third Cycle funding proposal as presented in Table 1 reflects those commitments as embodied in Resolution 3615, which essentially continues funding established STP/CMAQ supported programs into the Third Cycle up to the $300 million available.

PROGRAMMING CATEGORIES

The approach in the development of Third Cycle Programming Policy has been based largely on the continuation of those programs established in early cycles of SAFETEA programming. These programs as discussed earlier have a basis in the transportation needs identified in Transportation 2030. Table 1 below presents overall proposed Third Cycle funding commitments followed by a detailed discussion of the program categories. Appendix A-1 provides a summary of all the funding categories under the Third Cycle Program and their policies. Furthermore, specific information on some of the eligible projects and distribution methodology are presented in Appendices A-2 through A-6.

Table 1: Third Cycle Funding Proposal Summary

Funding Categories	Proposed 3rd Cycle Commitments Rounded to $ Millions
1. Clean Air	$17
2. Regional Operations	$44
3. CMA Planning Activities	$11
4a. Local Streets and Road Shortfall	$66
4b. Transit Capital Shortfall	$64
5. TLC/HIP	$74
6. Regional Bike/Pedestrian	$24
TOTAL Commitments:	$300

1. The Clean Air Program

($17 million) This category focuses on two specific programs: Spare the Air and the Eastern Solano CMAQ. The region has confirmed its commitment towards contributing regional funds to the Spare the Air campaign, and the project sponsor will apply for funding directly through MTC.

The Bay Area Air Quality Management District, established the Spare the Air Program in 1991, to reduce air pollution and provide advance notice when a "bad air day" (a day when air quality is forecast to exceed federal standards) is likely to occur. The Third Cycle Policy continues the $1 million annual contribution to the BAAQMD for the Spare the Air program, as previously committed. A component of this program is the Free Transit Commute Campaign whereby commuters are given free transit rides during the a.m. peak on a designated “Spare the Air Day”. This program would be expanded for the duration of SAFETEA. This requires an additional $5 million annually for three years beginning in FY 2006-07 for the Free Transit Commute Campaign (the timing of the Spare the Air season is realigned to recognize that next year’s season will occur in FY 2006-07). Unused balances of Second Cycle funding, owing to fewer than expected free transit days will offset three million dollars of this amount. These efforts are meant to address the Bay Area’s non-attainment status for the 8-hour ozone standard.

The Partnership had voiced concerns about the effectiveness and proposed level of funding for the Spare the Air – Free Transit Program. As a result the Partnership and the Air District agreed that the program’s funding needs would be reconfirmed based on the evaluation of program effectiveness after the FY 2006-07 “Spare the Air” season. The results of this evaluation, would either support the proposed programming to the Spare the Air Program or provide a basis for reducing the required level of funding for the Spare the Air Program redirecting any residual funds not used by the program to address on-going air quality goals.

The administration of the Eastern Solano CMAQ funds differs. The basis of this program is the distinct CMAQ apportionment that MTC receives from Eastern Solano County in the Sacramento air basin, a separate air basin from the Bay Area Quality Management District’s. MTC works with the Solano Transportation Authority (STA) to program CMAQ eligible projects in the Eastern portion of Solano County in consultation with the Sacramento Area

Council of Governments (SACOG). According to a mutual memorandum of understanding, priority for this funding is guided by any TCMs adopted by the District. MTC staff has met with Solano Transportation Authority staff to discuss the Eastern Solano CMAQ apportionments for Third Cycle. An agreement was reached whereby MTC retained a portion of the CMAQ apportioned to Eastern Solano County (Sacramento Air Basin) to fund regional programs and projects that directly benefit this geographic area and are CMAQ eligible. STA would receive approximately $2.5 million in the Third Cycle two-year period. The STA will develop their project listing in consultation with SACOG. All projects must physically lie or directly impact the Eastern Solano portion of the county and must be eligible for CMAQ funding.

2. Regional Operations Programs
($44 million) The projects eligible for this funding category include TransLink®, 511 TravInfo®, Regional Rideshare, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and Performance Monitoring. These projects are administered at the regional level and are administered as operational programs.

(See Appendix A-2 for program breakdown of this funding category.)

3. CMA Planning Activities
($11 million) The Congestion Management Agencies (CMAs) proposed increasing the level of STP funding (also known as STP 3% Planning Funds) that is provided to them for staff functions to support the administration of MTC program and project monitoring functions. During the First and Second Cycles, each CMA was guaranteed a minimum of $240,000, an increase from the minimum threshold of $140,000 provided during TEA 21.

In response to this request, $1.8 million in additional funds are reserved at this time to increase planning support. Roughly $1.2 million (or $135,000 per county) is proposed as the increased funding level in FY 2006-07, the first year of the next STP 3% Planning Fund agreement period, which covers FY 2006-07 to FY 2008-09. The remaining $0.6 million is held in reserve pending a review of annual funding needs for CMAs in light of MTC's current Strategic Plan recommendations. MTC staff will work with the CMAs as soon as practical but prior to July 2006 to define these needs so that an understanding of the level of funding and source of planning support funding for FY 2007-08 and FY 2008-09 can be established.

(See Appendix A-3 for program breakdown.)

4a. Local Streets and Roads Rehabilitation Shortfall
($66 million) This program directs funding to the Local Streets and Road Rehabilitation Shortfall (LSRS) Program and distributes funds based on a hybrid of the county T2030 funding shortfalls and the proposed new methodology for the next long-range plan. Through the T2030 process, county shortfall figures have been identified. Project solicitations will be conducted by the CMAs. Thereafter, each CMA will submit their approved project list of funding requests to MTC for final program approval.

(See Appendix A-4 for program breakdown.)

- Funds for LSR Rehabilitation will be distributed to the counties based on a "hybrid" formula that takes an average between the LSR distribution formula used in the Second Cycle, based on T2030 identified local streets and roads rehabilitation shortfalls; and the new proposed LSRS distribution formula, as developed by the Local Streets and Roads Committee and agreed to by the Partnership. The hybrid approach serves to transition from the old methodology to the new one. The new formula uses factors beyond a needs basis such as population, lane mileage, rehabilitation shortfalls, and performance criteria. The new formula would be applied to future cycles of the program. As with the Cycle 2 Programming, the County CMAs will select which projects are to receive LSRS Program funding within their respective counties.

- Eligible projects include pavement and non-pavement elements on public roads functionally classified above rural minor collector (federal-aid eligible facilities). This includes placement of additional pavement surfacing and/or other work necessary to return an existing structure or roadway, including shoulders, to a serviceable condition. Generally, the eligible non-pavement activities and projects are replacement of features that currently exist on the roadway facility. Pavement rehabilitation and preventive maintenance strategies should extend the service life of a facility for a minimum of 5 years. This program does not fund routine maintenance projects.

- Capacity-expansion projects, right of way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges are not eligible activities. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also not eligible for this program. Each CMA may apply additional program criteria, as long as the modifications are consistent with the Second Cycle Programming Policy.

- MTC's pavement management system, StreetSaver™, is used by 107 of the 109 cities and counties in the Bay Area and the software has been instrumental in accurately establishing the rehabilitation needs of local streets and roads in the region. The proposed projects must be based on the analysis results from an established Pavement Management System (PMS) for a jurisdiction. The sponsoring agency must have a certified PMS, MTC's or equivalent, for submitting rehabilitation and preventive maintenance projects. MTC is responsible for verifying the certification status. A list of jurisdiction certification status can be found at www.mtcpms.org/ptap/cert.html.

- The STP funds available for programming are assigned from federal apportionments in fiscal years (FYs) 2007-08, and 2008-09. LSRS funds can be programmed in any of these two years, and also may be advanced and programmed in FY 2006-07 based on project sponsor needs. The actual availability of federal funds is contingent upon the availability of obligation authority (OA), and all funds must be obligated by May 31, 2009.

- $0.8 million STP funding will be taken off the top of the program to fund the continuation of the Pavement Technical Assistance Program (PTAP) for one year (FY

2007-08). The remainder of the program funding $65.2 million will be distributed to the Counties for programming to local streets and road rehabilitation projects. Further commitments to sustain the PTAP program as a regionally funded program will be taken up as part of the development of the next Regional Transportation Plan.

- California Streets and Highways Code Section 182.6(d)(2) requires that a portion of STP funds be set aside and guaranteed for use by each county, based on 110% of the apportionment of Federal Aid Secondary (FAS) (rural) funding in FY 1990-91. MTC staff have been tracking the FAS set-aside requirement and are aware of three counties that have not received their guaranteed set aside for the SAFETEA period, and will therefore need to receive guaranteed funding in the Third Cycle LSRS Program. These counties are: Alameda County ($987,000); Contra Costa County ($902,000); and Solano County ($1,056,000). With the programming of these amounts to these counties in Third Cycle, all counties will have met the FAS set aside requirements for the SAFETEA period. This requirement does not preclude counties from being programmed more funding than is required by the statute.

4b. Transit Capital Rehabilitation Shortfall
($64 million) This program funds transit rehabilitation projects and is being held in reserve pending discussions by the Partnership and among general managers of transit properties in the Bay Area. The Third Cycle Programming Policy will be amended to reflect the consensus on how this funding should be applied to transit rehabilitation needs in the region. Staff is anticipated to bring the project selection policies for this program back to the Commission for consideration in Fall 2006.

5. Transportation for Livable Communities/Housing Incentive Program (TLC/ HIP)
($74 million) The TLC/HIP category encompasses TLC/HIP Planning Grants, Regional TLC Capital Grants, the Regional Housing Incentive Program, the County TLC/HIP, and the nascent Station Area Plan Program. The TLC/HIP is a grant program intended to help municipalities plan and construct community-oriented transportation projects. The program is administered through a separate call for projects and program guidelines and criteria. The Regional TLC/HIP program is administered by MTC staff and is regionally competitive. The County TLC/HIP program is funded by federal Transportation Enhancement (TE) and CMAQ funding and is selected by the region's congestion management agencies. The Station Area Planning Program was launched by the Commission as a pilot program in July 2005 to support MTC's Transit Oriented Development Policy. The Station Area Planning Program will fund specific plans, zoning amendments, and station access designs to assist local jurisdictions with meeting corridor-level development thresholds as directed by the TOD policy. Twenty-four plans are to be prepared under the Third Cycle Station Area Planning program.

The CMAQ funds available for programming are assigned from federal apportionments in fiscal years (FYs) 2007-08, and 2008-09 to the CMAs for programming to local TLC/HIP projects through the County TLC/HIP program. Funds may be programmed in any of these two years, and also may be advanced and programmed in FY 2006-07 based on project sponsor needs. The actual availability of federal funds is contingent upon the availability of obligation authority (OA), and all CMAQ funds must be obligated by May 31, 2009. This program is also supplemented by federal Transportation Enhancement (TE) Funding, which is programmed by

the CMAs through the STIP. During Second Cycle programming it was assumed that $27.839 million in TE funding would be available for the County TLC program. However, The California Transportation Commission has revised its TE estimates in the 2006 STIP Fund Estimate reducing the TE funding by $1.944 million. The TE and CMAQ funding now available for the County TLC/HIP program is $0 (zero) in First Cycle, $9.0 million in Second cycle and $25.895 million in Third Cycle for a total of $34.895 million. (See Appendix A-5 for County TLC/HIP program breakdown)

The projects selected to receive TLC/HIP grants will be incorporated into the Third Cycle Program through a TIP Amendment. The next "call for projects" for the TLC Capital Program and the Station Area Planning Program be held in Spring 2006, with a proposed project list anticipated by October 2006 to be amended into the 2007 TIP.

6. Regional Bicycle and Pedestrian Program

($24 million) This is a grant program, funded at $8 million annually and is administered as a separate program by MTC in cooperation with the CMAs. This program debuted in the STP/CMAQ Second Cycle program, adopted through the T2030 Phase 1 decisions. The program is designed to fund regionally significant bicycle and pedestrian projects. Geographic equity will be ensured over time, with each county receiving a minimum of 75% of their population share in any given grant cycle. The region will select projects for the remaining 25 %. CMAs select projects for the 75% and submit a prioritized project list for the 25% share to the region. From the prioritized list of projects from each county, the region will select a final set of projects to be awarded the 25% funding. Over a 12-year programming period, counties will receive 100% of their county population share.

Over the course of SAFETEA the Regional Bicycle and Pedestrian Program (RBPP) was envisioned to receive $32 million for the four- year period from FY 2005-06 through 2008-09. For the Second cycle, a single call for projects for the regionally competitive program took place last winter and $8 million (25% of the program) was programmed in June 2005. In the Third Cycle, the remaining $24 million ($8 million was deferred from Second cycle) will fund the County Regional Bicycle and Pedestrian Program, being programmed at the discretion of the county congestion management agencies.

The CMAQ funds available for programming are assigned from federal apportionments in fiscal years (FYs) 2007-08, and 2008-09. Funds can be programmed in any of these two years, and also may be advanced and programmed in FY 2006-07 based on project sponsor needs. The actual availability of federal funds is contingent upon the availability of obligation authority (OA), and all funds must be obligated by May 31, 2009.

A CMAQ crediting option is available to counties with existing sales tax measures that commit a minimum of 5% of the sales tax measure funds to bicycle and pedestrian projects. Alameda and San Francisco County are the two counties meeting this threshold and are eligible for exercising the crediting option. The crediting option allows these counties to receive a CMAQ credit (of up to 60% of their 75% population-share funding distribution in the Regional Bicycle and Pedestrian Program) for county sales tax measure funds dedicated to regional bicycle and pedestrian projects. The CMAQ credit can be used on any CMAQ eligible project in the county. (See Appendix A-6 for program breakdown.)

SCHEDULE

Third Cycle addresses SAFETEA apportionments over two fiscal years: FY 2007-08 and FY 2008-09. The majority of programming will occur in these two years. However, MTC staff is accepting requests to program the Third Cycle increment of funding in the year preceding these two years, FY 2006-07 to assist the region to better manage obligation authority.

Funding for those programs and projects needing to be programmed in FY 06-07 will be on an expedited schedule in order to be included in the current 2005 as a TIP amendment no later than the February 2006. This deadline is necessary in order to give sponsors enough time to meet FY 06-07 obligation deadlines and to accomplish programming before the 2005 TIP is "shut down" as a prelude to developing the new 2007 TIP from March through June 2006.

In contrast, programs and projects wishing to program funding in FY 07-08 or FY 08-09 need to wait until the development of the new 2007 TIP, which will newly incorporate these two years of programming. Projects can be added in Spring 2006 as part of the 2007 TIP development process or wait to amend into the 2007 TIP after it is approved by the U.S. Department of Transportation anticipated October 2006. After the approval of the 2007 TIP, TIP amendments will be accepted on an ongoing basis.

Additionally, some programs, such as the Regional Bicycle and Pedestrian Program and the County TLC/HIP programs, are administered at the congestion management agency level. MTC staff is allowing CMAs broad latitude in the programming schedule providing that all of the projects are obligated prior to May 31, 2009. As a result many of the program schedules have not yet been determined. Consequently, refer to Appendix A-1 for specifics on the schedules of the various programs under the Third Cycle STP/CMAQ Policy.

PROJECT LIST

Refer to Attachment B of Resolution 3723, which contains the list of projects to be programmed under the SAFETEA STP/CMAQ Third Cycle Program. MTC staff will update the attachment to reflect Commission actions taken to include projects or project amendments in the TIP.

APPENDIX A-1: THIRD CYCLE PROGRAM AND POLICIES SUMMARY

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
1. Clean Air	This program category aims to support projects and programs that reduce air pollutants. Third Cycle has identified Spare the Air project, Free Transit Commute Campaign, and CMAQ projects in Eastern Solano County as eligible projects.	E. Solano CMAQ Projects – CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval into the TIP. Spare the Air and Free Transit Commute Campaign -- BAAQMD will apply directly through MTC	TBD April 2006	$17 million
2. Regional Operations	This program category aims to manage the regional transportation system to improve the transportation system for users through traffic management, traveler information efforts, and transit service improvements.	MTC will program these projects directly into the TIP.	April 2006	$44 million
3. CMA Planning Activities	3% STP Planning and T-PLUS.	MTC will program these funds directly into the TIP.	CMA Planning Funds – April 2006	$11 million
4a. Local Streets and Roads Rehabilitation Shortfall	Local roadway rehabilitation projects on the Federal-Aid System. $0.8 million of this program will be used to fund the continuation of the Pavement Technical Assistance Program (PTAP).	CMAs will solicit projects and subsequently submit an approved list of projects to MTC for final approval. MTC will program these funds directly into the TIP.	TBD by each CMA to be obligated no later than FY 2008-09 April 2006	$66 million
4b. Transit Capital Rehabilitation Shortfall	To be held in reserve pending discussions with the General Mangers and the Partnership.	N/A	TBD	$64 million

APPENDIX A-1: THIRD CYCLE PROGRAM AND POLICIES SUMMARY (CONTINUED)

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
5. TLC/HIP & Station Area Planning	TLC/HIP Capital Program, TLC/HIP Planning Program, and Station Area Planning Program County TLC/HIP Program	MTC will solicit projects and program into the TIP The CMAs will select projects for the County TLC/HIP Program and subsequently submit an approved list of projects to MTC for final approval into the TIP.	First Call Spring 2006; Future TBD TBD by each CMA to be obligated no later than FY 2008-09	$74 million
6. Regional Bicycle and Pedestrian	Third Cycle funding will be directed to the County component of the RBP Program. The regionally competitive component was programmed in the Second Cycle.	The CMAs will select projects for the County RBP Program and subsequently submit an approved list of projects to MTC for final approval.	TBD by each CMA to be obligated no later than FY 2008-09	$24 million
Total Third Cycle Program:				$300 million

SAFETEA STP/CMAQ Third Cycle
Appendix A-2: Regional Operations Programs
December 21, 2005

	Third Cycle		
Regional Operations	**07/08**	**08/09**	**Total**
511 - TravInfo™	8,000	7,000	15,000
TransLink®	2,200	0	2,200
Ride share	3,700	1,700	5,400
Freeway Operations/ Traffic Operations System (TOS)	4,300	2,200	6,500
Incident Management	5,200	5,400	10,600
Regional Transit Information System (RTIS)	1,500	1,500	3,000
Regional Transit Marketing and Market Research Services	700	700	1,400
Performance Monitoring	200	200	400
Regional Operations Total	**$25,800**	**$18,700**	**$44,500**

SAFETEA STP/CMAQ Third Cycle
Appendix A-3: CMA Transportation / Land Use and 3% Planning Activities
December 21, 2005

			Preliminary Augmentation *			FY 2007-08			FY 2008-09			
County	2005 DOF Population	% of Region's Population	FY 2006-07 Preliminary * Augmentation Amount	FY 2007-08/ FY 2008-09 * Augmentation Remaining Balance	Total Preliminary * Augmentation Amount	3% Planning Based on SAFETEA Estimates **	Transportation / Land Use	Total	3% Planning Based on SAFETEA Estimates **	Transportation / Land Use	Total	Total
Alameda	1,507,500	21.24%	135,000	65,000	200,000	540,000	150,000	690,000	540,000	150,000	690,000	$1,580,000
Contra Costa	1,020,898	14.39%	135,000	65,000	200,000	360,000	150,000	510,000	370,000	150,000	520,000	$1,230,000
Marin	252,485	3.56%	135,000	65,000	200,000	240,000	150,000	390,000	240,000	150,000	390,000	$980,000
Napa	133,294	1.88%	135,000	65,000	200,000	240,000	150,000	390,000	240,000	150,000	390,000	$980,000
San Francisco	799,263	11.26%	135,000	65,000	200,000	280,000	150,000	430,000	290,000	150,000	440,000	$1,070,000
San Mateo	723,453	10.19%	135,000	65,000	200,000	260,000	150,000	410,000	260,000	150,000	410,000	$1,020,000
Santa Clara	1,759,585	24.79%	135,000	65,000	200,000	620,000	150,000	770,000	630,000	150,000	780,000	$1,750,000
Solano	421,657	5.94%	135,000	65,000	200,000	240,000	150,000	390,000	240,000	150,000	390,000	$980,000
Sonoma	478,440	6.74%	135,000	65,000	200,000	240,000	150,000	390,000	240,000	150,000	390,000	$980,000
Total	7,096,575	100%	$1,215,000	$585,000	$1,800,000	$3,020,000	$1,350,000	$4,370,000	$3,050,000	$1,350,000	$4,400,000	$10,570,000

* $1.8 Million Preliminary Augmentation: $1,215,000 availabe in FY 2006/07, with remaining balance available following determination of final augmentation amount.

** Each county receives a minimum of $240,000.

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SAFETEA STP/CMAQ Third Cycle
Appendix A-4: Local Streets and Roads Rehabilitation Shortfall
December 21, 2005

County	T2030 LS&R Formula ("Old MTS" Shortfall)		Revised "New" LS&R Formula *		Hybrid Formula * - 3rd Cycle Programming -	
	(% Share)	($ Amount)	(% Share)	($ Amount)	(% Share)	($ Amount)
Alameda **	10%	$6,520,000	17.9%	$11,668,235	13.9%	$9,090,000
Contra Costa **	11%	$7,172,000	14.3%	$9,323,306	12.6%	$8,250,000
Marin	6%	$3,912,000	4.7%	$3,052,730	5.3%	$3,480,000
Napa	6%	$3,912,000	3.2%	$2,059,559	4.6%	$2,990,000
San Francisco	9%	$5,868,000	9.7%	$6,342,704	9.4%	$6,110,000
San Mateo	7%	$4,564,000	10.4%	$6,788,571	8.7%	$5,680,000
Santa Clara	28%	$18,256,000	21.1%	$13,759,482	24.6%	$16,010,000
Solano **	3%	$1,956,000	7.5%	$4,884,409	5.2%	$3,420,000
Sonoma	20%	$13,040,000	11.2%	$7,321,004	15.6%	$10,180,000
SubTotal	100.0%	$65,200,000	100.0%	$65,200,000	100.0%	$65,200,000
PTAP						$800,000
Total						$66,000,000

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Notes:

** "Revised LS&R Formula" is based on 31% Population, 31% Lane Mileage, 31% Arterial & Collector Shortfall, & 7% Performance. The Hybrid Formula used for Third Cycle takes the Average between the old formula and new formula.*

** Counties that need to program a guaranteed minimum to the County itself to meet state statute - California Streets and Highways Code Section 182.6(d)(2): Alameda County ($987,000); Contra Costa County ($902,000); and Solano County ($1,056,000). This requirement does not preclude counties from being programmed more funding that what is required by the statute.

SAFETEA STP/CMAQ/TE Third Cycle
Appendix A-5: TLC / HIP Program: County Element
December 21, 2005

County	Cycle 1		Cycle 2			Cycle 3		
	2003-04	2004-05	2005-06	2006-07	2007-08	2007-08	2008-09	2006 STIP Total
County TLC - RTIP TE (Enhancement) Funding *								
Alameda	0	0	0	1,130	746	1,216	2,040	5,132
Contra Costa	0	0	0	681	449	844	1,365	3,339
Marin	0	0	0	214	141	277	444	1,076
Napa	0	0	0	133	88	181	287	689
San Francisco	0	0	0	577	381	612	1,126	2,696
San Mateo	0	0	0	595	393	606	1,259	2,853
Santa Clara	0	0	0	1,322	873	1,690	2,715	6,600
Solano	0	0	0	346	228	375	626	1,575
Sonoma	0	0	0	424	279	466	766	1,934
Total:	0	0	0	5,422	3,578	6,267	10,628	25,895

* Non-Federal Match to federal TE funds included in the RTIP TE amounts

County			Cycle 2			Cycle 3		
	2005 DOF Population	% of Region's Population	2005-06	2006-07	2007-08	2007-08	2008-09	SAFETEA Total
County TLC - CMAQ Funding **						4,500	4,500	9,000
Alameda	1,507,500	21.2%	0	0	0	950	950	1,900
Contra Costa	1,020,898	14.4%	0	0	0	650	650	1,300
Marin	252,485	3.6%	0	0	0	160	160	320
Napa	133,294	1.9%	0	0	0	80	80	160
San Francisco	799,263	11.3%	0	0	0	510	510	1,020
San Mateo	723,453	10.2%	0	0	0	460	460	920
Santa Clara	1,759,585	24.8%	0	0	0	1,120	1,120	2,240
Solano	421,657	5.9%	0	0	0	270	270	540
Sonoma	478,440	6.7%	0	0	0	300	300	600
Total:	7,096,575	100.0%	0	0	0	4,500	4,500	9,000

** Project Sponsor must provide non-federal match of 11.5% to the CMAQ amounts listed.

County	Cycle 1		Cycle 2			Cycle 3		
	2003-04	2004-05	2005-06	2006-07	2007-08	2007-08	2008-09	2006 STIP SAFETEA Total
County TLC - TOTAL Funding								
Alameda	0	0	0	1,130	746	2,166	2,990	7,032
Contra Costa	0	0	0	681	449	1,494	2,015	4,639
Marin	0	0	0	214	141	437	604	1,396
Napa	0	0	0	133	88	261	367	849
San Francisco	0	0	0	577	381	1,122	1,636	3,716
San Mateo	0	0	0	595	393	1,066	1,719	3,773
Santa Clara	0	0	0	1,322	873	2,810	3,835	8,840
Solano	0	0	0	346	228	645	896	2,115
Sonoma	0	0	0	424	279	766	1,066	2,534
Total:	0	0	0	5,422	3,578	10,767	15,128	34,895
					Third Cycle Total:	10,767	15,128	25,895

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SAFETEA STP/CMAQ Third Cycle
Appendix A-6: Regional Bicycle and Pedestrian Program: County Element
December 21, 2005

County	2000 Census Population	% of Region's Population	2007-08	2008-09	Total
RBP Program County Portion - CMAQ Funding *			12,000,000	12,000,000	24,000,000
Alameda **	1,443,741	21.3%	2,550,000	2,550,000	5,100,000
Contra Costa	948,816	14.0%	1,680,000	1,680,000	3,360,000
Marin	247,289	3.6%	440,000	440,000	880,000
Napa	124,279	1.8%	220,000	220,000	440,000
San Francisco **	776,733	11.4%	1,370,000	1,370,000	2,740,000
San Mateo	707,161	10.4%	1,250,000	1,250,000	2,500,000
Santa Clara	1,682,585	24.8%	2,980,000	2,980,000	5,960,000
Solano	394,542	5.8%	700,000	700,000	1,400,000
Sonoma	458,614	6.8%	810,000	810,000	1,620,000
Total	6,783,760	100.0%	12,000,000	12,000,000	24,000,000

* Project Sponsor must provide non-federal match of 11.5% to the CMAQ amounts listed.

** Alameda and San Francisco may swap out a portion of their RBP Program CMAQ funding

NOTE: Funds may be programmed in any year shown, conditioned upon the availability of OA. Once programmed, the funds must be obligated in the fiscal year programmed in the TIP and all funds must be obligated no later than May 31, 2009.

METROPOLITAN TRANSPORTATION COMMISSION
SAFETEA THIRD CYCLE STP/CMAQ/TE Programming
Project List*
Attachment B

Project Category and Title	County	Implementing Agency	Third Cycle Funding (thousand $)
SAFETEA STP/CMAQ THIRD CYCLE PROGRAMMING			
1. CLEAN AIR PROGRAM			
Annual Spare the Air	Region-Wide	BAAQMD	$2,000
Eastern Solano CMAQ Program (Reserve)	Solano	TBD	$2,500
Specific projects TBD by Solano Transportation Authority (STA)			
Clean Air in Motion (CAM) (Reserve)	Region-Wide	TBD	$12,000
Specific projects TBD by the Commission			
SUBTOTAL			$16,500
2. REGIONAL OPERATIONS PROGRAMS			
511 - TravInfo™	Region-Wide	MTC	$15,000
TransLink®	Region-Wide	MTC	$2,200
Ride share	Region-Wide	MTC	$5,400
Freeway Operations/ Traffic Operations System (TOS)	Region-Wide	MTC	$6,500
Incident Management	Region-Wide	MTC	$10,600
Regional Transit Information System (RTIS)	Region-Wide	MTC	$3,000
Regional Transit Marketing and Market Research Services	Region-Wide	MTC	$1,400
Performance Monitoring	Region-Wide	MTC	$400
SUBTOTAL			$44,500
3. CONGESTION MANAGEMENT AGENCY (CMA) PLANNING ACTIVITIES			
3% STP CMA Planning funds			
3% STP CMA Planning funds - Alameda	Alameda	ACCMA	$1,280
3% STP CMA Planning funds - Contra Costa	Contra Costa	CCTA	$930
3% STP CMA Planning funds - Marin	Marin	TAM	$680
3% STP CMA Planning funds - Napa	Napa	NCTPA	$680
3% STP CMA Planning funds - San Francisco	San Francisco	SFCTA	$770
3% STP CMA Planning funds - San Mateo	San Mateo	SMCCAG	$720
3% STP CMA Planning funds - Santa Clara	Santa Clara	VTA	$1,450
3% STP CMA Planning funds - Solano	Solano	STA	$680
3% STP CMA Planning funds - Sonoma	Sonoma	SCTA	$680
MTC/CMA Transportation/Land Use Planning Support			
MTC/CMA Transportation/Land Use Planning Support - Alameda	Alameda	ACCMA	$300
MTC/CMA Transportation/Land Use Planning Support - Contra Costa	Contra Costa	CCTA	$300
MTC/CMA Transportation/Land Use Planning Support - Marin	Marin	TAM	$300
MTC/CMA Transportation/Land Use Planning Support - Napa	Napa	NCTPA	$300
MTC/CMA Transportation/Land Use Planning Support - San Francisco	San Francisco	SFCTA	$300
MTC/CMA Transportation/Land Use Planning Support - San Mateo	San Mateo	SMCCAG	$300
MTC/CMA Transportation/Land Use Planning Support - Santa Clara	Santa Clara	VTA	$300
MTC/CMA Transportation/Land Use Planning Support - Solano	Solano	STA	$300
MTC/CMA Transportation/Land Use Planning Support - Sonoma	Sonoma	SCTA	$300
SUBTOTAL			$10,570

METROPOLITAN TRANSPORTATION COMMISSION
SAFETEA THIRD CYCLE STP/CMAQ/TE Programming
Project List*
Attachment B

Project Category and Title	County	Implementing Agency	Third Cycle Funding (thousand $)
SAFETEA STP/CMAQ THIRD CYCLE PROGRAMMING			
4a. LS&R REHABILITATION SHORTFALL			
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	$800
Local Streets and Roads Rehabililtation (Reserve)	Region-Wide	TBD	$65,200
Specific projects TBD by CMAs			
SUBTOTAL			$66,000
4b. TRANSIT CAPITAL REHABILITATION SHORTFALL			
Transit Capital Rehabilitation (Reserve)	Region-Wide	TBD	$64,000
Specific projects TBD by the Commission through TCP Process			
SUBTOTAL			$64,000
5. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC) PROGRAM **			
TLC/HIP Planning Grants (Reserve)	Region-Wide	MTC	$880
Specific projects TBD by the Commission			
Regional Transportation for Livable Communities (TLC) (Reserve)	Region-Wide	TBD	$16,690
Specific projects TBD by the Commission			
Regional Housing Incentive Program (HIP) (Reserve)	Region-Wide	TBD	$21,110
Specific projects TBD by the Commission			
Station Area Planning (Reserve)	Region-Wide	TBD	$9,200
Specific projects TBD by the Commission			
County TLC/HIP (Reserve)	Region-Wide	TBD	
Specific projects TBD by CMAs			$9,000
Specific TE projects TBD by CMAs and programmed in STIP with TE funds	Region-Wide	Various	$16,895
SUBTOTAL			$73,775
6. REGIONAL BICYCLE/PEDESTRIAN PROGRAM			
County Bike/Ped Program (Reserve)	Region-Wide	TBD	$24,000
Specific projects TBD by CMAs			
SUBTOTAL			$24,000
Third Cycle Total			**$299,345**

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* NOTE: Attachment A, Third-Cycle Project Selection Criteria and Programming Policies, govern this project list. All changes resulting in funding to a project are subject to Commission approval. The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included in the TIP.

** The programming commitments within the regional TLC Program are subject to change based on evaluation of the TLC Program and Transit-Oriented Development (TOD) policy.

APPENDIX A – 8

Project Selection Processes

Regional Transit Expansion Program (RTEP)

MTC Resolution No. 3434

Date:	December 19, 2001
W.I.:	12110
Referred by:	POC
Revised:	01/30/02-C
	07/27/05-C
	04/26/06-C

<u>ABSTRACT</u>

Resolution No. 3434, Revised

This resolution sets forth MTC's Regional Transit Expansion Program of Projects.

This resolution was amended on January 30, 2002 to include the San Francisco Geary Corridor Major Investment Study to Attachment B, as requested by the Planning and Operations Committee on December 14, 2001.

This resolution was amended on July 27, 2005 to include a Transit-Oriented Development (TOD) Policy to condition transit expansion projects funded under Resolution 3434 on supportive land use policies, as detailed in Attachment D-2.

This resolution was amended on April 26, 2006 to reflect changes in project cost, funding, and scope since the 2001 adoption.

Further discussion of these actions are contained in the MTC Executive Director's Memorandum dated December 14, 2001, July 8, 2005, and April 14, 2006.

Date: December 19, 2001
W.I.: 12110
Referred by: POC

RE: Regional Transit Expansion Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3434, Revised

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC adopted Resolution No. 1876 in 1988 which set forth a new rail transit starts and extension program for the region; and

WHEREAS, significant progress has been made in implementing Resolution No. 1876, with new light rail service in operation in San Francisco and Silicon Valley, new BART service extended to Bay Point and Dublin/Pleasanton in the East Bay, and the BART extension to San Francisco International Airport scheduled to open in 2002; and

WHEREAS, MTC's long range planning process, including the Regional Transportation Plan and its *Transportation Blueprint for the 21st Century*, provides a framework for comprehensively evaluating the next generation of major regional transit expansion projects to meet the challenge of congestion in major corridors throughout the nine-county Bay Area; and

WHEREAS, the Commission adopted Resolution No. 3357 as the basis for assisting in the evaluations of rail and express/rapid bus projects to serve as the companion follow-up program to Resolution No. 1876; and

WHEREAS, local, regional, state and federal discretionary funds will continue to be required to finance an integrated program of new rail transit starts and extensions including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; and

WHEREAS, the Regional Transit Expansion program of projects will enhance the Bay Area's transit network with an additional 140 miles of rail, 600 miles of new express bus routes, and a 58% increase in service levels in several existing corridors, primarily funded with regional and local sources of funds; and

WHEREAS, MTC recognizes that coordinated regional priorities for transit investment will best position the Bay Area to compete for limited discretionary funding sources now and in the future; now, therefore, be it

RESOLVED, that MTC adopts a Regional Transit Expansion Program of Projects, consistent with the Policy and Criteria established in Resolution No. 3357, as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this program of projects, as set forth in Attachment B is accompanied by a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment C, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that the regional discretionary funding commitments included in this financial strategy are subject to the terms and conditions outlined in Attachment D, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on December 19, 2001.

ATTACHMENT A - Regional Transit Expansion Policy Criteria Evaluation Matrix

			Resolution 1876-Tier 1	TEA-21 Funds	TCRP	Dedicated Local Funding	Operations/ Maintenance	Supportive Land Use		Cost-Effectiveness	System Connectivity			System Access	Project Readiness
Project	**Sponsor**	**Project Cost 2001 $ Millions**	prior 1876 Tier 1 commitment	TEA-21 authorization or other federal appropriations	TCRP or other state level commitments	Local funds as a percent of total capital cost	Demonstrated operating plan	Residential densities around stations	Employment densities around stations	Cost per new transit rider	# connecting operators	Frequency	Regional gap closures	# of modal access options	# of pre-construction activities completed or in progress
BART to Warm Springs	BART	$ 634	Yes	Yes	Yes	H	Yes	M	M	M	M	H	No	H	M
BART: Warm Springs to San Jose	VTA	$ 3,710	No	Yes	Yes	H	Yes	H	M	M	H	H	Yes	H	L
MUNI 3rd St. LRT Phase 2 - New Central Subway	SFCTA/Muni	$ 647	No	Yes	Yes	M	Yes	H	H	L	H	H	No	H	H
BART/Oakland Airport Connector	BART	$ 232	No	Yes	No	M	Yes	M	M	H	M	H	Yes	H	M
Caltrain Downtown Extension/Rebuilt Transbay Terminal	SFCTA	$ 1,885	Yes	Yes	No	H	Yes	H	H	L	H	H	Yes	H	M
Caltrain Rapid Rail/Electrification	JPB	$ 602	No	No	No	H	Yes	M	H	L	H	M	No	H	M
Caltrain Express: phase 1	JPB	$ 127	No	No	Yes	L	Yes	M	H	H	H	M	No	H	H
Downtown East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	$ 518	No	No	No	H	Yes	H	M	L	H	H	No	H	M
Capitol Corridor: Phase 1 Expansion	CCJPA	$ 129	No	No	Yes	L	Yes	H	M	H	H	L	No	H	M
AC Transit Oakland/San Leandro Bus Rapid Transit: Phase 1 (Enhanced Bus)	AC Transit	$ 151	No	No	No	L	Yes	H	H	H	L	H	No	H	L
Regional Express Bus Phase 1	MTC/Operators	$ 40	No	No	Yes	L	Yes	-	-	H	M	-	Yes	H	H
Dumbarton Rail	JPB	$ 129	No	No	No	H	No	M	M	L	H	L	Yes	H	L
BART/East Contra Costa Rail Extension	CCTA	$ 345	No	No	Yes	L	No	-	-	-	-	-	-	-	L
BART/Tri-Valley Rail Extension	ACCMA	$ 345	No	No	Yes	L	No	-	-	-	-	-	-	-	L
Altamont Commuter Express (ACE): service expansion	ACE	$ 121	No	No	No	L	-	M	M	H	M	L	No	M	-
Caltrain Express Phase 2	JPB	$ 330	No	No	No	H	-	M	H	-	H	-	No	H	-
Capitol Corridor: Phase 2 Enhancements	CCJPA	$ 284	No	No	Yes	L	Yes	H	M	-	H	L	No	H	M
Sonoma-Marin Rail	SMART	$ 200	No	No	Yes	L	No	L	M	-	H	L	No	H	L
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	AC Transit	$ 90	No	No	No	L	-	H	M	H	L	H	No	H	-

Note: "--" indicates that complete information is not available.

Resolution No. 3357 Criteria: Definitions and Measurement

Financial Criteria:

Honor 1876 commitments: Priority assigned to those projects of the original seven "Tier 1" Resolution No. 1876 projects that do not yet have a defined and secured financial agreement.
Rating: "Yes" or "No"

TEA-21/federal reauthorization: Current federal financial support exists for the project, through TEA-21 authorizing language for New Starts funding, or other federal appropriation commitments.
Rating: "Yes" or "No"

TCRP/State commitments: Current state financial commitment is secured by the project, through Traffic Congestion Relief Program funds, or other existing state funding commitments.
Rating: "Yes" or "No"

Dedicated local commitments: Local financial commitment for the project, based on percentage of local funds to total capital costs.
Rating: "High": Greater than 50%; "Medium": 30% to 50%; "Low": under 30%

Operations/Maintenance: Project can be maintained and operated once built, based on financial plans and policies submitted by the project sponsor, outlining sources and commitments of funds for the period of operations through the end of the RTP (2025) or for at least 10 years, whichever is longer. Any financial burden imposed by the transit expansion project may not undermine core bus service within the same system, especially that needed by transit dependent persons.
Rating: "Yes" or "No"

Performance Criteria:

Land Use: Evaluate potential system benefits accrued as a result of adjacent land uses along rail/bus corridors, based on year 2025 projected net residential and employment land use densities around planned stations or transit corridors.
Rating: "High": urban or urban core/CBD; "Medium": suburban; "Low": rural or rural suburban, as measured below:

Net Population Density	Total Population/ Residential Area square miles	Net Employment Density	Total Employment/ Commercial Area square miles
Rural	< 5,000	Rural	< 5,000
Rural-Suburban	5,000-10,000	Suburban	5,000-20,000
Suburban	10,000-20,000	Urban	20,000-50,000
Urban	20,000-50,000	Urban Core	50,000-100,000
Urban Core	>50,000	Urban CBD	>100,000

Cost-effectiveness: "Cost per new rider", measured as dollars per new rider (shifting from auto to transit; not transit to transit).
Rating: "High": $0 - $15/new rider; "Medium": $16 - $30/new rider; "Low": over $30/new rider

Note: Resolution No. 3357 also provides for another measure of cost effectiveness: "transit user benefits" that will be incorporated into this analysis at a later date once the methodology is available from the Federal Transit Administration.

System Connectivity: Assess the interconnected relationship of the transit expansion and the existing transit network, through measures of connections, service frequency and gap closures.
Rating:
A. Number of Connecting Operators: "High": 5 or more; "Medium": 3 to 4; "Low": 1 to 2

B. Frequency: Peak Period Headways: "High": 10 minutes or less; "Medium": 20 minutes to 11 minutes; "Low": Greater than 20 minutes

C. Gap Closures: " Yes" or "No" for completion of a major closure in the regional network.

System Access: Determine the ability of users to easily access (via walking, biking, auto or transit transfers) the new extensions, based on number of modal access options
Rating: "High": 4 or more; "Medium": 3; "Low": 1 to 2

Project Readiness: Priority assigned to projects that are able to proceed expeditiously to implementation, based on pre-construction activities completed or in progress as of December 2001.
Rating: "High": corridor evaluation+environmental analysis+preliminary design and engineering; "Medium": corridor evaluation+environmental analysis; "Low": Sketch planning or corridor evaluation only.

Date: December 19, 2001
W.I.: 12110
Referred by: POC
Revised: 01/30/02-C
04/26/06-C

Attachment B
Resolution No. 3434

Regional Transit Expansion Policy: Recommended Program of Projects

PROJECT	COST (millions of 2006 $)
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	175
AC Transit Enhanced Bus: Hesperian/Foothill/MacArthur corridors	68
BART/Oakland Airport Connector	350
Tri-Valley Transit Access Improvements to BART	464
East Contra Costa BART Extension (eBART)	407
BART to Warm Springs	686
BART: Warm Springs to San Jose/Santa Clara	4,792
Caltrain Express: Baby Bullet ** OPEN FOR SERVICE**	128
Caltrain Electrification	471
Caltrain Express: Phase 2	250
Transbay Transit Center	2,589
Capitol Corridor Expansion	96
Capitol Corridor: Phase 2 Enhancements	100
Regional Express Bus **OPEN FOR SERVICE**	102
MUNI Third Street Light Rail Transit Project - New Central Subway	1,187
Altamont Commuter Express (ACE): service expansion	219
Sonoma-Marin Rail	353
Dumbarton Rail	313
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	573
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	180

ATTACHMENT C: Regional Transit Expansion Policy - Funding Strategy

(Project Capital Cost/Funding in Millions and 2006$)			*Committed Funding*						*Regional Discretionary Funding*										
Project	**Sponsor**	**Project Cost (2006 $)**	TCRP	Sales Tax	Resolution 1876	RTIP	Federal Earmarks	Other [see notes]	Section 5309 New Starts	Section 5309 Small Starts	Section 5309 Fixed Guideway Modernization	Ferryboat Discretionary	RM1	RM 2	AB 1171	ITIP	ITIP Intercity Rail	CARB/ AB 434	**Capital Shortfall**
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	AC Transit	175		20		10	2	3		75				65					-
AC Transit Enhanced Bus: Grand-MacArthur corridor	AC Transit	68				7								9					52
BART/Oakland Airport Connector	BART	350		80		59		140					31	30		10			-
Tri-Valley Transit Access Improvements to/from BART	BART/ACCMA/ LAVTA	464	25	23		57	11	8					16	65	95	164			-
East Contra Costa BART Extension (eBART)	BART/CCTA	407	5	119		14		6					52	96	115				-
BART to Warm Springs	BART	686	100	203	205	69							24	85					-
BART: Warm Springs to San Jose/Santa Clara	VTA	4,792	649	3,358		149			636										-
Caltrain Express: Baby Bullet ** OPEN FOR SERVICE**	Caltrain JPB	128	127					1											-
Caltrain Electrification	Caltrain JPB	471		308		28		12										29	94
Caltrain Express: Phase 2	Caltrain JPB	250		140												44			66
Transbay Transit Center	TJPA	2,589		301		26	67	444					53	150	150				1,398
Capitol Corridor Expansion	CCJPA	96						14									82		-
Capitol Corridor: Phase 2 Enhancements	CCJPA	100				2		50						13			35		-
Regional Express Bus **OPEN FOR SERVICE**	MTC	102	40											62					-
MUNI Third Street Light Rail Transit Project - New Central Subway	Muni	1,187	14	126		83			625										339
Altamont Commuter Express (ACE): service expansion	SJRRC, ACCMA, VTA	219		40				8			5						16		150
Sonoma-Marin Rail	SMART	353	37	24			7	28						35					222
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	313		117		15								135			46		-
Downtown to East Valley: Light Rail and Bus Rapid Transit Phase 1 and 2	VTA	573		573															-
Expanded Ferry Service to Berkeley, Alameda/Oakland/Harbor Bay, Hercules, Richmond, and South San Francisco; and other improvements.	WTA	180		47			19					25		89					-
TOTAL		**$ 13,503**	**$ 997**	**$ 5,479**	**$ 205**	**$ 518**	**$ 106**	**$ 714**	**$ 1,261**	**$ 75**	**$ 5**	**$ 25**	**$ 176**	**$ 834**	**$ 360**	**$ 218**	**$ 179**	**$ 29**	**$ 2,321**

Notes: For all projects, see Terms and Conditions.

Detail on 'other' funding is provided below:

1. AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: $2.7 million is federal STP funds.
2. BART/Oakland Airport Connector: $27 million is Port of Oakland funds and $113 million private financing.
3. Tri-Valley Transit Access Improvements to BART: $8 million in Tri-Valley impact fees.
4. East Contra Costa BART Extension: $6 million in developer fees. Note that $150 million is included in Measure J for the project. Amounts not shown will be used to offset any cost increases or financing costs.
5. BART: Warm Springs to San Jose/Santa Clara: New Starts request is $750 million in Year of Expenditure dollars. Confirmation of RTIP commitment pending reconciliation by VTA between the Santa Clara county-wide plan and MTC's Transportation 2030.
6. Caltrain Express: $1 million is Joint Powers Board member contributions.
7. Caltrain Electrification: $12 million in regional STP/CMAQ funds.
8. Transbay Transit Center: Other funds include $439 million in land sales and tax increment revenue, and $5 million in lease and transferrable development rights.
9. Muni Third Street Light Rail Project: New Starts request is $762 million in Year of Expenditure dollars.
10. Capitol Corridor Expansion: Other includes $3 million in STP/CMAQ funds, $10 million in local funds, and $0.5 million in Prop 116 funds.
11. Capitol Corridor Phase 2 Enhancements: Other funds include contributions from ACE, UPRR, Port of Oakland, and Emeryville.
12. ACE Service Expansion: Other includes $8 million in San Joaquin federal fund contributions.
13. Sonoma-Marin Rail: Other includes $28 million in Prop. 116.

Definitions and Assumptions of Regional Discretionary Funding

- Federal Section 5309 New Starts: the total shown is an estimate for the 25-year RTP period. This estimate trends against recent historical averages of the Bay Area's New Starts funding compared to the nation, an average of 7% over the last 10 years. This represents a target for advocacy in Washington, D.C.; actual authorizations and appropriations are at the discretion of Congress.

- Federal Section 5309 Small Starts: estimate for the 25-year RTP period, beginning with the federal reauthorization in 2005. Small Start Capital Grants may not exceed $75 million under law. This represents a target for advocacy in Washington D.C.; actual authorization and appropriations are at the discretion of Congress.

- Federal Section 5309 Rail Modernization: These Federal Transit Administration formula funds are eligible for fixed guideway infrastructure projects. In the MTC region these funds are by policy devoted to capital replacement. The funding would replace diesel locomotives with electric locomotives when eligible for the Caltrain Electrification project.

- Federal Ferryboat Discretionary Program: estimate for the 25-year RTP period, beginning with the federal reauthorization in 2005; provides a special category for the construction of ferry boats and ferry terminal facilities. This represents a target for advocacy in Washington D.C.; actual authorization and appropriations are at the discretion of Congress.

- Regional Measure 1 Rail Reserve: the total shown is an estimate for the 25-year RTP period, net of existing commitments to the BART Warm Springs extension. These funds from the base $1 Bay Bridge toll are directly allocated by the Commission to rail projects in the bridge corridor according to a statutory formula splitting the funds 70% to East Bay projects, and 30% to West Bay projects. This funding estimate assumes debt financing against this revenue stream.

- Regional Measure 2: Regional voter-approved measure providing $812 million to Resolution 3434 projects. The specific amounts are identified in statute for each project. This funding estimate assumes debt financing against this revenue stream.

- AB 1171: This is a discretionary funding source passed by the Legislature and signed by the Governor in October 2001. AB 1171 (Dutra) extends the $1 seismic surcharge (the second half of the current $2 auto toll) on the seven state-owned Bay Area toll bridges for up to 30 years to finance retrofit work. Under certain financing provisions, a portion of that toll revenue will return to MTC acting as the Bay Area Toll Authority (BATA). This funding can be used for projects consistent with the voter approved Regional Measure 1 program—including congestion relief projects in corridors served by some proposed transit expansion projects—and is estimated over the 25-year period of the RTP to total $500 million based on debt financing; $360 million of this amount is being assigned to the Regional Transit Expansion program of projects.

- Interregional Transportation Improvement Program: the total shown is an estimate for the 25-year RTP period; other ITIP funding is assumed for highway and other projects. . An additional estimate for the 25-year period is assumed for the state's Intercity Rail Plan, for Capitol Corridor, Dumbarton Rail, and ACE projects. As ITIP funds are the state's discretionary portion of the State Transportation Improvement Program, this represents a target for advocacy in Sacramento. Actual programming commitments and allocations are at the discretion of the California Transportation Commission.

- CARB/AB 434: Both the California Air Resources Board (CARB) and the Bay Area Air Quality Management District (AB 434) administer discretionary funding programs focused in whole or in part on reducing emissions from diesel engines. $29 million is assumed from the two programs combined to help fund the Caltrain electrification project. This funding target for advocacy over the RTP period is sized to the annual funding levels of the two programs.

Terms and Conditions

General Terms

1. Operating Funding – In order for an extension of service to be included in the Regional Transportation Plan (RTP), the project sponsor must provide evidence of its ability to fund operation of the service for a minimum of 10 years, or the duration of operations within the 25-year RTP time horizon, whichever is longer. These financial capacity determinations must also include a demonstration of the transit operator's ability to sustain levels of core bus services to low-income and minority populations, as required under MTC Resolution No. 3357. Should the transit operator's financial stability deteriorate, or the expansion project in question experience significant cost increases, these financial capacity determinations will be revisited in MTC's review of the operator's applicable Short Range Transit Plan.

2. Cost Increases – Commitments of regional discretionary funds (Section 5309 New Starts, Small Starts, and Fixed Guideway Modernization, Regional Measure 1 Rail Reserve, ITIP, AB 1171, CARB/AB 434, Regional Measure 2, Ferry Boat Discretionary) are capped at the amounts shown in Attachment C in 2006 dollars. Escalation adjustments will be made at the time funds are secured or allocated, except for bridge toll funds that are shown in year-of-financing dollars. Project sponsors are responsible for funding any cost increases (including financing costs) above the estimates shown in Attachment C from other sources. Funding shortfalls must be addressed for projects to be included in the Regional Transportation Plan.

3. Amendment – The Commission shall consider amending this regional transit expansion program following the passage of major new funding sources that could advance projects with current shortfalls into the RTP. New funding sources also could be used to offset cost increases for projects already included in the RTP.

4. Station Access Planning: Consistent with recommendations of MTC's Regional Bicycle Plan, all new transit stations that are built as result of Resolution No. 3434 investments must provide direct and convenient pedestrian and bicycle access from adjacent walkways and bicycle facilities. Station access planning shall be consistent with the conclusions reached from the evaluation of FSM 5 in the 2001 Bay Area Ozone Attainment Plan.

Specific Conditions

1. Section 5309 New Starts – The region's first priority for federal New Starts funds is the BART extension to San Francisco International Airport until such time that the project receives its final appropriation from Congress, currently expected in 2006. Thereafter, the BART Warm Springs to San Jose extension and the Muni Central Subway project will share equal priority.

2. Section 5309 Small Starts – The region's priority for federal Small Starts funds is the AC Transit Oakland/San Leandro Bus Rapid Transit Project. Given that the regulations are still being finalized and that there are other projects in the region that may be eligible and have a demonstrated need for more secure funding, the Commission may consider endorsing one additional regional candidate project after FTA finalizes the regulations.

3. AB 1171 – These funds will be subject to terms and conditions established by MTC acting as the Bay Area Toll Authority (BATA) and are contingent upon the availability of excess toll revenue net of debt service. The balance of these funds not committed in Attachment C will be reserved as follows: $100 million reserved for the north connector and weave correction components of the I-80/680 interchange project, and $40 million for other congestion relief improvements in the Northern Bridge group—Antioch, Benicia-Martinez, Carquinez and Richmond-San Rafael — corridors. Should AB 1171 funds exceed $500 million, the next increment up to $60 million will also be reserved for Northern Bridge group corridor improvements. The next increment above the $60 million will be distributed evenly between the East Contra Costa BART Extension (eBART) and Tri-Valley Transit Access Improvements to BART projects, not to exceed $25 million each, in addition to the sums stipulated in Attachment C. Any increment above these amounts will be allocated at the discretion of the Commission.

4. BART Warm Springs to San Jose – In addition to the general terms for operating funding imposed on all projects, the BART Warms Springs to San Jose project is included in the RTP contingent upon approval by the BART and VTA Boards of an operating and maintenance agreement regarding extension of service into Santa Clara County and associated impacts of the extension on the core BART system. If a TDA "lien" is implemented pursuant to the BART/VTA agreement after 2009, MTC will condition allocation of the remaining TDA funds subject to the following:

   At the time that the BART to San Jose extension commences revenue service, or at any point thereafter, should VTA's bus service levels have not achieved, or later fall below, a

600 fleet/500 peak target, then MTC shall hold public hearings at which VTA must demonstrate that services to Title VI communities have been assured, based on MTC's Lifeline Transportation analysis, as validated and amended by transit operators and the Congestion Management Agencies.

Should VTA choose to identify TDA funds as the guaranteed operating and maintenance subsidy pursuant to the BART/VTA agreement and demonstrate that it has secured other funding sources to replace the TDA revenue so guaranteed, then MTC shall not condition its allocation of TDA funds as described above.

5. Caltrain Electrification: Continued Commission support for a regional commitment of STP/CMAQ and CARB/AB 434 funds to the project is contingent upon the three JPB member agencies reaching agreement by December 1, 2007 on project scope and how to close the project's remaining funding shortfall.

6. Caltrain Express Phase 2: Before the next revision to Resolution 3434 or by the 2009 RTP, whichever occurs first, Peninsula JPB member agencies agree to define the member contributions for the funding plan.

7. Downtown to East Valley: Light Rail and Bus Rapid Transit: Before the next revision to Resolution 3434 or by the 2009 RTP, whichever occurs first, VTA will confirm their funding commitment through Measure A, or identify alternative revenue sources that may be requested to close any funding shortfall that could result should the Measure A expenditure plan not cover the entire cost.

MTC RESOLUTION 3434 TOD POLICY FOR REGIONAL TRANSIT EXPANSION PROJECTS

1. Purpose

The San Francisco Bay Area—widely recognized for its beauty and innovation—is projected to grow by almost two million people and one and a half million jobs by 2030. This presents a daunting challenge to the sustainability and the quality of life in the region. Where and how we accommodate this future growth, in particular where people live and work, will help determine how effectively the transportation system can handle this growth.

The more people who live, work and study in close proximity to public transit stations and corridors, the more likely they are to use the transit systems, and more transit riders means fewer vehicles competing for valuable road space. The policy also provides support for a growing market demand for more vibrant, walkable and transit convenient lifestyles by stimulating the construction of at least 42,000 new housing units along the region's major new transit corridors and will help to contribute to a forecasted 59% increase in transit ridership by the year 2030.

This TOD policy addresses multiple goals: improving the cost-effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy ensures that transportation agencies, local jurisdictions, members of the public and the private sector work together to create development patterns that are more supportive of transit.

There are three key elements of the regional TOD policy:

(a) Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;

(b) Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian-friendly design, and other key features in a transit-oriented development; and

(c) Corridor working groups that bring together CMAs, city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

2. TOD Policy Application

The TOD policy only applies to physical transit extensions funded in Resolution 3434 (see Table 1). The policy applies to any physical transit extension project with regional discretionary funds, regardless of level of funding. Resolution 3434 investments that only entail level of service improvements or other enhancements without physically extending the system are not subject to

TABLE 1
Resolution 3434 Transit Extension Projects Subject to Corridor Thresholds

Project	Sponsor	Type	Threshold is met with current development?
BART East Contra Costa Rail Extension	BART/CCTA	Commuter Rail	No
BART – Downtown Fremont to San Jose / Santa Clara (a) Fremont to Warm Springs (b) Warm Springs to San Jose/Santa Clara	(a) BART (b) VTA	BART extension	No
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit: Phase 1	AC Transit	Bus Rapid Transit	Yes
Caltrain Downtown Extension/Rebuilt Transbay Terminal	TJPA	Commuter Rail	Yes
MUNI Third Street LRT Project Phase 2 – New Central Subway	MUNI	Light Rail	Yes
Sonoma-Marin Rail	SMART	Commuter Rail	No
Dumbarton Rail	SMTA, ACCMA, VTA, ACTIA, Capitol Corridor	Commuter Rail	No
Expanded Ferry Service Phase 1: Berkeley, Alameda/Oakland/Harbor Bay, and South San Francisco to SF *(Note 1)*	WTA	Ferry	No
Expanded Ferry Service Phase 2: Alameda to South San Francisco, and Hercules, Antioch, Treasure Island, Redwood City and Richmond to SF *(Note 1)*	WTA	Ferry	No

Note 1: The WTA Ferry Expansion "Corridor" for the purposes of the TOD policy consists of all new terminals planned in Phase 1 and Phase 2.

the TOD policy requirements. Single station extensions to international airports are not subject to the TOD policy due to the infeasiblity of housing development.

3. Definitions and Conditions of Funding

For purposes of this policy "regional discretionary funding" consists of the following sources identified in the Resolution 3434 funding plan:

- FTA Section 5309- New Starts
- FTA Section 5309- Bus and Bus Facilities Discretionary
- FTA Section 5309- Rail Modernization
- Regional Measure 1- Rail (bridge tolls)
- Regional Measure 2 (bridge tolls)
- Interregional Transportation Improvement Program
- Interregional Transportation Improvement Program-Intercity rail
- Federal Ferryboat Discretionary
- AB 1171 (bridge tolls)
- CARB-Carl Moyer/AB434 (Bay Area Air Quality Management District) [1]

These regional funds may be programmed and allocated for environmental and design related work, in preparation for addressing the requirements of the TOD policy. Regional funds may be programmed and allocated for right-of-way acquisition in advance of meeting all requirements in the policy, if land preservation for TOD or project delivery purposes is essential. No regional funds will be programmed and allocated for construction until the requirements of this policy have been satisfied. See Table 2 for a more detailed overview of the planning process.

4. Corridor-Level Thresholds

Each transit extension project funded in Resolution 3434 must plan for a minimum number of housing units along the corridor. These corridor-level thresholds vary by mode of transit, with more capital-intensive modes requiring higher numbers of housing units (see Table 3). The corridor thresholds have been developed based on potential for increased transit ridership, exemplary existing station sites in the Bay Area, local general plan data, predicted market demand for TOD-oriented housing in each county, and an independent analysis of feasible development potential in each transit corridor.

[1] The Carl Moyer funds and AB 434 funds are controlled directly by the California Air Resources Board and Bay Area Air Management District. Res. 3434 identifies these funds for the Caltrain electrification project, which is not subject to the TOD policy.

TABLE 2
REGIONAL TOD POLICY IMPLEMENTATION PROCESS FOR TRANSIT EXTENSION PROJECTS

Transit Agency Action	City Action	MTC/CMA/ABAG Action
All parties in corridors that do not currently meet thresholds (see Table 1) establish Corridor Working Group to address corridor threshold. Conduct initial corridor performance evaluation, initiate station area planning.		
Environmental Review/ Preliminary Engineering /Right-of-Way	Conduct Station Area Plans	Coordination of corridor working group, funding of station area plans
Step 1 Threshold Check: the combination of new Station Area Plans and existing development patterns exceeds corridor housing thresholds .		
Final Design	Adopt Station Area Plans. Revise general plan policies and zoning, environmental reviews	Regional and county agencies assist local jurisdictions in implementing station area plans
Step 2 Threshold Check: (a) local policies adopted for station areas; (b) implementation mechanisms in place per adopted Station Area Plan by the time Final Design is completed.		
Construction	Implementation (financing, MOUs) Solicit development	TLC planning and capital funding, HIP funding

TABLE 3: CORRIDOR THRESHOLDS
HOUSING UNITS – AVERAGE PER STATION AREA

Project Type / Threshold	BART	Light Rail	Bus Rapid Transit	Commuter Rail	Ferry
Housing Threshold	3,850	3,300	2,750	2,200	750

Each corridor is evaluated for the Housing Threshold. For example, a four station commuter rail extension (including the existing end-of-the-line station) would be required to meet a corridor-level threshold of 8,800 housing units.

Threshold figures above are an average per station area based on both existing land uses and planned development within a half mile of all stations. New below market rate housing is provided a 50% bonus towards meeting housing unit threshold.

- Meeting the corridor level thresholds requires that within a half mile of all stations, a combination of existing land uses and planned land uses meets or exceeds the overall corridor threshold for housing (listed in Table 3);
- Physical transit extension projects that do not currently meet the corridor thresholds with development that is already built will receive the highest priority for the award of MTC's Station Area Planning Grants.
- To be counted toward the threshold, planned land uses must be adopted through general plans, and the appropriate implementation processes must be put in place, such as zoning codes. General plan language alone without supportive implementation policies, such as zoning, is not sufficient for the purposes of this policy. Ideally, planned land uses will be formally adopted through a specific plan (or equivalent), zoning codes and general plan amendments along with an accompanying programmatic Environmental Impact Report (EIR) as part of the overall station area planning process. Minimum densities will be used in the calculations to assess achievement of the thresholds.
- An existing end station is included as part of the transit corridor for the purposes of calculating the corridor thresholds; optional stations will not be included in calculating the corridor thresholds.
- New below-market housing units will receive a 50 percent bonus toward meeting the corridor threshold (i.e. one planned below-market housing unit counts for 1.5 housing units for the purposes of meeting the corridor threshold. Below market for the purposes

of the Resolution 3434 TOD policy is affordable to 60% of area median income for rental units and 100% of area median income for owner-occupied units);

- The local jurisdictions in each corridor will determine job and housing placement, type, density, and design.
- The Corridor Working Groups are encouraged to plan for a level of housing that will significantly exceed the housing unit thresholds stated here during the planning process. This will ensure that the Housing Unit Threshold is exceeded corridor-wide and that the ridership potential from TOD is maximized.

5. Station Area Plans

Each proposed physical transit extension project seeking funding through Resolution 3434 must demonstrate that the thresholds for the corridor are met through existing development and adopted station area plans that commit local jurisdictions to a level of housing that meets the threshold. This requirement may be met by existing station area plans accompanied by appropriate zoning and implementation mechanisms. If new station area plans are needed to meet the corridor threshold, MTC will assist in funding the plans. The Station Area Plans shall be conducted by local governments in coordination with transit agencies, Association of Bay Area Governments (ABAG), MTC and the Congestion Management Agencies (CMAs).

Station Area Plans are opportunities to define vibrant mixed use, accessible transit villages and quality transit-oriented development – places where people will want to live, work, shop and spend time. These plans should incorporate mixed-use developments, including new housing, neighborhood serving retail, employment, schools, day care centers, parks and other amenities to serve the local community.

At a minimum, Station Area Plans will define both the land use plan for the area as well as the policies—zoning, design standards, parking policies, etc.—for implementation. The plans shall at a minimum include the following elements:

- Current and proposed land use by type of use and density within the ½ mile radius, with a clear identification of the number of existing and planned housing units and jobs;
- Station access and circulation plans for motorized, non-motorized and transit access. The station area plan should clearly identify any barriers for pedestrian, bicycle and wheelchair access to the station from surrounding neighborhoods (e.g., freeways, railroad tracks, arterials with inadequate pedestrian crossings), and should propose strategies that will remove these barriers and maximize the number of residents and employees that can access the station by these means. The station area and transit village public spaces shall be made accessible to persons with disabilities.
- Estimates of transit riders walking from the half mile station area to the transit station to use transit;
- Transit village design policies and standards, including mixed use developments and pedestrian-scaled block size, to promote the livability and walkability of the station area;
- TOD-oriented parking demand and parking requirements for station area land uses, including consideration of pricing and provisions for shared parking;

- Implementation plan for the station area plan, including local policies required for development per the plan, market demand for the proposed development, potential phasing of development and demand analysis for proposed development.

The Station Area Plans shall be conducted using existing TOD design guidelines that have already been developed by ABAG, local jurisdictions, transit agencies, the CMAs and others. MTC will work with ABAG to provide more specific guidance on the issues listed above that must be addressed in the station area plans and references and information to support this effort. MTC is conducting an analysis of parking policies that will be made available when complete, and shall be considered in developing local parking policies for TODs.

6. Corridor Working Groups

The goal of the Corridor Working Groups is to create a more coordinated approach to planning for transit-oriented development along Resolution 3434 transit corridors. Each of the transit extensions subject to the corridor threshold process, as identified in Table 1, will need a Corridor Working Group, unless the current level of development already meets the corridor threshold. Many of the corridors already have a transit project working group that may be adjusted to take on this role. The Corridor Working Group shall be coordinated by the relevant CMAs, and will include the sponsoring transit agency, the local jurisdictions in the corridor, and representatives from ABAG, MTC, and other parties as appropriate.

The Corridor Working Group will assess whether the planned level of development satisfies the corridor threshold as defined for the mode, and assist in addressing any deficit in meeting the threshold by working to identify opportunities and strategies at the local level. This will include the key task of distributing the required housing units to each of the affected station sites within the defined corridor. The Corridor Working Group will continue with corridor evaluation, station area planning, and any necessary refinements to station locations until the corridor threshold is met and supporting Station Area Plans are adopted by the local jurisdictions.

MTC will confirm that each corridor meets the housing threshold prior to the release of regional discretionary funds for construction of the transit project.

7. Review of the TOD Policy

MTC staff will conduct a review of the TOD policy and its application to each of the affected Resolution 3434 corridors, and present findings to the Commission, within 12 months of the adoption of the TOD policy.

APPENDIX A – 9

Project Selection Processes

Policies and Procedures for the Transportation for Livable Communities (TLC) Capital Funding Program of Projects

MTC Resolution No. 3483

Date: June 26, 2002
W.I.: 1611
Referred by: PAC
Revised: 05/26/04-C

ABSTRACT

Resolution No. 3483, Revised

This resolution adopts the FY 2001-02 capital funding program for MTC's Transportation for Livable Communities program, funded with Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and Transportation Enhancement Activities (TEA) funds.

The following attachment is provided with this resolution:

Attachment A— FY 2001-02 TLC Capital Program of Projects

Further discussion of this action is contained in the MTC Executive Director's memorandum to the Programming and Allocations Committee dated June 12, 2002.

This resolution was revised on May 26, 2004 to adjust Attachment A.

Further discussion of this action is contained in the MTC Executive Director's memorandum to the Programming and Allocations Committee dated May 5, 2004.

Date: June 26, 2002
W.I.: 1611
Referred by: PAC

RE: FY 2001-02 Transportation for Livable Communities Capital Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3483, Revised

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq*.; and

WHEREAS, MTC has developed a process and criteria to be used in the selection of capital Transportation for Livable Communities (TLC) projects to be funded with federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality (CMAQ) Improvement Program, and Transportation Enhancements Activities (TEA) funds, as set forth in MTC Resolution No. 3326 and

WHEREAS, in cooperation with other public agencies in the Bay Area Partnership and the MTC Advisory Council, MTC used the application and process and criteria set forth in Resolution No. 3326 to develop the TLC capital program, to be amended in the FY 2003 Transportation Improvement Program (TIP);

WHEREAS, the FY 2001-02 TLC capital program projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the FY 2001-02 Transportation for Livable Communities Capital Program, as set forth in Attachment A of this resolution; and be it further

RESOLVED, that MTC authorizes MTC staff to review and approve these TLC capital projects during their design and engineering phase to ensure that the projects are consistent with their concept plans; and be it further

RESOLVED, that the Executive Director shall forward a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 26, 2002.

Date: June 26, 2002
W.I.: 1611
Referred by: PAC
Revised: 05/26/04-C

Attachment A
MTC Resolution No. 3483, Revised

FY 2001-2002 Transportation for Livable Communities Capital Program*

Attachment A: Projects recommended to be funded in June 2002 with currently available TLC capital funds (projects in this section are listed by county and are not in priority order)

Sponsor/Co-Sponsor	Project Title	Description	TLC Funds	Federal Required 11.5% Local Match***
Alameda County				
City of San Leandro	W. Estudillo Street Streetscape and BART-Downtown Connections**	Provides pedestrian connection between the Central San Leandro BART Station and Downtown through streetscape and pedestrian improvements along W. Estudillo Street through the Washington Plaza Shopping Center to the AC Transit Bus Rapid Transit stop located on East 14th Street; and highlights historic buildings along W. Estudillo Street. Project supports new senior housing, recent rezoning to allow greater mixed-use and higher-density residential uses in the Plaza Redevelopment Area, and BART's future plans to build a 200-unit housing complex on an existing surface parking lot adjacent to the BART station (approximately 80+ units per acre). Project elements include pedestrian-scale street lights, bulb-outs, diagonal parking, architectural gateway into the Plaza, murals, improved pedestrian crossings through the Downtown area, and redesign of the transit/historic plaza on East 14th Street.	$1,000,000	$129,561
City of Oakland	Coliseum Transit Hub Streetscape Improvements**	Provides pedestrian and streetscape improvements along San Leandro Street between 73rd and 66th Avenues and along 66th and 69th Avenues between San Leandro and Snell Streets to address pedestrian safety and access from the residential neighborhoods to the Coliseum BART station, AC Transit buses, and local businesses. Project supports the City and BART's future redevelopment of the Coliseum BART Station Area, which includes a transit village (50 housing units per acre) on the current BART parking lot, a high-density employment center on the west side of San Leandro Street, and revitalization of the Coliseum Gardens housing development on the northeast side of the BART station. Project elements include a 15-foot wide crosswalk with bulb-outs, lighted bollards, and pedestrian signal across San Leandro Street to the BART station entrance, surveillance cameras, new sidewalks, pedestrian-scaled lights and banners, new street trees, and new median on San Leandro Street.	$1,000,000	$129,561
City of Alameda / Park Street Business Association	Park Street Streetscape and Santa Clara Avenue Transit Hub**	Improves the pedestrian environment on Park Street from Central Avenue to Lincoln Avenue through corner, mid-block and transit sidewalk extensions *and* reinforces the transit hub on Santa Clara Avenue from Park Street to Oak Street through curb extensions and streetscape improvements (pedestrian-scale lighting, street trees and planters, bike racks and lockers, and street furnishings). Project is located within the Business and Waterfront Improvement Project redevelopment area and supports the recent rezoning of the business district to "Community Commercial" classification that permits residential uses above ground floor retail.	$921,000	$119,325

Sponsor/Co-Sponsor	Project Title	Description	TLC Funds	Federal Required 11.5% Local Match***
Contra Costa County				
City of El Cerrito / El Cerrito Economic Development Board, El Cerrito Redevelopment Agency, and Chamber of Commerce	Fairmont Street Pedestrian and Streetscape Improvements	Provides traffic calming and pedestrian safety improvements along the portion of Fairmont Avenue in front of the El Cerrito Plaza BART station and by the Ohlone Greenway crossing. Project eliminates one traffic lane, constructs diagonal parking, bulbouts at the Fairmont Avenue/Liberty intersection, widens sidewalks, plants new trees, and installs pedestrian-scaled lighting along Fairmont Avenue. Also, extends sidewalks and widens median to shorten crosswalk at BART station where BART pillar obstructs motorists view of pedestrian and bike traffic crossing Fairmont Avenue. Project supports the recently redeveloped El Cerrito Plaza and other City redevelopment activities, including the renovation of the El Cerrito Theatre on San Pablo Avenue.	$500,000	$64,780
Marin County				
County of Marin*	Cal-Park Hill Tunnel Rehabilitation and Class I Bikeway	Constructs a 5,800 foot long Class I bikeway between the cities of Larkspur and San Rafael, includes the rehabilitation of an existing CalPark railroad tunnel (which has been closed for 20 years and partially collapsed). Project connects the San Rafael Transportation Center with the Larkspur Ferry Terminal.	$1,500,000	$194,341
City of San Rafael Public Works	Medway/Canal Enhancements**	Constructs wider sidewalks, improved lighting, landscaping, bus stop and crosswalk improvements ar the Medway/Canal/Belvedere intersection to improve pedestrian circulation and transit access. The low-income Canal area is densely populated and therefore has extensive foot traffic between residences and nearby commercial areas. Project supports the City's redevelopment efforts in the Canal Neighborhood Improvement Area, including housing improvement programs, rehabilitation loans, code enforcement, and zoning changes to support community serving commercial and mixed-used projects (under study).	$900,000	$116,605
San Francisco City and County				
BART / San Francisco County Transportation Authority	Northeast 16th/Mission Streets BART Plaza Redesign**	Renovates the Northeast BART Plaza at 16th and Mission Streets to enhance access to BART and MUNI and improve the overall appearance and function of the BART plaza. Project complements recent improvements such as in-station bicycle parking and new automatic fare equipment as well as supports BART's discussion with adjacent property owners to promote redevelopment. Project elements include replacement of the solid wall around entrance with transparent metal guardrail to improve visibility, expanded plaza through elimination of perimeter fencing and raised planters, pedestrian-scaled lighting, and plaza pavers.	$1,298,000	$168,170
San Mateo County				
City of East Palo Alto / City of East Palo Alto Redevelopment Agency	Bay Road Streetscape and Traffic Calming Improvements	Constructs streetscape and traffic calming improvements on Bay Road between University Avenue and Clarke Avenue--the gateway to the Ravenswood Business District. Project elements include bicycle lanes, bulb-outs with planters, improvements to sidewalks and bus stops, medians along Bay Road and a landscaped roundabout and raised crosswalks at Bay Road/Clarke Avenue. Project supports the City's recent and long-term redevelopment efforts including the planned Civic Center that includes public plaza, neighborhood-oriented retail uses and office development (under plan review), Nugent Square housing development (to break ground fall 2002), and new housing opportunity at Illinois Street/Purdue Avenue (community workshops underway).	$700,000	$90,692

Sponsor/Co-Sponsor	Project Title	Description	TLC Funds	Federal Required 11.5% Local Match***
Santa Clara County				
City of San Jose / City of Santa Clara and Santa Clara Valley Transportation Authority	River Oaks Bike/Pedestrian Bridge**	Constructs a pedestrian and bicycle bridge over the Guadalupe River to connect existing housing and employment centers in the cities of Santa Clara and San Jose (west side of the Guadalupe River) to the River Oaks light-rail transit station (east side of Guadalupe River). Project supports the high density housing across from the River Oaks light-rail transit station in San Jose, employment centers at North First Street/River Oaks in San Jose, and new housing construction along Lick Mill Road in Santa Clara.	$1,000,000	$129,561
Santa Clara Valley Transportation Authority	San Fernando Light-Rail Station Plaza	Constructs a multi-use neighborhood plaza at the Vasona San Fernando Light-Rail Transit Station that would also connect to the Los Gatos Creek Trail. Project elements include landscaping, water feature, information kiosk, pedestrian-scaled lighting and other amenities. Directly north of the station, the City of San Jose proposes a large transit-oriented development that includes high-density housing, offices and retail uses, and a trail segment through the development site that will connect the station to the Los Gatos Creek Trail.	$885,000	$114,661
City of Palo Alto / Caltrain Joint Powers Board	Caltrain/Homer Street Pedestrian/Bicycle Undercrossing	Constructs a pedestrian/bicycle undercrossing of the Caltrain railroad right-of-way between the Palo Alto Medical Foundation campus and the Homer Street/Alma Street intersection, which is approximately 800 feet south of the Palo Alto Caltrain station. Project will link the Palo Alto Medical Fouciical South of Forest Area neighborhood to the east.	$464,000	$60,116
Solano County				
City of Suisun City	Driftwood Drive Pedestrian Way	Constructs a pedestrian walkway between Main Street and Driftwood Drive linking to existing pedestrian walkways from the residential neighborhoods east of the Suisun Slough and connecting to downtown businesses and the Suisun/Fairfield train depot that is used by Amtrak's Capitol Corridor service. Project elements include construction of walkways on both sides of the Suisun Marina and associated landscaping, and this project is one phase of a larger project to create a public plaza at the waterfront. Project is within the City Redevelopment Area and supports the City's redevelopment efforts to revitalize the Old Town/Downtown area.	$ 350,000	$45,346
Vacaville Redevelopment Agency / City of Vacaville	Davis Street Pedestrian and Gateway Improvements	Provides wider sidewalks, landscaped bulb-outs, sidewalk improvements, and pedestrian-scaled lighting to improve pedestrian circulation on Davis Street and draw people toward historic Main Street, the Ulatis Creek Walk, and a new commercial center at the redeveloped Basic American Foods Industrial site.	$482,000	$62,448
Sonoma County				
City of Petaluma / Eden Housing, Inc.*	Downtown River Apartments Riverwalk and Streetscape Improvements	Constructs a landscaped riverwalk along the Petaluma River, a new bike path on Grey Street, a bus stop, and a median with corral refuge area and in-pavement pedestrian warning lights on East Washington Street. Project is a part of the Downtown River Apartments, an 81-unit affordable development with 5,500 sq. ft. of ground floor retail space, a community center with a computer learning lab, and numerous outdoor amenities in the heart of the historic downtown Petaluma.	$358,000*	$46,383*
*Subject of 05/26/04 amendment. To be programmed in next cycle of TLC in 2004			**TOTAL**	**$11,358,000**

APPENDIX A – 10

Project Selection Processes

Program Guidelines for MTC's Regional Bicycle and Pedestrian Program (RBPP) Funded with Congestion Mitigation and Air Quality (CMAQ) Program Funds

MTC Resolution No. 3644

Date: July 28, 2004
W.I.: 1125
Referred by: PAC

ABSTRACT

Resolution No. 3644

This Resolution adopts the program guidelines for MTC's Regional Bicycle and Pedestrian Program (RBPP) funded with Congestion Mitigation and Air Quality (CMAQ) Program funds.

The following attachment is provided with this Resolution:

Attachment A— Regional Bicycle and Pedestrian Program Guidelines

Date: July 28, 2004
W.I.: 1125
Referred by: PAC

RE: Regional Bicycle and Pedestrian Program Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. NO. 3644

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation agency for the San Francisco Bay Area pursuant to Government Code Section 66500 *et seq.*; and

WHEREAS, MTC has developed a process and criteria to be used in the selection and ranking of Regional Bicycle and Pedestrian Program (RBPP) projects to be funded with Congestion Mitigation and Air Quality Program (CMAQ) funds attached hereto and incorporated herein as though set forth at length; and

WHEREAS, MTC will use the process and criteria set forth in the attachments of this Resolution to develop a program of projects for the Regional Bicycle and Pedestrian Program to be amended into the Transportation Improvement Program (TIP).

RESOLVED, that MTC approves the process and criteria to be used in the selection of Regional Bicycle and Pedestrian projects to be amended into the TIP, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that the Executive Director shall forward a copy of this Resolution, and such other information as may be required, to the Governor, Caltrans, and to such other agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on July 28, 2004.

Date: July 28, 2004
W.I.: 1125
Referred by: PAC

Attachment A
MTC Resolution No. 3644
Page 1 of 9

Regional Bicycle and Pedestrian Program
Program Guidelines

I. Program Description

The Regional Bicycle and Pedestrian Program was created by the Commission to fund the construction of the Regional Bicycle Network and regionally significant pedestrian projects. The Commission committed $200 million in Phase One of Transportation 2030 to support the regional program over a 25-year period. These guidelines govern the first four years worth of Federal Congestion Management and Air Quality Mitigation (CMAQ) funding, a total of $32 million for FY 2005/06 through FY 2008/09.

Sub-Programs: The program funds in the first four years are divided into two portions: 25% of the total funds is designated as the Regional Portion, a competitive program in which projects will be selected based on evaluation criteria in these guidelines; the remaining 75% of the funds is designated as the County Portion which is distributed to county congestion management agencies (CMAs) based on their county population shares. The CMAs, with review of bicycle and pedestrian interests, will select projects for the 75% county portion based on criteria developed by the CMA and will identify projects to submit to MTC for consideration for the 25% regional portion. Consistent with MTC Resolution No. 3615, each county will receive 100% of its population share of funding over a 12-year period. Table 1 shows each county's total four-year 75% program level; annual targets consistent with the programming policies in MTC Resolution 3615 will be provided by MTC in the call for projects. Table 2 shows each county's 100% 12-year population share.

Table 1: Program Funding Levels FY 05/06 – FY 08/09

	Funds Available
Total 4-Year Funding	**$32,000,000**
Total Regional Portion (25%)	**$8,000,000**
Total County Portion (75%)	**$24,000,000**
Alameda	$5,107,755
Contra Costa	$3,356,779
Marin	$874,874
Napa	$439,682
San Francisco	$2,747,973
San Mateo	$2,501,837
Santa Clara	$5,952,752
Solano	$1,395,835
Sonoma	$1,622,513

Table 2: 12-Year 100% County Shares*

County		Population Share
Alameda	$20,431,020	21%
Contra Costa	$13,427,117	14%
Marin	$3,499,496	4%
Napa	$1,758,727	2%
San Francisco	$10,991,894	11%
San Mateo	$10,007,349	10%
Santa Clara	$23,811,007	25%
Solano	$5,583,339	6%
Sonoma	$6,490,050	7%
Total 12-Year Funding	**$96,000,000**	**100%**

*Subject to availability of funds

Mode-Split Targets: The program has an overall goal to fund bicycle and pedestrian projects equally over a 12-year period. However, to encourage pedestrian projects that may not have other sources of dedicated funding, the Regional portion and each County Portion are expected to direct a minimum of 25% of their respective funds over the 12-year period toward projects predominantly serving pedestrians.

II. Eligible Applicants

Regional Bicycle and Pedestrian Program grants are available to local governments, transit operators, and other public agencies that are eligible recipients of federal funds. Community-based organizations and nonprofits may be co-partners but cannot receive the funds. Grant recipients will be required to take the capital project through the federal-aid process with Caltrans Local Assistance, and obligate, or commit, the federal funds by the regional obligation deadline specified by MTC. In addition, grant recipients are strongly encouraged to attend a training workshop offered by Caltrans on project implementation and the federal aid process.

III. Eligible Projects

Project activities eligible for funding include: pedestrian and bicycle facilities (including bike parking) that provide access to regional transit, lifeline transit, regional activity centers, or schools; bicycle facilities on the Regional Bicycle Network defined in the Regional Bicycle Plan (December 2001); and regionally significant pedestrian projects. Pedestrian projects are intended to be inclusive of facilities or improvements that accommodate wheelchair use. All projects must meet eligibility criteria and project readiness requirements described below consistent with CMAQ eligibility guidelines.

Project Eligibility Criteria

All projects are required to demonstrate a likely mode shift to bicycling or walking.
Projects must meet all of the following criteria to be eligible for the Regional or County portions of the program:

1. Project falls into one of the following categories:

   Bicycle Projects
   - Included in the Regional Bicycle Network as defined in the adopted Regional Bicycle Plan (December 2001)

   Pedestrian Projects
   - Provides access to and within regional activity centers[1]

   Project Serves Either Bicyclists or Pedestrians
   - Provides access to regional transit or lifeline transit[2]
   - Meets Safe Routes to Schools criteria

2. Project is CMAQ eligible under Federal guidelines. The project sponsor must be able to demonstrate the project encourages walking or bicycling as a means of improving air quality. Note that Federal guidelines prohibit the use of CMAQ funds for projects purely intended for safety as well as for basic repair and rehabilitation of bicycle or pedestrian facilities. CMAQ funds *may* be used to fund a limited period of operations for an attended bicycle parking facility (i.e., bikestation)
3. Sponsor assures a local match of at least 11.5% of the total project cost will be available.
4. Funding request is at least $300,000 and does not exceed $4 million or the county's 12-year population share of funds, whichever is less. Counties with a four-year share of $2 million or less may fund projects below the $300,000 limit. As a general guideline, auxiliary elements (e.g. ADA access improvements, utility trenching, drainage work, fire hydrants, landscaping, cosmetic resurfacing, surface improvements, etc.) that are incidental to the overall project should not exceed 20% of the total project cost. Signage designating a bicycle or pedestrian facility is not considered auxiliary elements for this program. Exceptions may be allowed at the discretion of the CMA (for the County Portion) or MTC (for the Regional Portion). In particular, new sidewalk projects may be exceptions.
5. Project is well-defined and results in a usable segment. MTC defines a usable segment as a section of public improvements that has defined start and end points and allows continuous travel from the start point to the end point.
6. Sponsor agrees to abide by all applicable regulations, including the National Environmental Policy Act (NEPA) and the American with Disabilities Act (ADA).
7. Sponsor understands and agrees to MTC project delivery requirements as described in MTC Resolution No. 3606. Key highlights are shown below:
   a. Federal funds through the Regional Bicycle and Pedestrian Grants program are fixed

[1] Regional activity centers include universities, hospitals, major commercial districts, major employment centers, central business districts, and major public venues. Priority should be given to projects serving utilitarian trip purposes. Projects providing pedestrian access to or within a regional activity center will be eligible for funding. Projects providing bicycle access to or within a regional activity center are only eligible if the facility is included on the Regional Bicycle Network.

[2] Regional transit is transit serving a regional activity center and is typically a "trunkline" service. Lifeline transit serves low-income, transit-dependent communities.

at the programmed amount, and therefore any cost increase would not be funded through the Regional Bicycle and Pedestrian Program.

b. Projects are to be designed and built consistent with the project description contained in the grant application, and if approved, as programmed in MTC's Transportation Improvement Program (TIP).
c. A field review with Caltrans Local Assistance will be completed within six (6) months of grant approval.
d. The appropriate NEPA document for the project will be certified through the office of Caltrans Local Assistance within twelve (12) months of grant approval.
e. Federal funds will be obligated by the fund obligation deadline established by MTC for this grant cycle.
f. MTC will be notified immediately to discuss potential project implications that will affect the delivery of the project.
g. The project sponsor or a cooperating agency commits to maintaining the project.

Project Readiness Criteria

The following criteria will be used to evaluate whether a project will be able to meet the fund obligation deadline. Projects determined to be unlikely to meet the fund obligation deadline will be considered ineligible.

1. Is the project dependent upon another uncompleted major capital project?
2. Has a PSR or feasibility study been completed?
3. What type of environmental document required by CEQA and NEPA will be (has been) prepared, and when would it be (was it) certified? What environmental issues may require more detailed study?
4. Is the project entirely within the local agency's right-of-way? Are any new right-of-way, permits or easements needed, and when would it be acquired if needed?
5. Is there a utility relocation phase within the project area but implemented separately from the project?
6. Have all affected departments within the local government agency, transit agency, and/or other public agency (1) been involved in the development of the project and (2) reviewed the project to ensure project feasibility?
7. Is there significant local opposition or any pending lawsuits related to the project that may prevent the project from meeting the funding obligation deadline?

IV. Criteria for Project Selection and Prioritization

County Portion (75%)

For the county portions, projects meeting the eligibility criteria outlined in Section III may be selected and recommended for programming based on criteria developed at the discretion of each CMA. CMAs <u>may</u> choose to use scoring factors in table 2 (below) for this purpose. CMAs are welcome but not required to adopt the Regional Portion project selection factors listed below. Project selection factors must be consistent with the Project Eligibility Criteria above and must address both pedestrian and bicycle projects.

Regional Portion (25%)

Projects meeting the Project Eligibility Criteria will be prioritized and recommended for funding based on the degree to which they:

- Provide bike and/or pedestrian access to regional transit / lifeline transit, schools, regional activity centers
- Eliminate major gap or obstacle in a bike or pedestrian facility
- Have community support, as indicated by inclusion in an adopted plan or other document endorsed by community advisory groups
- Address safety concerns
- Provide local matching funds
- Are regionally significant

The basis for scoring in each of these factors is outlined in Table 2.

Table 2: Scoring Basis for Selecting Projects for Regional Portion

Focus Area	Ranking and Description	Points
Gap closures in sidewalk or regional bicycle network serving mobility needs Addresses barrier* to completing trip	High: Project provides means to overcome a barrier e.g. bridge over freeway, expressway, or rail line) or eliminates a gap (e.g. a new bike lane or a new sidewalk in a corridor without facilities) where no nearby facility exists.	8-10
	Med: Project reduces consequences of an existing barrier or gap to provide more direct non-motorized travel where limited or inferior alternatives exist.	4-7
	Low: Project extends an existing pedestrian facility or regional bicycle route (e.g. bike lane or sidewalk), working towards a gap closure, but not eliminating it.	0-3
Access to schools, regional transit**, lifeline transit** or to/within regional activity center***	High: Project is specifically designed to significantly improve access to a destination. Project will be within ¼ mile (pedestrian facility) or 1/2 mile (bike facility) in actual walking/biking distance from destination.	8-10
	Medium: Project will generally enhance access to a destination. Project will be within ½ mile (pedestrian facility) or 1 mile (bike facility) in actual walking/biking distance from destination.	4-7
	Low: Project improves upon limited existing access. Project will be beyond1/2 mile (pedestrian facility) or 1 mile (bike facility) in actual walking/biking distance from destination.	0-3
Safety	High: Project will address a demonstrated safety issue (e.g. collision statistics are high). Project will address safety concern with a proven or demonstrated counter measure.	8-10
	Med: Project will improve a situation with some safety issues (e.g. some reported collisions, conflicts, near-misses, or evidence of high vehicle traffic volume or speed)	4-7
	Low: Project will generally improve safety, even though there are no known problems.	0-3

* Barriers include major arterials, freeways, major transit facilities, railroad tracks, creek/streams, etc. A substandard or deficient facility is generally considered a "medium" gap.

** Regional transit is transit serving a regional activity center. Lifeline transit serves low-income, transit-dependent communities.

*** Regional activity centers include universities, hospitals, major commercial districts, major employment centers, , central business districts and major public venues. Priority should be given to projects serving utilitarian trip purposes when possible. Pedestrian access to or within a regional activity center will be eligible for funding. Bicycle access to or within a regional activity center is only eligible if it is included on the regional bicycle network.

Table 2: Scoring Basis for Regional Prioritization Factors cont.

Focus Area	Ranking and Description	Points
Community Support	High: Project has **strong** documented community and neighborhood support. Letters of support OR minutes indicating actions taken in support of project provided. Projects are included in a local, county or community-based plan.	8-10
	Med: Project has some community & neighborhood support. Projects are included in a local, county or community-based plan.	4-7
	Low: Community outreach will be completed as part of the project, but little or none done to date.	0-3
Other Funds with a copy of local resolution	Project can commit over 35% of total project cost (includes 11.47% required match) from other sources	5
	Project can commit 30% to 34.9% of total project cost (includes 11.47% required match) from other sources	4
	Project can commit 25% to 29.9% of total project cost (includes 11.47% required match) from other sources.	3
	Project can commit 20% to 24.9% of total project cost (includes required 11.47% required match) from other sources.	2
	Project can commit 15 to 19.9% of total project cost (includes 11.47% required match) from other sources.	1
Regional Significance Bonus	Demonstrates multi-jurisdictional cooperation****; project is innovative; has potential to be replicated elsewhere; demonstrates regional significance	0-5

**** Jurisdictions include city/county public agencies, special districts, non-profit organizations, transit, etc.

V. Application and Evaluation Process

Step 1: MTC issues a "call for projects" to the CMAs. The call for projects will include a form for submitting projects for the Regional Portion.

Step 2: CMAs solicit projects within their counties

a. CMAs screen projects based on the adopted eligibility criteria.
b. With review from their bicycle and pedestrian committees (or other committees with bicycle and pedestrian interests represented[3]) CMAs select projects for the County Portions based on criteria developed at the discretion of each CMA and identify projects for submittal to MTC for the competitive Regional Portion.

Step 3: CMAs submit to MTC:

- Board approved, prioritized list of projects for the County portion with recommended programming years for each project. MTC staff will review county lists for consistency with the adopted eligibility criteria. The amount of funds requested by a CMA in any year may not exceed the annual county target provided by MTC with the call for projects. A CMA may choose to defer selection of specific projects for FY 07/08 and FY 08/09 until early 2006, when the remainder of the STP and CMAQ funds will be programmed in preparation for the 2007 Transportation Improvement Program (TIP).
- Project applications for those projects to be considered for the Regional Portion.
- Documentation that the projects recommended for the County portion and those submitted for consideration for the Regional Portion were reviewed with both bicycle and pedestrian interests, as described under Step 2.

Step 4: MTC evaluates projects submitted by CMAs for consideration for the Regional Portion. The evaluation will be conducted with a committee of representatives from the Regional Bicycle Working Group, Regional Pedestrian Committee , Bay Area Partnership and MTC staff.

Step 5: MTC's Executive Director will make a funding recommendation to the Commission. The recommendation for the Regional Portion will be based on the evaluation in Step 4. The recommendation for the County Portion, will be based on the prioritized lists of projects submitted to MTC in Step 3. County priorities will be adhered to up to the 4-year county funding amount shown in Table 1. Projects with higher local match would receive priority for programming in the early years.

Step 6: Following Commission's approval, grant recipients will submit to MTC a board-approved resolution demonstrating commitment to fund and build the project and an opinion of legal counsel. The recipient will attend a workshop on implementation and the federal-aid process. Grant recipients will be required to take the project through the

[3] Pedestrian representatives can include advocates, public works staff, parks and recreation staff, or other agency staff with responsibility for planning and implementing pedestrian improvements.

federal-aid process with Caltrans Local Assistance. Funds returned from the County portion may be reprogrammed to another project based on the recommendations from the CMA. Funds returned to the Regional Portion will be reprogrammed according to Commission policy.

Crediting of Sales Tax funds

Consistent with Resolution 3615, a CMAQ crediting option is available to counties with existing sales tax measures that commit a minimum of 5% of the sales tax measure funds to bicycle and pedestrian projects. Alameda and San Francisco counties meet this threshold and are eligible to exercise this crediting option. These counties can receive a CMAQ credit (of up to 60% of their 75% population-share funding distribution in the Regional Bicycle and Pedestrian Program) for county sales tax measure funds dedicated to regional bicycle and pedestrian projects eligible under these guidelines. The credited amount can be used for other CMAQ eligible projects in the county.

Credit will be given at the start of each cycle. As a condition for receiving credit in the next four-year programming cycle, CMAs must report back to MTC at the end of each cycle with evidence that local sales tax funds were spent to implement eligible bike/pedestrian projects meeting the eligibility criteria in these guidelines. No credit will be allowed during the first two fiscal years of the program (FY 2005/06 and FY 2006/07).

APPENDIX A – 11

Air Quality Conformity Analysis
MTC Resolution No. 3756

Date: July 26, 2006
W.I.: 1412
Referred by: PAC

ABSTRACT

Resolution No. 3756

This resolution finds that the 2007 Transportation Improvement Program is in conformance with the State Implementation Plan (SIP) to achieve National Ambient Air Quality Standards.

Date: July 26, 2006
W.I.: 1412
Referred by: PAC

RE: Approval of the Air Quality Conformity of the 2007 Transportation Improvement Program to the State Implementation Plan for Achieving and Maintaining National Ambient Air Quality Standards

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3756

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region); and

WHEREAS, MTC has updated its long-range transportation plan for the region, the Transportation 2030 Plan, approved on February 23, 2005 (MTC Resolution 3681); and

WHEREAS, MTC has prepared the 2007 Transportation Improvement Program (TIP), which adds regionally significant, non-exempt projects from the Transportation 2030 Plan into the 2007 TIP (MTC Resolution 3755); and

WHEREAS, the Transportation 2030 Plan and the TIP must conform to the State Implementation Plan (SIP), the federal air quality plan for the Bay Area; and

WHEREAS, a TIP amendment requires a new conformity determination for the entire TIP before the amendment is approved by MTC, unless the amendment merely adds or deletes exempt projects (40 CFR Section 93.104(2)); and

WHEREAS, MTC has conducted a new transportation air quality conformity analysis for the 2007 TIP in accordance with the Bay Area Air Quality Conformity Procedures (MTC Resolutions No. 3075) adopted pursuant to Environmental Protection Agency regulations; and

WHEREAS, said conformity analysis is referenced in Attachment A of this resolution, and is incorporated herein as though set forth at length; and

WHEREAS, the conformity analysis has been circulated for public comment; now, therefore be it

RESOLVED, that MTC finds that the 2007 TIP (MTC Resolution 3755):

(A) Conforms to the applicable provisions of the State Implementation Plan and the applicable transportation conformity budgets in the SIP approved for the national 8-hour ozone standard and for the national carbon monoxide standard; and

(B) Provides for the timely implementation of Transportation Control Measures from the applicable State Implementation Plan; and be it further

RESOLVED, that this conformity finding serves to also redetermine conformity for the Transportation 2030 Plan; and

RESOLVED, that Executive Director shall forward a copy of this Resolution to the federal Department of Transportation for its approval of MTC's conformity findings, along with a copy of the TIP and to such other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on July 26, 2006.

FINAL
Transportation Air Quality Conformity Analysis
for the
2007 Transportation Improvement Program

Prepared by the
Metropolitan Transportation Commission
July 2006

FINAL

Transportation Air Quality Conformity Analysis

for

2007 Transportation Improvement Program

DRAFT: May 26, 2006
FINAL: July 26, 2006

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I. INTRODUCTION

The Metropolitan Transportation Commission (MTC) prepares a transportation air quality conformity analysis when MTC updates its long-range regional transportation plan (RTP), or adds or deletes regionally significant, non-exempt projects into the Transportation Improvement Program (TIP). As such, MTC has conducted a transportation air quality conformity analysis of the 2007 Transportation Improvement Program (TIP) in accordance with EPA's transportation conformity regulations and MTC's Bay Area Air Quality Conformity Procedures (MTC Resolution No. 3075). This conformity analysis includes a new regional emissions analysis because non-exempt projects from the Transportation 2030 Plan are being added to the 2007 TIP and the analysis years have changed for some regionally significant, non-exempt projects. This report explains the basis for the conformity analysis and provides the results used by MTC to make a positive conformity finding. This finding will also serve to redetermine conformity for the entire Transportation 2030 Plan.

Purpose of Conformity Analysis

The 1990 Clean Air Act Amendments (CAAA) outlines requirements for ensuring that federal transportation plans, programs and projects are consistent with ("conform to") the purpose of the State Implementation Plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards.
A conformity finding demonstrates that the total emissions projected for a RTP or TIP are within the emissions limits ("budgets") established by the SIP, and that transportation control measures (TCMs) are implemented in a timely fashion.

Conformity applies to areas that are designated non-attainment, and those redesignated to attainment after 1990 ("maintenance areas" with plans developed under Clean Air Act section 175A) for ozone, particulate matter, carbon monoxide, and nitrogen oxide. The U.S. EPA published conformity regulations to implement the 1990 CAAA conformity requirements in November 1993, and revised them in August 1995, November 1995 and August 1997.

Metropolitan Planning Organizations such as MTC are required to adopt and follow these regulations. In the Bay Area, the procedures were first adopted in September 1994 to comply with the 1990 CAAA. Three subsequent amendments to the transportation conformity procedures in August 1995, November 1995, and August 1997 have been adopted by the three co-lead agencies (MTC, Association of Bay Area Governments (ABAG), and Bay Area Air Quality Management District (BAAQMD)), approved by EPA, and are now part of the California SIP. MTC Resolution No. 3075 is the MTC resolution adopting EPA's most current regulation on conformity procedures for transportation plans, programs and projects. These revised conformity procedures were submitted to U.S. EPA in 1998.

These regulations and resolutions state in part that, MTC cannot approve any transportation plan, program or project unless these activities conform to the purpose of the federal air quality plan (officially titled the State Implementation Plan, or SIP). "Transportation plan" refers to the Regional Transportation Plan (RTP). "Program" refers to the Transportation Improvement Program (TIP), which is a financially realistic set of highway and transit projects to be funded over the next four years. A "transportation project" is any highway or transit improvement, which is included in the RTP and TIP and requires funding or approval from the Federal Highway Administration or the Federal Transit Administration. Conformity regulations also affect regionally significant non-federally funded projects which must be included in a conforming transportation plan and program.

Status of Regional Transportation Plan

The Transportation 2030 Plan is the current long-range regional transportation plan for the nine-county San Francisco Bay Area adopted by MTC in February 2005 (MTC Resolution 3681). The Transportation 2030 Plan represents a strategic investment plan to improve system performance for Bay Area travelers over the next 25 years and includes a set of highway, transit, local roadway, bicycle and pedestrian projects identified through regional and local transportation planning processes.

Similar to previous long-range plans, the Transportation 2030 Plan is made up of two separate elements. The “financially constrained” element includes those transportation projects that would be funded through revenues projected to be reasonably available over the next 25-year horizon of the plan. The more comprehensive “vision” element identifies illustrative transportation projects that would be funded through revenue measures that may become available in the future through either legislative action or voter mandate.

MTC prepared a conformity analysis that addresses only those projects identified in the financially constrained element of the Transportation 2030 Plan. The Federal Highway Administration and Federal Transit Administration approved MTC’s conformity determination for the Transportation 2030 Plan and 2005 TIP/Amendment #05-05 on March 17, 2005.

Status of Transportation Improvement Program

The latest conformed TIP is the 2005 Transportation Improvement Program, as amended by Amendment #05-16, adopted by MTC in December 2005 (MTC Resolution No. 3630, Revised). The 2005 TIP was developed to be consistent with the Transportation 2030 Plan. The Federal Highway Administration and Federal Transit Administration approved MTC’s conformity determination for the 2005 TIP/Amendment #05-16 on January 27, 2006.

In accords with federal programming requirements, MTC has prepared the 2007 TIP, which is the subject of this conformity analysis. The 2007 TIP addresses the new SAFETEA requirements, and

covers four years of programming starting with fiscal years 2006-07 through 2009-10. The 2007 TIP accommodates federal earmark projects, transportation sales tax projects identified in successful November 2004 measures, and other non-exempt projects. The list of new non-exempt projects to be amended into the TIP is contained in Appendix A-1 (specific funding sources are identified in the TIP itself). Furthermore, all projects included in the 2007 TIP are derived from and/or consistent with the financially constrained element of the Transportation 2030 Plan.

II. BAY AREA AIR POLLUTANT DESIGNATIONS

National 1-Hour Ozone Standard

On November 6, 1991, the U.S. Environmental Protection Agency (EPA) designated the Bay Area as a moderate ozone non-attainment area. Based on "clean" air monitoring data from 1990 to 1993, the co-lead agencies—BAAQMD, MTC, and ABAG— determined that no ozone violations had occurred and requested the California Air Resources Board (ARB) to forward a redesignation request and an ozone maintenance plan to U.S. EPA.

On May 25, 1995, the Bay Area was classified as an ozone maintenance area, having attained the 1-hour national ozone standard for five years (1990-1994). However, on July 10, 1998 the U.S. EPA published a Notice of Final Rulemaking redesignating the Bay Area back to an ozone non-attainment (unclassified) area. This action was due to violations of the 1-hour standard that occurred during the summers of 1995 and 1996, and became final on August 10, 1998.

On October 31, 2003, U.S. EPA proposed a finding of attainment of the national 1-hour ozone standard for the Bay Area. The proposed finding is based on air quality monitoring data from the 2001, 2002, and 2003 ozone seasons. In April 2004, U.S. EPA made a final finding that the Bay Area had attained the national 1-hour ozone standard. Because of this finding, some of the elements of the 2001 Ozone Attainment Plan, submitted to EPA to demonstrate attainment of the 1-hour standard, were suspended. The finding of attainment did not mean the Bay Area had been reclassified as an attainment area for the 1-hour standard. To be reclassified, the region had to submit a formal redesignation request to EPA. In addition, EPA had to approve all Bay Area SIP submittals for the national 1-hour ozone standard (including the required portions of the 2001 Ozone Attainment Plan) and find that the region is implementing all of its existing SIP commitments.

On April 15, 2004, EPA issued the first phase of the final implementation rule designating and classifying areas not meeting the federal 8-hour ozone standard. This phase of the implementation rule explains how EPA is classifying areas not meeting the national air quality standard for 8-hour ozone. It also establishes a process for transitioning from implementing the 1-hour standard for ozone to implementing the more protective 8-hour ozone standard. The rule also establishes attainment dates for the 8-hour standard and the timing of emissions reductions needed for

attainment. The 8-hour designations and classifications took effect on June 15, 2004; and one year following this effective date, EPA revoked the 1-hour standard.

National 8-Hour Ozone Standard

In July 1997, U.S. EPA revised the ozone standard, setting it to 0.08 parts per million and defined new standard as "concentration-based" form, specifically the 3-year average of the annual 4th highest daily maximum 8-hour ozone concentrations. In April 2004, EPA issued final designations for attainment and non-attainment areas. The Bay Area monitoring stations recorded concentrations that exceeded the national 8-hour ozone standard for 2001, 2002 and 2003. In April 2004, EPA formally designated the Bay Area as a non-attainment area for national 8-hour ozone, and classified the region as "marginal" based on five classes of non-attainment areas for ozone, ranging from marginal to extreme. Marginal, non-attainment areas must attain the national 8-hour ozone standard by June 15, 2007.

On July 1, 2004, EPA published a final rule amending the transportation conformity rule to address the new national 8-hour ozone standard. The amended rule states that Plans and TIPs in nonattainment areas must be found to conform against the new standard by one year after the effective date of designation – by June 15, 2005 for 8-hour ozone areas. Conformity for the 1-hour ozone standard will no longer apply in existing 1-hour ozone nonattainment and maintenance areas once the 1-hour ozone standard is revoked; this occurred on June 15, 2005. Furthermore, prior to 8-hour budgets being established, all areas with adequate or approved 1-hour motor vehicle emission budgets must use them to demonstrate conformity with the 8-hour ozone standard, unless it is determined through interagency consultation that using the interim emissions tests is more appropriate. The conformity finding in this report is based on the approved 1-hour motor vehicle emissions budget.

National 8-Hour Carbon Monoxide Standard

In April 1998, the Bay Area was redesignated to a "maintenance area" for the national 8-hour carbon monoxide (CO) standard, having demonstrated attainment of the standards. As a maintenance area, the region must assure continued attainment of the CO standard.

Approved Motor Vehicle Emissions Budgets

The Bay Area has conformity requirements for both the federal ozone and CO standards. Under these requirements, the Bay Area has to meet a motor vehicle emission "budget" test for Volatile Organic Compounds (VOC), Nitrogen Oxides (NO_X) and CO. To make a positive conformity finding, MTC must demonstrate that the calculated motor vehicle emissions in the region are lower than the approved budgets. As mentioned above, under EPA's new conformity rule for the national 8-hour ozone standard, the existing 1-hour motor vehicle emission budget is to be used for conformity analyses until it is replaced by another budget.

For the ozone precursor emissions VOC and NO_X, the applicable motor vehicle emissions budget was developed for the 2006 attainment year as part of the 2001 Ozone Attainment Plan and was subsequently approved by EPA.

For CO, the applicable motor vehicle emissions budget was developed for the 2004 Revisions to the California State Implementation Plan for Carbon Monoxide (herein referred to as the 2004 Carbon Monoxide Maintenance Plan).

The motor vehicle emission budgets are listed below:

VOC:	164 tons per day (2006 and beyond)
NOx:	270.3 tons per day (2006 and beyond)
CO:	1,850 tons per day (2003 and beyond)

On road motor vehicle emissions are analyzed for various analysis years that must not be more than 10 years apart, or more than 10 years from the base year used to validate the model (2000). For this conformity analysis, the analysis years are 2006, 2007, 2015, 2025, and 2030 for VOC and NOx. MTC has prepared separate travel forecasts for the Bay Area for each of these years. For CO, the analysis years are 2006, 2007, 2015, 2018, 2025, and 2030. Travel forecast data for year 2018 were interpolated between 2015 and 2025. These travel forecasts are then used to calculate motor vehicle emissions.

III. CONFORMITY ANALYSIS & RESULTS

Approach to Conformity Analysis

Motor vehicle emissions for future years are estimated using MTC's travel demand forecast model (BAYCAST 2000), which estimates vehicle activity in the Bay Area, and the California Air Resources Board's latest model for determining motor vehicle emissions (EMFAC2002). The MTC travel demand model requires various inputs. MTC has used the latest planning assumptions for the purpose of preparing this TIP conformity analysis.

The MTC travel demand model requires various inputs, including demographic inputs for future population and employment growth in the Bay Area. This conformity analysis uses the latest socio-economic/land use forecast series *Projections 2005* developed and adopted by ABAG and the latest validated version of the MTC travel demand model (BAYCAST, 2000).

The ABAG projections incorporate the new regional "Smart Growth" land use assumptions, which have been approved for use in the conformity analysis by the US DOT and EPA, subject to preparation of a future monitoring report. This report will be transmitted under separate cover. The latest projections (Projections 2005) reflect the near term effects of the current economic slowdown on job creation in the Bay Area between years 2000 through 2005. In addition to the demographic changes occurring over time, the travel demand model determines how changes in the highway, transit, and bicycle network affect people's travel behavior and ultimately the amount of vehicle activity that will occur in the region.

The list of transportation projects being proposed for inclusion in the 2007 TIP and that will be implemented in the Bay Area by 2015 and affect regional vehicle activity are shown in Appendices A-1 and A-2[1]. A list of specific projects implementing TCMs A through E is included in Appendix A-3. Other key modeling inputs and methodological issues are detailed in Appendix B.

Motor vehicle emissions are then calculated by using the vehicle activity outputs from MTC's travel demand forecasting model for the various analysis years, together with the California Air Resources Board (ARB)'s latest motor vehicle emission model (EMFAC2002 version 2.2, April 23, 2003). EMFAC2002 accounts for the effectiveness of the State's vehicle inspection and maintenance program, called Enhanced Smog Check Program in the Bay Area. ARB is also working on a mobile source measure for low pressure evaporative testing of vehicles, and this measure, will be implemented by 2006 and further reduce mobile source emissions.

[1] The full list of projects modeled for conformity analysis can be found in the Appendix B of the *Final Transportation Conformity Analysis for the Transportation 2030 Plan for the San Francisco Bay Area and 2005 Transportation Improvement Program/Amendment #05-05* (February 2005).

Because of differences between ARB's estimate of Bay Area Vehicle Miles of Travel (VMT) and the VMT estimates from MTC's travel demand forecast model, MTC adjusts the regional VMT forecasts (both regional and county level) upward after the initial vehicle activity forecasts are prepared. The process generally involves using the MTC model-predicted VMT growth rates and applying these growth rates to ARB's 2000 base year VMT. To account for this higher VMT in the emission calculations, MTC adjusts the vehicle populations (by county) in EMFAC 2002 per ARB's *Recommended Methods for Use of EMFAC2002 to Develop Motor Vehicle Emissions Budgets and Assess Conformity* (http://www.arb.ca.gov/planning/sip/emfac2002/emfac2002.htm). This methodology also ensures that evaporative hydrocarbon emissions are not underestimated.

In addition to regional and county VMT estimates, the amount of VMT occurring at different speeds is critical to the estimation of motor vehicle emissions. New speed distributions for 2006, 2007, 2015, 2025 and 2030 were applied to passenger cars (PC), light-duty trucks (T1, T2), medium-duty trucks (T3), and motorcycles (mcy) in EMFAC 2002. EMFAC2002 model "default" values were used for all other vehicle types (such as heavy duty trucks) and times of day. Separate peak period speed distributions were utilized for the AM and PM peak periods, while off-peak period speed distributions were employed during the hours representing the 18 off-peak hours of the daily travel demand assignment.

Consultation Process

MTC has consulted on the preparation of the 2007 TIP conformity analysis and other conformity related issues with the Bay Area's Air Quality Conformity Task Force. The Conformity Task Force reviews the assumptions going into the analysis, and consults on TCM implementation issues, and reviews the results. The Conformity Task Force is composed of representatives of U.S. EPA, ARB, FHWA, FTA, Caltrans, MTC, BAAQMD, ABAG, the nine county Congestion Management Agencies, and Bay Area transit operators. The meetings are open to the public and are regularly attended by interested members of the public. Topics covered in past meetings of this group include the following:

October 2005

- SAFETEA Changes to Conformity
- Status of Future SIP Revisions
- TCM Substitution
- Changes to Interagency Consultation
- Phase 2 Rule for 8-Hour Ozone Conformity Schedule
- MTC/CARB Regional VMT Reconciliation
- MTC Travel Model Specification and Training Study
- Review of ABAG Projections 2005

March 2006

- Approach to the Conformity Analysis for the 2007 Transportation Improvement Program
- Draft Conformity SIP: Interagency Consultation & Conformity Procedures
- Draft TCM Substitution Procedures
- Process for 8-Hour Ozone Planning
- Progress Report on MTC/CARB Regional VMT Reconciliation

May 2006

- Draft Conformity Analysis for the 2007 TIP
- Draft Conformity SIP: Interagency Consultation & Conformity Procedures
- Draft TCM Substitution Procedures

Comparison of Motor Vehicle Emissions To Budgets

As explained earlier, motor vehicle emissions budgets are established in the SIP for VOCs, NOx and carbon monoxide (CO). To make a positive conformity finding, the regional motor vehicle emissions must be equal to or less than these budgets. The results of the vehicle activity forecasts and motor vehicle emission calculations are shown below for each separate analysis year. For VOC and NOx, the motor vehicle emission budget also reflects anticipated emission reductions from five Transportation Control Measures (TCMs) incorporated in the 2001 Ozone Attainment Plan (Table 1).

TABLE 1
VOC AND NO_X EMISSIONS BUDGETS FROM 2001 OZONE ATTAINMENT PLAN (TONS/DAY)
(SF BAY AREA-EMFAC 2000)

VOC	
2006 On Road Motor Vehicle Emissions	168.5
2006 Mobile Source Control Measure Benefits	(4.0)
2006 TCM Benefits	(0.5)
2006 Emissions Budget	164.0
NO_X	
2006 On Road Motor Vehicle Emissions	271.0
2006 TCM Benefits	(0.7)
2006 Emissions Budget	270.3

TABLE 2
VEHICLE ACTIVITY FORECASTS*

	2006	2007	2015	2025	2030
VEHICLES IN USE	5,084,099	5,146,988	5,855,431	6,771,482	7,279,014
Daily VMT (1000s)	172,298	174,090	193,794	218,866	232,913
Engine Starts	33,893,781	34,247,285	38,317,415	43,309,000	46,033,820

*VMT forecasts have been adjusted per CARB recommended methods (see Appendix B)

Carbon Monoxide Maintenance Plan Budget

The budget for carbon monoxide is derived from the 2004 Carbon Monoxide Maintenance Plan and is 1,850 tons per day for 2003 and beyond.

Comparison of Estimated Regional Motor Vehicle Emissions to the Budget

The motor vehicle activity forecasts for the 2007 TIP for the various horizon years are converted to motor vehicle emission estimates by MTC using EMFAC2002 (version 2.2, April 23, 2003). EMFAC2002 includes the effects of the implemented (October 2003) enhanced Inspection/Maintenance program for the Bay Area with Test-Only stations (AB 2637, Cardoza, 2002). ARB estimates that the emission reductions in the Bay Area in 2006 from this enhanced Smog Check program are 10 tons per day for VOC and 16 tons per day for NOx. In addition, ARB continues to develop one of the mobile source control measures in the budget – low pressure evaporative testing, which should be operational by 2006.

Table 3A and 3B compares the results of the various analyses with the applicable budgets. The analyses indicate that the motor vehicle emissions are substantially below the budget, due in large part to recent improvements in ARB's latest EMFAC model which reflect the effects of cleaner vehicles in the California fleet and the enhanced Smog Check program now in effect in the Bay Area. With respect to the new Maintenance Plan motor vehicle emission budget for CO, Table 3B shows that calculated motor vehicle emissions will be well below the new budget of 1,850 tons per day in 2018 as well.

The estimated effectiveness of the various Transportation Control Measures, given their current implementation status is shown in Table 4. They are expected to achieve the required cumulative total emission reductions of 0.5 tons per day of VOC and 0.7 tons per day of NOx by 2006.

TABLE 3A
EMISSIONS BUDGET COMPARISONS FOR OZONE
(TONS/DAY WITH BUDGETS BASED ON SF BAY AREA-EMFAC 2000 AND ON ROAD MOTOR VEHICLE EMISSIONS USING MORE CURRENT EMFAC 2002, V2.2)

Year	VOC Budget	On-Road Motor Vehicles VOC	TCMs*	Net Emissions
2006	164.0	126.5	(0.3)	126.2
2007	164.0	116.3	(0.3)	116.0
2015	164.0	68.2	(0.3)	67.9
2025	164.0	44.7	(0.3)	44.4
2030	164.0	38.3	(0.3)	38.0

Year	NO_X Budget	On-Road Motor Vehicles NO_X	TCMs*	Net Emissions
2006	270.3	248.8	(0.5)	248.3
2007	270.3	229.8	(0.5)	229.3
2015	270.3	122.9	(0.5)	122.4
2025	270.3	67.1	(0.5)	66.6
2030	270.3	56.0	(0.5)	55.5

*The transit services for TCM A Regional Express Bus Program were modeled. The emission benefits from TCM A are therefore included in the On-Road Motor Vehicles VOC and NOx emission inventories for 2006 and beyond.

TABLE 3B
EMISSIONS BUDGET COMPARISONS FOR CARBON MONOXIDE

Year	2004 CO Budget*	Estimated CO
2006	1,850	1,320.0
2007	1,850	1,204.9
2015	1,850	644.8
2018 (interpolated)	1,850	556.6
2025	1,850	350.6
2030	1,850	297.8

** 2004 Revision to the California State Implementation Plan for Carbon Monoxide, Updated Maintenance Plan for 10 Federal Planning Areas*

TABLE 4
EMISSIONS REDUCTIONS FOR TRANSPORTATION CONTROL MEASURES (TCMS) A – E IN STATE IMPLEMENTATION PLAN THROUGH JUNE 2006 (TONS PER DAY)

TCM	VOC Emission Reductions through June 2006	NOx Emission Reductions through June 2006
TCM A Regional Express Bus Program	0.20	0.20
TCM B Bicycle/Pedestrian Program	0.04	0.03
TCM C Transportation for Livable Communities	0.08	0.12
TCM D Expansion of Freeway Service Patrol	0.10	0.25
TCM E Transit Access to Airports	0.09	0.13
Total Reductions	0.5	0.7

IV. TRANSPORTATION CONTROL MEASURES

History of Transportation Control Measures

Transportation control measures (TCMs) are strategies to reduce vehicle emissions. They include such strategies as improved transit service and transit coordination, ridesharing services and new carpool lanes, signal timing, freeway incident management, increased gas taxes and bridge tolls to encourage use of alternative modes, etc. With the exception of the five new TCMs (A-E), the original set of TCMs have been completed. The TCMs were added over successive revisions to the SIP (see Table 5). For more information on TCMs 1-28, which are completed, see the last *Transportation Air Quality Conformity Analysis for the 2001 Regional Transportation Plan and FY 2001 Transportation Improvement Program Amendment 01-32 (February 2002)*. This report can be found in the MTC/ABAG Library.

- Twelve (12) ozone measures were originally listed in the 1982 Bay Area Air Quality Plan.

- In response to a 1990 lawsuit in the federal District Court, sixteen (16) additional TCMs were subsequently adopted by MTC in February 1990 as contingency measures to bring the region back on the "Reasonable Further Progress" (RFP) line. The Federal District order issued on May 11, 1992, found that these contingency TCMs were sufficient to bring the region back on the RFP track anticipated in the SIP. These measures became part of the SIP when U.S. EPA approved the 1994 Ozone Maintenance Plan.

- Two (2) transportation control measures from the 1982 Bay Area Air Quality Plan apply to Carbon Monoxide control strategies, for which the region is in attainment with the federal standard, and primarily targeted downtown San Jose (which had the most significant CO

problem at that time.) MTC also adopted a set of TCM enhancements in November 1991 to eliminate a shortfall in regional carbon monoxide emissions identified in the District Court's April 19, 1991 order. Carbon monoxide standards have been achieved primarily through the use of oxygenated/reformulated fuels in cars and with improvements in the Smog Check program.

- As part of EPA's partial approval/partial disapproval of the 1999 Ozone Attainment Plan, four (4) TCMs were deleted from the ozone plan (but two of these remain in the Carbon Monoxide Maintenance Plan).

- Five (5) new Transportation Control Measures were adopted as part of the new 2001 1-Hour Ozone Attainment Plan and are fully funded in the TIP and 2001 Regional Transportation Plan.

With respect to TCM 2 from the 1982 SIP, there has been a protracted debate, leading to a citizens lawsuit in federal court, about the obligations associated with this TCM. On April 6, 2004 MTC prevailed in the U.S. Court of Appeals for the Ninth Circuit which concluded that TCM 2 does not impose any additional enforceable obligation on MTC to increase ridership on public transit ridership by 15% over 1982-83 levels by November 2006 (Bayview Hunters Point Community Advocates v. Metropolitan Transportation Com'n, (2004 WL 728247, 4 Cal. Daily Op. Serv. 2919, 2004 Daily Journal D.A.R. 4209, 9th Cir.(Cal.), Apr 06, 2004)). Thus TCM 2 has been resolved, and there are no further implementation issues to address in this TCM.

TABLE 5
Transportation Control Measures (TCMs) in the State Implementation Plan

TCM	*Description*
Original TCMs from 1982 Bay Area Air Quality Plan	
TCM 1	Reaffirm Commitment to 28 percent Transit Ridership Increase Between 1978 and 1983
TCM 2	Support Post-1983 Improvements in the Operators' Five-Year Plans and, After Consultation with the Operators, Adopt Ridership Increase Target for the Period 1983 through 1987
TCM 3	Seek to Expand and Improve Public Transit Beyond Committed Levels
TCM 4	High Occupancy Vehicle (HOV) Lanes and Ramp Metering
TCM 5	Support RIDES Efforts
TCM 6*	Continue Efforts to Obtain Funding to Support Long Range Transit Improvements
TCM 7	Preferential Parking
TCM 8	Shared Use Park and Ride Lots
TCM 9	Expand Commute Alternatives Program
TCM 10	Information Program for Local Governments
TCM 11**	Gasoline Conservation Awareness Program (GasCAP)
TCM 12**	Santa Clara County Commuter Transportation Program
Contingency Plan TCMs Adopted by MTC in February 1990 (MTC Resolution 2131)	
TCM 13	Increase Bridge Tolls to $1.00 on All Bridges
TCM 14	Bay Bridge Surcharge of $1.00
TCM 15	Increase State Gas Tax by 9 Cents
TCM 16*	Implement MTC Resolution 1876, Revised — New Rail Starts
TCM 17	Continue Post-Earthquake Transit Services
TCM 18	Sacramento-Bay Area Amtrak Service
TCM 19	Upgrade Caltrain Service
TCM 20	Regional HOV System Plan
TCM 21	Regional Transit Coordination
TCM 22	Expand Regional Transit Connection Ticket Distribution
TCM 23	Employer Audits
TCM 24	Expand Signal Timing Program to New Cities
TCM 25	Maintain Existing Signal Timing Programs
TCM 26	Incident Management on Bay Area Freeways
TCM 27	Update MTC Guidance on Development of Local TSM Programs
TCM 28	Local Transportation Systems Management (TSM) Initiatives
New TCMs in 2001 Ozone Attainment Plan	
TCM A	Regional Express Bus Program
TCM B	Bicycle/Pedestrian Program
TCM C	Transportation for Livable Communities
TCM D	Expansion of Freeway Service Patrol
TCM E	Transit Access to Airports

*Deleted by EPA action from ozone plan
**Deleted by EPA action from ozone plan, but retained in Carbon Monoxide Maintenance Plan.

Source: Bay Area Air Quality Management District, Metropolitan Transportation Commission, 2001.

Status of Transportation Control Measures

TCMs A-E were approved into the SIP as part of EPA's Finding of Attainment for the San Francisco Bay Area (April 2004). The conformity analysis must demonstrate that TCMs are being implemented on schedule (40 CFR 93.113). TCMs A-E have specific implementation steps which are used to determine progress in advancing these TCMs (see Table 6). The TCMs are to be implemented by 2006 and are on schedule.

TABLE 6*
IMPLEMENTATION STATUS OF FEDERAL TRANSPORTATION CONTROL MEASURES FOR OZONE (TCMS A – E)

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
A	Regional Express Bus Program	Program includes purchase of approximately 90 low emission buses to operate new or enhanced express bus services. Buses will meet all applicable ARB standards, and will include particulate traps or filters. MTC will approve $40 million in funding to various transit operators for bus acquisition. Program assumes transit operators can sustain service for a five year period. Actual emission reductions will be determined based on routes selected by MTC.	FY 2003. Complete once $40 million in funding pursuant to Government Code Section 14556.40 is approved by the California Transportation Commission and obligated by bus operators	$40 million for this program was allocated by the CTC in august, 2001. The participating transit operators have ordered and received a total of 94 buses. Four of the initial proposed projects no longer appear viable; the buses ordered for these will be redeployed in alternate services. All buses are expected to be operational by 2006. TCM A is fully implemented.
B	Bicycle / Pedestrian Program	Fund high priority projects in countywide plans consistent with TDA funding availability. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be determined based on the projects funded.	FY 2004 – 2006. Complete once $15 million in TDA Article 3 is allocated by MTC.	MTC allocated over $20 million in TDA Article 3 funds during FY2004, FY2005, and FY2006. TCM B is fully implemented.

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
C	Transportation for Livable Communities (TLC)	Program provides planning grants, technical assistance, and capital grants to help cities and nonprofit agencies link transportation projects with community plans. MTC would fund only projects that are exempt from CEQA, have no significant environmental impacts, or adequately mitigate any adverse environmental impacts. Actual emission reductions will be based on the projects funded.	FY 2004 – 2006. Complete once $27 million in TLC grant funding is approved by MTC	In December 2003, the Commission reaffirmed its commitment of $27 million annually over 25 years for the TLC program as part of Phase 1 of the Transportation 2030 Plan. MTC and the county Congestion Management Agencies (CMAs) have approved over $27 million in TLC grant funding by FY 2006. In November 2004, MTC approved $500,000 for regional TLC Community Design Planning Program, and in December 2004, MTC approved $18.4 million in TLC funding for the regional TLC Capital program. As of June 2006, CMAs in Alameda, Marin and Sonoma counties approved an additional $12.4 million in their county-level TLC Capital programs for a regional total of $31.2 million. TCM C is fully implemented.
D	Additional Freeway Service Patrol	Operation of 55 lane miles of new roving tow truck patrols beyond routes which existed in 2000. TCM commitment would be satisfied by any combination for routes adding 55 miles. Tow trucks used in service are new vehicles meeting all applicable ARB standards.	FY 2001. Complete by maintaining increase in FSP mileage through December 2006	FSP continues to maintain the operation of the 55 lane miles of new roving tow truck coverage. No problems are anticipated in maintaining this level of service through 2006. .

#	TCM	Description	Ozone Attainment Plan Implementation Schedule	Implementation Status
E	Transit Access to Airports	Take credit for emission reductions from air passengers who use BART to SFO, as these reductions are not included in the Baseline.	BART – SFO service to start in FY 2003. Complete by maintaining service through December 2006	Service began June, 2003. Service adjustments were made in September, 2004 to improve productivity and to increase the number of peak period trains stopping at the Airport station.

**See Appendix A-3 for listing of specific projects implementing TCMs A-E.*

V. RESPONSE TO PUBLIC COMMENTS

The Draft Conformity Analysis was released for a 30-day public review period from May 26, 2006 to June 30, 2006. MTC held a public hearing on the Draft 2007 TIP and Draft Conformity Analysis on June 14, 2006. One commenter provided comments during the public hearing, and one written comment was received. Our responses to comments are as follows:

Commenter: Andy Katz, Breathe California (June 14, 2006 Oral Comments)

Comment #1
Reading the report, I can see that plugging in the assumptions from Projections 2005 into the bay cast model and all the other assumptions about the current state of the fleet and the amount of air emissions that results from the fleet will mean that the region is within its air emissions budgets as determined by Cal EPA and their resources board. However, I want to raise some points about that assumption of using Projections 2005. And the most important thing that I see about it is that there isn't a serious policy in place to ensure that Projections 2005 is actually happening. There's a little bit happening in the regional with the TOD policy and a lot of voluntary efforts of cities to encourage transferring to development near transit stations.

Response #1
MTC is required to use the latest planning assumptions, including the latest socio-economic/land use forecasts developed and adopted by ABAG (*Projections 2005)*, when preparing a conformity analysis. The land use assumptions are therefore consistent with the region's effort to implement smart growth. The Air Quality Conformity Task Force, which oversees the conformity analysis, specifically requested that ABAG report periodically on the progress in achieving the region's land use goals. The most recent progress report prepared by ABAG is the *Projections 2005 Monitoring Report*. Due to the variety of efforts mentioned by the commenter, the monitoring report still indicates that the latest projections represent a valid set of future land use assumptions for the region.

Comment #2
But the real air emissions are coming from the sprawl that's happening in places like Eastern Contra Costa County and other potentially sprawl-inducing effects of some of the highway projects that are included in the proposed TIP. The one that I'm particularly concerned about would be expanding a total of eight lanes in Eastern Contra Costa County with the expansion of Highway 4. So those are things that I'm concerned about. But I can't tell in the report in front of you exactly what that project does or what some of the other highway expansion projects do, because the project is just -- or the Conformity Analysis is just an overall picture, overall budgets. But what I'm really interested in in terms of people's health, in terms of the air that we breathe, is what happens at the rush hour, what happens to the air quality at a particular place at a particular point in time. National EPA used to require a one-hour standard to show compliance with. That standard is no longer in place. The federal government has been rolling

back environmental standards. But I would hope that that doesn't mean that MTC and the Air District play along with this; that we still care about our health and the air that we breathe. And I would be interested in seeing some analysis of the cumulative effects of air pollution related to these impacts of particular projects and a cumulative effect of projects that MTC is about to program. The look at the local air quality, both ozone -- we're also interested in particulate matter, but that's not part of this process, as I understand it. And just assess what are the effects of programming these projects.

Response #2
The Conformity Analysis for the Transportation Improvement Program (as well as that for the long-range Regional Transportation Plan) is essentially a cumulative analysis of regional emissions, considering the effects of all the transportation projects together. Ozone is a regional pollutant, and because of the complex photochemical process that creates ozone, it is difficult to isolate the impact of any individual project on 1-hour or 8- hour ozone concentrations. Pollutants that are more localized, like carbon monoxide and particulates, can be analyzed at the project level, and this analysis takes place in the individual project environmental documents (state EIRs and federal EISs). The Federal Highway Administration and Federal Transit Administration must find that a project complies with all applicable federal air quality planning regulations and standards before approving an environmental document for a project that uses federal funds or requires a federal action.

Comment #3
I noticed that there's an increased streamline process for TCM substitutions that MTC is about to adopt. And while I understand that MTC has no plans for TCM substitution, but some of the environmental community were chattering about -- just to see that we would like a full public process in the event this does come up.

Response #3
MTC's TCM substitution procedures do provide a formal process for public review, and the Commission must address all issues raised during the public comment period before approving a substitute TCM.

Comment #4
I really am interested in how -- what MTC is doing to make sure Projections 2005 could happen and how we can find out what the local impacts at particular times these projects will create.

Response #4
See Response #1 and Response #2. In addition, MTC is currently collaborating with ABAG on the Focusing Our Vision program, which will refine the regional land use vision developed through the 2002 Smart Growth Vision effort. The Focusing Our Vision effort will identify priority development and conservation areas through a process that engages local governments

and community stakeholders. The involvement of both community and local government leaders will enhance the chances that this vision can be realized. We encourage the public to take part in this process as well.

Commenter: Mayela Sosa, Federal Highway Administration (June 29, 2006 E-Mail)

Comments #1 through #4
See June 29, 2006 e-mail from Mayela Sousa of FHWA.

Responses #1 through #4
These comments pertain to the 2007 TIP, and therefore will be addressed separately as part of the Response to Comments section of the 2007 TIP.

Comment #5
Appendix A-11: Please document the specific projects that are implementing the general TCMs identified in Table 6. The implementation status of the projects also needs to be provided. FHWA must have all this information for our review prior to making our federal conformity determination for the RTP and FTIP (approximately September 1, 2006). Further, please include this same level of documentation in all subsequent conformity determinations.

Response #5
The implementation status of TCMs A-E is provided in Table 6. See Appendix A-3 for listing of specific projects implementing TCMs A-E.

From: Harold Brazil
To: Ashley Nguyen
Date: 6/29/2006 2:43:46 PM
Subject: Fwd: MTC Draft 2007 FTIP--FHWA Comments

>>> "Sosa, Mayela" <Mayela.Sosa@fhwa.dot.gov> 06/29/06 2:33 PM >>>
Below are FHWA's comments on the subject document.

* Page 11: Appendix A-1 does not contain the documents noted here. It contains instead the resolution for adopting the 2007 FTIP. Resolutions 2648, MTC Federal Public Involvement Procedures, and 3351, MTC Public Involvement Action Plan, do not seem to be included in any other appendix in the document. Please review and correct.

* Pages 6-7: FHWA would like to discuss further how MTC is (or will be) complying with the new SAFETEA-LU planning provisions. As FHWA has previously stated, we are not prepared at this point to make a final determination that MTC's underlying planning process is meeting the new requirements.

* Page 14: Currently, FHWA does not anticipate approving a four-year Federal Statewide Transportation Improvement Program (FSTIP) in October 2006. When the development of the FSTIP began several months ago, FHWA, Caltrans and the MPOs agreed that the 2007 FSTIP would be consistent with the TEA-21 requirements and, therefore, would only cover three years. Caltrans and the other MPOs then proceeded with the development of three-year programs. Despite the new interpretation issued in our May 2, 2006, memorandum on the SAFETEA-LU Deadline for New Planning Requirements (July 1, 2007) regarding a four-year FSTIP, FHWA has not been approached by Caltrans about this possibility for the 2007 FSTIP. We believe it will be difficult to change course this late in the FSTIP development cycle.

* As a reminder, effective October 1, 2006, FHWA will not approve any AC authorizations or conversions (E-76s) that are not included in the FSTIP. FHWA-FTA's June 27, 2005 Fiscal Constraint Guidance (<http://www.fhwa.dot.gov/planning/fcqa62805.htm>) and FHWA's May 10, 1996, Advance Construction Guidance (<http://www.fhwa.dot.gov/innovativefinance/sc308510.htm>) both state that advance construction projects must be included in the STIP (1) in the year the project is authorized for advance construction and (2) the year the project is converted from advance construction to federal funding.

* Appendix A-11: Please document the specific projects that are implementing the general TCMs identified in Table 6. The implementation status of the projects also needs to be provided. FHWA must have all this information for our review prior to making our federal conformity determination for the RTP and FTIP (approximately September 1, 2006). Further, please include this same level of documentation in all subsequent conformity determinations.

If you wish to discuss any of the above comments, please contact me.

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VI. CONFORMITY FINDINGS

Based on the analysis, the following conformity findings are made:

- This conformity assessment was conducted consistent with EPA's regulations and with the Bay Area Air Quality Conformity Procedures adopted by MTC as Resolution No. 3075.

- The 2007 Transportation Improvement Program provide for implementation of TCMs pursuant to the following federal regulation:

  (1) An examination of the specific steps and funding source(s) needed to fully implement each TCM indicates that TCMs which are eligible for funding under title 23 U.S.C. or the Federal Transit Laws are on or ahead of the schedule established in the applicable implementation plan, or, if such TCMs are behind the schedule established in the applicable implementation plan, the MPO and DOT have determined that past obstacles to implementation of the TCMs have been identified and have been or are being overcome, and that all State and local agencies with influence over approvals or funding for TCMs are giving maximum priority to approval or funding to TCMs over other projects within their control, including projects in locations outside the non-attainment or maintenance area.

  (2) If TCMs in the applicable implementation plan have previously been programmed for Federal funding but the funds have not been obligated and the TCMs are behind the schedule in the implementation plan, then the TIP cannot be found to conform if the funds intended for those TCMs are reallocated to projects in the TIP other than TCMs, or if there are no other TCMs in the TIP, if the funds are reallocated to projects in the TIP other than projects which are eligible for Federal funding intended for air quality improvements projects, e.g., the Congestion Mitigation and Air Quality Improvement Program.

  (3) Nothing in the TIP may interfere with the implementation of any TCM in the applicable implementation plan. (40 CFR Part 93.113(c)).

- For carbon monoxide, motor vehicle emissions in the 2007 Transportation Improvement Program are lower than the transportation conformity budget in the SIP.

- For Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx), motor vehicle emissions in the 2007 Transportation Improvement Program are also lower than the applicable motor vehicle emission budgets for the 8-hour ozone standard.

APPENDIX A-1

LIST OF NEW NON-EXEMPT PROJECTS TO BE AMENDED INTO THE 2007 TRANSPORTATION IMPROVEMENT PROGRAM

Appendix A-1:
New Non-Exempt Projects to be Amended into 2007 Transportation Improvement Program

PROJECT INFORMATION				RTP STATUS			TIP STATUS	
County	**Project Sponsor** (Funding Agency)	**Mode**	**Project Description**	**RTP ID**	**In Financially Constrained Element (YES/NO)**	**Complete & Operational By 2006, 2007, 2015, 2025, 2030**	**TIP ID**	**Reg. Significant**
Alameda	ACCMA	State Hwy	Construct operational and safety improvements to I-880 N btw 16th Ave to 29th Ave, includes reconfiguring the interchange and new ramps	22769	YES	2015	ALA050019	No
Alameda	ACCMA	State Hwy	Engineering, right of way and construction of HOV lanes on I-580 corridor in Livermore Valley between Hacienda Dr. and Greenville Overhead.	22013	YES	2015	ALA070018	Yes
Alameda	ACTA	State Hwy	Widen SR 262 between SR 262 and Kato Rd. in Fremont, includes rebuilding on/off ramps and replacing two railroad overpass structures	22990	YES	2015	ALA978027	Yes
Alameda	Caltrans	State Hwy	Reconstruct I-880/Route 92 interchange with additional travel lanes	94514	YES	2015	B-H970002	Yes
Alameda	LAVTA	Transit	Dublin, Pleasanton, and Livermore (RM2 Funded)	22243	YES	2015	ALA070021	Yes
Alameda	San Leandro	State Hwy	Replace I-880 overpass at Davis St. in San Leandro	22100	YES	2015	ALA070014	Yes
Contra Costa	Antioch	Local	Widen "L" Street to 4 lanes between 10th Street and 4th Street.	22607	YES	2015	CC-070003	Yes
Contra Costa	Antioch	Local	Widen Empire Road to 4 lanes between Lone Tree Way and UPRR/Antioch City limits	22607	YES	2015	CC-070007	Yes
Contra Costa	Antioch	Local	Expand Hillcrest Ave. to 4-lane divided street between Prewett Ranch Road and Sand Creek Road.	22607	YES	2015	CC-070005	Yes
Contra Costa	Antioch	Local	Widen Hillcrest Ave. to 4 lanes from UPRR tracks near SR4 to East 18th.	22607	YES	2015	CC-070002	Yes
Contra Costa	Antioch	Local	Extend Laurel Road as a 4 lane divided arterial from east of Hillcrest Ave. to the SR4 Bypass.	22607	YES	2015	CC-070008	Yes
Contra Costa	Antioch	Local	Construct a new 2 lane roadway (future Sand Creek Road) between Deer Valley Rd and Hillcrest Ave.	22607	YES	2015	CC-070006	Yes
Contra Costa	Antioch	Local	Construct Slatten Ranch Road from north of Lone Tree Way to Laurel Road.	22607	YES	2015	CC-070009	Yes
Contra Costa	Antioch	Local	Extent Wild Horse Rd from Hillcrest to SR4 Bypass	22607	YES	2015	CC-070010	Yes
Contra Costa	Pittsburg	Local	Extend California Avenue between Railroad to Loverige from 2 to 4 lanes.	22607	YES	2015	CC-070041	Yes
Contra Costa	CCTA	Local	SR4 Bypass: Widening to 6 lanes from Laurel Rd to Sand Creek, and to 4 lanes from Sand Creek to Balfour plus interchanges at Balfour, Sand Creek and SR160.	98221	YES	2015	CC-070049	Yes
Contra Costa	Antioch	Local	Widen Somersville Road to 4-lane divided street between James Donlon Blvd and CCWD canal south of Buchanan Rd.	22607	YES	2015	CC-070004	Yes
Contra Costa	Brentwood	Local	Widen existing Central Boulevard from 2 to 4 lanes from Griffith Lane to Dainty Avenue, and widen Central Boulevard Bridge from 2 to 4 lanes.	22607	YES	2015	CC-070015	Yes
Contra Costa	Brentwood	Local	Construct 6-lane grade separation undercrossing at Lone Tree Way/Union Pacific	22607	YES	2015	CC-070013	Yes
Contra Costa	Brentwood	Local	Widen Lone Tree Way from 2 lanes to 4 lanes (approximately 5,200') from O'Hara Avenue to SR4/Brentwood Boulevard.	22607	YES	2015	CC-070014	Yes

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Contra Costa	Brentwood	Local	Widen Central Boulevard from 2 to 4 lanes from Union Pacific Railroad to Griffith Lane. Central Boulevard is currently 4 lanes from the Union Pacific Railroad to SR4/Brentwood Boulevard.	22607	YES	2015	CC-070016	Yes
Contra Costa	Brentwood	Local	Widen Sand Creek Road from 2 lanes to 4 lanes from Hwy. 4 Bypass to SR4/Brentwood Boulevard.	22607	YES	2015	CC-070001	Yes
Contra Costa	Brentwood	State Hwy	Widen SR4/Brentwood Boulevard North from 2 to 4 lanes each direction (approximately 5,800'). Includes widening of bridge over Marsh Creek.	22607	YES	2015	CC-070011	Yes
Contra Costa	Brentwood	State Hwy	Widen SR4/Brentwood Boulevard South from 2 to 4 lanes each direction (approximately 1,500') from Chestnut Street to Fir Street.	22067	YES	2015	CC-070012	Yes
Contra Costa	CCTA	State Hwy	Construct fourth bore of Caldecott Tunnel on SR 24	21206	YES	2015	CC-010002	Yes
Contra Costa	CCTA	State Hwy	Construct a direct NB I-680 to WB SR4 connector (Phase 1) and a EB SR4 to SB I-680 connector (Phase 2). Note: The current TIP includes only the environmental phase for Phase 1.	21205	YES	2025	CC-010023	Yes
Contra Costa	CCTA	State Hwy	Improve traffic operations and safety at the Marina Vista Interchange on I-680. Modifications include realignment of the off-ramp and construction of pedestrian/bicycle facilities through the interchange.	22354	YES	2015	CC-070038	No
Contra Costa	CC County	Local	Widen Pacheco Blvd between Blum Rd to Arthur Road in the Martinez area to 2 lanes in each direction	98133	YES	2015	CC-070018	Yes
Contra Costa	CCTA	State Hwy	I-680 NB HOV Gap Closure from N. Main to SR242	94052	YES	2015	CC-990004	Yes
Contra Costa	CCTA	State Hwy	Improve capacity and safety enhancements to Vasco Road, SR4 Bypass, Byron Hwy and existing SR4 through Oakley, Brentwood and unincorporated areas. Note: Detailed scopes have not yet been determined.	22604	YES	2015	CC-070023	No
Contra Costa	CCTA	State Hwy	Construct ramp improvements at SR4/Willow Pass Road	22607	YES	2015	Cc-070025	No
Contra Costa	Pittsburg	Local	Widen Antioch-Pittsburg hwy to 4 lanes from Loveridge to Somersville	22607	YES	2015	CC-070044	Yes
Contra Costa	CCTA	State Hwy	I-80/San Pablo Dam Rd Interchange Modifications	22360	YES	2015	CC-070035	No
Contra Costa	CCTA	State Hwy	Widen SR4 East from Somersville to 160.	98999	YES	2015	CC-030028	Yes
Contra Costa	Concord	State Hwy	Construct NB on-ramp and SB off-ramp at the SR242/Clayton Rd Interchange	22388	YES	2015	CC-070024	Yes
Contra Costa	Concord	Local	Construct a two-lane roadway and Class I trail from the existing terminus of Panoramic Drive at the North Concord/Martinez BART Station to Willow Pass Road at the intersection with Farm Bureau Road/Olivera Drive.	98193	YES	2015	CC-070028	Yes
Contra Costa	Concord	State Hwy	Widen off ramp at SR242/Concord Ave from 2 lanes to 3 lanes. Configuration will be through and 2 right lanes.	22609	YES	2015	CC-070029	Yes
Contra Costa	Concord	Local	Extend Commerce Ave btwn Pine Creek and Waterworld Parkway in Concord	98194	YES	2015	CC-070026	Yes

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Contra Costa	Concord	Local	Construct a two-lane Waterworld Parkway Bridge over Walnut Creek connecting Waterworld Parkway/Commerce Avenue Extension with Meridian Park Boulevard	98194	YES	2015	CC-070027	No
Contra Costa	County	Local	Improve operations and safety of San Pablo Avenue corridor in West Contra Costa County	94048	YES	2015	Cc-070058	Yes
Contra Costa	Danville	Local	Design and construction Camino Tassajara Crown Canyon to East Town Project in Danville	22613	YES	2015	CC-050075	No
Contra Costa	Danville	Local	Widen Sycamore Valley Road between Camino Ramon Rd and Brookside Road to provide additional westbound travel lane and a 5-ft bike lane.	22613	YES	2015	CC-070031	Yes
Contra Costa	Hercules	Local	Improve roadway capacity and context sensitivty on San Pablo Avenue, Willow Avenue and at Sycamore Avenue.	94048	YES	2015	CC-070055	Yes
Contra Costa	Hercules	Local	Relocate and realign ramps at SR4/Willow Avenue to meet current standards for improved local access and freeway movements.	94046	YES	2015	CC-070051	No
Contra Costa	Lafeyette	Local	Construct a 40+ carpool lot within walking distance to BART station in downtown Lafayette	21204	YES	2015	CC-070039	
Contra Costa	Martinez	Local	Widen Alhambra Avenue between Mac Alvey to SR4 from existing one lane per direction to 2 lanes per direction. Turn lanes and traffic signals will be added at major intersections.	98130	YES	2015	CC-070037	Yes
Contra Costa	Pittsburg	Local	Ventura Dr. to Kirker Pass Rd (future James Donolon Extension aka Buchannan Road Bypass)	22607	YES	2015	CC-070045	Yes
Contra Costa	Pittsburg	Local	Extend West Leland to San Marco	94046	YES	2015	CC-070042	Yes
Contra Costa	Richmond	State Hwy	Reconstruct & reconfiguration of I-80/Central Avenue interchange for south-bound traffic entering I-80 from Central Ave. in Richmond	22355	Yes	2015	CC-050076	No
Contra Costa	Richmond	Local	Construct Richmond-Atlas Road Bridge which crosses UPRR lines to provide access to Point Pinole Regional shoreline (bridge will be an extension of Atlas Rd into the Park and will provide vehicular and a separated pedestrian/bicycle trail connection to the shoreline)	21864	YES	2015	CC-070063	Yes
Contra Costa	San Pablo	Local	Replace Rumrill Bridge and widen on one side	21864	YES	2015	CC-070056	No
Contra Costa	San Ramon	State Hwy	Construct HOV and bus on/off ramps at I-680/Norris Canyon overcrossing in San Ramon	22352	YES	2015	CC-070036	Yes
Contra Costa	TriDelta	Local	Construct a park-and-ride lot on small parcel south of East Leland Road near Century Boulevard right at the Pittsburg/Antioch boundary	21204	YES	2015	CC-070061	No
Contra Costa	Walnut Creek	Local	Widen Geary Road from Putnam Blvd to Pleasant Hill Rd (Phase 3); configuration will include one lane in each direction, center two way left turn lane, bike lanes and sidewalks	22609	YES	2015	CC-070050	Yes
Contra Costa	WTA/CCTA	Transit	New ferry service to San Francisco from Richmond and/or Hercules/Rodeo; project involves utilizing high-speed vessels and capital improvements such as terminals, landside improvements, parking, lighting, transit feeder service, signage, etc.	22122	YES	2015	CC-070062/ CC-070064	Yes

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Marin	TAM	State Hwy	Widen Hwy 101 in Marin and Sonoma Counties from Hwy 37 in Novato to Old Redwood Hwy in Petaluma (including auxiliary lane to Route 12/Route 29)	98154	YES	2015	MRN990055	Yes
Napa	NCTPA	State Hwy	Construct new southbound Route 221 to southbound Route 29 flyover	94073	YES	2015	NAP010001	No
Napa	NCTPA	State Hwy	Route 12/Route 29/Airport interchange construction	94075	YES	2015	NAP010001	No
Napa	NCTPA	State Hwy	Widen SR 12 through Jamieson Canyon (I-80 to SR 29) to 4-lanes to address safety and capacity needs	94074 & 94152	YES	2015	NAP010008	Yes
Region	WTA	Transit	New Berkeley/Albany Ferry Service; includes the acquisition of vehicles and the development and construction of a new terminal in the Berkeley/Albany area of Alameda County	22511	YES	2015	SF-050027	Yes
San Francisco	MUNI	Transit	Design and implement a rail-ready BRT project on Geary Boulevard between downtown and Ocean Beach, possibly in phases. Project includes planning, environmental, engineering, and construction. Elements may include exclusive bus lanes, new roadway configuration.	22420	YES	2015	SF-070004	Yes
San Francisco	MUNI	Transit	E-Line Service: Provide a new historic streetcar service on existing trackage between Fisherman's Wharf and the Caltrain Terminal at 4th & King Streets. If double-ended cars are used, no new trackage is required (possible at low frequency levels).	22415	YES	2015	SF-99T005	Yes
San Francisco	MUNI	Transit	MMX Terminal Improvements: Enhance Muni streetcar operation along the Embarcadero (MMX) corridor through construction of additional terminal tracks and a turning loop in the vicinity of 6th & Berry Streets.	22415	YES	2015		No
San Francisco	MUNI	Transit	Fort Mason Extension: This proposed extension of historic streetcar service would extend the proposed E-line or the current F-line service from Fisherman's Wharf through National Park Service lands in Aquatic Park to Fort Mason, using the historic railway	22415	YES	2015	SF-070003	Yes
San Francisco	MUNI	Transit	Design and construct extensions of the 22-Fillmore and 30-Stockton or 45-Union/Stockton trolley coach lines into the Mission Bay area to meet demand as employment and residential development increases in the area. Project includes the purchase of the additional trolley cars	22420	YES	2015	SF-070006	Yes
San Francisco	MUNI	Transit	Design and implement a BRT project on Van Ness Avenue from Mission to North Point.	22420	YES	2015	SF-070005	Yes
San Mateo	Caltrain	Transit	Construct Caltrain Express Phase 2 grade separation and passing tracts in San Mateo County	21619	YES	2015	SM-070008	Yes
Santa Clara	SC County	Local	The project will provide addition of northbound and southbound auxiliary lanes between Branham Lane and Blossom Hill Road. Including Ibike/ped facilities, left turn lanes, traffic lights replacement and traffic signs modernization along the limits of the project	21833	YES	2006	SCL070005	Yes

Appendix A-1:
New Non-Exempt Projects to be Amended into 2007 Transportation Improvement Program

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County	**Project Sponsor** (Funding Agency)	**Mode**	**Project Description**	**RTP ID**	**In Financially Constrained Element (YES/NO)**	**Complete & Operational By 2006, 2007, 2015, 2025, 2030**	**TIP ID**	**Reg. Significant**
Santa Clara	SC County	Local	Add turn lane and adaptive traffic control system (single to double turn lanes) at intersection of San Tomas Expressway and Hamilton Ave. in Campbell	21836	YES	2015	SCL070077	No
Santa Clara	VTA	Local	Widen the existing 4-lane Calaveras Boulevard from 4 lanes to 6 lanes beginning at Town Center Drive in the east to Abel Street on the west. Auxiliary lanes will be added between Abel Street and Abbott Avenue. Replacement of the bridges over Main Street, at the UPRR and the proposed BART extension	22178	YES	2015	SCL050077	Yes
Santa Clara	VTA	Local	Construct new Camino Arroyo Bridge and new street section on Camino Arroyo from Ronan Channel to Arroyo Circle and on Sixth Street from Gilman Street and Railroad Street in Gilroy	22182	YES	2015	SCL070006	Yes
Santa Clara	VTA	Local	Extend Mary Avenue across US 101 and 237 by constructing an overcrossing	22153	YES	2025	SCL050089	Yes
Santa Clara	VTA	State Hwy	Modify I-880 and Stevens Creek Blvd. interchange to ease traffic congestion in San Jose	21719	YES	2015	SCL070002	Yes
Santa Clara	VTA	State Hwy	Modify I-880/Stevens Creek interchange in San Jose; includes grade separation of movements, new auxiliary lanes, partial clover ramp construction, etc.	21719	YES	2015	SCL070002	Yes
Santa Clara	VTA	State Hwy	Reconstruct SR 25/US 101 interchange from existing conventional standards to full freeway standards, and widen US 101 from 4 to 6 lanes between Route 25 and Monterey Highway	22138	YES	2015	SCL070003	Yes
Santa Clara	VTA	State Hwy	Construct full interchange at US 101/Mabury at the location of existing Taylor Street overpass	22894	YES	2015	SCL070004	Yes
Santa Clara	VTA	State Hwy	US 101/Zanker Road/Skyport Drive/Fourth Street interchange improvements to connecting Zanker Road with North Fourth Street and Skyport Drive at US 101 in San Jose	22979	YES	2015	SCL050085	Yes
Santa Clara	VTA	State Hwy	Modify US-101/Tully interchange (involves converting interchange to parclo, eliminate loop ramps, widen ramps, add new intersections on Tully Rd and add additional mainline lane on US 101 southbound, and add aux. lane on US-101 between Tully Rd. & Capitol)	21723	YES	2015	SCL050033	Yes
Solano	STA	State Hwy	I-80/I-680/SR12 Interchange: Improve interchange complex and construct facility parallel to I-80 between SR12 West and SR12 East in Fairfield.	21807	YES	2015	SOL0500031	Yes
Solano	Solano County	State Hwy	Construct new overcrossing and HOV access ramps over I-80 on Turner Road in Solano County near Vallejo **ENV & PSE ONLY**	22703 (Env only)	YES	2015	SOL050061	Yes
Sonoma	SCTA	State Hwy	Reconstruct off ramps on US 101 between Steele Lane and Windsor	98183	YES	2015	SON010019	Yes
Sonoma	SCTA	State Hwy	Widen US 101 for a HOV lane between Old Redwood Highway and Rohnert Park Expressway in Sonoma County	21902	YES	2015	SON050015/ MRN990055	Yes

APPENDIX A-2

LIST OF TRANSPORTATION PROJECTS IN THE 2007 TRANSPORTATION IMPROVEMENT PROGRAM IMPLEMENTED BY 2015

2007 TRANSPORTATION IMPROVEMENT PROGRAM

APPENDIX A-2: PROJECT LISTINGS

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
1	ALA010034	94004	ALA	AC Transit	AC Transit Maintenance Facilities Upgrade	AC Transit: Agency's facilities & equipment upgrades.	2.04
2	ALA010035	94004	ALA	AC Transit	AC Transit SATCOM Expansion	AC Transit: Expand/Enhance AC Transit District's satellite-based global tracking and communication system.	2.06
3	ALA010036	21992	ALA	AC Transit	Berkeley/Oakland/S.Leandro Corr MIS Study	AC Transit: Along the Berkeley/Oakland/S. Leandro service corridor; Complete Major Investment Study including the preliminary engineering & completion of environmental clearance.	4.05
4	ALA010060	21468	ALA	AC Transit	AC Transit Welfare to Work Program	AC Transit: Operating Assistance to support welfare to work program.	2.01
5	ALA030001	94526	ALA	AC Transit	AC Transit Bus Component Preventive Maintenance	AC Transit: Capitalized Maintenance Program; Including replacement of critical components like axles, brakes, electrical systems, seats, windows, lifts & associated labor.	2.05
6	ALA030004	22089	ALA	AC Transit	Emeryville Intermodal Transfer Station	Emeryville: Construct bus terminal with 9 bus bays, including facilities for Amtrak Rail, Capitol Corridor and AC Transit, plus additional parking for shuttles & taxicabs, and other landscape improvements.	5.06
7	ALA030034	94526	ALA	AC Transit	Express Bus Demonstration Service	AC Transit: From Fremont to the Silicon Valley; Assistance to operate the Express Bus across the Dumbarton Bridge into the Silicon Valley.	2.01
8	ALA030036	94526	ALA	AC Transit	Replace 61 1991 30 foot Gilig Buses	AC Transit: Replace 61 1991 30 foot Gillig Buses with similar 30 foot buses.	2.1
9	ALA050017	22455	ALA	AC Transit	Enhanced Bus - Telegraph/Intl/East 14th	AC Transit: Along the Telegraph/Intl Ave /E. 14th Corridor; System includes Bus Stop & station improvements, bus procurement and other street enhancements to implement bus rapid system.	0
10	ALA050034	22240	ALA	AC Transit	Express Bus South	AC Transit: Express Bus South between Alameda County and San Mateo County; Procure 10 over-the-road coaches for express bus service.	1.1
11	ALA050041	94526	ALA	AC Transit	Information Systems Upgrade	AC Transit: Upgrade agency's information system including HR component, accounting, project accounting and payroll systems.	2.04
12	ALA050064	94526	ALA	AC Transit	Transit Security Project	AC Transit: District facilities and Buses; Install cameras on District's buses and at District's facilities also fund design and fabrication of a mobile emergency-operating center.	2.05
13	ALA070019	94526	ALA	AC Transit	Repl 71 1997 40" NABI buses w/ 50 VHools	AC Transit: Purchase up to 50 buses to replace buses that have reached the end of their useful life. Replace 71 1997 40" NABI buses with 50 40" and 30" Van Hool buses.	2.1
14	ALA990052	94525	ALA	AC Transit	Paratransit Van Leasing	AC Transit: Operating assistance to provide contracted paratransit services for the EB Consortium paratransit service.	2.01
15	ALA990076	21464	ALA	AC Transit	AC Transit ADA Paratransit Assistance	AC Transit: ADA Paratransit Operating Subsidy.	2.01
16	ALA991070	94526	ALA	AC Transit	AC Transit Preventive Maintenance Program	AC Transit: Preventive maintenance for agency fleet and related equipment.	2.03
17	ALA030025	94030	ALA	ACCMA	AB 3090 Reimbursement Project-I-880 Mission	ACCMA: AB 3090 Reimbursement Project for the I-880/Mission HOV Lane Project	4.01
18	ALA030026	94030	ALA	ACCMA	AB3090 Replacement Project 880/Mission Landscape	AB 3090 Replacement Project - Landscaping at Mission/I-880	4.01
19	ALA030042	21145	ALA	ACCMA	E. Bay Incident & Emergency Mgmt. System	Alameda &Contra Costa Counties: I-880 & I-80 Corridor; Incident & Emergency Mgmt System utilizing ITS technologies for improved incident responses along the corridor.	1.07

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
20	ALA050006	22013	ALA	ACCMA	I-580 (TriValley) Corridor Improvements	I-580 Corridor (Tri-Valley): Provide improvement enhancing transit access and operations, such as HOV and Aux Lanes, Express Bus and HOV connectors, and other related improvements.	0
21	ALA050011	21456	ALA	ACCMA	I-580 (TriValley) Corridor - WB Aux Lanes	I-580 (TriValley) Corridor: Construct WB Auxiliary Lanes between Airway Blvd and Tassajara Rd.	0
22	ALA050018	94522	ALA	ACCMA	I-880 Maritime St. BRT	Oakland: I-880 NB Connector/Maritime St. & Grand/MacArthur BRT; Provide system engineering analysis, signal modification & retiming, interconnect and intersection improvements including ramp widening.	0
23	ALA050019	22769	ALA	ACCMA	I-880 North, Safety Improvements	Oakland: I-880 btw 16th Ave to 29th Ave; Reconfigure Interchange, including new ramps.	0
24	ALA050029	98141	ALA	ACCMA	I-680 SMART Carpool Lane Project	Sunol Corridor: I-680 btw SR 84 & SR 237 (14miles); Convert the existing HOV Lane to a Combined HOT/HOV facility to further encourage ridesharing activities.	3.01
25	ALA050033	22240	ALA	ACCMA	Ardenwood Blvd Park & Ride Lot	Fremont: Express Bus South: Ardenwood Blvd; Acquire and build site near SR84/Ardenwood Blvd to expand existing park and ride lot. AC Transit is a co-sponsor of project.	1.1
26	ALA050036	21145	ALA	ACCMA	Alameda SMART Corridors Operations & Management	Oakland: Smart Corridor; Telecommunication charges, computer upgrades and management for operations, design modifications. Continuation of same project previously in the TIP under ALA991061.	5.07
27	ALA050074	21085	ALA	ACCMA	I-580 (TriValley) Corridor - TMP/TOS	I-580 (TriValley) Corridor: Implement Traffic Mgmt Plan, including TOS & ITS, ramp metering equipment, & related I-580 corridor advance elements to support EB/WB HOV projects to follow.	4.01
28	ALA070017	22013	ALA	ACCMA	I-580 (Tri Valley) Corridor - WB Noise Barrier	Livermore along I-580 Corridor: between Vasco Road and First Street; Construct soundwall on Westbound I-580.	4.06
29	ALA070018	22013	ALA	ACCMA	I-580 (TriValley) Corridor - WB HOV & Connectors	I-580 (TriValley) Corridor: Westbound HOV lane on I-580 from east of Greenville Road to west of Santa Rita Road and HOV direct connectors from WB I-580 to SB I-680 and NB I-680 to EB I-580.	4.01
30	ALA070020	22013	ALA	ACCMA	I-580 (TriValley) Corridor - EB HOV Lane	I-580 (TriValley) Corridor: From east of Greenville Road to west of Santa Rita Road; Contract Eastbound HOV lane. Sub-project of TIP ID ALA050006.	0
31	ALA979001	98558	ALA	ACCMA	ACCMA - CMA Planning Activities	Alameda County: Support for CMA Planning Activities. Funding Includes 3% Planning Set-Aside.	4.01
32	ALA991084	98141	ALA	ACCMA	I-680 Sunol Grade - Alameda SB HOV Final Phase	Sunol Grade Corridor: Stone Ridge in Alameda County to SR 237 in Santa Clara County: Final project phase - Construction of HOV lane, shoulders and other project clean up. Alameda portion. Additional funding in ALA991084, SCL991076 & SCL991077,ALA990016, A	2.09
33	ALA99SA01	22425	ALA	ACCMA	Planning, Programming and Monitoring	Alameda: Planning, Programming and Monitoring (PPM).	4.01
34	ALA070022	21011	ALA	Alameda	Park St Streetscape & Town Center Ph: II	Alameda: On Park Street from Webb to Lincoln Ave/Tilden Way and from Central in a southerly direction; Streetscape including installation of vintage lighting and street trees.	4.12
35	ALA070025	22080	ALA	Alameda	City of Alameda Signal Coordination	Alameda: On Otis Dr/Doolittle Dr/Island Dr; Signal coordination to improve traffic flow.	5.07
36	ALA070026	22421	ALA	Alameda	Electric Fleet Vehicles & Charging Stations	Alameda: Citywide; Purchase 4 electric vehicles and install the required charging stations.	2.1
37	ALA990054	21101	ALA	Alameda	Tinker Avenue Reconfiguration	Alameda: On Tinker Avenue btw Webster St and 5th St; Reconfigure intersection including the construction of a 4 Ln. extension to Tinker Ave, install signals, and modify Webster St Tube off-ramp.	0

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38	ALA010003	98502	ALA	Alameda County	Crow Canyon Safety Improvements	Alameda County: On Crow Canyon Road: from I-580 north to the Alameda/Contra Costa County line; Safety improvements, shoulder widening and curve realignment.	1.04
39	ALA030002	21139	ALA	Alameda County	Vasco Road Safety Improvements	Livermore: On Vasco Road about 1.8 miles N. of Livermore to 1.6 miles South of CC County line; Realign roadway, provide standard shoulder widths & add truck-climbing lanes. (Total length of truck lanes is .9 miles).	1.17
40	ALA050009	22013	ALA	Alameda County	I-580 Castro Valley Interchange Improvements	Castro Valley: I-580/Redwood Rd/Crow Canyon/Center St/Grove Way; Reconfigure Interchange.	5.04
41	ALA050021	21886	ALA	Alameda County	Alameda County - East Avenue Rehabilitation	Near Hayward: East Avenue between Windfeldt Road and E St; Rehab roadway, construct pedestrian ramps and other pedestrian enhancements.	1.1
42	ALA050035	94522	ALA	Alameda County	Sidewalk Improv. in Cherryland/Ashland/CV	Cherryland, Ashland and Castro Valley: Sidewalk improvements in the vicinity of Schools within unincorporated Alameda County area.	1.1
43	ALA050052	21113	ALA	Alameda County	E. Castro Valley/Dublin Canyon Rd Rehab	Btw Castro Valley & Dublin: On E. Castro Valley Blvd & on Dublin Canyon Rd; Rehabilitate pavement, improve shoulders & install bike lanes on portions of E. Castro Valley Blvd plus drainage inlet modifications.	1.1
44	ALA050072	94552	ALA	Alameda County	Alameda County - Castro Valley Blvd Rehabilitation	Castro Valley: On Castro Valley Blvd from Foothill Blvd to Stanton Ave: Rehabilitate roadway.	0
45	ALA070008	22778	ALA	Alameda County	Lewelling Blvd Widening	Widening Lewelling/East Lewelling between Hesperian Blvd and Meekland Ave from two lanes to four lanes Hayward: On East Lewelling between Hesperian Blvd and Meekland Ave; Widen roadway from two lanes to four lanes.	0
46	ALA991077	21011	ALA	Alameda County	E. 14th St. Stretscape & Underground Utility Proj	Alameda County: on East 14th St. between Thrush and 162nd Avenue; Construct "bulb-outs" in conjunction with larger streetscape improvement in redevelopment area.	3.02
47	ALA030027	22990	ALA	Alameda Cty TA	AB 3090 Reimbursement project	I-880 Corridor: I-880 between Santa Clara County line and Alvarado-Niles; Construct 2 HOV lanes, reconstruct I-880/Warren Ave./SR 262 I/C and construct UPRR grade separation.	4.01
48	ALA050014	22776	ALA	Alameda Cty TA	Route 84 Expressway Widening	In Livermore: Widen Route 84 from Jack London Blvd. to Pigeon Pass.	2.1
49	ALA070009	94522	ALA	Alameda Cty TA	I-880/Broadway-Jackson Interchange Project	Oakland: Between Oak Street and Union Street; Perform study to develop alternatives to improve connections between I-880, the Posey and Webster tubes and the downtown Oakland area.	4.01
50	ALA010040	94003	ALA	BART	BART Lake Merritt Channel Subway Repair	BART District: Lake Merritt subway facility running under the Lake Merritt Channel in Oakland; Renovation & restoration of subway to a structurally secure state.	2.08
51	ALA030041	21465	ALA	BART	Estuary Crossing Transit Study	Alameda: Oakland-Alameda Estuary; Feasibility study for alternative transit estuary crossing.	4.05
52	ALA050015	21132	ALA	BART	BART - Warm Springs Extension	Fremont: Fremont BART station to Warm Springs; Extend BART service to the Southern end of Alameda County including new station at Irvington.	0
53	ALA050016	21133	ALA	BART	West Dublin BART Station	BART: Dublin; Construction West Dublin/Pleasanton BART station.	0
54	ALA050065	21465	ALA	BART	Ed Roberts Campus	Berkeley: By the Ashby BART Station; Construct facility that will be a Transit Oriented Development serving people with disabilities and encourage more transit use.	4.12
55	ALA050075	94525	ALA	BART	Streetscape Improvements	BART Transit Villages: Construct streetscape and intermodal improvements at various transit villages located by BART stations.	4.12
56	ALA050076	22007	ALA	BART	Oakland Bay Trail	Oakland: From the Coliseum BART station to MLK Regional shoreline; Construct Bay Trail.	3.02
57	ALA050077	94525	ALA	BART	Study of Intermodal Facility	Alameda: Plan, design and construct Intermodal Terminal with direct connection to BART.	5.06
58	BRT990002	21131	ALA	BART	BART Oakland Airport Connector	Oakland: Between the Oakland Coliseum BART station & the Oakland International Airport; Construct 3.2 miles fixed guideway connector.	0

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59	ALA010027	22007	ALA	Berkeley	Berkeley Santa Fe RR Bike/Ped Path	Berkeley: On the former Santa Fe Railroad ROW btw University Ave. & Delaware St.; Construct ped/bike path and new mid-block ped signal and crosswalk on University Avenue. MTC Housing Incentive Program (HIP).	3.02
60	ALA050020	22007	ALA	Berkeley	Berkeley - Gilman Street Rehabilitation	Berkeley: Gilman Street from San Pablo to Hopkins; Rehab Roadway.	1.1
61	ALA050053	94522	ALA	Berkeley	Berkeley - Piedmont Avenue Rehabilitation	In Berkeley: On Piedmont Ave: from Bancroft Way to Dwight Way, reconstruct pavement.	1.1
62	ALA050073	94522	ALA	Berkeley	Berkeley - University Ave Rehabilitation	Berkeley: On University Avenue from 6th Street to San Pablo Avenue; Reconstruct asphalt concrete pavement, including installation of ADA ramps and any necessary drainage improvements.	1.1
63	ALA050079	21144	ALA	Berkeley	I-80 Gilman Interchange Reconfiguration	Berkeley: On Gilman Avenue at I-80; Reconfigure interchange providing dual roundabout at the entrance & exits from I-80 as well as the Eastshore Highway and West Frontage Road.	5.04
64	ALA050081	22007	ALA	Berkeley	Ed Roberts Intermodal Transit Center	Berkeley: At the Ashby BART station; Various pedestrian access improvements.	3.02
65	ALA990078	22007	ALA	Berkeley	San Pablo Ave. Corridor Bicycle Path	Berkeley: Construct a Class I Bikeway along UPRR ROW from Heinz/Ninth St. to Class I Bikeway at the Berkeley/Emeryville city limits.	3.02
66	ALA010005	21126	ALA	Caltrans	SR 84 Westbound HOV On-Ramp at Newark Blvd.	Newark: State Route 84 from 0.3 miles west of the Newark overhead to the Newark Undercrossing; Construct direct HOV on-ramp connector to westbound HOV lane.	0
67	ALA010006	21125	ALA	Caltrans	SR 84 WB HOV Lane Extension	Newark: Route 84 btw Newark Avenue Undercrossing and 0.1 mile west of the I-880/SR 84 interchange; Extend westbound HOV lane.	0
68	ALA010014	98141	ALA	Caltrans	I-680 Sunol Grade NB HOV Lane	Rt. 680: Sunol Grade from Milpitas to Rt. 84; Construct North Bound HOV lanes.	0
69	ALA010032	98208	ALA	Caltrans	I-580 San Leandro Estudillo Noise Barrier	San Leandro: I-580 between post mile 33.5 and 34.6; Construct noise barriers/Sound walls in both directions.	4.06
70	ALA030003	21119	ALA	Caltrans	Mandela Parkway Extension Phase II	Oakland/Emeryville: On Yerba Buena Ave btw Horton St and Hollis St; Roadway Channelization including addition of a 3rd left turn lane, signals, curbs, & sidewalks.	5.01
71	ALA050059	21011	ALA	Caltrans	SR 13 Median Landscaping	Oakland: State Route 13 from Joaquin Miller overcrossing to Moraga Avenue undercrossing; Construct Median landscaping (TLC-STP Exchange Project).	4.09
72	ALA070003	22763	ALA	Caltrans	I-880 Fifth Avenue Bridge Retrofit/Replacement	Oakland: On Route 880 at Fifth Avenue: Seismic retrofit and Replace bridge (33-27).	1.19
73	ALA070005	94001	ALA	Caltrans	I-580 Oakland Horton/Hollis St. Widening	Oakland and Emeryville: I-580 at intersection of Horton and Hollis Streets; rehabilitate and widen roadway.	0
74	ALA070006	22087	ALA	Caltrans	I-880 SB Auxiliary Lane at Oak Street	Oakland: Southbound Oak Street on-ramp at Route 880; Construct auxiliary lanes.	1.1
75	ALA070007	21107	ALA	Caltrans	I-880 High Street Bridge Retrofit/Replacement	Oakland: On High Street (Route 77) at 880 off ramp; Replace bridge and seismic retrofit (#33-146S & #33-146W).	1.19
76	ALA977038	21879	ALA	Caltrans	San Francisco-Oakland Bay Bridge	In San Francisco-Oakland: Bay Bridge; East Span Replacement Project.	1.19
77	ALA978004	94506	ALA	Caltrans	Rt 84 4 lane Expwy on new alignment	In Fremont/Union City/Hayward: Route 880 to Route 238; Reconstruct Freeway on new alignment.	0
78	ALA978015	98208	ALA	Caltrans	I-80 Berkeley Aquatic Park Noise Barrier	Berkeley: Route 80 from Ashby Avenue to University Avenue (near aquatic park); Construct noise barrier (required mitigation)	0
79	ALA978027	94030	ALA	Caltrans	I-880/SR 262 I/C and HOV lanes	I880 corridor: I-880 btw Santa Clara Co. line & Alvarado-Niles; Construct 2 HOV lanes, reconstruct I-880/Warren Ave/SR 262 I/C & construct UPRR grade separation.	0
80	ALA979004	94001	ALA	Caltrans	SR 92 - Hesperian to Santa Clara St. Soundwall	Hayward: Hesperian Boulevard to Santa Clara Street (portions) - construct Soundwall (both directions)	4.06

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
81	ALA990013	21455	ALA	Caltrans	I-238 Widening	Near San Leandro: On Rt 238 from Rt 580 to Rt 880; Widen from 2 to 3 lanes (northbound) and on Route 880 add auxiliary lane between "A" St & Rt 238 (southbound).	0
82	B-H970002	94657	ALA	Caltrans	San Mateo-Hayward Bridge	San Mateo Hayward Bridge Interchange: At I-880/SR-92; Reconst Interchange with additional travel Lanes.	0
83	SCL991077	98140	ALA	Caltrans	Route 680 Sunol Grade - SCL Final	Sunol Grade: From Rte. 84 in ALA to Rte. 237 in SCL.; Final project phase construction of HOV lane, shoulders and other project clean up. Santa Clara portion. More funding in ALA991083, ALA991084 and SCL991077.	0
84	ALA070016	22009	ALA	CCJPA	Capitol Corridor Rail Improvements	Between Oakland and San Jose: Rail improvements including construction of siding, extensions, additional mainline track, crossovers and signal control systems.	2.09
85	ALA050007	21492	ALA	Dublin	Dougherty Road Widening	Dublin: Dougherty Rd from I-580 to Houston Place; Widen from 4 to 6 lanes & widen intersection of Dougherty/Dublin Blvd. to accommodate additional turning lanes and modify traffic signal.	0
86	ALA050008	22013	ALA	Dublin	I-580/Fallon Road Interchange Improvements	Dublin: I-580/Fallon Rd Interchange; Widen Fallon Rd. overcrossing to provide 2 lanes in each direction, widen on & off-ramps, and install traffic signals at the ramp termini.	0
87	ALA050082	21011	ALA	Dublin	E. Dublin BART Station Corridor Enh.	Dublin: E. Dublin BART Station corridor; Multi-modal improvements including bike/ped & transit safety improvements, gateway enhancement & other streetscape improvements on Dublin Blvd (HIP project).	4.12
88	ALA070001	22007	ALA	EB Reg Park Dis	Temescal Regional Recreation Area	Oakland: Lake Temescal Regional Recreation Area; Construct trail to provide ADA accessible linkages to the Eastshore Trail and Landvale Station Trail.	3.02
89	ALA070002	22007	ALA	EB Reg Park Dis	Roberts Reg. Rec. Area Trail	Oakland: Roberts Regional Recreation Area; Construct Trail to provide ADA accessible linkages to the Barrier-Free Playground, Upper Field & ADA accessible restroom.	3.02
90	ALA070015	98148	ALA	Emeryville	Emeryville Intermodal Transfer Station: Phase 1	Emeryville: At the Emeryville Amtrak intercity rail station; Construct the first phase of the intermodal transfer station. Including a parking garage and bus terminals.	5.06
91	ALA050022	94522	ALA	Fremont	Fremont - Various Streets Rehabilitation	Fremont: Various Streets; Rehabilitate and overlay of various local streets. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
92	ALA990014	21114	ALA	Fremont	Washington Blvd/Paseo Padre Grade Separation	Fremont; Union Pacific Railroad tracks between Washington Blvd and Paseo Padre Parkway; Construct grade separations.	1.01
93	ALA050025	94001	ALA	Hayward	Hayward - Hesperian Blvd Rehabilitation	Hayward: Hesperian Blvd from Industrial Blvd. to Sleepy Hollow Ave.; Pavement Rehabilitation and Overlay.	1.1
94	ALA050056	94522	ALA	Hayward	Hayward - West "A" Street Rehabilitation	Hayward: West "A" Street; From Eastern edge of I-880 to Hathaway Ave; Rehabilitate roadway.	1.1
95	ALA050071	94552	ALA	Hayward	Hayward - Various Streets Rehabilitation	Hayward: Pavement rehab on 1) Huntwood Ave - From Tennyson Rd to Harris Rd, 2) Santa Clara St - From Jackson St to 300" south of Winton Ave, and 3) Whitman St - From Tennyson Rd to Harder Rd.	4.06
96	ALA977007	22063	ALA	Hayward	Route 238 Corridor Improvement Project	Hayward; On Foothill and Mission Boulevards (existing Route 238) from Industrial Parkway to Route 580; Construct Route 238 Corridor Improvement Project.	0
97	ALA030015	94527	ALA	LAVTA	Bus Catalyst Devices	LAVTA: Acquire and install bus catalyst devices on agency buses.	2.03
98	ALA030017	22712	ALA	LAVTA	LAVTA Regional Express Bus Operations	Alameda; LAVTA: Operating support for the Regional Express Bus service on the Rt. 70 and Subscription Routes (New Service).	2.01
99	ALA030029	94527	ALA	LAVTA	Operating Assistance	LAVTA: System wide; Operating assistance for LAVTA's Fixed Route System.	2.01
100	ALA030030	94527	ALA	LAVTA	Preventive Maintenance	LAVTA: Preventive Maintenance Program for Agency Fleet.	0
101	ALA030038	94527	ALA	LAVTA	Replace (2) 1983 RTS buses w/40" Hybrid Buses	LAVTA: Replace (2) 1983 RTS buses with 40" Diesel/Electric Hybrid Buses.	2.1

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102	ALA030039	94527	ALA	LAVTA	Replace (2) 1986 RTS buses w/40" Hybrid Buses	LAVTA: Livermore Valley; Replace (2) 1986 RTS buses with 40" Diesel/Electric Hybrid Buses.	1.01
103	ALA030040	94527	ALA	LAVTA	Replace (9) 24" Medium Duty Cutaway Vans	LAVTA: Livermore Valley; Replace (9) 1997 24" Medium Duty Cutaway Vans (with farebox, radio, and AVL equipment) with similar vehicles.	2.1
104	ALA050048	94527	ALA	LAVTA	Bus Repl. (12) 40" Alt. Fuel Vehicles	LAVTA: Replace 12 1983 40 ft RTS 2 Diesel powered coaches with 6-40 foot Diesel/Electric Hybrid MC; & 6-29 ft Diesel/Electric Hybrid MC.	2.1
105	ALA050049	94527	ALA	LAVTA	Replace 3 1999 24" Paratransit Vehicles	LAVTA: Replace 3 1999 24 foot paratransit vehicles including farebox"s and radios with similar vehicles.	2.1
106	ALA050050	94527	ALA	LAVTA	LAVTA Facilities Security Program	LAVTA: Procure video and audio surveillance security systems to be placed at the LAVTA Administration facility and the Livermore Transit Center. [2006 LAVTA Facilities Security Program]	2.04
107	ALA050051	94636	ALA	LAVTA	Replace 3 2000 24" Paratransit Vehicles	LAVTA: Replace 3 2000 24" paratransit revenue vehicles including fareboxes and radios.	2.1
108	ALA070021	21863	ALA	LAVTA	LAVTA Bus Rapid Transit System	LAVTA: Provide Rapid bus services to the cities of Livermore, Dublin and Pleasanton and Eastern Alameda County.	2.01
109	ALA070028	94527	ALA	LAVTA	ACE Station Shuttle Services	LAVTA: Operating assistance for new service from the Pleasanton ACE station to the Stoneridge Mall Area.	2.01
110	ALA070029	94527	ALA	LAVTA	E. Dublin/Pleasanton BART Station Shuttle	LAVTA: Between Dublin/Pleasanton BART station and the Hacienda Business Park; Operating assistance to provide new shuttle during peak commute hours.	2.01
111	ALA990077	21464	ALA	LAVTA	ADA Paratransit Operating Subsidy	LAVTA: ADA Paratransit Operating Subsidy	2.01
112	ALA99SA09	21151	ALA	LAVTA	Satellite Bus Operating Facility Expansion.	Livermore: Expand maintenance and operations facility which currently holds 50 vehicles to hold additional 150.	2.11
113	ALA010013	21100	ALA	Livermore	I-580/Vasco Road Interchange Modification	Livermore: I-580 between 1st Street and Vasco Road; Construct Eastbound auxiliary lane and modify I-580/Vasco Road interchange.	0
114	ALA030005	21469	ALA	Livermore	Las Positas Road Connection, Phase 2	In Livermore: Phase 1 completed a 2-lane gap closure on Las Positas Road from 500" east of Bennett Drive to 1,500" west of Vasco Road; Phase 2 is to complete the 4-lane roadway section from Arroyo Vista to 1,500" west of Vasco Road.	0
115	ALA050012	21473	ALA	Livermore	North Canyons Parkway Widening	Dublin/Livermore: N. Canyon Parkway; Construct 4-lane arterial roadway to close gap btw the westerly end of N. Canyons Pkwy and Dublin Blvd.	0
116	ALA050024	21100	ALA	Livermore	Livermore - South Vasco Road Rehabilitation	Livermore: South Vasco Road between Patterson Pass Road and Daphne Drive; Repair failed pavement sections and overlay.	1.1
117	ALA050054	94522	ALA	Livermore	Livermore - East Avenue Rehabilitation	Livermore: East Ave between Hillcrest Ave and approximately 450" East of Loyola Way; Repair failed pavement sections and overlay.	1.1
118	ALA050068	94522	ALA	Livermore	Livermore - Murrieta Blvd Rehabilitation	Livermore: On Marietta Blvd between Fenton Street and the UPRR tracks and also between Jack London Blvd and Del Norte Drive; Rehabilitate deteriorated pavement.	1.1
119	ALA990072	98219	ALA	Livermore	I-580/Isabel Ave/SR 84/Portola Ave I/C Mod.	Livermore: On I-580 at the extension of Isabel Ave (SR 84); construct interchange at a new location and remove existing partial interchange on I-580 at Portola Ave.	0
120	ALA050060	21011	ALA	MTC	San Pablo/MacArthur Improvement	Emeryville: Intersection of San Pablo Ave. MacArthur Blvd & Adeline St.; Bike/Ped safety & circulation improvements, including medians, bulb-outs, wider sidewalks & Ped. buffer. (HIP Program).	3.02
121	ALA050083	21011	ALA	MTC	W. Dublin BART Station Corridor Enh.	Dublin: W. Dublin BART Station corridor; Implementing multi-modal improvements including bike/ped & transit safety improvements plus traffic calming & streetscape enhancements. (HIP Program)	4.12
122	ALA010052	21103	ALA	Newark	Central Avenue Railroad Overpass at UPRR	Newark: On Central Ave at the Union Pacific Railroad tracks; Construct grade separation no new lanes.	2.03
123	ALA010053	21121	ALA	Newark	Thornton Avenue Widening	Newark: Thornton Avenue between Gateway Blvd and Hickory Street; Widen from 2 lanes to 4 lanes.	5.06

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124	ALA010004	22080	ALA	Oakland	ITS Deployment in Oakland Airport - APD	In Oakland: Hegenberger Rd from Oakland Airport to the Coliseum; ITS deployment including traffic signal coord. message boards, transit coordination, & upgrade of signal control & other equipment.	1.07
125	ALA030007	21011	ALA	Oakland	Coliseum Transit Hub Streetscape Improvements	Oakland: Along San Leandro St. btw 73rd & 66th Ave; Streetscapes improvements including bulb-outs, signal to BART, cameras, sidewalks, trees, new median & other plaza improvements.	3.02
126	ALA050023	94001	ALA	Oakland	Oakland - Various Streets Rehabilitation	Oakland: Various Streets; Resurface & repair of streets throughout the City, including sidewalks, curbs, gutters, Consistent with 40 CF Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
127	ALA050028	21011	ALA	Oakland	Chinatown Ped. Oriented Improvements	Oakland: Chinatown; Various pedestrian-oriented improvements, including traffic signals, bulb-outs and high visibility crosswalks (TLC Project).	3.02
128	ALA050039	22007	ALA	Oakland	MacArthur Transit Hub Improvement Project	Oakland: Along 40th St.; At the Macarthur Transit Hub; & at SR 24 underpass; Improve access to transit hub & support future TOD developments plus other BART plaza renovations.	3.02
129	ALA050061	21011	ALA	Oakland	Latham & Telegraph Improvement	Oakland: At Latham Square: Reconfigure the square, signal modernization & pedestrian amenities including bike racks, trees, lighting, etc. On Telegraph Ave; widen sidewalks, travel construct bulb-outs. (HIP Program)	3.02
130	ALA050080	22007	ALA	Oakland	W. Oakland Transit Village Improvements	Oakland: West Oakland BART station; Various bike and pedestrian access improvements to transit.	3.02
131	ALA070004	22007	ALA	Oakland	MacArthur Blvd Bikeway	Oakland: On MacArthur Blvd; Construct Class II Bikeway between Park and Lincoln.	3.02
132	ALA070010	22782	ALA	Oakland	MacArthur Transit Village	Oakland: MacArthur BART Station; Intermodal improvements including renovations to the BART entry plaza & other bus and shuttle transfer improvements.	5.06
133	ALA070011	21085	ALA	Oakland	Coliseum Gardens Phase 3-66th Avenue Streetscape	Oakland:66th Avenue from San Leandro St. to fire station at 950 66th Ave.; install street trees, streetlights, corner bulb-outs, and colored concrete crosswalks.	3.02
134	ALA070012	22782	ALA	Oakland	Oakland Coliseum TOD	Oakland: Adjacent to the Oakland Coliseum; Construct Pedestrian walkway and plaza to link residents of the adjacent TOD and Coliseum station.	3.02
135	ALA070027	22007	ALA	Oakland	W. Oakland Bay Trail: Mandela Pkwy & 8th St.	Oakland: Mandela Pkwy & 8th St: Construct a segment of the regional San Francisco Bay Trail to close a critical gap between 7th to 8th St. on Mandela Pkwy.	3.02
136	ALA991081	98162	ALA	Oakland	42nd Ave. & High St. I-880 Access Improv.	Oakland: Widening and re-alignment of local streets in the vicinity of the I-880/42nd & High interchange. Includes modified traffic signals and intersection improvements.	2.08
137	ALA070023	21863	ALA	Port of Oakland	7th Street Grade Separation	Port of Oakland: On 7th Street, W of I-880 through the intersection of 7th and Maritime: Rebuild roadway under tracks, widen rail bridge, provide ped/bike access plus grade separation.	1.1
138	ALA070024	22090	ALA	Port of Oakland	Outer Harbor Intermodal Terminal	Port of Oakland: From intersection of I-80/I-580 to the intersection of Maritime/7th St.; Construct a third intermodal container transfer facility.	0
139	ALA050001	21455	ALA	San Leandro	I-880/ Washington Ave. I/C Reconfig.	San Leandro: At I-880/Washington Ave; Interchange reconfiguration - Widen intersection and widen SB on/off ramps.	0
140	ALA050002	21451	ALA	San Leandro	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	San Leandro: 150th/E. 14th/Hesperian; construct NB left turn Ln from Hesperian to E.14th, EB left turn Ln from E.14th to 150th Av & SB Ln from Hesperian to 150th.	0
141	ALA050026	94522	ALA	San Leandro	Washington Ave Rehab: Railroad to Halycon	San Leandro: Washington Avenue from Railroad underpass to intersection of Montgomery Blvd and Halcyon, centered upon the Halycon/Floresta intersection: Rehab roadway & Bike Lane.	1.1
142	ALA050055	94522	ALA	San Leandro	San Leandro - Floresta Blvd Rehabilitation	San Leandro: On Floresta Blvd, from Fremont Ave to Washington Ave; Rehabilitate pavement and re-stripe for bike lane.	1.1
143	ALA050069	94522	ALA	San Leandro	Washington Ave Rehab: San Lorenzo Crk to I-880	San Leandro: On Washington Avenue between San Lorenzo Creek and the I-880 Overcrossing; Pavement Rehabilitation	1.1

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
144	ALA050078	22007	ALA	San Leandro	Bay Trail Bridge at Oyster Bay Slough	San Leandro: Oyster Bay Slough; Construct a bicycle and pedestrian bridge and provide connecting trail to close a critical gap in the East Bay section of San Francisco Bay Trail System.	3.02
145	ALA070014	22100	ALA	San Leandro	I-880/SR 112 Overcrossing Replacement	San Leandro: at the I-880/SR 112 (Davis St.); Replace overcrossing and widening roadway plus ramp, intersection reconfiguration, signal improvements and coordination.	0
146	ALA070030	21468	ALA	San Leandro	Traffic Signal System Improvements	San Leandro: Installation of Advance Vehicle Detection, Central System Signal Communications and Emergency Vehicle Preemption Devices at various signal locations in the City.	1.07
147	ALA990074	21451	ALA	San Leandro	E. 14th St. Median Improvements	San Leandro: On E. 14th St. approximately from San Leandro boulevard to 146th Ave; Construct median.	3.02
148	ALA010015	98208	ALA	SJRC	ACE Track Improvements.	ACE: In the Livermore Valley between UPRR Mileposts 56.9 and 30.8 in the Livermore Valley; Construct 8,000 Ft. passing siding.	0
149	ALA010056	21468	ALA	SJRC	ACE Track Improvements.	ACE: Between Alameda & Santa Clara Counties: Track improvements, including siding upgrades and replacement of rail and track bed stabilization.	2.09
150	ALA050042	21468	ALA	SJRC	ADA Operating Set-aside	ACE: Operating set-aside to improve ADA access from the ACE Stations to employment centers in Alameda and Contra Costa Counties.	2.01
151	ALA050043	21468	ALA	SJRC	ACE Signal System Rehabilitation	ACE: Rehabilitate the existing Signal System between Niles Junction and Lathrop on the UPRR alignment.	2.06
152	ALA050066	22005	ALA	SJRC	Signal Upgrade Project (Stockton to Lathrop)	ACE: On the UPRR between Stockton and Niles Junction; Upgrade the existing 60 year old signal system.	2.06
153	ALA050067	21468	ALA	SJRC	GPS Train Tracking & Reporting System	ACE: Install instant messaging systems at the Alameda County ACE Stations.	4.11
154	ALA030031	94528	ALA	Union City	Bus Parking Area Repaving Project.	Union City: Concrete paving of existing agency bus parking area.	0
155	ALA030032	21123	ALA	Union City	Union City Intermodal Station	Union City: U.C. Intermodal Station; Modify U.C. BART Station to allow integration of a future rail station, create a new 16-bus bay facility & reconfigure BART parking lot to improve access.	0
156	ALA050044	21017	ALA	Union City	Preventive Maintenance	Preventive Maintenance for agency fleet.	2.03
157	ALA050045	21017	ALA	Union City	Van Repl: Purchase Paratransit Van	Union City: Replace 1 1996 Dodge Intrepid with Paratransit Van.	2.1
158	ALA050046	21017	ALA	Union City	Bus Repl: Purchase (1) 35" Bus	Union City: Replace one 30 ft Bus with 35 ft. bus.	2.1
159	ALA050047	21017	ALA	Union City	Replace (2) 1998 and (2) 1999 Paratransit Vans	Union City: Replace two 1998 and two 1999 Paratransit Vans with similar vans.	2.01
160	ALA050062	94012	ALA	Union City	Replacement of One 35 foot Bus	Union City: Replace one 35ft Bus with similar bus.	2.1
161	ALA050070	94522	ALA	Union City	Union City - Alvarado-Niles Road Rehabilitation	Union City: On Alvarado-Niles Rd from I-880 to Western Avenue; Rehab roadway.	1.1
162	ALA990015	94012	ALA	Union City	Union City Intermodal Station	Union City: Union City BART station; modify station to allow integration of a future rail station, create 16-bus bay transit facility and reconfigure BART parking lot to improve access for all modes (TLC).	5.06
163	CC-010024	21212	CC	Antioch	Hillcrest Ave/SR 4 EB Off Ramp Improvements	Antioch: Hillcrest Avenue/Rte 4 off ramp; Improve, widen, add turn lanes and construct soundwall.	5.04
164	CC-050001	94046	CC	Antioch	Somersville Road Bridge Widening	Antioch: On Somersville Road near Buchanan Rd.; Replace existing 2 lane bridge with a 4 lane bridge.	0

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165	CC-050002	94046	CC	Antioch	Antioch - Wilbur Ave Bridge Widening	Antioch: On Wilbur Ave., over BNSF, Amtrak, and UP RR, 0.25 Miles east of Minaker Drive; Widen from 2 to 4 lanes, rehabilitate bridge & upgrade bridge railings.	0
166	CC-070002	22607	CC	Antioch	Hillcrest Avenue Widening	Antioch: Hillcrest Road; Widen to 4 lanes from UPRR tracks near SR4 to East 18th.	0
167	CC-070003	22607	CC	Antioch	L Street Widening	Antioch: On L Street between 10th street and 4th Street; Widen to four lanes.	3.02
168	CC-070004	22607	CC	Antioch	Somersville Road	Antioch: On Somersville Road between James Donlon Blvd and CCWD canal south of Buchanan Rd; Widen divided roadway.	0
169	CC-070005	22607	CC	Antioch	Hillcrest Ave Extension	Antioch: On Hillcrest Avenue between Prewett Ranch Rd and San Creek Road; Construct new 4 lane divided extension.	0
170	CC-070006	22607	CC	Antioch	Sand Creek Road Extension	Antioch: On Sand Creek Road between Hillcrest and Deer Valley Road; Construct new 2 lane extension.	0
171	CC-070007	22607	CC	Antioch	Empire Road Widening	Antioch: On Empire Avenue between Lone Tree Way and UPRR/Antioch City limits; Widen from 2 to 4 lanes.	0
172	CC-070008	21216	CC	Antioch	Laurel Road Extension	Antioch: On Laurel Road between Hillcrest and SR4 Bypass; Construct new 4 lane divided extension.	0
173	CC-070009	22607	CC	Antioch	Slatten Ranch Road	Antioch: On Slatten Ranch Road between Lone Tree Way and Laurel Road; Construct new 4 lane road.	0
174	CC-070010	22607	CC	Antioch	Wild Horse Road Extension	Antioch: On Wild Horse Road between Hillcrest and SR4 Bypass; Construct new 2 lane arterial.	0
175	CC-010021	21208	CC	BART	Richmond Transit Village Transit & Ped Improv.	Richmond: Richmond Transit Village; Construct pedestrian path & transit improvements at Transit Village. (Project Sponsor is BART and Richmond). MTC Housing Incentive Program (HIP) project.	4.12
176	CC-010027	94040	CC	BART	BART Pittsburg-Bay Point Terminal Zone	BART: Pittsburg-Bay Point BART station; Install/construct equip station with fully automatic turn back capability.	2.11
177	CC-030003	21208	CC	BART	Richmond BART Parking Structure	Richmond: Richmond BART station; Construct five (5) level parking structure and an additional 120 long-term parking spaces.	0
178	CC-030009	94556	CC	BART	BART Stations Bicycle Pavilions	Walnut Creek, Pleasant Hill and Richmond; BART stations: design and construct bicycle pavilions.	3.02
179	CC-050004	22637	CC	BART	Central Contra Costa BART Crossover	BART: Pleasant Hill. Construct Crossover tracks within existing ROW to facilitate quick removal of problem trains and for smoother headways.	2.09
180	CC-050025	21211	CC	BART	E-BART - East Contra Costa Rail Extension	Pittsburg/Antioch: East Contra Costa County; Extend Rail Service from the Pittsburg/Bay Point Station into eastern Contra Costa County	0
181	CC-050030	98198	CC	Brentwood	Vasco Road Safety Improvements	Vasco Rd: From Walnut Blvd to the Alameda/Contra Costa County line; Safety improvements including concrete median, pavement widening as necessary and other straightening.	0
182	CC-070001	22607	CC	Brentwood	Sand Creek Road Widening - Phase II	Brentwood: On Sand Creek Road from Hwy. 4 Bypass to Fairview Avenue; Widen from 2 to 4 lanes.	0
183	CC-070011	22981	CC	Brentwood	SR4/Brentwood Boulevard Widening - North	Brentwood: From Marsh Creek to Delta Road; Widen SR4/Brentwood Boulevard from 2 to 4 lanes including widening of bridge over Marsh Creek.	0
184	CC-070012	22981	CC	Brentwood	SR4 (Brentwood Boulevard) Widening	Brentwood: On SR4 (Brentwood Blvd) between Chestnut Street to Fir Streets; Widen from 2 to 4 lanes in each direction.	0
185	CC-070013	22607	CC	Brentwood	Lone Tree Way Undercrossing	Brentwood: On Lone Tree Way at the UPRR track; Construct 6-lane grade separation undercrossing.	1.01
186	CC-070014	22607	CC	Brentwood	Lone Tree Way Widening	Brentwood: On Lone Tree Way between O Hara Ave and SR4; Widen from 2 lanes to 4.	0
187	CC-070015	22607	CC	Brentwood	Central Blvd Widening	Brentwood. On Central Blvd btw Griffith Ln and the intersection of Central and Dainty Ave; Widen bridge and roadway from 2 to 4 lanes.	0
188	CC-070016	22607	CC	Brentwood	Central Boulevard Widening	Brentwood: On Central Boulevard from Union Pacific Railroad to Griffith Lane; Widen from 2 to 4 lanes.	0

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189	CC-010002	21206	CC	Caltrans	SR 24 - Caldecott Tunnel 4th Bore	Orinda/Oakland: Caldecott Tunnel SR 24; Develop and construct a 2-lane bore north of the existing tunnels.	0
190	CC-050026	98211	CC	Caltrans	I-80 EB HOV Ln - Rt 4 to Carquinez Bridge	Hercules/Rodeo: On I-80 between Rt 4 & Carquinez Bridge; Construct EB HOV lanes.	0
191	CC-070017	94036	CC	Caltrans	I-680 South Contra Costa Roadway Rehabilitation	Route 680: In San Ramon, Danville & Walnut Creek, between Alameda County line and Rudgear Road; Rehabilitate roadway.	1.1
192	CC-010031	21202	CC	CC County	Delta DeAnza Trail Gap Closure	Pittsburg/Bay Point: At the intersection of Delta DeAnza Trail and Bailey Rd (north of SR4) construct a signalized crossing for pedestrians/bicyclists.	2.03
193	CC-030010	22609	CC	CC County	Camino Tassajara Bikeway Shoulders	San Ramon: On Tassajara from Blackhawk Drive to County line; Construct paved shoulders for bicycle commuting.	3.02
194	CC-050034	94553	CC	CC County	Contra Costa Co. - Byron Highway Rehabilitation	Byron: Byron Hwy between approximately Byron Hot Springs Rd to Alameda County line; Rehab and overlay roadway.	2.04
195	CC-050062	94553	CC	CC County	Contra Costa Co. - Stone Valley Rod Rehabilitation	Danville: Stone Valley Rd from approx. Danville Blvd to just west of 1252 Stone Valley Rd; Rehabilitate roadway.	1.1
196	CC-050065	94553	CC	CC County	San Pablo Dam Road Rehabilitation	Richmond: San Pablo Dam Road from El Portal Dr to Richmond city limit at Tri Lane; Rehabilitate roadway.	1.1
197	CC-070018	98133	CC	CC County	Pacheco Blvd Widening	Martinez: On Pacheco Blvd between Blum Rd and Arthur Road; Widen roadway to 2 lanes in each direction.	0
198	CC-070019	22400	CC	CC County	SR 239 Construction	SR 239: Between SR4 in Brentwood and I-205 in Tracy; Study, design and construct new state route.	0
199	CC-070020	21202	CC	CC County	Port Costa-Martinez Bike/Ped Trail	Martinez/Crockett: Carquinez Scenic Drive; Repair and reconstruct trail into a Class I multi-use bicycle/pedestrian trail.	0
200	CC-990046	94049	CC	CC County	Iron Horse Trail Over-crossing at Treat	Near Pleasant Hill: Iron Horse Trail Over-crossing at Treat Blvd.	3.02
201	CC-010044	94558	CC	CCCTA	4 Paratransit & 5 Van Purchase	CCCTA: Purchase 4 paratransit minivans and 5 standard vans to expand revenue fleet.	2.1
202	CC-030016	94558	CC	CCCTA	Install 103 Bus Catalyst Devices	CCCTA: Acquire and install bus catalyst devices on 132 agency buses.	2.03
203	CC-030033	94558	CC	CCCTA	Automated Fuel and Lube Island Replacement	CCCTA: Replace automated fuel and lube island at the corporation yard.	2.08
204	CC-030034	94558	CC	CCCTA	Preventive Maintenance Program	CCCTA: Preventive maintenance program of agency fleet.	2.03
205	CC-050008	94558	CC	CCCTA	Direct I-680 HOV Lane Connector Study	Martinez to Pleasanton: I-680 HOV Corridor; Direct HOV lane study to develop options and recommendations for providing express bus service on the I-680 corridor.	4.05
206	CC-050010	94558	CC	CCCTA	Pacheco Transit Hub	Martinez Transit Center: Construct Bus Transfer Station.	5.06
207	CC-050038	94558	CC	CCCTA	Replace 38 LINK vans and 12 Flex vans	CCCTA: Replace 38 2002 cut-away vans & 12 2002 Flexvans with similar vehicles.	2.1
208	CC-050046	94558	CC	CCCTA	APC and AVA with Security Upgrades	CCCTA: Install clever devices hardware and software on 67 buses to include automatic passenger counting, vehicle announcement, and other security upgrades, including training and software support.	2.05
209	CC-050052	94558	CC	CCCTA	On-Board Security Cameras	CCCTA: Purchase and installation of a new on-board security camera system for fixed route fleet.	2.05
210	CC-050053	94558	CC	CCCTA	Operations Facility Security System	CCCTA: Install/enhance camera surveillance and related equipment at CCCTA main facility.	2.04
211	CC-050054	94558	CC	CCCTA	Security Access to Operations Facility	CCCTA: Secure access to facility and install alarms on doors and other access points at the Operations Facility.	1.1
212	CC-050055	94558	CC	CCCTA	Emergency Communications Equipment	CCCTA: Project will install and enhance emergency communications equipment	1.1
213	CC-050056	94558	CC	CCCTA	ADA Accessible Bus Stops	CCCTA: Design and construct two accessible bus stops at the CCCTA Operations Facility.	2.08
214	CC-050057	94558	CC	CCCTA	Scheduling Software Components	CCCTA: Purchase and install planning component of our existing scheduling software system.	2.04
215	CC-050058	94558	CC	CCCTA	Diablo Valley College Bus Transit Center	CCCTA: Construct a new Diablo Valley College Bus Transit Center	5.06
216	CC-050059	94054	CC	CCCTA	Martinez Intermodal Facility Restoration	CCCTA: Martinez; Restore historic railroad station in downtown City of Martinez.	2.08

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217	CC-990035	94558	CC	CCCTA	Four Van replacements	CCCTA: Van Replacement; Purchase 4 replacement vans.	2.1
218	CC-991026	94558	CC	CCCTA	Bus Wash Equipment Replacement	CCCTA: Concord; Replace bus washing equipment.	2.08
219	CC-99T001	94558	CC	CCCTA	ADA Paratransit Assistance	CCCTA: ADA Paratransit Assistance to transit agency.	2.01
220	CC-99T005	94558	CC	CCCTA	Paratransit Van Replacement	CCCTA: Replace 2 standard Paratransit Vans with 2 new paratransit vans.	2.1
221	CC-010009	98142	CC	CCTA	SR 4 East widening from Loveridge to Somersville	Pittsburg/Antioch: SR 4 from Loveridge to Somersville; Widen to 8 lanes (including HOV Lane)& reconstruct interchanges.	0
222	CC-010023	21205	CC	CCTA	I-680 / SR 4 Interchange (Phases 1 and 2)	Pacheco: At I-680/SR 4: Reconstruct I/C providing for a 2 lane direct connector from NB 680 to WB SR 4 with slip ramps at Pacheco Blvd and for a direct EB SR4 to SB I-680 connector.	0
223	CC-030005	94051	CC	CCTA	I-680 Aux Lanes	Danville: I-680 between Crow Canyon Road and Sycamore Valley Rd.; Construct Auxiliary Lanes in both directions.	0
224	CC-030028	98104	CC	CCTA	SR 4 East Widening from Somersville to SR 160	Pittsburg/Antioch: SR 4 from Somersville to SR160; Expand Hwy from 4 lanes to 8 lanes including HOV lanes.	0
225	CC-050028	22353	CC	CCTA	I-680 SB HOV Lane Gap Closure	Improvements near I-680 and Pleasant Hill BART Station for improved HOV access. Construct an HOV lane from North Main Street to Livorna in the southbound direction.	0
226	CC-070021	22425	CC	CCTA	Planning, Programming and Monitoring	Contra Costa: Planning, Programming and Monitoring (PPM)	4.01
227	CC-070022	22351	CC	CCTA	I-680 NB HOV Gap Closure	Walnut Creek/Pleasant Hill/Concord: On I-680 between Main St and SR242; Extend Northbound HOV lanes.	3.02
228	CC-070023	98198	CC	CCTA	SR4/Vasco Rd/Byron Highway Safety Enh.	Byron: On SR4 Bypass, Vasco Road and on Byron Highway; Complete capacity and safety enhancements.	0
229	CC-979042	98559	CC	CCTA	CCTA - CMA Planning Activities	Contra Costa County: Support for CMA Planning Activities. Funding Includes 3% Planning Set-Aside.	4.01
230	CC-050037	94553	CC	Concord	Concord Blvd. Bike/Ped Gap Closure	Concord: Along Concord Blvd btw Farm Bureau Rd and Sattler Dr; Project will close gaps in the sidewalks along Concord Blvd while adding continuous bicycle lanes.	2.05
231	CC-050064	94553	CC	Concord	Concord - Clayton Road Rehabilitation	Concord: Clayton Road from approx. Latour Lane to Willcrest Dr.; Rehabilitate roadway.	1.1
232	CC-070024	22388	CC	Concord	SR242/Clayton Rd	Concord. Construct NB on-ramp and SB off-ramp at the SR242/Clayton Rd Interchange.	0
233	CC-070025	98194	CC	Concord	SR4/Willow Pass Interchange Improvements	Concord. SR4/Willow Pass Rd. Ramp Improvements to accommodate traffic generated by the development of the Naval Weapons Station.	0
234	CC-070026	98194	CC	Concord	Commerce Avenue Extension	Concord: Commerce Avenue between Pine Creek and Waterworld Parkway; Extend roadway.	0
235	CC-070027	98194	CC	Concord	Waterworld Parkway Bridge	Concord: Waterworld Parkway between Commerce Avenue and Meridian Park Boulevard; Construct a two-lane bridge over Walnut Creek connecting both roadways.	0
236	CC-070028	98193	CC	Concord	Panoramic Drive Extension	Concord: On Panoramic Drive from North Concord/Martinez BART Station to Willow Pass Road; Construct a two-lane roadway and Class I trail.	0
237	CC-070029	98194	CC	Concord	SR242/Concord Ave Off-Ramp Widening	Concord: At the SR242/Concord Avenue off ramp; Widening from 2 to 3 lanes.	0
238	CC-070030	22609	CC	Concord	Concord Blvd. Gap Closure, Phase 2	Concord: Concord Blvd between Farm Bureau Road and Sixth Street; Construct a 6-foot wide sidewalk with curb, gutter and pavement widening.	0
239	CC-050075	94051	CC	Danville	Crow Cnyn/Camino Tassajara Improvements	Danville: At Camino Tassajara & Crow Canyon; Street. rehab including signal & drainage work, spot sidewalk, curb & gutter improvements & improvements for ped/bike facilities.	1.1
240	CC-070031	22609	CC	Danville	Sycamore Valley Road Improvement	Danville: On Sycamore Valley Rd between Camino Ramon and Brookside Road; Construct third westbound travel lane and a 5-ft bike lane.	0
241	CC-050023	21202	CC	EB Reg Park Dis	Carquinez Strait Reg. Shoreline Trail	Crockett: Carquinez Strait; Develop approximately 4 miles of Bay Area Ridge Trail.	3.02

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242	CC-070033	21202	CC	EB Reg Park Dis	Bike/Ped Trail Improvements in CC Parks	Contra Costa County: Various County Parks; Various bicycle and pedestrian trail improvements.	0
243	CC-070063	21864	CC	EB Reg Park Dis	Atlas Road Bridge	Richmond. Point Pinole Regional Shoreline; Extend Atlas road and construct new 2 lane road bridge with a separated ped/bike trail across UPRR tracks.	0
244	CC-050067	94553	CC	El Cerrito	El Cerrito - Various Streets Rehabilitation	El Cerrito: Various streets between 6921 Fairview Dr. and 701 Colusa St.; Rehabilitate roadway.	1.1
245	CC-070034	22247	CC	El Cerrito	El Cerrito/Albany Ohlone Greenway Project	El Cerrito/Albany: Ohlone Greenway; Safety Improvements including lighting, surveillance cameras and wayfinding signage to various Transit Hubs.	0
246	CC-070046	21011	CC	El Cerrito	Del Norte Area TOD	Transit Oriented Development project at the Del Norte Intermodal Station (transit connections include BART, bus, express bus, bicycle, and pedestrian).	1.1
247	CC-030002	21210	CC	Hercules	Hercules Intercity Rail Station	Hercules: Construct a Train Station along the Capitol Corridor and accompanying track adjustments (HIP Project).	0
248	CC-070040	21204	CC	Hercules	Hercules Transit Center Relocation	Hercules: Intersection of San Pablo Ave/ I-80/Sycamore; Construct 423-space park & ride lot and 13 bus bays.	0
249	CC-070051	21204	CC	Hercules	SR4/Willow Avenue Ramps	Hercules: SR4/Willow Avenue Ramps; Relocate and realign ramps and construct express bus ramps and transit facilities.	0
250	CC-070052	22241	CC	Hercules	Develop Concept for W-BART	Hercules: Conduct engineering, environmental and financial feasibility assessment of rail mass transit to west Contra Costa.	4.01
251	CC-070055	94048	CC	Hercules	TOD Arterials in Hercules	Hercules: Willow Avenue, San Pablo Avenue & Sycamore Avenue; Roadway expansion and various other improvements to arterial streets for express bus & rail facilities.	0
252	CC-050063	94553	CC	Lafayette	Lafayette - Mt. Diablo Blvd Rehabilitation	Lafayette: On Mt. Diablo Blvd from approx. Dolores Dr. to First St.; Overlay and rehabilitate roadway plus spot curb/gutter/sidewalk repair and re-striping.	1.1
253	CC-070039	21204	CC	Lafayette	Lafayette Carpool Lots	Lafayette: On Mt. Diablo Blvd. within walking distance to the BART station; Construct park and ride lot.	0
254	CC-030004	21207	CC	Martinez	Martinez Intermodal Station Parking Expansion	Expand parking at the Martinez Intermodal Station from 175 spaces to 600 spaces.	0
255	CC-050061	94553	CC	Martinez	Martinez - Alhambra Avenue Rehabilitation	Martinez: Alhambra Avenue from approx. Hwy 4 to John Muir Road; Rehabilitate roadway.	1.1
256	CC-070037	98130	CC	Martinez	Alhambra Avenue Widening	Martinez: On Alhambra Avenue between Mac Alvey and SR4; Widen roadway from 2 to 4 lanes, plus turn lanes & traffic signals at major intersections.	0
257	CC-070038	94052	CC	Martinez	I-680/Marina Vista I/C Improvements	Martinez: I-680/Marina Vista I/C; Improvements including realignment of off-ramp, increased deceleration/acceleration distance for existing NB/SB traffic plus Bike/Ped facilities.	0
258	CC-050069	94553	CC	Moraga	Moraga - Moraga Road Rehabilitation	Moraga: On Moraga Rd from Lafayette-Moraga Town limits to Buckingham Drive; Rehabilitate roadway.	1.1
259	CC-070065	22604	CC	Oakley	SR4 Realignment in Oakley	Oakley: West of Vintage Parkway to Main ST/2nd St.; Realign and widen a half-mile from 2 to 4 lanes including traffic signals.	0
260	CC-050020	94553	CC	Orinda	Orinda - Moraga Way Rehab: Phase I	Orinda: Moraga Way between Camino Encinas and Ivy Drive; Grind and overlay roadway.	1.1
261	CC-050070	94553	CC	Orinda	Orinda - Moraga Way Rehab: Phase II	Orinda: On Moraga Way from Ivy Dr. North to Ivy Drive South; Rehabilitation of roadway.	4.05
262	CC-050011	94553	CC	Pinole	Pinole - Appian Way Rehab: Phase I	Pinole: Appian Way between (approximately) Tara Hill Dr and Michael Dr. Rehabilitate and overlay roadway.	1.1
263	CC-050073	94553	CC	Pinole	Pinole - Appian Way Rehab: Phase II	Pinole: On Appian Way between Tara Hills Dr. and Marlesta Drive; Pavement Rehabilitation.	1.1
264	CC-050071	94553	CC	Pittsburg	Pittsburg - Harbor Street Rehabilitation	Pittsburg: On Harbor St. between California Ave to East 3rd St; Rehabilitation Roadway.	2.11

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265	CC-070041	22607	CC	Pittsburg	California Avenue Widening	Pittsburg: On California Avenue between Loveridge Road and Railroad Avenue; Widening from 2 to 4 lanes.	0
266	CC-070042	94046	CC	Pittsburg	West Leland Extension. Phase I	Pittsburg: On Leland Rd between Woodhill Drive and San Marco Blvd.; Extend roadway.	0
267	CC-070043	94046	CC	Pittsburg	West Leland Extension, Phase II	Pittsburg: On Leland Road from San Marco Blvd. to Willow Pass Rd.; Extend roadway.	0
268	CC-070044	22607	CC	Pittsburg	Pittsburg-Antioch Highway Widening	Pittsburg: Pittsburg-Antioch Highway from Somersville Rd to Loveridge Rd; Widen from 2 to 4 lanes.	0
269	CC-070045	22607	CC	Pittsburg	James Donlon Extension (Buchanan Rd Bypass)	Pittsburg: James Donlon Blvd from Ventura Dr. to Kirker Pass Road; Construct 2 lane roadway.	0
270	CC-050072	94553	CC	Pleasant Hill	Pleasant Hill - Contra Costa Blvd Rehabilitation	Pleasant Hill: Contra Costa Blvd between Gregory Lane and Vivian Drive; Pavement Rehabilitation.	1.1
271	CC-030001	21208	CC	Richmond	Richmond Prkwy Transit Center Parking	Richmond: Adjacent to I-80 at the Richmond Parkway Transit Center; Provide up to 700 parking spaces, improve transit facilities and improve bicycle/ped. access. (OLD TIP ID - CC-010028).	0
272	CC-050076	94048	CC	Richmond	I-80/Central Ave Interchange Modification	Richmond: At I-80/Central Ave Interchange; Modifications and reconfiguration to interchange to ease traffic congestion.	5.04
273	CC-070047	21202	CC	Richmond	Griffen Drive Railroad Crossing	Richmond/San Pablo: RR crossings at Griffin and John Avenue; Replace grade separation & expand from 2 to 4 lanes with a protected ped/bike path & protected crossing/updated warning signs.	0
274	CC-070066	21202	CC	Richmond	Central Richmond Greenway (East Segment)	Richmond: Construct Class I Bicycle Trail (eastern segment) from Carlson Blvd to I-80 along abandoned railroad property.	3.02
275	CC-991087	98197	CC	Richmond	Richmond Intermodal Station - Phase 3	Richmond: Design, engineer and construct station building, an information kiosk, other project amenities, including lighting (TLC Project).	5.06
276	CC-050066	94553	CC	San Pablo	San Pablo Ave Rehabilitation	Sam Pablo: On San Pablo Avenue San Pablo Dam Rd to 23rd St.; Rehabilitate Roadway including base failures repair, pavement overlay, spot curb/gutter/sidewalk improvements, bus pads, ADA tree grates, ADA ramps, upgraded signage and striping.	1.1
277	CC-070035	22360	CC	San Pablo	I-80/San Pablo Dam Rd I/C Modifications	San Pablo: At the I-80/San Pablo Dam Rd interchange; Upgrade and improve interchange including provisions for bicyclists and pedestrians.	5.04
278	CC-070056	21864	CC	San Pablo	Rumrill Bridge Replacement	San Pablo: Intersection of Rumrill Blvd & Brookside Drive; Replace Bridge, widen in one direction, replace signals and controllers and install planting and vegetation.	0
279	CC-050068	94553	CC	San Ramon	San Ramon Valley Blvd Rehabilitation	San Ramon: On San Ramon Valley Blvd from Norris Canyon Rd to Crow Canyon Road; Rehabilitate roadway.	1.1
280	CC-070036	22352	CC	San Ramon	I-680/Norris Canyon Bus Ramps	San Ramon: I-680/Norris Canyon; Construct Carpool and bus on-and off-ramps.	2.08
281	CC-070048	98221	CC	St. Rte. 4 BA	SR4 Bypass: Sand Creek to Balfour	Brentwood: SR4 Bypass between Sand Creek Rd & Balfour Rd.; Widen from 2 lanes to 4 lanes.	0
282	CC-070049	98221	CC	St. Rte. 4 BA	SR4 Bypass: Laurel Rd to Sand Creek	Brentwood: SR4 Bypass from Laurel Road to Sand Creek Road; Widen from 2 lanes to 6 lanes.	0
283	CC-070053	98221	CC	St. Rte. 4 BA	SR4 Bypass: Balfour Interchange	Brentwood: Balfour Road/SR4 Bypass; Construct Intersection including loops and grade separation.	0
284	CC-070054	98221	CC	St. Rte. 4 BA	SR4 /SR160 Interchange and Connectors	Oakley: SB 160 at SR 4; Construct direct connectors.	0
285	CC-070057	22607	CC	St. Rte. 4 BA	SR4 Bypass: Sand Creek Interchange	Brentwood: Sand Creek Rd at SR4 Bypass; Construct interchange.	0
286	CC-070067	22247	CC	St. Rte. 4 BA	Mokelumne Trail Bike/Ped Overcrossing	Antioch/Oakley: Construct a pedestrian and bicycle overcrossing on the Mokelumne Trail at the SR4 Bypass.	3.02

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
287	CC-970050	22601	CC	St. Rte. 4 BA	Route 4 Bypass - Segment 3	Rt 4 bypass: Segment 3 continues from Balfour to Marsh Creek Road and onto both SR 4 at Byron and Vasco Rd.	0
288	CC-030017	94559	CC	TriDelta	Acquire 62 Bus Catalyst Devices	TriDelta: Acquire and install bus catalyst devices on 56 existing agency buses. Acquire and install CARB approved PM & NOx devices on FY07 purchased 6 replacement buses (1995s).	2.03
289	CC-030035	94559	CC	TriDelta	ADA Operating Assistance	Tridelta: Operating assistance to fund ADA Set Aside requirement.	2.01
290	CC-030037	94559	CC	TriDelta	Preventive Maintenance Program	TriDelta: Preventive Maintenance Program for agency fleet.	1.1
291	CC-050029	21204	CC	TriDelta	Park and Ride Facility Land Purchase	Purchase & develop land for park and ride facility.	0
292	CC-050042	21017	CC	TriDelta	Bus Security Monitoring Systems	Tridelta: Procure security cameras & monitoring equipment to be installed in all agency fleet.	2.05
293	CC-050043	21017	CC	TriDelta	Replace 6 1995 40" Gillig buses	Tridelta: Replace 6 1995 buses with similar vehicles.	2.1
294	CC-050044	21017	CC	TriDelta	Capitalized Facility Repairs	Tridelta: Repairs on bus parking area & other parts of existing facility.	2.08
295	CC-050045	21017	CC	TriDelta	Security Equip. & Farebox Replacement	Tridelta: Replace security equipment and fareboxes in existing revenue vehicles.	2.05
296	CC-050048	21017	CC	TriDelta	Luminator Demonstration Project	TriDelta: Install and implement ITS equipment and software for entire fixed rout fleet.	2.05
297	CC-070061	21204	CC	TriDelta	E. Leland Park and Ride Lot	Antioch/Pittsburg: South of E. Leland near Century Blvd; Obtain property and construct Park and Ride lot.	0
298	CC-050031	21202	CC	Walnut Creek	Ygnacio Valley Road Ped/Bike Trail.	Walnut Creek: N. Side of Ygnacio Valley Rd btw John Muir Dr & Ygnacio Ct; Widen sidewalk to better accommodate pedestrian and bicycle traffic.	3.02
299	CC-050060	94553	CC	Walnut Creek	Walnut Creek - Treat Blvd Rehabilitation	Walnut Creek: Treat Blvd from approximately Sheppard Rd to Bancroft Rd; Rehab roadway.	1.1
300	CC-070050	22609	CC	Walnut Creek	Geary Rd Widening Ph. 3	Walnut Creek: Widen Geary Road from Putnam Blvd to Pleasant Hill Rd.; Widen roadway one lane in each direction, center two way left turn lane, bike lanes and sidewalks.	0
301	CC-070058	94048	CC	WCCTAC	San Pablo Ave Corridor Improvements	West Contra Costa County: On San Pablo Ave btw El Cerrito/Albany city limits to Crocket/Rodeo; Infrastructure Improvements including safety and accessibility improvements.	1.1
302	CC-070060	21202	CC	WCCTAC	Bay Trail Gap Closure	Richmond/Pinole/Hercules: Along Richmond Parkway between Pennsylvania Ave and Gertude Ave; N. of Freethy Blvd to Payne Dr.; from Payne to Cypress; from Pinole Shores to Parker Avenue; Close gaps in the Bay Trail.	3.02
303	CC-030025	94559	CC	Westcat	Preventive Maintenance Program	WestCat: Operating assistance to aid agency with preventive maintenance activities of its fleet.	2.03
304	CC-030042	94559	CC	Westcat	Replace (2) 1999 Medium DR Vehicles	WCCTA: Replace (2) 1999 DR WOC medium size vehicles with similar vehicles.	3.02
305	CC-050039	21017	CC	Westcat	Replace 10 2002 Paratransit Vehicles	WestCat: Replace Ten 21 Ft Revenue paratransit vehicles with similar vehicles.	2.1
306	CC-050040	21017	CC	Westcat	Replace (2) 35" 1997 Thomas Buses	WestCat: Replacement (2) 35" 1997 Thomas buses	2.1
307	CC-050041	21017	CC	Westcat	Replace (3) 1996 Thomas 35" Buses.	WestCat: Replace (3) 1996 35" Thomas buses with similar buses.	2.1
308	CC-050050	21017	CC	Westcat	Replace (6) 1988 35" revenue vehicles	Westcat: Replace 6 revenue service vehicles with similar vehicles.	2.01
309	CC-050051	21017	CC	Westcat	CARB Filter Mitigation	Westcat: Install 11 CARB filters on replacement vehicles.	2.03
310	CC-050074	21209	CC	Westcat	Hercules Intermodal Station Improvements	Hercules: Intermodal Station along the capitol corridor: Various passenger and station improvements.	2.08
311	CC-990045	21017	CC	Westcat	ADA Paratransit Operating Subsidy	ADA Paratransit Operating Subsidy	2.01
312	CC-070062	22122	CC	WTA	Richmond Ferry Service	WTA: Implement new ferry transit service between Richmond and San Francisco.	0
313	CC-070064	22123	CC	WTA	Hercules Ferry Service	WTA: Hercules; Implement ferry transit service between Hercules and San Francisco.	0
314	MRN050003	98511	MRN	Caltrans	SR 1 Wildlife Crossing at Giacomini Gulch	Marin: Giacomini Gulch; Remove culvert & install 11-11.5 meter long box or arch culvert below roadway to provide wildlife crossing.	4.09
315	MRN050012	94627	MRN	Caltrans	Golden Gate Botanical Management Area Revegetation	Golden Gate Botanical Management Area: along US 101 from Golden Gate Bridge to Rodeo Ave; Native plant revegetation.	4.09

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
316	MRN990001	94563	MRN	Caltrans	Marin 101 HOV Gap Closure	In San Rafael: On US 101 from Lucky Drive to North San Pedro Road; Construct HOV lanes to close gap between existing HOV lanes.	0
317	MRN990055	98154	MRN	Caltrans	US 101 HOV Lanes - Marin-Sonoma Narrows	Marin and Sonoma Counties: From SR 37 in Novato to Old Redwood Highway in Petaluma; Convert expressway to freeway and widen to 6 lanes for HOV lanes.	0
318	MRN050004	98511	MRN	Corte Madera	Corte Madera Avenue Sidewalk Rehabilitation	Corte Madera: Along approximately 200 feet of Corte Madera Avenue in the vicinity of 405 Corte Madera Avenue; Rehabilitate Sidewalk.	1.1
319	MRN050007	98511	MRN	Fairfax	Fairfax - Sir Francis Drake Blvd. Rehabilitation	Fairfax: Sir Francis Drake Blvd; Remove and replace pavement structure failures, apply crack seal, slurry seal, replace traffic loop detectors and re-stripe pavement markings.	1.1
320	MRN070005	21011	MRN	Fairfax	Fairfax: Center Blvd Streetscape Improvements	Fairfax: Center Blvd: Streetscape Improvements including promenade sidewalk, landscape improvements, pedestrian friendly lighting, bike lanes, bike racks and street furniture.	4.09
321	MRN991048	98511	MRN	Fairfax	Fairfax - Center Boulevard Rehabilitation	Fairfax: Center Blvd; Replace and rehabilitate Center blvd.	1.1
322	MRN030007	98511	MRN	FHWA	Chimney Rock Lighthouse Rehabilitation.	Marin County; Chimney Rock and Lifeboat Station Roads; Reconstruct and Widen Lighthouse Roadway.	1.1
323	MRN050016	94636	MRN	FHWA	West Bunker & Mitchell Rd Rehab	Golden Gate National Recreation Area: West Bunker and Mitchell Roads; Rehabilitate roadways.	3.02
324	MRN050020	94576	MRN	FHWA	Stinson Beach Access Road	Marin County: Stinson Beach; Rehabilitate entry road and North and Central parking area.	1.1
325	MRN010032	94572	MRN	GGBHTD	Acquire 82 Bus Catalyst Devices	Golden Gate Transit: Acquire and install bus catalyst devices on 132 agency buses.	2.05
326	MRN010033	94572	MRN	GGBHTD	Golden Gate Transit Bus Rehabilitation Project	GGBHTD: Re-power and rehabilitate coaches that have reached the end of their useful life.	2.03
327	MRN010034	94572	MRN	GGBHTD	Preventive Maintenance Program.	Golden Gate Transit: Preventive Maintenance Program for agency Fleet and related equipment.	2.03
328	MRN010035	94572	MRN	GGBHTD	GGBHTD Radio Communications System	GGBHTD: Replace radio communications system on agency's bus fleet.	2.05
329	MRN030005	94572	MRN	GGBHTD	Transit Safety and Security Improvements	GGBHTD: Safety and Security improvements to revenue vehicles and transit facilities.	4.12
330	MRN030008	94572	MRN	GGBHTD	GGBHTD Regional Express Bus Operations	GGBHTD: Sonoma-Marin-San Francisco US 101 Corridor; Operating support for the expansion of Regional Express Bus service on the Route 101 Corridor	2.01
331	MRN030010	94572	MRN	GGBHTD	Fixed Guideway Connectors	Golden Gate Ferry: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps, and gangways throughout the system.	2.08
332	MRN030011	94572	MRN	GGBHTD	Ferry Major Components Rehabilitation	Golden Gate Ferry: Rehab, replace major ferry components like propulsion & navigation systems, dry-dock, hull, interior and other components.	2.1
333	MRN030012	94572	MRN	GGBHTD	Ferry Vessel	Golden Gate Ferry: Replace MV Sonoma with similar vessel.	1.1
334	MRN030013	94572	MRN	GGBHTD	Replace (6) 1997 Paratransit Vans	Golden Gate Transit: Replace (6) 1997 E350 Paratransit Vans with similar vans.	2.1
335	MRN030014	94572	MRN	GGBHTD	Replace (8) Paratransit Vans	Golden Gate Transit: Replace (8) 1998 Paratransit Vans with similar vans.	2.1
336	MRN050015	94572	MRN	GGBHTD	4 Replacement Express Buses	GGBHTD: Replace 4 Express Buses.	3.02
337	MRN050018	21012	MRN	GGBHTD	Golden Gate Bridge Seismic Retrofit, Phase 3B	SF/Marin County: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction of suspension span, south pier and fender.	1.19

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338	MRN050019	94572	MRN	GGBHTD	Physical Suicide Deterrent System	Golden Gate Bridge: Develop alternatives for a physical suicide deterrent system. Including design & Environmental analysis, plus analysis of alternatives & wind tunnel tests to ensure the feasibility of designs.	4.01
339	MRN050021	94572	MRN	GGBHTD	Replace (40) 1994 40ft Flexible Buses	GGBHTD: Replace 40 - 1994 40ft Buses with 27 60ft articulated buses.	2.1
340	MRN050022	94572	MRN	GGBHTD	Replace 29 - 1991 40" TMC buses	GGBHTD: Replace 29 - 1991 40" with 13 - 45" buses and 11 - 30" or smaller buses.	2.1
341	MRN050023	94572	MRN	GGBHTD	Replace 34 - 1991 40" TMC	GGBHTD: Replace 34 - 1991 refurbished buses with similar vehicles.	2.1
342	MRN050024	94572	MRN	GGBHTD	Computerized Dispatch Upgrade	GGBHTD: Upgrade the agency's computer assisted dispatch/scheduling/timekeeping system.	2.04
343	MRN050025	94572	MRN	GGBHTD	Facilities Rehabilitation	GGBHTD: Rehabilitate agency's maintenance and operating facilities and replace heavy duty operating and maintenance equipment.	2.08
344	MRN050026	94572	MRN	GGBHTD	Replace MS Sonoma Ferry Vessel	GGBHTD: MS Sonoma; Replace one Spaulding ferry vessel with similar ferry.	2.1
345	MRN970016	21012	MRN	GGBHTD	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	San Francisco /Marin Counties: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction on north and south approach viaducts, and Ft. Point Arch.	1.19
346	MRN990017	94572	MRN	GGBHTD	Ferry channel & berth dredging.	Golden Gate Ferry: From San Francisco to Marin County; Dredge ferry channel and berth.	2.08
347	MRN991039	94572	MRN	GGBHTD	Management Information System	GGBHTD: Purchase a replacement Management Information/Computerized financial system.	2.04
348	MRN99T001	94572	MRN	GGBHTD	ADA Paratransit Assistance	Golden Gate Transit: ADA Paratransit Assistance.	2.01
349	MTC99002B	21005	MRN	GGBHTD	TransLink Fare Collection System	San Francisco Bay Area; Design, build, operate and maintain the TransLink fare collection system.	2.05
350	MRN050032	21302	MRN	Larkspur	E. Sir Francis Drake Wooden Bridge Rehab	Larkspur: From westerly limit under Hwy 101 to the eastern limit adjacent to the railroad trestle approximately 300 feet; Removal and replacement of wooden bridge deck and railings.	1.1
351	MRN030003	22146	MRN	Marin County	Cal-Park Hill Tunnel Improvements	Between Larkspur & San Rafael: CalPark Hill Tunnel; Construct 5,800 Ln. Ft. Class 1 Bikeway, including rehabilitation of an existing railroad tunnel (TLC Program).	3.02
352	MRN050006	98511	MRN	Marin County	Marin County - Various Streets Rehabilitation	Marin County: Various Streets on the MTS; Rehab, overlay and resurface various roadways. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
353	MRN050028	21302	MRN	Marin County	Bicycle Guide Signing	Marin County: Northern Marin County, including north San Rafael and Novato; Install Bicycle guide signs.	3.02
354	MRN050029	21302	MRN	Marin County	Olema Bolinas Pathway	Marin County: Along the south east side of Olema Bolinas Road from the Bolinas School to vicinity of the Olema Bolinas Rd/Mesa Rd intersection; Construct Class I pathway.	3.02
355	MRN050033	21302	MRN	Marin County	Non-motorized Transp. Pilot Program	Countywide: Projects to educate & promote bike/peds on regional network. Also plan & collect & analyze data on extent to which biking & walking can carry a significant part of the transportation load.	1.1
356	MRN070004	22247	MRN	Marin County	Carson Falls Trail Restoration	Mt. Tamalpias Watershed Lands: Carson Falls Area; Improve pedestrian access including decommissioning and rerouting trails, building a bridge and installing educational signage.	0
357	MRN050030	21303	MRN	MCTD	Bus Stop Enhancements	Marin County: At the Marin City transit hub and at the Marin City shopping center on Donahue Street; Construct bus stop improvements like lighting and other passenger amenities.	5.06

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358	MRN070001	21017	MRN	MCTD	South Novato Transit Facility	Navato: Corner of Nave Dr & Roblar Ave.; Construct Transit center including include grading and asphalt paving, landscaping, sidewalks, bike racks, and informational kiosks.	5.06
359	MRN070002	94055	MRN	Mill Valley	Mill Valley - Miller Avenue Rehabilitation	Mill Valley: Miller Avenue: Pavement resurfacing, reconstruction of bicycle lanes, modifications to traffic islands, and improvements to sidewalk facilities.	1.1
360	MRN050008	98511	MRN	Novato	Novato - Ignacio Blvd. Rehabilitation	Novato: On Ignacio Boulevard from Laurel Wood Dr (formerly San Jose Blvd) east end to Creek View Court (formerly Ulloa Ct); Rehabilitate roadway.	1.1
361	MRN050005	98511	MRN	San Rafael	San Rafael - Fourth Street Rehabilitation	San Rafael: Fourth Street between Second Street and E Street; Resurface with an AC overlay, replace curb & gutter, sidewalk, and curb ramps.	1.1
362	MRN050010	98511	MRN	Sausalito	Sausalito - Spencer Avenue Rehabilitation	Sausalito: On Spencer Avenue from Highway 101 to San Carlos Avenue. Rehab and refurbish of roadway.	1.1
363	MRN050001	21325	MRN	TAM	US 101/Greenbrae Interchange Improvements	Marin: US 101 Greenbrae I/C Corridor Improvements: Sir Francis Drake To Tamalpais; Reconfigure interchange.	0
364	MRN050002	98560	MRN	TAM	Planning, Programming and Monitoring	Marin: Planning, Programming, and Monitoring	4.01
365	MRN050013	98178	MRN	TAM	Larkspur Sir Francis Drake Blvd Widening	Larkspur: From Larkspur ferry terminal to the northbound U.S. 101 ramps; Widen westbound Sir Francis Drake Blvd from 2 to 3 lanes.	0
366	MRN050014	21302	MRN	TAM	Central Marin Ferry Access Improvements	Central Marin: From Wornum Dr (east of Hwy 101) to Sir Francis Drake Blvd; Provide bicycle/ped connection.	3.02
367	MRN050027	95811	MRN	TAM	Marin County - Rehab on Various Streets	Marin County: Various Streets; Perform rehabilitation and maintenance work on priority local road projects.	1.1
368	MRN050034	98154	MRN	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	Marin and Sonoma Counties: From SR 37 in Novato to Old Redwood Highway in Petaluma; Convert expressway to freeway and widen to 6 lanes for HOV lanes.	0
369	MRN070003	21302	MRN	TAM	Marin Bike/Ped Facility North of Atherton Ave.	Marin County: Along US 101 from north of Atherton Avenue to south of Petaluma River bridge; Construct bicycle-pedestrian facility.	3.02
370	MRN970034	98560	MRN	TAM	TAM - CMA Planning Activities	Marin: Support for CMA Planning Activities. Funding Includes 3% Planning Set-Aside.	4.01
371	MRN050031	21302	MRN	Tiburon	Pine Terrace Multiuse Path	Tiburon: Between the multiuse path in the McKegney Green soccer, park, and recreation areas and Tiburon Blvd. near Pine Terrace; Construct an ADA compliant pathway.	3.02
372	NAP050004	94576	NAP	Amer Canyon	American Canyon Road Rehabilitation	American Canyon: On American Canyon Road from Flosden to SR 29; Rehabilitate roadway.	1.1
373	NAP050011	94576	NAP	Amer Canyon	American Canyon - Elliott Street Rehabilitation	American Canyon: Elliott Street from Donaldson South to the City limits; Rehabilitate roadway.	1.1
374	NAP070002	22247	NAP	Amer Canyon	Wetlands Edge Bay Trail Segment	American Canyon: Wetlands Edge Road segment of the Bay Trail; Construction bike/ped trail.	3.02
375	NAP070004	98511	NAP	Amer Canyon	West American Canyon Road Rehabilitation	American Canyon: West American Canyon Road from SR 29 to Elliott Drive; Rehabilitate roadway.	1.1
376	NAP010001	94073	NAP	Caltrans	SR 12/29/221 Intersection Improvements	Napa: SR 12/29/221 (Soscol Avenue) Intersection: Various intersection improvements and expansion.	0
377	NAP050001	94575	NAP	Caltrans	Trancas St. Interchange (mitigation planting)	Napa: Trancas Street/SR 29; New interchange mitigation planting.	4.09
378	NAP050002	94576	NAP	Napa	Napa - 3rd Street Rehabilitation	Napa: On 3rd Street from California Boulevard to the Silverado Trail (1.3 miles); Rehabilitate roadway.	1.1
379	NAP050003	94576	NAP	Napa	Napa - Jefferson Street Rehabilitation	Napa: On Jefferson Street from Trancas to Hayes; Rehabilitate roadway.	1.1
380	NAP050010	94576	NAP	Napa	Napa - Redwood Road Rehabilitation	Napa: Redwood Road from Browns Valley Road to Dry Creek Road; Rehabilitate roadway.	1.1
381	NAP070003	94576	NAP	Napa	Napa - Browns Valley Road Rehabilitation	Napa: On Browns Valley Road from Patrick to Austin; Rehabilitate Roadway.	1.1

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382	NAP070006	94064	NAP	Napa	Napa - Soscol Avenue Rehabilitation	Napa: On Soscol Avenue from north of LaHoma to south of Pueblo; Rehabilitate roadway.	1.1
383	NAP070007	94064	NAP	Napa	Napa - Imola Road Rehabilitation	Napa: On Imola Road from Soscol to east of Patton Avenue; Rehabilitate roadway.	0
384	NAP990015	94071	NAP	Napa	Maxwell St. Drawbridge (Rte 121) replacement	In Napa: On Route 121; Replace 2-lane Maxwell Street drawbridge with 4-lane high-level structure.	0
385	NAP970004	98561	NAP	Napa Co TA	NCTPA - CMA Planning Activities	Napa County: Support for CMA Planning Activities. Funding Includes 3% Planning Set-Aside.	4.01
386	NAP050005	94576	NAP	Napa County	Yountville Cross Road Rehabilitation	Yountville: On Yountville Cross Road from the Town Limits to the Silverado Trail; Rehabilitate roadway.	1.1
387	NAP050006	94576	NAP	Napa County	Silverado Trail Rehabilitation	Napa County: On the Silverado Trail from the Rector Creek Bridge to Petra Drive; Rehabilitate roadway.	1.1
388	NAP050007	94576	NAP	Napa County	Wooden Valley Road Rehabilitation	Napa County: Wooden Valley Road from the Solano County Line to SR 121; Rehabilitate roadway.	4.01
389	NAP050012	94576	NAP	Napa County	Silverado Trail Rehabilitation	Napa County: On the Silverado Trail from 0.5 miles north of Oakville Cross Road to 1.5 miles south of Oakville Cross Road; Rehab trail.	3.02
390	NAP070001	22417	NAP	Napa County	Las Amigas Class II Bike Lane	Napa: On Las Amigas Road from Cuttings Wharf to Milton (Part of the Bay Trail); Construct a Class II Bike lane.	3.02
391	NAP070005	94576	NAP	Napa County	Deer Park Road Rehabilitation	Napa County: Rehabilitate Deer Park Road from the Silverado Trail to Howell Mountain Road.	1.1
392	NAP991022	94077	NAP	Napa County	Cuttings Wharf Road Bicycle Lane	Napa County: On Cuttings Wharf Rd. from State Highway 12/121 to Las Amigas Road (part of Bay Trail Network); Construct four foot wide shoulders for bicycle lane.	3.02
393	NAP030004	21017	NAP	Napa Vine	ADA Operating Assistance	Napa: ADA operating assistance for paratransit service	2.01
394	NAP030005	21017	NAP	Napa Vine	Bus Stop Improvements	Napa Vine: Various bus stop improvements throughout the Napa County transit service areas.	2.07
395	NAP050009	22243	NAP	Napa Vine	Park & Ride Lots in Napa County	Napa County: At Trancas/Hwy 29, American Canyon, and Calistoga/St. Helena; Construct Park and Ride Lots.	0
396	NAP050013	21017	NAP	Napa Vine	On-board Equipment	Napa Vine: Install on-board equipment including cameras, radio technologies, and upgraded destination signs.	2.05
397	NAP970010	94578	NAP	Napa Vine	Operating assistance.	Napa Vine: Operating assistance to support transit routes and services.	2.01
398	NAP97AM58	94578	NAP	Napa Vine	Preventive Maintenance	Napa Vine: Preventive maintenance.	2.03
399	NAP010008	94074	NAP	NCTPA	SR 12 (Jamieson Canyon Road) Widening	In Napa and Solano Counties: SR 12 between SR 29 and I-80 (Jamieson Canyon): Rehab roadway and expand from two to four lanes.	0
400	NAP010009	98561	NAP	NCTPA	Planning, Programming and Monitoring	Napa: Planning, Programming, and Monitoring (PPM) activities	4.01
401	NAP050008	94578	NAP	NCTPA	Vallejo Ferry Express Commuter Service	Napa Vine: Service between Calistoga in Napa County to the Vallejo Ferry terminal; Purchase six vehicles operate Express Commuter Service (Route 10).	4.01
402	NAP990011	94076	NAP	NCTPA	Relocate existing Downtown Terminal	Napa Vine: Relocate existing downtown terminal in a new location with better access and more office and bus space.	5.06
403	MTC050019	22421	REG	BAAQMD	Auto Catalytic Device Replacement Grants	Regionwide: Provide grants to replace catalytic devices on gross polluting automobiles.	3.01
404	MTC990015	22421	REG	BAAQMD	Spare the Air Program	San Francisco Bay Area: Spare the Air Campaign: Inform/educate the public about ozone problems, notify when Spare the Air days are called & encourage use of transit, ridesharing etc.	2.1
405	BRT030004	94525	REG	BART	Train Control Renovation	BART: Replace obsolete elements and subsystems of the train control system.	2.08
406	BRT030005	94525	REG	BART	Traction Power System Renovation	BART; System wide; Replace obsolete elements and subsystems of the traction power system to maintain and improve reliability and safety.	2.08
407	BRT030006	21005	REG	BART	TransLink Fare Collection System	San Francisco Bay Area: BART; Design, build, operate and maintain the TransLink fare collection system on the BART system.	2.05

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
408	BRT030007	94525	REG	BART	L-Line Intrusion Barriers	BART: Along Highway 580 Corridor (Dublin Pleasanton line); Install physical barriers between the freeway and the rail ROW to prevent intrusion along sections where there is potential for such intrusion.	1.09
409	BRT030009	94525	REG	BART	System Wide Safety Project	BART: Safety Program including CCTV Remote monitoring systems, Tunnel & other row intrusion detection systems, implementation of post-9/11 detection strategies, etc. [Security Cameras Repl]	1.06
410	BRT050001	94525	REG	BART	Platform Edge Tile Replacement Program	BART: Remove and replace existing edge tiles for core BART system at 34 stations.	2.09
411	BRT050003	22636	REG	BART	BART Transbay Tube Seismic Retrofit	San Francisco: Transbay Tube; Seismically retrofit the BART Tube/Tunnel which connects Oakland to San Francisco.	3.02
412	BRT050004	22674	REG	BART	BART Core System Rehabilitation Program	BART: Regionwide; Rehabilitate various system elements including traction power, train control, way rehabilitation, and fare collection equipment.	2.1
413	BRT971001	94525	REG	BART	Rail, Way and Structures Program	BART: Systemwide; Replace worn out mainline rail and make other timely reinvestments in way.	2.09
414	BRT97100B	94525	REG	BART	Rail, Way and Structures Program	BART: Systemwide; Replace worn out mainline rail and make other timely reinvestments in way.	2.09
415	BRT990003	94525	REG	BART	Wayside Train Control Rehab	BART: Rehabilitate or replace 520 Wayside Electronics Train Control Track Circuit System.	2.06
416	BRT991003	94003	REG	BART	BART Seismic Retrofit Program	BART: Seismic Retrofit Program; Upgrade the entire System against forces from local fault lines using current seismic design standards.	2.09
417	BRT99T001	94525	REG	BART	ADA Paratransit Capital Accessibility Improve	BART: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile stair tread replacement at various stations.	2.01
418	BRT99T01B	94525	REG	BART	ADA Paratransit Capital Accessibility Improve	BART: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile stair tread replacement at various stations.	2.01
419	MTC950001	94083	REG	BART	AFC Modernization/Translink Implementation	BART: Systemwide; Replace/renovate old AFC equipment, perform necessary site preparation, and implement TransLink®.	2.05
420	REG050006	94525	REG	BART	Strategic Maintenance Program	BART: Strategic Maintenance Program (SMP) for maintenance of rolling stock. Including a proactive approach to predicting and mitigating system and component.	2.03
421	REG050007	94525	REG	BART	ADA Operating Set-aside	BART: ADA Operating assistance set-aside.	2.01
422	REG050010	94525	REG	BART	General Mainline Renovation	BART: General Mainline Renovation to include but not limited to track work, rail, guideway rehabilitation, traction power, train control or fencing.	2.09
423	REG050011	94525	REG	BART	High Priority Security Project	BART: District wide; Install security barriers including but not limited to gates, locks and intrusion detection devices.	2.08
424	REG050020	94525	REG	BART	BART CAR Replacement Exchange	BART: Shortfall funding for BART preventive maintenance car replacement exchange.	2.03
425	REG070002	22676	REG	BART	Alameda County BART Station Renovations	BART: System-wide. Renovations to existing BART stations	2.03
426	JPB950001	94664	REG	Caltrain	Caltrain Maintenance Facility	Caltrain: In San Jose & in Redwood City; Design and construct a maintenance facility to service and maintain fleet of vehicles.	2.1
427	JPB990004	94613	REG	Caltrain	N/S Terminal Track Upgrades	San Francisco to San Jose: Rehab & improve RR infrastructure near the terminus of the RR corridor in SF & San Jose. From post mile (PM) 0 to 4.27 & from PM 43.5 - 48.35.	2.09
428	JPB991002	94664	REG	Caltrain	Track and Signal Replacement and Upgrade	Caltrain: Systemwide; Replace, upgrade, or modernize Caltrain's track and signal systems, including the replacement of jointed rail with continuous welded rail (CWR).	2.09
429	JPB99T002	94664	REG	Caltrain	ATCS Upgrade	Caltrain: Upgrade Automate Train Control System (ATCS).	2.06
430	SM-030006	94664	REG	Caltrain	Systemwide Track Rehab & Related Struct.	Caltain: Replace jointed rail and upgrade existing main line track on the Caltrain Corridor.	2.09

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
431	SM-030014	94102	REG	Caltrain	Rapid Rail Related Projects Pt. II	Caltrain: Various points between San Francisco and San Jose; Rapid Rail Improvements including signals, track expansion, and track rehab.	0
432	SM-030028	94664	REG	Caltrain	Caltrain Vintage Rail Cars Replacement	Caltrain: Replace up to 14 1950s 85" single level passenger rail cars with new bi or tri-level passenger rail cars	2.1
433	SM-030035	22242	REG	Caltrain	Train Tracking Information System	Caltrain: Procurement and deployment of enhanced dispatching equipment and software with GPS capability. Provision of real time transit information provided at stations and to the public.	4.12
434	SM-03006B	94664	REG	Caltrain	Systemwide Track Rehab & Related Struct.	Caltain: Replace jointed rail and upgrade existing main line track and related civil structures on the Caltrain Corridor.	2.09
435	SM-050040	94664	REG	Caltrain	ADA Operating Set-aside	Caltrain: ADA Paratransit Operating assistance set-aside	2.01
436	SM-050041	94664	REG	Caltrain	Signal/Communication Rehabilitation	Caltrain: Rehabilitate existing signal system and upgrade/replace communication equipment.	2.06
437	B-B030001	94541	REG	Caltrans	Benicia/Martinez Bridge Env. Mitigation	Benicia & Martinez: Benicia-Martinez Bridge; Conduct Environmental Mitigation for Bridge. Also See B-B970001 for rest of project.	4.05
438	B-B970001	94541	REG	Caltrans	Benicia-Martinez Bridge	Benicia-Martinez Bridge: Construct new bridge parallel to existing bridge with bike lanes make modifications to 680/780 and Marina Vista interchanges & construct new toll plaza.	0
439	B-C030001	94540	REG	Caltrans	Carquinez Bridge Demolition	Carquinez Bridge: Demolition and Clean up of the 1927 Bridge. (Also see B-C970001).	1.19
440	B-R990003	21014	REG	Caltrans	Richmond-San Rafael Bridge Deck Resurfacing	Richmond and San Rafeal: Richmond-San Rafael Bridge; Resurface existing concrete deck.	1.1
441	MTC050006	94001	REG	Caltrans	Lump Sum SHOPP - Mobility	Lump Sum SHOPP - Mobility; Various locations throughout the Region. Projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
442	MTC050008	94001	REG	Caltrans	Lump Sum SHOPP - Roadside Preservation	Lump Sum SHOPP - Roadside Preservation: Various locations; State hwy projects to repair roadside damage. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
443	MTC050009	94001	REG	Caltrans	Lump Sum SHOPP - Roadway Preservation	Lump Sum SHOPP - Roadway Preservation: Various locations; Repair of State highway. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	4.01
444	MTC050011	94001	REG	Caltrans	Lump Sum SHOPP - Collision Reduction	Lump Sum SHOPP - Collision Reduction: Various locations; Collision Reduction activities on State highway. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	4.12
445	MTC050012	94001	REG	Caltrans	Lump Sum SHOPP - Transportation Enhancements (TE)	Lump Sum SHOPP - TE: Various locations; Roadway enhancement activities on State highway. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
446	REG070001	94522	REG	Caltrans	Lump Sum SHOPP - Emergency Response	Lump Sum Shopp - Emergency Response; Various locations throughout the Region. Projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
447	REG070007		REG	Caltrans	Lump Sum - Prior Year Row of Way	Caltrans: SHOPP Prior Year ROW Allocations.	
448	VAR030001	94695	REG	Caltrans	Elderly & Persons with Disability Program	Region-Wide: Eld. & Persons with Disabilities. Prog Lump Sum Listing; Project incl. Veh. replacements, minor expansion & office equip. Consist. with 40 CFR Part 93.126, 127, 128 Exempt Tables 2 & 3.	2.01
449	VAR030002	21017	REG	Caltrans	FTA Non-Urbanized Formula Program	FTA Section 5311 Non-urbanized area funding, Non-ITS portion. Lump sum Listing; Projects include operating assistance, capital and preventive maintenance. Consistent with 40 CFT Part 93.126, 127, 129, Exempt Tables 2 and 3.	2.01
450	VAR991003	941001	REG	Caltrans	Lump Sum - Minor Program	Lump sum Minor Program. Includes all FHWA funds (note: excludes park & ride lot minor projects). Minor hwy safety, rehab projects. Consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1

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451	VAR991004	94001	REG	Caltrans	Lump Sum - Emergency Repair (ER)	Regionwide: Lump Sum Emergency; Repair: Various locations; State hwy projects to repair damage caused by natural disasters, civil unrest, or terrorist acts. Non-capacity increasing projects only.	4.13
452	VAR991005	21013	REG	Caltrans	Lump Sum SHOPP - Bridge Preservation	Lump sum SHOPP: Non-capacity increasing SHOPP Bridge Preservation (including Const, R/W, supporting costs & change orders).	0
453	VAR991007	94036	REG	Caltrans	Lump Sum Local - Bridge Replacement	Regionwide: Lump sum local highway bridge replacement and Rehabilitation (HBRR) Projects. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	0
454	VAR991008	94001	REG	Caltrans	Lump Sum Local - Seismic Retrofit	Lump sum local seismic retrofit program. Various locations throughout the region. Consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.19
455	VAR991009	94001	REG	Caltrans	Lump Sum Local - Railroad Crossings	Lump sum local railroad crossing program. Consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.08
456	VAR991010	22245	REG	Caltrans	Lump Sum Local - HES and SR2S	Lump sum local Hazard Elimination and Safety (HES) program. At various locations, Hazard Elimination Safety (HES) Projects and Safe Routes to School (SR2S) projects.	1.02
457	MTC030003	21001	REG	MTC	Freeway Operations TOS	San Francisco Bay Area: Replace and upgrade TMC and TOS field equipment, and complete deployment of equipment in highly congested corridors.	2.06
458	MTC030005	21011	REG	MTC	TLC/HIP Planning Grants	Regionwide: TLC/HIP Planning grants to help cities and non-profits develop transportation enhancement projects (Not for Capital planning).	4.01
459	MTC050001	21006	REG	MTC	Transit Commute Benefits Promotion	Region wide: Ridesharing marketing program to promote tax-saving opportunities for employers and employees as specified in the IRS Code Section 132 (f)(3).	3.01
460	MTC050018	22421	REG	MTC	Spare The Air - Free Regional Transit	Regionwide: Provide free transit rides on "Spare The Air" Days.	3.01
461	MTC050020	22242	REG	MTC	Real-time transit information Grant Program	Regionwide: Provide real-time transit information to riders at transit stops or via telephone, wireless or internet communication.	4.01
462	MTC050021	22245	REG	MTC	Safe Routes to Transit	Regionwide: Grants to fund infrastructure projects that improve bike/ped access to transit stations. Including signs, multi-use trails and bike parking.	3.02
463	MTC050022	21005	REG	MTC	Integrated Fare Structure Program	Regionwide: Develop a plan to implement a multi-agency regional fare program	4.01
464	MTC050024	22241	REG	MTC	Bay Area Regional Rail Plan	Regionwide: Develop long-range vision for passenger/freight rail system that serves Bay Area and Northern California region, including high-speed rail from Central Valley to Bay Area.	4.01
465	MTC990013	21006	REG	MTC	Regional Transportation Marketing	San Francisco Bay Area: Perform marketing and market research services for regional operations projects.	1.1
466	MTC990017	21004	REG	MTC	Pavement Mgmt Tech. Assist. Program (P-TAP)	Regionwide: Pavement Management System (PMS) Technical Assistance Program (P-TAP); assistance to Bay Area local agencies to implement & maintain computerized PMS system.	4.01
467	MTC99002A	21005	REG	MTC	TransLink Fare Collection System	San Francisco Bay Area; Design, build, operate and maintain the TransLink fare collection system (See MTC990002 for more project data).	2.05
468	MTC991001	21010	REG	MTC	Performance Monitoring	MTC: Support to collect travel time data on roadways & transit services to monitor mobility & reliability. Collect information on non-motorized travel at locations throughout the Bay Area.	4.01
469	REG050005	94525	REG	MTC	BART Prev. Maintenance Program	BART: Car Funding Exchange; Fund preventive maintenance program, including maintenance of rail cars and other system components.	2.03
470	REG050008	22425	REG	MTC	Station Area Planning Program	Regional: Provide grants to local jurisdictions to develop plans for their transit stations in order to help increase transit ridership.	2.1
471	REG050009	21001	REG	MTC	Emergency Management Program	MTC: Manage congestion by developing regional plan for addressing major disasters and other regional incidents.	4.06
472	REG050013	21010	REG	MTC	Transit Capital Inventory Improvements	MTC: Procure Asset Management System to enable ability to anticipate regional rehab, replacement and funding needs.	2.04

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473	REG050014	22425	REG	MTC	MTC - Planning, Programming and Monitoring Part 2	MTC-Regional: Planning, Programming, and Monitoring (PPM) activities - Part 2	4.01
474	REG050015	21003	REG	MTC	TETAP & Signal Timing Program - Part 2	MTC: Provide traffic engineering assistance to Bay Area jurisdictions for signal retiming, traffic systems improvements and other MTS related activities. See MTC990018 for PY funds.	5.07
475	REG050017	21008	REG	MTC	511 Traveler Information	Regionwide: Collect real-time and static transportation data (traffic, transit, rideshare and bicycle) and disseminates the information to the public for free by telephone and on a website.	4.01
476	REG070004	22090	REG	MTC	Oakland/LA Maintenance Facilities Security	Oakland/LA Maintenance Facilities Security	2.04
477	REG070006	22241	REG	MTC	San Francisco Bay Crossings Studies	Regionwide: San Francisco Bay: Various Bay Crossings Studies including feasibility and financial studies.	
478	REG050021	21001	REG	MTC-SAFE	Incident Management Program	Regionwide: Manage congestion by preventing and/or addressing minor & major highway incidents/events including FSP, Call Box, incident detection equipment & incident management systems, etc.	4.01
479	MTC050026	22509	REG	WTA	Ferry Service - Alameda	Alameda/Oakland/San Francisco: Provide expanded ferry service including the acquisition of ferry service and associated capital equipment/facilities.	0
480	MTC050027	22511	REG	WTA	Ferry Service - Berkeley/Albany	Berkeley/Albany: Provide ferry service from Berkeley/Albany to San Francisco.	0
481	MTC050028	22241	REG	WTA	WTA Ferry Expansion Studies.	Regionwide studies to determine environmental/other impacts of expanded ferry service in the Bay Area.	4.05
482	MTC050029	22006	REG	WTA	SF Ferry Terminal/Berthing Facilities	San Francisco: At the Ferry Terminal; Construct additional ferry docking/berthing facilities to improve ferry access and support WTA berthing/maintenance operational needs.	0
483	MTC050030	22125	REG	WTA	Ferry Service for South San Francisco	SSF: Develop/implement service & infrastructure for new ferry service to S. San Francisco Includes service operation, acquisition of vehicles and development and construction of a new terminal.	0
484	MTC050031	22006	REG	WTA	Spare Vessels	WTA: Purchase 2 spare vessels for use within the regional ferry system.	0
485	REG070003	22512	REG	WTA	Treasure Island Ferry Service	Treasurer Island: Implement new ferry transit service between Treasure Island and San Francisco/East Bay locations.	0
486	JPB991004	94634	SCL	Caltrain	Accessible Capital Enhancement	Caltrain: Between San Francisco & San Jose: Accessibility Improvements at various Caltrain stations.	2.08
487	SCL010013	98121	SCL	Caltrain	San Jose to Santa Clara - 4th main Track	San Jose to Santa Clara; Construct 4th main Track.	0
488	SCL050063	22807	SCL	Caltrain	Central Control Relocation & Improvements	Caltrain: San Jose; Relocate Caltrain central control/dispatch center from an Amtrak owned building to a JPB owned building & furnishing/equipment upgrade.	2.08
489	SCL050064	22807	SCL	Caltrain	Diridon Station Improvements	Caltrain: Diridon Station improvements including ADA modifications to walkways, paths, and other improvements for Amtrak personnel and station rehabilitation.	2.08
490	SCL050065	94613	SCL	Caltrain	Installation of Fixed Fuel Facility	Caltrain: Install two-35,000 gallon tanks and an underground distribution system with four fueling stations at the new Caltrain maintenance facility.	2.04
491	SCL991060	94114	SCL	Caltrain	Caltrain/ACE Santa Clara Train Station	Caltrain: Santa Clara Station; Rebuild tracks, construct new passenger platforms and construct tracks to enable ACE trains to stop at the Station.	0
492	SM-030026	21626	SCL	Caltrain	Palo Alto ADA Crossing Improvements	Caltrain: Palo Alto Station; ADA accessible pedestrian grade crossing improvements.	1.06
493	SCL010035	21754	SCL	Caltrans	I-280 Soundwall	San Jose: Rte 280 between Bird Ave. and Los Gatos Creek Bridge; Construct Sound wall.	2.09
494	SCL010037	21754	SCL	Caltrans	I-680 Soundwall -Capitol Expwy to Mueller	San Jose: Rte 680, at various locations, between Capitol Expressway and Mueller Avenue; Construct soundwalls.	4.06
495	SCL010038	21754	SCL	Caltrans	I-880 Soundwall	San Jose: Rte 880 between Rte 280 and Stevens Creek Boulevard; Construct soundwalls.	4.06

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
496	SCL030001	21727	SCL	Caltrans	US 101 Aux Lane from SR 87 to Trimble Rd.	San Jose: US 101 from 0.8 km south of the SR-87/US-101 separation to 0.4 km north of Trimble Rd; Reconfigure interchange including realignment, eliminate, and construction of auxiliary lanes.	5.04
497	SCL030008	94587	SCL	Caltrans	Route 87 Guadalupe Freeway Corridor	In San Jose: On SR-87 from Julian St to route 101; Landscaping along new corridor improvements (Also see SCL990041).	4.09
498	SCL050006	21868	SCL	Caltrans	Mathilda Avenue Bridge Replacement.	Sunnyvale: Mathilda Ave, Over Caltrain/UPRR at Evelyn Ave; Widen Structure along both side, add south bound aux lane, realign, replace.	0
499	SCL050011	96002	SCL	Caltrans	SR 152 Runoff Pollution Control	Near Sprig Lake: On Hwy 152 btw Santa Cruz County Line & Sprig Lake; Install up to two storm-water runoff filtration sites for temp stockpile disposal sites and screen landscaping.	4.09
500	SCL050013	21727	SCL	Caltrans	US 101/ SR 87-Trimble Rd. Landscaping	San Jose: US 101 from 0.8 km south of the SR-87/US-101 separation to 0.4 km north of Trimble Rd; Landscape Mitigation.	4.09
501	SCL970002	98849	SCL	Caltrans	Rte 152 Truck Passing Lane - Part A	Near Gilroy: SR-152 from Prunedale Avenue to Route 156 at various locations; Construct passing and truck climbing lanes and left turn lanes outside of the urbanized area.	1.17
502	SCL990002	98174	SCL	Caltrans	Route 237/I-880 Replacement Planting	Milpitas and San Jose: Route 880 HOV Corridor from route 237 to Dixon Landing Road; Replacement planting.	2.05
503	SCL991023	94109	SCL	Caltrans	Traffic Operating System Improvements	Santa Clara County: Install TOS equipment. Including 2 CCTV camera/monitoring stations on Route 237.	1.07
504	SCL050067	94609	SCL	Campbell	Campbell - Various Streets Rehabilitation	Campbell: Various Streets; preventative maintenance and rehabilitation of AC pavement.	1.1
505	SCL050056	94609	SCL	Cupertino	Cupertino - Various Street Rehabilitation	Cupertino: Various locations; Rehabilitation of roadway including improvements to failing pavement and improve roadway on three major collectors.	1.1
506	SCL050090	22245	SCL	Cupertino	Collins School Safe Route to School Proj.	Cupertino: At Collins School; Install flashing beacons, stop sign lights.	1.06
507	SCL050017	94609	SCL	Gilroy	Gilroy - Rossi Lane and Murray Ave Rehabilitation	Gilroy: On Rossi Lane btw Luchessa Ave. & City Limits & on Murray Avenue btw Tompkins Ct & Ronan St.; Rehab roadway.	1.1
508	SCL050032	21011	SCL	Gilroy	Monterey Streetscape - 4th to 6th St.	Gilroy: On Monterey St. Between 4th and 6th Streets; Various streetscape improvements (TLC Project).	3.02
509	SCL050051	94609	SCL	Gilroy	Gilroy - Forest Street Overlay	Gilroy: On Forest Street, between IOOF Avenue and Miller Slough Bridge; Overlay/Rehabilitate local roadway.	1.1
510	SCL050070	94609	SCL	Gilroy	Gilroy - Forest Street Rehabilitation	Gilroy: Forest Street from the Forest Street Bridge to Lewis Street; Pavement overlay and rehab.	1.1
511	SCL070006	22890	SCL	Gilroy	Camino Arroyo Bridge and Gap Closure	Gilroy: On Camino Arroyo from Ronan Channel to Arroyo Cir & on 6th St from Gilman to Railroad; Extend Roadway, construct a new bridge and other improvements including lights, bike lanes and sidewalk.	0
512	SCL050018	94609	SCL	Los Altos	Los Altos - Grant Road Rehabilitation	Los Altos: Grant Road between Foothill Expressway and Northern City Limits; Rehabilitate roadway.	1.1
513	SCL050019	94609	SCL	Los Altos Hills	Los Altos Hills - Page Mill Road Rehabilitation	Los Altos Hills: On Page Mill Road From the Matadero Creek Ln to approx. 900 ft north of Altamont Rd & from Berryhill Lane to Country Way; Rehabilitate roadway.	1.1
514	SCL050060	94609	SCL	Los Altos Hills	Los Altos Hills - El Monte Road Rehabilitation	Los Altos Hills: On El Monte Road, between Moody Road and Stonebrook Drive; Reconstruct and rehabilitate roadway including drainage system, traffic loop and pavement markings.	1.1
515	SCL050068	94609	SCL	Los Altos Hills	Los Altos Hills - Fremont Road Rehabilitation	Los Altos Hills: On Fremont Rd btw Concepcion & Edith Ave, & from Edith Ave to Burke Rd; Overlay roadway & reconstruct failed sections, replace pavement marking, & improve roadway drainage system.	1.1

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516	SCL050029	94609	SCL	Los Gatos	Los Gatos - Various Streets Rehabilitation	Los Gatos: Various MTS roadways within City Limits; Rehab and overlay roadway. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
517	SCL050042	22847	SCL	Los Gatos	SR 9 Bicycle and Pedestrian Improvements	SR 9 through Monte Sereno, Los Gatos and Saratoga; Bike/Ped safety improvements including new bike lanes and shoulder widening for improved mobility for non-motorized public.	1.1
518	SCL050052	94609	SCL	Los Gatos	Los Gatos - Main Street Rehabilitation	Los Gatos: On Main Street, between Alpine Avenue and Santa Cruz Avenue; Resurface and rehabilitate local roadway.	1.1
519	SCL070001	21011	SCL	Los Gatos	Los Gatos Creek Bridge	Los Gatos: Roberts Road at Los Gatos Creek (south of Blossom Hill Rd; Replace one lane bridge with 2 lane bridge (Bridge No. 37C0343).	0
520	SCL050030	94609	SCL	Milpitas	Milpitas - S. Park Victoria Drive Rehabilitation	Milpitas: South Park Victoria Drive between Yosemite Drive and Calaveras Blvd and Calaveras Blvd between South Park Victoria Dr and I-680 Ramp East; Rehabilitate and overlay roadway.	1.1
521	SCL050077	22178	SCL	Milpitas	Calaveras Boulevard Widening	Milpitas: Calaveras Boulevard from Town Center Drive to Abel Street; widen roadway from 4 to 6 lanes.	0
522	SCL050031	21011	SCL	Morgan Hill	Depot Street Capital Improvements	Morgan Hill: Depot St; Construct new sidewalks, landscape and other bike/ped streetscape improvements including along unfinished 6-block section of Eastern gateway (TLC Program).	3.02
523	SCL050059	94609	SCL	Morgan Hill	Morgan Hill - Various Streets Rehabilitation	Morgan Hill: On East Main St., from the UPRR crossing to Calle Mazatan, and from Serene Drive to Laurel Road, and on Cochrane Road between US 101 and Monterey Road; Rehabilitation and overlay roadway, replace failing pavement and perform striping.	1.1
524	SCL050074	94609	SCL	Morgan Hill	Morgan Hill - Main Street Rehabilitation	Morgan Hill: On West Main St. between Monterey Rd and Peak Ave & East Main Street between Carriage Lamp Wy and Serene Dr; Remove and replace damaged curb and gutter.	4.09
525	SCL050020	94609	SCL	Mountain View	Mountain View - Miramonte Avenue Rehabilitation	Mountain View; On Miramonte Avenue between El Camino Real and Los Altos City limits; Rehab roadway.	3.02
526	SCL050054	94609	SCL	Mountain View	Mountain View - California Street Rehabilitation	Mountain View: On California Street between Mariposa Avenue and Castro Street; Rehabilitate roadway adding 1.5" of asphalt overlay.	1.1
527	SCL050069	94609	SCL	Mountain View	Mountain View - California Street Rehab Phase II	Mountain View: California St between San Antonio Road and Rengstorff Avenue; Resurface and overlay roadway.	1.1
528	SCL050061	21011	SCL	MTC	SJSU to Japantown Pedestrian Improvements	San Jose: From San Jose State Univ. and Japantown to Civic Center through the Hensley Historic District; Construct pedestrian improvements including street trees, lighting, etc. (TLC project).	3.02
529	SCL050021	94609	SCL	Palo Alto	Palo Alto - Page Mill Rd & Univ. Ave. Rehab	Palo Alto: University Ave. btw San Francisquito Creek & Chaucer St, & on Page Mill Rd. from mile marker 1.7 to mile marker 1.9 & from mile marker 2.3 to mile marker 2.6; Rehab & replace roadwday.	3.02
530	SCL050057	94609	SCL	Palo Alto	Palo Alto - Embarcadero Road Rehabilitation	Palo Alto: On Embarcadero Rd, btw Emerson Street and Middlefield Road; Resurface and rehabilitate roadway segments, sidewalks, curbs, gutters and driveways.	1.1
531	SCL050071	94609	SCL	Palo Alto	Palo Alto - California Ave & Newell Rd Rehab	Palo Alto: California Ave from El Camino Real to east end of Park Blvd & Newell Rd from Hamilton Ave to Embarcadero Rd; Resurfacing and rehabilitate roadway.	1.1
532	SCL050091	94609	SCL	Palo Alto	Citywide Traffic Signal upgrade	Palo Alto: Citywide; traffic signal upgrades requiring the installation of hardware and software at 9 major intersections in Palo Alto.	1.07
533	SCL050028	94609	SCL	San Jose	San Jose - Various Streets Rehabilitation	San Jose: Various MTS Roadway Within City Limits: Resurface and rehab various MTS roadway. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
534	SCL050039	22175	SCL	San Jose	Almaden Expressway Ped. Overcrossing	San Jose: Almaden Expressway, near Coleman Rd; Construct a 360 ft. Ped Bridge over Almaden Expressway to connect nearby trails and to the Almaden Light Rail Station.	1.1

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535	SCL050079	21001	SCL	San Jose	Silicon Valley TIMC	San Jose: Transportation Incident Management Center: Implement subregional hub for traffic management activities including arterial traffic, incident management, traveler information and emergency incident management center. HPP #2017	4.01
536	SCL050081	22869	SCL	San Jose	Lower Guadalupe River Trail	San Jose: From I-880 to Gold Street; Construct 6mile trail including safety enhancement and improvements. HPP# 1943	3.02
537	SCL050082	22861	SCL	San Jose	Bay Trail Reach 9	San Jose: Near Gold Street to the existing San Tomas Aquino Creek Trail; Preparation of CNST and ENVR documents for 1.2 miles of commuter/transportation trail, pedestrian bridge, and under-crossings with safety and enhancement improvements. HPP # 2084	3.02
538	SCL050083	22865	SCL	San Jose	Coyote Creek Trail	San Jose: from Highway 237 to Story Road; Master plan, design and construction of 9.8 miles transportation trail, including safety and improvements.	3.02
539	SCL976002	22910	SCL	San Jose	Silicon Valley Smart Corridor	San Jose: Silicon Valley Smart Corridor; Install fiber optics, video cameras, changeable message signs, traffic sensors, data collection stations & other equipment/software.	1.07
540	SCL991007	94109	SCL	San Jose	Stevens Creek Blvd/Winchester Blvd ITS	San Jose: Stevens Creek Blvd/Winchester Blvd; Install ITS infrastructure along a highly congested MTS regional arterial corridor.	1.07
541	SCL010021	21735	SCL	Santa Clara	San Tomas Aquino/Saratoga Crk Path	City of Santa Clara: Along San Tomas Aquino/Saratoga Creek between Agnew Road and Scott Boulevard; construct grade separated, multi-use path.	3.02
542	SCL050010	21735	SCL	Santa Clara	San Tomas Aquino Creek Trail - Reach 3	Santa Clara: At the San Tomas Aquino Creek; Construct Reach 3 of Bike/Ped Trail.	3.02
543	SCL050023	94609	SCL	Santa Clara	Santa Clara - Lick Mill Blvd Rehabilitation	Santa Clara: Lick Mill Boulevard, btw Tasman Drive and Montague Expressway; Rehabilitate and replace roadway.	1.1
544	SCL050058	94609	SCL	Santa Clara	Santa Clara - Lafayette Street Rehabilitation	City of Santa Clara: Lafayette Street from Agnews Road to Calle De Luna; rehab roadway with rubber cape seal and pavement markings.	1.1
545	SCL050073	94106	SCL	Santa Clara	Santa Clara - Tasman Dr. and Homestead Rd. Rehab	Santa Clara: Tasman Dr within City Limits and on Homestead Rd between Lawrence Expwy and Kiely Blvd; Resurface and rehabilitate roadways.	4.01
546	SCL050025	94609	SCL	Santa Clara Co	Santa Clara Co - Montague Expwy Rehab Phase I & II	Santa Clara County: On Montague Expwy. between US 101 and I-680; Pavement overlay and repair.	1.1
547	SCL050026	94609	SCL	Santa Clara Co	Santa Clara Co. - Page Mill Road Rehabilitation	Santa Clara County: On Page Mill Road between County line and 0.5 miles north; Pavement repair overlay.	1.1
548	SCL050053	94609	SCL	Santa Clara Co	Santa Clara County - Non-Expressway Rehabilitation	Santa Clara County: Various locations; Rehabilitate various roadways that have been identified with a PCI rating of less than 70.	1.1
549	SCL050072	94106	SCL	Santa Clara Co	Santa Clara Co. - Capitol Expwy. Rehabilitation	San Jose: On Capitol Expressway between SR 87 and Seven Trees Blvd; Minor repair of any failed roadway areas.	1.1
550	SCL050075	94106	SCL	Santa Clara Co	Santa Clara Co. - Oregon/Page Mill Expwy Rehab	Santa Clara County: Oregon/Page Mill Expressway between I-280 and US 101; Minor repair of any failed roadway.	1.1
551	SCL050076	94106	SCL	Santa Clara Co	Santa Clara Co. - Various Non-Expressway Rehab	Santa Clara County: Various non-expressway roadways; Rehabilitation of pavement on various federal-aid eligible arterial/collectors.	1.1
552	SCL050080	22816	SCL	Santa Clara Co	Oregon-Page Mill Expwy Improvements	Santa Clara County; On the Oregon-page Mill Exwy btw US 101 and SR 82; Traffic improvements including traffic signal upgrade, optimizing timing plans & bike and ped facilities.	0
553	SCL070005	21833	SCL	Santa Clara Co	Almaden Expressway Improvements	San Jose: On Almaden Expressway btw Branham Lane and Blossom Hill Road; Various improvement including adding northbound and southbound auxiliary lanes.	4.09
554	SCL070007	21719	SCL	Santa Clara Co	San Tomas Expressway I/C Improvements	Campbell: On San Tomas Express Way and Hamilton Ave; Add 2nd add a 2nd left-turn lane in the northbound, westbound, and eastbound directions & adaptive traffic control system.	0

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
555	SCL070009	21743	SCL	Santa Clara Co	Almaden Expressway Bike/Ped Improvement	Santa Clara County: Almaden Expwy. between Foxworthy Ave and Ironwood Dr.; To provide bike lanes and pedestrian facilities to facilitate and promote interactions between local residential and commercial land uses.	3.02
556	SCL050024	94609	SCL	Saratoga	Saratoga - Various Streets Rehabilitation	Saratoga: Allendale Ave btw Fruitvale & Quito Rd, On Saratoga-Sunnyvale Road btw Herriman & Prospect Rd & on Saratoga Ave btw Fruitvale & Heritage Oak & Cox Ave & City Limits; Rehab roadway.	1.1
557	SCL050043	21017	SCL	SJRC	Ped Underpass & Platform Improvements	ACE: Santa Clara Center; Construct ADA compliant pedestrian underpass and platform center improvements to facilitate train movements and pedestrian movement. [Santa Clara Platform and Pedestrian Improvements]	3.01
558	SCL050027	94609	SCL	Sunnyvale	Sunnyvale - Various Streets Rehabilitation	Sunnyvale: Mary Avenue, Fair Oaks Ave, Hollenbeck Ave, & Kifer Rd; Rehab and overlay four MTS streets. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
559	SCL050055	94609	SCL	Sunnyvale	Sunnyvale - Mary Avenue Rehabilitation	Sunnyvale: On Mary Avenue between Homestead Rd. and the Dalles; Complete rehabilitation of roadway.	1.1
560	SCL050089	22153	SCL	Sunnyvale	Mary Avenue Extension	San Jose: Mary Avenue across US 101 and 237; Extend roadway by constructing overcrossing. Project is Env. Only.	0
561	SCL991063	21737	SCL	Sunnyvale	Borregas Ave/US 101/SR 237 Bike/Ped Bridges	Sunnyvale: Routes 101 and 237 at Borregas Avenue; Construct bicycle/pedestrian bridges.	3.02
562	BRT030001	21921	SCL	VTA	BART - Warm Springs to San Jose Extension	BART: Extend BART from Fremont Warm Springs to Milpitas, San Jose and Santa Clara: Environmental, Preliminary Engineering and Right Of Way Only.	0
563	JPB010001	21622	SCL	VTA	Palo Alto Intermodal Transit Center	Palo Alto: Area bounded by Menlo Park City limits, S.W. University Ave. to S. Alma St, & El Camino Real; Engr & Env. studies to modify the Caltrain Station.	2.03
564	SCL010004	98564	SCL	VTA	Planning, Programming and Monitoring	Santa Clara: Planning, Programming and Monitoring (PPM) activities.	4.01
565	SCL010006	96002	SCL	VTA	SR-152 Safety Improvement	In Gilroy: SR-152, US-101 to Fergusson Road; construct safety and operational improvements including interchange reconfiguration, signals and bridge widening to include a turning lane.	0
566	SCL010018	94592	SCL	VTA	Rt 85/US101 NB I/C Modification (Mt View)	Mountain View: On US 101 @ Rte 85; Operational reconfig. & re-orientation of ramps at Moffett Blvd, N. Shoreline blvd & Old Middlefield Wy plus the NB & SB HOV connector ramps.	0
567	SCL010019	21703	SCL	VTA	I-880 Coleman Avenue I/C Reconfiguration.	San Jose: I-880@Coleman; Reconst. Coleman Ave. bridge & realign, reconst. all ramps accessing I-880 & add new direct connection ramp to SB I-880 from Airport Blvd & Newhall St. (Garvee SCL030012)	5.04
568	SCL010023	94610	SCL	VTA	Zero Emission Bus Demonstration Project	SCVTA: Acquire up to 6, 40 foot Low-Floor Zero Emissions expansion Buses.	2.1
569	SCL010040	21715	SCL	VTA	SR-152/SR-156 Interchange Improvements.	SR-152/SR-156: WB SR-152 to SB-SR-156; Construct a flyover and other improvements at the interchange. HPP earmark Nos. 1759 & 1793	5.04
570	SCL030005	94610	SCL	VTA	Guadalupe Corridor LRT Platform Rehab & Retrofit	San Jose: Guadalupe Corridor; Rehabilitate and retrofit existing station platforms to accommodate Low-floor Light Rail Transit (LRT) vehicles.	2.09
571	SCL030006	21785	SCL	VTA	US 101/Blossom Hill Reconst & Widening	San Jose: US-101/Blossom Hill Rd IC; widen Blossom Hill Rd and reconstruct I/C to provide an additional lane in each direction, including the OC structure over US-101 plus other improvements.	0
572	SCL030011	94610	SCL	VTA	T-Signals Retrofit Project	Santa Clara County: Systemwide retrofit/upgrade of Light Rail T-Signals with new updated MUTCD standardized T-Signals.	1.07
573	SCL030012	94124	SCL	VTA	Garvee Debt. Srv. - SCL010019, SCL990030-31	Santa Clara County: Garvee Debt Service Payment for issue of bonds for the State Route 87 HOV projects (SCL990031 and SCL010019 & SCL990030), and I-880/Coleman.	4.01
574	SCL030013	21717	SCL	VTA	AB3090 replacement project	VTA: Add new AB3090 replacement project. (See SCL010039)	4.01

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575	SCL030015	94117	SCL	VTA	Sunnyvale Transit Center Enhancement	Sunnyvale: Sunnyvale Transit Center on Francis St Btw Capella & Evelyn Ave; Install bus shelters, landscaping, lighting and other amenities.	2.07
576	SCL030020	94117	SCL	VTA	Francis St. Corridor Enhancement	VTA: Francis Street Caltrain Station; Provide enhanced shelters, landscaping, lighting, and art elements.	2.07
577	SCL030021	94610	SCL	VTA	Purchase 228 Bus Catalyst Devices	VTA: Purchase 228 Bus Catalyst Devices for Agency fleet.	2.03
578	SCL030022	94117	SCL	VTA	Tamien Caltrain Station Enhancements	San Jose: Tamien Station	2.08
579	SCL050001	94610	SCL	VTA	Standard & Small Bus Replacement	VTA: Standard and Small Bus Replacement	1.1
580	SCL050002	94610	SCL	VTA	VTA - Rail Replacement Program	VTA: Rail Replacement Program throughout the Light Rail system (no rail expansion).	1.1
581	SCL050003	94610	SCL	VTA	Strain Insulator & Contact Wire Replacement	VTA: OCS Strain Insulator & Contact Wire Replacement Program.	2.06
582	SCL050004	94610	SCL	VTA	LRT Crossovers and Switches	VTA: Install and rehab Crossovers & Switches throughout the Light Rail System.	2.09
583	SCL050005	94610	SCL	VTA	Bus Fareboxes Replacement	VTA: Bus Fareboxes Replacement on agency fleet.	2.04
584	SCL050007	94117	SCL	VTA	De Anza College Transit Center Rehab.	Santa Clara: De Anza College; Design & Construction of a state-of-the-art 8 bay transit center. Project includes landscaping, seating and plaza area, lighting, etc.	5.06
585	SCL050008	94610	SCL	VTA	Chaboya Division Rebuild	Santa Clara County: Chaboya Bus Yard; reconstruct and upgrade bus yard to a modernized facility.	2.08
586	SCL050009	22014	SCL	VTA	Downtown East Valley Project	Downtown San Jose: From Alum Rock Avenue to Hwy 87 in San Jose; Construct LRT Line on Capitol Expressway from Alum Rock Avenue to Eastridge Transit Center	0
587	SCL050012	98849	SCL	VTA	Rte 152 Truck Passing Lane - Part B	Near Gilroy: SR-152 from Prunedale Avenue to Route 156 at various locations; Construct passing and truck climbing lanes and left turn lanes outside of the urbanized area.	1.17
588	SCL050033	21723	SCL	VTA	US-101/Tully Road Interchange Modifications	In San Jose: US-101, modify US-101/Tully IC and widen US-101.	0
589	SCL050034	22142	SCL	VTA	US-101/Capitol-Yerba Buena Interchange Mods	San Jose: On US-101 at the Capitol/Yerba Buena Interchange: Widen US-101 and modify interchange. HPP Earmark #2245.	0
590	SCL050035	98121	SCL	VTA	Caltrain Service Improvement Project in SCL	Caltrain: Gilroy; Expand service to Gilroy, improve parking, stations and platforms along UPRR line in Santa Clara County.	0
591	SCL050037	94610	SCL	VTA	Bus Signal Priority Project	VTA: Design, purchase & install Bus Signal Priority System. Scope includes bus-mounted emitters, traffic signal controller software, equipment, hardware & professional services.	2.06
592	SCL050044	94610	SCL	VTA	Replace Bus Fareboxes	VTA: Purchase new "Next Generation" validating bus fare collection system to replace existing fareboxes.	2.05
593	SCL050045	94610	SCL	VTA	ADA Bus Stop Improvements	VTA: Construct ADA bus stop improvements at various locations. Improvements include wheelchair access improvements and improved lighting and signage. [Transit Enhancement]	4.12
594	SCL050046	94610	SCL	VTA	ADA Operating Set Aside	VTA: ADA operating assistance set aside.	2.01
595	SCL050047	94610	SCL	VTA	De Anza Transit Center Enhancements	VTA: Design/construct improvements at the De Anza Transit Center including reinforced pavement section, eight bus bays, passenger shelters and other amenities.	4.12
596	SCL050048	94610	SCL	VTA	CCTV/Video/Laser Intrusion. Detect. Systems	VTA: Purchase and install Closed Circuit TV or Video On Demand System and Laser Intrusion Detection System.	2.05
597	SCL050049	94610	SCL	VTA	Rail Substation Rehab/Replacement	VTA: Replacement of DC breakers housed in the 15 Siemens substations along the Guadalupe LR line.	2.06
598	SCL050050	94610	SCL	VTA	LRT Crossovers & Switches	VTA: Purchase and install crossovers & switches at various locations throughout the system.	2.09
599	SCL050062	94610	SCL	VTA	Procure Paratransit Vehicles	VTA: Purchase up to 90 sedans and 30 ramped vehicles for ADA paratransit service.	2.1
600	SCL050066	94610	SCL	VTA	Satellite Phones	VTA: Procure satellite phones for transit security.	2.05

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601	SCL050085	22979	SCL	VTA	US101/4th St overpass & 4th /Zanker/Skyport	San Jose: US 101: Construct new overpass at 4th Street and Zanker Road to connect with Skyport Drive.	0
602	SCL070002	21719	SCL	VTA	I-880/I-280/Stevens Creek I/C Improvements	Santa Clara: At the I-280/I-880/Stevens Creek Boulevard Interchange; interchange improvements including a braided ramp to separate the merge & weave movements.	4.12
603	SCL070003	22138	SCL	VTA	US 101/ SR 25 I/C and US 101 Widening	Gilroy: SR 25 and US 101 interchange; Reconstruct interchange and widen Route 101 from 4 to 6 lanes BTW Rt 25 and Monterey Highway.	0
604	SCL070004	22894	SCL	VTA	US 101/Mabury Interchange	San Jose: US 101/Mabury interchange; Construct full interchange.	0
605	SCL070008	21719	SCL	VTA	I-880 Corridor Improvement Project	San Jose: On I-880 between US-101 and I-280; Construct operational improvements.	0
606	SCL978008	98564	SCL	VTA	SCVTA - CMA Planning Activities	Santa Clara County: Support for CMA Planning Activities. Funding Includes 3% Planning Set-Aside.	3.02
607	SCL990031	94124	SCL	VTA	SR 87 HOV Lane - I-280 to SR-85	In San Jose: SR-87 between Branham Lane and I-280; Construct HOV lanes in each direction in the existing median (For Debt service see SCL030012).	0
608	SCL990046	94610	SCL	VTA	Preventive Maintenance	SCVTA: Preventive Maintenance of agency's fleet.	2.03
609	SCL990053	94610	SCL	VTA	Guaranteed Ride Home Program	SCVTA: Operating assistance for the Guaranteed Ride Home program; provide trip planning, training of caseworkers and other transportation related services.	3.01
610	SCL99T007	94610	SCL	VTA	Cerone Bus Division Reconstruction.	SCVTA: Cerone Bus Division Facility; Reconstruct, expand and upgrade 20 year old facility to meet industry standards for maintenance and operations.	2.08
611	SF-050012	21011	SF	BART	St. Charles St. Ped & Bike Project	San Francisco: Daly City BART Station; Constructs key pedestrian/bicycle link between San Francisco and the Daly City BART Station (TLC Project).	3.02
612	SF-050014	94635	SF	BART	BART/MUNI Direct Connection Platform	BART/MUNI; Embarcadero & Civic Center Stations; Provide a direct connection platform between the BART & MUNI at both stations.	4.12
613	SF-050021	94635	SF	BART	Balboa Park Walkway & Access Improv.	San Francisco: Balboa Park BART station; Bike/Ped improvements including walkway, new station entrance, and additional lighting.	3.02
614	SF-010028	21627	SF	Caltrain	Caltrain Electrification	Caltrain: From San Francisco to Gilroy: Electrification of entire corridor, including caternary poles, wires, power supply, track and signals.	2.06
615	SF-050022	22481	SF	Caltrain	Downtown SF Bikestation Operations	Caltrain: downtown San Francisco Station; Provide three years of start-up operations costs for new attended bicycle facility.	3.02
616	SF-991027	94090	SF	Caltrain	Caltrain Bike Station (4th/King)	San Francisco: at 4th and King Street: Construct bicycle facility for Caltrain customers.	3.02
617	SF-070016		SF	Caltrans	San Francisco Healthy Transportation Network	San Francisco: Healthy Transportation Network - project will use various methods to provide pedestrian and bicycle education and technical assistance.	4.01
618	SF-010026	94572	SF	GGBHTD	GGBHTD San Francisco Ferry Term. Rehab	San Francisco: Along the Embarcadero btw Piers 1 and 2 at Golden Gate Ferry's San Francisco Terminal; Rehabilitate facilities.	2.08
619	SF-030001	21301	SF	GGBHTD	GGBHTD San Francisco Ferry Berth Facility	San Francisco: Along the Embarcadero btw Piers 1 and 2; Construct berthing facility at a separate location to replace current facility	0
620	SF-050004	22244	SF	MTC	City CarShare	San Francisco Bay Area; City Carshare; Promote car-sharing as a means of reducing automobile dependence. Project includes vehicle & software purchase Plus improvements to points of departures.	3.01
621	SF-050043	22244	SF	MTC	City CarShare Pilot Program	City and County of San Francisco; Expand car sharing services to serve low and moderate-income neighborhoods.	3.01
622	SF-010024	94636	SF	MUNI	Overhead Lines Facility Rehab/Replacement	San Francisco: Rehab/replace existing overhead lines facility due to San Francisco Un-reinforced Masonry Building Ordinances requirements.	0
623	SF-010036	22512	SF	MUNI	SF Muni - Treasure Island Permanent Ferry Terminal	Treasure Island: Ferry Terminal; Final Design and engineering for temporary and permanent Ferry Terminal.	0
624	SF-010037	21510	SF	MUNI	3rd St. LRT: Ph 2 - New Central Subway	San Francisco: North-south alignment under 4th St. to Market, then under Geary to Stockton & under Stockton to Clay St; Extend the Light Rail line project includes procurement of four LRVs.	0

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625	SF-010041	94636	SF	MUNI	Preventive Maintenance	SF. Muni: Operating assistance to aid the agency with its preventative maintenance activities on its fleet.	2.01
626	SF-030004	94636	SF	MUNI	Security Improvements & Graffiti Prevention	Muni: Security improvements for facilities, vehicles and equipment. Includes CCTV, fencing, gates, lighting, electronic signage, and prompt graffiti cleanup to secure Muni assets and deter vandalism.	4.12
627	SF-030007	94636	SF	MUNI	Geneva Historic Car Enclosure	San Francisco: Geneva Yard; Build canopy over 4 to 6 tracks to provide weather protection for vulnerable MUNI's historic rail fleet to minimize deterioration of the HLRV cars.	2.04
628	SF-030008	94636	SF	MUNI	Motor Coach Clean Air Device Retrofit	San Francisco MUNI: Retrofit motor coaches with catalyst devices.	2.03
629	SF-030009	94636	SF	MUNI	Motor coach rehab - 12 artics	Muni: Major Rehab 12, 60ft motor coach artics.	2.03
630	SF-030010	94636	SF	MUNI	Motor coach repl 455 - 51 40" new flyers	Muni: Replace 51-40" 1989 new flyers with 51-40" alternative fuels vehicles.	2.1
631	SF-030011	94636	SF	MUNI	Bus Repl: 5 40" & 30 30" Alt Fuel Vehicles	Muni: Replace 35 1990 30ft Orions with 5 40ft and 30 30ft alternative fuel vehicles.	2.1
632	SF-030012	94636	SF	MUNI	Repl.10 1998 and 24 2001 Mini Vans	Muni: Replace 10 1998 and 24 2001 accessible ramped minivans with conversion vans for paratransit service.	3.02
633	SF-030013	94632	SF	MUNI	Wayside fare collection equip	Muni: Replacement of life-expired fare collection equipment to enable Translink implementation.	2.09
634	SF-050003	21510	SF	MUNI	3rd St. Light Rail - AB 3090 Reimb.	AB 3090 Reimbursement for 3rd Street Light Rail Project	4.01
635	SF-050024	94636	SF	MUNI	Wayside Train Control	Muni: Replace or rehabilitate elements of the Wayside Train Control system.	1.1
636	SF-050025	94636	SF	MUNI	Flynn Facility Ventilation	Muni: Replace the ventilation system at Flynn Maintenance Facility.	2.08
637	SF-050026	94636	SF	MUNI	Escalator Rehabilitation	Muni: Replace 28 escalator at 7 stations in the Muni Metro System.	2.08
638	SF-050027	94636	SF	MUNI	Trolley Coach Rebuild	Muni: Rehab components on the 60-New Flyer Articulated Trolley Coaches.	2.1
639	SF-050028	94636	SF	MUNI	Facility Safety Improvements	Muni: Rehab maintenance facilities for employee safety, including Eye Wash Station, Pit Drain pump Systems, Pit Safety Net Improvements, Motive Power Emergency Lights, etc.	2.04
640	SF-050033	94636	SF	MUNI	Light Rail Vehicle Safety Modifications	Muni: Rehabilitate and modify Breda LRV fleet.	2.03
641	SF-050034	94636	SF	MUNI	Light Rail Vehicle Overhaul Program	Muni: Systematic overhaul of all light rail vehicles components in agency fleet.	2.03
642	SF-050035	94636	SF	MUNI	Replace Miscellaneous Equipment	Muni: Replacement of miscellaneous maintenance, operations, and administrative equipment.	2.03
643	SF-050036	94636	SF	MUNI	Potrero-Presidio Fall Protection System	Muni: Install safety cable system for maintenance personnel working on top of trolley coach vehicles.	2.04
644	SF-050037	94636	SF	MUNI	Subway Fire Alarm & Detection Systems	Muni: At West Portal, Forest Hill, Castro, Church and Van Ness MUNI-only stations; Replace existing fire alarm and fire detection systems.	2.08
645	SF-050038	94636	SF	MUNI	Potrero/Presidio - Trolley Coach Lifts	Muni: Potrero and Presidio Maintenance Facilities; Install lifts.	2.04
646	SF-050039	94636	SF	MUNI	Glen Park Inter-modal Facility	Muni: Glen Park Facility; Transit connectivity enhancements to improve connections between Muni and BART.	2.06
647	SF-070003	22415	SF	MUNI	Historic Streetcar Extension to Fort Mason	San Francisco: From Fisherman's Wharf through National Park Service lands in Aquatic Park to Fort Mason; Extend the E-line or the current F-line service.	1.1
648	SF-070004	22420	SF	MUNI	Geary Bus Rapid Transit	San Francisco: On Geary Boulevard; Design and implement a rail-ready BRT project.	0
649	SF-070005	22420	SF	MUNI	Van Ness Bus Rapid Transit	San Francisco: On Van Ness Avenue from Mission to North Point; Design and implement a BRT project.	0
650	SF-070006	22420	SF	MUNI	Mission Bay Trolley Coach Extension	San Francisco: Design and construct extensions of the 22-Fillmore and 30-Stockton or 45-Union/Stockton trolley coach lines into the Mission Bay area.	0
651	SF-070007	94636	SF	MUNI	Central Control - Facility Replacement	Design and construction of a new central control facility.	2.1
652	SF-070008	94636	SF	MUNI	Radio Comm/Computer Aided Dispatch	Muni: Replace the Radio Voice/Data Communications and Computer Aided Dispatch (CAD) systems.	2.05
653	SF-950001	94636	SF	MUNI	SF MUNI Light Rail Vehicle Acquisition	San Francisco: Purchase 136 LRVs to replace the 128 Boeing SLRVs and 8 LRVs.	2.1
654	SF-950005	94636	SF	MUNI	SF MUNI Trolley Bus Replacement Program	Muni: Trolley Bus Replacement Program; Purchase 33 artics and 240 standard (89 in FY98/99, 51 in FY99/00, 24 in FY00/01, 14 in FY01/02, and 16 in FY 03.	2.1

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655	SF-950023	94637	SF	MUNI	Replacement Paratransit Accessible Vans	Muni: Accessible van purchase and debit card (11 in 00, 21 in 02). $300,000 5307-Cap funds from SF-030012.	2.1
656	SF-950037	94080	SF	MUNI	SF Muni Rail Replacement Program 1998-20	San Francisco: Muni System; Phased design and replacement of trackway and related systems serving light rail and cable car lines.	2.09
657	SF-95037B	94080	SF	MUNI	SF Muni Rail Replacement Program. Part B	San Francisco: Muni System; Phased design and replacement of trackway and related systems serving light rail and cable car lines.	2.09
658	SF-970073	94636	SF	MUNI	Cable car vehicle renovation program	San Francisco: Rehabilitate up to four Cable Car vehicles in one year - two undergoing reconstruction, one in major overhaul, and one in minor overhaul.	2.03
659	SF-970075	94636	SF	MUNI	Motor Coach Replacement Program (455)	MUNI: Phased replacement of 455 Motor Coaches; 149 in FY98/99, 43 in FY99/00 & 43 in FY00/01 and 63 in FY03.	2.1
660	SF-970105	94632	SF	MUNI	3rd St LRT: Ph 1 & Metro E. Rail Facility	San Francisco: Design and construct new light rail line along the eastern side of San Francisco; and design and construct new LRV maintenance facility to support the 3rd Street light rail line.	0
661	SF-970170	94636	SF	MUNI	SF Muni Trolley Overhead Recon. Program	Muni: Phased design and replacement of the overhead wires and related traction power system serving the light rail and trolley coach lines.	2.08
662	SF-990003	94636	SF	MUNI	Global Positioning System	Muni: Global Positioning System, Central Control, and Radio system replacement project.	2.1
663	SF-990004	94632	SF	MUNI	Islais Creek Motor Coach Facility	Muni: Islais Creek Motor Coach Facility; Develop a new operating division to replace the Kirkland motor coach operating facility when it is vacated for redevelopment.	1.01
664	SF-990022	94636	SF	MUNI	ADA Paratransit operating support	Muni: ADA Paratransit Operating Subsidy.; provides funding for increased van/taxi services to people with disabilities who are prevented from using MUNI's fixed route services.	2.01
665	SF-991001	94636	SF	MUNI	Woods Maintenance Facility Rehab	San Francisco: Wood Maintenance Facility; replace fuel tanks, piping, electrical systems and vehicle lifts. Repave bus yard, rehab fueling islands and bus wash equipment.	2.08
666	SF-991005	94636	SF	MUNI	Potrero Paint & Body Shop Rehabilitation	San Francisco: Rehabilitation of the Potrero Division Paint and Body Shop to accommodate the articulated trolley coach fleet.	2.08
667	SF-991031	21011	SF	MUNI	Bayview Connections Project.	San Francisco: Bayview Opera House Plaza - 3rd St. rail corridor; provides transit center and pedestrian space including streetscape improvements, bicycle lanes on Oakdale Ave. (TLC Program)	3.02
668	SF-99T002	94636	SF	MUNI	Cable Car Traction Power & Guideway Rehab	MUNI: Cable Car Traction Power and Guideway Rehab; Repair various guideway and infrastructure & make improvements to the cable car system.	2.09
669	SF-99T005	94636	SF	MUNI	Historic Rail Car rehabilitation	Muni: San Francisco; Rehabilitation of historic light rail vehicles for operation.	2.03
670	SF-030002	94627	SF	Natl Park Svc	Golden Gate National Park Road Rehab	San Francisco: Golden Gate Natl Park: Field Rd from Conzelman Rd to Bunker Rd, from Alexander Rd to E. Fort Baker, & on McCullough Rd from Conzelman Rd to Bunker Rd; Rehab roadway.	1.1
671	SF-050045	94090	SF	Natl Park Svc	Trails & Bikeways	San Francisco: Golden Gate Natl Parks; Rehabilitate trails and sites along the Coastal Trail and connectors in the Golden Gate National Recreation Area Implementing Agency is G.G. Natl. Parks Conservancy.	3.02
672	SF-010007	22255	SF	Port of SF	Illinois St Inter-modal Bridge	San Francisco: Over Islais Creek at Southern terminus of Illinois Street; Construct new intermodal bridge for freight traffic including bike lanes and ped sidewalk improvements. HPP # 3541	0
673	SF-050018	94090	SF	Port of SF	Downtown Ferry Terminal Public Pier	Downtown Ferry Terminal Public Pier - Develop a 637-foot public access pier for pedestrians and bicyclists on the recently constructed Ferry Terminal breakwater, begins at the Agriculture Bldg and extends into San Francisco Bay.	3.02
674	SF-050023	94090	SF	Port of SF	Illinois St. Bridge Bike/Ped Improvements	San Francisco: On Illinois St. Bridge; Provide Bike/Ped. improvements for better access to downtown S. F. Construct approx 700 feet of bike lanes and sidewalks to the N & S of the new bridge.	4.12

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675	SF-070009	21507	SF	Port of SF	Embarcadero Corridor Transportation Improvements	San Francisco: Embarcadero corridor (China Basin & Fisherman's Wharf); Improvements to transit services including signage, parking management strategies, bike/ped improvements & other outreach projects.	4.01
676	SF-070010	21507	SF	Port of SF	San Francisco Downtown Ferry Terminal	San Francisco: Downtown Ferry Terminal; Transit improvements including new intermodal transfer areas, ferry facilities, bike/ped improvements, passenger amenities and P.I. provisions.	4.12
677	SF-070011	94090	SF	Port of SF	Cargo Way Bay Trail Improvements	San Francisco: Bay Trail on Cargo Way; Construct bike/ped trail to close gap on the region Bay Trail.	3.02
678	SF-070012	21507	SF	Port of SF	Fishermans Wharf Ferry Terminal Improvements	San Francisco: Fisherman Wharf at Pier 41 to Pier 45; Implement transit improvements structural improvements, new intermodal transfer areas, ferry facilities, bike/ped improvements etc.	4.12
679	SF-070013		SF	Port of SF	Freight Rail Tunnel Modifications	San Francisco: Port of San Francisco; Modify freight rail tunnels to accommodate automobile import business. Project listed for information purposes only.	0
680	SF-070014		SF	Port of SF	Pier 70 Shoreline Open Space Improvements	San Francisco: Port of San Francisco Pier 70; Implement Shoreline Open Space improvements including a historic preservation 22nd Street connection. Port Project listed for informational purposes only.	0
681	SF-070015	94090	SF	Port of SF	Mission Bay Shoreline Park Bike/Ped Improvements	San Francisco: Mission Bay Shoreline Park between Pier 50 and Pier 64; Construct bike/ped Trail.	3.02
682	SF-050013	21011	SF	SF City/County	Broadway Streetscape Improvements, Phase II	San Francisco: Broadway at Columbus Avenue; Streetscape improvements on Broadway, including bulb-outs, trees, pedestrian lighting, crosswalk enhancements (TLC Program)	3.02
683	SF-050029	21502	SF	SF City/County	Pine Lake Trail Improvement Project	San Francisco County: Pine Lake Park; Rehabilitate, construct lake overlook, control trailside erosion, re-vegetation and construct temporary fencing and interpretive signage.	3.02
684	SF-050030	94090	SF	SF City/County	Ped. Safety & Education Prog.	San Francisco: Citywide; Campaign to improve Pedestrian Safety and Access through Education strategies.	3.02
685	SF-050032	21533	SF	SF City/County	Van Ness Avenue Enhancement Project	San Francisco: Along the Van Ness Ave Corridor; Install streetscape elements, including trees, planters, improved pedestrian lighting, hanging baskets, and center median improvements.	4.12
686	SF-050040	94138	SF	SF City/County	San Francisco - Cortland Avenue Rehabilitation	San Francisco: Cortland Avenue from Mission Street to Peralta Avenue; Rehabilitate roadway.	0
687	SF-050041	94627	SF	SF City/County	South of Market Various Streets Rehab.	San Francisco: Third St from Brannan to King, Fifth St from Mission to Townsend, Seventh St from Market to Townsend, & Howard St from Sixth to Van Ness; Rehabilitate roadway.	1.1
688	SF-050042	21533	SF	SF City/County	San Francisco Street Improvements Program	San Francisco: Citywide; Implement street improvement Program, including greening, streetscape and sidewalk reconstruction.	4.09
689	SF-010008	98562	SF	SF County TA	Planning, Programming and Monitoring	San Francisco: Planning, Programming and Monitoring (PPM) activities.	4.01
690	SF-050005	94064	SF	SF County TA	San Francisco AB 3090 Replacement Project	TBD AB 3090 Replacement Project	4.01
691	SF-050044	94078	SF	SF County TA	S.F. Value Pricing Study & Pilot	San Francisco: Downtown; Conduct a feasibility study for an area road charging project as well as a study and initial pilot of a parking assessment program to be implemented citywide.	4.01
692	SF-070001	22420	SF	SF County TA	Van Ness BRT Study	San Francisco: Along Van Ness Avenue Corridor; Conduct BRT study to design a bus rapid transit system.	4.01
693	SF-070002	22420	SF	SF County TA	Geary Corridor BRT Study	San Francisco: Along the Geary Corridor; Conduct BRT Study to design a bus rapid transit system.	2.01

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694	SF-990015	98562	SF	SF County TA	SFTA - CMA Planning Activities	San Francisco: Support for CMA Planning Activities. Funding Includes 3% Planning Set-Aside.	4.01
695	SF-991030	94089	SF	SF County TA	US 101 Doyle Drive Replacement	San Francisco: US 101 (Doyle Drive) from Lombard Street/Richardson Avenue to Route 1 Interchange; Replace/rehabilitate roadway.	1.1
696	SF-010018	21506	SF	SF Dept of Park	Oak and Fell Streets ITMS Project	San Francisco: On Oak & Fell Streets from Franklin Street to Stanyan St.; Install advanced signal controls including vehicle detection devices, cameras, & dynamic message signs.	1.07
697	SF-010023	21502	SF	SF Dept of Park	Phelan Ave. Crosswalk & Traffic Calming.	San Francisco: On Phelan Avenue at the entrance to City College; Install Curb bulbs, median refuge, lighted crosswalk, ladder crosswalk and FYG crossing signs.	2.1
698	SF-050019	94090	SF	SF Dept of Park	Shared Lane Pavement Marking	San Francisco: Paint about 1500 bicycle stencils on 21 miles of Class III bicycle routes and provide support for a complementary outdoor education program targeted to both motorists and cyclists.	3.02
699	SF-010038	21511	SF	SF DPW	Bayview Transportation Improvements	San Francisco: Hunters Point Shipyard - Highway 101; Construct direct access to Hunters Point Shipyard from Highway 101.	4.05
700	SF-050010	94627	SF	SF DPW	San Francisco - 16th Street Rehabilitation	San Francisco: On 16th street from Utah Street to Market Street; Rehabilitate roadway.	1.1
701	SF-050011	94627	SF	SF DPW	San Francisco - Valencia Street Rehabilitation	San Francisco: Valencia Street from Cesar Chavez Street to Market Street; Rehabilitate roadway.	1.1
702	SF-050020	94627	SF	SF DPW	San Francisco - Various Streets Rehabilitation	San Francisco: Rehabilitate various roadways throughout the City including N. Point St. & Monterey Blvd. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
703	SF-050031	94090	SF	SF DPW	Stockton Tunnel Lighting & Ped. Imprv.	San Francisco: On Stockton Street tunnel from Sacramento to mid-block between Bush and Sutter Streets; Install continuous row of pedestrian-oriented fixtures in the tunnel to illuminate sidewalks.	3.02
704	SF-010020	21503	SF	SF Park&Traffic	Addison and Digby Traffic Circle	San Francisco: Intersection of Addison and Digby Streets; Construct traffic circle.	5.01
705	SF-010015	21342	SF	TBJPA	Transbay Terminal Replacement	San Francisco: Transbay Terminal: Env studies & PE prior to replacement of the Transbay Terminal at the present site. ENV & ROW only (Construction and PSE listed for Info only).	2.08
706	SF-050002	21342	SF	TBJPA	Transbay Terminal/Caltrain Downtown Ext - ROW	San Francisco: Transbay Terminal; Procure ROW to Reconstruct Terminal on present site.	0
707	SM-050021	94662	SM	Atherton	Atherton - Valparaiso Avenue Rehabilitation	Atherton: On Valparaiso Avenue and portions of the El Camino Real; Reconstruct and overlay roadway.	1.1
708	SM-050045	22247	SM	Atherton	Atherton Channel Trail and Bridge	Atherton: From Holbrook-Palmer Park to Watkins Avenue at Station Lane; Construct new trail and bridge connecting an existing trail.	3.02
709	BRT975004	21572	SM	BART	San Francisco Airport Extension	S. San Francisco: From Colma BART station to the new SFO station; Extend BART system to the San Francisco International Airport.	0
710	SM-010005	94101	SM	BART	BART SFO Extension Bicycle/Ped Path	Colma, South San Francisco, San Bruno & Millbrae: Above or proximate to the BART SFO Extension alignment; Construct bicycle/pedestrian path.	3.02
711	SM-050005	98631	SM	BART	Preventive Maintenance	BART: Systemwide; Preventive Maintenance	2.03
712	SM-050011	94662	SM	Belmont	Belmont - Old County Road Rehabilitation	Belmont: Old County Road between Ralston Avenue and the County of San Mateo limits; Rehab and overlay roadway.	1.1
713	SM-070005	22247	SM	Belmont	US Hwy 101 Bicycle/Pedestrian Bridge	Belmont: Between Hiller St. and the Belmont Sports Complex Conference Center; Construct a 2,448" bicycle/pedestrian bridge, including bike path approaches and ramps.	0
714	SM-050033	94662	SM	Brisbane	Brisbane - Bayshore Rehabilitation - Phase 2	Brisbane: Bayshore Blvd between Industrial Way and Guadalupe Canyon Parkway; Rehabilitate roadway.	1.1

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715	JPB991001	98569	SM	Caltrain	Diridon Stn:Track/Signal/Term Rehab Upgrade	San Jose: Diridon Station; Rebuild tracks, platforms, terminal facilities and subways to improve operations for users, includes Caltrain, Amtrak, Capitol Corridor, ICE and UPRR.	2.09
716	SM-010054	21626	SM	Caltrain	Tilton-Poplar Grade Separation	City of San Mateo: Caltrain Corridor from Tilton to Poplar Avenues; reconstruction of existing grade separation structures.	2.09
717	SM-030010	94666	SM	Caltrain	Systemwide Security	Caltrain: Security enhancements such as the installation of panic buttons, fire alarms, surveillance/communication equipment and site hardening of facilities along the Caltrain Corridor.	2.04
718	SM-030020	94664	SM	Caltrain	Caltrain Stations - Safety Improvement Program	Caltrain Stations: California Ave., Broadway, Palo Alto, Hillsdale, Burlingame and Atherton; Design & construction of RR crossing with lighting, fences & gates, new outboard platform.	2.08
719	SM-030025	94664	SM	Caltrain	Overhaul Locomotive	Caltrain: Overhaul of the diesel generators in 18 locomotives (3-1999 Boise & 15-2000 GM - EMD F40 locomotives), which supply electrical power to the passenger rail cars.	2.03
720	SM-030029	94664	SM	Caltrain	Caltrain Fare Equipment Replacement	Caltrain: Replace wayside fare equipment.	1.1
721	SM-030030	94664	SM	Caltrain	S. SF Station Relocation & 4th Track	Caltrain: Construct 4 tracks, grade separate railroad and relocate South San Francisco Station	1.1
722	SM-050004	94664	SM	Caltrain	Install Crossovers & Control Points	Up to 16 crossovers will be added to the infrastructure at key points on the Caltrain corridor	2.09
723	SM-050050	94667	SM	Caltrain	Systemwide Security Operating Support	Caltrain: Operating support for system-wide security.	2.01
724	SM-070008	21619	SM	Caltrain	Caltrain Express: Phase 2	Caltrain Express Phase II; Extend express service including the addition of track capacity in key locations and other related improvements.	0
725	SM-010031	98176	SM	Caltrans	US 101 Auxiliary Lanes - 3rd to Millbrae	Cities of San Mateo & Millbrae: Route 101 from 3rd Ave. in San Mateo to Millbrae Avenue in Millbrae; Construct new Auxiliary Lanes, reconstruct overcrossing & install ramp meters.	0
726	SM-010047	21606	SM	Caltrans	US 101/Willow Road Interchange Reconstruction	Menlo Park: US 101 at Willow Road Interchange; Reconstruct and reconfigure interchange (No additional travel lanes).	5.04
727	SM-030001	21608	SM	Caltrans	US 101 Auxiliary Lanes - Marsh Road to SCL County	San Mateo County: On US 101 from Santa Clara County Line to Marsh Road; Construct new Auxiliary Lanes.	0
728	SM-050027	21603	SM	Caltrans	US 101/Woodside Interchange Improvement	Redwood City: US101/Woodside; Reconstruct and reconfigure interchange.	0
729	SM-050028	21602	SM	Caltrans	US 101/Broadway Interchange Improvement	Redwood City: US 101/Broadway Interchange; Reconstruct and reconfigure interchange. Replace existing bridge with a wider bridge structure.	0
730	SM-070003	22274	SM	Caltrans	SR 82-El Camino Real Signal Coordination	Menlo Park and Millbrae: Along El Camino Real; Upgrade traffic signals, controllers and interconnect traffic signals.	5.02
731	SM-979013	94656	SM	Caltrans	SR 1 Devils Slide Bypass	San Mateo County: SR 1 between 2nd Street in Montara and Linda Mar Boulevard in Pacifica; Construct new bypass with tunnel(s) and approaches.	0
732	SM-990003	94643	SM	Caltrans	On Route 92 Truck Climbing Lane	On Route 92: Near Crystal Springs Reservoir Skyline Blvd (Route 35) to Route 280; Truck climbing lane outside of the urbanized area.	4.11
733	SM-991118	98184	SM	Caltrans	Rt 280/380 I/C Local Access Improvements	San Bruno: Rt 280/380 Interchange; New local access improvements including road at interchange.	0
734	SM-030015	98563	SM	CCAG	Planning, Programming and Monitoring	San Mateo: Planning, Programming and Monitoring (PPM) activities.	4.01
735	SM-070002	22274	SM	CCAG	San Mateo Countywide ITS Improvements	San Mateo County: County-wide; ITS improvements at various locations in San Mateo County.	1.07
736	SM-979033	98563	SM	CCAG	SMCCAG - CMA Planning Activities	San Mateo: Support for CMA Planning Activities. Funding Includes 3% Planning Set-Aside.	4.01
737	SM-050009	94662	SM	Daly City	Daly City - Mission Street Rehabilitation	Daly City: On Mission Street from Crocker Avenue to Sears Street; Rehab and overlay roadway. Including median, distinctive crosswalks, traffic signal loops & structural section of bus stops.	1.1

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738	SM-050035	94662	SM	Daly City	Lake Merced Blvd. Bicycle Lane Project	Daly City: On Lake Merced Blvd from John Daly Blvd. to John Muir Drive; Construct bike lanes, curb ramps, signing and striping.	3.02
739	SM-050046	21011	SM	Daly City	Mission St. Ped. Improvements. Ph. I	Daly City: Corner of Mission St. & John Daly Blvd & on Mission St. from John Daly Blvd to Alp St.: Construct transit and pedestrian improvements including crossing and real time transit info. (HIP Program)	4.12
740	SM-070009	94662	SM	Daly City	East Market & Hillside Blvd Rehabilitation	Daly City: On East Market Street from 3rd Avenue to Orange Street and on Hillside Boulevard from East Market to Valley Street; Rehabilitate roadways.	1.1
741	SM-050019	94662	SM	East Palo Alto	East Palo Alto - Bay Road Rehabilitation	East Palo Alto: Bay Road Street btw University Ave and Clark/Illinois; Rehab roadway including landscaping & sidewalk improvements, and Traffic Calming.	0
742	SM-070004	94662	SM	East Palo Alto	Bay Rd Improvement Phase II & III	E. Palo Also: On Bay Rd btw University & Fordham (Ph II) & btw Clarke/Illinois & Cooley Landing Ph. III; Improvements including resurface, streetscape, bike lanes, & other improvements. HPP #706 (remainder programmed in SM050019)	1.1
743	SM-070006	21867	SM	East Palo Alto	US 101 - University Overpass Bike/Ped Facility	E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St; Construct Bike Lane. HPP #3769	3.02
744	SM-050014	94662	SM	Foster City	Foster City - Chess Drive Rehabilitation	Foster City: Chess Drive from Foster City Blvd. to San Mateo city limits; rehab roadway including upgrade or construct sidewalk ramps within project limits.	1.1
745	SM-970008	94643	SM	Half Moon Bay	Half Moon Bay - SR 92 / Main Street Widening	Half Moon Bay: On Main Street & Route 92 between Route 1 and Half Moon Bay eastern city limits; Widen to 4 lanes, add turn lanes and other roadway improvements.	0
746	SM-050008	94662	SM	Hillsborough	Hillsborough - Crystal Springs Road Rehabilitation	Hillsborough: On Crystal Springs Road between Tartan Trail Road and El Cerrito Avenue; Rehabilitate and overlay roadway.	1.1
747	SM-050016	94662	SM	Menlo Park	Menlo Park - Sand Hill Road Rehabilitation	Menlo Park: Sand Hill Road between Highway 280 and Santa Cruz Ave; Resurface in both directions.	2.01
748	SM-050012	94662	SM	Millbrae	Millbrae Avenue Rehabilitation	Millbrae: Millbrae Avenue between Magnolia Avenue and El Camino Real, and Millbrae/Rollins intersection; Rehab and reconstruct	1.1
749	SM-050023	94662	SM	Millbrae	Millbrae - Various Streets Rehabilitation	Millbrae: Rehabilitation and overlay of various MTS roadways within the City of Millbrae. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
750	SM-050053	22247	SM	Millbrae	Millbrae Ave Bike/Ped Bridge	Millbrae: Across US 101 north of and adjacent to the existing Millbrae Avenue bridge; Construct a new 10-ft wide Class 1 mixed-use bike/ped overcrossing.	3.02
751	SM-050001	98204	SM	Pacifica	Route 1 Widening	Pacifica: Rte 1 between Fassler Ave. & West Port Dr.; Add an additional lane in each direction.	0
752	SM-050010	94662	SM	Pacifica	Pacifica - Palmetto Avenue Rehabilitation	Pacifica: Palmetto Avenue from Esplanade to Bella Vista Ave; Rehab and overlay roadway.	1.1
753	SM-050052	21867	SM	Pacifica	Rt 1 San Pedro Creek Bridge Repl	Pacifica: On State Route 1 at San Pedro Creek; Replace bridge and roadway approaches within Caltrans right of way. No new travel lanes.	3.02
754	SM-050015	94662	SM	Redwood City	Redwood City - Various Streets Rehabilitation	Redwood City: Various Locations; Rehabilitate and overlay several streets within the City.	2.1
755	SM-070001	21011	SM	Redwood City	Villa Montgomery Streetscape	Redwood City: Downtown; Streetscape improvements including crosswalks, sidewalk and additional lighting enhancements to the pedestrian route (HIP project).	4.12
756	SM-010048	94666	SM	SamTrans	Replace Minivans	SamTrans: Replace 21 minivans with 21 similar minivans	2.05
757	SM-030004	94666	SM	SamTrans	Leased Tire Program	SamTrans: Leased tire program; Replacement tires on all existing fleet.	2.03
758	SM-030018	94666	SM	SamTrans	264 Bus Catalyst Devices	San Mateo; SamTrans: Acquire and install bus catalyst devices on 264 agency buses.	2.05
759	SM-030023	94666	SM	SamTrans	Preventive Maintenance	SamTrans: Preventative maintenance program for agency fleet.	2.03
760	SM-030027	94664	SM	SamTrans	Maintenance & Op. Equipment Rehab & Replacement	SamTrans: Upgrade, replace or rehab operating equip. including Dynamometer, access card reader system & HVAC system (include. replacement of chiller, ancillary equipment & fall protection system).	2.03
761	SM-050036	94666	SM	SamTrans	Bus Repl: (76) 40" Alt Fuel Vehicles	Samtrans: Replace seventy-six 1993 40 ft Gillig buses with new 40" buses.	2.1

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762	SM-050037	94666	SM	SamTrans	Replace 19 1999 El Dorado Vans	SamTrans: Replace 19 1999 El Dorado paratransit vans with similar vehicles.	2.1
763	SM-050038	94666	SM	SamTrans	Purchase 10 Paratransit Minivans	SamTrans: Replace 10 2002 paratransit minivans with 10 RICON-Activan Minivans.	2.1
764	SM-050039	94666	SM	SamTrans	Replace (10) 2001 El Dorados	SamTrans: Replace 10 2001 El Dorado paratransit vehicles with similar vehicles.	1.17
765	SM-050047	94667	SM	SamTrans	Replacement of Fare Collection Equipment	Replacement of SamTrans fare collection equipment	2.05
766	SM-050048	94667	SM	SamTrans	Park & Ride Lots Rehabilitation	San Trans: Colma & Pacifica Crespi park-n-ride lots; Slurry seal and selective pavement rehabilitation.	1.1
767	SM-050049	94667	SM	SamTrans	Service Support Vehicles	Samtrans: Replacement of 15 existing service support vehicles with new vehicles, including extended warranties.	2.1
768	SM-050051	21744	SM	SamTrans	El Camino Real Grand Boulevard Initiative	El Camino Real Corridor: Ped. & transit facility enhancements, streetscape improvements including medians, wider sidewalks, bike routes & improved linkages to transit hubs & downtown.	4.12
769	SM-990026	94667	SM	SamTrans	ADA Paratransit Operating Subsidy.	SamTrans: ADA Paratransit Operating Subsidy.	5.06
770	SM-010043	94101	SM	San Bruno	El Camino Real Pedestrian Improvements	San Bruno: On El Camino Real between Sneath Lane and I-380. Construct pedestrian improvements and install new traffic signal and mid-block crosswalk. MTC Housing Incentive Program (HIP).	4.12
771	SM-050022	94662	SM	San Bruno	San Bruno - Various Streets Rehabilitation	San Bruno: Rehabilitate and overlay of various MTS streets within the city of San Bruno.	1.1
772	SM-050020	94662	SM	San Carlos	San Carlos - Alameda de las Pulgas Road Rehab	San Carlos: Alameda De Las Pulgas from Eaton Ave. to San Carlos Ave; Rehab and overlay roadway including striping of Class II Bicycle Lanes on roadway.	1.1
773	SM-050007	94662	SM	San Mateo	Alameda De Las Pulgas Road Rehabilitation	Near West Menlo Park: On Alameda de Las Pulgas from Crystal Springs Road to Parrot Drive, and 42nd Avenue to La Casa Avenue; Reconstruction and Rehabilitation.	1.1
774	SM-030002	21626	SM	San Mateo Co	Caltrain Peninsula Grade Separation	Caltrain Peninsula Corridor: Complete grade separations at Poplar Avenue, 25th Avenue and Linden Avenue in San Mateo County.	1.01
775	SM-050006	94662	SM	San Mateo Co	San Mateo County - Various Streets Rehabilitation	Near West Menlo Park: Resurface portions of Alameda de las Pulgas, Valparaiso Ave., Santa Cruz Ave.	1.1
776	SM-050032	94662	SM	San Mateo Co	Guadalupe Canyon Parkway Resurfacing	Brisbane & Daly City: Guadalupe Canyon Parkway from 3000 Ft E. of County Boundary with Price St (in Daly City) to County Boundary W. of Carter Rd (in Brisbane); Resurface Roadway.	1.1
777	SM-050044	22262	SM	San Mateo Co	US 101 San Mateo Ramp Metering	San Mateo: On US 101 between Route 92 and the Santa Clara County Line; Install traffic control devices for Ramp Metering and initiate ramp metering along the corridor.	1.07
778	SM-010002	21893	SM	SMCTA	Rt 92 Shoulder Widening & Curve Correction	Half Moon Bay: Rte 92 btw eastern city limits and Pilarcitos Creek; Widen shoulders, straighten curves and improve vertical sight distances. No additional travel lanes.	1.04
779	SM-050002	21618	SM	SMCTA	Dumbarton Rail Service	Dumbarton Bridge: ROW procurement to enable rail service over the Dumbarton bridge.	0
780	SM-050018	94662	SM	SSF	South San Francisco - Grand Ave Rehabilitation	South San Francisco: Grand Avenue between Chestnut Avenue and Spruce Avenue; Rehab and overlay roadway.	1.1
781	SM-050026	21011	SM	SSF	San Bruno BART Linear Park	South San Francisco: Phase 1 - Btw Orange Ave and San Bruno BART Station. Phase 2 - Btw Orange Ave and Chestnut Ave. Constructs Class 1 bikeway and other intersection safety improvements (TLC Program).	3.02
782	SOL010021	94139	SOL	Benicia	Benicia - West "K" Street Rehabilitation	Benicia: West "K" Street btw West 9th Street and Military West; Rehabilitate roadway with asphalt overlay.	1.1
783	SOL010031	22985	SOL	Benicia	Benicia Intermodal Transportation Station	Benicia: Along the UPRR tracks; Construct Intermodal Transportation Station.	5.06
784	SOL050014	94681	SOL	Benicia	Benicia - Columbus Parkway Rehabilitation	Benicia: Columbus Parkway; Rehabilitate roadway.	1.1
785	SOL050034	21017	SOL	Benicia	Replace 1, 1997 Cut-away Van	Benicia Transit: Replace 1 1997 cut-away van with similar vehicle.	2.1
786	SOL050035	21017	SOL	Benicia	Van Replacement: Purchase (2) Cut-Aways	Benicia Transit: Replace 2 mini cut-aways.	2.1
787	SOL050036	21017	SOL	Benicia	Replace (1) 2000 Cutaway Bus	Benicia Transit: Replacement of one cutaway bus with similar vehicle.	2.1

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788	SOL030006	94675	SOL	Caltrans	SR 37/29 Interchange Landscaping	Vallejo: at SR 37 and SR 29: between Enterprise Street and Diablo Street; Planting and Landscaping along new SR 37 freeway and SR 37/29 interchange (Also see SOL990003).	4.09
789	SOL050003	98167	SOL	Caltrans	I-80/I-680 Aux Lanes Improvement Landscaping	Fairfield: I-80/I-680 Connecter improvements and auxiliary lanes landscaping.	3.02
790	SOL050004	94675	SOL	Caltrans	Route 37 Planting Mitigation	Vallejo: Route 37 from Napa River Bridge to Diablo St.; Planting Mitigation.	3.02
791	SOL050005	94152	SOL	Caltrans	SR 12 Truck Climbing Lane	State Route 12: In Suisun City near Red Top Road; Construct truck climbing lane.	0
792	SOL050006	22899	SOL	Caltrans	Suisun Valley Rd Bridge Replacement	Suisun City: Suisun Valley Rd at Bridge over Suisun Creek .4 miles West of June Williams Rd; Replace one lane bridge with 2 lane bridge.	0
793	SOL070002	22703	SOL	Caltrans	Route 80 at Alamo Creek Widening	Route 80: In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp; Lengthen on-ramp and widen bridge.	0
794	SOL070014	22701	SOL	Caltrans	I-80/I-680 Mitigation Landscaping	Fairfield: On Route 80 between Green Valley Road and Cordelia Truck Weigh Station; Landscape Mitigation.	4.09
795	SOL991103	94675	SOL	Caltrans	Napa River to Route 29 - Planting Mitg.	Vallejo: from Napa River to Sonoma Boulevard (Route 29); Planting mitigation.	4.09
796	SOL010030	94138	SOL	CCJPA	Capitol Corridor - Bahia Viaduct Track Upgrade	Solano County: UPRR right-of-way between mileposts 35.7 and 37.1 (westward) on the Cal P Line; Rehab and upgrade the Bahia Viaduct.	2.09
797	SOL050028	22003	SOL	CCJPA	Benicia Siding Extension	Benicia: Along the Union Pacific Railroad main line at Bahia; Construction of crossover track.	0
798	SOL030001	94148	SOL	Dixon	Dixon Multimodal Transp. Center	Dixon: West B St adjacent to UPRR tracks; design and construct passenger rail station improvements (platform/pedestrian grade separation), Park-n-Ride Lot and building already constructed.	4.09
799	SOL050007	94151	SOL	Dixon	I-80/Pedrick Road Interchange	Dixon: I-80/Pedrick Road Interchange; Modify/realign existing on/off ramp no new travel lanes.	5.04
800	SOL050009	94681	SOL	Dixon	Parkway Blvd/UPRR Grade Separation	Dixon: Parkway Blvd; Roadway Overcrossing of UPRR & Porter Rd (4 lanes); Improve grade crossings ISTEA demo project.	1.01
801	SOL050010	21809	SOL	Dixon	Route 113 Interchange	Dixon: Route 113/I-80; Reconstruct/reconfigure interchange.	5.04
802	SOL050011	21809	SOL	Dixon	West A Street Interchange Reconfiguration	Dixon: West A Street; Modify and reconfigure interchange (additional travel lanes)	0
803	SOL050041	94681	SOL	Dixon	Dixon - Stratford Ave Rehabilitation	Dixon: Stratford Ave from SR113 to Afton Way; Rehabilitate roadway with overlay plus minor curb gutter repair.	1.1
804	SOL050051	94681	SOL	Dixon	Dixon - North Fourth St and East "A" St Rehab	Dixon: N. Fourth Street btw East A & East C St: Rehabilitate roadway; East A St btw Second & Fourth St & North Fourth btw East A & East C includes upgrade ramps & minor curb, gutter & sidewalk repairs.	1.1
805	SOL970009	22898	SOL	Dixon	I-80/Pitt School Road Interchange	Dixon: at I-80/Pitt School Road interchange; Install signal at westbound ramp.	5.02
806	SOL970020	94681	SOL	Dixon	Two Signals on SR-113	Dixon: SR-113 at West "H" and at Parkway Blvd.; Install traffic signals at intersections.	5.02
807	SOL010006	94683	SOL	Fairfield	Operating Assistance	Fairfield Transit: Operating Assistance to support transit operations.	2.01
808	SOL010023	94139	SOL	Fairfield	Fairfield - Hilborn Road Rehabilitation	Fairfield: Hilborn Road between Waterman Blvd. to Martin Road; Rehabilitate roadway.	1.1
809	SOL030002	21341	SOL	Fairfield	Fairfield/Vacaville Intermodal Rail Station	Fairfield: Capitol Corridor; Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot, and other station facilities.	0
810	SOL030009	98212	SOL	Fairfield	Rockville Hill Reg. Park Trail	Fairfield: Rockville Hills Regional Park Trail; Construct trail for to allow better access to park by pedestrians, fire prevention resources. Also install signs.	3.02
811	SOL030016	22712	SOL	Fairfield	FS Transit Regional Express Bus Operations	Fairfield/Suisun Transit: Operating support for the Regional Express Bus service on the Vacaville to Walnut Creek BART (New Service).	2.01
812	SOL030018	21017	SOL	Fairfield	24 Bus Catalyst Devices	Fairfield-Suisun Transit: Acquire and install bus catalyst devices on 24 agency buses.	2.04
813	SOL050015	94681	SOL	Fairfield	Fairfield - Pittman Rd & Suisun Valley Rd Rehab	Fairfield: Pittman Road btw I-80 & Central Way and on Suisun Valley Rd btw I-80 & City Limits.	1.1

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814	SOL050033	98212	SOL	Fairfield	Linear Park Trail	Fairfield: Linear Park between North Texas Street and Dover Avenue; Construct 3000 ft segment of multi-use trail.	3.02
815	SOL050042	94681	SOL	Fairfield	Fairfield - Dickson Hill Road Rehabilitation	Fairfield: Dickson Hill Road between North Texas and Redwood Drive; Rehabilitate roadway including striping, installation of markers, traffic detectors and other curb improvements.	1.1
816	SOL050055	98212	SOL	Fairfield	Downtown Fairfield Pedestrian Project	Fairfield: On Texas Street corridor between State St. and Pennsylvania Ave. and Union St. from Texas to SR12; Various street enhancements including ramps, signs, ped crosswalks and landscape.	4.09
817	SOL990023	22625	SOL	Fairfield	North Texas St. restoration - Phase 1 & 2	Fairfield: N. Texas St; Relocate roadway 800 ft easterly from I-80 IC, install new connection btw Manuel Campos PkWy & existing bridge, install new I-80 E/B off & on ramps. Ph 2 is const. new bridge.	0
818	SOL990028	21017	SOL	Fairfield	Automatic Vehicle Locator	Fairfield Transit: Procure Automatic Vehicle Locator System	2.06
819	SOL991027	94683	SOL	Fairfield	Replace Fixed Route Buses	Replace 2 sets of four (4) 30" local fixed route buses with like buses.	2.1
820	SOL991068	22795	SOL	Fairfield	Fairfield Transportation Center-Phase II	With the RM2 funding we are planning an additional parking structure of 600 or more spaces to be constructed over the existing at grade parking lot.	0
821	SOL030015	94681	SOL	FHWA	San Pablo Bay Entrance Rehabilitation	Solano County; San Pablo Bay: Rehabilitate entrance road 0.6 miles.	1.1
822	SOL010028	94139	SOL	Rio Vista	Front Street Rehabilitation	Rio Vista: Front Street from Main Street to Gertrude Avenue; Pavement overlay and rehab.	1.1
823	SOL050016	94681	SOL	Rio Vista	2nd St and Gardiner Way Rehab	Rio Vista: 2nd Street from Montezuma Hills Road to Main Street and on Gardiner Way from SR 12 to Francis Way; Rehab and overlay roadway.	1.1
824	SOL050043	94681	SOL	Rio Vista	Drouin Drive and Delta Way Rehabilitation	Rio Vista: On Drouin Drive from Sierra Drive to SR12; Delta Way from Crescent St. to Crescent St; Rehab roadways including overlay, striping and signing.	0
825	SOL050052	94681	SOL	Rio Vista	Rio Vista - Second Street Rehabilitation	Rio Vista: On Second Street from Main to Beach Drive; Install pavement fabric, thin asphalt concrete overlay and re-stripe centerline and legends.	1.1
826	SOL050062	21869	SOL	Rio Vista	SR12-Rio Vista Bridge Project	Rio Vista: Rio Vista Bridge; Alignments and install new signs and fund Project Study Report to project traffic capacity and realignment alternatives for Hwy 12 and the Rio Vista Bridge.	2.01
827	SOL991088	94681	SOL	Rio Vista	Drouin Drive Overlay	Rio Vista: Drouin Drive; Overlay and rehab roadway.	1.1
828	SOL991091	21011	SOL	Rio Vista	Rio Vista Main St. Improvements	Rio Vista: Main Street; Streetscape improvements to enhance the pedestrian-orientation to complement facade improvements and provide better connection to the waterfront. (TLC Program)	3.02
829	SOL010002	98565	SOL	Solano Co TA	Planning, Programming and Monitoring	Solano: Planning, Programming and Monitoring (PPM) activities.	4.01
830	SOL030003	21807	SOL	Solano Co TA	I-80/I-680/SR12 Interchange/North Connector	Fairfield: along the I-80 corridor between SR 12 West and SR 12 East: improve interchange complex and construct facility parallel to I-80.	0
831	SOL050030	22243	SOL	Solano Co TA	Park/Industrial Park and Ride Facility	Benicia: Intersection of Park Road, Industrial Way, and I-680 in Benicia; Construct parking lot and transit transfer area.	0
832	SOL050031	21807	SOL	Solano Co TA	I-80/I-680 I/C HOV lanes	Suisun City/Fairfield: I-80/I-680 I/C; Construct HOV lane from SR12 to Airbase Blvd.	0
833	SOL970033	98565	SOL	Solano Co TA	STA - CMA Planning Activities	Solano County: Support for CMA Planning Activities. Funding Includes 3% Planning Set-Aside.	4.01
834	SOL990004	94151	SOL	Solano Co TA	I-80 Reliever Route: Jepson Parkway Project	Fairfield: On Jepson Parkway btw Walters Wy & Cement Hill Rd.; Construct integrated and continuous 4 Ln Roadway (Jepson Parkway Project).	0
835	SOL99004B	94151	SOL	Solano Co TA	I-80 Reliever Route: Vacaville Jepson Pkwy Proj.	Vacaville: Jepson Parkway Project btw I-80 and Vanden & Peadby Roads; Construct integrated and continuous 4 Ln Roadway.	0
836	SOL991066	98565	SOL	Solano Co TA	Eastern Solano / SNCI Rideshare Program	Eastern Solano Air Basin (Sacramento Valley Air Basin - Solano/Napa Commuter Info); Encourage ridesharing activities within the Eastern Solano County Region.	3.01

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
837	SOL010024	94139	SOL	Solano County	Solano County - Various Streets Rehabilitation	Solano County: Overlay portions of Abernathy Road, Collinsville Road, Foothill Road, Fry Road, Meridian Road, Pleasants Valley Road, Stevenson Bridge Road, Timm Road, and Tremont Road.	1.1
838	SOL050024	94861	SOL	Solano County	Vacaville-Dixon Bicycle Route	Vacaville & Dixon; On both sides of Pitt School Road; Construct Class 2 bicycles lanes.	3.02
839	SOL050046	98212	SOL	Solano County	Old Town Cordelia Enhancements	Cordelia: On Cordelia Rd from Lopes Road to Pittman Road; Transportation enhancement improvements including pedestrian paths, benches etc.	4.12
840	SOL050061	22703	SOL	Solano County	I-80 HOV Lanes Turner Overcrossing	Near Vallejo: Btw SR 37 & Carquinez Bridge and over I-80 on Turner Road; Construct HOV lanes and new overcrossing over I-80. Env. Phase only.	2.03
841	SOL070012	98212	SOL	Solano County	Cordelia Hill Sky Valley Enhancement Project	Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors.	3.02
842	SOL030004	21011	SOL	Suisun City	Driftwood Drive Pedestrian Way	Suisun City: Between Main St. & Driftwood Drive; Construct walkways on both sides of Suisun Marina with landscaping.(TLC Project)	3.02
843	SOL050053	94681	SOL	Suisun City	Suisun City - Sunset Ave Rehabilitation	Suisun City: Sunset Ave. from the intersection of Railroad and Sunset to UPRR tracks; repair and reconstruction roadway.	1.1
844	SOL010007	94683	SOL	Vacaville	Operating Assistance	Vacaville: Operating Assistance	2.01
845	SOL010026	94139	SOL	Vacaville	Vacaville - Nut Tree Road Rehabilitation	Vacaville: Nut Tree Road from Ulatis Drive to Orange Drive; Rehabilitate roadway.	1.1
846	SOL010035	94683	SOL	Vacaville	AVL/Annunciator Technology	Vacaville: Install transit vehicles with current AVL/Annunciator Technology (passenger information system).	4.09
847	SOL050013	22634	SOL	Vacaville	Vacaville Intermodal Station	Vacaville: Vacaville Intermodal Station; Construct Express Bus Intermodal Facilities including parking facilities.	5.06
848	SOL050025	94861	SOL	Vacaville	Ulatis Creek Bicycle Path	Vacaville: Ulatis Creek Path from Allison Drive to Ulatis Drive; Construct Class I bike path.	3.02
849	SOL050026	94861	SOL	Vacaville	Southside Bikeway	Vacaville: Southside Bike way from Alamo Drive to California Drive; Construct Class I bike path.	1.1
850	SOL050027	94861	SOL	Vacaville	Centennial Bike Way	Vacaville: Centennial Park bike path from Browns Valley Parkway to Vaca Valley Parkway; Construct Class I bike path. (6,720 linear feet.)	1.1
851	SOL050032	21869	SOL	Vacaville	E. Monte Vista Ave Bridge over Ulatis Creek	Vacaville: East Monte Vista Ave. Bridge over Ulatis Creek; Widen shoulders. No additional lanes. Bridge #23C0146.	1.19
852	SOL050037	21017	SOL	Vacaville	Replace (7) 1995 30" Gillig Phantom Buses	Vacaville Transit: Replace (7) 1995 30" Gillig Phantoms with fareboxes and radios with similar vehicles.	2.1
853	SOL050054	94681	SOL	Vacaville	Vacaville - Dobbins St/E Monte Vista Ave Rehab	Vacaville: On the intersection of Dobbins Sts. & E. Monte Vista Ave. (Scope does not include any part of the widening of the bridge over Ulatis Creek).	1.1
854	SOL050056	94681	SOL	Vacaville	Vacaville Regional Transit Center Landscaping	Vacaville: At the Regional Transportation Center between VRTC and I-80; Landscape center.	4.09
855	SOL050057	94151	SOL	Vacaville	Jepson Parkway Gateway Enhancements	Vacaville: Art sculptures at Gateway of Jepson Parkway at I-80 & Leisure Town Road.	4.09
856	SOL050059	98212	SOL	Vacaville	Nob Hill Bike Path	Vacaville: From Linwood Street to North Orchard Ave. and over Alamo Creek to link Cheyenne Drive to Shady Glen Court; Construct bike/ped path and bridge.	3.02
857	SOL050060	22421	SOL	Vacaville	Alternative Fuel Vehicle Incentive Program	Vacaville: Alternative Fuel Vehicle Incentives Program including associated refueling infrastructure.	4.01
858	SOL070013	22703	SOL	Vacaville	I-80/505 Weave Correction	Vacaville: At interchange of I-80/505; Correct non-standard weave and construct auxiliary lane on westbound I-80, shoulder improvements and bridge modifications.	0
859	SOL950024	98168	SOL	Vacaville	Bus maintenance facility upgrades	Vacaville: Bus maintenance & facility upgrades.	2.08

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
860	SOL97AM70	21017	SOL	Vacaville	Purchase bus shelters	Vacaville: Purchase bus shelters	2.07
861	SOL990039	21017	SOL	Vacaville	Preventive Maintenance	Vacaville: Preventive Maintenance Program.	4.05
862	SOL991099	21017	SOL	Vacaville	Purchase Transit Maintenance Equipment	Vacaville: Operating assistance to insure all equipment and tools are maintained in a safe & efficient manner. Equipment includes, wrenches, power tools, and all mechanic tools.	2.04
863	SOL991101	21017	SOL	Vacaville	CNG Fuel Facility Upgrade	Vacaville: Upgrade and rehab CNG fueling facility including equipment and/or components to insure continued use and safe operation.	2.04
864	SOL010019	94679	SOL	Vallejo	Sereno Transit Center Improvements	Vallejo: Around Sereno Transit Center: Construct pedestrian improvements, (includes ped islands, lighting, landscaping, shelters, etc.). MTC Housing Incentive Program (HIP)	4.12
865	SOL010027	94139	SOL	Vallejo	Vallejo - Lemon Street Rehabilitation	Vallejo: Lemon Street between Sonoma Blvd. and Curtola Parkway; Rehabilitate pavement.	1.1
866	SOL010033	94683	SOL	Vallejo	54 Catalyst Devices Acquisitions	Vallejo: Acquire and install 27 bus catalyst devices .	2.03
867	SOL030011	94683	SOL	Vallejo	Operating Assistance	Vallejo: Operating assistance for Vallejo Transit fixed route service.	2.01
868	SOL030019	94683	SOL	Vallejo	Preventive Maintenance (bus and ferry systems)	Vallejo: Preventative maintenance of agency fleet of buses and ferries.	2.03
869	SOL030021	94683	SOL	Vallejo	Ferry Fueling Facility	Vallejo: Construct new fueling facility for ferries at current ferry terminal.	2.08
870	SOL030022	94683	SOL	Vallejo	Ferry Major Components Rehabilitation	Vallejo: Replacement of ferry components includes work to replace major structural, mechanical, electrical, and navigation electronic subsystem.	2.03
871	SOL030023	94683	SOL	Vallejo	Ferry Fixed Guideway Connectors	Vallejo: Replace floats, gangways, and docks at the Vallejo Ferry Terminal and Maintenance Facility.	2.08
872	SOL030026	98168	SOL	Vallejo	Replace 3 1995 Paratransit Vans	Vallejo: Replace 3 1995 Paratransit Vans with similar vehicles.	3.02
873	SOL050012	22794	SOL	Vallejo	Vallejo Curtola Transit Center	Vallejo: Vallejo Curtola Transit Center; Construct intermodal facilities for express bus service.	5.06
874	SOL050023	21101	SOL	Vallejo	Vallejo Station Pedestrian Links	Vallejo: York St.; Provide improvements around new transit center, including landscape enhancements, planting, lighting and site furnishing (TLC Project).	1.1
875	SOL050038	94683	SOL	Vallejo	Replace 5 1983 40" RTS buses	Vallejo Transit: Replace (5) 40" RTS buses with similar vehicles new buses will include fareboxes, radios and CARB filters.	2.1
876	SOL050039	94683	SOL	Vallejo	Replace 10 Paratransit Vans	Vallejo Transit: Replace 10 paratransit vans with similar vehicles.	2.1
877	SOL050040	94683	SOL	Vallejo	Replace 19 40" Gillig buses	Vallejo Transit: Replace nineteen 40-foot 1995 Gilligs buses including fareboxes and radios with similar buses.	2.1
878	SOL050045	94681	SOL	Vallejo	Vallejo - Admiral Callaghan Lane Rehabilitation	Vallejo: Humboldt St from Lincoln Rd east to Springs Rd and Admiral Callaghan Ln from Tennessee St I-80 onramp to Henry St; Pavement rehab & overlay, sidewalk upgrade, curb ramps, raising manhole covers to grade, signing & striping	3.02
879	SOL050047	94683	SOL	Vallejo	Replace (3) 1987 40" MCI Buses	Vallejo: Replace three (3) 1987 40" MCI buses with similar vehicles, including filters required as mitigation by CARB.	2.08
880	SOL050048	98212	SOL	Vallejo	Downtown Vallejo Enhancement: Phase 1	Vallejo: Downtown Vallejo Sq.; Ped Enhancements including traffic calming, re-stripping, diagonal on-street parking, decorative lighting, Brick pavers, street furniture, art, improved signs (HIP Project).	4.12
881	SOL050049	94683	SOL	Vallejo	Misc Support Equipment	Vallejo: Procure Miscellaneous support equipment to support agency fleet. Transfer $40k from SOL991055.	2.05
882	SOL050050	94683	SOL	Vallejo	Bus Shelters	Vallejo: Project and install bus shelters thoroughout agency service area.	2.07
883	SOL950035	22629	SOL	Vallejo	Vallejo Ferry Terminal Intermodal Facility	Vallejo: Baylink Ferry Terminal; Construct new intermodal facility, including additional parking, upgrade of bus transfer facilities, and improvement to pedestrian access.	0

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
884	SOL990016	21809	SOL	Vallejo	Columbus Parkway Improvements	Vallejo: Columbus Parkway from Ascot to Benicia Rd; Various improvements including installation of sidewalk, curbs, gutters, bike lanes, overlay & roadway widening to 4 lanes.	0
885	SOL990017	21809	SOL	Vallejo	Broadway Widening: Highway 37 to Mini Drive	In Vallejo: on Broadway between Hwy 37 & Mini Drive; Install sidewalk, curbs, gutters, ramps, bike lanes, widen street from 2 to 4 lanes plus overlay street.	0
886	SOL990018	22632	SOL	Vallejo	American Canyon Rd overpass Improvements	Vallejo: American Canyon Road overpass at Hwy. 80; capacity and safety improvements.	0
887	SOL990019	94681	SOL	Vallejo	Mare Island Route 37 Interchange	Vallejo: Mare Island North Gate/Rt 37 Interchange; Various improvements including off ramp improvements & Channelization for modified on-island St. No new travel lanes.	5.01
888	SOL990021	21809	SOL	Vallejo	Mare Island - Azuar Drive improvements	Mare Island: Azuar/Cedar Ave. from G St. to Flagship; Various improvements including sidewalk, curb and gutter, bike lanes, railroad signals, & widen from 2 to 4 lanes.	0
889	SOL990040	94683	SOL	Vallejo	ADA Paratransit Operating Subsidy	Vallejo Transit: ADA Paratransit Operating Subsidy.	2.03
890	SOL991032	22629	SOL	Vallejo	Vallejo Ferry Maintenance Facility	Vallejo: Mare Island Naval Shipyard at Building 165; Construct new maintenance facility for Vallejo Baylink ferry service.	0
891	SOL991055	94683	SOL	Vallejo	Bus Maintenance Facility Rehab	Vallejo: Rehab Bus maintenance Facility, including: Staging area, building roof, HVAC, electrical, reconfigure/rehab dispatch and driver area, improve maintenance area, pit & equipment.	2.08
892	SON010001	98183	SON	Caltrans	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	Santa Rosa: US 101 from SR 12 to .8 km north of Steele Lane and at US 101/Steele Lane Interchange; construct HOV lanes and modify interchange.	0
893	SON010002	98154	SON	Caltrans	US 101 - SR 116 to East Washington Aux Lane	Petaluma: on US 101 Between SR 116 and East Washington Avenue; Operational improvements at north end of Marin-Sonoma Narrows prior to hwy widening. Also see SON030001.	0
894	SON050001	22194	SON	Caltrans	Mark West Creek Bridge	Mark West Creek Bridge: Laughlin Rd/Brickway Blvd Extension; Construct new 2 lane bridge.	0
895	SON050015	22656	SON	Caltrans	US 101/East Washington I/C Reconfiguration	Petaluma: On US 101 at East Washington Interchange: Reconfigure interchange including new ramps.	0
896	SON050027	21017	SON	Caltrans	Surveillance Cameras	Sonoma County Transit: Procure surveillance cameras. Project has ITS component.	2.06
897	SON070009	98213	SON	Caltrans	Route 1 Kashaya Pomo Cultural Landscape	Sonoma: By Route 1 at the Kashaya Pomo Cultural Center; Landscape center.	3.02
898	SON950005	21902	SON	Caltrans	Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av	Rohnert Park: US 101 between Rohnert Park Expressway & Santa Rosa Avenue; Widen from 4 to 6 Lanes, Modify Wilfred Avenue Interchange, add Auxiliary lanes and other interchange improvements.	0
899	SON990001	94165	SON	Caltrans	Son 101 HOV - SR 12 to Steele Lane	Santa Rosa; US 101 from SR 12 to Steele lane; Construct HOV lanes and modify interchanges.	0
900	SON991066	94165	SON	Caltrans	Son 101 HOV - Wilfred to SR 12 Planting	Santa Rosa: Wilfred Avenue to Route 12; Planting mitigation for high occupancy vehicle lanes.	4.09
901	SON050012	94694	SON	City of Sonoma	Sonoma - East Napa Street Rehabilitation	City of Sonoma: East Napa Street from Second to Fifth Streets; Rehab and overlay.	1.1
902	SON050029	94694	SON	City of Sonoma	Sonoma - Andrieux Street Rehabilitation	City of Sonoma: Andrieux Street from Broadway to Fifth Street West; Rehabilitate roadway.	1.1
903	SON050031	94694	SON	Cloverdale	Cloverdale - Jefferson Street Reconstruction	Cloverdale: Jefferson Street between First Street and Third Street; Reconstruct roadway plus repair of existing curb, gutter and sidewalk and installation of pedestrian ramps.	1.1
904	SON050005	94694	SON	Cotati	Cotati - West Sierra / East Cotati Ave Rehab	Cotati: West Sierra/East Cotati Avenue from Old Redwood Highway to the City Limits (excluding segment between Metteri Lane and BayTree Court); Rehabilitate roadway.	1.1

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
905	SON050032	94694	SON	Cotati	Cotati - Old Redwood Highway South Rehab	Cotati: Approximately 1500 LF of Old Redwood Highway South from Myrtle Avenue to Eucalyptus; Rehabilitate roadway.	1.19
906	SON050023	94572	SON	GGBHTD	Santa Rosa Fuel Tank Replacement	GGBHTD: Replace two underground diesel fuel tanks in Santa Rosa.	2.08
907	SON050006	94694	SON	Healdsburg	Healdsburg Avenue Rehabilitation	Healdsburg: On Healdsburg Ave from Hwy 101/Central exit to Mill St & if funds remain Dry Creek Rd to Foss Creek School; Rehab roadway including AC grinding, overlay; ped-ramp striping & markings.	1.1
908	SON050017	98213	SON	Healdsburg	Foss Creek Pathway	Healdsburg: The Foss Creek Pathway; Construct 4.1 mile long Class 1 and Class II bicycle and pedestrian facility.	3.02
909	SON050033	94694	SON	Healdsburg	Healdsburg - Matheson Street Rehabilitation	Healdsburg: Matheson St from Center st to 2nd St.; Overlay roadway, install pedestrian ramps, repair street drainage and re-stripe roadway.	1.1
910	SON050025	98213	SON	MTC	Smart Regional Bike/Ped Path: Ph. III	Santa Rosa: Between Jennings Ave & Guerneville Rd; Construct Bike/Ped Pathway, including barrier & fencing to separate the pathway from the railroad & other crossing improvements (HIP Project).	3.02
911	SON050008	94694	SON	Petaluma	Petaluma - S. McDowell and Bodega Ave Rehab	Petaluma: S. McDowell between Lakeville and East Washington on Bodega Avenue between Howard and Webster; Rehabilitate roadway.	1.1
912	SON050030	94694	SON	Petaluma	Petaluma - East Washington and 6th Street Rehab	Petaluma: East Washington between Petaluma River & Howard, 6th Street between "D" and "J" Streets; Rehabilitate roadway.	1.1
913	SON070007	21011	SON	Petaluma	Petaluma Blvd. Pedestrian Enhancements	Petaluma: On Petaluma Blvd., btw Washington St. & Lakeville St.; Implement ped. enhancements & traffic calming features including streetlights, trees, lighted crosswalks, bulbout, benches etc (TLC Project).	4.12
914	SON050009	94694	SON	Rohnert Park	Rohnert Park Expressway Rehabilitation	Rohnert Park: Rohnert Park Expressway from the Western City Limits to the to the Eastern City limits; Rehab roadway.	1.1
915	SON050034	94694	SON	Rohnert Park	Rohnert Park - Various Streets Rehabilitation	Rohnert Park: Various local roadways; Rehab roadways.	1.1
916	SON070001	21011	SON	Rohnert Park	Rohnert Park - City Center Plaza Pedestrian Imps	Rohnert Park: On City Center Drive; Construct City Center Plaza to improve mobility and create a pedestrian-friendly main street (TLC Project).	0
917	SON050004	94694	SON	Santa Rosa	Santa Rosa/Sebastopol - Various Streets Rehab	Santa Rosa: Various roadways Within City Limits; Rehabilitate and overlay. Project also includes various street rehabilitation projects in Sebastopol to be implemented by Santa Rosa.	1.1
918	SON050018	98213	SON	Santa Rosa	SMART Corridor Bike/Ped Trail: Phase 1	Santa Rosa: Within the SMART Corridor; Construct Class I multi-use trail.	3.02
919	SON050024	94694	SON	Santa Rosa	Santa Rosa ITS Implementation	Santa Rosa: On College Ave from N. Dutton Ave. to Brookwood Ave; Conduct systems engineering to implement ITS Infrastructure.	4.01
920	SON050036	94694	SON	Santa Rosa	Santa Rosa - Various Streets Rehabilitation	Santa Rosa: On various roads within City limits; Rehabilitate and overlay roadways.	1.1
921	SON070006	21011	SON	Santa Rosa	Santa Rosa Courthouse Square Enhancements	Santa Rosa: Courthouse Square; Off-Site Improvements and gateway streetscape improvements (TLC Project).	4.12
922	SON030008	98566	SON	SantaRosa Bus	22 Bus Catalyst Devices	Santa Rosa Bus: Acquire and install bus catalyst devices on 22 agency buses.	2.04
923	SON030011	94693	SON	SantaRosa Bus	Operating Assistance	Santa Rosa CityBus: Operating Assistance to Transit Agency.	2.01
924	SON030012	94695	SON	SantaRosa Bus	Bus Stop Enhancements	Santa Rosa: Upgrade and improve bus shelters, ADA accessibility, and facility amenities at bus stops including paving.	2.07
925	SON050026	21017	SON	SantaRosa Bus	Preventive Maintenance	Santa Rosa Bus: Preventive Maintenance program for agency fleet.	2.03
926	SON050035	94694	SON	Sebastopol	Sebastopol - Various Streets Rehabilitation	Sebastopol: Various local streets: Rehab roadway.	1.1

	TIP ID	RTPID	County	Sponsor	Project Name	MTC Description	AC Code
927	SON050014	22001	SON	SMART	SMART Extension to Larkspur or San Quentin	SMART: Cloverdale to San Quentin or Larkspur: Develop/implement commuter passenger rail service.	1.1
928	SON070002	98213	SON	Son Co Reg Park	Santa Rosa Creek Trail Reach F	Near Santa Rosa: Willowside Road to Fulton Road; Construct a Class 1 bike path on top of an existing gravel maintenance road/levee used for flood control.	3.02
929	SON070008	98213	SON	Son Co Reg Park	Bodega Bay Trail Segments 1B and 1C	Bodega Bay: Segments 1B and 1C parallel to Highway 1 from Salmon Creek Village to the southwest boundary; Construct bicycle and Pedestrian Trail (TLC Project).	3.02
930	SON010017	98566	SON	Son Co TA	Planning, Programming and Monitoring	Sonoma: Planning, Programming and Monitoring (PPM) activities.	4.01
931	SON010019	98183	SON	Son Co TA	Son 101 HOV - Steele Lane to Windsor	Santa Rosa-Windsor: US 101 btw Steele Lane in Santa Rosa and Windsor River Road in Windsor; Widen from 4 to 6 lanes for High Occupancy Vehicle (HOV) lanes.	0
932	SON010024	98147	SON	Son Co TA	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	Petaluma-Rohnert Park: US 101 Between Old Redwood Hwy in Petaluma and Rohnert Park Expwy; Environmental studies prior to widening of roadway from 4 to 6 lanes for HOV Lanes; purchase of right of way and PS&E; construction via GARVEE funds.	1.1
933	SON050002	98213	SON	Son Co TA	Son 101 HOV - Santa Rosa Bike/Ped Beautification	Santa Rosa: Along US 101 from Earle Street to Bicentennial Way; Widen sidewalk, construct new underpass and other streetscape and lighting improvements.	3.02
934	SON070004	98147	SON	Son Co TA	Marin/Sonoma Narrows Project	Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma; Convert expressway to freeway and widen to 6 lanes for HOV lanes.	0
935	SON970081	98566	SON	Son Co TA	SCTA - CMA Planning Activities	Sonoma County TA: Support for CMA Planning Activities. Funding Includes 3% Planning Set-Aside.	4.01
936	SON030005	21017	SON	Son Co Transit	Preventive Maintenance Program	Sonoma County Transit: Preventive maintenance program for agency fleet.	4.05
937	SON030015	94695	SON	Son Co Transit	CNG Bus Purchase	Sonoma County Transit: CNG Bus Purchase	2.1
938	SON030016	94695	SON	Son Co Transit	Two CNG Bus Purchase	Sonoma County Transit: Procure two CNG Buses.	2.1
939	SON050016	21017	SON	Son Co Transit	CNG Bus Purchase	Sonoma County Transit: Acquire replacement CNG powered transit buses.	2.1
940	SON050021	21017	SON	Son Co Transit	Bus Stop Improvement Project	Sonoma County Transit: Acquire and install new bus stop shelters plus other improvements to bus stops throughout the service area including.	2.07
941	SON050011	94694	SON	Sonoma County	Sonoma County - Various Streets Rehabilitation	Somona County: Various MTS roadway; Rehabilitate and overlay. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	1.1
942	SON050019	98213	SON	Sonoma County	Old Redwood Highway Bicycle Lanes	Old Redwood Highway between the cities of Healdsburg and Windsor: Construct class II bicycle lanes.	3.02
943	SON991023	94694	SON	Sonoma County	Stony Point Road - Stage 5A	Petaluma: Stony Point Road from Pepper Road to Petaluma City limits; Rehabilitate roadway.	1.1
944	SON050013	94694	SON	Windsor	Windsor - Old Redwood Highway Rehabilitation	Windsor: Old Redwood Highway from Shiloh to Pan Adobe; Rehabilitate roadway.	1.1
945	SON050028	94694	SON	Windsor	Windsor - Conde Lane and Hembree Lane Rehab	Windsor: On Conde Lane West of Armondo to Oldfield and N. of Bell Road to Mitchell Ln. and on Hembree Ln. from N. of Wilson to S. of Northhampton; Rehabilitate roadway.	1.1
946	SON070003	98213	SON	Windsor	Windsor Road Pedestrian Enhancements	Windsor: On Windsor Road; Construct streetscape and pedestrian crossing enhancements at four intersections including bulbouts crosswalk lights, curb ramps,landscaping, street lights etc.	3.02
947	SON070005	21011	SON	Windsor	Windsor - Old Redwood Hwy Pedestrian Linkages	Windsor: Old Redwood Highway; Ped Linkages project will construct sidewalk and streetscape, pathway and crossing enhancements (TLC Project).	4.12
948	SON970101	94689	SON	Windsor	US 101/Arata Lane Interchange Modifications	Windsor: US 101 at Arata Lane; interchange modifications	0

APPENDIX A-3
LIST OF TCM PROJECTS

TCM A: Regional Express Bus Program

Agency	Proposed New Service	# /Bus Type	Maximum TCRP Capital Funds [3]	Requested STA Operating Funds [4]
AC Transit [1]	I-80 Richmond Transbay, increases frequencies	5 OTR	$2,175,270	$222,169
AC Transit [1]	I-880 Hayward BART to Silicon Valley, new service	10 OTR	$4,350,540	$457,406
AC Transit [1]	I-80 Richmond Transbay, route change to Golden Gate Fields	10 OTR	$4,350,540	$0
AC Transit [1]	SR 84 Dumbarton Bridge, Fremont BART to Stanford, new service	5 OTR	$2,175,270	$0
AC Transit [1]	**San Mateo Bridge, Bayfair BART to Hillsdale Caltrain; new service**	**9 OTR**	**$3,915,486**	**?**
CCCTA [2]	I-680 Martinez to BART to San Ramon, new service	13 Sub	$4,632,316	$278,866
Fairfield/Suisun1	I-80, I-680 Solano to Walnut Creek BART, increased trips	2 OTR	$870,108	$538,114
Golden Gate[1]	101 Corridor, Santa Rosa to San Rafael/SF, expanded peak hours	6 OTR	$2,610,324	$48,745
LAVTA[1]	I-680 to Pleasant Hill BART, Route 70, increases headways	1 Sub	$356,332	$48,745
LAVTA	I-680, SR 237 Livermore to Sun Micro, new subscription service	3 Sub	$1,068,996	$0
SamTrans	SR 82 El Camino Express, Daly City BART to Palo Alto, new service	11 Sub	$3,919,652	$968,800
Tri-Delta [1,2]	SR 4 Brentwood to Bay Point BART, increases headways	4 OTR	$1,740,216	$0
Vallejo [1]	I-80 Vallejo Transbay, STA subsidy	N/A	$0	$506,440
Vallejo [1]	I-80 Solano to Del Norte BART, increases capacity	6 OTR	$2, 610,324	$0
Vallejo [1]	I-680, I-780 to Walnut Creek BART, new service	6 OTR	$2, 610, 324	$1,000,134
~~VTA~~	~~I-680 Fremont BART to Silicon Valley, enhancements to Route 140~~	~~8 Sub~~	~~$2,850,656~~	~~$590,274~~
~~VTA~~	~~I-680 Fremont BART to Silicon Valley, New Route 500~~	~~6 Sub~~	~~$2,137,992~~	~~$419,500~~
WestCAT	SR 4 Del Norte BART to Martinez, increases frequency	3 Sub	$1,068,996	$107,676
Allowance for bus cost increases			$2,374,324	
TOTAL		~~99~~ *94*	$40,833,018	$5,013,128

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2003-04	Alameda County	ADA Compliant Accessible Ramps	$ 105,767
FY 2003-04	Alameda County	Tesla Road Bicycle Lanes	$ 51,000
FY 2003-04	City of Albany	Manor Way Pedestrian Improvements	$ 22,706
FY 2003-04	City of Berkeley	Bicycle Safety Education	$ 30,000
FY 2003-04	City of Berkeley	Prepare plan for implementing future	$ 31,033
FY 2003-04	City of Fremont	Bike Detectors, Bike Logo on Pavement,	$ 128,989
FY 2003-04	City of Hayward	Installation of Wheelchair Ramps	$ 84,198
FY 2003-04	City of Livermore	Complete Portion of S. Livermore Valley	$ 97,301
FY 2003-04	City of Newark	Silliman Activity Center Pedestrian/	$ 59,158
FY 2003-04	City of Oakland	Bancroft Ave. Bike Lanes (96th - Durant)	$ 96,000
FY 2003-04	City of Oakland	Citywide Ped. Curb Ramp Program -	$ 295,266
FY 2003-04	City of Oakland	Lake Merritt 12th St. Dam Ped/Bike	$ 116,000
FY 2003-04	City of Oakland	Pedestrian Bulb Outs-Highland &	$ 100,000
FY 2003-04	City of Oakland	Walk/Bike Calif. Conf. - Alameda Co.	$ 30,000
FY 2003-04	City of Oakland	West City of Oakland Bay Trail	$ 289,000
FY 2003-04	City of Piedmont	Sidewalk Extension and Curb Cuts	$ 6,506
FY 2003-04	City of Pleasanton	ADA Compliant Wheelchair Accessible	$ 38,627
FY 2003-04	City of San Leandro	Install New Curb Cuts & Upgrade	$ 40,000
FY 2003-04	City of Brentwood	Installation of Wheelchair Ramps	$ 30,000
FY 2003-04	City of Concord	Iron Horse Trail Rte 242 Undercrossing	$ 36,000
FY 2003-04	City of Concord	Wren Avenue Ped. Improvements	$ 45,000
FY 2003-04	Contra Costa County	Bicycle/Pedestrian Safety Education	$ 21,500
FY 2003-04	Contra Costa County	Olympic Blvd. Ped. Path Phase II	$ 115,000
FY 2003-04	City of Lafayette	Hough Avenue Sidewalk	$ 37,000
FY 2003-04	City of Moraga	Rheem Blvd./Moraga Rd. Intersection	$ 66,100
FY 2003-04	City of Pittsburg	Polaris Drive Bike Facility	$ 77,500
FY 2003-04	City of San Ramon	Dougherty Road Sidewalk	$ 25,000
FY 2003-04	Marin County	Bicycle/Pedestrian Bridge	$ 140,000
FY 2003-04	Mill Valley	Signage Project	$ 7,200
FY 2003-04	City of Novato	Hill Road Path Connection	$ 60,000
FY 2003-04	City of San Anselmo	Purchase & Install Bicycle Racks	$ 15,000
FY 2003-04	Napa County	Yountville Cross Rd. Bike Lane	$ 150,000
FY 2003-04	Yountville	Yountville Cross Rd. Bike Lane	$ 47,000
FY 2003-04	City of Campbell	Westmont Ave. Improvement Project	$ 43,192
FY 2003-04	City of Los Altos	Fremont Ave. Sidewalk Phase III	$ 15,781
FY 2003-04	Los Altos Hills	Paseo Del Roble Pedestrian Bridge	$ 9,554
FY 2003-04	City of Milpitas	Calaveras Blvd. Sidewalk & Bike Path	$ 36,895
FY 2003-04	Mountain View	Access Ramp Installation	$ 24,905
FY 2003-04	Mountain View	Audible Ped. Signal Installations	$ 16,500
FY 2003-04	Mountain View	Bicycle Path Construction	$ 13,113
FY 2003-04	Palo Alto	Baffle Replacements: Calif. Ave.	$ 15,993
FY 2003-04	Palo Alto	Homer Ave. Ped. Bicycle Undercrossing	$ 293,000
FY 2003-04	Palo Alto	Ped. Walkway Lighted Warning System	$ 20,000
FY 2003-04	City of San Jose	ADA Wheel Chair Curb & Ramp Install.	$ 100,000
FY 2003-04	City of San Jose	Certified TDA Fiscal Audit	$ 9,000
FY 2003-04	City of San Jose	Murdock Park Bridge over San Tomas	$ 100,000
FY 2003-04	City of San Jose	Ped & Bike Facility Signing & Striping	$ 100,000
FY 2003-04	City of San Jose	Ped & Bike Safety Education	$ 50,000
FY 2003-04	City of San Jose	Pedro Street Sidewalk Improvement	$ 124,434
FY 2003-04	City of San Jose	Street Sidewalk Improvement	$ 147,435
FY 2003-04	City of Santa Clara	Certified TDA Fiscal Audit	$ 5,000
FY 2003-04	City of Santa Clara	Install Bike & Ped. Improvements	$ 61,815
FY 2003-04	City of Santa Clara	Update City's Existing Bike Plan &	$ 3,900
FY 2003-04	Santa Clara County	Bike Detector @ various Intersections	$ 58,118
FY 2003-04	Santa Clara County	Path along McKee Rd. bet Staples Ave.	$ 50,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2003-04	City of Saratoga	Saratoga Avenue Walkway Project	$ 17,254
FY 2003-04	City of Sunnyvale	Calabazas Creek Trail	$ 50,152
FY 2003-04	San Francisco City and County	Bicycle Projects	$ 404,000
FY 2003-04	San Francisco City and County	Pedestrian Projects	$ 300,000
FY 2003-04	City of Half Moon Bay	Construct Rt. 92 Bicycle Lanes and	$ 485,146
FY 2003-04	City of Pacifica	Milagra Drive Overcrossing at State	$ 240,000
FY 2003-04	City of San Bruno	Crystal Springs Rd. Traffic Signal	$ 20,000
FY 2003-04	City of San Mateo	Bikeway Detection Units	$ 30,000
FY 2003-04	City of San Mateo	Regional Bayfront Trail Upgrade	$ 150,000
FY 2003-04	South San Francisco	Construct San Francisco Bay Trail	$ 100,000
FY 2003-04	South San Francisco	Orange Avenue Intersection Improve.	$ 100,000
FY 2003-04	City of Benicia	Park Road Bike/Ped Improvements	$ 160,000
FY 2003-04	Solano County	Dixon to Davis Bike Route	$ 125,000
FY 2003-04	City of Suisun City	Central County Bikeway	$ 25,000
FY 2003-04	City of Healdsburg	Foss Creek Northwestern Pacific Multi-	$ 99,695
FY 2003-04	City of Petaluma	Washington Creek Multi-Use Path	$ 175,000
FY 2003-04	City of Santa Rosa	Sonoma Ave. Bike Lanes Phase II	$ 50,000
FY 2003-04	Sonoma County	Old Redwood Highway Class II Bike Lanes	$ 350,000
FY 2004-05	Alameda County	Conduct a planning study & develop	$ 38,000
FY 2004-05	Alameda County	Conduct bicycle plan study	$ 59,650
FY 2004-05	Alameda County	Sign & stripe 0.6 miles of 6-foot wide	$ 100,000
FY 2004-05	City of Berkeley	Contract with a qualified consultant	$ 34,281
FY 2004-05	City of Berkeley	Educate children about bicycle safety	$ 30,000
FY 2004-05	City of Fremont	Stripe bike lanes, modify bike lane	$ 121,168
FY 2004-05	City of Hayward	Design & construct ADA wheel chair	$ 88,925
FY 2004-05	City of Newark	Design & construct ADA wheel chair	$ 27,009
FY 2004-05	City of Piedmont	Design & construct ADA wheel chair	$ 6,852
FY 2004-05	City of Pleasanton	Preserve Golf Course	$ 75,000
FY 2004-05	City of San Leandro	Install curb ramps, accessible ped.	$ 41,438
FY 2004-05	City of San Leandro	Install curb ramps, accessible ped.	$ 50,024
FY 2004-05	City of San Leandro	Install curb ramps, accessible ped.	$ 8,000
FY 2004-05	City of Antioch	Improve curbs, ramps, crosswalk, signs	$ 80,000
FY 2004-05	City of Brentwood	Install lighted crosswalk and flashing lights	$ 31,500
FY 2004-05	City of Concord	Construct 500 ft of 4-to 6-foot wide bike/ped path	$ 45,000
FY 2004-05	City of El Cerrito	Conduct a planning study for bicycle/ped needs	$ 26,500
FY 2004-05	City of Lafayette	Construct 125 feet of 5-foot wide	$ 10,000
FY 2004-05	City of Martinez	Replace the two existing unsafe bridges	$ 90,000
FY 2004-05	City of Orinda	Develop a Lamorinda Trail Map & install	$ 28,500
FY 2004-05	City of Pittsburg	Construct Class II and Class III	$ 51,000
FY 2004-05	City of Pittsburg	Sign & stripe 3600 feet of 13-foot wide	$ 52,000
FY 2004-05	City of San Pablo	Install bike/ped friendly lighting	$ 45,100
FY 2004-05	City of Walnut Creek	Construct 2040 feet of asphalt walkway	$ 95,000
FY 2004-05	Contra Costa County	Construct 344 feet of 4.5-foot wide bike/ped path	$ 201,000
FY 2004-05	Contra Costa County	Construct 402 feet of 5-foot wide bike/ped path	$ 158,928
FY 2004-05	Contra Costa County	Provide bicycle & pedestrian safety	$ 20,000
FY 2004-05	City of San Rafael	Construct 6' wide sidewalk & stripe	$ 207,710
FY 2004-05	City of Sausalito	Construct 6' wide sidewalk & stripe	$ 186,290
FY 2004-05	City of Calistoga	Construct 1.0 miles of Class I bike-ped path	$ 270,881
FY 2004-05	City of Napa	Construct 2.0 miles of Class I bikeway	$ 149,727
FY 2004-05	City of Campbell	Construct Class II bike lockers at J.D.	$ 24,308
FY 2004-05	City of Campbell	Widen & regrade bicycle/Pedestrian	$ 515,600
FY 2004-05	City of Cupertino	Construct 1030' bike path	$ 107,622
FY 2004-05	City of Gilroy	Complete 881' of Uvas Creek Class I	$ 50,000
FY 2004-05	City of Gilroy	Refurbish & replace bikeway signs, etc	$ 10,611
FY 2004-05	City of Gilroy	Rehabilitate, resurface & stripe 2.5 mile path	$ 60,666

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2004-05	City of Los Altos	Construct approx. 300' of concrete bike path	$ 27,354
FY 2004-05	City of Los Altos	Replace approx. 2,800 lineal feet of bike path	$ 17,580
FY 2004-05	City of Los Gatos	Design & construct solution to restore path	$ 35,000
FY 2004-05	City of Morgan Hill	Install bicycle sensitive detector	$ 36,000
FY 2004-05	City of Mountain View	Install countdown pedestrian signals	$ 30,000
FY 2004-05	City of Mountain View	Install curb access ramps at Showers	$ 2,381
FY 2004-05	City of Mountain View	Install curb access ramps at various	$ 15,696
FY 2004-05	City of Mountain View	Purchase & install 14 bicycle lockers	$ 14,506
FY 2004-05	City of Palo Alto	Construct raised pavement pedestrian path	$ 50,000
FY 2004-05	City of San Jose	Construct 0.66 miles of Class I paved path	$ 712,131
FY 2004-05	City of San Jose	Design & construct ADA wheel chair improvement	$ 176,068
FY 2004-05	City of San Jose	Design & construct sidewalk for school	$ 36,000
FY 2004-05	City of San Jose	Design & install 12' wide asphalt path	$ 136,821
FY 2004-05	City of San Jose	Install median island ped. Refuge	$ 185,000
FY 2004-05	City of San Jose	Install sidewalk, ADA curb ramps	$ 90,000
FY 2004-05	City of San Jose	Provide bicycle & pedestrian safety	$ 50,000
FY 2004-05	City of San Jose	Stripe crosswalks, paint pavements	$ 100,000
FY 2004-05	City of Santa Clara	Perform an annual transportation	$ 5,000
FY 2004-05	City of Santa Clara	Stripe crosswalks & paint pavements	$ 62,148
FY 2004-05	City of Saratoga	Install continuous curb & gutter	$ 19,357
FY 2004-05	City of Sunnyvale	Provide gates, signs, fencing and ramps	$ 27,550
FY 2004-05	Santa Clara County	Construct a 3,300' by 5' walkway	$ 63,403
FY 2004-05	Santa Clara County	Sign & restripe 8" stripe on shoulders	$ 121,105
FY 2004-05	SF City/County	Bicycle safety brochures, maps, public education	$ 31,500
FY 2004-05	SF City/County	Prelim. engineering (plan & design) of bike path	$ 200,000
FY 2004-05	SF City/County	Purchase & install bicycle racks	$ 95,000
FY 2004-05	SF City/County	Repair public sidewalks at various locations	$ 115,000
FY 2004-05	SF City/County	Stripe & sign Class II bike lanes	$ 188,500
FY 2004-05	City of Benicia	Final design plans, specs & estimate	$ 124,573
FY 2004-05	City of Suisun City	Constr. 10' wide concrete bike path	$ 86,000
FY 2004-05	City of Vacaville, Transit	Construct 3400 feet of Class I bike/Ped path	$ 148,738
FY 2004-05	Solano Transportation Authority (STA)	Build bridge adjacent to existing path	$ 76,000
FY 2004-05	City of Petaluma	Construction of pedestrian & bicycle path	$ 54,876
FY 2004-05	City of Rohnert Park	Install 80' long bicycle & pedestrian path	$ 160,000
FY 2004-05	City of Santa Rosa	Install directional signage & ADA signs	$ 18,900
FY 2004-05	County of Sonoma	Construct 1.5 miles of Class I Bikeway	$ 160,000
FY 2004-05	County of Sonoma	Conduct bicycle safety education workshop	$ 10,000
FY 2004-05	County of Sonoma	Install 27 "Share Road" bicycle sign	$ 15,000
FY 2004-05	County of Sonoma	Purchase 37 front loading bicycle	$ 5,000
FY 2005-06	San Carlos	Class II bike lanes on Alameda de Las Pulgas and on Brittan Avenue; Class III bike lanes on Old County Road	$ 20,000
FY 2005-06	San Mateo	Design of a pedestrian and bicycle bridge in the vicinity of the Hillsdale interchange of highway U.S. 101	$ 100,000
FY 2005-06	South San Francisco	Bicycle and pedestrian crosswalk and signals at intersection of Spruce Ave. and South San Francisco Linear Park	$ 150,000
FY 2005-06	Half Moon Bay	Construct 6600 foot Class I trail in the right of way of Highway 1 between Highway 92 and Higgins Purisima Rd.	$ 220,000
FY 2005-06	Brisbane	Install 45 feet by 8 feet asphalt cement path adjacent to Shoreline Court; sign and restripe existing Class II bikeway	$ 25,739

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	South San Francisco	Construct 363 feet by 12 feet asphalt bicycle and pedestrian trail near the Oyster Point Marina	$ 36,000
FY 2005-06	San Bruno	Construct a Class II bike lane in both directions of Sneath Lane from El Camino Real to Skyline Boulevard	$ 60,000
FY 2005-06	Daly City	Install bike lanes on Callan Blvd from King Dr to Serramonte Blvd and along Serramonte Boulevard	$ 82,000
FY 2005-06	Burlingame	Install bike lane directional signs at 52 locations along north-south bicycle routes throughout the city	$ 17,400
FY 2005-06	Burlingame	Install an in-pavement lighted crosswalk system across Carolan Avenue at Morrell Avenue, including new push buttons	$ 30,000
FY 2005-06	Menlo Park	Install video detection for bikes at 3 intersections: Willow at Middlefield, Marsh at Bohannon, Marsh at Bay	$ 44,000
FY 2005-06	San Mateo	Install bridge railing fencing on the north side of the Nineteenth Avenue Bridge over highway U.S. 101	$ 50,000
FY 2005-06	Menlo Park	Create bicycle lanes on Bay Road between Berkeley Avenue and Willow Road, plus signage	$ 13,600
FY 2005-06	San Mateo	Install bike detection loops at: 3rd + Claremont, 3rd + Delaware, 4th + Claremont, 4th + Delaware	$ 40,000
FY 2005-06	Daly City	Install in-pavement lights and warning signs: Park Plaza Dr. north of Belmar, and Mission St. at Evergreen Ave.	$ 120,000
FY 2005-06	San Mateo	Install pedestrian countdown signal heads at 27 existing signalized intersections throughout the city	$ 50,000
FY 2005-06	Daly City	Install pedestrian countdown signal heads at 15 signalized intersections; and audible warnings at 11 of them	$ 20,000
FY 2005-06	Burlingame	Install pedestrian countdown signal heads with audible pedestrian warnings at 8 signalized intersections	$ 30,900
FY 2005-06	Menlo Park	Create bicycle lanes on Middlefield Road between Willow Road and San Francisquito Creek	$ 2,400
FY 2005-06	San Mateo	Install in-pavement lighted crosswalks: 5th Ave. at Central Park; Bovet Rd. betw. Borel Ave. and El Camino Real	$ 110,000
FY 2005-06	South San Francisco	Install pedestrian countdown signal heads at 12 existing signalized intersections throughout the city	$ 22,000
FY 2005-06	County of San Mateo	Bike detection loops, countdown signal heads with audible warnings, upgrade pedestrian signal actuators	$ 80,509
FY 2005-06	Sebastopol	Construct .5 mile Class I trail between Joe Rodota trail and Sebastopol Avenue and Morris Street intersection	$ 51,356
FY 2005-06	Santa Rosa	Construct connector ramp between Joe Rodota trail and Pierson Reach of Prince Memorial Greenway trail	$ 350,000
FY 2005-06	Windsor	Construct a 950 foot Class I trail within Keiser Park, including brdige crossing a tributary of Starr Creek	$ 112,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	Contra Costa County, Health Services	Provide bicycle and pedestrian safety education to low-income county residents, particularly children	$ 20,000
FY 2005-06	Concord	Constr't 500 foot Class I trail adjacent to Galindo Crk. + Ygnacio Valley Rd betw. Alberta Way + Pebble Glen Dr	$ 60,000
FY 2005-06	Lafayette	1030 feet x 5 feet sidewalk Sweet Dr. betw Walnut + Woodview; Woodview Dr. betw. St Mary's + Sweet Drive	$ 110,000
FY 2005-06	Antioch	Construct curb ramps and sidewalks at Hillcrest Avenue, Somersville Road, "G" Street, and Dallas Ranch Road	$ 110,000
FY 2005-06	Brentwood	Install pedestrian countdown signal heads + large diameter pedestrian push buttons at 12 signalized intersections	$ 66,000
FY 2005-06	Contra Costa County, Public Works	Construct 240 feet x 5 feet sidewalk and curb ramps on Camino Tassajara and on Hansen Lane	$ 20,000
FY 2005-06	Orinda	Replace 12 existing non-compliant curb ramps in downtown Orinda with ADA compliant ramps	$ 45,000
FY 2005-06	San Pablo	Install in-pavement lighted crosswalks: Market Avenue at 21st St.; 23rd St. at Wilcox Ave.; 23rd St. at Stanford Ave.	$ 180,000
FY 2005-06	Brentwood	Restripe Minnesota Ave. bike lane; install lighted crosswalk; construct 1300 feet of sidewalk, curb and gutter	$ 31,000
FY 2005-06	San Francisco	Public sidewalk repair and reconstruction	$ 180,000
FY 2005-06	San Francisco	Preliminary engineering of curb ramps	$ 270,000
FY 2005-06	San Francisco	Safety brochures, maps, public outreach concerning bicycle pavement arrows, hotline, and bicycle safety advertising	$ 45,000
FY 2005-06	San Francisco	Purchase and install bicycle racks at various locations in San Francisco as requested by the public	$ 100,000
FY 2005-06	San Francisco	Stripe and sign bike lanes: Conservatory Drive East, San Jose Avenue ramps, Townsend Street, and elsewhere	$ 305,000
FY 2005-06	Berkeley	Bicycle & Pedestrian Injury Prevention Program	$ 30,000
FY 2005-06	Berkeley	Ninth Street Bicycle Boulevard extension (Project from FY01/02)	$ 135,000
FY 2005-06	Oakland	ADA Compliant Wheelchair Accessible Ramps (Project Completed FY01/02)	$ 294,548
FY 2005-06	Oakland	Laurel Pedestrian Project, Phase I (Project Completed FY01/02)	$ 200,000
FY 2005-06	Oakland	MacArthur Blvd. Bicycle Lane Design (Project Completed FY01/02)	$ 55,000
FY 2005-06	Oakland	Grand Avenue Transit and Pedestrian Improvements (Project from FY 04/05)	$ 245,847
FY 2005-06	Oakland	ADA Compliant Wheelchair Accessible Ramps Program	$ 121,144
FY 2005-06	Oakland	Market Street Bikeway	$ 165,000
FY 2005-06	Oakland	Bancroft Bikeway Gap Closures	$ 25,000
FY 2005-06	Piedmont	ADA Wheelchair Accessible Ramps and Pedestrian enhancements at Rose/Arroyo & Grand Ave	$ 8,353
FY 2005-06	Hayward	ADA Wheelchair Accessible Ramps	$ 109,309

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	San Leandro	Pedestrian Accessibility Improvements & Sidewalk Gap Closures	$ 74,177
FY 2005-06	Fremont	Citywide ADA Compliant Wheelchair Accessible Ramps	$ 158,067
FY 2005-06	Newark	History Center Complex Sidewalks and ADA Wheelchair Accessible Ramps	$ 33,072
FY 2005-06	Union City	San Francisco Bay Trail Specific Plan (Project Completed FY01/02)	$ 63,585
FY 2005-06	Dublin	Bicycle Master Plan	$ 45,144
FY 2005-06	Livermore	Chestnut and N. P Street Bicycle Lanes	$ 113,044
FY 2005-06	Alameda Co. Congestion Management Agency	Alameda Countywide Bicycle Master Plan	$ 20,000
FY 2005-06	County of Alameda	Pedestrian Safety Improvements in the vicinity of Schools	$ 75,775
FY 2005-06	County of Alameda	Pedestrian Safety Improvement Projects - Sidewalk Improvements	$ 75,600
FY 2005-06	County of Alameda	Restriping Bicycle Lanes Along Various Roadways	$ 30,000
FY 2005-06	Benicia	Stripe and sign bike lanes: Military East between East 5th Street and Park Road	$ 25,000
FY 2005-06	Fairfield	Design McGary Road segment of Solano Bikeway Extension and complete extension feasibility study	$ 100,000
FY 2005-06	Suisun City	Construct curb ramps and sidewalks at Whispering Bay Lane and Francisco Dr.	$ 5,400
FY 2005-06	Suisun City	Replace existing non-compliant curb ramps in downtown Suisun City with ADA compliant ramps	$ 11,856
FY 2005-06	Solano County	Reconstruct deck and railings, seismic retrofit, lighting and pathways to railroad trestle bridge over Putah Creek	$ 180,000
FY 2005-06	Campbell	Implement bike lanes on Harriet Ave and Union Ave, Replace Los Gatos creek bridge, and widen Campbell Ave bridge	$ 27,859
FY 2005-06	Campbell	Design and construct sidewalk and bike lanes and edge striping, curb and gutter along Westmont Avenue	$ 39,992
FY 2005-06	Campbell	Widen Campbell Ave. bridge over Los Gatos Creek for bike lane and sidewalk; and reconstruct sidewalk under SR 17	$ 240,000
FY 2005-06	Cupertino	Construct pedestrian and bicycle bridge across Interstate 280 along Mary Avenue between Homestead Rd and Meteor Dr	$ 38,361
FY 2005-06	Los Altos Hills	Replace pedestrian bridge adjacent to the Foothill College entrance road connecting to El Monte Road	$ 11,310
FY 2005-06	Los Gatos	Replace existing College Avenue sidewalk and fencing; and repair Los Gatos Creek Trail footbridge decking	$ 20,000
FY 2005-06	Milpitas	Install ADA pedestrian ramps with truncated dome landings along suggested routes to schools	$ 47,112
FY 2005-06	Morgan Hill	Identify where additional bicycle and pedestrian trails can be established adjacent to creeks and streams	$ 32,000
FY 2005-06	Mountain View	Bicycle boulevard from Mayfield Mall area to Stevens Creek Trail, including signs, markings and signal modifications	$ 25,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	Mountain View	ADA Compliant Wheelchair Accessible Ramps Program	$ 17,000
FY 2005-06	Mountain View	Produce bicycle and pedestrian education and awareness materials, and a new bike map and multilingual flyers	$ 5,000
FY 2005-06	Mountain View	Install "bikes wrong way" signs on existing poles along California Street and adjacent streets	$ 5,217
FY 2005-06	Palo Alto	Bicycle boulevard along Maybell Ave and Donald Dr.: signs, markings, speed tables, & median refuge islands	$ 75,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to improve access to Lynhaven Elementary School	$ 90,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to fill gap on Borina Ave. at Saratoga Ave.	$ 70,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to improve access on both sides of Yerba Buena Road at Thompson Creek	$ 47,000
FY 2005-06	San Jose	Install sidewalk, curb, gutter and ADA ramps on Carola Avenue at Clarita Avenue	$ 110,000
FY 2005-06	San Jose	Install sidewalk, curb, gutter, pedestrian crossing and median island to provide access to Penitencia Creek County Park	$ 62,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter on Senter Road at Burke Street	$ 58,000
FY 2005-06	San Jose	Install sidewalk, curb and gutter to improve access to Toyon Elementary School	$ 45,000
FY 2005-06	San Jose	Citywide ADA Compliant Wheelchair Accessible Ramps	$ 100,000
FY 2005-06	San Jose	Sign and stripe bicycle and pedestrian facilities, including bike lanes, bike routes, crosswalks, and bike paths	$ 58,397
FY 2005-06	San Jose	Provide bicycle and pedestrian safety education to elementary school children and adults, purchase educational material	$ 35,000
FY 2005-06	Santa Clara	Install and maintain bicycle and pedestrian facilities, including bike lanes, bike routes, crosswalks, and bike paths	$ 78,180
FY 2005-06	Saratoga	Acquire right-of-way to upgrade UPRR railroad crossing in a bulb configuration to allow bicycles to cross at 90 degrees	$ 95,000
FY 2005-06	Sunnyvale	Improve Calabazas Creek Trail with additional gates, signs, fences, ramp modifications, and a bridge across creek	$ 182,048
FY 2005-06	County of Santa Clara	Restripe four co. expressways' shoulders with 8 inch stripes and sign to allow functioning as bicycle shoulder	$ 50,000
FY 2005-06	Brentwood	Crosswalk and sidewalk improvements on Minnesota Avenue between Deer Creek and Sand Creek	$ 31,000
FY 2005-06	Union City	Construct 1750 feet by 15 feet textured decorative concrete sidewalks plus 5 foot bike lanes on both sides of 11th Street	$ 53,142
FY 2005-06	TAM	Update and complete bicycle and pedestrian master plans countywide and for cities and towns in Marin County	$ 160,000

TCM B: Bicycle/Pedestrian Program
TDA ARTICLE 3 [Transportation Development Act Funds for Bicycle and Pedestrian Projects]

	SPONSOR	PROJECT NAME	AMOUNT
FY 2005-06	Campbell	Construct bike lanes on Harriet Avenue north of Westmont Avenue and on Union Avenue south of Campbell Avenue	$ 24,308
FY 2005-06	Larkspur	Design + construct 13 ft wide Class I bike/pedestrian path and modify signals on Magnolia Ave. + Doherty Dr	$ 136,668
FY 2005-06	County of San Mateo	Develop bike route data for GIS, integrate into countywide GIS files, and maintain bike route GIS data	$ 40,000
FY 2005-06	City of Napa	Class I path along Napa Valley Wine Train right of way between Redwood Rd/SR 29 and Vallejo St/Soscol Av	$ 85,271
FY 2005-06	American Canyon	Construct bike lanes and Class I trail adjacent to Commerce Boulevard	$ 34,729
		Total	**$ 21,383,629**

TCM C: Transportation for Livable Communities

FY 2004-05 MTC TLC Planning Program

Project Sponsor	Project Title	TLC Grant
Alameda County		
City of Oakland	Revitalizing Foothill / Seminary: A Model for Oakland's Regional Transit Streets	$ 75,000
City of Berkeley	Downtown Berkeley BART Plaza and Transit Area	$ 75,000
Contra Costa County		
City of Lafayette	BART-Downtown Lafayette Pedestrian Linkages Project	$ 20,000
San Francisco County		
San Jose/Guerrero Coalition to Save Our Streets	The San Jose/Guerrero Neighborhood Plan	$ 75,000
San Mateo County		
Redwood City	Transit Station Sub-area Precise Plan	$ 71,760
SamTrans	Transforming the El Camino Real to Link Caltrain Stations with Vibrant Downtowns in Redwood City, San Carlos and Belmont	$ 63,840
Santa Clara County		
City of Sunnyvale	Murphy Avenue Streetscape Revitalization	$ 75,000
Sonoma County		
City of Santa Rosa	Downtown Pedestrian Linkages Study	$ 44,400
	Total	**$ 500,000**

FY 2004-05 MTC TLC Capital Program

Project Sponsor	Project Title	TLC Grant
City of Oakland, CEDA	Revive Chinatown – Phase 1	$ 2,200,000
City of Union City Public Works Dept.	Union City Intermodal Station –Pedestrian connections and New East Plaza	$ 1,124,000
Richmond Redevelopment Agency	Richmond Transit Village: Intermodal Transit Station	$ 1,581,000
County of Marin	Cal-Park Hill Tunnel Rehab and Class I Bikeway	$ 1,500,000
City of Gilroy	Monterey Streetscape Improvements – Fourth Street to Sixth Street	$ 2,500,000
City of Morgan Hill	Morgan Hill – Depot Street Capital Improvements	$ 2,627,000
Bay Area Rapid Transit District	Daly City BART- St. Charles Pedestrian & Bike Project	$ 501,000
City & Co. of San Francisco Dept. of Public Works	Broadway Streetscape Improvements Project – Phase II	$ 2,000,000
City of South San Francisco	BART Linear Park-Huntington Avenue to Orange Avenue	$ 1,933,000
City of Vallejo	Vallejo Station Pedestrian Links	$ 2,071,000
City of Petaluma/Eden Housing Inc.	Downtown River Apts Riverwalk and Streetscape Improvements	$ 358,000
	Total	***$ 18,394,000***

Contingency Projects

City of Union City Public Works Dept.	Union City Intermodal Station – West Plaza Enhancements	$ 1,713,500
City of Oakland, CEDA	MacArthur Transit Hub Streetscape Improvement Project	$ 1,918,000
Town of Los Gatos Parks & Public Works Dept.	Streetscape & Gateway	$ 2,400,000
City of San Leandro Community Dev. Dept.	East 14th Street South Area Revitalization Project – La Palma District	$ 1,600,000
County of Contra Costa Redevelopment Agency	North Richmond Third Street Upgrades	$ 1,966,000

TCM C: Transportation for Livable Communities

FY 2005-06 Marin County TLC Capital Program

Project Sponsor	Project Title	TLC Grant
Town of Fairfax	Center Boulevard Streetscape Redesign Project	$ 500,000
County of Marin	Fireside Pedestrian and Traffic Safety Project	$ 198,906
Town of Corte Madera	Bayside Trail Improvement Project	$ 371,826
	Total	**$ 1,070,732**

FY 2005-06 Alameda County TLC Capital Program

Project Sponsor	Project Title	TLC Grant
City of Oakland	Coliseum BART Streetscape	$ 500,000
City of Oakland	Oakland Coliseum Pedestrian Walkway	$ 885,000
City of Oakland	W. Oakland Transit Village Streetscape Project	$ 1,300,000
City of Oakland	MacArthur Entry Plaza & 40th Streetscape Project	$ 1,147,000
City of Berkeley	Ashby/Ed Roberts Bicycle/Pedestrian Improvements	$ 1,200,000
City of Union City	Pedestrian/Bicycle Improvements	$ 2,000,000
	Total	**$ 7,032,000**

FY 2005-06 Sonoma County TLC Capital Program

Project Sponsor	Project Title	TLC Grant
City of Petaluma	Petaluma Blvd. Pedestrian Enhancements	$ 485,000
City of Rohnert Park	Rohnert Park City Center Drive Improvements	$ 1,150,000
Town of Windsor	Windsor Pedestrian Enhancements & Traffic Calming	$ 235,000
Sonoma County Reg'l Parks	Sonoma County Santa Rosa Creek Trail	$ 550,000
Town of Windsor	Windsor Old Redwood Hwy Pedestrian Linkages	$ 338,000
Sonoma County Reg'l Parks	Sonoma County Bodega Bay Bicycle & Pedestrian Trail	$ 535,000
City of Santa Rosa	Santa Rosa Courthouse Square Off-Site Improvements & Gateway Street	$ 1,000,000
	Total	**$ 4,293,000**

Grand Total	**$ 31,289,732**

TCM D: Additional Freeway Service Patrol

Project Title	Project Description
Freeway Service Patrol	FSP tow truck drivers patrol the region's most congested freeways during the busiest times of the day, quickly clearing accidents and other incidents — the cause of more than 50 percent of traffic congestion. They assist motorists in trouble, remove dangerous road debris, and otherwise help to make the region's freeways safer and less congested.

TCM E: Transit Access to Airports

Project Title	Project Description
BART - SFO	S. San Francisco: From Colma BART station to the new SFO station; Extend BART system to the San Francisco International Airport.

APPENDIX B

TRAVEL FORECASTING ASSUMPTIONS

2007 TRANSPORTATION IMPROVEMENT PROGRAM

Travel Forecasting Assumptions for Conformity Analysis of the 2007 Transportation Improvement Program

This report documents the travel forecasting assumptions for the 2007 Transportation Improvement Program (TIP), and includes the following analysis years: 2006, 2007, 2015, 2025, and 2030. The analysis is based on the "latest planning assumptions" as documented below. In addition, the current conformity analysis also uses the latest upgrades to the MTC travel demand forecast model, which was updated and re-validated to a 2000 base year in Spring 2004.

The vehicle travel forecasts from the MTC travel demand model are then used in conjunction with the California Air Resource Board's (ARB) motor vehicle emission model (EMFAC2002) to estimate total regional on road motor vehicle emissions.

In preparing these travel forecasts, MTC uses four basic sets of assumptions:

- Pricing Assumptions;
- Travel Behavior Assumptions;
- Demographic Assumptions; and
- Highway and Transit Network Assumptions.

Demographic and detailed highway and transit network definition assumptions are not included in this appendix. The RTP travel forecasts are based on the socio-economic/land use forecast series *Projections 2005*, developed by the Association of Bay Area Governments (ABAG). These projections reflect the new regional "Smart Growth" land use assumptions and have been approved for use in the conformity analysis by the US DOT and EPA, subject to periodic preparation of a monitoring report by ABAG to examine results and review assumptions used in the projections. The projections also reflect the near term effects of the current economic slowdown on job creation in the Bay Area.

Pricing assumptions include projected parking prices; gasoline and non-gasoline auto operating costs; fuel economy; bridge tolls; and transit fares.

Travel behavior assumptions include trip peaking factors, vehicle occupancy factors, and estimates of interregional commuters.

Additional travel forecasting methodology issues are addressed in this report. These are special methodological issues related to air quality and mobile source emissions inventories. The methodology issues include:

- Commercial Vehicle Methodology;
- Speed Post-Processing Methodology;
- Distribution of VMT by Speed Methodology; and
- Adjustment of Regional VMT and Trips.

I. Pricing Assumptions

A. Parking Costs

The MTC demand models were estimated using nominal, or posted parking prices as opposed to actual parking prices. Actual parking prices would be the average parking price paid by a consumer, weighted by those who are subsidized by their employer and those who are not subsidized by their employer. For peak period parking cost, the monthly posted parking price is divided by 22 days per month to derive an average workday parking cost. The average workday parking cost is then divided by 8 hours to derive an average

peak hour parking cost per hour in 1990 cents. In the home-based work mode choice model application, the per hour charge is multiplied by 8 hours, then divided by 2, to derive a per vehicle trip charge. Next, the per vehicle trip charge is divided by the vehicle occupancy so that parking costs are equally distributed between vehicle drivers and passengers.

Base year 2000 and forecast years 2006, 2007, 2015, 2025 and 2030 peak hour parking costs, by the MTC 1454 zone system, are shown in Table 1. Off-peak per hour parking costs –2000, 2006, 2007, 2015, 2025 and 2030 – are shown in Table 2.

The MTC assumption for parking costs is that they will change, in real terms, by the ratio of the net total employment density in the target year to the net employment density in the base year (2000). This differs from previous sets of forecasting assumptions, which used a one to three percent per year growth rate, irrespective of the change in employment density. Peak and off-peak parking costs assumptions are detailed in Table 1 and Table 2, respectively. In looking at Table 1, in travel analysis zone 1, the employment density for year 2000 in San Francisco is 18,378 jobs per 15 acres and grows to 21,553 jobs per 16 acres in year 2030, reflecting a 10 percent increase in employment density. When you multiply this 10 percent growth rate to the peak parking cost of 160 cents per hour in year 2000, this results in 176 cent per hour in year 2030.

MTC staff periodically inventory parking garages throughout the Bay Area to monitor trends in parking prices. The most recent update to this inventory was conducted fall 2000.

Auto Operating Costs

The MTC travel demand models are based on non-linear auto operating costs which vary according to trip speed and distance. As speed increases, the fuel consumption rate (gallons per mile) decreases linearly. As distance increases, the share of "cold start" fuel consumption decreases. This internal model is used to derive trip-specific fuel economy (miles per gallon) which is multiplied by the per gallon gas price to derive per trip gasoline operating cost. A constant non-gasoline operating cost per mile is multiplied by trip distance to get per trip non-gas cost. Total auto operating cost per trip is the sum of the gasoline cost per trip plus the non-gasoline cost per trip plus any bridge tolls or parking charges. Details on the auto operating cost model are included in the BAYCAST Users Guide (August 2004).

The MTC auto operating cost model is based on work conducted by Cambridge Systematics, Inc., as part of the *Urban Transportation Energy Conservation* study, published in 1978 (known as "UTEC"). The UTEC models were also used to derive auto operating costs for the Southern California Association of Governments' current set of travel demand models.

The basic inputs to the BAYCAST model system, in terms of auto operating cost, are gasoline price (in 1990 constant dollars); the fuel correction factor (to represent fleet turnover and more fuel efficient vehicles); and the non-gasoline operating cost (in 1990 cents per mile.) Data on historical, 1990 to 2003, and assumed future year auto operating costs are detailed in Table 3 and Figures 1 and 2.

The notes to Table 3 indicate some of the major assumptions going into these auto operating cost forecasts. For gasoline prices, MTC uses future gas price estimates provided by the California Energy Commission (CEC) and the US Department of Energy's Energy Information Administration (EIA). These agencies predict gas prices in the range of $1.09 per gallon (CEC) to $1.38/gallon (EIA) (in 1990 constant dollars.) The current assumption for years 2005 through 2025 is that gas prices will remain at their 2000 level, that is, $1.83 per gallon in current (2000) dollars. Gas prices are reflected through December 2003. However, the gas prices for 2004 are higher than we assumed. The higher costs would suppress vehicle trips; therefore we are taking a conservative approach to the air quality analysis.

MTC is assuming no change in fuel economy relative to 1990. This respects the overall fuel economy trend as established by the US Energy Information Agency (EIA) in their "Household Vehicles Energy Consumption Report" (September 1997.) The EIA found no significant increase in overall passenger vehicle fuel economy between their national surveys conducted in 1988 and 1994. Overall this means that we are projecting that total auto operating cost per mile (gasoline + non-gasoline) will remain at 10.22 cents per mile between 2000 and 2025 (all in 1990 constant dollars).

Table 9 shows the ratio of San Francisco to Los Angeles gas prices between January 2001 and December 2003. Over this time period, San Francisco gas prices have been, on average, four percent higher than Los Angeles gas prices. This is not a significant difference, so the recommendation is to use the CEC statewide gas price forecast unadjusted for Bay Area price differential.

The other key assumption is that non-gasoline operating cost (maintenance and repair, motor oil, parts, accessories) is 40 percent of total auto operating costs. This 40 percent figure is based on US Bureau of Labor Statistics data on consumer expenditures (see Table 4 of the MTC report: *Consumer Price Indices: Bay Area & U.S. Cities: 1950-2001*.) In a typical household, between five and six percent of a household's expenditures are related to auto operating costs. Gasoline cost has fluctuated from 55.6 percent to 73.5 percent of total auto operating costs over the past twenty years.

Auto ownership costs, which now comprise around 7.3 percent of the average household's budget, are not used in determining trip running, or variable costs. Auto ownership costs includes the cost of new or used vehicle purchasing and financing, insurance premiums, and vehicle registration and licensing fees. These fixed costs of auto ownership are more important in determining the number and quality of vehicles to own or lease. Given the difficulty in projecting automobile quality and costs, household income is used as a surrogate in predicting auto ownership levels.

C. Bridge Tolls

Bay Area voters approved Regional Measure 2 on the March 2, 2004 general election. This measure increases the toll on all Bay Area state-owned bridges from $2.00 to $3.00 as of July 1, 2004. Bay Area state-owned bridge tolls are scheduled to remain at $3.00 for the duration of the long-range planning period (Table 4, Figure 3). Given an inflation assumption of 3 percent per year, a year 2025 toll of $3.00 is equivalent to 105 cents in 1990 constant dollars (Table 10). This MTC bridge toll assumption is consistent with the financial forecasting assumptions used in projecting bridge toll revenues.

Note that discounted commute tickets were phased out with the introduction of FASTRAK (electronic toll collection) in 2000 and 2001. FASTRAK tolls were also discounted by 15 percent, but these FASTRAK discounts were discontinued in early 2002.

The Golden Gate Bridge District has also introduced FASTRAK, and has also eliminated commute discounts as of June 2001.

All Bay Area bridges had a standard automobile toll of $1.00 per crossing in 1990. Commute ticket booklets offered 15 to 32 percent discounts off of the $1.00 toll, as follows:

1990 Base Year Bridge Tolls

Bay Area Bridges	Auto Toll	Commute Tickets	Commuter Toll ($/ticket)	Free Toll for SR3+ During Peak Period?
Antioch	$1.00	$27 / 40 tickets	$0.68	No
Benicia/Martinez	$1.00	$27 / 40 tickets	$0.68	No
Carquinez	$1.00	$27 / 40 tickets	$0.68	No
Richmond/San Rafael	$1.00	$34 / 40 tickets	$0.85	Yes (since 10/89)

Golden Gate	$1.00	$20 / 23 tickets	$0.87	Yes
SF/Oakland Bay	$1.00	$34 / 40 tickets	$0.85	Yes
San Mateo/Hayward	$1.00	$34 / 40 tickets	$0.85	Yes
Dumbarton	$1.00	$34 / 40 tickets	$0.85	Yes

For the state-owned bridges for FY 1989/90, MTC staff calculated an average auto toll weighted on commuter ticket usage and full toll usage, as follows:

Computation of Average Auto Toll, 1989/90

Bay Area Bridges	Commuter Tickets	Total Autos & Trailers	Tickets as % of Total	Average Auto Toll
Antioch	225,569	1,605,516	14%	$0.96
Benicia/Martinez	3,696,160	13,643,902	27%	$0.91
Carquinez	4,724,623	17,585,673	27%	$0.91
Richmond/San Rafael	1,257,179	8,428,199	15%	$0.95
SF/Oakland Bay	4,227,393	36,521,920	12%	$0.96
San Mateo/Hayward	1,845,246	12,131,171	15%	$0.95
Dumbarton	2,085,757	8,381,841	25%	$0.92

The average toll for the Golden Gate Bridge was 94 cents per revenue vehicle between July and December 1990 (source: Golden Gate Bridge District. Comparative Record of Traffic for the Month of December 1990).

For purposes of travel forecasting, the one-way toll is halved so that both directions on every bridge are allocated one-half of the total average toll. This is a technical necessity to counter the toll collection direction bias.

Note that free tolls for three-or-more person carpools were instituted on the Carquinez Strait bridges (Carquinez, Benicia/Martinez and Antioch) in October 1995. This is the only change in toll assumptions from the 1990 base year. The final tolls used in the 1990 model simulation are as follows:

Bridge Tolls for Travel Forecasting: 1990 Base Year

Bay Area Bridges	Drive Alone & Carpool-2	3+ Carpool	Off-Peak Tolls
Antioch	$0.48	$0.48 / $0.00	$0.48
Benicia/Martinez	$0.46	$0.46 / $0.00	$0.46
Carquinez	$0.48	$0.48 / $0.00	$0.48
Richmond/San Rafael	$0.48	$0.00	$0.48
Golden Gate	$0.47	$0.00	$0.47
SF/Oakland Bay	$0.48	$0.00	$0.48
San Mateo/Hayward	$0.48	$0.00	$0.48
Dumbarton	$0.46	$0.00	$0.46

D. Transit Fares

Year 2004 transit fares are used for all future year forecasts. This means that fares will increase with inflation, so that their real value is not eroded. This assumption is borne out by past fare trends, and

reflects the ongoing need for transit operators to periodically adjust their fares to keep up with increased labor costs, maintain their local contribution to capital replacement projects, and pay for increases in the cost of fuel and other supplies.

Base and top end transit fares by Bay Area transit operator, 1970 to 1998, are shown in Table 5. Changes in Bay Area transit operator fares, 1998 to 2004, are summarized in Table 13.

Historical and projected base fares are charted in Figure 4.1 (Muni), Figure 4.2 (AC Transit), and Figure 4.3 (BART). These charts show base transit fares in current and 1990 constant dollars. These charts also show modest real decreases in transit fares for Muni and BART over the 1995 to 2004 time period. The current dollar fares are based on a three percent per year increase in consumer price indices through the Plan forecast period.

Most operators have increased their fares in the past several years due to adverse economic conditions. Transit operator fares were revised to incorporate fares as of March 2004. Table 13 shows the changes in base fares, comparing the previous conformity determination for the RTP (2001 RTP) with the current analysis.

II. Travel Behavior Assumptions

A. Vehicle Peaking Factors

The MTC BAYCAST model system is oriented to the production of daily and AM peak period traffic assignments. In addition, the user can factor the two-hour peak period vehicle trip tables to peak hour tables using peak hour-to-peak period factors by trip purpose.

In contrast to the old MTCFCAST model system, the BAYCAST system directly simulates the number of AM peak period home-to-work vehicle trips, derived from the home-to-work departure time choice model. This is basically a “peak spreading” model that will predict fewer trips in the peak period when congestion levels increase. The standard approach of using fixed shares for all other trip purposes is still needed to augment this new departure time choice model.

Old-style (MTCFCAST) AM and PM peak hour vehicle peaking factors are shown in Table 6.1. New-style (BAYCAST) AM and PM peak period vehicle peaking factors are shown in Table 6.2. The AM peak period is defined as 7:00-9:00 AM. The PM peak period is defined as 4:00-6:00 PM.

As a part of the peak period traffic assignment calibration and validation process, a set of peak period calibration factors were developed. These calibration factors, documented in Table 7, reflect the subregional variation from the regional peaking factors shown in Table 6.2.

Data from the 1990 household travel survey show that the AM peak hour (07:30-08:30) is 58 percent of total vehicle trips occurring in the AM peak period (07:00-09:00) (930,038 vehicle trips / 1,610,546 vehicle trips, from Survey Working Paper #4, page 160, Table 2.3.7A.) So, a rough rule of thumb is to multiply any AM peak (two-hour) period traffic assignment by 0.58 to get a rough estimate of peak hour predicted traffic volumes.

B. Vehicle Occupancy Factors

In the old MTC model system, vehicle occupancy assumptions were important input assumptions to the home-based shop, home-based social/recreation and the non-home-based mode choice model system. These vehicle occupancy assumptions were used, and are still used, for dividing the vehicle trip cost between vehicle drivers and passengers.

All of the new mode choice models either split the number of person trips by vehicle occupancy level (i.e., drive alone, shared ride 2, shared ride 3+), or they split the in-vehicle person trips by vehicle driver and vehicle passenger modes. The issue in auto occupancy forecasting is to ensure that the input occupancy assumption is reasonably consistent with the forecasting output vehicle occupancy rate.

Historical vehicle occupancy rates, from MTC household travel surveys, and BAYCAST predicted vehicle rates for 2000 and 2030, are shown in Table 8.

For the home-based work, home-based shop and home-based social/recreation mode choice models, trips are split by occupancy level (DA, SR2, SR3+). For the three home-based school mode choice models and non-home-based trips, person trips are split into vehicle driver and vehicle passenger. For home-based grade school trips, vehicle driver is not an available mode. This means that the vehicle driver trip for escorting children to school is typically included as a home-based shop/other shared ride 2 or shared ride 3+ trip; the vehicle passenger (the child) is classified as a home-based grade school vehicle passenger trip.

This is complex, but reflects the nature of travel: where persons in a particular vehicle may be traveling to different activities. For example, the parent's trip purpose is to escort the child to school (home-based shop/other); the child's trip purpose is to attend school (home-based school).

Historical and projected vehicle occupancy factors are shown in Table 8. Note that these are not assumptions per se but model simulations.

C. Interregional Commuters

Assumptions about the number of interregional commuters is key in two respects: first, intraregional home-based work productions and attractions need to be adjusted to reflect in-commuting and out-commuting from and to Bay Area jobs and households; second, interregional vehicle trips are needed to augment the intraregional trips included in the standard BAYCAST travel demand models. Interregional trips were updated to reflect Census 2000 journey-to-work data and commuter sketch planning forecasts.

Interregional commuters are estimated by factoring the Census 2000 journey-to-work data file using a 46-by-46 matrix that comprises the 34 Bay Area superdistricts and the 12 Bay Area neighbor counties. These sketch planning commuter forecasts are prepared for the years 2010, 2020 and 2030 and interpolated for intermediate conformity analysis years. The factored year 2030 interregional commuter matrix is used as the basis for estimating background interregional year 2030 daily and peak period vehicle trips. This is basically a "sketch planning" effort to complement the formal models used to predict intraregional personal and intraregional commercial travel. These interregional commuter forecasts are documented in the report "Commuter Forecasts for the San Francisco Bay Area: 1990-2030 (Based on ABAG Projections 2003): Data Summary" published May 2004.

III. Demographic Assumptions

MTC used ABAG's Projections 2005 forecasts (adopted November 2004) for future year population and employment assumptions and for the geographic distributions of residents and jobs throughout the region. For use in MTC's travel demand model, MTC combines and allocates ABAG's tract-level forecasts to MTC's 1454 regional travel analysis zone system for all years.

IV. Transportation Network Assumptions

A major part of the TIP conformity analysis is the definition of highway, transit, and pedestrian/bicycle networks for various analysis years. These networks describe the supply of transportation capacity and various service characteristics that influence travel behavior. The 2006 and 2007 transportation

network reflects the projects in the TIP that will be operational in 2006 and 2007. The 2015, 2025, and 2030 networks reflect approved sales tax projects in November 2004 that were shifted into the financially constrained element of Transportation 2030 Plan. Projects assumed in the transportation network for the various analysis years are listed in Appendices B of the conformity report.

Transit operator service levels have significantly changed between 2000 and 2004, due to the economic decline and the need to reduce service on some routes. The most extensive service level changes were to SamTrans and AC Transit District (Newark, Union City routes), Golden Gate and SCVTA. In the most recent conformity analysis (Transportation 2030 Plan and 2005 TIP/Amendment #05-05), 2004 service levels are used in the baseline networks. The transit network used in the forecasting assumptions for this conformity analysis has not changed from the Transportation 2030 Plan and 2005 TIP/Amendment #05-05 conformity analysis conformity analysis.

V. Commercial Vehicle Methodology

The MTC BAYCAST commercial vehicle models are based on the truck trip generation models developed for Caltrans and Alameda County as part of the 1992 I-880 Intermodal Corridor Study; and truck trip distribution models documented in the 1996 report "Quick Response Freight Manual" produced by the US Department of Transportation (usable truck trip distribution models were not developed for the I-880 Intermodal Corridor Study).

These truck models are specifically limited to larger trucks of six-or-more tires. There are three sub-purposes to the MTC truck models: 1. "Small Trucks" (two-axle, six-tire vehicles); 2. "Medium Trucks" (three-axle vehicles); and 3. "Combination Trucks" (four-or-more axle vehicles).

Beginning in 2004, MTC has introduced a "very small, two-axle four-tire" commercial vehicle truck trip purpose. The "very small truck" trip model is borrowed from the Phoenix, Arizona MPO, as documented in the FHWA "Quick Response Freight Manual." Before 2004, these very small truck trips were indirectly estimated by increasing non-home-based vehicle trips.

The following sidebar summarizes the MTC BAYCAST truck trip generation and distribution models, including the very small truck trip models:

```
Garage-Based Truck Trip Production Models
Two-Axle Truck Productions = 0.011 * MFGEMP + 0.014 * RETEMP + 0.0105 * SEREMP + 0.046 *
OTHEMP
Three-Axle Truck Productions = 0.0014 * MFGEMP + 0.00012 * RETEMP + 0.0037 * OTHEMP
Four-+-Axle Truck Productions = 0.0044 * MFGEMP + 0.0027 * SEREMP + 0.0084 * OTHEMP

Garage-Based Truck Trip Attraction Models
Two-Axle Truck Attractions = 0.0234 * TOTEMP
Three-Axle Truck Attractions = 0.0046 * TOTEMP
Four-+-Axle Truck Attractions = 0.0136 * TOTEMP

Non-Garage-Based Truck Trip Production & Attraction Models
Two-Axle Truck Productions and Attractions = 0.0324 * TOTEMP
Three-Axle Truck Productions and Attractions = 0.0039 * TOTEMP
Four-+-Axle Truck Productions and Attractions = 0.0073 * TOTEMP

Very Small Truck Trip Production & Attraction Models
Productions = 0.251 * TOTHH + 1.110 * AGREMP + 0.938 * MFGEMP +
              0.938 * TRDEMP + 0.888 * RETEMP + 0.437 * SEREMP + 0.663 * OTHEMP2
Where:
MFGEMP = Manufacturing Employment
RETEMP = Retail Employment
SEREMP = Service Employment
OTHEMP = Other Employment (Wholesale Trade, Agriculture/Mining, Other)
AGREMP = Agricultural + mining Employment
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 TRDEMP = Wholesale Trade Employment
 OTHEMP2 = Other Employment (Agriculture/Mining + Other)
TOTEMP = Total Employment
TOTHH  = Total Households
```

Truck Trip Distribution Models: Gravity Models based on AM Peak Period Travel Time

Two-Axle Truck Trip Distribution Friction Factor: $FF_{ij} = \exp(-0.08 * TT_{ij})$

Three-Axle Truck Trip Distribution Friction Factor: $FF_{ij} = \exp(-0.1 * TT_{ij})$

Four-+-Axle Truck Trip Distribution Friction Factor: $FF_{ij} = \exp(-0.03 * TT_{ij})$

Very Small Truck Trip Distribution Friction Factor: Built off of NHB trip distribution model

In terms of mobile source emissions inventories, the MTC estimates of mobile source emissions are based on the "default" vehicle type and vehicle technology mix assumed by the California Air Resources Board (CARB) in their EMFAC/BURDEN model series. The CARB assumptions on vehicle type mix are based on the same Caltrans databases and truck counts as used by MTC in model validation, only adjusted by CARB staff to conform to the weight-based vehicle classes needed as input to the EMFAC emission factor models.

VI. Speed Post-Processing Methodology

The MTC BAYCAST models were updated and re-validated to a 2000 base year in Spring 2004. A major part of this effort was the validation of traffic assignments to observed daily traffic volumes, and observed AM peak period traffic volumes and speeds on Bay Area freeways. The model validation work is summarized in an MTC data summary: "2000 Base Year Validation of Travel Demand Models for the San Francisco Bay Area" (May 2004).

Previous conformity analyses required a speed post-processing methodology to correct for overly fast expressway and arterial speeds. This speed post-processing methodology has been eliminated in the current set of forecasts, and replaced with a consistent set of speeds used in all model components. What was formerly the "post-processing" methodology is now the "main processing" methodology. This means that reduced free-flow arterial and expressway speeds that were only incorporated in a post-processing traffic assignment stage are now used throughout the MTC model system: as inputs to the trip distribution, mode choice, as well as traffic assignment stages.

The standard set of speed-flow models used in the MTC model system includes an MTC variation on the "BPR" curve, and application of the "Akçelik" speed-flow curve documented in previous MTC research. The "MTC Breakdown Curve" is used for freeways and freeway-to-freeway segments; the "Akçelik Curve" is used for expressways, collectors, freeway ramps, major arterials and metered ramps.

MTC assumptions of per lane capacity and free-flow speed are "lookup" tables based on facility type (freeway, major arterial, etc.) and area type (rural, suburban, etc.) Area types are based on "area density," a combined measure of population and employment density. Current and former sets of free-flow speeds are shown in Table 11.

The following box summarizes the MTC standard and post-processing set of speed-flow models.

MTC Standard & Post-Processing Set of Speed-Flow Models

MTC Breakdown Curve (Freeways & Freeway-to-Freeway Facilities)

$t = t_o * (1 + 0.20 * ((x)/0.75)^6)$

Akçelik Curve (All Other Facilities)

$t = t_o + \{0.25 * T * [(x-1) + ((x-1)^2 + (16 * Ja * L^2/T^2))^{0.5}]\}$

where:

t = average travel time per unit distance (hours/mile)

t_o = free-flow travel time per unit distance (hours/mile)

```
T = flow period, i.e., the time interval in hours during which an average arrival
(demand) flow rate, v, persists
Q = capacity
x = the degree of saturation, i.e., v/Q
Ja = the delay parameter (Expressway = 0.2, Collector=1.2, Freeway Ramp=0.17, Major
Arterial=0.4, Metered Ramp=0.2)
Ja = the delay parameter (Post-Processing = calculated for each facility type, area type
combination, where: Ja = (Tc – To)^2 / L^2 and "Tc" is the critical speed at V/C ratio of
1.0)
L = Link length (miles)
```

VII. Adjustment of Regional VMT and Trips Methodology

Regional VMT and engine starts (needed for emission calculations) are forecasted using a combination of output from MTC's travel demand forecasting model and base year (1999) VMT information provided by the California Air Resources Board (ARB). The ARB base year VMT comes from the State Bureau of Automotive Repair's (BAR) biennial inspection/maintenance odometer records for registered Bay Area vehicles. MTC then "grows" this VMT consistent with the growth in VMT projected in MTC's regional travel model forecasts.

The BAR-based VMT will over-estimate Bay Area VMT by including Bay Area-registered vehicle travel occurring outside the nine-county region. The BAR-based VMT method will also not include Bay Area VMT by non-resident vehicular travel occurring inside the nine-county region. ARB considers that these anomalies offset each other, and that the resulting regional VMT level is a conservatively high value. In comparison, MTC estimates 140,116 thousand VMT per weekday in year 2000. The 1999 ARB estimates, based on BAR inspection/maintenance data, showed 157,359 thousand VMT per weekday. For conformity purposes, MTC agreed to follow ARB's protocol for estimating VMT. Using MTC growth estimation data, the 1999 ARB VMT estimate was adjusted to establish a new 2000 ARB baseline VMT estimate for mobile source emission inventory calculations in the Bay Area. MTC calculated that the ARB estimated VMT in year 2000 is 164,073. For comparative purposes, below is a table showing the differences in MTC and ARB's VMT estimates from the 2001 RTP and 2007 TIP.

Base Year 2000, Average Weekday Daily VMT

	2001 RTP	**2007 TIP**
ARB	159,642*	164,073
MTC	134, 256	140,116
% Difference	-16%	-15%

*Source: San Francisco Bay Area-EMFAC2000

MTC used the 2000 ARB baseline VMT of 164,073 to develop VMT estimates for the remaining analysis years – 2006, 2007, 2015, 2025, 2030. Annual compounded growth rates were then updated and applied to generate regional VMT totals for this conformity analysis.

Regional VMT Growth Rates for the 2007 TIP Conformity Analysis

Analysis Year Time Frame	Percentage Change
2000-2006	**5.01%**
2006-2007	**1.04%**
2007-2015	**11.32%**
2015-2025	**13.03%**
2025-2030	**6.45%**

Regional engine starts (which generate event-specific emissions) are based on ARB's estimate of approximately 6.72 to 6.75 engine starts per vehicle per day. This 6.75 engine starts per day value is based

on a small-scale survey of instrumented Sacramento-area vehicles conducted by ARB. This contrasts to other Bay Area, California and National surveys that show trip rates ranging from 2.5 to 3.5 vehicle trips per vehicle per day. For more discussion on this engine starts per vehicle issue, refer to the November 24, 1999 letter from the MTC to the California Air Resources Board. ARB and MTC have also agreed to continue working on this issue.

VIII. Distribution of VMT by Speed Methodology

An important input to ARB's EMFAC 2002, V2.2 mobile source emissions inventory model are county-level files of the share of vehicle miles travel by speed cohort, by time of day. Data is needed for 13 speed cohorts and 6 time-of-day periods (0000-0600, 0600-0900, 0900-1200, 1200-1500, 1500-1800 and 1800-2400). Regional totals of VMT by the 13 speed cohorts for 2000, 2015, and 2030 are summarized and charted in Table 12. These VMT values include intra-zonal VMT and terminal distance VMT.

It is important to note that these speeds are extracted from the post-processed highway assignments and represent average link speeds. They do not represent the range of actual traffic speeds that may be represented in average link speeds. For example, a 25 mile per hour average link speed on a freeway segment is very congested and represents "stop-and-go" conditions with speeds ranging from 0 to 65 miles per hour. The same 25 mile per hour average link speed on an arterial segment may represent a fairly "steady state" speed on a signal coordinated arterial system.

The first step in preparing the VMT-by-speed share file is the preparation of daily traffic assignments. The daily vehicle trips output from the last mode choice model iteration are split into AM-plus-PM peak period vehicle trips, and off-peak period vehicle trips. The peak period vehicle trips, representing the six peak hours, are assigned "all-or-nothing" to the MTC regional highway network using the post-processed congested speeds. The off-peak period vehicle trips, representing the 18 off-peak hours, are also assigned "all-or-nothing" to the same MTC regional highway network using free-flow speeds.

The "loaded" highway network with AM peak period and daily traffic assignment results are then exported into text files and subsequently imported into SAS (Statistical Analysis System) for further post-processing. Daily assignment volumes are then multiplied by link distance to yield vehicle miles of travel (VMT) by link, which are in turn summarized at the county-of-occurrence by speed-cohort level.

There are three components of regional VMT: interzonal VMT that is assigned to highway networks; intra-zonal VMT that is not assigned to highway networks; and terminal distance VMT that is not assigned to highway networks.

Intra-zonal vehicle trips are not assigned to highway networks. The VMT associated with intra-zonal vehicle trips is derived by exporting the intra-zonal vehicle trips and intra-zonal door-to-door distance data into a format compatible with SAS, and for merging with the daily traffic assignment SAS files. Intra-zonal VMT is approximately 7.2 to 7.5 percent of regional VMT in 2000 and in future years. SAS routines are then used to apply the "terminal distance" vehicle miles of travel to the inter-zonal and intra-zonal VMT. "Terminal distance" VMT is defined as the amount of travel from the "average household" or "average activity location" in a travel analysis zone to the nearest highway link represented in the regional highway networks.

These speed distributions were then applied to passenger cars (PC), light-duty trucks (T1, T2), medium-duty trucks (T3), and motorcycles (mcy) in EMFAC 2002. EMFAC2002 model defaults were used on all other vehicle types and times of day.

Table 1
Peak Parking Cost Assumptions by Bay Area Regional Travel Analysis Zones
Peak Period Parking Costs in 1990 cents per hour

zone	City	Neighborhood	2000	2006	2007	2015	2025	2030	Annual Percent Change, 2000-2030
1	San Francisco	Financial District	160	161	162	176	172	176	0.3%
2	San Francisco	Financial District	160	160	162	176	184	187	0.5%
3	San Francisco	Union Square	160	159	159	176	184	188	0.5%
4	San Francisco	Financial District	140	141	142	153	152	155	0.3%
5	San Francisco	Union Square	140	139	140	162	171	175	0.7%
6	San Francisco	Tenderloin	110	129	130	138	141	142	0.9%
7	San Francisco	Tenderloin	150	169	172	202	209	213	1.2%
8	San Francisco	Tenderloin	85	87	88	99	104	107	0.8%
9	San Francisco	Civic Center	70	68	69	77	81	84	0.6%
10	San Francisco	South of Market	65	74	76	84	87	88	1.0%
11	San Francisco	South of Market	85	97	98	111	112	114	1.0%
12	San Francisco	South of Market	130	133	135	153	169	178	1.1%
13	San Francisco	South of Market	130	133	134	149	164	173	1.0%
14	San Francisco	South of Market	145	148	149	162	178	185	0.8%
15	San Francisco	South of Market	145	148	150	164	179	187	0.9%
16	San Francisco	South of Mission	120	126	129	146	150	156	0.9%
17	San Francisco	South of Mission	80	83	85	96	101	106	0.9%
18	San Francisco	South of Mission	70	72	73	82	87	90	0.8%
19	San Francisco	South of Mission	60	62	64	70	74	78	0.9%
20	San Francisco	South of Mission	60	60	62	69	70	73	0.7%
21	San Francisco	South of Mission	90	91	93	106	110	112	0.7%
22	San Francisco	Embarcadero	140	148	151	163	166	168	0.6%
23	San Francisco	East of Telegraph Hill	120	126	128	135	135	137	0.4%
24	San Francisco	Jackson Square	170	172	174	182	187	189	0.4%
25	San Francisco	Chinatown	170	139	140	146	148	149	-0.4%
26	San Francisco	Chinatown	170	173	174	182	185	186	0.3%
27	San Francisco	Chinatown	170	143	144	150	152	153	-0.4%
28	San Francisco	Nob Hill	110	92	92	98	100	100	-0.3%
29	San Francisco	Nob Hill	110	110	110	118	120	121	0.3%
30	San Francisco	Civic Center	70	71	71	83	94	101	1.2%
31	San Francisco	Polk Gulch	70	73	74	85	94	98	1.1%
32	San Francisco	Polk Gulch	70	70	71	75	79	80	0.4%
33	San Francisco	Polk Gulch	70	71	72	75	72	74	0.2%
34	San Francisco	Polk Gulch	60	46	46	49	54	56	-0.2%
35	San Francisco	Russian Hill	80	88	91	103	104	104	0.9%
36	San Francisco	North Beach	125	127	128	133	127	131	0.2%
37	San Francisco	North Beach	125	126	127	134	139	142	0.4%
38	San Francisco	North Beach	80	81	81	86	93	95	0.6%
39	San Francisco	North Beach	80	81	82	86	100	110	1.1%
40	San Francisco	Fisherman's Wharf	80	86	88	94	98	100	0.7%
41	San Francisco	Fisherman's Wharf	80	82	82	88	88	88	0.3%

Table 1
Peak Parking Cost Assumptions by Bay Area Regional Travel Analysis Zones
Peak Period Parking Costs in 1990 cents per hour

zone	City	Neighborhood	2000	2006	2007	2015	2025	2030	Annual Percent Change, 2000-2030
44	San Francisco	Western Addition	55	50	51	55	54	53	-0.1%
45	San Francisco	Western Addition	0	0	0	0	0	0	NA
46	San Francisco	Western Addition	55	54	55	60	49	51	-0.3%
47	San Francisco	Western Addition	0	0	0	0	0	0	NA
48	San Francisco	Western Addition	0	0	0	0	0	0	NA
49	San Francisco	Western Addition	0	0	0	0	0	0	NA
72	San Francisco	Western Addition	0	0	0	0	0	0	NA
73	San Francisco	Western Addition	50	49	49	54	60	58	0.5%
74	San Francisco	Western Addition	25	24	25	27	27	27	0.3%
75	San Francisco	Western Addition	50	49	49	53	48	50	0.0%
76	San Francisco	Western Addition	55	55	55	59	55	58	0.2%
77	San Francisco	Western Addition	55	54	55	60	62	62	0.4%
78	San Francisco	Western Addition	55	53	53	57	87	112	2.4%
79	San Francisco	Hayes Valley	70	69	69	73	75	75	0.2%
80	San Francisco	Hayes Valley	55	45	45	49	60	69	0.8%
81	San Francisco	Buena Vista	35	34	34	37	40	42	0.6%
82	San Francisco	Buena Vista	35	35	35	37	36	36	0.1%
84	San Francisco	Buena Vista	35	35	36	39	43	36	0.1%
85	San Francisco	Buena Vista	55	54	54	58	65	70	0.8%
94	San Francisco	Castro	0	0	0	0	0	0	NA
99	San Francisco	Mission District	0	0	0	0	0	0	NA
100	San Francisco	Mission District	0	0	0	0	0	0	NA
101	San Francisco	Mission District	0	0	0	0	0	0	NA
102	San Francisco	Mission District	0	0	0	0	0	0	NA
103	San Francisco	Mission District	0	0	0	0	0	0	NA
104	San Francisco	Mission District	0	0	0	0	0	0	NA
105	San Francisco	Mission District	35	37	37	42	42	42	0.6%
106	San Francisco	Mission District	35	35	35	39	40	41	0.5%
107	San Francisco	Mission District	35	35	35	38	40	40	0.4%
109	San Francisco	Mission District	50	60	61	70	77	82	1.7%
257	San Mateo	Downtown	0	0	0	0	0	0	NA
258	San Mateo	Downtown	0	0	0	0	0	0	NA
259	San Mateo	Downtown	0	0	0	0	0	0	NA
260	San Mateo	Downtown	0	0	0	0	0	0	NA
314	Redwood City	Downtown	0	0	0	0	0	0	NA
315	Redwood City	Downtown	0	0	0	0	0	0	NA
316	Redwood City	Downtown	0	0	0	0	0	0	NA
326	Redwood City	Downtown	0	0	0	0	0	0	NA
347	Palo Alto	Downtown	9	9	9	10	10	10	0.4%
354	Palo Alto	Downtown	17	17	17	18	18	18	0.2%
355	Palo Alto	Downtown	17	17	17	18	18	18	0.2%

Table 1
Peak Parking Cost Assumptions by Bay Area Regional Travel Analysis Zones
Peak Period Parking Costs in 1990 cents per hour

zone	City	Neighborhood	2000	2006	2007	2015	2025	2030	Annual Percent Change, 2000-2030
356	Palo Alto	Downtown	17	17	17	18	16	16	-0.2%
546	San Jose	Downtown	18	20	20	23	25	26	1.2%
549	San Jose	Downtown	43	43	44	57	83	104	3.0%
556	San Jose	Downtown	33	34	35	40	44	47	1.2%
557	San Jose	Downtown	33	34	35	40	44	48	1.3%
558	San Jose	Downtown	45	46	47	55	61	68	1.4%
560	San Jose	Downtown	29	30	31	41	58	72	3.1%
945	Oakland	Downtown	55	57	57	62	64	66	0.6%
946	Oakland	Downtown	30	32	32	34	35	36	0.6%
967	Oakland	Downtown	30	31	32	34	35	36	0.6%
968	Oakland	Downtown	55	57	57	62	64	66	0.6%
969	Oakland	Downtown	55	56	57	60	60	60	0.3%
970	Oakland	Downtown	55	57	58	67	72	75	1.0%
971	Oakland	Downtown	55	57	57	62	67	71	0.9%
980	Oakland	Downtown	30	30	31	33	35	36	0.6%
981	Oakland	Downtown	55	65	66	72	79	82	1.3%
1007	Berkeley	Downtown	96	101	101	101	104	105	0.3%
1008	Berkeley	Downtown	96	97	97	98	99	100	0.1%
1018	Berkeley	Downtown	96	99	99	101	103	104	0.3%
1019	Berkeley	Downtown	96	98	99	101	102	102	0.2%
1020	Berkeley	Downtown	96	97	97	98	100	100	0.1%
1021	Berkeley	Downtown	50	51	51	51	52	52	0.1%
1027	Berkeley	Downtown	50	50	51	52	53	54	0.3%

Note: Zones are from MTC's 1,454 regional travel analysis zone system.

Table 2
Off-Peak Parking Cost Assumptions by Bay Area Regional Travel Analysis Zones
Off-Peak Period Parking Costs in 1990 cents per hour

zone	City	Neighborhood	2000	2006	2007	2015	2025	2030	Annual Percent Change, 2000-2030
1	San Francisco	Financial District	525	528	532	577	566	577	0.3%
2	San Francisco	Financial District	525	526	530	577	603	614	0.5%
3	San Francisco	Union Square	525	521	523	577	605	618	0.5%
4	San Francisco	Financial District	230	232	233	251	250	255	0.3%
5	San Francisco	Union Square	230	229	231	266	280	288	0.8%
6	San Francisco	Tenderloin	400	469	472	503	511	515	0.8%
7	San Francisco	Tenderloin	440	495	505	592	612	625	1.2%
8	San Francisco	Tenderloin	325	333	336	380	397	409	0.8%
9	San Francisco	Civic Center	115	112	113	126	133	138	0.6%
10	San Francisco	South of Market	200	229	233	260	267	272	1.0%
11	San Francisco	South of Market	190	216	219	249	250	255	1.0%
12	San Francisco	South of Market	570	585	593	671	739	781	1.1%
13	San Francisco	South of Market	570	582	589	654	720	758	1.0%
14	San Francisco	South of Market	600	612	619	672	735	767	0.8%
15	San Francisco	South of Market	600	613	620	677	741	775	0.9%
16	San Francisco	South of Mission	390	411	420	475	487	507	0.9%
17	San Francisco	South of Mission	350	363	371	419	444	463	0.9%
18	San Francisco	South of Mission	200	206	210	233	248	256	0.8%
19	San Francisco	South of Mission	165	171	175	191	204	213	0.9%
20	San Francisco	South of Mission	165	166	169	190	194	201	0.7%
21	San Francisco	South of Mission	260	263	270	307	319	324	0.7%
22	San Francisco	Embarcadero	385	408	414	447	456	463	0.6%
23	San Francisco	East of Telegraph Hill	300	315	320	338	337	343	0.4%
24	San Francisco	Jackson Square	550	558	561	590	605	613	0.4%
25	San Francisco	Chinatown	250	204	206	215	218	219	-0.4%
26	San Francisco	Chinatown	250	255	256	268	272	274	0.3%
27	San Francisco	Chinatown	250	210	212	221	224	225	-0.4%
28	San Francisco	Nob Hill	400	334	336	357	363	365	-0.3%
29	San Francisco	Nob Hill	400	399	402	429	436	439	0.3%
30	San Francisco	Civic Center	95	96	97	113	128	137	1.2%
31	San Francisco	Polk Gulch	95	99	100	115	127	133	1.1%
32	San Francisco	Polk Gulch	95	96	96	102	107	109	0.5%
33	San Francisco	Polk Gulch	75	76	77	80	77	79	0.2%
34	San Francisco	Polk Gulch	75	57	58	61	68	70	-0.2%
35	San Francisco	Russian Hill	80	88	91	103	104	104	0.9%
36	San Francisco	North Beach	175	178	180	186	178	184	0.2%
37	San Francisco	North Beach	175	176	177	188	195	198	0.4%
38	San Francisco	North Beach	330	333	335	356	383	392	0.6%
39	San Francisco	North Beach	330	335	338	356	413	453	1.1%
40	San Francisco	Fisherman's Wharf	260	280	285	306	317	325	0.7%
41	San Francisco	Fisherman's Wharf	400	408	412	439	441	440	0.3%

Table 2
Off-Peak Parking Cost Assumptions by Bay Area Regional Travel Analysis Zones
Off-Peak Period Parking Costs in 1990 cents per hour

zone	City	Neighborhood	2000	2006	2007	2015	2025	2030	Annual Percent Change, 2000-2030
44	San Francisco	Western Addition	75	69	69	75	73	72	-0.1%
45	San Francisco	Western Addition	75	74	75	81	88	93	0.7%
46	San Francisco	Western Addition	75	74	74	82	67	69	-0.3%
47	San Francisco	Western Addition	90	88	89	99	91	97	0.2%
48	San Francisco	Western Addition	90	88	89	99	97	122	1.0%
49	San Francisco	Western Addition	90	88	89	99	93	108	0.6%
72	San Francisco	Western Addition	81	79	80	86	95	94	0.5%
73	San Francisco	Western Addition	90	88	89	96	108	105	0.5%
74	San Francisco	Western Addition	86	84	85	92	92	93	0.3%
75	San Francisco	Western Addition	90	88	89	95	86	90	0.0%
76	San Francisco	Western Addition	90	89	90	96	90	94	0.1%
77	San Francisco	Western Addition	90	88	90	98	102	102	0.4%
78	San Francisco	Western Addition	90	86	87	93	143	183	2.4%
79	San Francisco	Hayes Valley	90	88	89	94	97	96	0.2%
80	San Francisco	Hayes Valley	85	69	69	75	93	107	0.8%
81	San Francisco	Buena Vista	50	48	49	53	57	59	0.6%
82	San Francisco	Buena Vista	50	49	50	53	51	51	0.1%
84	San Francisco	Buena Vista	50	50	51	55	61	52	0.1%
85	San Francisco	Buena Vista	85	83	84	90	101	109	0.8%
94	San Francisco	Castro	45	43	43	49	40	43	-0.2%
99	San Francisco	Mission District	50	61	62	69	57	60	0.6%
100	San Francisco	Mission District	50	49	49	55	59	60	0.6%
101	San Francisco	Mission District	50	46	46	52	51	53	0.2%
102	San Francisco	Mission District	50	49	49	55	62	68	1.0%
103	San Francisco	Mission District	45	43	43	50	55	55	0.7%
104	San Francisco	Mission District	45	43	44	57	56	58	0.8%
105	San Francisco	Mission District	50	53	53	60	61	60	0.6%
106	San Francisco	Mission District	50	50	50	55	57	58	0.5%
107	San Francisco	Mission District	50	49	50	55	57	58	0.5%
109	San Francisco	Mission District	100	119	122	141	153	164	1.7%
257	San Mateo	Downtown	20	20	21	24	26	27	1.0%
258	San Mateo	Downtown	20	21	21	24	27	29	1.2%
259	San Mateo	Downtown	20	20	20	23	25	25	0.7%
260	San Mateo	Downtown	20	20	21	23	27	29	1.2%
314	Redwood City	Downtown	9	9	9	10	10	10	0.4%
315	Redwood City	Downtown	9	9	9	10	11	11	0.7%
316	Redwood City	Downtown	9	10	10	10	12	12	1.0%
326	Redwood City	Downtown	9	9	9	10	10	10	0.4%
347	Palo Alto	Downtown	31	31	31	33	34	34	0.3%
354	Palo Alto	Downtown	61	60	61	63	64	64	0.2%
355	Palo Alto	Downtown	61	61	61	64	64	65	0.2%

Table 2
Off-Peak Parking Cost Assumptions by Bay Area Regional Travel Analysis Zones
Off-Peak Period Parking Costs in 1990 cents per hour

zone	City	Neighborhood	2000	2006	2007	2015	2025	2030	Annual Percent Change, 2000-2030
356	Palo Alto	Downtown	61	62	62	65	59	59	-0.1%
546	San Jose	Downtown	113	123	127	143	156	164	1.2%
549	San Jose	Downtown	73	73	74	96	142	176	3.0%
556	San Jose	Downtown	92	95	97	111	123	132	1.2%
557	San Jose	Downtown	92	95	97	111	124	133	1.2%
558	San Jose	Downtown	194	199	204	236	264	293	1.4%
560	San Jose	Downtown	92	95	97	129	185	230	3.1%
945	Oakland	Downtown	120	124	125	136	140	145	0.6%
946	Oakland	Downtown	75	79	79	84	88	90	0.6%
967	Oakland	Downtown	75	78	79	84	88	89	0.6%
968	Oakland	Downtown	120	124	125	136	139	144	0.6%
969	Oakland	Downtown	120	123	124	132	131	132	0.3%
970	Oakland	Downtown	120	125	127	145	157	163	1.0%
971	Oakland	Downtown	120	123	124	134	146	155	0.9%
980	Oakland	Downtown	120	121	122	131	141	145	0.6%
981	Oakland	Downtown	120	143	144	157	172	179	1.3%
1007	Berkeley	Downtown	32	34	34	34	35	35	0.3%
1008	Berkeley	Downtown	32	32	32	33	33	33	0.1%
1018	Berkeley	Downtown	59	61	61	62	63	64	0.3%
1019	Berkeley	Downtown	26	27	27	27	28	28	0.2%
1020	Berkeley	Downtown	26	26	26	27	27	27	0.1%
1021	Berkeley	Downtown	32	32	32	33	33	33	0.1%
1027	Berkeley	Downtown	32	32	32	33	34	34	0.2%

Note: Zones are from MTC's 1,454 regional travel analysis zone system.

Table 3
Historical and Projected Auto Operating Costs, 1990 - 2030 (Revised March 2006)

Year	Retail Gas Price (Current $)	CPI	Annual Inflation	Gas Price (1990$)	Fuel Correction Factor	Fuel Economy (MPG)	Gasoline Operating Cost (¢/mi) (1990$)	Non-Gas Operating Cost (¢/mi) (1990$)	Total Auto Operating Cost (¢/mi) (1990$)
1990	$1.241	132.1		$1.241	1.000	21.9	5.67 ¢/mi	3.05 ¢/mi	8.72 ¢/mi
1991	$1.197	137.9	4.4%	$1.147	1.000	21.9	5.24 ¢/mi	3.43 ¢/mi	8.67 ¢/mi
1992	$1.302	142.5	3.3%	$1.207	1.000	21.9	5.51 ¢/mi	3.57 ¢/mi	9.08 ¢/mi
1993	$1.299	146.3	2.7%	$1.173	1.000	21.9	5.36 ¢/mi	3.70 ¢/mi	9.06 ¢/mi
1994	$1.275	148.7	1.6%	$1.133	1.000	21.9	5.17 ¢/mi	3.45 ¢/mi	8.62 ¢/mi
1995	$1.286	151.6	2.0%	$1.121	1.000	21.9	5.12 ¢/mi	3.57 ¢/mi	8.69 ¢/mi
1996	$1.434	155.1	2.3%	$1.221	1.000	21.9	5.58 ¢/mi	3.47 ¢/mi	9.05 ¢/mi
1997	$1.448	160.4	3.4%	$1.193	1.000	21.9	5.45 ¢/mi	3.63 ¢/mi	9.08 ¢/mi
1998	$1.304	165.5	3.2%	$1.041	1.000	21.9	4.75 ¢/mi	3.17 ¢/mi	7.92 ¢/mi
1999	$1.514	172.5	4.2%	$1.159	1.000	21.9	5.29 ¢/mi	3.53 ¢/mi	8.82 ¢/mi
2000	$1.832	180.2	4.5%	$1.343	1.000	21.9	6.13 ¢/mi	4.09 ¢/mi	10.22 ¢/mi
2001	$1.800	189.9	5.4%	$1.252	1.000	21.9	5.72 ¢/mi	3.81 ¢/mi	9.53 ¢/mi
2002	$1.599	193.0	1.6%	$1.094	1.000	21.9	5.00 ¢/mi	3.33 ¢/mi	8.33 ¢/mi
2003	$1.933	196.4	1.8%	$1.300	1.000	21.9	5.94 ¢/mi	3.96 ¢/mi	9.89 ¢/mi
2004	$2.165	198.8	1.2%	$1.439	1.000	21.9	6.57 ¢/mi	4.38 ¢/mi	10.95 ¢/mi
2005	$2.522	202.7	2.0%	$1.644	1.000	21.9	7.50 ¢/mi	5.00 ¢/mi	12.51 ¢/mi
2006	$2.430	208.2	2.7%	$1.542	1.000	21.9	7.04 ¢/mi	4.69 ¢/mi	11.74 ¢/mi
2007	$2.335	213.8	2.7%	$1.443	1.000	21.9	6.59 ¢/mi	4.39 ¢/mi	10.98 ¢/mi
2010	$2.358	231.6	2.7%	$1.345	1.000	21.9	6.14 ¢/mi	4.09 ¢/mi	10.24 ¢/mi
2015	$2.694	264.6	2.7%	$1.345	1.000	21.9	6.14 ¢/mi	4.09 ¢/mi	10.24 ¢/mi
2020	$3.078	302.3	2.7%	$1.345	1.000	21.9	6.14 ¢/mi	4.09 ¢/mi	10.24 ¢/mi
2025	$3.516	345.4	2.7%	$1.345	1.000	21.9	6.14 ¢/mi	4.09 ¢/mi	10.24 ¢/mi
2030	$4.017	394.6	2.7%	$1.345	1.000	21.9	6.14 ¢/mi	4.09 ¢/mi	10.24 ¢/mi
2000-2005	**$1.975**	**193.5**	**2.7%**	**$1.345**					
Inflation Assumption (2005 - 2030) =						*2.7%*			

Notes:
1. Future gas price of $1.343 (1990 dollars) is equivalent to $1.83/gallon in 2000 current dollars.
2. Future non-gasoline operating cost based on assumption that it is 60% of auto gasoline cost.
3. No change in overall fleet fuel economy is assumed. This respects the no change in fuel economy trend shown by the US Energy Information Agency (EIA) in their "Household Vehicles Energy Consumption Report" (September 1997).
4. Future year estimates prepared 3/20/2006

Figure 1
Auto Operating Costs (Cents/Mile)
Gasoline and Non-Gasoline Operating Costs, 1990-2030

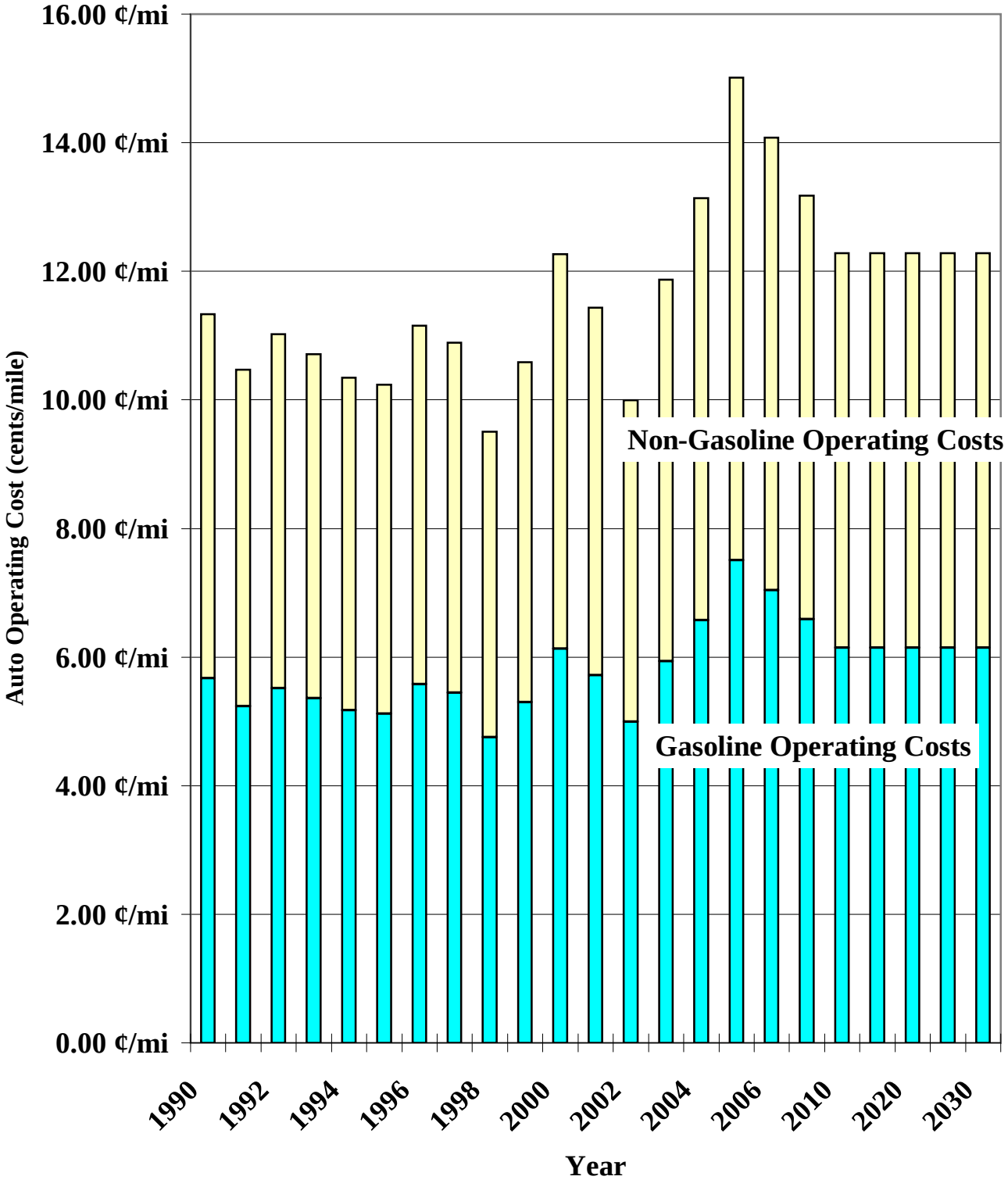


Figure 2
San Francisco Bay Area Gasoline Prices - 1990-2030
Current Dollars and 1990 Constant Dollars

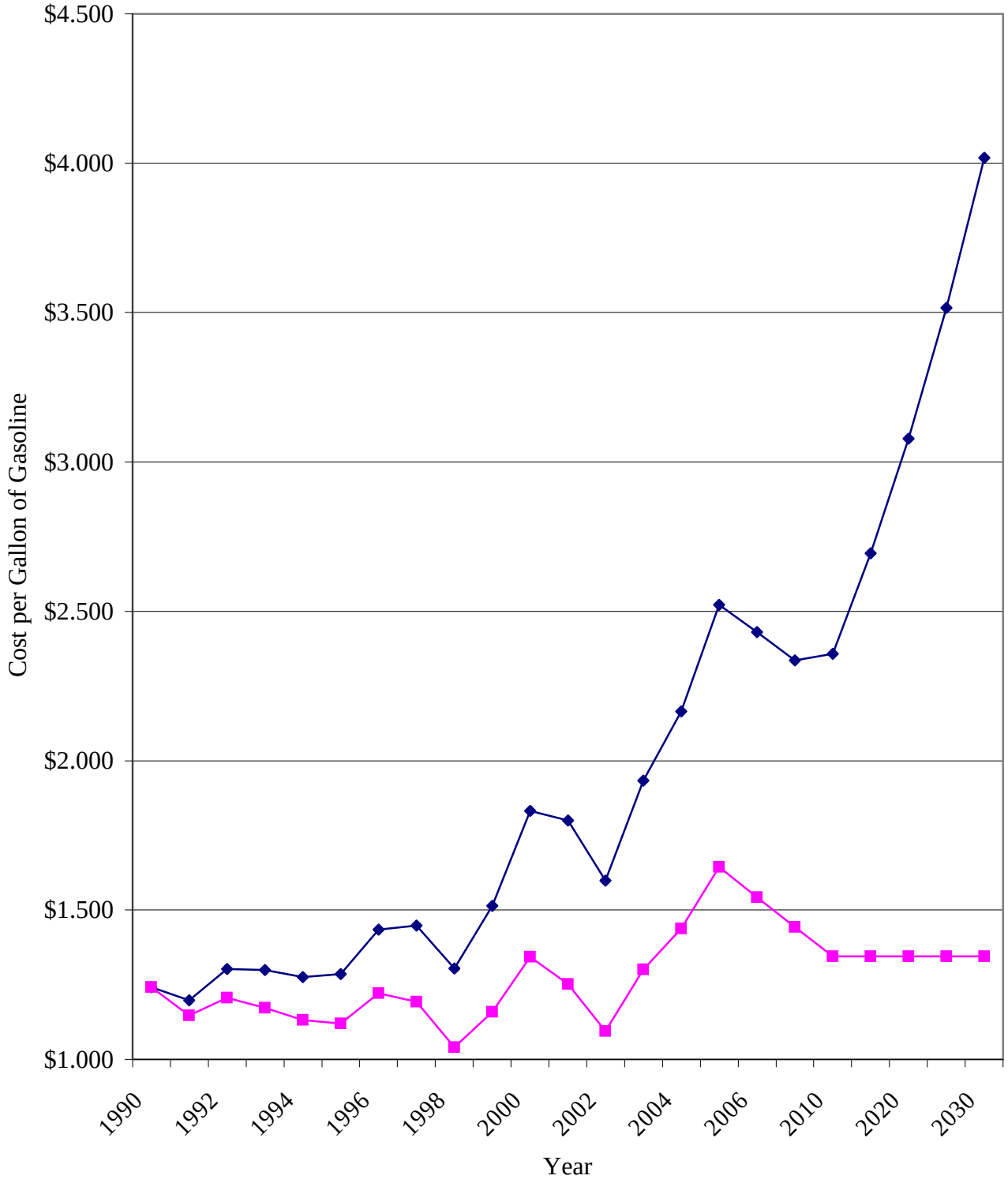


Table 4
Impact of Inflation on Bay Bridge Tolls, 1975 - 2030

Year	CPI-U All Items	San Francisco/Oakland Bay Bridge Toll (current $)	(1990 $)
1975	159.1	50¢	41.5¢
1976	168.0	50¢	39.3¢
1977	180.8	75¢	54.8¢
1978	197.8	75¢	50.1¢
1979	214.6	75¢	46.2¢
1980	247.3	75¢	40.1¢
1981	279.0	75¢	35.5¢
1982	300.0	75¢	33.0¢
1983	302.5	75¢	32.8¢
1984	319.8	75¢	31.0¢
1985	333.1	75¢	29.7¢
1986	343.2	75¢	28.9¢
1987	354.7	75¢	27.9¢
1988	370.4	75¢	26.7¢
1989	388.5	100¢	34.0¢
1990	132.1	100¢	100.0¢
1991	137.9	100¢	95.8¢
1992	142.5	100¢	92.7¢
1993	146.3	100¢	90.3¢
1994	148.7	100¢	88.8¢
1995	151.6	100¢	87.1¢
1996	155.1	100¢	85.2¢
1997	160.4	100¢	82.4¢
1998	165.5	200¢	159.6¢
1999	172.5	200¢	153.2¢
2000	180.2	200¢	146.6¢
2001	189.9	200¢	139.1¢
2002	193.0	200¢	136.9¢
2003	196.4	300¢	201.8¢
2004	198.8	300¢	199.3¢
2005	202.7	300¢	195.5¢
2006	208.2*	300¢	190.4¢
2007	213.8*	300¢	185.4¢
2008	219.6*	300¢	180.5¢
2009	225.5*	300¢	175.7¢
2010	231.6*	300¢	171.1¢
2011	237.8*	300¢	166.6¢
2012	244.3*	300¢	162.2¢
2013	250.9*	300¢	158.0¢
2014	257.6*	300¢	153.8¢
2015	264.6*	300¢	149.8¢
2016	271.7*	300¢	145.8¢
2017	279.1*	300¢	142.0¢
2018	286.6*	300¢	138.3¢
2019	294.3*	300¢	134.6¢
2020	302.3*	300¢	131.1¢
2021	310.4*	300¢	127.7¢
2022	318.8*	300¢	124.3¢
2023	327.4*	300¢	121.0¢
2024	336.3*	300¢	117.9¢
2025	345.4*	300¢	114.8¢
2026	354.7*	300¢	111.7¢
2027	364.3*	300¢	108.8¢
2028	374.1*	300¢	105.9¢
2029	384.2*	300¢	103.2¢
2030	394.6*	300¢	100.4¢

* Assumes 2.7% per year annual inflation

Figure 3
Bay Bridge Tolls
1990 and Current Dollars

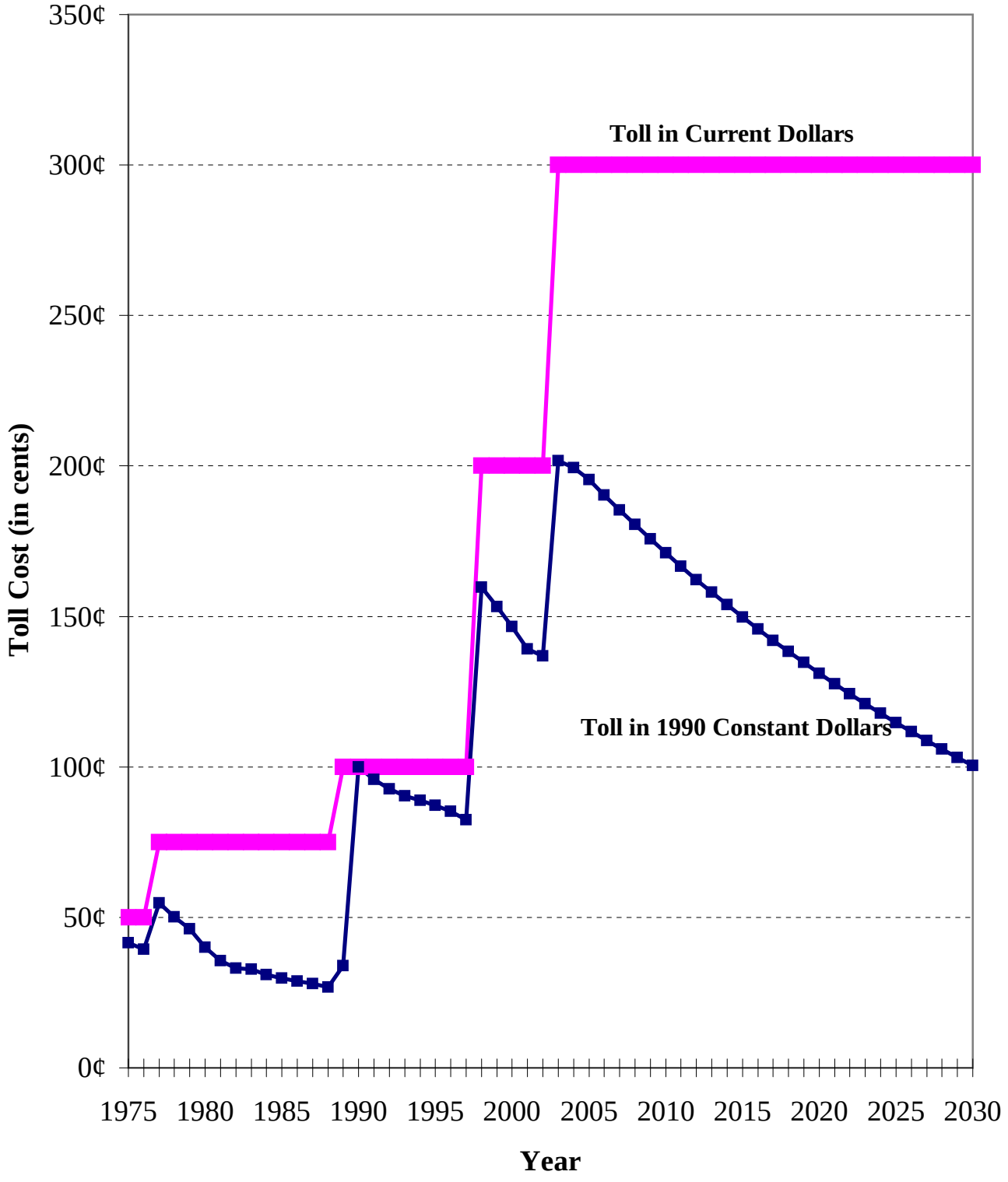


Table 5
History of Transit Fares in Bay Area, 1970-1998

	MUNI	AC Transit	BART Trains	BART Bus	SCVTA	SamTrans	GGBHTD Bus	GGBHTD Ferry	CalTrain	CCCTA	Vallejo Bus	Vallejo Ferry	AMTRAK	Napa Valley
1970														
Base	$ 0.25	$ 0.25				n.a.	n.a.	$ 0.50	$ 0.33			n.a.		
High		$ 0.80							$ 0.67					
1975														
Base	$ 0.25	$ 0.30	$ 0.25	$ 0.25	$ 0.25	n.a.	$ 0.35	$ 0.50	$ 0.35	n.a.	$ 0.25	n.a.		
High		$ 1.40	$ 1.45	$ 0.50			$ 1.50		$ 0.71					
1980														
Base	$ 0.50	$ 0.50	$ 0.35		$ 0.35	$ 0.25	$ 0.35	$ 1.50	$ 0.71	$ 0.25	$ 0.35	n.a.		
High		$ 1.50	$ 1.50		$ 0.75	$ 1.25	$ 2.50	$ 2.00	$ 1.47	$ 0.50				
1985														
Base	$ 0.60	$ 0.60	$ 0.60	$ 0.60	$ 0.60	$ 0.35	$ 1.00	$ 2.10	$ 0.86	$ 0.60		n.a.		
High		$ 1.75	$ 2.15	$ 0.90	$ 1.00	$ 1.35	$ 3.30	$ 2.50	$ 1.80					
1990														
Base	$ 0.85	$ 1.00	$ 0.80	$ 0.75	$ 0.75	$ 0.50			$ 0.86	$ 0.60				n.a.
High	$ 2.00	$ 2.00	$ 3.00	$ 1.15	$ 1.00	$ 1.95			$ 1.92					
1995														
Base	$ 1.00	$ 1.25	$ 0.90		$ 1.10	$ 1.00	$ 1.25		$ 0.73	$ 1.00	$ 1.00	$ 6.36		$ 1.00
High	$ 2.00	$ 2.20	$ 3.55		$ 2.25	$ 2.50	$ 4.50		$ 3.64	$ 1.25	$ 2.00			$ 2.50
1996														
Base			$ 1.00		$ 1.10		$ 1.25	$ 2.50						
High			$ 4.00		$ 2.25		$ 4.50	$ 4.25						
1997														
Base			$ 1.10	$ 1.10					$ 0.77					
High			$ 4.70	$ 1.65					$ 3.83					
1998														
Base									$ 0.80			$ 3.33		
High									$ 4.02					

MUNI : High fare is for cable cars.
Benicia: High fare is for patrons travelling between Vallejo and Contra Costa County
Vallejo Ferry is monthly pass divided by 42 rides.
SamTrans: High fare is for all express routes, except 1F/19F
Oakland/Alameda Ferry: Prices are per trip cost of 10-ticket book (1990)

Table 5 (continued)
History of Transit Fares in Bay Area, 1970-1998

	Napa City	Tri-Delta	Benicia	Union City	LAVTA	30-Z	DB	WestCat	CityCoach (Vaca)	Flyer (Fairfld)	Oak/Ala Ferry	Sta Rosa City Bus	Sonoma County	Petaluma
1970														
Base														
High														
1975														
Base	$ 0.25	$ 0.25										$ 0.25		$ 0.25
High														
1980														
Base	$ 0.35	$ 0.25			$ 0.50			$ 0.60				$ 0.35	$ 0.35	
High														
1985														
Base		$ 0.50		$ 0.50		$ 0.60	$ 1.25					$ 0.60		
High						$ 0.85	$ -							
1990														
Base	$ 0.60	$ 0.60	$ 0.75	$ 0.75	$ 0.60	$ 1.00	$ 0.75	$ 0.75	$ 0.75	$ 0.75	$ 2.50			
High			$ 1.50				$ 1.50							
1995														
Base	$ 0.75	$ 0.75	$ 0.75	$ 0.75	$ 1.00			$ 0.75				$ 0.85	$ 1.05	$ 1.05
High			$ 1.50											
1996														
Base		$ 0.75												
High														
1997														
Base							$ 0.75				$ 2.75	$ 1.00		
High							$ 1.75							
1998														
Base							$ 1.00							
High							$ 2.00							

MUNI : High fare is for cable cars.
Benicia: High fare is for patrons travelling between Vallejo and Contra Costa County
Vallejo Ferry is monthly pass divided by 42 rides.
SamTrans: High fare is for all express routes, except 1F/19F
Oakland/Alameda Ferry: Prices are per trip cost of 10-ticket book (1990)

Figure 4.1
San Francisco Municipal Railway (Muni)
Base Fare: Historical and Projected

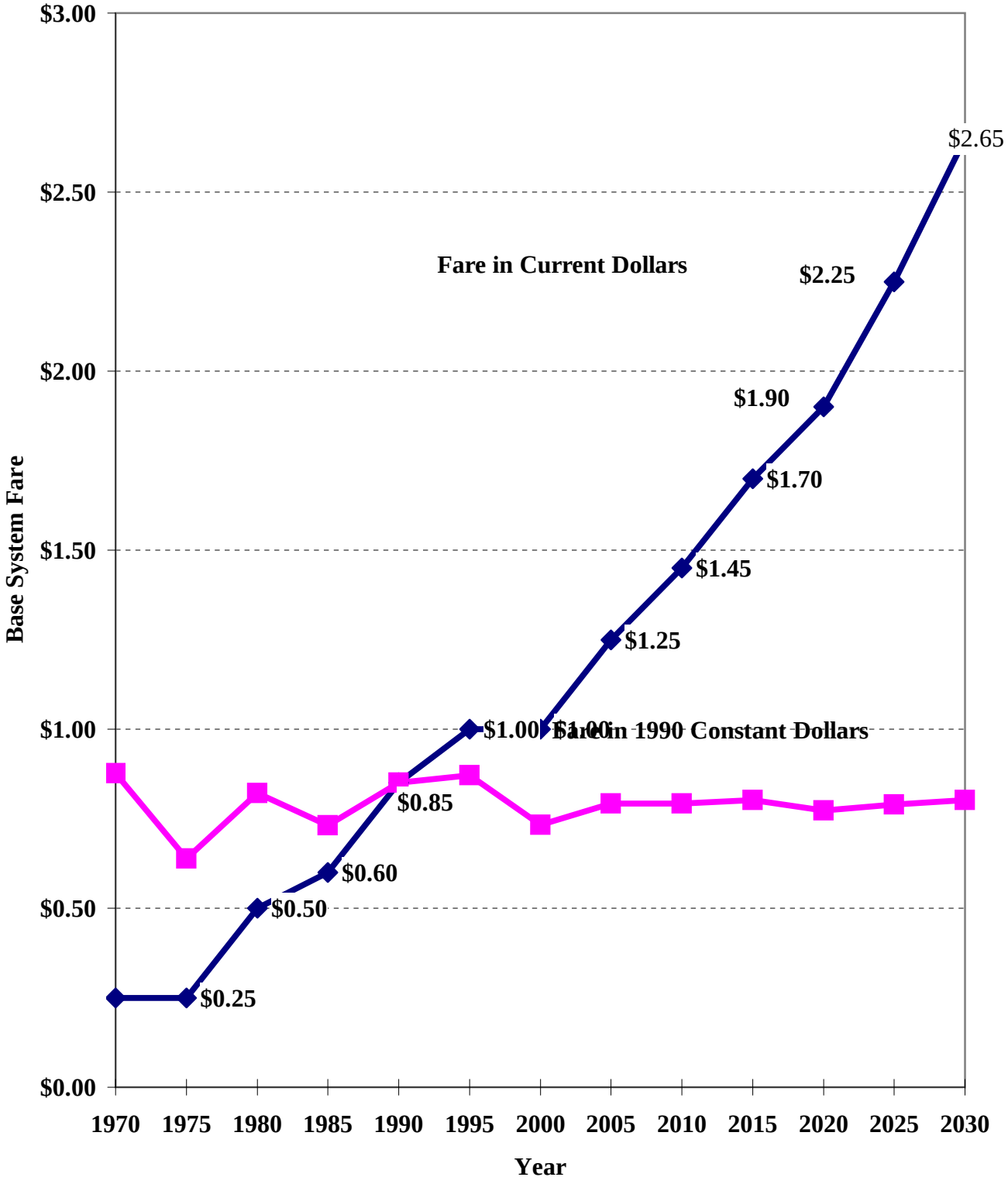


Figure 4.2
A.C. Transit District
Base Fare: Historical and Projected

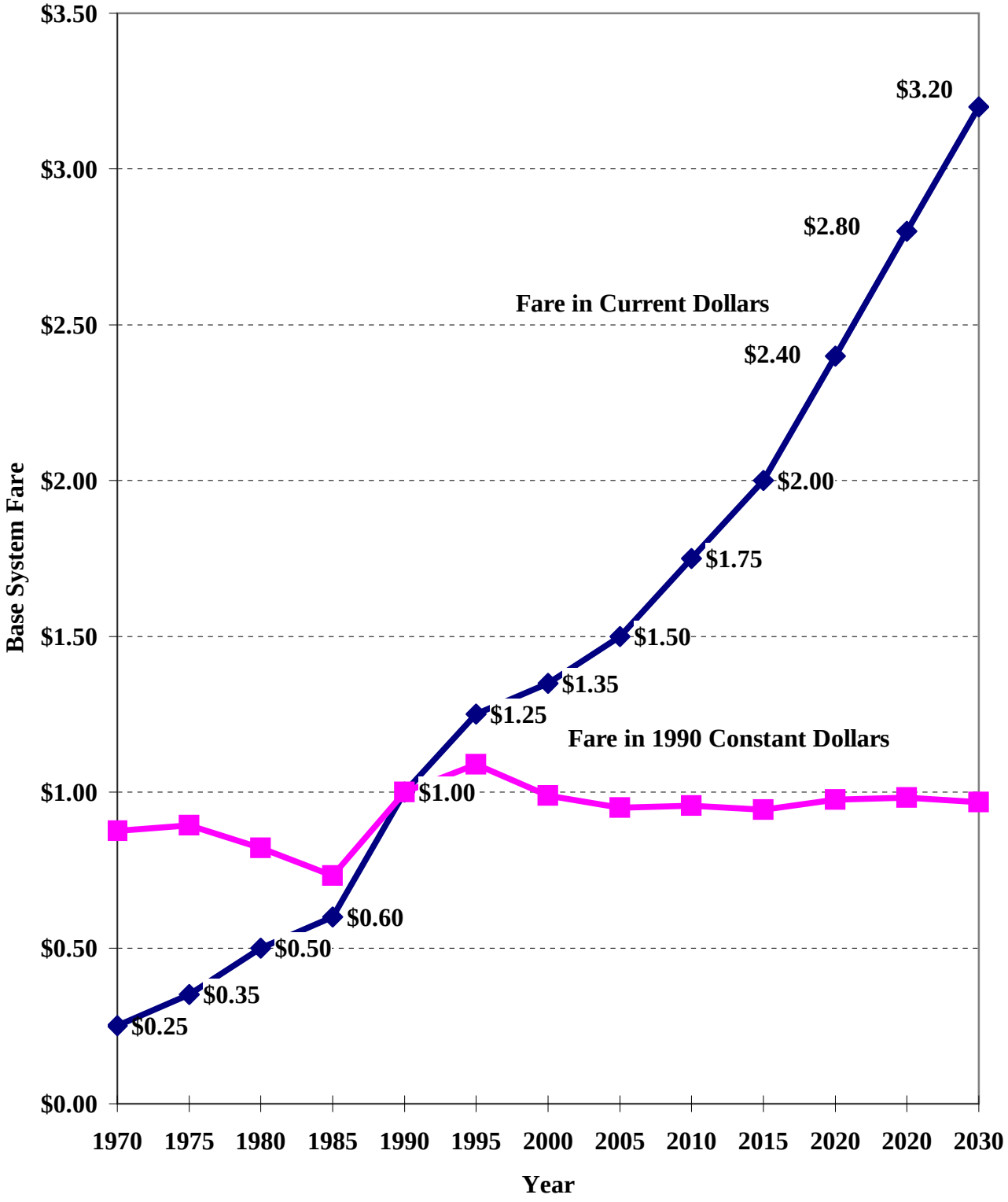


Figure 4.3
Bay Area Rapid Transit District (BART)
Base Fare: Historical and Projected

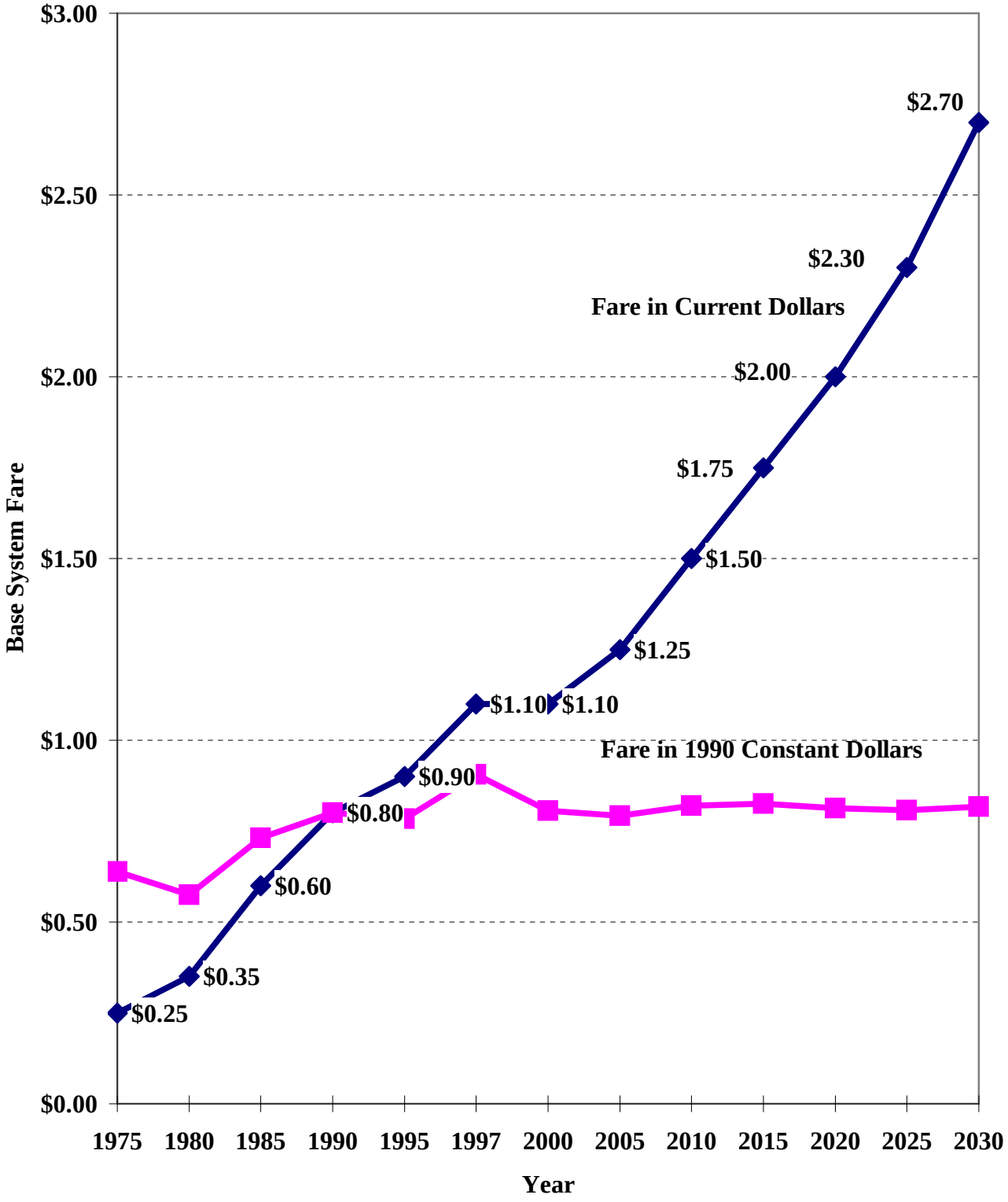


Table 6.1
Regional Highway Peaking Factors for AM and PM Peak Hours
"Old-Style" MTCFCAST Model System

AM/PM Peak Hour Trip Purpose	Trip Direction	1965 Survey	1981 Survey	1990 Survey	All Forecasts
AM Peak Hour Factors					
Home-Based Work	H –> W	0.17021	0.15656	0.15436	NA
Weighted Average	W –> H	0.00462	0.00483	0.00329	NA
Home-Based Non-Work	H –> NW	0.03162	0.04146	0.05319	0.04476
	NW –> H	0.01261	0.01459	0.01549	0.01576
Non-Home-Based	NW –> NW	0.02077	0.02404	0.02797	0.02404
HBW Drive Alone	H –> W	NA	0.14597	0.14418	0.14597
	W –> H	NA	0.00514	0.00352	0.00514
HBW Shared Ride 2+	H –> W	NA	0.17763	0.18514	0.17763
	W –> H	NA	0.00172	0.00158	0.00172
PM Peak Hour Factors					
Home-Based Work	H –> W	0.00686	0.00801	0.00788	NA
Weighted Average	W –> H	0.15601	0.12637	0.12533	NA
Home-Based Non-Work	H –> NW	0.03162	0.03528	0.02769	0.03626
	NW –> H	0.05506	0.06155	0.05050	0.06325
Non-Home-Based	NW –> NW	0.08814	0.08388	0.08207	0.08388
HBW Drive Alone	H –> W	NA	0.00790	0.00837	0.00790
	W –> H	NA	0.12661	0.12612	0.12661
HBW Shared Ride 2+	H –> W	NA	0.00857	0.00661	0.00857
	W –> H	NA	0.13595	0.12066	0.13595
Bay Bridge Spread Peak Factor		NA	NA	NA	0.62000
Ala/SC Spread Peak Factor		NA	NA	NA	0.70000

Table 6.2
Regional Highway Peaking Factors for AM and PM Peak Periods
"New-Style" BAYCAST Model System

AM/PM Peak Period Trip Purpose	Trip Direction	1990 Survey	All Forecasts
AM Peak Period Factors (0700-0900)			
Home-Based Work	H –> W	*0.26974 **	*0.26974 **
Weighted Average	W –> H	0.00661	0.00661
Home-Based Non-Work	H –> NW	0.06662	0.06662
(HBSH, HBSR)	NW –> H	0.02719	0.02719
Home-Based School	H –> School	0.28402	0.28402
	School –> H	0.01141	0.01141
Non-Home-Based	NW –> NW	0.05679	0.05679
HBW Drive Alone	H –> W	*0.25530 **	*0.25530 **
	W –> H	0.00707	0.00707
HBW Shared Ride 2+	H –> W	*0.31213 **	*0.31213 **
	W –> H	0.00421	0.00421
PM Peak Period Factors (1600-1800)			
Home-Based Work	H –> W	0.01584	0.01584
Weighted Average	W –> H	0.20792	0.20792
Home-Based Non-Work	H –> NW	0.06230	0.06230
(HBSH, HBSR)	NW –> H	0.10329	0.10329
Home-Based School	H –> School	0.02684	0.02684
	School –> H	0.05724	0.05724
Non-Home-Based	NW –> NW	0.14901	0.14901
HBW Drive Alone	H –> W	0.01644	0.01644
	W –> H	0.20856	0.20856
HBW Shared Ride 2+	H –> W	0.01529	0.01529
	W –> H	0.20548	0.20548

** Factors for AM peak period home-to-work trips are for illustrative use only. HBW departure time choice model is used in model application.*

Table 7
Year 1990 AM Peak Period Calibration Factors ("Peak Spreading Factors"), Superdistrict-to-Superdistrict

	To:																																	
From	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**	**17**	**18**	**19**	**20**	**21**	**22**	**23**	**24**	**25**	**26**	**27**	**28**	**29**	**30**	**31**	**32**	**33**	**34**
1	--	--	--	--	0.60	0.60	0.60	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
2	--	--	--	--	0.60	0.60	0.60	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
3	--	--	--	--	0.60	0.60	0.60	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
4	--	--	--	--	0.60	0.60	0.60	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
5	0.65	0.65	0.65	0.65	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
6	0.65	0.65	0.65	0.65	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
7	0.65	0.65	0.65	0.65	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
8	0.70	0.70	0.70	0.70	0.30	0.30	0.30	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
9	0.70	0.70	0.70	0.70	0.45	0.45	0.45	--	--	--	--	--	--	--	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
10	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	--	--	--	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
11	0.70	0.70	0.70	0.70	0.45	0.45	0.45	--	--	--	--	--	--	--	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
13	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
14	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
15	--	--	--	--	--	--	--	--	0.70	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.80	0.80	0.80	0.80	0.80	0.80
16	--	--	--	--	--	--	--	--	0.70	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.80	0.80	0.80	0.80	0.80	0.80
17	--	--	--	--	--	--	--	--	0.70	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	0.80	0.80	0.80	0.80	0.80	0.80
18	--	--	--	--	--	--	--	--	0.70	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	0.70	0.70	0.70	0.70	0.70	--	--	--	--	0.80	0.80	0.80	0.80	0.80	0.80
19	--	--	--	--	--	--	--	--	0.70	0.70	0.70	0.70	0.70	0.70	--	0.40	0.40	0.40	0.40	0.70	0.70	0.70	0.70	0.70	--	--	--	--	0.80	0.80	0.80	0.80	0.80	0.80
20	0.70	0.70	0.70	0.70	0.70	0.70	0.70	--	0.70	0.70	0.70	0.70	0.70	0.70	0.80	0.32	0.32	0.32	0.32	--	--	--	--	--	--	--	--	--	0.80	0.80	0.80	0.80	0.80	0.80
21	0.70	0.70	0.70	0.70	0.70	0.70	0.70	--	0.70	0.70	0.70	0.70	0.70	0.70	0.48	0.80	0.80	0.80	0.80	--	--	--	--	--	--	--	--	--	0.80	0.80	0.80	0.80	0.80	0.80
22	0.70	0.70	0.70	0.70	0.70	0.70	0.70	--	0.70	0.70	0.70	0.70	0.70	0.70	0.48	0.80	0.80	0.80	0.80	--	--	--	--	--	--	--	--	--	0.80	0.80	0.80	0.80	0.80	0.80
23	0.70	0.70	0.70	0.70	0.70	0.70	0.70	--	0.70	0.70	0.70	0.70	0.70	0.70	0.48	0.80	0.80	0.80	0.80	--	--	--	--	--	--	--	--	--	0.80	0.80	0.80	0.80	0.80	0.80
24	0.70	0.70	0.70	0.70	0.70	0.70	0.70	--	0.70	0.70	0.70	0.70	0.70	0.70	0.48	0.80	0.80	0.80	0.80	--	--	--	--	--	--	--	--	--	0.80	0.80	0.80	0.80	0.80	0.80
25	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.62	0.70	0.70	0.70	0.70	0.70	0.62	0.62	0.62	0.62	--	--	--	--	0.50	0.50	0.50	--	--	--
26	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.62	0.70	0.70	0.70	0.70	0.70	0.62	0.62	0.62	0.62	--	--	--	--	0.50	0.50	0.50	--	--	--
27	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.62	0.70	0.70	0.70	0.70	0.70	0.62	0.62	0.62	0.62	0.40	0.40	--	--	--	--	--	0.40	0.40	0.40
28	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.62	0.70	0.70	0.70	0.70	0.70	0.62	0.62	0.62	0.62	0.40	0.40	--	--	--	--	--	0.40	0.40	0.40
29	0.70	0.70	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.40	0.40	--	--	--	--	--	0.40	0.40	0.40
30	0.70	0.70	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.40	0.40	--	--	--	--	--	0.40	0.40	0.40
31	0.70	0.70	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.40	0.40	--	--	--	--	--	0.40	0.40	0.40
32	0.70	0.70	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	--	--	--	--	--	--	--	--	--	--
33	0.70	0.70	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	--	--	--	--	--	--	--	--	--	--
34	0.70	0.70	0.70	0.70	0.70	0.70	0.70	--	--	--	--	--	--	--	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	--	--	--	--	--	--	--	--	--	--

Table 8
Regional Work and Non-Work Trip Vehicle Occupancies
Historical and Projected

	Household Surveys			Model Simulation	
Trip Purpose	1965	1981	1990	2000	2030
Home-Based Work	1.180	1.129	1.095†	1.099*	1.109*
Home-Based Shop	1.443	1.241	1.416§	1.368*	1.361*
Home-Based Social / Rec	1.813	1.730	1.584§	1.547*	1.552*
Home-Based School	2.782	2.234	2.373§		
Home-Based Grade School			NA	NA	NA
Home-Based High School			3.205§	4.317*	4.145*
Home-Based College			1.164§	1.272*	1.318*
Non-Home-Based	1.445	1.254	1.206§	1.228*	1.231*
Total Trips	1.440	1.303	1.299§	1.341*	1.328*

1965, 1981 and 1990 vehicle occupancy rates derived from household travel surveys.
** Regional Model Simulation using BAYCAST system, not assumed.*
† Source: 1990 Census-based Observed Home-Based Work trips.

Standard Vehicle Occupancy Assumptions:
Drive Alone = 1.0 persons per vehicle
Shared Ride 2 = 2.0 persons per vehicle
Shared Ride 3+ = 3.5 persons per vehicle

Note: The vehicle occupancy rates for home-based shop and social/recreation trips are based on vehicle driver vs. vehicle passenger data from the 1965 and 1981 surveys. For the 1990 survey, the vehicle occupancy rates are based on drive alone, shared ride 2 and shared ride 3+ data. The vehicle occupancy data from the three household survey datasets are not strictly comparable, given the incomplete information on vehicle occupants obtained from household travel surveys.

Table 9
Ratio of Gas Prices in San Francisco and Los Angeles

		San Francisco	Los Angeles	Ratio SF/LA	Difference SF - LA
January	2001	$1.760	$1.609	1.09	$0.151
February	2001	$1.758	$1.666	1.06	$0.092
March	2001	$1.830	$1.708	1.07	$0.122
April	2001	$1.943	$1.826	1.06	$0.117
May	2001	$2.035	$2.067	0.98	-$0.032
June	2001	$2.006	$2.049	0.98	-$0.043
July	2001	$1.883	$1.896	0.99	-$0.013
August	2001	$1.709	$1.650	1.04	$0.059
September	2001	$1.856	$1.670	1.11	$0.186
October	2001	$1.758	$1.529	1.15	$0.229
November	2001	$1.638	$1.347	1.22	$0.291
December	2001	$1.419	$1.158	1.23	$0.261
January	2002	$1.325	$1.237	1.07	$0.088
February	2002	$1.313	$1.383	0.95	-$0.070
March	2002	$1.492	$1.585	0.94	-$0.093
April	2002	$1.679	$1.693	0.99	-$0.014
May	2002	$1.638	$1.657	0.99	-$0.019
June	2002	$1.667	$1.658	1.01	$0.009
July	2002	$1.698	$1.673	1.01	$0.025
August	2002	$1.680	$1.684	1.00	-$0.004
September	2002	$1.662	$1.677	0.99	-$0.015
October	2002	$1.632	$1.619	1.01	$0.013
November	2002	$1.703	$1.666	1.02	$0.037
December	2002	$1.667	$1.613	1.03	$0.054
January	2003	$1.744	$1.693	1.03	$0.051
February	2003	$1.950	$1.878	1.04	$0.072
March	2003	$2.186	$2.165	1.01	$0.021
April	2003	$2.149	$2.122	1.01	$0.027
May	2003	$1.952	$1.879	1.04	$0.073
June	2003	$1.875	$1.766	1.06	$0.109
July	2003	$1.907	$1.737	1.10	$0.170
August	2003	$1.968	$1.917	1.03	$0.051
September	2003	$2.139	$2.083	1.03	$0.056
October	2003	$1.897	$1.889	1.00	$0.008
November	2003	$1.750	$1.757	1.00	-$0.007
December	2003	$1.667	$1.715	0.97	-$0.048
				37.31	
				1.04	

Table 10
2025 Tolls on Bay Area Bridges

All Alternatives

Bridge	Share of Discounted Tolls	Full Price Toll (2025 $)	Discounted Toll (2025 $)	Average Toll (2025 $)	Average Toll (1990 $)	Avg. Toll / 2 (1990$)
Benicia	0%	$3.00	$3.00	$3.00	$1.05	$0.53
Carquinez	0%	$3.00	$3.00	$3.00	$1.05	$0.53
San Rafael	0%	$3.00	$3.00	$3.00	$1.05	$0.53
Golden Gate	0%	$3.00	$3.00	$3.00	$1.05	$0.53
Bay Bridge	0%	$3.00	$3.00	$3.00	$1.05	$0.53
San Mateo	0%	$3.00	$3.00	$3.00	$1.05	$0.53
Dumbarton	0%	$3.00	$3.00	$3.00	$1.05	$0.53
Antioch	0%	$3.00	$3.00	$3.00	$1.05	$0.53

CPI: 1990=406.0; 2025=1157.1; Ratio 0.3509

Table 11
Speed/Capacity Table (With Revised Speeds)
San Francisco Bay Area Regional Highway Networks

Area Type	**Facility Type**								Speed Class*	
	Frwy-to-Frwy (1)	Freeway (2)	Expwy (3)	Collector (4)	Fwy Ramp (5)	Dummy (6)	Major Arterial (7)	Metered Ramp (8)	Special (9)	Special (10)
Core (0)	1,700 40	1,850 55	1,300 40 (25)	550 10 (5)	1,300 30 (25)	N.A.	800 20 (15)	700 25 (20)	1,900 (A) 55	1,350 (G) 40 (25)
CBD (1)	1,700 40	1,850 55	1,300 40 (25)	600 15 (10)	1,300 30 (25)	N.A.	850 25 (20)	700 25 (20)	1,950 (B) 60	1,500 (H) 45 (30)
UBD (2)	1,750 45	1,900 60	1,450 45 (30)	650 20 (15)	1,400 35 (30)	N.A.	900 30 (25)	800 30 (25)	2,000 (C) 65	1,530 (I) 55 (40)
Urban (3)	1,750 45	1,900 60	1,450 45 (30)	650 25 (20)	1,400 35 (30)	N.A.	900 30 (25)	800 30 (25)	1,780 (D) 50	900 (J) 25 (20)
Suburb.(4)	1,800 50	1,950 65	1,500 50 (35)	800 30 (25)	1,400 40 (35)	N.A.	950 35 (30)	900 35 (30)	1,800 (E) 45	950 (K) 30 (25)
Rural (5)	1,800 50	1,950 65	1,500 55 (40)	850 35 (30)	1,400 40 (35)	N.A.	950 40 (35)	900 35 (30)	1,840 (F) 50	980 (L) 40 (35)

Upper Entry: Capacity at Level of Service "E" in vehicles per hour per lane, i.e., ultimate capacity

Lower Entry: Free-Flow Speed (miles per hour)

* Speed Class = (Area Type * 10) + Facility Type

N.A. = Not Applicable

Notes:

(A) TOS Fwy (AT=0,1); (B) TOS Fwy (AT=2,3); (C) TOS Fwy (AT=4,5); (D) Golden Gate; (E) TOS Fwy-to-Fwy (AT=0-3); (F) TOS Fwy-to-Fwy (AT=4,5)

(G) Expwy TOS (AT=0,1); (H) Expwy TOS (AT=2,3); (I) Expwy TOS (AT=4,5); (J) Art.Sig.Coor. (AT=0,1); (K) Art.Sig.Coor. (AT=2,3); (L) Art.Sig.Coor. (AT=4,5)

Speed values in parentheses are used in MTC speed post-processing routine, now considered the "main processing" routine.

Table 12
Distribution of Average Weekday Daily Vehicle Miles of Travel (VMT)
by Average Link Speed (mph)
13 Speed Cohorts used in ARB BURDEN Models
Forecasts Prepared for 2007 Update of Transportation Improvement Program

		2000 Base Year		2015 Intermediate Year		2030 TIP Forecast	
	Speed Cohort	VMT	% of Total	VMT	% of Total	VMT	% of Total
1	< 7.5 mph	1,607,270	1.1%	162,729	0.1%	337,249	0.2%
2	7.5 - 12.5 mph	768,811	0.5%	1,109,822	0.7%	1,484,286	0.8%
3	12.5 - 17.5 mph	8,617,212	6.0%	9,833,353	5.8%	12,398,234	6.5%
4	17.5 - 22.5 mph	10,430,867	7.3%	10,259,730	6.1%	13,715,850	7.2%
5	22.5 - 27.5 mph	20,688,657	14.4%	22,647,448	13.4%	25,650,708	13.4%
6	27.5 - 32.5 mph	15,699,998	10.9%	17,893,260	10.6%	21,481,918	11.2%
7	32.5 - 37.5 mph	11,969,989	8.3%	15,547,765	9.2%	18,119,216	9.5%
8	37.5 - 42.5 mph	3,756,947	2.6%	6,200,939	3.7%	6,001,038	3.1%
9	42.5 - 47.5 mph	5,457,459	3.8%	5,748,981	3.4%	7,247,806	3.8%
10	47.5 - 52.5 mph	5,376,444	3.7%	6,146,066	3.6%	6,270,673	3.3%
11	52.5 - 57.5 mph	5,699,263	4.0%	6,844,125	4.1%	6,199,336	3.2%
12	57.5 - 62.5 mph	27,966,485	19.4%	31,493,769	18.7%	34,166,429	17.8%
13	> 62.5 mph	25,762,334	17.9%	34,802,852	20.6%	38,611,084	20.1%
	TOTAL	143,801,736	100.0%	168,690,842	100.0%	191,683,826	100.0%

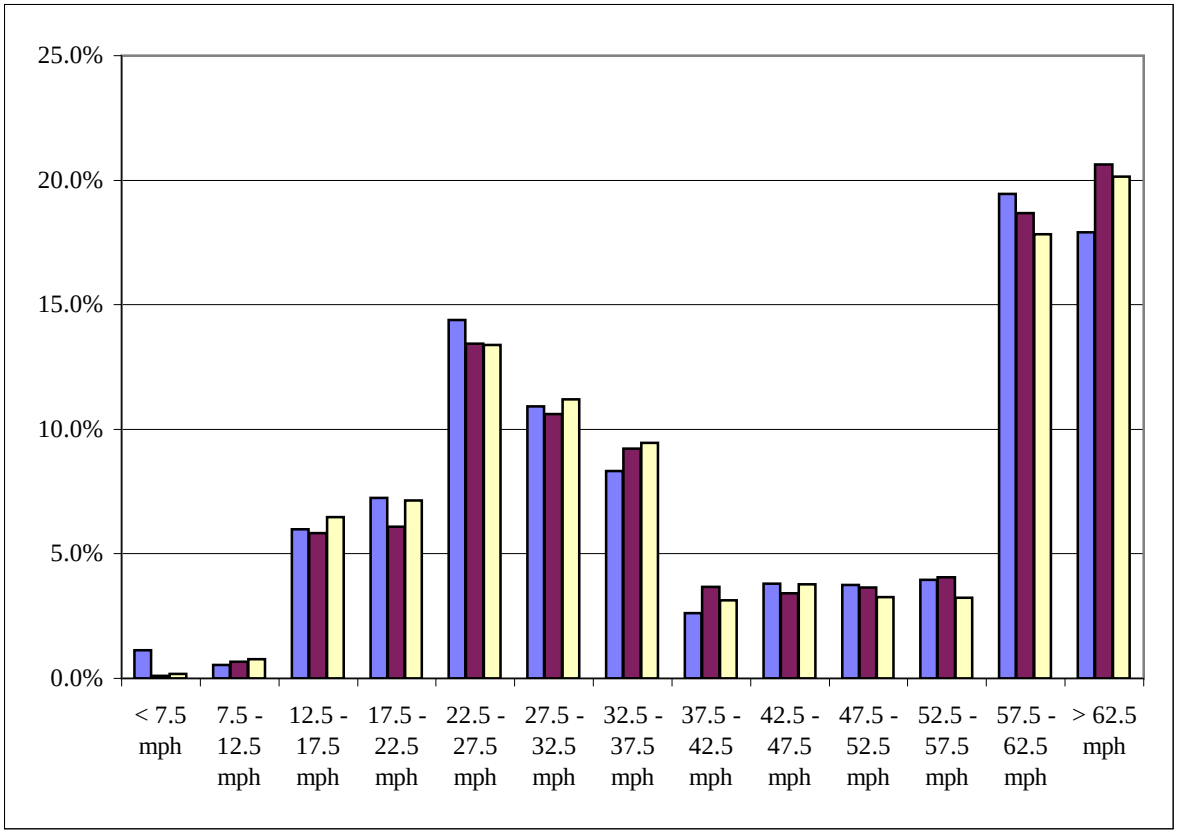


Table 13
Changes in Transit Operator Base Fares, 1998 to 2006

Operator	1998 Fare	2001 Fare	2004 Fare	2006 Fare	Percent Change, 2001-2006
Muni	$1.00	$1.00	$1.25	$1.50	50.0%
BART	$1.10	$1.10	$1.25	$1.40	27.3%
AC Transit	$1.25	$1.35	$1.50	$1.75	29.6%
SCVTA-Local	$1.10	$1.25	$1.50	$1.75	40.0%
SCVTA-Express	$1.75	$2.00	$3.00	$3.50	75.0%
SamTrans	$1.00	$1.10	$1.25	$1.50	36.4%
Golden Gate (Marin)	$1.25	$1.50	$1.80	$2.00	33.3%
Golden Gate (Sonoma)	$1.75	$2.15	$2.45	$2.85	32.6%
Caltrain	$1.11	$1.11	$1.50	$2.25	102.7%
CCCTA	$1.00	$1.25	$1.50	$1.75	40.0%
Vallejo	$1.00	$1.25	$1.35	$1.50	20.0%
Tri-Delta	$0.75	$0.75	$1.00	$1.00	33.3%
WHEELS (LAVTA)	$1.00	$1.00	$1.25	$1.25	25.0%

Notes:
1. For the 1998 RTP, fares as of February 1998 were used. For the 2001 RTP, fares as of May 2001 were used. For the 2005 RTP/TIP, fares as of March 2004 will be used.
2. Transit fares are from MTC records, and the Web site: http://www.transitinfo.org/
3. Caltrain fares are based on a 10-ride ticket book.
4. LAVTA increased adult fares to $1.25 on 11/1/01.
4. Golden Gate Transit fares shown are for intra-Marin and intra-Sonoma counties. Golden Gate Transit District increased fares on an annual basis between 1999-2001. The fare increases of 7/1/00 were used in the 2001 RTP.

APPENDIX A – 12

Regional Policy for Enforcing Fund Obligation Deadlines and Project Substitution Requests for STP, CMAQ and Enhancements Funds

MTC Resolution No. 3606

Date: October 22, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/26/06-C

ABSTRACT

Resolution No. 3606, Revised

This Resolution establishes the regional policy for project delivery for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) period and subsequent extensions, for Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement (CMAQ) funds.

This resolution was revised on April 26, 2006 to reflect changes in Caltrans procedures and federal regulations.

Further discussion of this action is contained in MTC Executive Director's Memorandums to the MTC Programming and Allocations Committee dated October 8, 2003, and April 12, 2006

Date: October 22, 2003
W.I.: 1512
Referred by: PAC

Re: Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3606

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency (RTPA) for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region (the region); and

WHEREAS, MTC, as the designated RTPA and MPO for the region, is responsible for programming and managing certain federal and state funding provided to the San Francisco Bay Area for transportation purposes; and

WHEREAS, Assembly Bill 1012 (Chapter 783, Statutes of 1999 - Torlakson) established stringent timely use of funds deadlines for projects receiving federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funding; and

WHEREAS, Section 16304 of the California Government Code requires that federal funds obligated to a project must be encumbered within two state fiscal years following the year of obligation, and requires that these funds be liquidated (expended, invoiced and reimbursed) within three state fiscal years following the state fiscal year of encumbrance; and

WHEREAS, the region could lose STP and CMAQ funding if projects within the region do not adhere to the timely use of funds requirements under AB 1012 and Section 16304 of the California Government Code; and

WHEREAS, the region has used all of its federal Obligation Authority (OA) under TEA-21 and has over 125 projects totaling approximately $100 million waiting for additional OA; and

WHEREAS, MTC has established regional obligation deadlines for projects receiving STP and CMAQ funding to ensure that the region obligates federal funding in a timely manner; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, establishes the policy for managing the region's OA and enforcing the region's delivery of STP and CMAQ funding; now, therefore, be it

RESOLVED, that MTC approves the Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ funds set forth in Attachment A to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 22, 2003

Regional Project Delivery Policy for SAFETEA
STP and CMAQ Funding

General Policy

The region has established deadlines for funding in the regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) and subsequent extensions.

STP and CMAQ funds are to be programmed in the Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP).

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone. STP/CMAQ funds may be used for any phase of the project in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can delivery new projects within the required deadlines.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. STP/CMAQ funds may be shifted among any phase of the project without the concurrence or involvement of MTC if allowed

under Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP.

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Programming to Apportionment in the year of Obligation

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization Act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after March 1 of each fiscal year. In some years OA may not be available for advancements until after June 1, but the funds must be identified in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to June 1.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other federal-aid projects. Restrictions may be placed on the advancement of funds for agencies that are delivery-challenged (continue to have difficulty delivering projects within required deadlines) or have current projects that are in violation of funding deadlines. MTC may consult

with Caltrans and/or the appropriate CMA to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip*:* Caltrans releases unused local OA on June 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision allows the advancement of projects after June 1, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal requirements have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract cannot easily be met within the required deadline, the agency may consider using ACA until the project phase is underway and the agency is ready to invoice. ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis.

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Project Cost Savings/Changes in Scope/Project Failures

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these Project reductions will not be used. Federal regulations require that the project proceed to construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in ten years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs (such as Local Streets and Roads Rehabilitation) are available for redirection within the program by the

respective CMA, subject to Commission approval. Project funding reductions within regional competitive programs, such as the Transportation for Livable Communities (TLC) program, or for regional operations projects such as 511, are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans procedures and federal regulation. However, STP/CMAQ funding for the project is limited to the amount approved by MTC. Once funds are de-obligated there is no guarantee the funds will be available for the project.

Project funding reductions or unused funds realized after the obligation deadline return to MTC. Any STP/CMAQ funds that have been obligated but remain unused will be deobligated and returned to the Commission for reprogramming.

Important Tip: If a project is canceled as a result of the environmental process, the agency does not have to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Annual Obligation Plan

California Streets and Highway Code 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution. There is no provision in state statute the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan at the beginning of each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made for the year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and if necessary, review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation are subject to de-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the program fiscal year. The agency shall be considered committed to delivering the project (obligating the funds or

transferring to FTA) once the program year becomes the current fiscal year, and the annual Obligation Plan has been developed for that year.

In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that are delivery-challenged (continue to have difficulty delivering projects within required deadlines) or have current projects that are in violation of funding deadlines.

Specific Policy Provisions

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

  Implementing agencies are required to request a field review from Caltrans Local Assistance within 12 months of approval of the project in the TIP, but no less than 12 months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities. Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

  Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined Programmatic Categorical Exclusion as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Disadvantaged Business Enterprise (DBE)**

  Obligation of federal funds may not occur for contracted activities (any combination of environmental/ design/ construction/ procurement activities performed outside the agency) until and unless an agency has an approved DBE program and methodology for the current federal fiscal year. Therefore, agencies with federal funds programmed in the TIP must have a current approved DBE Program and annual methodology (if applicable) in place prior to the fiscal year the federal funds are programmed in the TIP.

  STP/CMAQ funding for agencies without approved DBE methodology for the current year are subject to redirection to other projects after March 1. Agencies should begin the DBE process no later than January 1 to meet the March 1 deadline. Projects advanced under the Expedited Project Selection Process (EPSP) must have an approved DBE program and annual methodology for the current year (if applicable) prior to the advancement of funds.

Important Tip: An agency DBE plan is required before the obligation of federal funds. Furthermore, an annual DBE methodology must be approved prior to the obligation of federal funds for services to be contracted out (such as environmental/ design/ construction/ procurement activities performed outside the agency). An annual DBE methodology may not be required if the activities (such as environmental or design) are to be performed in-house using internal staff resources. It generally takes a minimum of 90 days (including a minimum 45-day public comment period) to have an annual DBE methodology approved. Due to the complexities of the DBE requirements, agencies should contact Caltrans Local Assistance to determine whether an annual DBE methodology is required. If a DBE methodology is required, agencies are encouraged to begin the process by June of the preceding federal fiscal year so the process may be complete by the beginning of the federal fiscal year in October.

- **Obligation/Submittal Deadline**

Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by March 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by March 1 of the programmed year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after March 1 of the programmed year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the March 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/transferring the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to de-programming by MTC.

Within the CMA administered programs, such as the Local Streets and Roads Rehabilitation program, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until March 1 of the programmed year, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional operations projects, such as 511, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of May 31of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation or FTA transfer to Caltrans Local Assistance by March 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/ FTA transfer of the funds by May 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2007-08 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of March 1, 2008 and an obligation/FTA transfer deadline of

May 31, 2008. Projects programmed in FY 2008-09 have an obligation request submittal deadline (to Caltrans) of March 1, 2009 and an obligation/FTA transfer deadline of May 31, 2009. No extensions will be granted to the obligation deadline.

- Submittal Deadline: March 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).

- Obligation Deadline: May 31 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

March 1 - Regional submittal deadline. Complete package submittals, and ACA conversion requests for projects in the annual obligation plan received by March 1 of the fiscal year the funds are programmed in the TIP will receive priority for obligations against available OA.

March 1 – May 31 - Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by May 31. If OA is limited, these projects will compete for OA with projects advanced from future years on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to May 31, in order to secure the funds within that federal fiscal year.

May 31 - Regional obligation deadline. Funds not obligated (or transferred to FTA) by May 31of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to May 31 in order to secure the funds within that federal fiscal year.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement, except under certain circumstances such as when Caltrans uses ACA for state projects.

Important Tip*:* In some years OA for the region may be severely limited, especially toward the end of the federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the deadline of March 1 have priority, followed by other projects in the annual obligation plan submitted before the deadline of March 1. Projects in the obligation plan but submitted after March 1 may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after June 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. Obligation requests submitted after the March 1 deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy may have OA restricted.

- **Program Supplement Agreement (PSA) Deadline**

  The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. The agency must contact Caltrans if the PSA is not received from Caltrans within 60 days of the obligation. This requirement does not apply to FTA transfers.

  Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to deobligation by Caltrans.

- **Construction Advertisement / Award Deadline**

  For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 6 months of obligation and awarded within 9 months of obligation. However, regardless of the advertisement and award deadlines, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding.

  Agencies must submit the notice of award to Caltrans in accordance with Caltrans Local Assistance procedures, with a copy also submitted to the applicable CMA. Agencies with projects that do not meet these award deadlines will have future programming and OA restricted until their projects are brought into compliance.

  For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip*:* Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

- **Invoicing Deadline**

Funds for each federally funded phase and for each federal program code must be invoiced against at least once every six months.

Funds for each federally funded (Environmental (ENV/ PA&ED), Preliminary Engineering (PE), Final Design (PS&E) and Right of Way (R/W) phase and for each federal program code within these phases, must be invoiced against at least once every six months following obligation. Funds that are not invoiced at least once every 12 months are subject to de-obligation. There is no guarantee that funds will be available to the project once de-obligated.

Funds for the Construction (CON) phase, and for each federal program code within the construction phase, must be invoiced and reimbursed against at least once within 12 months of the obligation, and then invoiced at least once every 6-months there after. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee that funds will be available to the project once de-obligated.

If a project does not have eligible expenses within a 6-month period, the agency must provide a written explanation to Caltrans Local Assistance for that six-month period and submit an invoice as soon as practicable to avoid missing the 12-month invoicing and reimbursement deadline.

Agencies with projects that have not been invoiced against and reimbursed within a 12-month period, regardless of federal fund source, will have restrictions placed on future programming and OA until the project is properly invoiced. Funds that are not invoiced and reimbursed against at least once every 12 months are subject to de-obligation by FHWA.

Important Tip*:* In accordance with Caltrans procedures, federal funds must be invoiced against for each obligated phase and each federal program code at least once every six months. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings can use ACA to proceed with the project, then convert to a full obligation prior to project completion. ACA does not meet the obligation deadline, but ACA conversions do receive priority in the annual obligation plan.

- **Inactive Projects**

  Most projects can be completed well within the state's deadline for funding liquidation or FHWA's ten-year proceed-to-construction requirement. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than twelve months. It is expected that funds for completed phases will be invoiced immediately for the phase, and projects will be closed out within six months of the final project invoice. Funds that are not invoiced and reimbursed at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated.

- **Liquidation/Reimbursement Deadline**

  Funds must be liquidated (fully expended, invoiced and reimbursed) within six years of obligation.

  California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 6 state fiscal years following the fiscal year in which the funds were appropriated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

  Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

  At the time of obligation, the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funds remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

  Projects must be properly closed out within six months of final project invoice. Projects must proceed to construction within 10 years of federal authorization of the initial phase.

  Federal regulations require that federally funded projects proceed to construction within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction in 10 years, FHWA will de-obligate any remaining funds, and the agency is required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency does not have to repay

reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy, and other state and federal requirements, can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the project against these regional, state and federal funding deadlines and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and may be able to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive STP or CMAQ funding based on the implementing agency's demonstrated ability to delivery the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

Regional Project Funding Delivery Policy Intent

The intent of this regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority, and in meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in addition to state and federal funding deadlines to provide the opportunity for implementing agencies, the CMAs, Caltrans, and MTC to solve potential project delivery issues and bring projects back on-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy specifically addresses the regional STP and CMAQ funds managed by MTC, the state and federal deadlines sited apply to all federal-aid funds administered by the state (with few exceptions such as Congressionally mandated projects including Earmarks). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.

This regional Project delivery policy was developed by the San Francisco Bay Area's Partnership, through the Project Delivery Task Force of the Bay Area Partnership's Finance Working Group (FWG), consisting of representatives of Caltrans, the county Congestion Management Agencies (CMAs), transit operators, counties, and MTC staff.

APPENDIX A – 13

Project Review Criteria and Procedures
MTC Resolution No. 3115

Date: October 28, 1998
W.I.: 61.1.10
Referred By: WPC

<u>ABSTRACT</u>

Resolution No. 3115

This resolution adopts the criteria and procedures to be employed by the MTC in the review and approval of projects and related grant applications pursuant to §§ 665l8 and 66520 of the Government Code, and § 21655.6 of the Vehicle Code, and federal Intergovernmental Review requirements, and fulfill MTC's responsibilities under the memoranda of understanding with the Association of Bay Area Governments and the California Department of Transportation as authorized pursuant to MTC Resolution No. 1569.

This resolution supersedes MTC Resolution No. 1570.

Date: October 28, 1998
W.I.: 61.1.10
Referred By: WPC

Re: Project Review Criteria and Procedures

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3115

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, Government Code § 665l8 provides that the California Transportation Commission, when allocating funds for construction projects on the state highway system within the region, shall determine that the projects conform to the MTC's Regional Transportation Plan and its schedule of priorities; and

WHEREAS, Government Code § 66520 provides that any application to the state or federal government, for any grant of money, whether an outright or matching grant, by any city, city and county, county, or transportation district within the San Francisco Bay Area shall, if it contains a transportation element, first be submitted to MTC for review as to its compatibility with the Regional Transportation Plan (RTP), and the schedule of priorities included therein; and

WHEREAS, Vehicle Code § 21655.6 requires that the Department of Transportation (Caltrans) obtain the approval of the regional transportation planning agency prior to establishing the exclusive or preferential use of highway lanes for high-occupancy vehicles; and

WHEREAS, certain transportation projects and/or programs defined in federal regulations (49 CFR l7) are subject to Intergovernmental Review under procedures implementing Executive Order 12372; and

WHEREAS, a Memorandum of Understanding (MOU) among the Association of Bay Area Governments (ABAG), the California Department of Transportation (Caltrans), and the MTC defines their respective roles and responsibilities in the Intergovernmental Review process (MTC Resolution No. 1569); and

WHEREAS, by Resolution No. 1570 the MTC adopted criteria used to determine the "Regional vs. Local" nature of projects to be reviewed, and instituted a project classification listing to indicate the application of those criteria in selecting projects for review; and

WHEREAS, the MTC desires to establish criteria and procedures for project review and application approval appropriate to the type of transportation projects and/or programs which are the subject of such action; now, therefore, be it

RESOLVED, that the MTC finds that the criteria and procedures for project review and application approval described in Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, permit the efficient and proper discharge of its responsibilities under Sections 66518 and 66520 of the Government Code and § 21655.5 of the Vehicle Code; and, be it further

RESOLVED, that the MTC finds that those criteria and procedures satisfy Intergovernmental Review requirements and fulfill its responsibilities under the MOU; and, be it further

RESOLVED, that the MTC adopts the criteria and procedures for project review and application approval shown in Attachment A as those to be employed for such actions henceforth; and, be it further

RESOLVED, that the MTC directs staff, with the next annual cycle, to revise the project review procedures described in the Regional Transportation Plan to conform to those contained in Attachment A; and, be it further

RESOLVED, that Resolution No. 1570 is hereby superseded.

METROPOLITAN TRANSPORTATION COMMISSION

Jim Spering, Chairman

The above resolution was entered into by
the Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California on October 28, 1998.

MTC Project Review and Application Approval Criteria and Procedures

I. PROJECT REVIEW — COMMISSION REVIEW AND APPLICATION APPROVAL

Any projects or program contained in the Annual/biennial Element of the Transportation Improvement Program (TIP) which fall under any of the criteria for major transportation projects listed below shall require Project Review by MTC to determine consistency with the Regional Transportation Plan and as a condition for implementation.

This shall also apply to any project or program amended into the Annual/biennial element of the TIP subsequent to its adoption.

Criteria

1. The authorizing or permitting exclusive or preferential use of highway lanes for high-occupancy vehicles, with the exception of HOV bypass lanes, by the State Department of Transportation;
2. The construction of mixed-flow highway lanes or of auxiliary lanes which do not terminate at the first subsequent interchange on the State highway system.
3. Interchange or local arterial improvements which have the potential to affect main-line operations on the State Highway System;
4. Transit projects that involve the construction of rail extensions, new stations, or parking facilities that exceed 500 parking spaces;
5. Transportation projects that have special circumstances or issues (i.e. design, environmental, financial) that warrant a review by the Commission.

Procedure:

All projects or programs contained in the Annual/Biennial Element of the current Transportation Improvement Program (TIP) falling under any one of the above criteria must be submitted to MTC by the project sponsor for project review and application approval, pursuant to Sections 66518 or 66520 of the California Government Code.

Upon receipt of an application, staff reviews the project or program documentation and, if appropriate, advises the applicant of any deficiencies or other problems likely to delay application approval. When the project sponsor's documentation and applicable environmental analysis is found to be satisfactory, staff prepares a Staff Evaluation of the project and a

resolution that determines that the project conforms with the RTP, and supports the grant application for the amounts contained in the Annual/Biennial Element. The Staff Evaluation and resolution are presented to the Grant Review & Allocations Committee for review and, if found satisfactory, referral to the Commission for approval. The project sponsor can access TIP funding only after Commission approval of the application.

II. ADMINISTRATIVE APPROVAL

Any project or program contained in the annual/biennial element of the Transportation Improvement Program (TIP) not falling under any of the criteria for major transportation projects listed above shall be considered consistent with the Regional Transportation Plan and the schedule of priorities included therein, and will require no further review or approval action by MTC as a condition for implementation.

Procedure

In adopting the federal Transportation Improvement Program (TIP), the Annual/Biennial projects or programs eligible projects will be identified for administrative approval. Each entry in the TIP tabulation will include the name of the implementing agency, the project description (as shown in the TIP), and the total estimated cost in the Annual/Biennial Element. Unless a project is revised, no further review by MTC will be necessary after the approval of the TIP.

III. REVIEW OF LOCALLY FUNDED ROAD PROJECTS

Generally, locally funded road projects are not normally subject to project review and may be administratively approved. However, if these road projects significantly impact the State highway system, Project Review will be required to determine consistency with the Regional Transportation Plan.

Additionally, locally funded road projects that have regional significance will be listed in the TIP. *Regionally significant* projects must be included in the TIP to ensure adequacy of the federal air quality conformity analysis. *Regionally significant projects* mean capacity increasing projects that normally include principal arterial highways or fixed guideway transit facilities or that offer an alternative to regional highway travel.

Other related actions, such as an amendment of the Transportation Improvement Program, may be necessary in addition to the process described above.

APPENDIX A – 14

MTC Public Participation

MTC Resolution Nos. 2648 and 3351

Date:	January 26, 1994
W.I.:	901.60.01
Referred by:	A&O, LPAC
Revised:	07/24/96-C
	07/23/03-C

ABSTRACT

Resolution No. 2648, Revised

Subject:

This resolution adopts the Commission's Federal Public Involvement Procedures.

This resolution was revised July 24, 1996.

Attachment A was revised on July 23, 2003 to reflect additions and refinements to MTC's Federal Public Involvement Procedures.

Date: January 26, 1994
W.I.: 901.60.01
Referred by: A&O, LPAC

RE: MTC Federal Public Involvement Procedures.

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 2648

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 *et seq*. and is the federally designated metropolitan planning organization for the San Francisco Bay Area; and

WHEREAS, MTC's responsibilities have increased to include transportation funding, administering the Bay Area Toll Authority, initiating the single-ticket TransLink® Program, operating freeway call boxes and traveler information services such as TravInfo®; and

WHEREAS, MTC is committed to involving citizens, public agencies and officials, private providers of transportation, and other interested parties in the development of transportation plans and programs, in a manner consistent with the federal Intermodal Surface Transportation Efficiency Act [Pub. Law 102-240, 105 Stat. 1914]; and

WHEREAS, MTC intends to adopt public involvement procedures, in furtherance of its commitment to encourage citizens to participate in the decision-making process, and pursuant to requirements of the Federal Highway Administration and the Federal Transit Administration that metropolitan planning organizations adopt and periodically update public involvement procedures [58 Fed. Reg. 58040 (Oct. 28, 1993)]; now, therefore, be it

RESOLVED, that MTC adopts the Public Involvement Procedures attached hereto and incorporated herein as Exhibit A; and, be it further

RESOLVED, that Exhibit A shall be revised periodically by MTC as part of its ongoing commitment to inform Bay Area citizens about transportation issues and to include the public in its decision-making process; and be it further

RESOLVED, that the Executive Director shall submit a copy of this resolution to the Federal Highway Administration and the Federal Transit Administration, and other agencies as appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Jane Baker

Jane Baker, Chairwoman

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 26, 1994.

EG:MTI.SYS:Res-2648

Metropolitan Transportation Commission
Federal Public Involvement Procedures
Revised: July 1996
Revised: July 2003

Guiding Principles

The Metropolitan Transportation Commission's public involvement procedures are built on the following guiding principles:

- Public participation is a dynamic activity that requires teamwork and commitment at all levels of the MTC organization.

- One size does not fit all—effective public participation strategies must be tailored to fit the audience and the issue.

- Citizen advisory committees can be used to hear and learn from many voices in the Bay Area.

- Engaging interested citizens in 'regional' transportation issues is challenging, but possible.

- Effective public outreach and involvement requires relationship building.

These procedures are not a static document, but an on-going strategy that will be periodically reviewed and updated based on established objectives, success, or challenges in meeting those objectives, and the changing circumstances of the Commission and the transportation community it serves.

Introduction

The overall objective of MTC's public involvement process is to provide opportunities to the public for early and continuing involvement in critical transportation projects, plans and decisions, and full public access to key decisions. Engaging the public early and often in the decision-making process is critical to the success of any transportation plan or program, and is required by numerous state and federal laws, as well as by the Commission's own internal procedures. Annually the Commission adopts a Public Involvement Program with performance indicators to track the successes and deficiencies of various activities.

Statutory Requirements

The landmark federal Intermodal Surface Transportation Efficiency Act, which was reauthorized in 1998 as the Transportation Equity Act for the 21st Century (TEA 21), underscores the need for public involvement, calling on metropolitan planning organizations such as MTC to "provide citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties with a reasonable opportunity to comment" on transportation plans and programs.

Title VI of the Civil Rights Act of 1964 requires that transportation planning and programming be non-discriminatory on the basis of race, color, national origin or disability. The federal statute was further clarified and supplemented by the Civil Rights Restoration Act of 1987 and a series of federal statutes enacted in the 1990's relating to the concept of environmental justice. The fundamental principles of environmental justice include:

1. Avoiding, minimizing or mitigating disproportionately high and adverse health or environmental effects on minority and low-income populations;

2. Ensuring full and fair participation by all potentially affected communities in the transportation decision-making process; and

3. Preventing the denial, reduction or significant delay in the receipt of benefits by minority populations and low-income communities

Elements of MTC's Public Involvement Program:

MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, including the following elements:

MTC Web Site: www.mtc.ca.gov

MTC's Web site is targeted to a wide range of audiences ranging from transit riders seeking bus schedules to transportation professionals, elected officials and news media seeking information on particular programs, projects and public meetings.

Updated daily, the site provides information about MTC's projects and programs, the agency's structure and governing body and upcoming public meetings and workshops. It contains the names, email addresses and phone numbers for staff and Commission members, all of MTC's current planning documents, publications located in the MTC-Association of Bay Area Governments (ABAG) Library, data from the 2000 census as well as detailed facts about the region's travel patterns. The site also posts agendas and packets as well as audiocasts, making it possible for interested parties to "tune in" at their convenience to all Commission and standing committee meetings held in the MetroCenter's Lawrence D. Dahms Auditorium.

MTC Commission and Committee Meetings

MTC encourages interested residents to attend MTC Commission and Committee meetings to express their views. Items on the Commission agenda usually come in the form of recommendations from MTC standing committees. Much of the nitty-gritty work of MTC is done at the committee level, thus the public is encouraged to participate at this stage. All MTC meetings are open to the public.

Agendas and meeting packets for all of MTC's standing committees, the Commission and Advisory Committees are posted on the Web site approximately one week prior to each meeting. In addition, MTC's Public Information Office publishes a monthly tentative meeting schedule, and sends copies of this, as well as specific meeting agendas, to interested members of the public.

MTC's 19-member policy board meets the fourth Wednesday of each month. The Commission is comprised of fourteen members appointed by local elected officials two members representing regional agencies (the Association of Bay Area Governments and the San Francisco Bay Conservation and Development Commission), plus three non-voting members from the U.S. Department of Housing and Urban Development, the U.S. Department of Transportation, and the state's Business, Transportation and Housing Agency.

MTC standing committees are listed below:

Administration – oversees the operation and management of the Commission staff, approves consultant contracts and sets agency financial policies (meets the second Wednesday of each month).

Bay Area Toll Authority Oversight – oversees the work of the Bay Area Toll Authority, which serves as fiscal watchdog for the revenue generated by the region's seven state-owned bridges as well as the multi-billion dollar program to update and expand the bridges (meets the second Wednesday of each month).

Programming and Allocations – reviews transportation projects as they become ready for implementation for consistency with regional transportation priorities and air quality laws, then recommends to the full MTC board how various regional, state and federal funds should be allotted to specific projects around the region (meets the second Wednesday of each month).

Legislation – recommends MTC legislative policy, represents the Commission in the legislative process, and oversees the Commission's public information and citizen participation programs (meets the second Friday of each month).

Planning and Operations – recommends revisions to MTC's evolving 2~~0~~5-year long-range transportation plan for the Bay Area; recommends overall priorities for funding the regional transportation system, recommends programming of funds for projects in the State Transportation Improvement Program and the federal Transportation Improvement Program; reviews planning studies along specific travel corridors (meets the second Friday of each month).

Service Authority for Freeways and Expressways Operations – directs the work of motorist-aid programs administered by the MTC Service Authority for Freeways and Expressways, including the region's call box and Freeway Service Patrol network (meets the second Friday of each month).

Written materials that accompany agenda items, often available on the Web, are also made available to the public at committee meetings. In addition, the materials are available from the MTC/ABAG Library or from the MTC Public Information Office. Each of MTC's standing committee meetings is audiocast via MTC's Web site. Staff will work to develop a system for archiving up to six months' worth of packets and audiocasts. All Commission public meetings, workshops, forums, etc. are held in locations that are accessible to persons with disabilities.

Assistive listening devices or other auxiliary aids are available upon request at all MTC meetings. Sign-language interpreters for persons with hearing impairments and readers for persons with visual impairments will be provided if requested through MTC Public Information at least three working days (72 hours) prior to the meeting (five or more days' notice is preferred).

Notices of these meetings, complete with the date, time, location and preliminary agenda, are posted on MTC's website at least 72 hours prior to each meeting and mailed out at least one week prior to the date of the meeting. Final agendas are posted 72 business hours in advance of the meeting time in the MTC/ABAG Library, located in the Joseph P. Bort MetroCenter (the building that houses the MTC offices) at 101 Eighth Street in Oakland. Agendas and meeting notices are available from the MTC Public Information Office (telephone 510/464-7787).

MTC Public Hearings, Workshops and Forums

Public hearings on specific issues may be held as Commission or committee meetings. Notice of these public hearings is placed in the legal section of at least nine major newspapers in the MTC region, three of which are newspapers circulated in minority communities of the Bay Area. Documents containing the proposals to be considered at MTC public hearings are mailed to major libraries throughout the MTC region prior to public hearings, and are made available to interested citizens upon request. In addition, these documents are placed on file in the MTC/ABAG Library, located in the Joseph P. Bort MetroCenter (the building that houses the MTC offices) at 101 Eighth Street in Oakland. The MTC Public Information Office can provide citizens with the names and addresses of libraries that received the public hearing documents.

MTC also conducts workshops, community forums, conferences and other events to keep the public informed and involved in various transportation projects and plans and to elicit feedback from the public and MTC's partners. MTC holds meetings throughout the nine-county San Francisco Bay Area to solicit comments on major plans and programs, such as the long-range Regional Transportation Plan. Meetings are located and scheduled to maximize public participation (including evening meetings). MTC will attempt to provide accurate, high-quality and culturally sensitive translations/interpreters to more actively involve bilingual and multilingual communities in its public comment process when appropriate. Alternative language interpreters must be requested at least three working days (72 hours) prior to the meeting (five or more days' notice is preferred).

MTC Advisory Groups

MTC has established a number of citizen advisory groups to foster ongoing public awareness of and involvement in transportation decision-making, especially by those groups who have been traditionally underserved by transportation systems. The advisory groups are consulted during the development of MTC policies and strategies, and their recommendations on various issues are reported to the Commission. They also address commissioners directly at MTC committee and Commission meetings. MTC Resolution No. 3516 spells out the role and responsibilities of the Commission's three advisory committees, including ways to encourage more dialogue between Commissioners and advisors.

All advisory committee meetings are open to the public. Agendas are posted on the Web and citizens can request to be placed upon the mailing list to receive them. Currently advisory groups include:

- MTC Advisory Council – serves as a citizen advisory group to the Commission. The Advisory Council — composed of 2~~3~~4 members from a number of interest categories — ensures commissioners receive a diverse spectrum of input. The Advisory Council, whose members are appointed to two-year terms, includes the following interest categories: academia, architecture, business, community, construction, engineering, environmental, labor, public safety, the news media as well as user categories: freight, automobile, transit and non-motorized transportation. Additionally, two members are drawn from existing advisory groups to MTC: the Elderly and Disabled Advisory Committee and the Minority Citizens Advisory Council.

- Elderly and Disabled Advisory Committee – set up to advise MTC regarding issues of concern to older adults and to persons with disabilities, including access to transportation services and implementation of the Americans with Disabilities Act. The 20-member panel includes representative from the nine Bay Area counties. Members include one elderly and one disabled advisor from each of the nine counties, selected by the Commissioner(s) representing each county. Two additional advisors, either elderly or disabled, are selected from the region at large by the Commissioners representing the Association of Bay Area Governments and the San Francisco Bay Conservation and Development Commission.

- Minority Citizens Advisory Committee – created to ensure that the views and needs of minority communities are adequately reflected in MTC policies. The Commission appoints,

for two-year terms, 26 members from the nine Bay Area counties to represent the region's major ethnic minority groups: African American, Asian American, Hispanic and Native American. In addition, two members represent the views of low-income communities.

In addition to the current panels listed above, MTC has formed a number of technical advisory committees, and serves on other multi-agency advisory committees.

MTC's Public Information Program

MTC's Public Information staff provides the following materials and services:

- Public Information staff make available to the public meeting agendas, meeting notices and materials that accompany agenda items for meetings of the Commission and its committees and advisory panels.
- Public Information staff also work with interested organizations to arrange for MTC staff and commissioners to make presentations to community groups.
- MTC staff participate in regionwide community and special events, especially events in targeted ethnic and under-represented communities.
- Public Information Officers will respond to questions by telephone, U.S. mail or email from the public and the media about MTC.
- MTC also issues news releases, as appropriate, on Commission programs and actions of interest to the public. New releases are sent to regional, state and national news media, including minority media outlets throughout the nine-county Bay Area.

MTC Publications

The Public Information Office publishes a variety of materials to inform the public about MTC's work, issues relating to Bay Area transportation and guides for transit users. The publications include:

- MTC's monthly newsletter, *Transactions*, offering news about MTC's activities, along with general transportation news for the nine-county San Francisco Bay Area. Between 13,000 and 15,000 copies are circulated free of charge to interested citizens, the news media, public officials, legislators, transit staff, national transportation groups, environmental groups, business groups and libraries.
- *Citizens Guide to MTC*, (updated July 2002) serving as a primer on MTC's roles and responsibilities for the region's interested citizens and local policy-makers, and providing basic information on the Bay Area's transportation network.

- *Moving Costs: A Transportation Funding Guide*, (updated Spring 2000) answering basic questions about transportation finance, and providing information for citizens who want to be involved in transportation funding decisions.
- *MTC's Annual Report*, providing information about MTC allocations and expenditures.

MTC also publishes guides for transit riders and other materials to help Bay Area residents learn more about transportation. These publications include working papers, technical memoranda, reports based on data from the U.S. Census and other sources that describe regional travel characteristics and travel forecasts. They are available to the public through the MTC/ABAG Library, located at MTC offices. Most can be found on MTC's Web site. A charge may be levied to recover the cost of producing and (if applicable) mailing the publication.

All of the Library's publications are listed on MTC's Web site. They can be ordered by phone (510/464-7836), email (library@mtc.ca.gov) or by completing the online form. Upon request, MTC publications are transferred to a format that is accessible to persons with disabilities.

MTC's Electronic Outreach

The commitment to using technology to extend public outreach continues with MTC-ABAG Library staff posting on MTC's Web site the headlines of transportation and related stories from nine Bay Area daily newspapers — *San Francisco Chronicle, San Jose Mercury, Oakland Tribune, Contra Costa Times, San Mateo County Times, Marin Independent Journal, Press Democrat* (Santa Rosa), *Napa Valley Register*, and the *Daily Republic* (Fairfield). Stories are also posted from the *Sacramento Bee, Los Angeles Times, Washington Post* and weekly Bay Area business journals. Readers can view the headlines each morning on MTC's Web site or subscribe to the service via email.

Other Public Participation Efforts

MTC works closely with the Bay Area Partnership that consists of 32 agencies responsible for moving people and goods in the San Francisco Bay Area, as well as for protecting the region's environmental quality. The Partnership includes nine county congestion management agencies (CMAs); federal, state and regional transportation and air quality agencies; twelve of the region's transit operators; four public works directors and one Bay Area port. The Commission works closely with these public agencies to ensure that citizens are informed of and involved in the local decision-making process.

Since the sponsors of major transportation projects are often local jurisdictions or county CMAs, it is critical that the public participate in decisions made at the local level. MTC also works with the State Department of Transportation (Caltrans), the Association of Bay Area Governments and the Bay Area Air Quality Management District to coordinate public involvement activities.

Listening and Responding to the Public

MTC pays close attention to the views of the public. MTC is committed to responding to every letter, fax and email sent by members of the public. Efforts are made to ensure that meeting minutes reflect public comments and that documents illustrate how comments are considered in MTC's decisions. A centralized database of citizen participants that is also "flagged" by issue interest also allows MTC to send targeted mailings to update citizens on the specific issues they are interested in, including information on how public meetings/participation have contributed to its key decisions and actions.

In addition to the public information and involvement efforts listed above, MTC complies with all other public notification requirements of the state's Ralph M. Brown Act, the California Public Records Act, the California Environmental Quality Act, as well as the mandates of the federal Transportation Act for the Twenty-First Century (TEA 21), the Americans with Disabilities Act, and other applicable state and federal laws.

MTC's public involvement processes are periodically reviewed in terms of their effectiveness in assuring that the process provides full and open access to all. This is demonstrated by the media's responsiveness and interest in MTC issues as they arise, the public information staff's effective relationships with transportation beat reporters, usage of MTC's user-friendly and consumer-oriented web site containing many topics useful to a range of readers. Additional effectiveness is secured by soliciting comments from the public via email, as well as a periodic survey of readers of MTC's monthly newsletter to gauge readers' reactions to the content and graphic presentation of the newsletter. As part of any outreach meeting, attendees are surveyed as to their opinion of the effectiveness of the meeting.

Proposed community outreach/public information plans are reviewed with MTC citizen advisory committees. Finally, input is received via a tear-out reply card at the back of the *Citizens' Guide to MTC*. The form asks readers for "comments and suggestions for improving MTC's public involvement activities."

Date: March 28, 2001
W.I.: 11.2.10
Referred by: LC

ABSTRACT

Resolution No. 3351

Resolution No. 3351 adopts the MTC Public Involvement Action Plan.

Date: March 28, 2001
W.I.: 11.2.10
Referred by: LC

Re: Public Involvement Action Plan

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3351

WHEREAS, the Metropolitan Transportation Commission (MTC) has examined its public involvement policies and procedures in order to better engage the diverse range of Bay Area interest groups and communities in transportations; and

WHEREAS, recommendations emerged from public testimony received on the assessment and internal review reports; and

WHEREAS, Attachment A of this resolution, attached hereto and incorporates herein as though set forth at length, is the Public Involvement Action Plan; and

WHEREAS, development of the Public Involvement Action Plan followed MTC's procedures that included public hearings; now, therefore be it

RESOLVED, that MTC adopts the Public Involvement Action Plan, as set forth in Attachment A.

METROPOLITAN TRANSPORTATION COMMISSION

Sharon J. Brown, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on March 28, 2001.

Public Involvement Action Plan

Introduction

The Metropolitan Transportation Commission is committed to effectively involving the public in its various responsibilities. The Commission's role has evolved dramatically in recent years beyond the broad-based transportation planning, funding and transit coordination activities established in its original enabling legislation. Today the Commission also: operates as the Bay Area Toll Authority for the state owned toll bridges in our region; develops and administers traveler aid and customer service programs, including a universal transit fare instrument; and conducts community based planning and project development projects; and is involved in numerous other activities. Each of these requires varying levels of participation from transportation service partners, advocacy interest groups, and members of the general public. Recognizing and effectively incorporating these diverse contributions are the key objectives of the Commission's Public Involvement Action Plan.

The Action Plan is the product of a yearlong evaluation conducted from February 2000 through February 2001. The analysis included consultant evaluation of MTC's public participation policies and procedures, including those related to Title VI of the 1964 Civil Rights Act; and a staff review of MTC public information materials. Extensive public comment solicited during the last two months of the evaluation process helped shape the direction and content of the Plan.

The Action Plan is built on the following guiding principles:

- Public participation is a dynamic activity that requires teamwork and commitment at all levels of the MTC organization.

- One size does not fit all—effective public participation strategies must be tailored to fit the audience and the issue.

- Citizen advisory committees can be used to hear and learn from many voices in the Bay Area.

- Engaging the interested citizen in 'regional' transportation issues is challenging, but possible.

- Effective public outreach and involvement requires relationship building.

The action plan should not be viewed as a static document, but an on-going strategy that will be periodically reviewed and updated based on established objectives, success or challenges in

meeting those objectives, and the changing circumstances of the Commission and the transportation community it serves.

The Action Plan is composed of three elements:

1. Short-term improvements that can be accomplished immediately and implemented on an on-going basis;

2. FY 2001-02 budget year actions that require further assessment and possible resource augmentation to carry them out over the coming fiscal year;

3. Longer-term activities that are options for the future and should be reassessed based on the experience of implementing and evaluating the effectiveness of the Action Plan through FY 2001-02.

I. Short Term Actions/On-Going Implementation:

COMMISSION AND COMMITTEE PROCEDURES

• Hold orientation for Commissioners, staff & advisory committees

An orientation will be conducted periodically to provide an opportunity for new Commissioners, advisory committee members and staff to meet, exchange information and views, and learn more about MTC programs, including public information and outreach. The first such orientation is scheduled for March 28, 2001.

• Hold Commission meetings at varied locations and times

At least once a year, the Commission will hold its regular monthly meeting outside of the MetroCenter, at locations rotated around all nine Bay Area counties. The meetings will be designed to cover regular business as well as special topics. The Commission also may want to consider scheduling some of these sessions in the evening.

• Increase Commission participation in MTC outreach activities.

1. Commissioners will participate as MTC spokespersons to the media through TV and radio interviews, editorial board meetings and opinion pieces;
2. Commissioners will report MTC news on a wider basis to their constituencies, either through localized newsletters or other avenues;
3. Commissioners will participate individually in MTC community outreach efforts.

• Reflect Commission's consideration of public comment

In adopting policies, plans and programs or taking other major actions, the staff and Commission will record the comments received by the public and how they were reflected in final decisions made.

ADVISORY COMMITTEES

• Annual Work Plans & Limited Tenure

The Commission's Advisory Committees—the Minority Citizens Advisory Council, the Elderly and Disabled Advisory Committee, the Freight Advisory Committee, and the Advisory Council— will develop objectives and annual agendas of what they plan to accomplish. Specific consideration should be given to each Committee's roles in carrying out elements of MTC's Public Involvement Action Plan, e.g. MCAC's role in assisting the Commission with outreach to Title VI communities. In addition, the process and procedures under which the Committee members interact with and advise the Commissioners, both individually and as a body, should be reviewed. To encourage broader participation through rotation, the Committees may want to consider setting limits for their tenure.

• Direct Partnership Recommendations to Advisory Council

To solicit a broader range of views and comments, staff will route Partnership recommendations on major policy and fiscal issues through MTC advisory committees for review and feedback prior to forwarding them to the Commission for consideration.

INTERNAL PROCEDURAL IMPROVEMENTS

• Design and implement a centralized database.

Develop and maintain a database of all MTC contacts that will consist of names, postal and e-mail addresses, phone and fax numbers, as well as particular areas of interest, of all individuals and organizations who provide public comment on MTC plans or programs, or who wish to receive MTC information.

• Revise Committee and Commission Agendas and Packets

Improvements will include the following:
(1) Include a one- or two-sentence summary of each agenda item on committee and Commission agendas;
(2) Include pertinent correspondence from partners or the public in the packets that is received prior to mail out, with publicized deadlines given for including such correspondence;
(3) Summarize and state positions of various partners or public interest groups, if known, in committee packet items;
(4) Include draft committee minutes in Commission packets.

• Revise Committee and Commission meeting minutes

MTC minutes will summarize Commissioners' discussions and public comments, including positions and affiliations. Minutes also will be posted on the Web, along with upcoming agendas.

• Revise procedures for response to public comments and correspondence

MTC blue speaker-signup cards have been changed to allow speakers to request written responses to questions or comments made at meetings. A revised correspondence tracking system will ensure that all correspondence requiring a response receives one. Copies of correspondence and responses will be sent to all Commissioners.

• Expand Executive Director's Report

Expand the Executive Director's monthly report to the Commission to be more generally informative of MTC activities, particularly with respect to public involvement. The report will be posted on the Web site.

TITLE VI

• To provide greater opportunities for public involvement of all communities, develop policy and funding options for providing non-English language translations of MTC publications.

• Seek to identify funding to provide grants to community-based organizations in Title VI communities to assist MTC with identified public involvement activities. This effort will begin with the 2001 RTP update and subsequent efforts will be identified as needed in the annual OWP (see 2001-02 budget year).

• Strengthen relations with minority media through individual briefings by Commissioners or other appropriate staff with reporters and editorial staffs, and through personal contacts and visits by Minority Citizens Advisory Committee members.

MEDIA & EXTERNAL RELATIONS

• Add/update community, organizational and corporate newsletters to the MTC media list.

• Conduct an annual Bay Area-wide poll on transportation issues, to provide a context and trend of broad-based public opinion on transportation preferences and travel patterns, throughout the nine-county Bay Area.

PUBLICATIONS & ELECTRONIC MEDIA

• Transactions

Reformat and reorient content to highlight MTC news on a timelier basis and to free up staff time to devote to other public involvement activities in the action plan.

• Annual Report

Reintroduce a stand-alone annual report with the goal of providing more comprehensive financial reports and more detailed information on fiscal year activities of MTC, SAFE and BATA.

• E-mail Newsletter(s)

Introduce e-mail news updates to complement printed media and to alert citizens to upcoming public meetings, new publications, comment opportunities, etc.

• Web Sites

Update/revamp MTC's main Web site to improve ease of use for visitors, provide more functionality, enhance interactivity and make the site easier to maintain for the Web staff.

MTC's various customer service web sites will be coordinated under one graphic umbrella to reinforce MTC identification and minimize confusion for users.

EQUIPMENT/PHYSICAL IMPROVEMENTS

• Audiocast Commission and Committee meetings on the MTC Web site.

To increase the public's access to Commission discussion and decision making, the MetroCenter auditorium is being wired to allow audiocasting. The RTP kickoff on Feb. 27, 2001 will provide the first opportunity to test this innovation. In order to audiocast as many MTC meetings as possible, Committee meetings will be relocated from the third floor conference room to the auditorium whenever possible.

• Install enhanced public address system in auditorium

A new PA system has been ordered and will be installed in Spring 2001. Acquisition and maintenance of an improved system is required for audiocasting and to generally improve the public record of Commission actions.

• Videotape select MTC meetings.

Video tape select meetings, beginning with the February 27, 2001 RTP Kickoff meeting, and distribute to local Bay Area cable stations as a way to reach out and solicit public input. The concept of videotaping all Commission meetings is not recommended because of the high cost (minimum $2,000 per meeting) and the unlikelihood that local cable stations will broadcast meetings of indeterminate length on topics that may not have local interest. However, staff recommends videotaping select public hearings or meetings of significant public interest. In addition, local cable TV stations will be encouraged to broadcast MTC meetings conducted in their local communities that may be of interest to their viewers.

II. FY 2001-02 Budget Year

SETTING GOALS AND MEASURING PROGRESS

An overall objective of the FY 2001-02 budget year will be to conduct a preparatory planning assessment of public outreach and involvement needs for the upcoming 12 months, a task that would be repeated for succeeding fiscal years. The vehicle for this assessment will be the Commission's Overall Work Program (OWP), which outlines MTC's strategic objectives, its work scope of activities, projects and products to achieve those goals, and the resources needed to implement those elements. The annual budget is based on the OWP. Public participation requirements for individual activities and projects would be identified in the OWP, the adoption of which would constitute approval of the year's specific public involvement program work scope and resources..

Staff Assignments/Budget

• Consolidate and highlight an annual public participation program to be incorporated into MTC's annual Overall Work Program (OWP) process that includes identification of public participation efforts for projects and activities planned for that fiscal year and public involvement goals for those efforts. Periodically review progress toward achieving these goals

with input from Commissioners, MTC's advisory committees and participating stakeholders. This will serve as feedback for subsequent annual work programs and objectives.

• Reassign Public Information staff and adjust duties to focus on the recommended changes in MTC's public involvement procedures and activities.

•Adjust budget and staffing levels as necessary for implementation of public involvement activities.

PUBLIC INVOLVEMENT

• Work with Commissioners to craft an overall mission statement that establishes MTC's public identity and guides its public involvement efforts.

• Revise the MTC Public Involvement Policies and Procedures document to more clearly reflect the agency's mission, goals and commitment to public participation, and incorporate elements of this Action Plan. The document will be reformatted in simpler, more understandable terms.

• Develop a "tool kit" for public involvement for use by Commissioners and staff, and include appropriate training. The tool kit should consider new and creative public outreach/involvement techniques that will effectively involve interested citizens as related to elements of the public involvement Action Plan. The 2001 RTP update will provide the first opportunity to develop and test this approach.

III. Longer Term Actions

ENHANCED DATABASE

INCREASED STAFF TRAINING FOR PUBLIC INVOLVEMENT ACTIVITIES

EXPANDED NEW TECHNOLOGIES FOR PUBLIC INVOLVEMENT

APPENDIX A – 15

Funding Sources

FUNDING SOURCES

Fund Source	Fund Source Name
1064 FERRY-D	1064 Ferry Boat Discretionary
1064 FERRY-D	1064 Ferry Boat Discretionary
5208 ITS	Section 5208 Intelligent Transportation System
5208 ITS	Section 5208 Intelligent Transportation System
5303	Metropolitan Planning Program (formerly Section 8)
5303	Metropolitan Planning Program (formerly Section 8)
5307-CAP	Urbanized Area Formula Program - Capital (formerly Section 9)
5307-CAP	Urbanized Area Formula Program - Capital (formerly Section 9)
5307-ENH	Urbanized Area Formula Program - Transit Enhancements
5307-ENH	Urbanized Area Formula Program - Transit Enhancements
5307-OP	Urbanized Area Formula Program - Operating (formerly Section 9)
5307-OP	Urbanized Area Formula Program - Operating (formerly Section 9)
5309-BUS	Bus Earmark (formerly Section 3)
5309-BUS	Bus Earmark (formerly Section 3)
5309-CIG	SAFETEA Capital Investment Grant
5309-CIG	SAFETEA Capital Investment Grant
5309-FG	Fixed Guideway Formula (formerly Section 3)
5309-FG	Fixed Guideway Formula (formerly Section 3)
5309-NRS	New Rail Starts Discretionary (formerly Section 3)
5309-NRS	New Rail Starts Discretionary (formerly Section 3)
5310	Elderly and Persons with Disabilities Program (formerly Section 16)
5310	Elderly and Persons with Disabilities Program (formerly Section 16)
5311	Nonurbanized Area Formula Program (formerly Section 18)
5311	Nonurbanized Area Formula Program (formerly Section 18)
AB 1107	AB 1107 and Fees
AB 1107	AB 1107 and Fees
AB 3090-F/ST	Regional Transportation Improvement Program - AB 3090
AB 3090-F/ST	Regional Transportation Improvement Program - AB 3090
AIR BOARD	Air Board
AIR BOARD	Air Board
BIA-IRR	BIA - Indian Reservation Roads
BIA-IRR	BIA - Indian Reservation Roads
BOND RAIL	Rail Bond
BOND RAIL	Rail Bond
BOND SEIS	Seismic Retrofit Bond
BOND SEIS	Seismic Retrofit Bond
BR-LOCS	Bridge-Local Seismic
BR-LOCS	Bridge-Local Seismic
BT664	Bridge Tolls - AB 664
BT664	Bridge Tolls - AB 664
BTA	Bicycle Transportation Account
BTA	Bicycle Transportation Account
BT-NBG	Bridge Tolls N'rn Bridge Gr
BT-NBG	Bridge Tolls N'rn Bridge Gr

FUNDING SOURCES (cont.)

BT-RM2-CAP	Bridge Toll - RM2 Capital
BT-RM2-CAP	Bridge Toll - RM2 Capital
BT-RM2-LOCAL	Bridge Toll - RM2 Local
BT-RM2-LOCAL	Bridge Toll - RM2 Local
BT-RM2-OP	Bridge Toll - RM2 Operating
BT-RM2-OP	Bridge Toll - RM2 Operating
BTRMB	Bridge Tolls - RMI - Bridge
BTRMB	Bridge Tolls - RMI - Bridge
BTRMT	Bridge Tolls - RMI - Transit
BTRMT	Bridge Tolls - RMI - Transit
BT-SBG	Bridge Tolls S'rn Bridge Gr
BT-SBG	Bridge Tolls S'rn Bridge Gr
CDBG	Community Development Block Grant
CDBG	Community Development Block Grant
CMAQ	CMAQ
CMAQ	CMAQ
CMAQ-FY00CM	CMAQ - Corridor Management FY2000
CMAQ-FY00CM	CMAQ - Corridor Management FY2000
CMAQ-FY00CS	CMAQ - Customer Service FY2000
CMAQ-FY00CS	CMAQ - Customer Service FY2000
CMAQ-FY00RAB	CMAQ - RABA FY2000
CMAQ-FY00RAB	CMAQ - RABA FY2000
CMAQ-FY00RE	CMAQ - Maint/Rehab FY2000
CMAQ-FY00RE	CMAQ - Maint/Rehab FY2000
CMAQ-FY00RT	CMAQ - Regional Transit FY2000
CMAQ-FY00X	CMAQ - Other FY2000
CMAQ-FY01TLC	CMAQ - TLC FY 2001
CMAQ-FY02TLC	CMAQ - TLC FY 2002
CMAQ-FY98TLC	CMAQ - TLC FY 1998
CMAQ-FY9938	CMAQ - Remaining $38 million from 1st cycle TEA 21
CMAQ-FY99CC	CMAQ - FY 99 Customer Service/Corridor Management (25%)
CMAQ-FY99RE	CMAQ - FY 99 Rehabilitation (75%)
CMAQ-FY99TLC	CMAQ - TLC FY 1999
CMAQ-SOLANO	CMAQ - Eastern Solano
CMAQ-T3-0-Exchange	CMAQ - SAFETEA - Other
CMAQ-T3-1-AQ	CMAQ - SAFETEA - First Cycle Air Quality
CMAQ-T3-1-BF	CMAQ- SAFETEA - First Cycle STIP Backfill
CMAQ-T3-1-CS	CMAQ - SAFETEA - First Cycle Customer Service
CMAQ-T3-1-PL-TP	CMAQ - SAFETEA - First Cycle - Planning - Transportation Land Use
CMAQ-T3-1-RO	CMAQ - SAFETEA - First Cycle - Regional Operations
CMAQ-T3-1-SOL	CMAQ - SAFETEA - First Cycle - Eastern Solano CMAQ
CMAQ-T3-1-TOS	CMAQ - SAFETEA - First Cycle - Traffic Operating System
CMAQ-T3-2-AQ	CMAQ - SAFETEA - Second Cycle Air Quality
CMAQ-T3-2-BF	CMAQ - SAFETEA - Second Cycle STIP BACKFILL
CMAQ-T3-2-HIP	CMAQ - SAFETEA - Second Cycle - Housing Incentive Program
CMAQ-T3-2-RB	CMAQ - SAFETEA - Second Cycle - Regional Bike/Ped
CMAQ-T3-2-RO	CMAQ - SAFETEA - Second Cycle - Regional Operations

FUNDING SOURCES (cont.)

CMAQ-T3-2-SOL	CMAQ - SAFETEA - Second Cycle - Eastern Solano CMAQ
CMAQ-T3-2-TLC-CO	CMAQ - SAFETEA - Second Cycle - County TLC
CMAQ-T3-2-TLC-R	CMAQ - SAFETEA - Second Cycle - Regional TLC
CMAQ-T3-2-TLC-SAP	CMAQ - SAFETEA - Second Cycle - Station Area Planning
CMAQ-T3-3-AQ	CMAQ - SAFETEA - Third Cycle - Air Quality
CMAQ-T3-3-BF	CMAQ - SAFETEA - Third Cycle - Back Fill
CMAQ-T3-3-HIP	CMAQ - SAFETEA - Third Cycle - Housing Incentive Program
CMAQ-T3-3-RB	CMAQ - SAFETEA - Third Cycle - Regional Bike/Ped
CMAQ-T3-3-RO	CMAQ - SAFETEA - Third Cycle - Regional Operations
CMAQ-T3-3-SF-LSR	CMAQ - SAFETEA - Third Cycle - Local Streets & Roads Shortfall
CMAQ-T3-3-SOL	CMAQ - SAFETEA - Third Cycle - Solano
CMAQ-T3-3-TLC-R	CMAQ - SAFETEA - Third Cycle - TLC Regional
CMAQ-T3-A-BF	CMAQ- SAFETEA - First Cycle STIP Backfill
CMAQ-T3-A-SYS-MGT	CMAQ - SAFETEA - First Cycle - System Management
CMAQ-T3-A-SYS-TOS	CMAQ - SAFETEA - First Cycle - Traffic Operating System
CMAQ-T3-SOL	CMAQ - SAFETEA - First Cycle - Eastern Solano CMAQ
DBR-RPL	Discretionary Bridge Program - Replacement
DBR-SR	Discretionary Bridge Program - Sismic Retrofit
DEMO	Demonstration Funds
DS-NH-G	NHS (Garvee Debt Service Payment)
Earmark T3-T3-HBP	SAFETEA Highway Bridge
Earmark T3-T3-HPP	SAFETEA High Priority Program
Earmark T3-T3-MFI	SAFETEA Multimodal Facilities
Earmark T3-T3-NCIIP	SAFETEA National Corridor Infrastructure
Earmark T3-T3-NTPP	SAFETEA Non-motorized Transportation Pilot Program
Earmark T3-T3-PNRS	SAFETEA Project of National Regional Significance
Earmark T3-T3-TI	SAFETEA Transportation Improvements
Earmark-T3-06-CIG	Earmark Capital Investment Grants
Earmark-T3-06-FBFT	Earmark Ferry Boats and Ferry Terminals
Earmark-T3-06-FLP	Earmark Federal Lands Program
Earmark-T3-06-STP	Earmark Surface Transportation Projects
ECCRFA	Contra Costa County Reg Fee Authority
EDA	Economic Development Act Grant
EEM	State Highway Account - Environmental Enhancement
ER	Emergency Repair
ERS	State Emergency Repair
FARE REV	Fare Rev (transit)
FAU	Federal Aid Urban
FEMA	FEMA
FLHP-PLH	FLHP - Public Lands Highway
GARVEE	Garvee National Highway System
GSA	General Services Administration
HBRR	Highway Bridge Rehab Restoration
HBRR-S	Bridge Replacement (20% State match)
IBRC	Innovative Bridge Research & Construction
IRR	Indian Reservation Road Transp. Improv. Prog.
ITIP	Inter-regional Transportation Improvement Pgm
ITIP - CMAQ	ITIP - CMAQ SUBSTITUTION

FUNDING SOURCES (cont.)

ITIP-00-F	ITIP-00-Fed Only
ITIP-00-F/ST	ITIP-00-Fed/State
ITIP-00-ST	ITIP-00-State Only
ITIP-02-F/ST	ITIP-02-Fed/State
ITIP-98-F	ITIP-98-Fed Only
ITIP-98-F/ST	ITIP-98-Fed/State
ITIP-98-NHS	1998 State Highway Improvement Program-NHS-ITIP
ITIP-98-ST	ITIP-98-State Only
ITIP-GF-F/ST	ITIP-GF-Fed/State
ITIP-LOCAL	ITIP - Local Measure Substitution
ITIP-SJC	ITIP San Joaquin
ITIP-TE-F/St	Interegional Transporation Improvement Program
JARC	Job Access and Reverse Commute
LOC GAS	Local Gas Tax
LOCAL-AC	Local Advance Construction
MTC CASH	STP-Exchange
MTC-Exchange	MTC Exchange
NH	National Highway System
NHS-GARVEE	National Highway System - Garvee
OPFUNDS	Operator Funds
OTHER LOCAL	Other Local
P108	Proposition 108
P116	Proposition 116
PVT	Private Developer Funds
RTIP	Regional Transportation Improvement Program
RTIP - CMAQ	RTIP - CMAQ substitution
RTIP - STP	RTIP - STP substitution
RTIP-00-F	RTIP-00-Fed Only
RTIP-00-F/ST	RTIP-00-Fed/State
RTIP-00-ST	RTIP-00-State Only
RTIP-02-F	RTIP-02-Fed
RTIP-02-F/ST	RTIP-FY2002-Fed/State
RTIP-02-ST	RTIP-02-State
RTIP-06-F	RTIP-FY2006-Fed
RTIP-06-F/ST	RTIP-FY2006-Fed/State
RTIP-06-ST	RTIP-FY2006-State
RTIP-98-F	RTIP-98-Fed Only
RTIP-98-F/ST	RTIP-98-Fed/State
RTIP-98-ST	RTIP-98-State Only
RTIP-FY00APD	RTIP-FY00Advance Project Development Funds-Fed/St
RTIP-LOCAL	RTIP - Local Measure Substitution
RTIP-SJC	RTIP San Joaquin
RTIP-TE-06-F/ST	2006 RTIP Transportation Enhancement Activity
RTIP-TE-F/St	2004 RTIP TRANSPORTATION ENHANCEMENT ACTIVITY
SECTION 18i	Section 18i
SHOPP	State Highway Account - SHOPP
SHOPP-IM	State Highway Account - SHOPP IM
SHOPP-NHS	State Highway Account - SHOPP-NHS

FUNDING SOURCES (cont.)

STA-D	STA Population Based - Discretionary
STA-FSP	State Freeway Service Plan
STA-N	STA Population Based - N. Counties
STA-P	STA Population Based - Reg Paratransit
STA-R	STA Revenue Based
STA-S	STA Population Based - Small Operators
STATE TEA	STP-State Enhancements (TEA)
ST-CASH	State Cash
STIP-GF-F	STIP-GF-Fed
STIP-GF-F/ST	STIP-GF-Fed/State
STIP-GF-NHS	Grandfathered State Highway Improvement Program-NHS
STIP-GF-ST	STIP-GF-State
STP	Surface Transportation Program
STP SAFETY	STP Safety
STP-D	Regional STP Discretionary
STP-DFY01TLC	Regional STP - Discretionary - TLC FY2001
STP-D-FY96	Regional STP - Discretionary - FY 1996
STP-FY00CM	STP - Corridor Management FY2000
STP-FY00CS	STP - Customer Service FY2000
STP-FY00RAB	STP - RABA FY2000
STP-FY00RE	STP - Maint/Rehab FY200
STP-FY00RT	STP - Regional Transit FY2000
STP-FY00TLC	STP - TLC FY 2000
STP-FY00X	STP - Other FY2000
STP-FY01 HIP	STP FY01 Housing Incentive Program
STP-FY01TLC	STP FY2001 TLC
STP-FY02TLC	STP - TLC FY2002
STP-FY98TLC	STP - TLC FY 1998
STP-FY99CC	STP - FY 99 Customer Service/Corridor Management (25%)
STP-FY99RE	STP - FY 99 Rehabilitation (75%)
STP-G	Regional STP Guaranteed
STP-GFY01TLC	Regional STP Guaranteed
STP-G-FY96	Regional STP - Guaranteed - FY 1996
STP-GL	STP Safety Local
STP-RL	STP Railroad Local
STP-Sec 115	Surface Transportation Project - Sec 115 Earmark (FY04)
STP-ST	State (pass-thru) Surface Transportation Program
STP-T3-0-Exchange	STP - SAFETEA - Other
STP-T3-1-BF	STP - SAFETEA - First Cycle STIP BACKFILL
STP-T3-1-CS	STP - SAFETEA - First Cycle Customer Service
STP-T3-1-LU	STP - SAFETEA - First Cycle - Land Use
STP-T3-1-PL	STP - SAFETEA - First Cycle - Planning
STP-T3-1-PL-CMA	STP - SAFETEA - First Cycle - Planning - CMA Planning
STP-T3-1-PL-TP	STP - SAFETEA - First Cycle - Planning - Transportation Land Use
STP-T3-1-RO	STP - SAFETEA - First Cycle - Regional Operations
STP-T3-1-SF-LSR	STP - SAFETEA - First Cycle - Shortfall Local Streets and Roads
STP-T3-1-SF-TC	STP - SAFETEA - First Cycle - Shortfall Transit Capital
STP-T3-1-TLC-PL	STP - SAFETEA - First Cycle - TLC/HIP - Planning

FUNDING SOURCES (cont.)

STP-T3-1-TOS	STP - SAFETEA - First Cycle - Traffic Operating System
STP-T3-2-BF	STP - SAFETEA - Second Cycle STIP BACKFILL
STP-T3-2-HIP	STP - SAFETEA - Second Cycle - Housing Incentive Program
STP-T3-2-PL-CMA	STP - SAFETEA - Second Cycle - Planning - CMA Planning
STP-T3-2-PL-TP	STP - SAFETEA - Second Cycle - Planning - Transportation Land Use
STP-T3-2-RO	STP - SAFETEA - Second Cycle - Regional Operations
STP-T3-2-SF-LSR	STP - SAFETEA - Second Cycle - Local Streets & Roads Shortfall
STP-T3-2-SF-TC	STP - SAFETEA - Second Cycle - Transit Capital Shortfall
STP-T3-2-SOL	STP - SAFETEA - Second Cycle - Solano
STP-T3-2-TLC-CO	STP - SAFETEA - Second Cycle - County TLC
STP-T3-2-TLC-PL	STP - SAFETEA - Second Cycle - Planning - TLC/HIP
STP-T3-2-TLC-R	STP - SAFETEA - Second Cycle - Regional TLC
STP-T3-2-TLC-SAP	STP - SAFETEA - Second Cycle - Station Area Planning
STP-T3-3-BF	STP - SAFETEA - Third Cycle - Back Fill
STP-T3-3-HIP	STP - SAFETEA - Third Cycle - Housing Incentive Program
STP-T3-3-PL-CMA	STP - SAFETEA - Third Cycle - Planning - CMA Planning
STP-T3-3-PL-TP	STP - SAFETEA-Third Cycle-Planning-Transportation Land Use
STP-T3-3-RO	STP - SAFETEA - Third Cycle - Regional Operations
STP-T3-3-SF-LSR	STP - SAFETEA - Third Cycle - Local Streets & Roads Shortfall
STP-T3-3-SF-TC	STP - SAFETEA - Third Cycle - Shortfall Transit Capital
STP-T3-3-SOL	STP - SAFETEA - Third Cycle - Solano
STP-T3-3-TLC-PL	STP - SAFETEA - Third Cycle - Planning - TLC/HIP
STP-T3-3-TLC-SAP	STP - SAFETEA - Third Cycle - Station Area Planning
STP-T3-A-BF	STP - SAFETEA - First Cycle STIP BACKFILL
STP-T3-A-SF-LSR	STP - SAFETEA - First Cycle - Shortfall Local Streets and Roads
STP-T3-A-SF-TC	STP - SAFETEA - First Cycle - Shortfall Transit Capital
STP-T3-A-SYS-MGT	STP - SAFETEA - First Cycle - System Management
STP-T3-A-SYS-TOS	STP - SAFETEA - First Cycle - Traffic Operating System
TANF	Temporary Assistance to Needy Families
TCI	Transit Capital Improvements
TCRP	Traffic Congestion Relief Program
TCRP-CMAQ	Traffic Congestion Relief Program - CMAQ Substitution
TCRP-LOCAL	Traffic Congestion Relief Program - Local Measure Substitution
TCRP-LONP	Traffic Congestion Relief Program - LONP
TCRP-SJC	TCRP San Joaquin
TCRP-STP	Traffic Congestion Relief Program - STP Substitution
TCSP	Transportation and Community and System Preservation Pilot Program
TDA3	TDA Section 3
TDA4	TDA Section 4
TDA4.5	TDA Section 4.5
TDA4/8	TDA Sections 4 and 8
TEA 21 DEMO	TEA 21 High Priority Program
TEA-FY00TLC	TEA - TLC FY 2000 (non STIP)
TEA-FY01TLC	TEA - TLC FY 2001 (non STIP)
TEA-FY02TLC	TEA - TLC FY 2002
TEA-FY98TLC	TEA - TLC FY 1998 (non STIP)

FUNDING SOURCES (cont.)

TEA-FY99TLC	TEA - TLC FY 1999 (non STIP)
TEA-L	Transportation Enhancement Activity - Local (non-STIP)
TEA-L-T21	TEA - Local - TEA 21 Funds
TEA-T3FC	TEA - SAFETEA - First Cycle
TFCA-AB	TFCA Air Board
TFCA-PM	TFCA Program Manager
TPRD	Transportation Planning Research and Development
TSGP	Transit Security Grant Program (TSGP)
TSM	State Match TSM
UASI	Urban Area Security Initiative (Dept of Homeland Security)
Unassigned	Unassigned
UNFUNDED	Planned but not funded (non-TIP funding)
USC SECT 206	Recreational Trails Program
VPPP	Value Pricing Pilot Program
XGEN	Sales Tax - General
XTRAN	Sales Tax - Transit

APPENDIX A – 16

Financial Plan

financial foundation

This chapter documents the financial assumptions that go into the financially constrained element of the Transportation 2030 Plan, and identifies how much money is available to address critical transportation needs. This financially constrained element, composed of federal, state, regional and local revenues, is what we think we can afford over the next 25 years with currently available revenues — our "down payment" on future mobility, so to speak. MTC has developed a series of "calls to action" that will be needed to address projected funding shortfalls and support our overall vision for the Transportation 2030 Plan.

The Transportation 2030 Plan applies three broad approaches for improving our transportation system — adequate maintenance, system efficiency and strategic expansion. Each effort will call upon us to make tough decisions on what investments we make. The bottom line, however, is that the vision element of the Transportation 2030 Plan will fall short of full implementation due to scarce resources. The Bay Area will need to find new revenue to meet the transportation challenges ahead.

The Down Payment

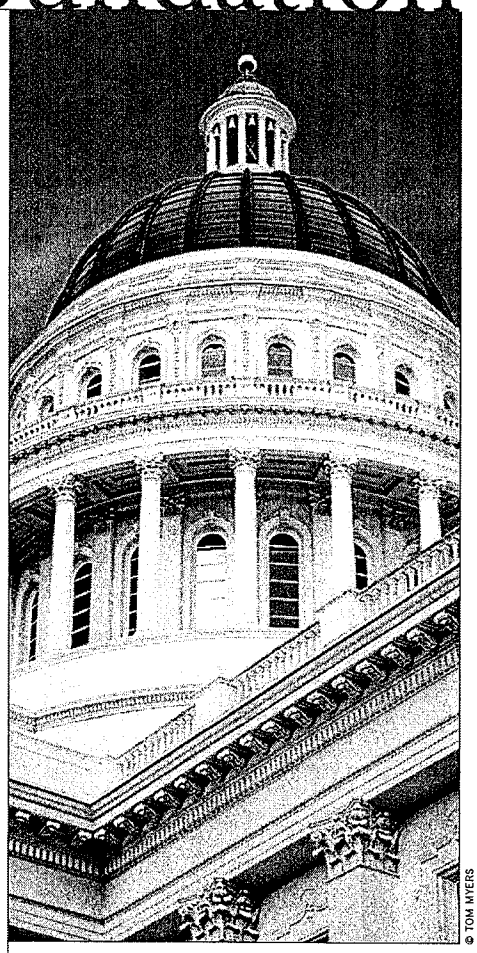
Financial Assumptions

In 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) instituted a requirement that long-range transportation plans be financially constrained. Successor legislation, the Transportation Efficiency Act for the 21st Century (TEA 21), passed in 1998, reaffirmed this federal planning mandate. TEA 21 expired on September 30, 2003. Congress has not yet passed new authorizing legislation, but it appears likely that the "financial constraint" feature of current law will continue.

The financial assumptions for the financially constrained element of the Transportation 2030 Plan are as follows:

- Federal highway revenues for Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Transportation Enhancements are assumed to grow at a rate of 3 percent annually based on the average apportionment levels that the Bay Area received during TEA 21.

- Federal transit revenues for Federal Transit Administration (FTA) Sections 5307, 5309, 5310 and 5311 are assumed to grow at a rate of 3 percent annually based on the fiscal year (FY) 2004 appropriation levels.



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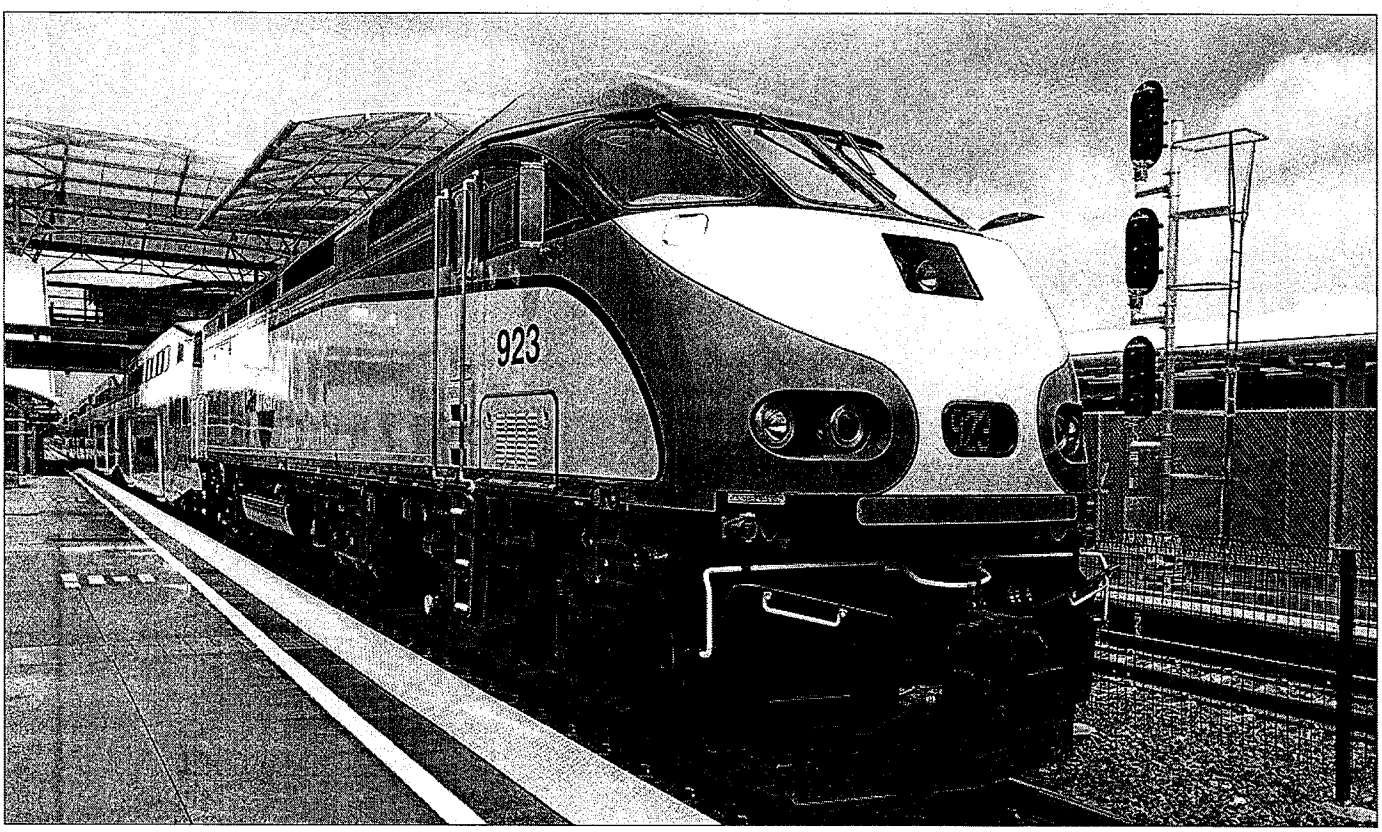
- Senate Bill 45 currently lays out the program structure and distribution formula for state revenues. This law is assumed to continue over the next 25 years. State revenues for the State Highway Operations and Protection Program (SHOPP), the State Transportation Improvement Program (STIP), and State Technical Assistance (STA) are assumed to grow at rates consistent with Caltrans' long-range travel and fuel forecasts.



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- In March 2002, California voters approved Proposition 42, a measure that transfers sales tax on gasoline from the General Fund to transportation purposes. Starting in FY 2008–09, Proposition 42 is scheduled to augment the STIP, STA, and local streets and roads gas tax subventions by formula shares.

- The Bay Area is projected to receive its historic share of the federal and state discretionary revenues described above.

- Regional toll revenues are based on projected travel demand on each of the region's toll bridges.

- Revenues from Assembly Bill 1107 half-cent sales tax for the three BART counties of Alameda, Contra Costa and San Francisco are assumed to grow at an average growth rate of 6 percent, based on the Center for Continuing Studies on the California Economy's (CCSCE) 20-year taxable sales projections.

- Revenues for the Transportation Development Act, the quarter-cent sales tax imposed statewide, are based on the CCSCE taxable sales projections for each county.

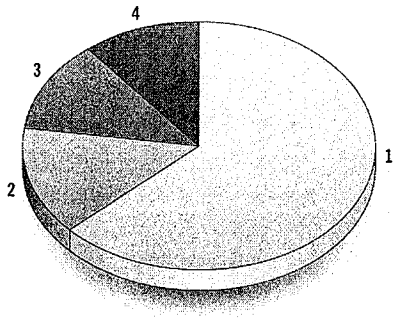
- County transportation sales tax revenues for Alameda, Contra Costa, San Mateo, San Francisco and Santa Clara are based on CCSCE projections. Revenues for measures approved by voters in November 2004 for San Mateo, Contra Costa, Marin and Sonoma counties are based on projections provided by the respective transportation authorities. Alameda county's sales tax measure, which has a fiscal year 2021–22 sunset date, is assumed not to be renewed. In the financially constrained element of this plan, no new transportation sales taxes are assumed for those counties where they presently do not exist (Napa and Solano counties).

- Local streets and roads revenues include state gas tax subventions, county sales tax subventions and other local funds. A regionwide growth rate was applied to estimate these revenues over the next 25 years.

- Transit fares are expected to keep pace with inflation during the 25-year period. Projected revenues for operator-specific fund sources — such as the Golden Gate Bridge toll, AC Transit and BART property taxes, and San Francisco Muni general fund and parking revenue — have been provided by the respective operators.

Projected 25-Year Revenues

Financially Constrained Element



		Billions of Dollars	Percent of Total
1	Local	$75	64%
2	Regional	$16	13%
3	State	$14	12%
4	Federal	$13	11%
	Total	$118	100%

Transportation 2030 Budget

Applying these assumptions to the main transportation revenues sources yields a 25-year revenue estimate of approximately $118 billion. This becomes the budget for the financially constrained element of the Transportation 2030 Plan. As shown in the pie chart above, most of these funds are from local sources, primarily transit fares, dedicated sales tax programs, state gas tax and county sales tax subventions to local streets and roads. Making up a smaller piece of the pie are state and federal revenues, mainly derived from gas taxes, and regional sources, mostly bridge tolls (including the recent voter-approved Regional Measure 2 Toll Bridge Program) and BART sales tax revenues.

Making the Down Payment

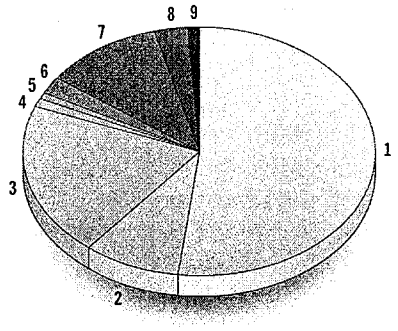
MTC begins by directing the projected $118 billion in available funding to the region's core investments. This is what we can afford to pay — our down payment. Prioritizing these funds for worthy projects and programs is a necessary first step of this plan.

The full impact of working within a $118 billion budget can only be appreciated when matching available revenues against the costs incurred in managing a bustling transportation system. Accordingly, MTC prepared estimates of the maintenance and operating costs for components of the transportation system. With these estimates in place, MTC can begin making commitments to fund these core investments.

The spending recommendations proposed by the Transportation 2030 Plan are focused on maintaining and operating the existing transportation system efficiently and making strategic investments to keep pace with the Bay Area's projected growth over the next 25 years. As shown in the pie chart to the right, $94 billion of our down payment — 81 percent — will go toward the ongoing maintenance and rehabilitation of the region's transportation infrastructure. The remaining expenditures include another $5 billion (4 percent) to operate and manage the system more efficiently and close to $19 billion (15 percent) to expand our highways, transit and local roads. The specifics on where to invest and how much of a down payment this plan proposes to make is explored in greater detail in the following chapter.

Transportation 2030 Plan Expenditures

Financially Constrained Element



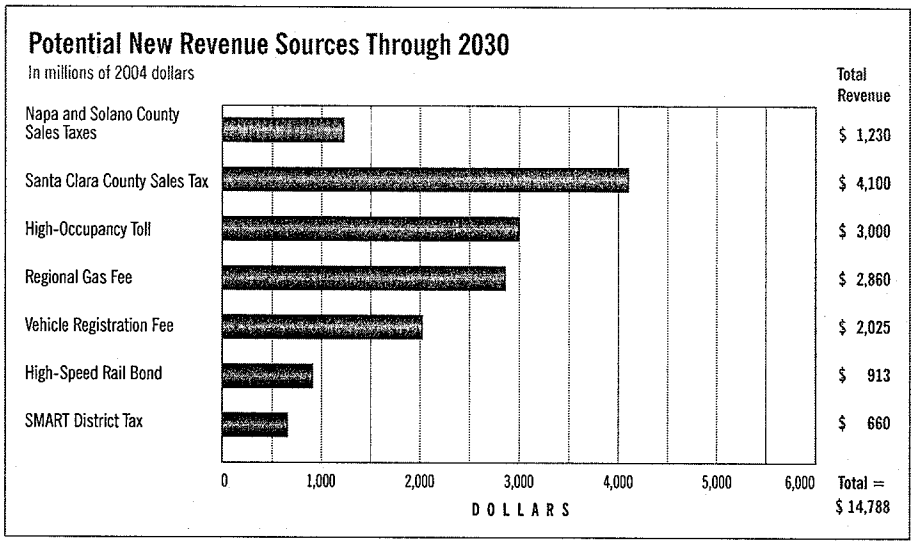
		Billions of Dollars	Percent of Total
Adequate Maintenance			
1	Transit	$61	51%
2	Highway	$10	9%
3	Local Roads	$23	20%
System Efficiency			
4	Transit	$2	1%
5	Highway	$1	1%
6	Local Roads	$2	2%
Strategic Expansion			
7	Transit	$13	11%
8	Highway	$5	4%
9	Local Roads	$1	1%
Total		$118	100%

While the funding picture presented here covers most of the region's projected transportation expenses, it does not capture the "universe" of transportation spending in the region. For example, the $118 billion does not include airports, seaports, and private freight and rail operations. Neither does it include the large personal expenditure on transportation by individuals, largely through out-of-pocket costs for automobiles — purchase price, gasoline, insurance, etc.

Funding the Transportation 2030 Vision

Although a vast sum of money, the $118 billion budget is not enough. The Bay Area is faced with tremendous funding shortfalls just to maintain the existing transportation network, including transit operating and capital replacement ($4.1 billion) and local streets and roads maintenance ($6.1 billion). Our state highway system continues to age and fall into a state of disrepair due to a $7 billion shortfall. Full deployment of our regional operations programs such as TransLink®, 511, Freeway Service Patrol, call boxes and freeway system management improvements — all of which are designed to squeeze more mileage from the existing transportation system — is short-circuited due to a $439 million shortfall. Bicycle and pedestrian needs aren't fully funded. And opportunities for us to make strategic expansion investments in our transit and roadway systems are missed because the dollars just aren't there.

The next big step for the Transportation 2030 Plan is to develop a regional strategy to address significant shortfalls in maintaining our local roads and transit networks, and to fund system efficiency and capacity investments to keep pace with the region's growth. We must forge a strong regional consensus around this strategy, and generate the momentum needed to deliver it within the near term. The implied timeframe for this Transportation 2030 vision is within the next five to 10 years if it is to represent a real "call to action." To this end, the plan defines a set of complementary revenue and policy measures to guide our efforts to restore our roads, squeeze more efficiency out of the system and improve regional mobility. Each call to action is predicated on steps that MTC believes to be realistically achievable in the years ahead.



Success in carrying out this vision will require imposing higher transportation fees and taxes to generate much-needed revenues. This is a steep hill to climb, and MTC will need all the help we can get from our local partners, state legislators and members of Congress to deliver new funding and better mobility. Most of all, we will need the active participation of an engaged Bay Area citizenry to carry the day.

Call to Action and Advocacy

Key transportation revenue sources that MTC — along with our transportation partners and stakeholders — will pursue include new and renewed county-level transportation sales taxes for Solano, Napa and Santa Clara counties, a new Sonoma Marin Area Rapid Transit (SMART) district tax, a high-speed rail general obligation bond, a new vehicle registration fee, a new regional gas fee, and toll revenues from a Bay Area high-occupancy/toll (HOT) network. These new revenue sources could generate as much as $14.8 billion for additional transportation investment in the region over the next 25 years (see graph above).

Equally important in the search for new revenue is the need to select the right infrastructure investments once funding is secured. MTC supports a performance-based approach that weighs competing projects in a given corridor against each other according to criteria such as cost-effectiveness and congestion relief (see "Assessing Investments" on page 38).

County Transportation Sales Taxes

Local transportation sales tax measures have been the bulwark of the Bay Area's transportation funding in response to the reluctance of the state and federal governments to raise the fuel tax. Seven of the

nine Bay Area counties have successfully enacted voter-approved transportation sales tax initiatives. As a result of the passage of their November 2004 measures, San Mateo and Contra Costa counties join Santa Clara, Alameda, and San Francisco counties in having successfully renewed their existing sales tax measures. Marin and Sonoma counties also became a part of the "self-help" movement by securing voter support for new sales tax measures. Solano County made a valiant effort at the ballot, receiving 64 percent of voter approval but ultimately falling short of the two-thirds majority needed for passage. Additionally, Napa County attempted to ride the wave of sales tax measures, but failed to gain the necessary board approvals to place it on the November 2004 ballot. Santa Clara County may consider going back to the voters for approval of another county sales tax measure in the near future.

High-Occupancy/Toll (HOT) Network

MTC views the HOT concept as a promising strategy to expand the region's HOV lane system and to introduce a pricing signal to motorists and encourage wise use of the highway network. Bonds could be issued against the new toll revenue to finance construction of HOT lanes where gaps exist in the HOV network, and to operate additional transit and rideshare services in a given HOV corridor. State legislative approval was recently secured to test this concept in Alameda and Santa Clara counties. HOT lanes already are successfully deployed in Orange and San Diego counties as well as in Houston and Minneapolis.

Regional Gas Fee

MTC has legislative authority to seek voter approval of up to a 10-cent-per-gallon gasoline fee in Bay Area counties for identified transportation improvements. Revenues raised may help fund local streets and roads maintenance, transit capital replacement and operations, freeway system efficiency strategies and arterial strategies. Previous MTC polls have indicated some receptivity to a two- or three-cent levy, perhaps to maintain local roads ("pennies for potholes") and support transit capital replacement and operations. MTC assumes that a 5-cent-per-gallon gasoline fee (perhaps with a simple majority vote rather than the current two-thirds vote requirement) could be implemented in the near- to mid-term horizon of the Transportation 2030 Plan.

Vehicle Registration Fee

The region could pursue legislative approval for a $20 vehicle registration fee for the Bay Area. The recent state legislative session saw two attempts — one successful and one not — to impose new vehicle registration fees. Winning passage was Assembly Bill 1546 (Simitian), which authorizes the San Mateo City/County Association of Governments to impose a fee of up to $4 on motor vehicles registered in the county for the management of traffic congestion and stormwater pollution. Failing to win approval, however, was Assembly Bill 574 (Yee), which would have authorized the City and County of San Francisco to impose a fee on motor vehicles registered in the county for the construction, improvement and maintenance of local streets. Due to the scarcity of funding for local streets and roads maintenance, MTC would advocate that cities and counties use vehicle registration fee revenues to backfill their road maintenance needs.

High-Speed Rail Bond

The California High-Speed Rail Authority plans to seek voter approval of $9.9 billion in general obligation bonds in 2006 (or perhaps 2008) to fund the initial stages of a high-speed rail network between southern California, the Bay Area and Sacramento. It will be fully integrated with the state's existing mass transportation network. The total price tag of the statewide high-speed rail system is about $37 billion. The Authority likely will need to incrementally implement high-speed rail segments and seek additional funding to develop a statewide high-speed rail system.

SMART District Tax

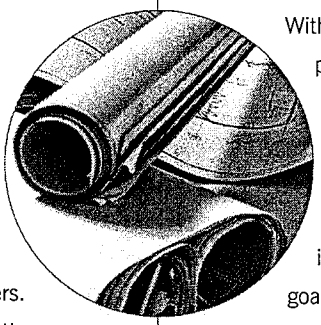
The Sonoma Marin Area Rapid Transit (SMART) District plans to pay for the capital and operating costs of a commuter rail project extending from Cloverdale to San Rafael by levying a 20-year, quarter-cent sales tax starting in 2007 if voters agree. The state and federal funds that have already been secured for this project would leverage against the $660 million in potential revenues to be generated from this district tax.

Project and Program Evaluations

An important consideration in choosing future investments is the extent to which they help achieve the Transportation 2030 vision. In the months leading up to the preparation of the Transportation 2030 Plan, MTC conducted a performance evaluation of over 400 projects and programs. MTC's objective was to link potential investments to the Transportation 2030 goals and inform decisions about which new projects to recommend for inclusion and whether to recommit to existing projects with significant cost increases. The project-level performance evaluation represents an ambitious extension of the performance analysis for the 2001 Regional Transportation Plan, in which MTC assessed the performance of alternative investment packages but not of individual projects.

Measures Track Goals

The project performance measures were developed in the spring of 2003 with input from partner transportation agencies, members of the MTC Advisory Council and other interested stakeholders. The measures correspond with the Transportation 2030 goals and include: collision reduction, seismic safety, system efficiency and reliability, connectivity and access, contributions to clean air, significance for goods movement, support for MTC/ABAG Smart Growth policies, and ability to address the transportation needs of disadvantaged communities.

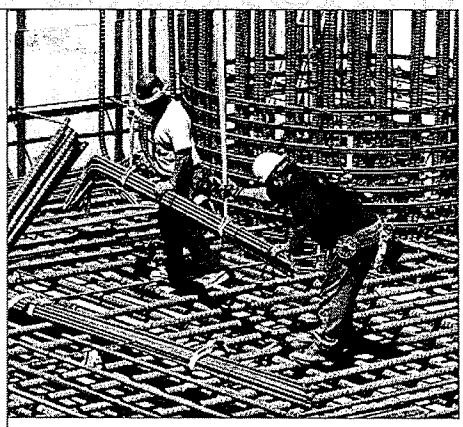


In the course of the evaluation, MTC looked at a wide range of potential investments, ranging from freeway widenings for new carpool lanes and enhanced transit routes to transit-oriented development projects and pedestrian overcrossings of freeways. Among the projects considered were at least 40 projects proposed by members of the public, who were invited for the first time to submit their project ideas for the regional plan directly to MTC.

The evaluation generated a wealth of information and, in particular, enabled comparison among alternative investments addressing each of the Transportation 2030 goals. A good many of the projects that rose to the top for each goal were ultimately recommended for inclusion in this Transportation 2030 Plan.

Sharpening the Metrics

With the Transportation 2030 project performance evaluation, MTC has taken a clear first step toward improving its ability to measure the contributions of specific investments toward regional goals. MTC has identified a number of steps to build on the accomplishments to date and sharpen the assessment of potential projects for future long-range transportation plans.



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- MTC and partner agencies must consider how to better time the project performance analysis so the results are available when discussions about county and regional investments first get under way. An area that deserves special scrutiny for the next long-range plan is how to use performance measures to evaluate projects before voters have endorsed a project and committed to funding it through a local sales tax measure.
- MTC will focus its analysis resources on a smaller number (perhaps 100) of truly major projects to look at their costs and benefits in more depth. These could include big-ticket items, projects likely to have regionally significant impacts, and investments closely aligned with MTC policy initiatives such as lifeline transportation or coordination between transportation and land use.
- MTC will continue to review emerging practices and analysis tools for evaluating difficult-to-measure goals such as a Reliable Commute and Livable Communities.

See *Project Performance Evaluation Report* (described on page 138), for more information.

investments and actions

Adequate maintenance. System efficiency. Strategic expansion. This trio of themes forms the framework around which we've built the Transportation 2030 Plan. In the following pages, we put flesh on these bones, showing how they translate to investments in specific programs and projects. And, we share our ideas on how MTC together with the Bay Area public and decisionmakers at the local, state and federal levels can take these projects and programs to the next level by mining a new funding source or enacting a new law — or by eliminating an impediment to progress. These "Calls to Action" are captured in the shaded box at the end of each topic.

The fundamental spending choices underlying this chapter were made at the conclusion of the first phase of the Transportation 2030 Plan development process, in December 2003, when the Commission carved the 25-year funding pie into several broad slices and earmarked funding for a series of regionally significant investments that are highlighted here.

A comprehensive listing of transportation projects and programs included in the Transportation 2030 Plan is found in Appendix One. Additional project-level details of these investments are provided in the *Project Notebook*, a companion supplemental report to the Transportation 2030 Plan.

Topping the list of maintenance needs is the rehabilitation or replacement of worn-out transit vehicles and facilities as well as the upkeep of freeways and local roadways. Yet despite a sizable commitment of plan resources, the Bay Area still faces a whopping $17 billion maintenance and operating funding gap over the next 25 years.

The System Efficiency section of this investment chapter stands out for its innovative programs, creative application of intelligent transportation technologies and provocative policy recommendations. Falling into this category are efforts to squeeze more capacity out of the region's existing infrastructure; initiatives to broaden access to mobility for bicyclists, pedestrians, wheelchair users and low-income families; and strategies for protecting the region's open space and environment.

We show how the Transportation 2030 Plan directs $400 million to a variety of regional operations programs, including the TransLink® transit-fare smart card, the 511 Traveler Information System (which delivers real-time traffic information via the phone and Web), and the proven and popular Freeway Service Patrol and call box programs.

Just as we must preserve the Bay Area's transportation assets and take the fullest possible advantage of them, so too must we wisely invest our limited resources to expand the transportation system to accommodate new residents and new jobs. This chapter's section on Strategic Expansion identifies several exciting initiatives, including a call for establishing a network of high-occupancy/toll lanes, whereby solo drivers would help finance expansion of the region's carpool lanes by paying for the opportunity to use them.

Adequate Maintenance

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Moving Goods to Market 76

adequate maintenance

Potholes Ahead — More Local Road Dollars Needed

GEORGE DRAPER

Local streets and roads are an integral part of the Bay Area's transportation network and represent a huge investment of public resources. One goal of MTC has been to work with cities and counties to identify and manage needed repairs to their local street and road networks. MTC advocates the adoption of preventive maintenance programs as a cost-effective approach to maintaining and extending the serviceability of these networks. Currently, deterioration of the Bay Area's roadways has created large unfunded repair backlogs in a majority of jurisdictions.

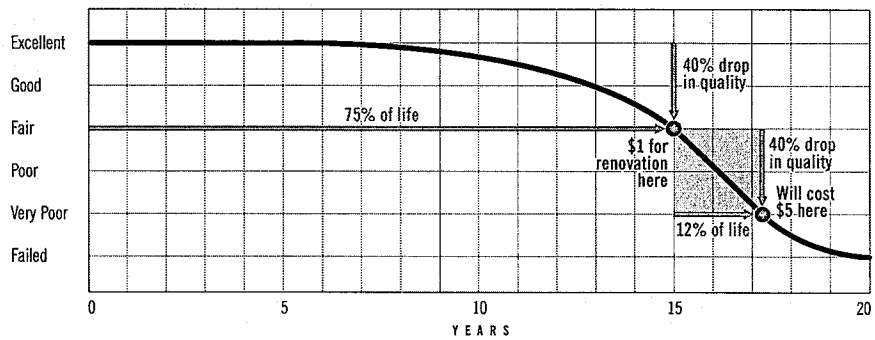
MTC is committed to funding and maintaining a Metropolitan Transportation System, or MTS, consisting of freeways and local routes deemed essential to regional mobility. The primary challenge for cities and counties is to adequately maintain their non-MTS streets and roads.

Local street and road needs are divided into two categories:

- **Pavement** includes rehabilitation or reconstruction of existing roads, plus preventive maintenance to extend pavement life
- **Non-pavement** includes related roadway maintenance of such items as storm drains, traffic lights, pedestrian walkways, retaining walls, storm damage, curb cuts for wheelchair access, etc.

Local road maintenance is funded from many sources, including: state gas taxes, county sales taxes, and other local sources such as city and county general funds, bonds and traffic fees.

Pavement Condition Over Time*

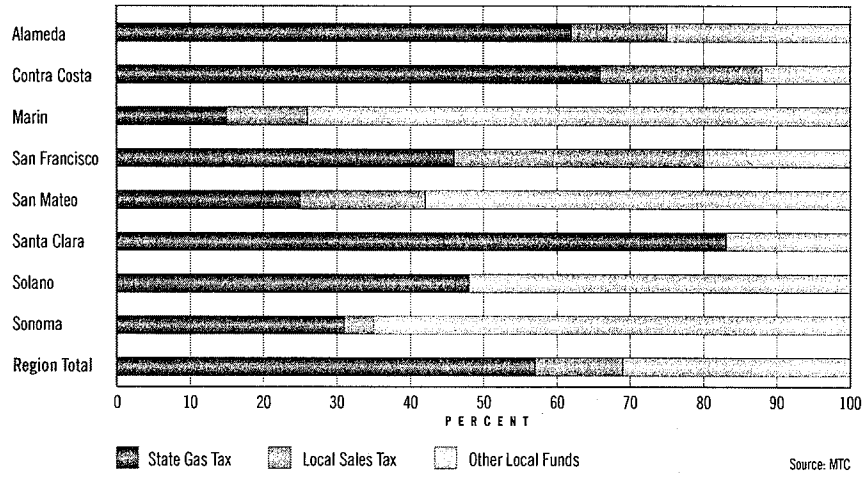


*Pavement wear varies depending on traffic, climate, pavement design, etc.

Source: MTC

Bay Area Local Street and Road Funding by Source

Data is for years 2005–2029; data for Napa County is unavailable



Source: MTC

Proposition 42, approved by voters in March 2002, dedicates the state sales tax on gasoline to transportation, a portion of which is earmarked for local roads. Unfortunately, due to the state's fiscal crisis, the statute has been repeatedly suspended and the earmarked funds have not yet materialized.

Transportation 2030 Challenges

- The 25-year pavement/non-pavement maintenance needs for the Bay Area total $16.7 billion. Including funds directed by this plan, projected expenditures over the same period are expected to be only about $10.6 billion (covering just 64 percent of the needs), resulting in $6.1 billion in unfunded needs.

- Experience shows that delayed maintenance leads to even costlier rehabilitation. As shown on the facing page, if it costs $1 to keep a section of roadway pavement in good condition through timely maintenance, it will cost $5 — five times as much — to restore the same roadway if it is allowed to deteriorate to the point where major rehabilitation or reconstruction is needed.

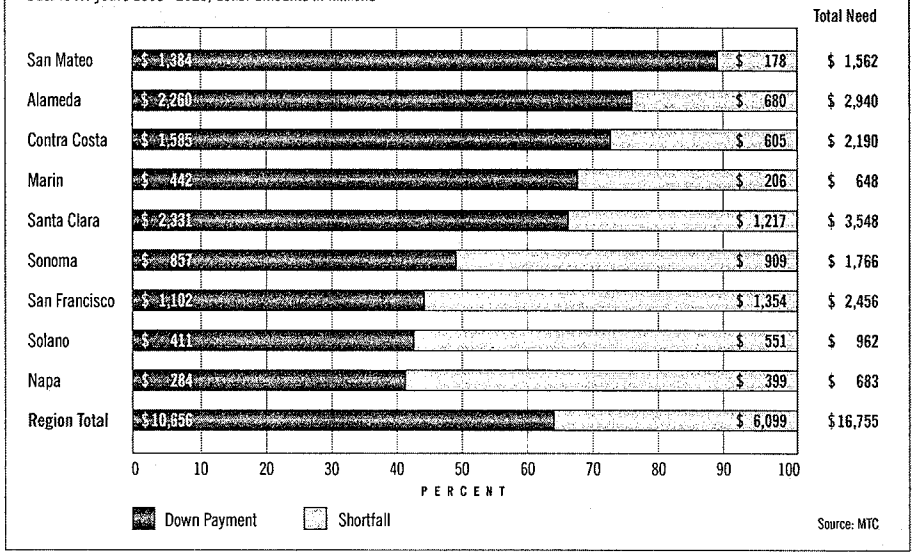
- The magnitude of the road shortfall suggests that maintenance will likely be deferred on some facilities, thus increasing overall costs.

Transportation 2030 Decision

MTC must strike a balance when determining how much regional funding should go toward local streets and roads compared to other important investments. The Commission has committed $990 million in discretionary funds to close a projected funding gap for rehabilitation (pavement and non-pavement) of MTS streets and roads. This leaves $6.1 billion in non-MTS local streets and roads needs unfunded.

Road Maintenance Expenditures by Bay Area County, Ranked by Relative Size of Down Payment

Data is for years 2005–2029; dollar amounts in millions



Source: MTC

Calls to Action

Strengthen Proposition 42

Approved by 69 percent of voters in 2002, Proposition 42 permanently dedicated gasoline sales tax revenue to transportation, including local roads. This measure is supposed to provide over $1 billion annually statewide, yet transportation projects have not seen a dime because the governor and Legislature have taken advantage of a provision that allows for its suspension. Proposition 42 should be strengthened so that it cannot be routinely suspended to pay for other needs.

Condition Maintenance Funds

Traditionally, MTC has focused the region's limited maintenance funding on keeping the most heavily traveled local streets and roads in good repair, and the counties with the biggest maintenance funding gaps received the most funding. However, this approach inadvertently penalizes counties that do make a hefty investment in keeping their local road system healthy. To address this unintended result, MTC and its partners should come up with a distribution formula that rewards cities and counties that are putting more local resources into their roadway networks, and have made maximum use of efficiency measures.

Devote More Local Sales Tax Revenues to Road Maintenance

Most Bay Area transportation sales taxes allocate 20 percent to 25 percent of revenues to the upkeep of local streets. Counties should increase this share to address projected maintenance shortfalls.

Self-Help for Every County

Cities' and counties' continued reliance on their general funds to finance street rehabilitation is risky, particularly since the general funds are often tapped out by police, fire and other needs. Cities and counties need to look to the voters to approve user charges such as vehicle license fees and fuel taxes to pay for pothole repair.

Keeping Trains and Buses Humming

Public transit plays a critical role in the Bay Area's transportation system. It provides mobility to people without access to cars, including those who are low-income, elderly or disabled, as well as school-aged children. During the congested commute hours, public transit provides an alternative to driving, which helps reduce the numbers of cars on the roads. As transit funding becomes increasingly scarce, the challenge is to find ways to sustain and maintain today's core transit system. The prudent expenditure of transit operating and capital replacement funds is necessary to balance operating and capital replacement costs with reduced revenues.

Transportation 2030 Challenges

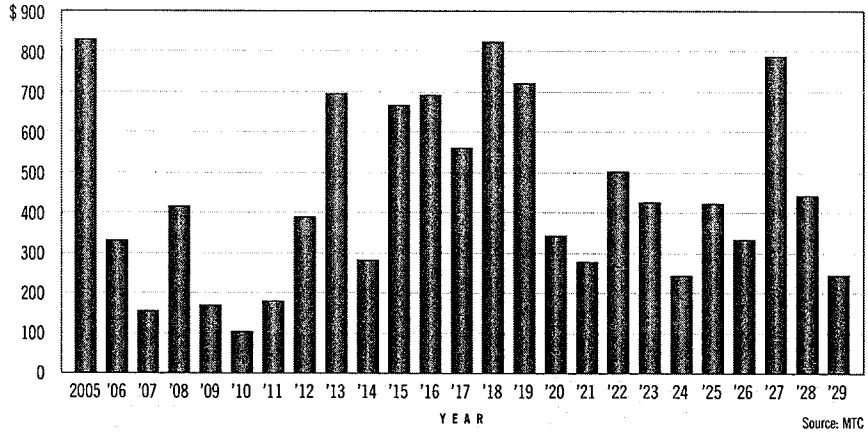
- Operating and capital replacement costs for Bay Area transit providers are projected to total $69.3 billion ($16.2 billion capital and $53.1 billion operating) over the next 25 years. Dedicated revenues over the same period (not including discretionary funding directed by MTC in this plan) are expected to be about $63.9 billion, resulting in $5.4 billion ($4.1 billion capital and $1.3 billion operating) in initial unfunded needs.

- The Commission has decided to give priority to a regional investment in vehicles and fixed-guideway replacement and rehabilitation before funding proposed service expansion.

- As with local streets and roads, delayed maintenance of the transit system leads to even costlier rehabilitation.

Transit Capital Replacement Costs by Year

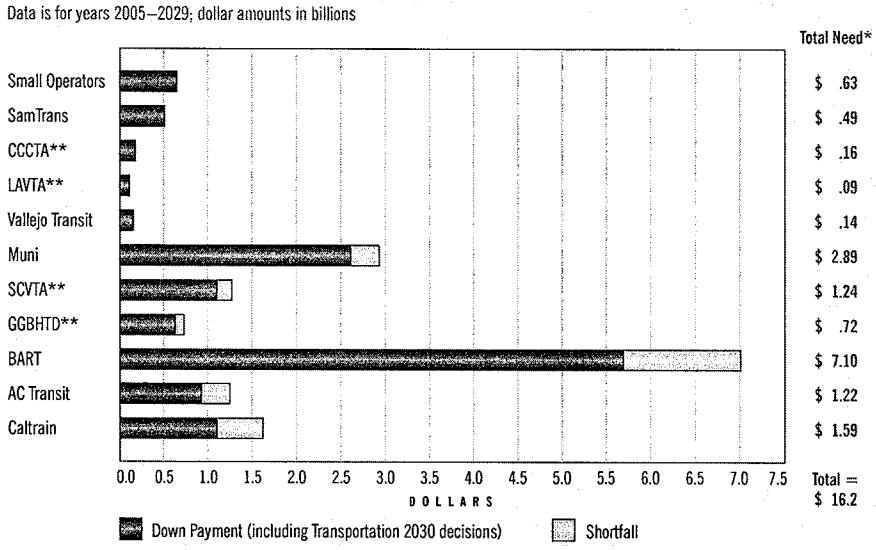
Data is for years 2005–2029; dollar amounts in millions



Source: MTC

Transit Capital Replacement Costs by Operator

Data is for years 2005–2029; dollar amounts in billions



* Total transit capital replacement needs are estimated based on data available from each operator at the time of the analysis. Commission policy that directs regional discretionary funding to cover the shortfall may take into account differences in 25-year projected shortfalls and needs identified in the near-term.

** CCCTA = Central Contra Costa Transit Authority; LAVTA = Livermore-Amador Valley Transportation Authority; SCVTA = Santa Clara Valley Transportation Authority; GGBHTD = Golden Gate Bridge, Highway and Transportation District

Source: MTC

- BART has by far the largest transit capital replacement need ($7.1 billion) of any Bay Area transit operator, accounting for nearly 44 percent of the region's total transit capital replacement need over the next 25 years. Due to its high ridership and extensive track mileage, BART also attracts considerable capital replacement funds for the Bay Area under federal law. Even with a $5.7 billion down payment on BART's need (including funds directed by MTC in this plan), BART is facing a $1.4 billion capital replacement shortfall. This comprises 50 percent of the net transit

> **"AS TRANSIT FUNDING BECOMES INCREASINGLY SCARCE, THE CHALLENGE IS TO FIND WAYS TO SUSTAIN AND MAINTAIN TODAY'S CORE TRANSIT SYSTEM."**

capital replacement shortfall, after action by MTC (see "Transportation 2030 Decision" below).

- Transit operating shortfalls will need to be managed through system efficiencies and revenue enhancements.

- Improved maintenance alone will be insufficient to meet the transit needs of a growing Bay Area. Increased service levels are needed to boost transit ridership and accommodate future population growth.

Transportation 2030 Decision

The Commission earmarked $1.3 billion of Transportation 2030 revenues for transit capital expenses. This $1.3 billion, added to $12.2 billion already committed to that purpose, covers about 75 percent of the need, leaving an unfunded transit capital replacement cost for all operators of $2.8 billion.

Calls to Action

Condition Capital Replacement Funds

MTC commits funding for transit operating and capital purposes based on the transit operators' shortfall levels. This results in transit operators with the largest shortfalls receiving the highest levels of discretionary Transportation 2030 funding. MTC will work with the transit operators to find innovative and equitable ways to condition capital replacement funds, so that all agencies take responsibility for making adequate investments to operate and maintain the transit system.

Extend Useful Life and Reprioritize Capital Replacement

Bay Area transit operators must work towards extending the life of their bus and rail vehicles, thus getting more mileage from the fleet before purchasing new capital assets. There may be cases where maintenance and service facilities could be more fully utilized to fix and maintain the existing stock, reducing the capital replacement shortfalls.

Dedicate Sales Tax Funds to Transit Operations and Maintenance

Because transit is a cornerstone of the Bay Area transportation system, expenditure plans for local transportation sales taxes should include funds for transit operations and capital replacement as well as transit expansion projects.

Functionally Consolidate or Institutionally Merge Transit Operators

While there is no "ideal" number of transit operators for our nine-county region, having some two dozen separate operators clearly complicates the task of providing a seamless regional transit system. The region should seriously evaluate the benefits and costs associated with merging transit agencies and consolidating functions to improve cost-effectiveness and service design. This evaluation is currently under way for the bus services in the suburban East Bay. Functional consolidation would pool limited funds, promote uniform fares and provide more responsive regional service. It also offers potential economies of scale in terms of joint purchases, maintenance facilities, marketing and customer services. Napa County's 2001 merger of its six operators into a single countywide operation could serve as a successful model for merging bus operations in other suburban areas. Significantly, voter-approved Regional Measure 2 requires a study of regional rail operators — including BART, Caltrain, Altamont Commuter Express and the Capitol Corridor rail service — and consideration of options from functional consolidation to an institutional merger.

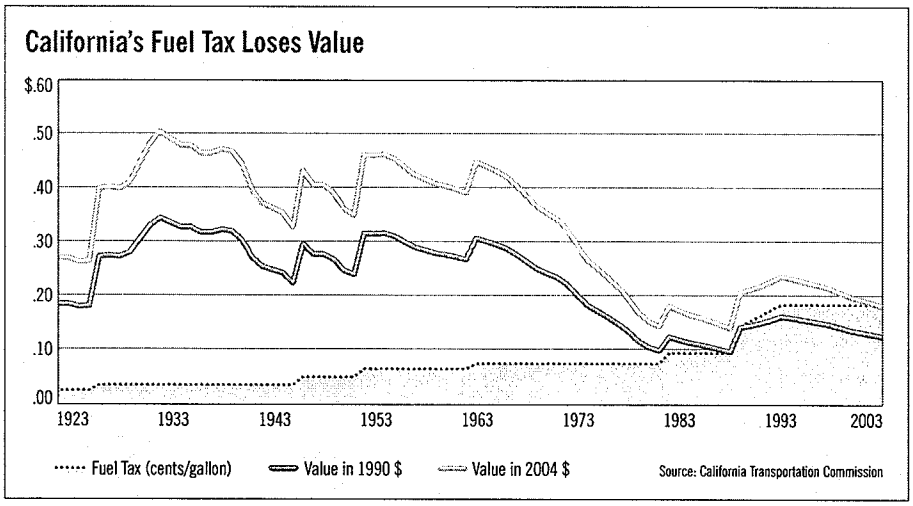
Challenge BART to Go to the Voters — Again

Voters in Alameda, Contra Costa and San Francisco counties said yes to a property tax increase on the November 2004 ballot to seismically strengthen the Transbay Tube, stations and elevated tracks. Since BART's capital needs are the largest among Bay Area operators, the agency may need to place a second bond measure on the ballot at a future date to deal with its unfunded $1.4 billion capital replacement needs.

State Highways Showing Their Age

The State Highway System is one of California's most valuable transportation resources. It is the foundation on which the vitality of California's economy is built, linking people and goods with growing urban centers and major international ports.

Much of the State Highway System was planned, designed and built in the 1950s through the 1970s, and some of it has never been rehabilitated. Not only have these facilities aged beyond their design life, they have been subjected to more truck and auto traffic than originally assumed. This combination of age and increased usage has caused faster rates of pavement deterioration, concentration of accidents and increasingly longer travel times.



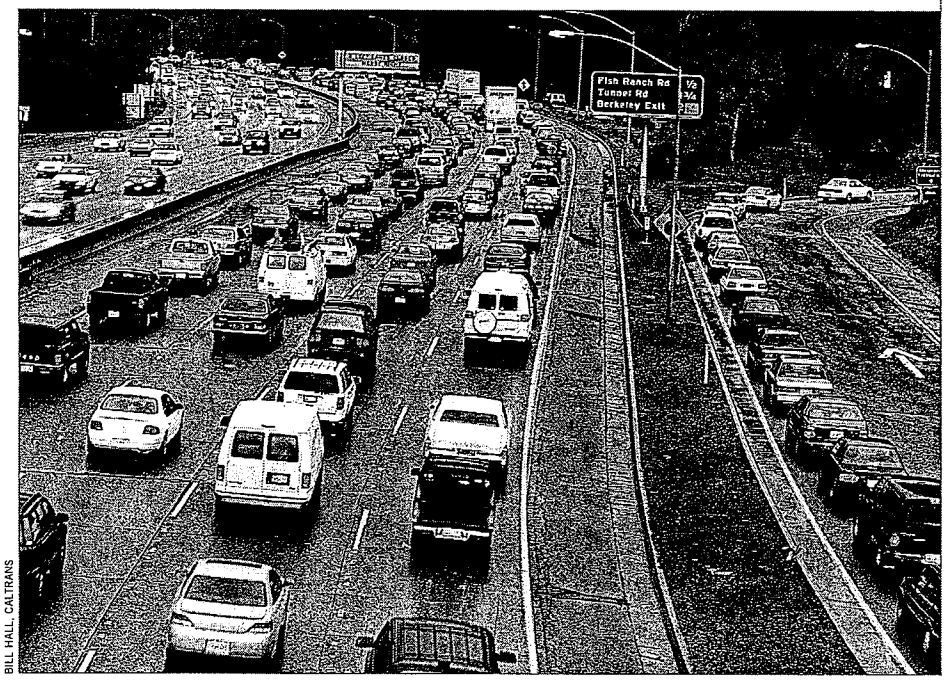
State law requires Caltrans to prepare a 10-year State Highway Rehabilitation Plan for all state-owned highways and bridges. An increased emphasis on safety and roadway rehabilitation is reflected in the 2004 SHOPP (State Highway Operations and Protection Program), with the goal of reducing fatal and injury accidents and the number of miles of distressed pavement. Other goals include easing congestion through operational improvements, restoring highway planting and fixing rest areas.

Transportation 2030 Challenges

- As illustrated in the pie chart on page 45, Bay Area SHOPP needs over the 25-year life of the 2030 Plan total about $14 billion, while projected revenues over the same period are expected to cover only $7 billion, resulting in $7 billion in unfunded needs.

- The Commission has not yet identified any new funding sources for the $7 billion in unfunded SHOPP needs in Transportation 2030. The state will need to tap into its existing or new resources to pay for this shortfall.

- The magnitude of the state highway rehabilitation shortfall suggests that maintenance may have to be delayed on some highways, thus increasing overall road repair costs.



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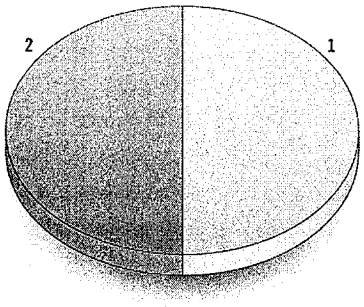
Projected State Highway Maintenance Needs 2005–2029



1	Funds Available	$7 billion
2	Unfunded	$7 billion
	Total Need	$14 billion

Source: Caltrans

- Insufficient funds to maintain system management equipment like traffic detection sensors, ramp meters, changeable message signs, and other incident-management programs will result in lost opportunities to ease congestion.

- Investments must be made to address serious bottlenecks and close gaps in our highway system. These additional lanes will require additional maintenance and more funding.

"MUCH OF THE STATE HIGHWAY SYSTEM WAS PLANNED, DESIGNED AND BUILT IN THE 1950s THROUGH THE 1970s, AND SOME OF IT HAS NEVER BEEN REHABILITATED."

Calls to Action

Index the State Gas Tax to Inflation

It is long past time for the Legislature to increase the state gasoline tax. Since it was last raised in 1990 (from 9 cents to 18 cents per gallon), the gasoline tax has lost 25 percent of its value to inflation (see graph on facing page). Today, California's gas tax is lower than that of 36 other states, and is below the national average of 20.4 cents per gallon. At the very least, the state gas tax should be indexed to inflation — as it is in 11 other states — so that the gas tax would increase in direct proportion to the rate of inflation.

Increase Truck Weight Fees

Heavy trucks cause serious damage to pavement. Proceeds from truck weight fees levied by the state that are deposited into the State Highway Account for road repair and maintenance no longer are sufficient to repair truck-related damage to our highways. The state must re-evaluate the existing truck weight fee structure and increase fees to reflect the true cost of highway repair — perhaps by considering distance-based fees that also factor in how far a truck travels on our state highways.

Top 10 Urban Areas With Unacceptable Ride Quality on Highways and Arterials

Urban Area	Percentage Unacceptable
Kansas City	71%
San Jose	67%
St. Louis	66%
Los Angeles	64%
San Francisco-Oakland	60%
San Diego	58%
New Orleans	55%
Boston	49%
Sacramento	49%
Oaklahoma City	47%

Source: The Road Information Program (TRIP) analysis of 2003 Federal Highway Administration data

Trim the STIP to Support the SHOPP

Without an increase in revenues to maintain the state highway system, the state will be faced with deferring more and more of its maintenance needs. More dollars may need to be diverted to state highway maintenance needs, which are funded through the State Highway Operations and Protection Program (SHOPP). Unfortunately, this will leave less state funding available for new road and transit projects in the State Transportation Improvement Program (STIP).

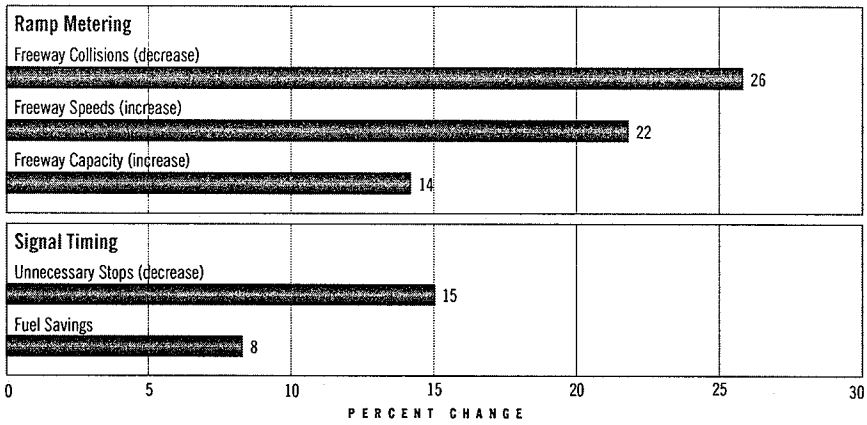
system efficiency

Squeezing Better Mileage From the Existing Network

The effort to make Bay Area travel easier and more convenient stretches across multiple jurisdictions, requiring MTC to work in concert with many other agencies to ensure not only that each piece of the regional transportation system works as efficiently as possible, but that the components mesh smoothly to create a unified network. The Regional Operations Program encompasses:

- 511 traveler information (511 Traffic, 511 Transit, Regional Rideshare Program, transportation marketing)
- Incident management, including Freeway Service Patrol (FSP), call boxes, emergency vehicle preemption of traffic signals
- Traffic operations, including Caltrans' Regional Transportation Management Center, smart corridors, center-to-center data exchange, coordination of traffic signals across city boundaries, etc.
- Transit operations, including transit automatic vehicle location systems, priority at traffic signals, express bus services, etc.
- Technical assistance for cities and counties (pavement management, traffic engineering)
- Performance monitoring
- TransLink® (discussed separately on page 60)

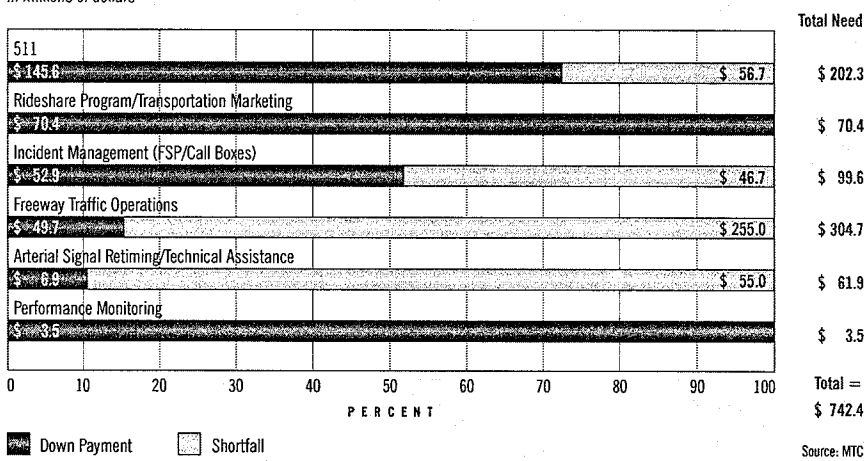
Better Roadway Management Yields Multiple Benefits



Sources: Minnesota Dept. of Transportation; U.C. Berkeley

Funding for Bay Area Regional Operations Program, 2005–2029

In millions of dollars



Source: MTC

The Regional Operations Program will improve the efficiency of the existing regional transportation system. For example, ramp metering and traffic signal retiming have been shown to produce measurable benefits for motorists (see graph above). And the roving tow trucks of the Freeway Service Patrol save Bay Area travelers some 4.5 million hours of delay per year, returning $8.20 in benefits for every $1 of cost. On the transit side, AC Transit's Rapid Bus program on San Pablo Avenue has decreased travel time by 14 percent and has increased peak-period ridership by 66 percent; moreover, 19 percent of the new riders previously made the trip by car.

Transportation 2030 Challenges

- Full deployment of the Regional Operations Program is expected to cost about $742 million over 25 years, yet projected revenues over this period total only $329 million, or slightly more than 44 percent of anticipated needs.
- MTC's long-term vision for freeway traffic operations includes real-time monitoring of speed and volume on all

freeways, increased management of congestion through message signs and ramp meters, and automated data exchange (including radio between jurisdictions on all freeways). Given limited funding, this vision likely will be implemented only on the most congested freeways.

- An aggressive deployment of new technologies would maximize the Bay Area transportation network's efficiency by: improving data collection for 511 (including driving times for carpool lanes and arterial streets as well as mixed-flow freeway lanes); making available multilingual phone and Web options for all travel information; and improving congestion management through enhanced traffic-flow monitoring and real-time communication with motorists.

- Expansion of the Freeway Service Patrol (with new weekend, midday and morning service hours) would enhance both congestion management and incident response.

Transportation 2030 Decision

In the Transportation 2030 Plan, MTC will add $271 million to the $58 million previously committed to fund core programs benefiting the entire region. This includes 511, the regional rideshare program, transportation marketing, freeway operations, incident management and funding for three years of regional signal timing and technical assistance. However, full deployment of the Regional Operations Program will require an additional $413 million to sustain and enhance the existing programs.

Calls to Action

Increase Vehicle Registration Fee for Incident Management

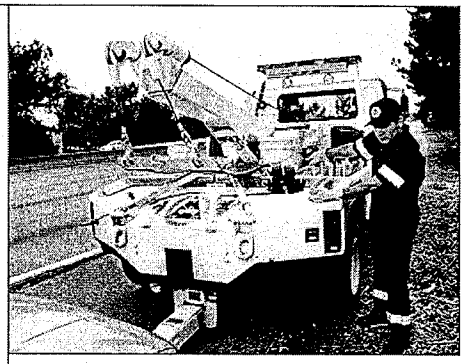
The successful Freeway Service Patrol program is partially funded through a $1 assessment on vehicle registrations. Since accidents, stalls, spilled debris and other incidents account for up to 50 percent of traffic congestion, doubling the assessment to $2 would provide additional dedicated funding for programs to reduce incident-related traffic delays.

Give Bay Area Freeways a High-Tech Edge

Real-time information on traffic conditions throughout the Bay Area freeway system is essential to Caltrans' and the CHP's ability to immediately summon the right type of assistance (e.g., tow truck, ambulance, etc.) to where it is needed, and to inform travelers of the danger ahead. Sufficient State Highway Account funding must be dedicated for better operation of the existing freeway system.

Implement Freeway Metering Lights

Traffic lights at freeway on-ramps are a proven and effective way to reduce freeway delays and increase freeway volumes. Recent studies have documented that local streets flow better after metering is implemented. Objections from a few cities about "spillover" traffic on local streets must be overcome so that the regional interest in reducing freeway congestion can prevail.



GEORGE DRAPER

Improve Arterial Operations

Many arterials throughout the Bay Area are routinely congested. Retiming the traffic signals is a cost-effective way of minimizing normal peak-period congestion for cars and buses, especially where major roads pass through several cities. "Smart Corridors" enable cities to quickly respond to major traffic fluctuations (e.g., traffic that is diverted onto city streets from a nearby freeway after a major collision; congestion after a sporting event, etc). To ensure efficient operation of the arterial portion of the regional transportation system, the Bay Area must provide a stable source of operating funds.

Clear Incidents Quickly

Incompatible radio systems and conflicting institutional priorities among the CHP, local police and fire departments, and other agencies can result in chaotic responses to major highway accidents and needless delay in reopening the lanes to traffic. Communications is essential to teamwork, and the Bay Area must commit itself to the goal of having all first responders able to communicate with each other.

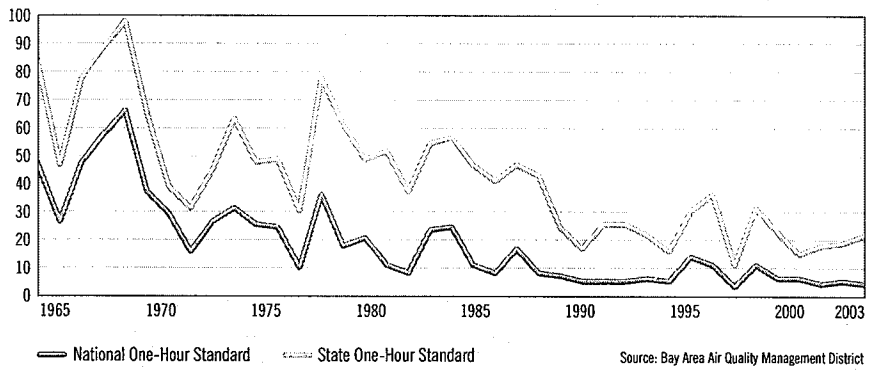
Clean Air in Motion

The Bay Area has some of the cleanest skies of any metropolitan area in the United States. Regional air quality has steadily improved, due in large part to cleaner motor vehicles and fuels, and reduced emissions from industrial and commercial sources. The number of days on which ozone levels exceed state and federal standards has fallen dramatically. But more progress is needed to ensure healthy air quality every day. While the Bay Area meets the federal one-hour ozone standard, the region currently does not meet either the state's more stringent one-hour ozone standard or the federal government's newer eight-hour standard.

Many different sources contribute to air pollution. Stationary sources such as factories, power plants and dry cleaners; mobile sources such as cars, buses, planes, trucks and trains; and naturally occurring sources like windblown dust all contribute to air pollution. Among the principal pollutants considered harmful to people and the environment are the following.

- Ozone is a gas formed by a chemical reaction between oxides of nitrogen (NO_X) and volatile organic compounds (VOC) in the presence of heat and sunlight. "Good" ozone occurs naturally about 10 to 30 miles above the earth, while "bad" ozone forms in the earth's lower atmosphere (ground-level). Motor vehicle exhaust, industrial emissions, gasoline vapors and chemical solvents are some of the major sources of NO_X and VOC that help to form ozone. Sunlight and hot weather cause ground-level ozone to form in harmful concentrations in the air, which is often referred to as summertime smog.

Annual Exceedances of the National and State One-Hour Standards For Ozone in the Bay Area



Source: Bay Area Air Quality Management District

- Particulate Matter (PM) includes dust, dirt, soot, smoke and liquid droplets found in the air. Particles can be suspended in the air for long periods. Some particles are directly emitted into the air from sources such as cars, trucks, buses, factories, construction sites, tilled fields, unpaved roads and burning wood. Others may be formed through chemical change of gases such as when gases from burning fuels react with sunlight and water vapor, or when fuel combusts in motor vehicles. Serious health problems may arise from breathing particulate matter.

- Carbon monoxide (CO) is a colorless, odorless gas formed when carbon in fuel is not burned completely. CO is a component of motor vehicle exhaust, which contributes about 56 percent of all CO emissions nationwide. Non-road engines and vehicles (such as construction equipment and boats) contribute about 22 percent of all CO emissions nationwide. Areas with heavy traffic congestion generally have higher levels of CO.

- Carbon dioxide (CO_2) is a major component of the carbon cycle, and results from the combustion of organic matter if sufficient amounts of oxygen are present. CO_2 also is produced by various microorganisms in fermentation and cellular respiration. It is present in the Earth's atmosphere at a low concentration and acts as a greenhouse gas.

Transportation 2030 Challenges

MTC, along with the Bay Area Air Quality Management District (BAAQMD) and the Association of Bay Area Governments (ABAG), prepares and implements plans to achieve the ozone standards. The most recent plan for the state standard is the 2000 Clean Air Plan, and the most recent plan for the national standard is the 2001 Ozone Attainment Plan. Each plan includes measures to reduce emissions of ozone precursors from a variety of sources.

The Draft 2005 Bay Area Ozone Strategy, which is currently being prepared by MTC, the Air District and ABAG, is the update to both these plans. The Draft 2005 Ozone Strategy will include a triennial revision to the Bay Area's strategy to attain the California state one-hour ozone

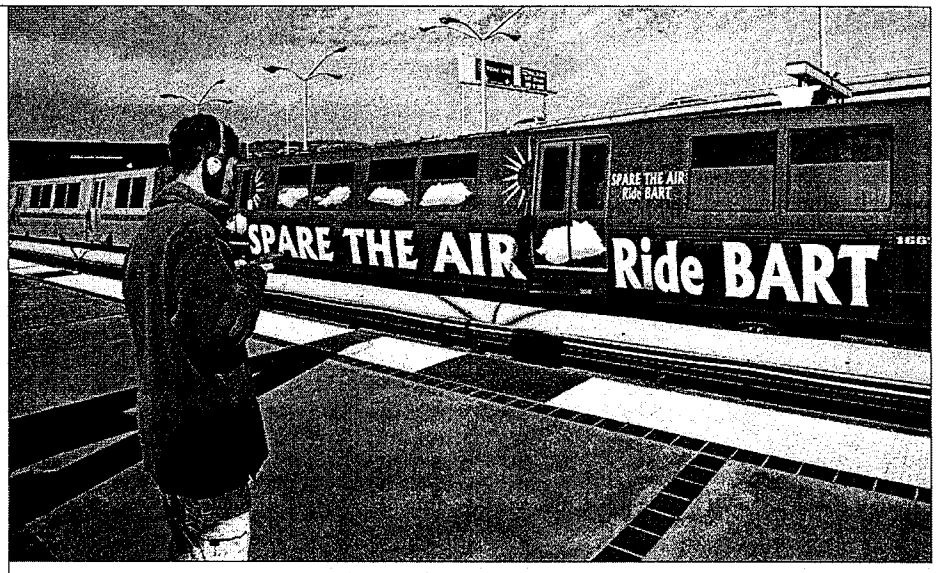
standard. Stationary, mobile and transportation control measures are key features in the Draft 2005 Ozone Strategy.

The Bay Area already attains both federal and state standards for carbon monoxide. Efforts to attain the standards for particulate matter will be the subject of future air quality planning exercises. Responsibility for CO_2 control lies with the California Air Resources Board (CARB). Because CARB's strategy for reducing motor vehicles' CO_2 emissions emphasizes the use of hydrogen fuel cells, these solutions are likely to reduce transportation revenues generated by taxes on gasoline and diesel fuel.

Transportation 2030 Decision

The Commission in December 2003 adopted a new clean air goal for the Transportation 2030 Plan. The key objectives include: (1) achieve additional reductions in motor vehicle emissions through effective transportation control measures; (2) work with the Air District to develop new episodic control strategies for predicted high-ozone days; and (3) help reduce particulate matter from buses and other heavy duty vehicles.

The Commission also committed $36 million toward a comprehensive program to improve Bay Area air quality, which is to be leveraged with $240 million from the Air District's Transportation Fund for Clean Air.



JOHN BENSON

Calls to Action

Spare the Air!

Established in 1991, the Air District's Spare the Air program is focused on educating the public and promoting changes in behavior that help prevent poor air quality. A Spare the Air day is a day forecast to have ozone levels high enough to exceed federal health-based standards. MTC, the Air District and ABAG, along with our partners, should deploy focused and specific strategies to reduce emissions on Spare the Air days. In particular, MTC will replicate its successful 2004 pilot Free Morning Rides program with BART and LAVTA and expand the program to all public transit operators in the Bay Area during the 2005 ozone season.

Scrap the Oldest, Most Polluting Cars

The Air District's Vehicle Buy-Back Program pays $650 for operating and registered vehicles from 1985 and earlier. These cars are then scrapped by dismantlers under contract to the Air District. MTC, the Air District and other partners will find ways to supplement this voluntary program with additional federal funds.

Reduce Particulate Matter from Buses/Heavy Duty Vehicles

The Environmental Protection Agency's (EPA) emission standards for post-1994 manufactured diesel trucks and buses have resulted in a 90 percent reduction in emissions of particulate matter. Older trucks and buses should be retrofitted with particulate traps to reduce emissions. EPA should continue to work with manufacturers to further reduce emissions from diesel engines, including non-road engines such as those found on construction equipment. MTC, the Air District and ABAG, in consultation with EPA, will find ways to further reduce particulate matter through new funding assistance programs, similar to MTC's $14 million program to retrofit 1,700 diesel buses operated by 12 Bay Area transit agencies.

Retrofit 1980–1994 Automobiles

The California Air Resources Board (CARB) has developed a program to replace the evaporative canister in middle-aged to older cards in order to evaluate the reduction of emissions. In a pilot program that could supplement CARB's testing, MTC plans to fund a similar replacement in 1980-1994 passenger vehicles.

Broadening Access To Mobility

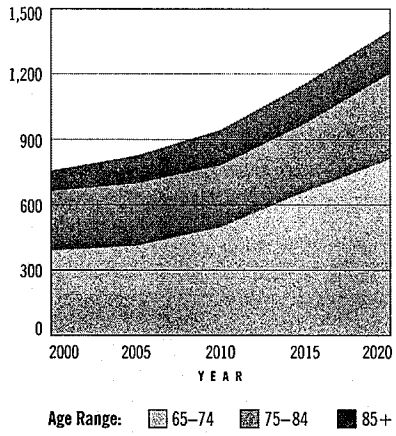
Central to a good quality of life is the ability to get to and from work, school, medical appointments, shopping areas, recreational sites and other destinations. In addition to highways, and local streets and roads, the Bay Area has an extensive array of public transit services and programs intended to address the needs of all residents. But the current system does not always meet the mobility needs of people with disabilities, frail elderly people and some low-income residents. These people need better mobility options. Identifying and implementing the necessary improvements will require the joint efforts of regional and local stakeholders.

MTC and its partners are leading the way to expand mobility for those whose transportation options are limited due to age, disability or income. In December 2003, MTC began seeking ways to stimulate creative, collaborative, cost-effective transportation solutions for older adults, the disabled, low-income residents and youths. As a first step, agency staff convened a task force comprised of representatives from transit agencies, community-based organizations, advocacy groups and other stakeholders to discuss how best to plan for and deliver expanded services that are convenient, safe, affordable and accessible to and from key destinations. The Access to Mobility effort is aimed at the following groups.

Older Adults

As people age, they increasingly face limitations on their ability to drive or use fixed-route transit. In 2000, there were some 760,000 persons aged 65 and older in the nine-county Bay Area (see graph above).

Bay Area Senior Population Growth, 2000–2030
Population in thousands



Source: ABAG Projections 2002

By the year 2020, the number of people in this age group will increase by 84 percent to 1.4 million. And the number of people age 85 or older, the group with the most severe mobility problems, will grow by 108 percent during this time.

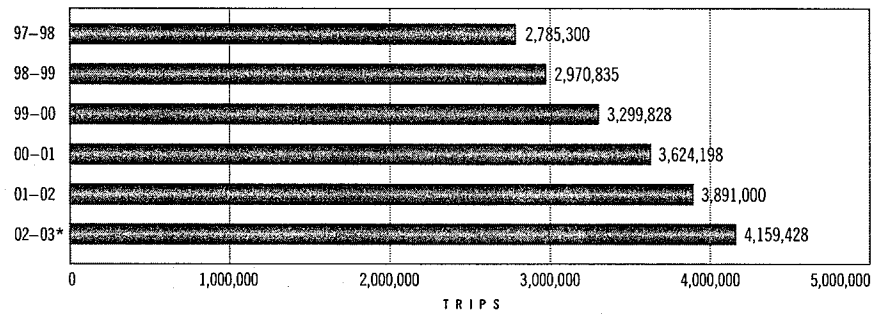
Persons With Disabilities

Since the passage of the Americans With Disabilities Act (ADA) in 1990, transit agencies and local jurisdictions have taken numerous steps to ensure their services and programs are accessible for persons with disabilities. These include providing paratransit service that is complementary to fixed-route transit service for use by people whose disabilities prevent them from riding fixed-route transit. In all nine Bay Area counties, public paratransit programs have expanded greatly since full compliance was achieved in 1997 (see graph below), and are likely to carry even more riders as the population ages. MTC will seek to broaden access to transportation for persons with disabilities by better coordinating resources among social service and transportation providers and interest groups.

Youth

School-provided bus services have all but vanished in the last 30 years in the Bay Area. While public transit agencies in the region have attempted, with varying success, to fill this school transportation gap, the decline of the "yellow school bus" is creating serious problems for parents, children, communities, schools and transit agencies. The geographically dispersed nature of the childcare system — featuring mostly small-scale providers spread throughout residential neighborhoods — often results in complex, time-consuming trips for families that rely on public transportation, and increased driving demands on parents with cars. The need to provide safe, convenient and affordable transportation for children to and from

Regional Trend in Number of Paratransit Trips Provided
Fiscal year 1997–98 through 2002–03



*Estimated

Source: MTC

childcare has emerged as key in welfare-to-work and other related planning studies.

Low-Income Persons

The Commission has developed a Lifeline Transportation Program to specifically address the needs of low-income individuals (see pages 52–55).

Transportation 2030 Challenges

- Responsibility for the transportation of low-income persons, youth, seniors and persons with disabilities is often shared among transportation and social service agencies. Many state and federally funded programs provide transportation for low-income persons, seniors and persons with disabilities, including health, job-training and senior programs. Removal of institutional, regulatory and funding restrictions could promote enhanced coordination among the various entities, thereby gaining more productivity out of each dollar spent.

- Land-use decisions need to support development of affordable housing with universally-designed units for use by disabled residents. Housing should be near transportation services and take into account access to essential destinations, such as grocery stores, daycare centers, medical offices, etc. When new social service facilities are sited, agencies need to consider their accessibility by public transit and wheelchair, as well as auto, bicycle and pedestrian access.

- Additional planning is needed to quantify the transportation needs and service shortfalls for these groups so that planners and policymakers can make informed decisions based on reliable data and relevant demographic information.

Calls to Action

Remove State-imposed Barriers

MTC, transit agencies and local jurisdictions will seek legislative or regulatory changes at the state level to address key barriers to coordinated transportation programs. These include the difficulty and cost of obtaining insurance for low-income persons and transportation providers alike, funding restrictions specific to state or federal programs, and the lack of available data on social service agencies' transportation expenditures.

Loosen Medicaid Restrictions

MTC will continue to advocate for regulatory changes to allow Medicaid to pay for non-emergency medical trips.

Enhance Local Demographic Information

Presently, we lack a comprehensive profile of transit riders in terms of factors such as ethnicity/race, income status, age and auto ownership. More consistent and timely data would provide planners and policymakers with tools to better assess the needs of low-income and minority transit riders, and thus better inform future funding actions. MTC and transit operators will take steps to improve the ways we collect, compile and disseminate basic demographic and travel data for various Bay Area population groups.

Fine-tune TLC and HIP

MTC will encourage applicants for funding through its Transportation for Livable Communities (TLC) and Housing Incentive Program (HIP) initiatives to address specific mobility barriers faced by persons with disabilities or older adults.

GEORGE DRAPER

Think Beyond the Bike

Regional and local bicycle/pedestrian planning efforts must consider and fund projects that make paths of travel to fixed-route transit services accessible and usable by older pedestrians and persons using wheelchairs or other mobility aids.

Identify Strategies for Enhanced Use of Taxis

Enhanced taxi services, such as guaranteed-ride-home or voucher programs, have been identified as potential solutions through community-based and welfare-to-work planning, as well as in efforts to address the mobility needs of older adults and persons with disabilities. However, taxi service is limited or not available at all in some rural or suburban communities, and most taxi vehicles are not wheelchair accessible. MTC and its partners should identify strategies to better utilize this important mode of transportation.

Providing a Transportation Lifeline

MTC must consider the needs of all travelers in striving for an equitable distribution of mobility benefits. Whether the destination is work, school or the doctor, all Bay Area residents — regardless of income, age or disability status — must be able to get from place to place. Yet many low-income households in the Bay Area can't afford to own and operate one car, let alone the two vehicles that middle-class families often consider essential. It was with this population in mind that MTC began working to identify a network of critical transit routes and other transportation services that provide a vital lifeline for low-income residents.

Included in MTC's 2001 Regional Transportation Plan was a *Lifeline Transportation Network Report,* which identified existing transit routes most critical to meet the needs of low-income neighborhoods. At the time the report was completed, nearly half (43 percent) of all routes operated by 19 transit operators within the region were identified as Lifeline routes. The report also identified gaps — both spatial and temporal — that prevent full access to services that people need, and recognized that solutions to address these gaps must be developed and planned for at the local level. The report pointed to a wide variety of transportation solutions beyond traditional fixed-route transit, based on those most appropriate to the community's needs.

MTC has taken the following steps to advance the region's understanding of transportation issues specific to low-income communities.

Community-Based Transportation Planning Program

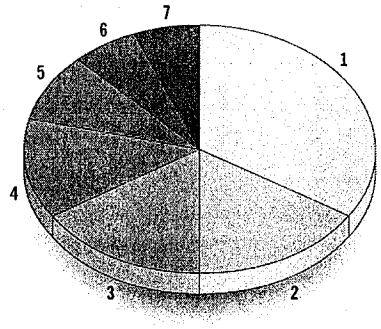
Both the *Lifeline Transportation Network Report* and the *Environmental Justice Report* for the 2001 Regional Transportation Plan recommended community-based transportation planning as a first step to address gaps and barriers faced by low-income communities. MTC initiated this program in 2002, and identified 25 communities as subjects for these plans. To date, five such plans have been completed, and MTC anticipates completion of the remaining plans within the next two to three years. Led by county congestion management agencies in consultation with community-based organizations and MTC, the plans also inform county transportation decisions, including transportation sales tax expenditure plans.

Potential transportation improvements are identified to address gaps specific to each low-income community. Solutions may include expanding fixed-route transit, children's shuttles, vanpool services, or car share or other auto-related projects. In some cases, new capital improvements such as bus stops, benches, shelters or other enhanced amenities are called for.

LIFT (Low Income Flexible Transportation) Program

Recognizing that there is no one solution to filling the gaps in the existing transportation network for low-income communities, MTC launched the LIFT Program to support a wide range of transportation services. LIFT funds have been used to create new and expanded public transit services, children's shuttles, auto-loan programs, rideshare activities and guaranteed-ride-home programs (see pie chart above).

Types of LIFT Projects
Total: 32 Projects

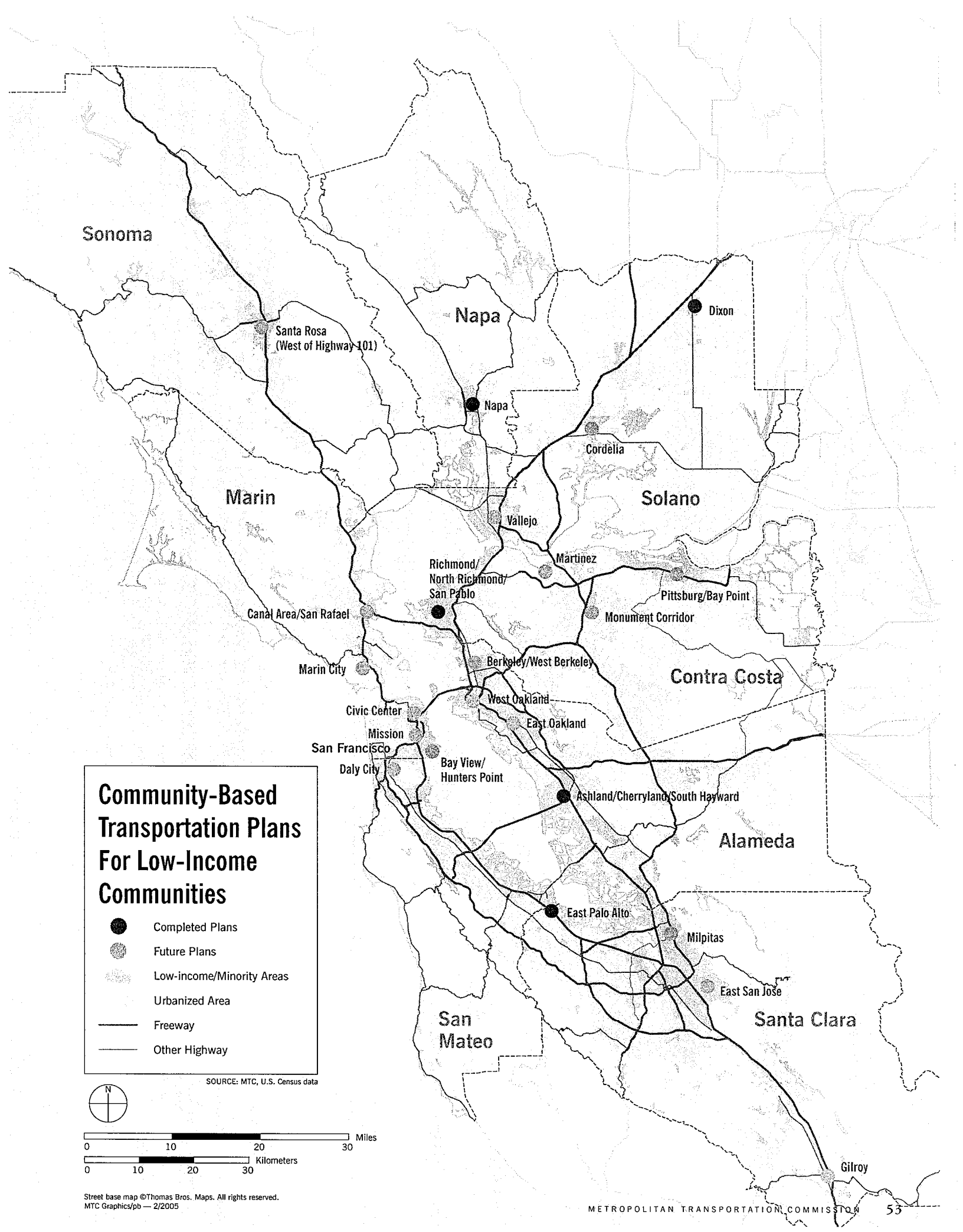


		Percent of Total
1	Fixed-Route Transit	34%
2	Children's Shuttle	16%
3	Shuttles/Demand Response	16%
4	Guaranteed Ride Home	13%
5	Mobility Manager	9%
6	Fare Assistance	6%
7	Auto Programs	6%

Source: MTC

The LIFT Program began in 2000 and has been funded with a variety of federal, state and local transportation dollars, as well as additional social service matching funds, bringing the total investment for this program to nearly $21 million. To date the LIFT program has provided support to 32 creative transportation solutions in all nine Bay Area counties.

The LIFT Program encourages a collaborative approach to addressing the transportation challenges faced by residents of Bay Area low-income communities, including low-income elderly and disabled residents. Transit providers work closely with social service agencies, community-based organizations and other key stakeholders to make a difference in the lives of low-income Bay Area residents.


Sonoma
Napa
Marin
Solano
Contra Costa
Alameda
San Mateo
Santa Clara
Santa Rosa (West of Highway 101)
Napa
Dixon
Cordelia
Vallejo
Martinez
Richmond/ North Richmond/ San Pablo
Pittsburg/Bay Point
Monument Corridor
Canal Area/San Rafael
Marin City
Berkeley/West Berkeley
West Oakland
East Oakland
Civic Center
Mission
San Francisco
Daly City
Bay View/ Hunters Point
Ashland/Cherryland/South Hayward
East Palo Alto
Milpitas
East San Jose
Gilroy
Community-Based Transportation Plans For Low-Income Communities
Completed Plans
Future Plans
Low-income/Minority Areas
Urbanized Area
Freeway
Other Highway
SOURCE: MTC, U.S. Census data
N
Miles
0 10 20 30
Kilometers
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Street base map ©Thomas Bros. Maps. All rights reserved.
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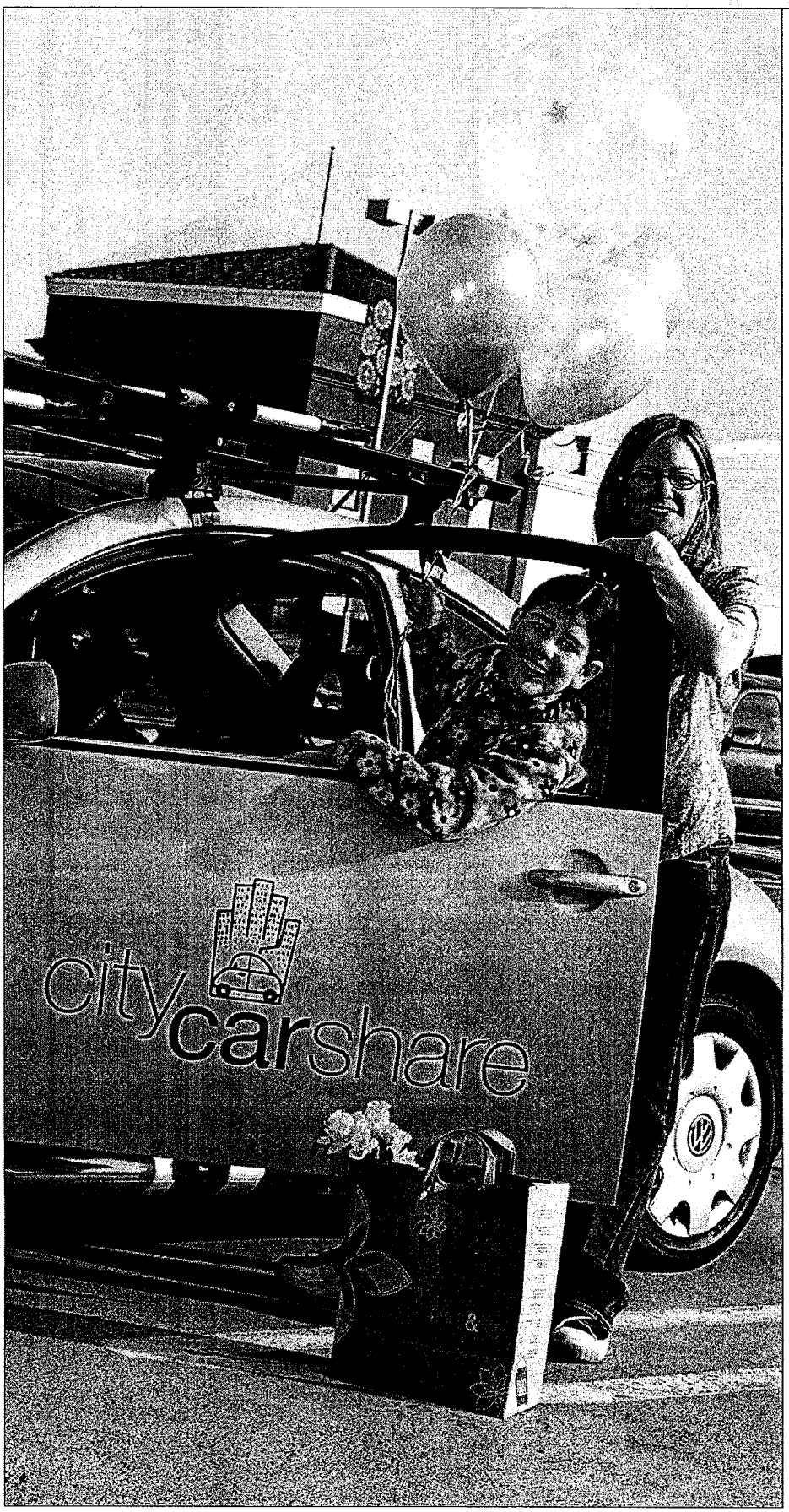


KIT MORRIS

Transportation Spending Study

The cost of transportation is often a significant barrier for low-income individuals in getting to school, work or other essential destinations. MTC and the Public Policy Institute of California (PPIC) collaborated to study travel patterns and transportation costs for low-income persons of employable age for work and training purposes. The report, *Transportation Spending by Low-Income California Households: Lessons for the San Francisco Bay Area* was published under the auspices of PPIC in July 2004, and identified the following key findings.

- Transportation is the third-largest budget item (after housing and food) for low-income households in California's metropolitan areas.
- Low-income households allocate a slightly smaller proportion of household expenditures to transportation than do other households.
- Cost appears to be a barrier to vehicle ownership among low-income households in the Bay Area.
- Cost is unlikely to be a barrier to transit use for most low-income households but may be a barrier for some.
- Low-income commuters are less likely than other workers to drive alone and more likely to carpool, walk or travel by bus.
- Low-income workers have somewhat shorter commute times than other workers.

Transportation 2030 Challenges

- Additional community-level planning is needed to quantify transportation needs and service shortfalls for low-income residents so that planners, practitioners and policymakers can make informed decisions based on reliable data and relevant demographic information. Taking these steps will help establish clear objectives for the region's investments, and define desired outcomes, performance and evaluation measures.

- Recommendations will be forged over the next few months for the use of funds dedicated to Lifeline transportation services. MTC and program stakeholders must consider strategies, such as requiring matching funds, to expand the Lifeline Transportation Network. Guidelines also should be established to improve project sustainability by determining how most effectively to build long-term commitments using the seed money from LIFT and other funding programs.

Transportation 2030 Decision

The Commission committed $216 million to create a regional Lifeline Transportation Program for residents of low-income communities throughout the Bay Area. The program's objectives include better identification of gaps in transit service, affordability and safety; closer coordination with other agencies to improve the transportation options for low-income communities; and securing adequate resources to respond to Lifeline mobility needs.

Calls to Action

Finish What's Been Started

County congestion management agencies, in concert with MTC and community organizations, must complete all 25 of the Community-Based Transportation Plans identified in the 2001 *Lifeline Transportation Network Report.*

Target New Lifeline Funding

New Lifeline funding is intended to improve mobility for residents of low-income communities and, more specifically, to fund solutions identified through the community-based transportation plans. Each community's needs are unique and will therefore require different solutions to address them. MTC staff will work closely with local transportation service agencies and other stakeholders to craft a proposal to direct new funding, and to identify potential opportunities to increase the funding of Lifeline-related projects.

Put Local Dollars to Work

Cities and counties must ensure that needs assessments and recommended strategies emerging from key regional and local planning efforts are included in local sales tax programs and other local planning and funding efforts.

Identify Strategies to Increase Access to Autos

Automobiles can greatly improve mobility for low-income households, especially those with children requiring transportation to school or day care. However, only two-thirds of California's low-income households own cars, compared to 90 percent of other California households. Further research is needed to ascertain what it costs to own and operate a vehicle, the types of vehicles low-income persons own, and barriers that prevent access to cars (lack of insurance, difficulty in obtaining a driver's license, costs for purchasing a car, etc.). MTC and its partners also will seek to identify legislative, programmatic or regulatory remedies to pursue in order to improve access to automobiles.

Make the Land-Use Connection

Land-use strategies developed by local jurisdictions must address low-income transportation planning issues, including the linking of affordable housing to transit facilities.

Make a Federal Case

Several Lifeline transportation initiatives receive funding through the federal Job Access and Reverse Commute Program (JARC). MTC will advocate for increased JARC funding to metropolitan areas on a formula basis.

Walk and Roll!

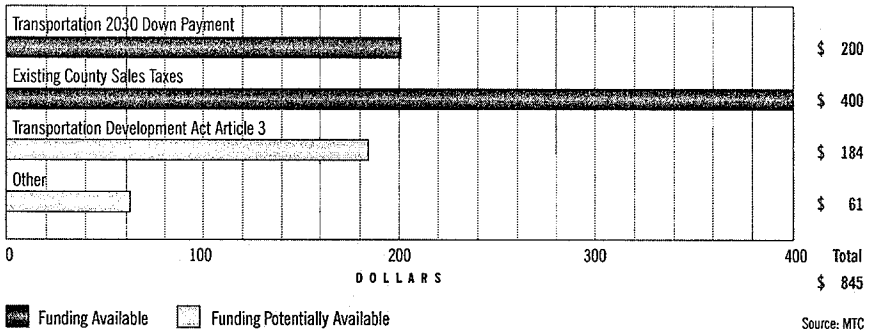
Walking and bicycling are two important means of mobility in the Bay Area. Laying sidewalks for pedestrians and wheelchairs, striping bicycle lanes, installing bicycle parking at transit stations and building multi-use trails boost the convenience and utility of these modes of travel, and enhance a community's health and well-being.

Quantifying the needs of pedestrians, bicyclists and wheelchair users is a difficult task. And the cost of building a complete bicycle and pedestrian network remains unknown. The regional bicycle network identified in MTC's Regional Bicycle Plan has a rough estimated cost of $1 billion. But this network includes only regionally significant routes selected from countywide bicycle plans. Total projected costs rise to $1.5 billion when full buildout of the countywide bicycle plans is added to the Regional Bicycle Plan. MTC will soon complete a regional pedestrian plan to identify needs and associated costs for improvements to pedestrian facilities regionwide.

Despite the uncertainty over the ultimate price tag for Bay Area bicycle and pedestrian facilities, it is clear that available resources fall far short of meeting the region's needs. Nonetheless, the region is making significant strides. In addition to MTC's first-ever funding commitment for a regional bicycle and pedestrian program (see page 58), Alameda, Santa Clara and San Francisco counties have committed close to $240 million in transportation sales tax funds for bicycle and pedestrian needs. The sales tax measures passed by Marin, Sonoma, Contra Costa and San Mateo counties in November 2004 added another $160 million. As well, an estimated $245 million in traditional funding sources is available for nonmotorized needs over the next two decades. These sources include the Transportation Development Act, the Transportation Fund for Clean Air, the Bicycle Transportation Account, and Transportation Enhancement Funds.

Funding Available for Bicycle and Pedestrian Needs, 2005–2029

Dollar amounts in millions



Source: MTC

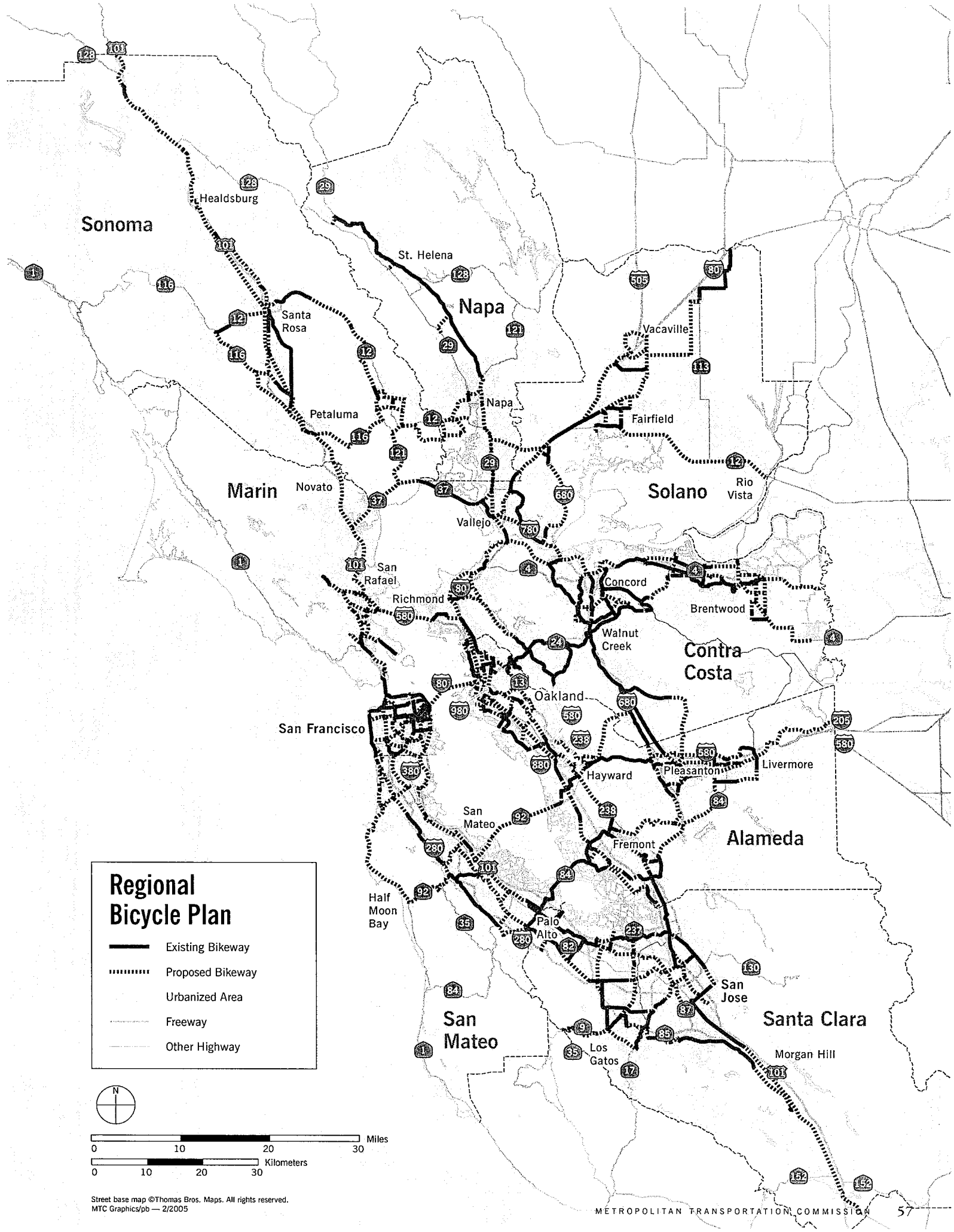
> **"THE COST OF BUILDING A COMPLETE BICYCLE AND PEDESTRIAN NETWORK REMAINS UNKNOWN, YET IT IS CLEAR THAT AVAILABLE RESOURCES FALL FAR SHORT OF MEETING THE REGION'S NEEDS."**

Transportation 2030 Challenges

- The Regional Bicycle Network consists of over 1,500 miles of bicycle paths, lanes and routes, including facilities from each county's bicycle master plan and the entire Bay Trail. Upon completion of this network, over two-thirds of the Bay Area's residents will be within a half-mile of a Regional Bicycle Network route.

- The need for pedestrian facilities (sidewalks, pedestrian signals, marked crosswalks, wheelchair-accessible curb cuts, etc.) exists in every neighborhood. But there is insufficient funding to address these demands. To prioritize the myriad needs — and help develop a regional pedestrian plan — MTC proposes to focus on projects that improve access to transit, schools and regional activity centers.

- MTC's Regional Bicycle and Pedestrian Program will fund eligible projects that are part of the Regional Bicycle Network, which supports access to schools, transit stations and regional activity centers.



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JOYCE BENNA

Transportation 2030 Decision

The Commission in December 2003 dedicated $200 million over 25 years for bicycle and pedestrian improvements throughout the Bay Area, including portions of the Regional Bicycle Network. In addition, the Commission approved a $27 million annual commitment to the Transportation for Livable Communities/ Housing Incentive Program (TLC/HIP), which funds the planning and construction of bicycle, pedestrian and transit access projects to revitalize the region's downtowns and diverse neighborhoods.

Calls to Action

Address Nonmotorized Transportation Needs

Bicyclists, pedestrians and wheelchair users must be full partners in the planning process, and bicycle facilities and walkways must be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation facilities. Project sponsors must also consider safety and contiguous routes for bicyclists and pedestrians. These actions greatly reduce the future cost of retrofitting facilities for nonmotorized travelers, and encourage safe and convenient bicycling or walking. MTC will monitor routine accommodation of nonmotorized transportation needs in its programming processes.

Support Safe Routes to School Programs

MTC and its partners support California's Safe Routes to Schools Program, which has been extended until 2008 on a pilot basis under recently signed legislation. This program has proven to be an effective way to reduce peak-hour congestion near schools and create hospitable walking and bicycling environments for children. In addition, the reauthorization of the federal surface transportation bill may include funds for a new national Safe Routes to School program.

Develop More Comprehensive Data on the Amount of Walking and Bicycling

Presently, we lack good, comprehensive information on the amount of walking and bicycling that occurs and, in particular, where it occurs. Collision statistics collected by the California Highway Patrol and local law enforcement present an incomplete picture of safety, since there tend to be more cyclists and pedestrians (and more collisions) in areas such as university and school environments and downtown districts. By the same token, cyclists and pedestrians often avoid intersections and roadways they perceive to be unsafe. More comprehensive information on pedestrian and bicycling activity by geographic locale is required to better target investments addressing the mobility and safety needs of pedestrians and cyclists.

Support Walk- and Bike-friendly Transportation Sales Tax Measures

When developing transportation sales tax measures, counties should consider more funds for nonmotorized travelers. Most allocate about 2 percent to 5 percent of sales tax revenues to bicycle and pedestrian facilities. In some counties, this may not be sufficient to address the needs of bicyclists, pedestrians and wheelchair users. We therefore urge counties to work with local and regional bicycle coalitions and pedestrian safety groups to ensure that their local transportation sales tax expenditure plans devote sufficient resources to walking and bicycling.

Give Bicyclists and Pedestrians a Little "TLC"

Cities, counties, and pedestrian and bicycle advocates should pursue funding opportunities through MTC's Transportation for Livable Communities/Housing Incentive Program (TLC/HIP) initiatives. These grants can be leveraged with non-transportation funding, such as community development block grants, redevelopment tax increment funds and Air District clean air funds. MTC has administered its successful TLC/HIP program since 1998. The Transportation 2030 Plan allocates $9 million annually amongst the nine Bay Area counties so they can launch county-level TLC/HIP programs. Santa Clara already has incorporated a county TLC and pedestrian program into its voter-approved sales tax expenditure plan. Contra Costa County followed suit in its sales tax reauthorization measure approved by voters in November 2004.

A Seamless Transit Trip

Getting from point 'A' to point 'B' via public transit in the Bay Area should not be as challenging as it often is. Reducing travel times, providing more reliable connections, making it easier to pay, and ensuring that transfers are easy and safe will entice more of us out of cars and thereby help ease congestion and protect the environment.

The public has long demanded a more convenient and "seamless" transit network. Participants in MTC's outreach for the 2001 Regional Transportation Plan ranked improved transit connections as one of six top recommendations for getting more out of our existing transportation resources. The issue also was one of three priorities identified by focus groups for the Transportation 2030 Plan, and improved coordination among transit agencies was ranked a top priority in a Transportation 2030 Plan telephone poll.

Transportation 2030 Challenges

In 2002, MTC launched a Transit Connectivity Project to identify key transfer barriers and recommend improvements. Barriers were identified in four categories:

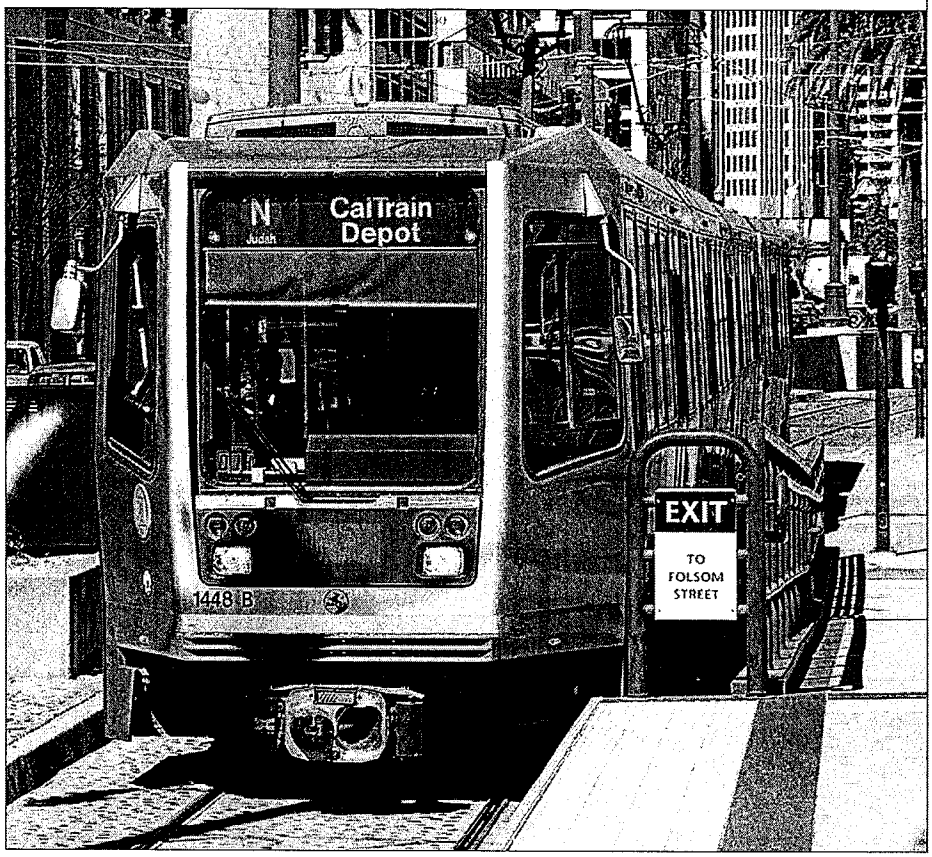
- **Service connections** – infrequent service; uncoordinated schedules or poor schedule adherence
- **Transfer point information/amenities** – lack of signage; indecipherable or out-of-date information; lack of shelters, seating, safe environment, restrooms, food, etc.
- **Pre-trip information** – lack of centralized telephone information; no access to customer service representatives at night and on weekends; barriers for non-English speakers
- **Fare policies and fare collection** – multiple and confusing fare and transfer policies

> "IMPROVED COORDINATION AMONG TRANSIT AGENCIES WAS RANKED A TOP PRIORITY IN A TRANSPORTATION 2030 PLAN TELEPHONE POLL."

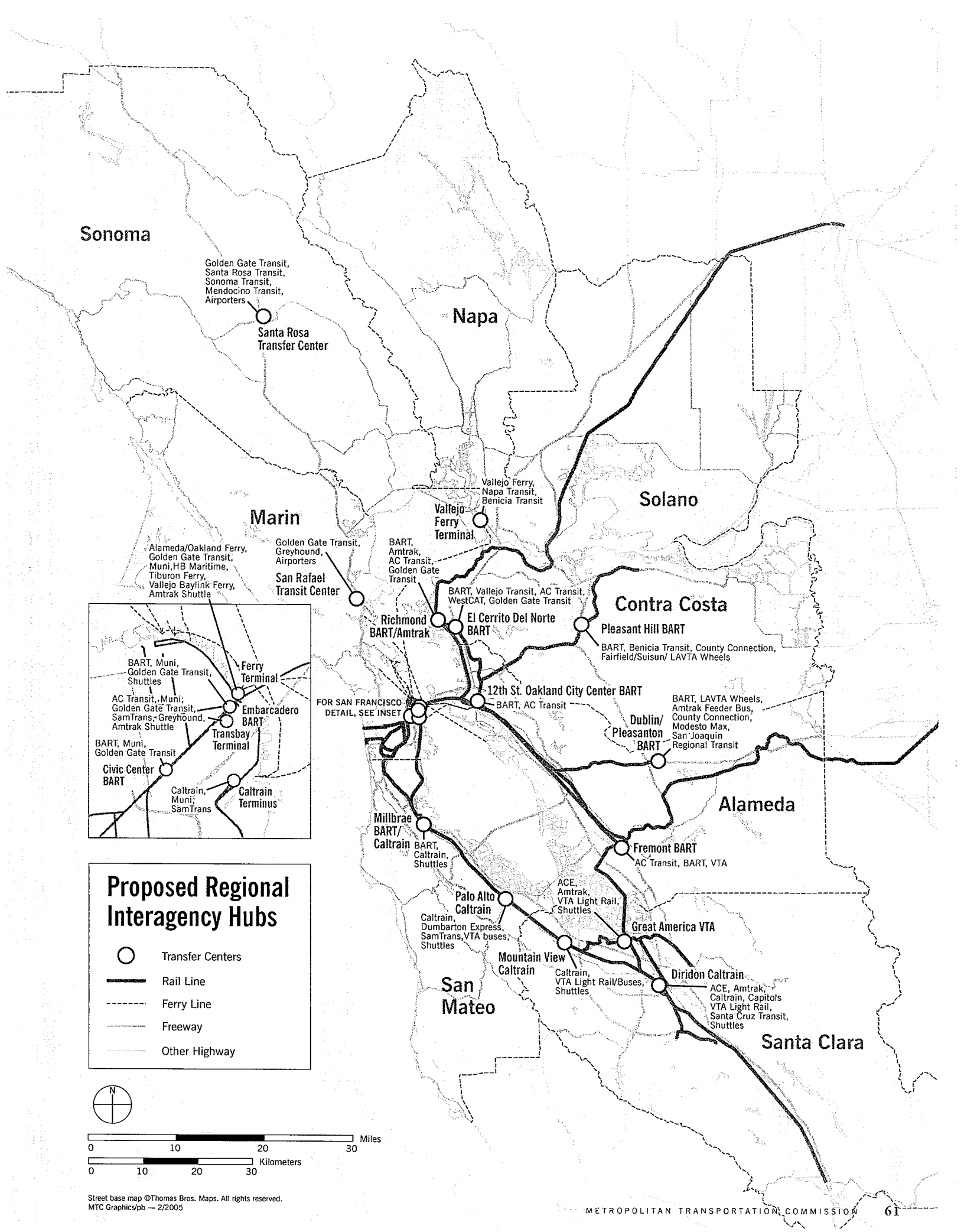
Transit agencies, MTC and others are currently taking a number of steps to improve transit connectivity. For example, cross-platform rail transfers have been established in Richmond, Millbrae and San Jose. The TransLink® regional electronic fare card has been successfully tested and is ready for full implementation beginning in late 2005. The Altamont Commuter Express and Santa Clara Valley Transportation Authority operate an integrated rail shuttle to work sites. San Francisco Muni and a number of operators are moving forward with real-time bus and train information at key transfer points.

Building on these connectivity improvements, the Transit Connectivity Project developed seven major recommendations for a seamless, regional transit system:

- Establish a regional network of transit hubs and services
- Develop a regional signage and information assistance program



PETER BEELER



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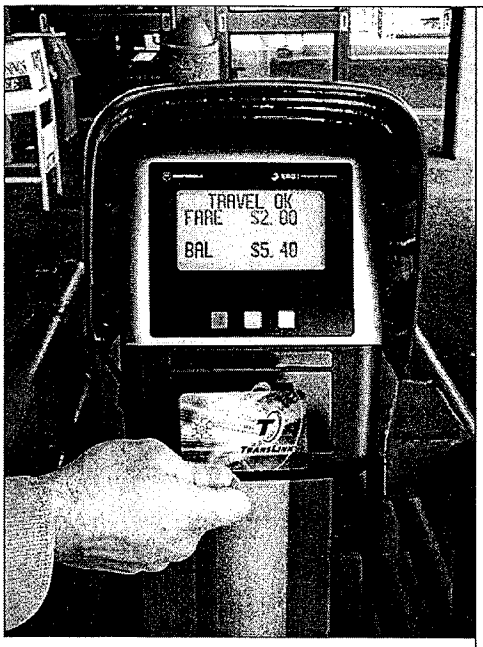


- Fully implement the regional transit trip-planning system
- Expand real-time transit information
- Improve customer telephone information services
- Develop a plan for "last mile" connecting services to mainline rail and bus lines
- Fully implement the TransLink® universal ticket throughout the region

Voter-approved Regional Measure 2 requires MTC to adopt a Transit Connectivity Plan by December 2005. This effort will build upon the recommendations from the Transit Connectivity Project. Regional Measure 2 also provides funding for a number of connectivity improvements including:

- Direct platform access between Muni and BART at Embarcadero and Civic Center stations in downtown San Francisco
- $20 million for expanded express bus service and related infrastructure
- $22 million to integrate TransLink® with operator fare equipment and expand the system to new transit services
- $20 million to assist transit operators in implementing real-time scheduling
- Planning assistance to develop an integrated fare program

Transportation 2030 Decision

The Commission recognized the importance of improved transit connectivity when, in December 2003, it adopted a "Reliable Commute" goal, with the objective to "make it easier for people to make connections between transit systems." Improved connectivity also will help achieve other Transportation 2030 goals, including Clean Air, Access to Mobility and Livable Communities.

The Commission also committed $129 million toward TransLink®, adding to the $209 million in existing funding. However, an additional $26 million will be needed to fully deploy the TransLink® system.

Calls to Action

Fully Implement the TransLink® System

Full regional rollout of the TransLink® program will give riders a single universal fare card valid on all Bay Area transit lines, and will greatly simplify the fare collection process for operators.

Establish a Regional System of Hubs and Services

Revenues from the voter-approved bridge toll increase (Regional Measure 2) provide an opportunity to create a coordinated, regional system of transfer stations and major rail and bus connections. (See map on page 61.) As a first step, the Regional Measure 2 Transit Connectivity Study will review the system of proposed regional interagency transit hubs identified in the January 2005 *Transit Connectivity Report.*

Improve Customer Information and Assistance

MTC and the region are well poised to advance the recommended strategies emerging from the Regional Transit Connectivity Project by (a) improving regional signage, (b) expanding real-time transit information, (c) fully implementing the regional transit trip-planning system and (d) improving customer information telephone services. These support services are essential for attracting and retaining transit riders.

Consolidate Transit Operations

As discussed on page 43, having some two dozen transit operators in the Bay Area can be a serious barrier to a seamless transit trip. A smaller, more manageable number of agencies can make better transit connections easier to achieve.

Enhancing Livability by Connecting Transportation And Land Use

The Bay Area is expected to add nearly two million more people and 1.4 million new jobs over the next 25 years. Our transportation system's ability to handle this growth depends on where these people will live and where the jobs will be located. The bottom line: the Bay Area must accommodate more of its future growth in existing urban and suburban areas where good road and transit connections already exist.

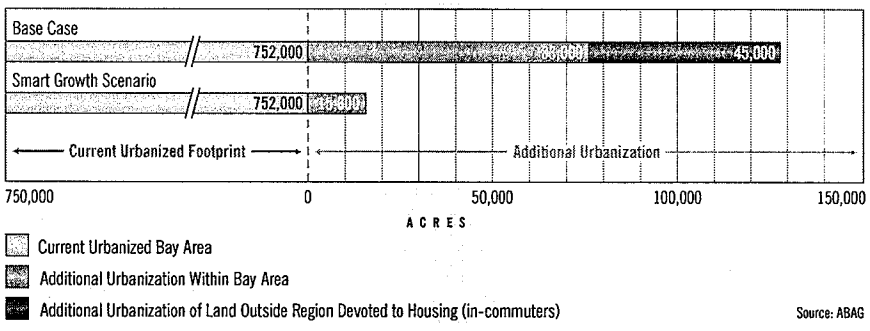
In preparing the Transportation 2030 Plan, MTC found strong public support for better connecting transportation and land use, developing more convenient transportation options, and pursuing greater regional cooperation on issues surrounding transportation and land use.

Transportation 2030 Challenges

- Promoting transit-oriented development and implementing the regional Smart Growth Vision adopted in 2002 requires stronger partnerships and more collaborative planning among MTC, the Association of Bay Area Governments (ABAG), the Bay Area Air Quality Management District, Caltrans, other regional planning agencies, adjoining regions, public transit agencies, local governments and county congestion management agencies. While all these agencies share a critical interest in land-use decisions, it is local governments and the private sector that will ultimately determine land-use patterns and shape the design of communities and neighborhoods.

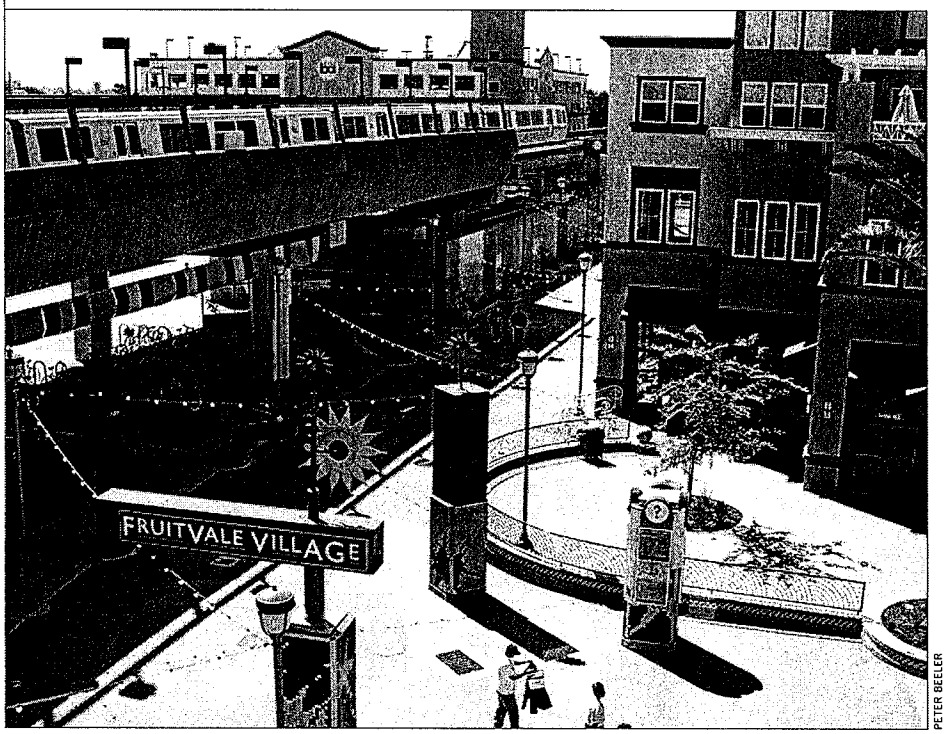
Projected Greenfield Development

Acres converted to urbanized uses in region by 2020



Source: ABAG

- MTC directs a majority of the transportation funds under its control toward public transit projects, including significant expansion of the region's transit network. These investments will be cost-effective only if sufficient numbers of people live and work near the new rail stations, bus stops and ferry terminals. MTC and local governments will have to work together to ensure that supportive land uses around future transit nodes will be planned for and built.
- To boost transit ridership, conserve open space and create more walkable neighborhoods, the region must produce a broader array of housing types, more affordable to a wider range of incomes, and at higher densities than traditionally have been planned for. In order for these higher density developments to be embraced by the public, they will have to be livable and well designed.



PETER BEELER

- The strong demand for suburban living will continue. This will require the Bay Area to shape new suburban development patterns and retrofit existing suburbs to promote more walkable communities, reduce the number of single-occupant vehicle trips and coordinate transportation and land-use decisions.

- A shift toward more compact growth patterns and the implementation of the Smart Growth Vision could result in a litany of unintended consequences. Efforts to focus growth toward the inner Bay Area will have to be done in a way that minimizes displacing existing residents and business — including critical economic engines like warehousing and freight facilities.

Transportation 2030 Decision

The five-point Transportation/Land-Use Platform adopted by MTC in December 2003 includes tripling funding for the Transportation for Livable Communities (TLC) Program to $27 million annually. The Commission asked staff to further develop and refine the platform and any supporting policies and programs — with input from a broad range of stakeholders (now represented through MTC's Transportation/Land-Use Task Force) — for release as part of this Transportation 2030 Plan. The platform is included as Appendix Two to this document.

Calls to Action

Condition Transit Funds on Supportive Land Use

MTC will develop a new policy to ensure that the investment of regional discretionary dollars for major new transit projects will be matched by local land-use patterns, plans and policies supporting adequate housing and employment densities.

Provide More Land-Use Planning Funds to Partners

MTC will continue to provide planning funds to the county Congestion Management Agencies (CMAs), as well as the Association of Bay Area Governments (ABAG), to support better transportation and land-use planning, and the implementation of the regional Smart Growth Vision. MTC also will develop a new grant program for local governments to support more comprehensive land-use planning around transit stations and corridors.

Develop Joint Planning Projects with Regional Neighbors

MTC, ABAG, the Air District and the metropolitan planning organizations in regions adjacent to the Bay Area will build on ABAG's work with the Interregional Partnership to develop new joint planning projects that address interregional commute and recreational travel.

Create Smarter Suburbs

Local government and the private sector must collaborate with MTC and its regional partners to develop new approaches to suburban design that offer a wider variety of travel options for shorter-distance trips, particularly walking, bicycling, and smaller shuttle and jitney services.

Evaluate Progress and Performance

MTC and ABAG must quantify progress through specific performance measures to gauge success in meeting the Smart Growth Vision's goals. We also must clearly communicate both successes and failures to our partners and the general public. A recent evaluation of the TLC/HIP programs led to significant changes to strengthen the programs.

Getting There Safe And Sound

Improved safety for all local travelers is a key consideration in all transportation investment decisions. Safety and security issues fall into three key areas:

- Automobile accidents, including auto collisions with bicyclists and pedestrians
- Natural disasters, especially the seismic safety of the transportation infrastructure
- Threats to personal safety and to key facilities stemming from individuals committing a crime or from acts of terror

Transportation 2030 Challenges

Automobile, Bicycle and Pedestrian Safety

- Each generation of new vehicles — cars, buses and trains — builds in additional safety features, such as air bags and anti-lock brakes. Designs for new transportation facilities — bridges, freeway interchanges, pedestrian crossings, and the like — also build in the latest safety features.
- There are several programs that focus on addressing safety issues, including the federal Hazard Elimination Safety and the state's Safe Routes to Schools programs. Requests for this funding, however, are many times over the available revenues. More funding is needed to reduce the number of collisions and injuries.

Injury and Fatal Collisions on Bay Area Roadways, 1998–2002

	Collisions 1998	Collisions 1999	Collisions 2000	Collisions 2001	Collisions 2002	% Change 1998–2002
Injury Collisions	39,027	37,913	39,609	38,322	37,167	–5%
Fatal Collisions	433	405	444	449	451	+4%
Total Injury and Fatal Collisions	**39,460**	**38,318**	**40,053**	**38,771**	**37,618**	**–5%**
Property Damage Only Collisions	67,164	65,339	70,001	65,219	68,912	+3%
Total Collisions	**106,624**	**103,657**	**110,054**	**103,990**	**106,530**	**0%**

Source: California Highway Patrol

Injury and Fatal Motor Vehicle Collisions Involving Pedestrians or Bicyclists, 1998–2002

	Collisions 1998	Collisions 1999	Collisions 2000	Collisions 2001	Collisions 2002	% Change 1998–2002
Collisions Involving Pedestrians						
Injury Collisions	3,258	3,099	3,173	3,080	2,910	–11%
Fatal Collisions	125	97	134	103	111	–11%
Subtotal	**3,383**	**3,196**	**3,307**	**3,183**	**3,021**	**–11%**
Collisions Involving Bicyclists						
Injury Collisions	3,004	3,066	2,810	2,566	2,321	–23%
Fatal Collisions	18	19	17	20	19	+6%
Subtotal	**3,022**	**3,085**	**2,827**	**2,586**	**2,340**	**–23%**
Total Involving Bicyclists or Pedestrians	**6,405**	**6,281**	**6,134**	**5,769**	**5,361**	**–16%**

Source: California Highway Patrol

- Some agencies lack the staff expertise and time to regularly analyze data on collisions and their causes, and a few cities have reduced staff to the point that they no longer complete police reports on property-damage-only collisions.

Seismic Safety

- The Bay Area and the state have made an immense investment to improve the seismic safety of key transportation facilities, including strengthening toll bridges to withstand a major earthquake. Since the state announced in August 2004 that Caltrans' costs for the toll bridge seismic retrofit program for state-owned spans (all but the Golden Gate) had ballooned to $8.3 billion, there has been an intense public debate about how to pay for these cost overruns. The Legislature completed an investigation into the root causes of Caltrans' repeated cost escalations. In the next few months, the governor and Legislature must develop an equitable long-term financing solution for this vital safety program.
- BART, likewise, needs considerable revenues to make the system earthquake safe. Fortunately, in November 2004, voters in Alameda, Contra Costa and San Francisco counties approved a $1 billion bond measure (backed by property taxes) to retrofit the transbay tube and other key facilities, but additional revenue will be needed to strengthen the entire BART system.

BILL HALL, CALTRANS

Homeland Security/Terrorist Threats

- The Bay Area's transportation system presents numerous potential targets for a terrorist attack. Affected agencies need to collectively define these threats and respond with appropriate measures to protect travelers. Absent a greater financial commitment from the federal government for homeland security and transportation, the Bay Area will need to use local funds to pay for some of the more urgently needed protections.

"DESIGNS FOR NEW TRANSPORTATION FACILITIES MUST ALSO BUILD IN THE LATEST SAFETY FEATURES."

Calls to Action

Complete Seismic Retrofit of Key Transportation Facilities

Sixteen years after the 1989 Loma Prieta earthquake, the time has long since passed to make our key transportation facilities earthquake safe. The Bay Area transportation community will need to work with state lawmakers on a plan to pay for the urgently needed strengthening of key facilities.

New Vehicle Registration Fee for Safety and Security

An additional fee on vehicle registrations could provide critical funding to increase safety for motorists, pedestrians and bicyclists, as well as for security programs. Funding should be linked to annual analyses of collision or other appropriate data.

Analyze Traffic Collision Data

The Bay Area transportation community must implement a program to ensure thorough analysis of collision data to identify problem locations and the primary factors contributing to accidents, then identify and implement needed low-cost safety improvements.

Coordinate Security Efforts

Many Bay Area transportation agencies are implementing projects to improve the safety and security of their own systems, and training their employees to watch for, and respond to, terrorist acts. Defining levels and standards for security, and coordinating a quick and effective regional response by affected agencies, must be a regional priority supported by federal funds.

Increase Federal Homeland Security Funding for Transportation

While the region has benefited from some congressional earmarks for protecting our ports and transit systems from terrorist attacks, far more investment is needed. We urge Congress to increase funding, and — as the 9/11 Commission has recommended — direct a larger portion to urban areas, where the threat level is greatest.

strategic expansion

HOT Network Delivers Carpool Lanes and Congestion Insurance

In many Bay Area travel corridors, carpool lanes, also known as high-occupancy-vehicle (HOV) lanes, offer travelers a way to beat peak-period congestion. On some freeways, carpool lane users can regularly shave as much as 15 or 20 minutes off their morning or evening commutes. Similarly, express bus routes use carpool lanes to bypass traffic and provide faster, more reliable service.

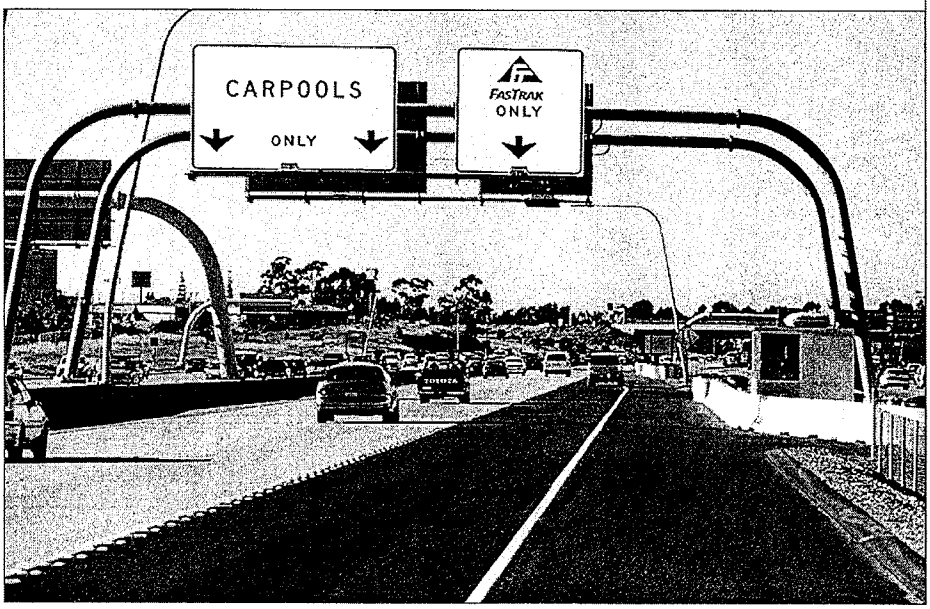
HOV lanes also make our freeways more efficient. For example, at the height of the morning commute, nearly two thirds of all people traveling to San Francisco over the Bay Bridge pass through the carpool lanes at the toll plaza, though these lanes carry just 40 percent of all the vehicles during the same period. With a record like this, it is easy to see the appeal of completing the regional HOV lane network and expanding regional express bus service in HOV lanes. Indeed, surveys of Bay Area residents demonstrate broad support for expanding and closing gaps in the HOV system to support a more robust network of express buses.

If we rely on traditional funding sources, it will take two decades or more to complete the HOV system, and even longer to build HOV connectors at major interchanges such as I-880 and State Route 237 in Santa Clara County. Further, because there is barely enough traditional funding to operate the existing transit system, we would be hard pressed to finance expanded express bus service in HOV lane corridors.

To speed completion of the HOV network and expand regional express bus service, the Bay Area should consider financing the construction and operating costs by allowing people who drive alone to use specially designated carpool lanes for a fee. These so-called high-occupancy/toll (HOT) lanes would have the additional benefit of injecting a pricing element into highway use by giving solo drivers the option of paying for the opportunity to bypass congestion by traveling in HOV lanes. Carpools and buses would still travel free of charge. HOT lanes not only allow us to complete the carpool network, they offer "congestion insurance," with premiums paid only by drivers who use them.

In the Bay Area, existing HOV lanes would be converted to HOT lanes. Toll revenues could then be used to complete the HOV system, build HOV lane connectors at major interchanges, and expand express bus and rideshare services. HOT lane tolls would be paid using the FasTrak™ technology, already familiar to those who traverse Bay Area toll bridges. With FasTrak™ readers installed on overhead structures, HOT lane tolls can be collected without forcing drivers to stop or even slow down. The toll paid by solo drivers would be set to balance supply and demand and keep the HOT lanes flowing freely. During the most congested commute periods, when carpool and bus traffic is heavy, the toll would be high so that only a small number of solo drivers — who most need "congestion insurance" — buy in. This keeps the HOT lane from becoming congested and maintains the travel time advantage. In periods of lighter traffic, a much lower toll would be charged to encourage solo drivers to use the HOT lane for a more modest time advantage.

In California, the pricing of HOV lanes already is being practiced on some freeways in Orange and San Diego counties — giving motorists the choice of traveling in buses, carpools or vanpools; paying a variable toll to drive in an HOV lane; or driving free of charge on existing mixed-use lanes.



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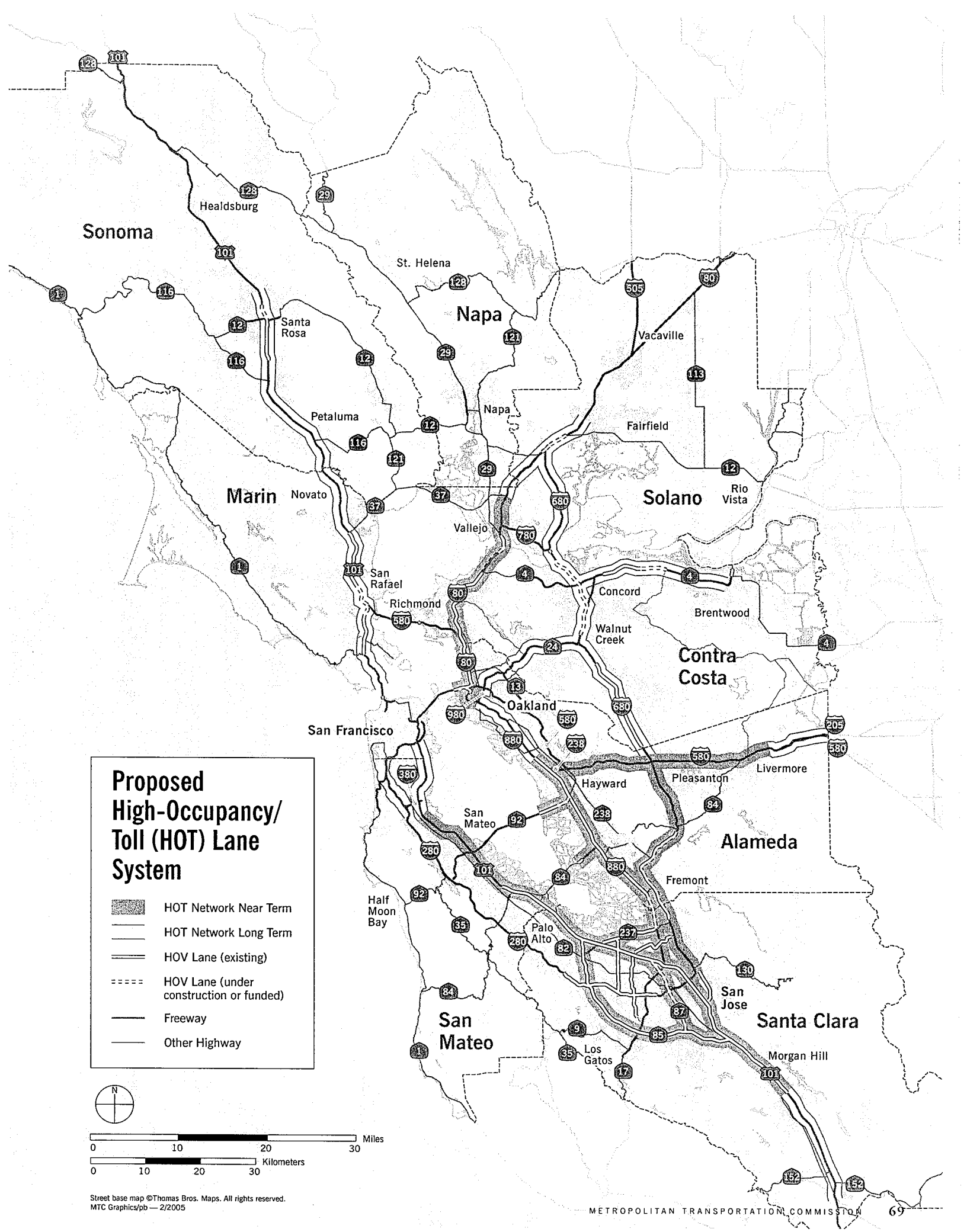
Proposed High-Occupancy/ Toll (HOT) Lane System
HOT Network Near Term
HOT Network Long Term
HOV Lane (existing)
HOV Lane (under construction or funded)
Freeway
Other Highway
Sonoma
Napa
Marin
Solano
Contra Costa
Alameda
San Mateo
Santa Clara
Healdsburg
St. Helena
Santa Rosa
Vacaville
Petaluma
Napa
Fairfield
Novato
Rio Vista
Vallejo
San Rafael
Richmond
Concord
Brentwood
Walnut Creek
Oakland
San Francisco
Hayward
Pleasanton
Livermore
San Mateo
Fremont
Half Moon Bay
Palo Alto
San Jose
Los Gatos
Morgan Hill
Miles
0 10 20 30
Kilometers
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Transportation 2030 Challenges

- Express buses depend on HOV lanes to zip passengers around the Bay Area. Filling existing gaps in the region's HOV system would create a seamless network of unobstructed lanes, deliver faster commutes and improve overall efficiency. This may also work to encourage more people to take transit. But financing new carpool lanes is a challenge. HOT lane tolls would generate new funds to speed completion of the HOV system, buy and operate new transit vehicles, and influence demand for scarce roadway capacity.

- Though the concept of converting HOV lanes to HOT lanes has gained some support, there are concerns that HOT lanes would benefit only the affluent. A California Polytechnic University (San Luis Obispo) study of Orange County's State Route 91 toll lanes found that only about one-quarter of the motorists in toll lanes at a given time are higher-income motorists. The majority are low- and moderate-income motorists. Further, toll revenues can be used to fund express bus and other rideshare services that would be used by travelers of all income levels. HOT lanes give all travelers, regardless of income, the freedom of choice.

- Implementation of a HOT network in the Bay Area could take place over the next five to 10 years. MTC will need federal and state legislative permission — and cooperation from Caltrans and the CHP — to implement a comprehensive HOT network. Legislation was recently enacted to allow a limited number of HOT lanes to be implemented in Alameda and Santa Clara counties.

- HOT lanes will lead to an increase in traffic volumes in these lanes. To maintain premium service levels that expedite buses, encourage carpooling and attract toll-paying drivers, the threshold for carpool designation in some corridors may have to rise to three persons per vehicle.

- Implementation of a HOT network would mark a turn away from traditional highway expansion financing, by relying on user fees generated directly by the HOT lanes themselves rather than gasoline taxes or sales taxes to build more HOV lanes.

- It is challenging to explain the HOT lanes concept to the Bay Area public, which is largely unfamiliar with how pricing schemes on HOV lanes are already working in other parts of the state. More effort, and perhaps a more descriptive name, is needed to familiarize the public with this new notion. Other regions have struggled with the same challenge: the term "managed lanes" is used in San Diego and Texas; "express lanes" is used in Orange County; and an Alameda County pilot project uses the term "Smart Carpool Lanes."

Calls to Action

Try Before We Buy

We'll never know if HOT lanes can be an effective solution to congestion unless we give them a try. A pilot HOT lane program in Alameda and Santa Clara counties must get under way as quickly as feasible. While these pilot projects are under development, MTC will conduct regional studies to provide additional information on a range of issues, including: public acceptance in the Bay Area; impacts on low-income travelers; and effects on incentives for carpooling as well as on carpool-lane operations. MTC will work with interested partners to inform the public about how HOT lanes work, based on experience in other parts of the state and country.

Put Legislation in the Fast Lane

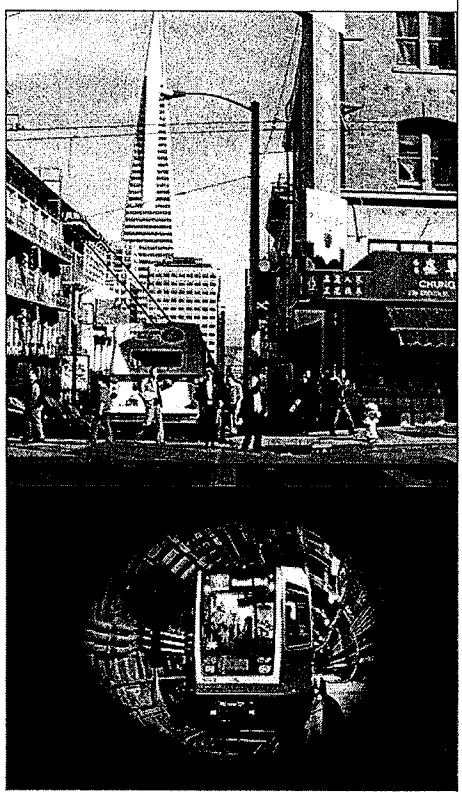
MTC is seeking permission from Congress and the state Legislature to implement tolls on the state highway system. House and Senate reauthorization bills to permit greater experimentation with tolls on the Interstate system indicate the federal government is supportive of tolling. Bay Area transportation agencies must work collectively to build support for HOT lanes and other innovative pricing programs as reauthorization of federal surface transportation legislation unfolds.

Get a Little Help From Our Friends

Implementation of a HOT network will require extensive cooperation with Caltrans (which may need to adopt more flexible rules for roadway design and operations) and the CHP (which will have to rigorously enforce HOT lane eligibility laws to keep the lanes free-flowing).

MTC Resolution 3434: The Bay Area's Vision For Transit Expansion

MTC's Regional Transit Expansion Program, adopted in 2001 as Resolution 3434, identifies nine new rail extensions, significant service expansions to existing rail lines and a comprehensive regional express bus program, new ferry service, plus eight enhancement programs to existing rail and bus corridors. (See corresponding maps on pages 73 and 75.) When fully implemented, this next generation of transit expansion projects will forge key transit network connections between southern Alameda County and the Silicon Valley, provide a new southern transbay link, enhance the Bay Area's central transit hub in San Francisco, and extend the reach of rail to the North Bay and the outer East Bay.



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Transportation 2030 Challenges

Financing

Central to the Transportation 2030 Plan update is a review of the financial assumptions that went into developing the Regional Transit Expansion Program. This review will focus not only on capital investments, but also on identifying a stable revenue stream to operate and maintain the new services.

Smart Growth

A key element of MTC's Transportation/Land-Use Platform, incorporated into the Transportation 2030 Plan, is the directive to condition MTC Resolution 3434 funds on projects that promote transit-oriented development. A task force is assisting in developing recommendations on how best to leverage transit expansion investments.

High-Speed Rail

A statewide high-speed rail service currently is being planned. This new state investment could benefit local commuters as well, especially in upgrading the Caltrain system on the San Francisco peninsula, which will share right-of-way with the high-speed trains.

Calls to Action

Condition Transit Expansion Upon Appropriate Land Uses

Transit should be expanded only in those areas where there are existing or planned land uses with development densities to support the transit service.

Seek Robust Federal Earmarks

Continue the region's aggressive strategy to capture significant federal rail, bus and ferryboat discretionary revenues.

Support Retention of Traffic Congestion Relief Program Earmarks

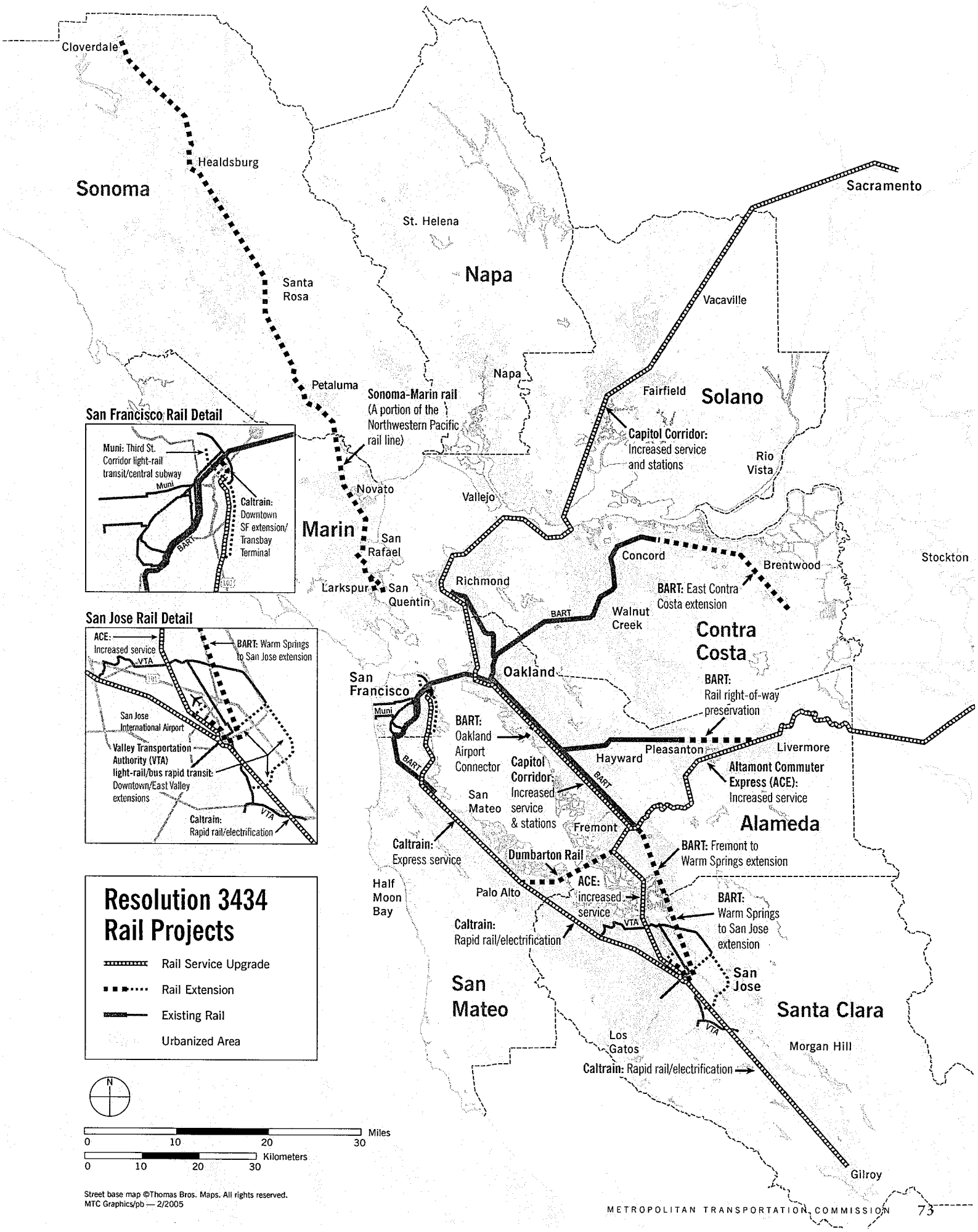
Proposition 42, which passed with 69 percent of the vote in March 2002, permanently dedicated gasoline sales tax revenues to transportation. It is expected to generate over $1 billion each year for transportation, including $678 million annually for the statewide Traffic Congestion Relief Program (TCRP), which provides a total of $850 million for Resolution 3434 transit expansion projects. California's continuing budget troubles, however, have led to repeated diversions of TCRP funding.

Support Passage of County Sales Taxes

Local transportation sales taxes are an increasingly important source of transit funding in the Bay Area, and have been a critical source of local funding for Resolution 3434 projects. These funds can be used as a match to qualify for state and federal funds.

Support the California High-Speed Rail Initiative

California voters' approval of a proposed bond measure — slated for the ballot in 2006 or 2008 — for a high-speed rail system linking the Bay Area and southern California also could provide crucial funding for Resolution 3434 projects, including Caltrain electrification and extension into a new Transbay Terminal in downtown San Francisco.



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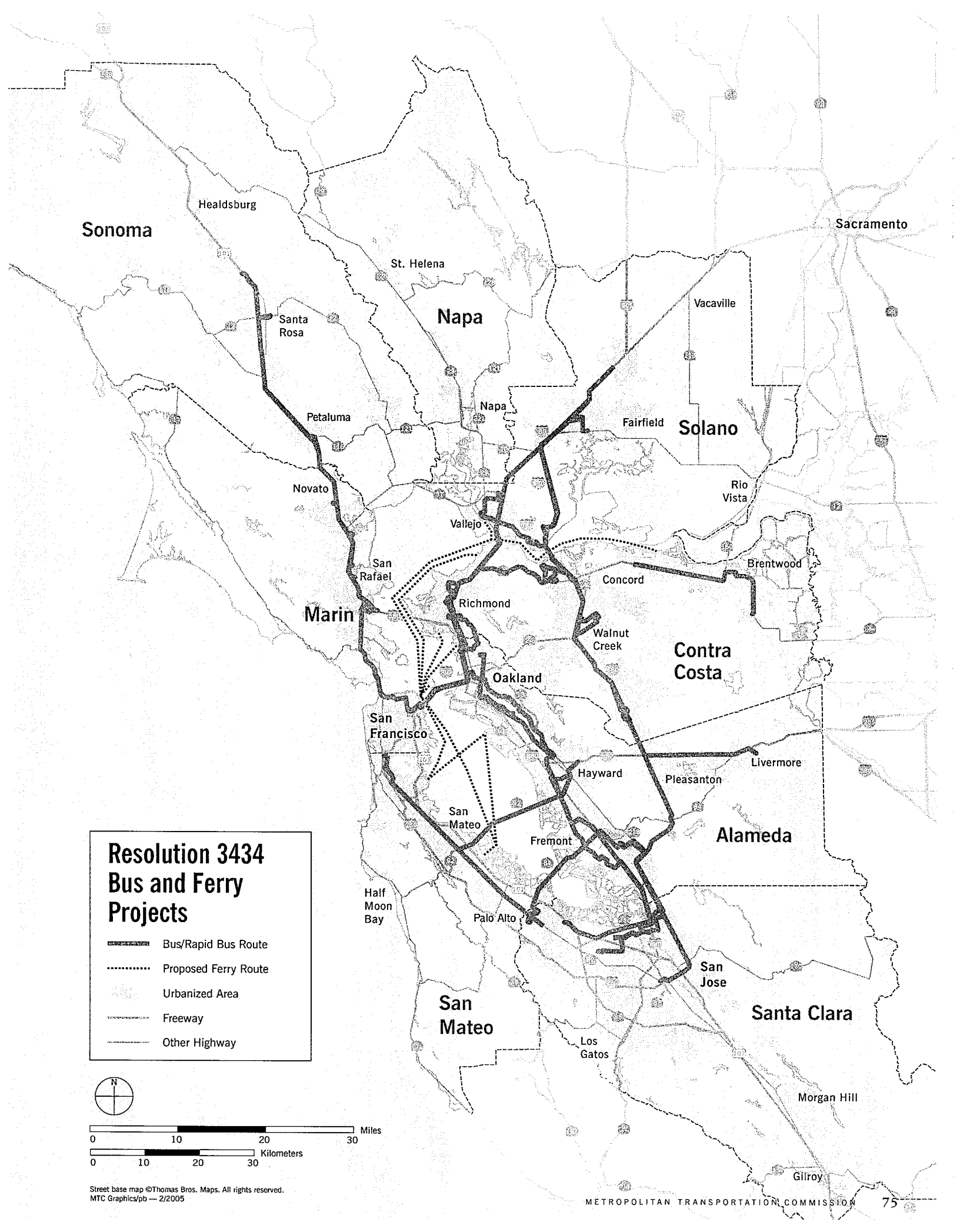

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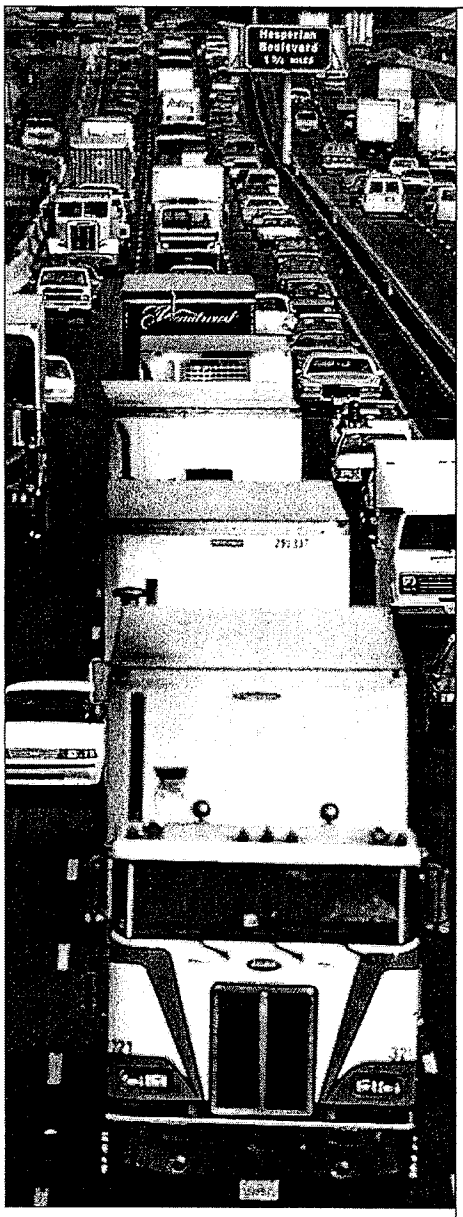


TOM TRACY

Moving Goods to Market

Goods movement is critical to the Bay Area's economy. Bay Area businesses and residents could not function without a robust goods-movement system. Measured in terms of tonnage, nearly half of all goods moved into, out of, or within the Bay Area have both an origin and a destination within the region. Commodities such as food, construction materials and merchandise for retail stores account for most of the freight that travels in the region.

Over 37 percent of Bay Area economic output is in manufacturing, freight transportation, and warehouse and distribution businesses. Collectively, these businesses spend approximately $6.6 billion annually on transportation services. The businesses providing these services also play a critical role as generators of jobs and economic activity in their own right. Bay Area goods-movement businesses provided almost 6 percent of the region's jobs in 1997. Since these estimates do not include employment in warehouses, it is likely that goods-movement businesses provide almost twice as much employment as indicated in these figures. Some of these jobs are entry-level jobs, which have been declining in other sectors of the manufacturing economy.

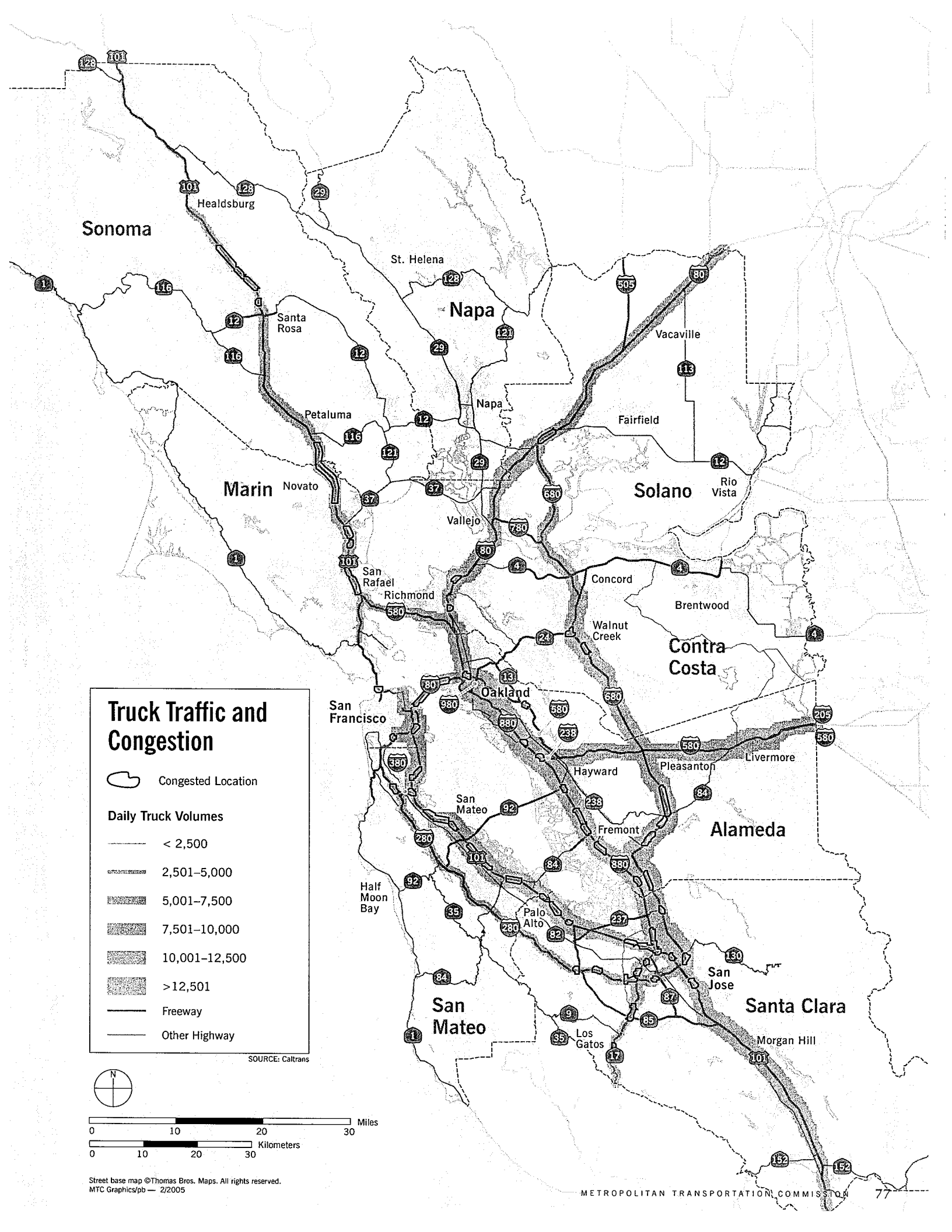
Transportation 2030 Challenges

Highways

More than 80 percent of the goods movement in the Bay Area involves trucking in several major corridors — Interstate 880, U.S. 101, I-580 and I-80. In these corridors, which rank among the most congested in the Bay Area, trucks compete for scarce freeway capacity.

Rail

After trucking, rail carries the next-largest share of Bay Area freight. For the most part, the system in the Bay Area is functioning effectively for the primary markets it serves. There are, however, a number of locations throughout the East Bay where at-grade rail crossings pose problems for both the rail network (slowing rail traffic and creating bottlenecks) and for truck and auto traffic. Another problem is the growing competition between freight rail needs and passenger rail needs in the Capitol Corridor linking Sacramento and the Bay Area.



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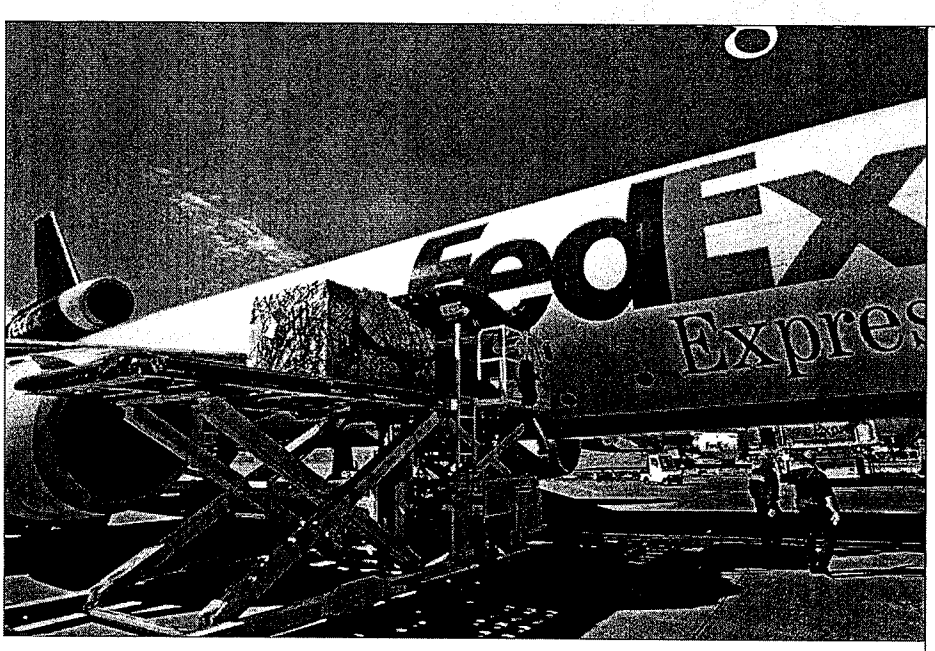

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Air Cargo

Air cargo is the fastest-growing segment of the Bay Area goods-movement system. Air cargo volume is forecast to triple between 1998 and 2020, with a whopping 125 percent increase in all-cargo flights. Peak-period congestion on freeways leading to the airports is becoming more of an issue for expedited delivery shipments needing access to the airport. Lastly, landside capacity for support facilities is a growing problem. The lack of availability of air cargo storage and sort facilities constrains future growth in international cargo shipments from San Francisco International Airport.

"AIR CARGO IS THE FASTEST-GROWING SEGMENT OF THE BAY AREA GOODS MOVEMENT SYSTEM."

Maritime

Peak-period congestion problems are becoming an important access issue for the Port of Oakland. As warehouse and freight facilities move to outlying areas, trucks must be on the road longer to access the port.

Land Use

One of the biggest constraints on goods movement is the lack of suitable land for supporting businesses, especially in the bayside communities of the region's urban core.

Calls to Action

I-880 Corridor Improvements

- Improve incident management, and fund centrally controlled ramp metering and traveler information systems.
- Reduce operational difficulties facing trucks through interchange improvements, auxiliary lane improvements, truck lane continuity improvements, and spot-capacity increases to improve safety and traffic flow conditions along freeway segments with high truck volumes.
- Provide viable alternatives to the freeway for trucks serving the major industrial corridor along I-880, such as parallel arterials and rail or inland barge options.

Consider Options for Expanding Capacity in the I-580 Corridor

Potential options to explore include truck climbing lanes over the Altamont Pass, an inland rail or barge shuttle system, or a truck-only toll facility.

Maritime Projects

Improve access to the Port of Oakland through a series of investments on arterial access routes and I-880 interchanges and the integration of public and private freight-tracking information systems.

Air Cargo Projects

Develop a land-use/industrial land preservation plan for the region's major commercial airports in San Francisco, Oakland and San Jose. Improve cross-Bay connections among the airports and between shippers concentrated in the South Bay/East Bay and the international and domestic air cargo facilities.

Land Use

The Bay Area transportation community must develop regional strategies and incentives to encourage local communities to preserve land for freight-related uses.

APPENDIX A – 17

Projects Being Amended into the Approved 2007 TIP

METROPOLITAN TRANSPORTATION COMMISSION

2007 TRANSPORTATION IMPROVEMENT PROGRAM

NEW PROJECTS LIST

	County	TIP ID	Sponsor	Project Name	Project Description
1	Alameda	ALA070019	AC Transit	Repl 71 1997 40'' NABI buses w/ 50 VHools	AC Transit: Purchase up to 50 buses to replace buses that have reached the end of their useful life. Replace 71 1997 40" NABI buses with 50 40" and 30" Van Hool buses.
2	Alameda	ALA070017	ACCMA	I-580 (Tri Valley) Corridor - WB Noise Barrier	Livermore along I-580 Corridor: between Vasco Road and First Street; Construct soundwall on Westbound I-580.
3	Alameda	ALA070018	ACCMA	I-580 (TriValley) Corridor - WB HOV and Connectors	I-580 (TriValley) Corridor: Westbound HOV lane on I-580 from east of Greenville Road to west of Santa Rita Road and HOV direct connectors from WB I-580 to SB I-680 and NB I-680 to EB I-580.
4	Alameda	ALA070020	ACCMA	I-580 (TriValley) Corridor - EB HOV Lane	I-580 (TriValley) Corridor: From east of Greenville Road to west of Santa Rita Road; Contract Eastbound HOV lane. Sub-project of TIP ID ALA050006.
5	Alameda	ALA070022	Alameda	Park St Streetscape & Town Center Ph: II	Alameda: On Park Street from Central in a southerly direction; Streetscape including installation of vintage lighting and street trees.
6	Alameda	ALA070025	Alameda	City of Alameda Signal Coordination	Alameda: On Otis Dr/Doolittle Dr/Island Dr; Signal coordination to improve traffic flow.
7	Alameda	ALA070026	Alameda	Electric Fleet Vehicles & Charging Stations	Alameda: Citywide; Purchase 4 electric vehicles and install the required charging stations.
8	Alameda	ALA070008	Alameda County	Lewelling Blvd Widening	Widening Lewelling/East Lewelling between Hesperian Blvd and Meekland Ave from two lanes to four lanes Hayward: On East Lewelling between Hesperian Blvd and Meekland Ave; Widen roadway from two lanes to four lanes.
9	Alameda	ALA070009	Alameda Cty TA	I-880/Broadway-Jackson Interchange Project	Oakland: Between Oak Street and Union Street; Perform study to develop alternatives to improve connections between I-880, the Posey and Webster tubes and the downtown Oakland area.
10	Alameda	ALA070003	Caltrans	I-880 Fifth Avenue Bridge Retrofit/Replacement	Oakland: On Route 880 at Fifth Avenue: Seismic retrofit and Replace bridge (33-27).
11	Alameda	ALA070005	Caltrans	I-580 Oakland Horton/Hollis St. Widening	Oakland and Emeryville: I-580 at intersection of Horton and Hollis Streets; rehabilitate and widen roadway.
12	Alameda	ALA070006	Caltrans	I-880 SB Auxiliary Lane at Oak Street	Oakland: Southbound Oak Street on-ramp at Route 880; Construct auxiliary lanes.
13	Alameda	ALA070007	Caltrans	I-880 High Street Bridge Retrofit/Replacement	Oakland: On High Street (Route 77) at 880 off ramp; Replace bridge and seismic retrofit (#33-146S & #33-146W).
14	Alameda	ALA070016	CCJPA	Capitol Corridor Rail Improvements	Between Oakland and San Jose: Rail improvements including construction of siding, extensions, additional mainline track, crossovers and signal control systems.
15	Alameda	ALA070001	EB Reg Park Dist	Temescal Regional Recreation Area	Oakland: Lake Temescal Regional Recreation Area; Construct trail to provide ADA accessible linkages to the Eastshore Trail and Landvale Station Trail.
16	Alameda	ALA070002	EB Reg Park Dist	Roberts Reg. Rec. Area Trail	Oakland: Roberts Regional Recreation Area; Construct Trail to provide ADA accessible linkages to the Barrier-Free Playground, Upper Field & ADA accessible restroom.
17	Alameda	ALA070015	Emeryville	Emeryville Intermodal Transfer Station: Phase 1	Emeryville: At the Emeryville Amtrak intercity rail station; Construct the first phase of the intermodal transfer station. Including a parking garage and bus terminals.
18	Alameda	ALA070021	LAVTA	LAVTA Bus Rapid Transit System	LAVTA: Provide Rapid bus services to the cities of Livermore, Dublin and Pleasanton and Eastern Alameda County.
19	Alameda	ALA070028	LAVTA	ACE Station Shuttle Services	LAVTA: Operating assistance for new service from the Pleasanton ACE station to the Stoneridge Mall Area.
20	Alameda	ALA070029	LAVTA	E. Dublin/Pleasanton BART Station Shuttle	LAVTA: Between Dublin/Pleasanton BART station and the Hacienda Business Park; Operating assistance to provide new shuttle during peak commute hours.
21	Alameda	ALA070004	Oakland	MacArthur Blvd Bikeway	Oakland: On MacArthur Blvd; Construct Class II Bikeway between Park and Lincoln.
22	Alameda	ALA070010	Oakland	MacArthur Transit Village	Oakland: MacArthur BART Station; Intermodal improvements including renovations to the BART entry plaza & other bus and shuttle transfer improvements.

	County	TIP ID	Sponsor	Project Name	Project Description
23	Alameda	ALA070011	Oakland	Coliseum Gardens Phase 3-66th Avenue Streetscape	Oakland:66th Avenue from San Leandro St. to fire station at 950 66th Ave.; install street trees, streetlights, corner bulb-outs, and colored concrete crosswalks.
24	Alameda	ALA070012	Oakland	Oakland Coliseum TOD	Oakland: Adjacent to the Oakland Coliseum; Construct Pedestrian walkway and plaza to link residents of the adjacent TOD and Coliseum station.
25	Alameda	ALA070027	Oakland	W. Oakland Bay Trail: Mandela Pkwy & 8th St.	Oakland: Mandela Pkwy & 8th St: Construct a segment of the regional San Francisco Bay Trail to close a critical gap between 7th to 8th St. on Mandela Pkwy.
26	Alameda	ALA070023	Port of Oakland	7th Street Grade Separation	Port of Oakland: On 7th Street, W of I-880 through the intersection of 7th and Maritime: Rebuild roadway under tracks, widen rail bridge, provide ped/bike access plus grade separation.
27	Alameda	ALA070024	Port of Oakland	Outer Harbor Intermodal Terminal	Port of Oakland: From intersection of I-80/I-580 to the intersection of Maritime/7th St.; Construct a third intermodal container transfer facility.
28	Alameda	ALA070014	San Leandro	I-880/SR 112 Overcrossing Replacement	San Leandro: at the I-880/SR 112 (Davis St.); Replace overcrossing and widening roadway plus ramp, intersection reconfiguration, signal improvements and coordination.
29	Alameda	ALA070030	San Leandro	Traffic Signal System Improvements	San Leandro: Installation of Advance Vehicle Detection, Central System Signal Communications and Emergency Vehicle Preemption Devices at various signal locations in the City.
30	Contra Costa	CC-070002	Antioch	Hillcrest Avenue Widening	Antioch: Hillcrest Road; Widen to 4 lanes from UPRR tracks near SR4 to East 18th.
31	Contra Costa	CC-070003	Antioch	L Street Widening	Antioch: On L Street between 10th street and 4th Street; Widen to four lanes.
32	Contra Costa	CC-070004	Antioch	Somersville Road	Antioch: On Somersville Road between James Donlon Blvd and CCWD canal south of Buchanan Rd; Widen divided roadway.
33	Contra Costa	CC-070005	Antioch	Hillcrest Ave Extension	Antioch: On Hillcrest Avenue between Prewett Ranch Rd and San Creek Road; Construct new 4 lane divided extension.
34	Contra Costa	CC-070006	Antioch	Sand Creek Road Extension	Antioch: On Sand Creek Road between Hillcrest and Deer Valley Road; Construct new 2 lane extension.
35	Contra Costa	CC-070007	Antioch	Empire Road Widening	Antioch: On Empire Avenue between Lone Tree Way and UPRR/Antioch City limits; Widen from 2 to 4 lanes.
36	Contra Costa	CC-070008	Antioch	Laurel Road Extension	Antioch: On Laurel Road between Hillcrest and SR4 Bypass; Construct new 4 lane divided extension.
37	Contra Costa	CC-070009	Antioch	Slatten Ranch Road	Antioch: On Slatten Ranch Road between Lone Tree Way and Laurel Road; Construct new 4 lane road.
38	Contra Costa	CC-070010	Antioch	Wild Horse Road	Antioch: On Wild Horse Road between Hillcrest and SR4 Bypass; Construct new 2 lane arterial.
39	Contra Costa	CC-070001	Brentwood	Sand Creek Road Widening - Phase II	Brentwood: On Sand Creek Road from Hwy. 4 Bypass to Fairview Avenue; Widen from 2 to 4 lanes.
40	Contra Costa	CC-070011	Brentwood	SR4/Brentwood Boulevard Widening - North	Brentwood: From Marsh Creek to Delta Road; Widen SR4/Brentwood Boulevard from 2 to 4 lanes including widening of bridge over Marsh Creek.
41	Contra Costa	CC-070012	Brentwood	SR4 (Brentwood Boulevard) Widening	Brentwood: On SR4 (Brentwood Blvd) between Chestnut Street to Fir Streets; Widen from 2 to 4 lanes in each direction.
42	Contra Costa	CC-070013	Brentwood	Lone Tree Way Undercrossing	Brentwood: On Lone Tree Way at the UPRR track; Construct 6-lane grade separation undercrossing.
43	Contra Costa	CC-070014	Brentwood	Lone Tree Way Widening	Brentwood: On Lone Tree Way between O Hara Ave and SR4; Widen from 2 lanes to 4.
44	Contra Costa	CC-070015	Brentwood	Central Blvd Widening	Brentwood. On Central Blvd btw Griffith Ln and the intersection of Central and Dainty Ave; Widen bridge and roadway from 2 to 4 lanes.
45	Contra Costa	CC-070016	Brentwood	Central Boulevard Widening	Brentwood: On Central Boulevard from Union Pacific Railroad to Griffith Lane; Widen from 2 to 4 lanes.
46	Contra Costa	CC-070017	Caltrans	I-680 South Contra Costa Roadway Rehabilitation	Route 680: In San Ramon, Danville & Walnut Creek, between Alameda County line and Rudgear Road; Rehabilitate roadway.
47	Contra Costa	CC-070018	CC County	Pacheco Blvd Widening	Martinez: On Pacheco Blvd between Blum Rd and Arthur Road; Widen roadway to 2 lanes in each direction.
48	Contra Costa	CC-070019	CC County	SR 239 Construction	SR 239: Between SR4 in Brentwood and I-205 in Tracy; Study, design and construct new state route.

	County	TIP ID	Sponsor	Project Name	Project Description
49	Contra Costa	CC-070020	CC County	Port Costa-Martinez Bike/Ped Trail	Martinez/Crockett: Carquinez Scenic Drive; Repair and reconstruct trail into a Class I multi-use bicycle/pedestrian trail.
50	Contra Costa	CC-070021	CCTA	Planning, Programming and Monitoring	Contra Costa: Planning, Programming and Monitoring (PPM)
51	Contra Costa	CC-070022	CCTA	I-680 NB HOV Gap Closure	Walnut Creek/Pleasant Hill/Concord: On I-680 between Main St and SR242; Extend Northbound HOV lanes.
52	Contra Costa	CC-070023	CCTA	SR4/Vasco Rd/Byron Highway Safety Enh.	Byron: On SR4 Bypass, Vasco Road and on Byron Highway; Complete capacity and safety enhancements.
53	Contra Costa	CC-070024	Concord	SR242/Clayton Rd	Concord. Construct NB on-ramp and SB off-ramp at the SR242/Clayton Rd Interchange.
54	Contra Costa	CC-070025	Concord	SR4/Willow Pass Interchange Improvements	Concord. SR4/Willow Pass Rd. Ramp Improvements to accommodate traffic generated by the development of the Naval Weapons Station.
55	Contra Costa	CC-070026	Concord	Commerce Avenue Extension	Concord: Commerce Avenue between Pine Creek and Waterworld Parkway; Extend roadway.
56	Contra Costa	CC-070027	Concord	Waterworld Parkway Bridge	Concord: Waterworld Parkway between Commerce Avenue and Meridian Park Boulevard; Construct a two-lane bridge over Walnut Creek connecting both roadways.
57	Contra Costa	CC-070028	Concord	Panoramic Drive Extension	Concord: On Panoramic Drive from North Concord/Martinez BART Station to Willow Pass Road; Construct a two-lane roadway and Class I trail.
58	Contra Costa	CC-070029	Concord	SR242/Concord Ave Off-Ramp Widening	Concord: At the SR242/Concord Avenue off ramp; Widening from 2 to 3 lanes.
59	Contra Costa	CC-070030	Concord	Concord Blvd. Gap Closure, Phase 2	Concord: Concord Blvd between Farm Bureau Road and Sixth Street; Construct a 6-foot wide sidewalk with curb, gutter and pavement widening.
60	Contra Costa	CC-070031	Danville	Sycamore Valley Road Improvement	Danville: On Sycamore Valley Rd between Camino Ramon and Brookside Road; Construct third westbound travel lane and a 5-ft bike lane.
61	Contra Costa	CC-070033	EB Reg Park Dist	Bike/Ped Trail Improvements in CC Parks	Contra Costa County: Various County Parks; Various bicycle and pedestrian trail improvements.
62	Contra Costa	CC-070063	EB Reg Park Dist	Atlas Road Bridge	Richmond. Point Pinole Regional Shoreline; Extend Atlas road and construct new 2 lane road bridge with a separated ped/bike trail across UPRR tracks.
63	Contra Costa	CC-070034	El Cerrito	El Cerrito/Albany Ohlone Greenway Project	El Cerrito/Albany: Ohlone Greenway; Safety Improvements including lighting, surveillance cameras and wayfinding signage to various Transit Hubs.
64	Contra Costa	CC-070046	El Cerrito	Del Norte Area TOD	Transit Oriented Development project at the Del Norte Intermodal Station (transit connections include BART, bus, express bus, bicycle, and pedestrian).
65	Contra Costa	CC-070040	Hercules	Hercules Transit Center Relocation	Hercules: Intersection of San Pablo Ave/ I-80/Sycamore; Construct 423-space park & ride lot and 13 bus bays.
66	Contra Costa	CC-070051	Hercules	SR4/Willow Avenue Ramps	Hercules: SR4/Willow Avenue Ramps; Relocate and realign ramps and construct express bus ramps and transit facilities.
67	Contra Costa	CC-070052	Hercules	Develop Concept for W-BART	Hercules: Conduct engineering, environmental and financial feasibility assessment of rail mass transit to west Contra Costa.
68	Contra Costa	CC-070055	Hercules	TOD Arterials in Hercules	Hercules: Willow Avenue, San Pablo Avenue & Sycamore Avenue; Roadway expansion and various other improvements to arterial streets for express bus & rail facilities.
69	Contra Costa	CC-070039	Lafayette	Lafayette Carpool Lots	Lafayette: On Mt. Diablo Blvd. within walking distance to the BART station; Construct park and ride lot.
70	Contra Costa	CC-070037	Martinez	Alhambra Avenue Widening	Martinez: On Alhambra Avenue between Mac Alvey and SR4; Widen roadway from 2 to 4 lanes, plus turn lanes & traffic signals at major intersections.
71	Contra Costa	CC-070038	Martinez	I-680/Marina Vista I/C Improvements	Martinez: I-680/Marina Vista I/C; Improvements including realignment of off-ramp, increased deceleration/acceleration distance for existing NB/SB traffic plus Bike/Ped facilities.
72	Contra Costa	CC-070065	Oakley	SR4 Realignment in Oakley	Oakley: West of Vintage Parkway to Main ST/2nd St.; Realign and widen a half-mile from 2 to 4 lanes including traffic signals.
73	Contra Costa	CC-070041	Pittsburg	California Avenue Widening	Pittsburg: On California Avenue between Loveridge Road and Railroad Avenue; Widening from 2 to 4 lanes.
74	Contra Costa	CC-070042	Pittsburg	West Leland Extension. Phase I	Pittsburg: On Leland Rd between Woodhill Drive and San Marco Blvd.; Extend roadway.

	County	TIP ID	Sponsor	Project Name	Project Description
75	Contra Costa	CC-070043	Pittsburg	West Leland Extension, Phase II	Pittsburg: On Leland Road from San Marco Blvd. to Willow Pass Rd.; Extend roadway.
76	Contra Costa	CC-070044	Pittsburg	Pittsburg-Antioch Highway Widening	Pittsburg: Pittsburg-Antioch Highway from Somersville Rd to Loveridge Rd; Widen from 2 to 4 lanes.
77	Contra Costa	CC-070045	Pittsburg	James Donlon Extension (Buchanan Rd Bypass)	Pittsburg: James Donlon Blvd from Ventura Dr. to Kirker Pass Road; Construct 2 lane roadway.
78	Contra Costa	CC-070047	Richmond	Griffen Drive Railroad Crossing	Richmond/San Pablo: RR crossings at Griffin and John Avenue; Replace grade separation & expand from 2 to 4 lanes with a protected ped/bike path & protected crossing/updated warning signs.
79	Contra Costa	CC-070066	Richmond	Central Richmond Greenway (East Segment)	Richmond: Construct Class I Bicycle Trail (eastern segment) from Carlson Blvd to I-80 along abandoned railroad property.
80	Contra Costa	CC-070035	San Pablo	I-80/San Pablo Dam Rd I/C Modifications	San Pablo: At the I-80/San Pablo Dam Rd interchange; Upgrade and improve interchange including provisions for bicyclists and pedestrians.
81	Contra Costa	CC-070056	San Pablo	Rumrill Bridge Replacement	San Pablo: Intersection of Rumrill Blvd & Brookside Drive; Replace Bridge, widen in one direction, replace signals and controllers and install planting and vegetation.
82	Contra Costa	CC-070036	San Ramon	I-680/Norris Canyon Bus Ramps	San Ramon: I-680/Norris Canyon; Construct Carpool and bus on-and off-ramps.
83	Contra Costa	CC-070048	St. Rte. 4 BA	SR4 Bypass: Sand Creek to Balfour	Brentwood: SR4 Bypass between Sand Creek Rd & Balfour Rd.; Widen from 2 lanes to 4 lanes.
84	Contra Costa	CC-070049	St. Rte. 4 BA	SR4 Bypass: Laurel Rd to Sand Creek	Brentwood: SR4 Bypass from Laurel Road to Sand Creek Road; Widen from 2 lanes to 6 lanes.
85	Contra Costa	CC-070053	St. Rte. 4 BA	SR4 Bypass: Balfour Interchange	Brentwood: Balfour Road/SR4 Bypass; Construct Intersection including loops and grade separation.
86	Contra Costa	CC-070054	St. Rte. 4 BA	SR4 /SR160 Interchange and Connectors	Oakley: SB 160 at SR 4; Construct direct connectors.
87	Contra Costa	CC-070057	St. Rte. 4 BA	SR4 Bypass: Sand Creek Interchange	Brentwood: Sand Creek Rd at SR4 Bypass; Construct interchange.
88	Contra Costa	CC-070067	St. Rte. 4 BA	Mokelumne Trail Bike/Ped Overcrossing	Antioch/Oakley: Construct a pedestrian and bicycle overcrossing on the Mokelumne Trail at the SR4 Bypass.
89	Contra Costa	CC-070061	TriDelta	E. Leland Park and Ride Lot	Antioch/Pittsburg: South of E. Leland near Century Blvd; Obtain property and construct Park and Ride lot.
90	Contra Costa	CC-070050	Walnut Creek	Geary Rd Widening Ph. 3	Walnut Creek: Widen Geary Road from Putnam Blvd to Pleasant Hill Rd.; Widen roadway one lane in each direction, center two way left turn lane, bike lanes and sidewalks.
91	Contra Costa	CC-070058	WCCTAC	San Pablo Ave Corridor Improvements	West Contra Costa County: On San Pablo Ave btw El Cerrito/Albany city limits to Crocket/Rodeo; Infrastructure Improvements including safety and accessibility improvements.
92	Contra Costa	CC-070060	WCCTAC	Bay Trail Gap Closure	Richmond/Pinole/Hercules: Along Richmond Parkway between Pennsylvania Ave and Gertude Ave; N. of Freethy Blvd to Payne Dr.; from Payne to Cypress; from Pinole Shores to Parker Avenue; Close gaps in the Bay Trail.
93	Contra Costa	CC-070062	WTA	Richmond Ferry Service	WTA: Implement new ferry transit service between Richmond and San Francisco.
94	Contra Costa	CC-070064	WTA	Hercules Ferry Service	WTA: Hercules; Implement ferry transit service between Hercules and San Francisco.
95	Marin	MRN070005	Fairfax	Fairfax: Center Blvd Streetscape Improvements	Fairfax: Center Blvd: Streetscape Improvements including promenade sidewalk, landscape improvements, pedestrian friendly lighting, bike lanes, bike racks and street furniture.
96	Marin	MRN070004	Marin County	Carson Falls Trail Restoration	Mt. Tamalpias Watershed Lands: Carson Falls Area; Improve pedestrian access including decommissioning and rerouting trails, building a bridge and installing educational signage.
97	Marin	MRN070001	MCTD	South Novato Transit Facility	Navato: Corner of Nave Dr & Roblar Ave.; Construct Transit center including include grading and asphalt paving, landscaping, sidewalks, bike racks, and informational kiosks.
98	Marin	MRN070002	Mill Valley	Miller Avenue Rehabilitation	Mill Valley: Miller Avenue: Pavement resurfacing, reconstruction of bicycle lanes, modifications to traffic islands, and improvements to sidewalk facilities.

	County	TIP ID	Sponsor	Project Name	Project Description
99	Marin	MRN070003	TAM	Marin Bike/Ped Facility North of Atherton Ave.	Marin County: Along US 101 from north of Atherton Avenue to south of Petaluma River bridge; Construct bicycle-pedestrian facility.
100	Napa	NAP070002	Amer Canyon	Wetlands Edge Bay Trail Segment	American Canyon: Wetlands Edge Road segment of the Bay Trail; Construction bike/ped trail.
101	Napa	NAP070004	Amer Canyon	West American Canyon Road Rehabilitation	American Canyon: West American Canyon Road from SR 29 to Elliott Drive; Rehabilitate roadway.
102	Napa	NAP070003	Napa	Napa - Browns Valley Road Rehabilitation	Napa: On Browns Valley Road from Patrick to Austin; Rehabilitate Roadway.
103	Napa	NAP070006	Napa	Napa - Soscol Avenue Rehabilitation	Napa: On Soscol Avenue from north of LaHoma to south of Pueblo; Rehabilitate roadway.
104	Napa	NAP070007	Napa	Napa - Imola Road Rehabilitation	Napa: On Imola Road from Soscol to east of Patton Avenue; Rehabilitate roadway.
105	Napa	NAP070001	Napa County	Las Amigas Class II Bike Lane	Napa: On Las Amigas Road from Cuttings Wharf to Milton (Part of the Bay Trail); Construct a Class II Bike lane.
106	Napa	NAP070005	Napa County	Deer Park Road Rehabilitation	Napa County: Rehabilitate Deer Park Road from the Silverado Trail to Howell Mountain Road.
107	Regional	REG070002	BART	Alameda County BART Station Renovations	BART: System-wide. Renovations to existing BART stations.
108	Regional	REG070001	Caltrans	Lump Sum SHOPP - Emergency Response	Lump Sum Shopp - Emergency Response; Various locations throughout the Region. Projects are consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.
109	Regional	REG070004	MTC	Oakland/LA Maintenance Facilities Security	Oakland/LA Maintenance Facilities Security
110	Regional	REG070006	MTC	San Francisco Bay Crossings Studies	Regionwide: San Francisco Bay: Various Bay Crossings Studies including feasibility and financial studies.
111	Regional	REG070003	WTA	Treasure Island Ferry Service	Treasurer Island: Implement new ferry transit service between Treasure Island and San Francisco/East Bay locations.
112	San Francisco	SF-070003	MUNI	Historic Streetcar Extension to Fort Mason	San Francisco: From Fisherman's Wharf through National Park Service lands in Aquatic Park to Fort Mason; Extend the E-line or the current F-line service.
113	San Francisco	SF-070004	MUNI	Geary Bus Rapid Transit	San Francisco: On Geary Boulevard; Design and implement a rail-ready BRT project.
114	San Francisco	SF-070005	MUNI	Van Ness Bus Rapid Transit	San Francisco: On Van Ness Avenue from Mission to North Point; Design and implement a BRT project.
115	San Francisco	SF-070006	MUNI	Mission Bay Trolley Coach Extension	San Francisco: Design and construct extensions of the 22-Fillmore and 30-Stockton or 45-Union/Stockton trolley coach lines into the Mission Bay area.
116	San Francisco	SF-070007	MUNI	Central Control - Facility Replacement	Design and construction of a new central control facility.
117	San Francisco	SF-070008	MUNI	Radio Comm/Computer Aided Dispatch	Muni: Replace the Radio Voice/Data Communications and Computer Aided Dispatch (CAD) systems.
118	San Francisco	SF-070009	Port of SF	Embarcadero Corridor Transportation Improvements	San Francisco: Embarcadero corridor (China Basin & Fisherman's Wharf); Improvements to transit services including signage, parking management strategies, bike/ped improvements & other outreach projects.
119	San Francisco	SF-070010	Port of SF	San Francisco Downtown Ferry Terminal	San Francisco: Downtown Ferry Terminal; Transit improvements including new intermodal transfer areas, ferry facilities, bike/ped improvements, passenger amenities and P.I. provisions.
120	San Francisco	SF-070011	Port of SF	Cargo Way Bay Trail Improvements	San Francisco: Bay Trail on Cargo Way; Construct bike/ped trail to close gap on the region Bay Trail.
121	San Francisco	SF-070012	Port of SF	Fisherman's Wharf Ferry Terminal Improvements	San Francisco: Fisherman Wharf at Pier 41 to Pier 45; Implement transit improvements structural improvements, new intermodal transfer areas, ferry facilities, bike/ped improvements etc.
122	San Francisco	SF-070013	Port of SF	Freight Rail Tunnel Modifications	San Francisco: Port of San Francisco; Modify freight rail tunnels to accommodate automobile import business. Project listed for information purposes only.
123	San Francisco	SF-070014	Port of SF	Pier 70 Shoreline Open Space Improvements	San Francisco: Port of San Francisco Pier 70; Implement Shoreline Open Space improvements including a historic preservation 22nd Street connection. Port Project listed for informational purposes only.
124	San Francisco	SF-070015	Port of SF	Mission Bay Shoreline Park Bike/Ped Improvements	San Francisco: Mission Bay Shoreline Park between Pier 50 and Pier 64; Construct bike/ped Trail.
125	San Francisco	SF-070001	SF County TA	Van Ness BRT Study	San Francisco: Along Van Ness Avenue Corridor; Conduct BRT study to design a bus rapid transit system.

	County	TIP ID	Sponsor	Project Name	Project Description
126	San Francisco	SF-070002	SF County TA	Geary Corridor BRT Study	San Francisco: Along the Geary Corridor; Conduct BRT Study to design a bus rapid transit system.
127	San Mateo	SM-070005	Belmont	US Hwy 101 Bicycle/Pedestrian Bridge	Belmont: Between Hiller St. and the Belmont Sports Complex Conference Center; Construct a 2,448" bicycle/pedestrian bridge, including bike path approaches and ramps.
128	San Mateo	SM-070008	Caltrain	Caltrain Express: Phase 2	Caltrain Express Phase II; Extend express service including the addition of track capacity in key locations and other related improvements.
129	San Mateo	SM-070003	Caltrans	SR 82-El Camino Real Signal Coordination	Menlo Park and Millbrae: Along El Camino Real; Upgrade traffic signals, controllers and interconnect traffic signals.
130	San Mateo	SM-070002	CCAG	San Mateo Countywide ITS Improvements	San Mateo County: County-wide; ITS improvements at various locations in San Mateo County.
131	San Mateo	SM-070009	Daly City	East Market & Hillside Blvd Rehabilitation	Daly City: On East Market Street from 3rd Avenue to Orange Street and on Hillside Boulevard from East Market to Valley Street; Rehabilitate roadways.
132	San Mateo	SM-070004	East Palo Alto	Bay Rd Improvement Phase II & III	E. Palo Also: On Bay Rd btw University & Fordham (Ph II) & btw Clarke/Illinois & Cooley Landing Ph. III; Improvements including resurface, streetscape, bike lanes, & other improvements. HPP #706 (remainder programmed in SM050019)
133	San Mateo	SM-070006	East Palo Alto	US 101 - University Overpass Bike/Ped Facility	E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St; Construct Bike Lane. HPP #3769
134	San Mateo	SM-070001	Redwood City	Villa Montgomery Streetscape	Redwood City: Downtown; Streetscape improvements including crosswalks, sidewalk and additional lighting enhancements to the pedestrian route (HIP project).
135	Santa Clara	SCL070006	Gilroy	Camino Arroyo Bridge and Gap Closure	Gilroy: On Camino Arroyo from Ronan Channel to Arroyo Cir & on 6th St from Gilman to Railroad; Extend Roadway, construct a new bridge and other improvements including lights, bike lanes and sidewalk.
136	Santa Clara	SCL070001	Los Gatos	Los Gatos Creek Bridge	Los Gatos: Roberts Road at Los Gatos Creek (south of Blossom Hill Rd; Replace one lane bridge with 2 lane bridge (Bridge No. 37C0343).
137	Santa Clara	SCL070005	Santa Clara Co	Almaden Expressway Improvements	San Jose: On Almaden Expressway btw Branham Lane and Blossom Hill Road; Various improvement including adding northbound and southbound auxiliary lanes.
138	Santa Clara	SCL070007	Santa Clara Co	San Tomas Expressway I/C Improvements	Campbell: On San Tomas Express Way and Hamilton Ave; Add 2nd add a 2nd left-turn lane in the northbound, westbound, and eastbound directions & adaptive traffic control system.
139	Santa Clara	SCL070009	Santa Clara Co	Almaden Expressway Bike/Ped Improvement	Santa Clara County: Almaden Expwy. between Foxworthy Ave and Ironwood Dr.; To provide bike lanes and pedestrian facilities to facilitate and promote interactions between local residential and commercial land uses.
140	Santa Clara	SCL070002	VTA	I-880/I-280/Stevens Creek I/C Improvements	Santa Clara: At the I-280/I-880/Stevens Creek Boulevard Interchange; interchange improvements including a braided ramp to separate the merge & weave movements.
141	Santa Clara	SCL070003	VTA	US 101/ SR 25 I/C and US 101 Widening	Gilroy: SR 25 and US 101 interchange; Reconstruct interchange and widen Route 101 from 4 to 6 lanes BTW Rt 25 and Monterey Highway.
142	Santa Clara	SCL070004	VTA	US 101/Mabury Interchange	San Jose: US 101/Mabury interchange; Construct full interchange.
143	Santa Clara	SCL070008	VTA	I-880 Corridor Improvement Project	San Jose: On I-880 between US-101 and I-280; Construct operational improvements.
144	Solano	SOL070002	Caltrans	Route 80 at Alamo Creek Widening	Route 80: In Vacaville, west of Alamo Creek Bridge to Alamo west-bound on-ramp; Lengthen on-ramp and widen bridge.
145	Solano	SOL070014	Caltrans	I-80/I-680 Mitigation Landscaping	Fairfield: On Route 80 between Green Valley Road and Cordelia Truck Weigh Station; Landscape Mitigation.
156	Solano	SOL070012	Solano County	Cordelia Hill Sky Valley Enhancement Project	Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors.
157	Solano	SOL070013	Vacaville	I-80/505 Weave Correction	Vacaville: At interchange of I-80/505; Correct non-standard weave and construct auxiliary lane on westbound I-80, shoulder improvements and bridge modifications.
158	Sonoma	SON070009	Caltrans	Route 1 Kashaya Pomo Cultural Landscape	Sonoma: By Route 1 at the Kashaya Pomo Cultural Center; Landscape center.

	County	TIP ID	Sponsor	Project Name	Project Description
159	Sonoma	SON070007	Petaluma	Petaluma Blvd. Pedestrian Enhancements	Petaluma: On Petaluma Blvd., btw Washington St. & Lakeville St.; Implement ped. enhancements & traffic calming features including streetlights, trees, lighted crosswalks, bulbout, benches etc (TLC Project).
160	Sonoma	SON070001	Rohnert Park	Rohnert Park - City Center Plaza Pedestrian Imps	Rohnert Park: On City Center Drive; Construct City Center Plaza to improve mobility and create a pedestrian-friendly main street (TLC Project).
161	Sonoma	SON070006	Santa Rosa	Santa Rosa Courthouse Square Enhancements	Santa Rosa: Courthouse Square; Off-Site Improvements and gateway streetscape improvements (TLC Project).
162	Sonoma	SON070002	Son Co Reg Park	Santa Rosa Creek Trail Reach F	Near Santa Rosa: Willowside Road to Fulton Road; Construct a Class 1 bike path on top of an existing gravel maintenance road/levee used for flood control.
163	Sonoma	SON070008	Son Co Reg Park	Bodega Bay Trail Segments 1B and 1C	Bodega Bay: Segments 1B and 1C parallel to Highway 1 from Salmon Creek Village to the southwest boundary; Construct bicycle and Pedestrian Trail (TLC Project).
164	Sonoma	SON070004	Son Co TA	Marin/Sonoma Narrows Project	Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma; Convert expressway to freeway and widen to 6 lanes for HOV lanes.
165	Sonoma	SON070003	Windsor	Windsor Road Pedestrian Enhancements	Windsor: On Windsor Road; Construct streetscape and pedestrian crossing enhancements at four intersections including bulbouts crosswalk lights, curb ramps, landscaping, street lights etc.
166	Sonoma	SON070005	Windsor	Windsor - Old Redwood Hwy Pedestrian Linkages	Windsor: Old Redwood Highway; Ped Linkages project will construct sidewalk and streetscape, pathway and crossing enhancements (TLC Project).

APPENDIX A – 18

Air Quality Exempt Codes

Air Quality Exempt Codes

Exempt Code	Description of Exempt Code
0	Non-Exempt Project
1.01	Railroad/highway crossing
1.02	Hazard Elimination Program
1.03	Safer non-Federal-aid system roads
1.04	Shoulder Improvements
1.05	Increasing Sight Distance
1.06	Safety Improvement Program
1.07	Traffic control devices and operating assistance other than signalization projects
1.08	Railroad/highway crossing warning devices
1.09	Guardrails, median barriers, crash cushions
1.10	Pavement resurfacing and/or rehabilitation
1.11	Pavement marking demonstration
1.12	Emergency Relief (23 U.S.C. 125)
1.13	Fencing
1.14	Skid treatments
1.15	Safety roadside rest areas
1.16	Adding medians
1.17	Truck climbing lanes outside the urbanized area
1.18	Lighting improvements
1.19	Widening narrow pavements or reconstructing bridges (no additional travel lanes)
1.20	Emergency truck pullovers
2.01	Operating assistance to transit agencies
2.02	Purchase of support vehicles
2.03	Rehabilitation of transit vehicles
2.04	Purchase of office, shop, and operating equipment for existing facilities
2.05	Purchase of operating equipment for vehicles (e.g. radios, Fareboxes, lifts, etc.)
2.06	Construction or renovation of power, signal, and communications systems
2.07	Construction of small passenger shelters and information kiosks
2.08	Reconstruction or renovation of transit buildings and structures
2.09	Rehabilitation or reconstruction of track structures, track, and trackbed in existing right of way
2.10	Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet
2.11	Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771
3.01	Continuation of ride-sharing and van-pooling promotion activities at current levels
3.02	Bicycle and pedestrian facilities
4.01	Specific activities which do not involve or lead directly to construction
4.02	Grants for training and research
4.03	Planning activities conducted pursuant to titles 23 and 49 U.S.C.

Air Quality Exempt Codes (cont.)

4.04	Federal Aid systems revisions
4.05	Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action
4.06	Noise attenuation
4.07	Emergency or hardship advance land acquisitions (23 CFR 712.204(d))
4.08	Acquisition of scenic easements
4.09	Plantings, landscaping, etc.
4.10	Sign removal
4.11	Directional and informational signs
4.12	Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities
4.13	Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity
5.01	Intersection Channelization projects
5.02	Intersection signalization projects and individual intersections
5.03	Changes in vertical and horizontal alignment
5.04	Interchange reconfiguration projects
5.05	Truck size and weight inspection stations
5.06	Bus terminals and transfer points
5.07	Traffic signal synchronization projects
90.00	TCM2 Related (Non-exempt project)

APPENDIX A – 19

Response to Public Comments on Draft 2007 TIP

METROPOLITAN TRANSPORTATION COMMISSION
2007 Transportation Improvement Program (TIP)
Response to Public Comments
Made at Public Hearing on June 14, 2006

The following are responses to public testimony made on the Draft 2007 TIP at the public hearing on June 14, 2006. Comments regarding Air Quality Conformity and Transportation Control Measures are addressed in the *Air Quality Conformity Analysis for the 2007 TIP* Document: see MTC Resolution No. 3629 – Appendix 11.

Comment: (Jerry Grace, Member of the Public). More people out of cars.
I hope there will be more people on the BART or busses or trains or any way to get them out of their cars, better than having too much air pollution.

Response: The TIP is an extension of the Regional Transportation Plan. The RTP proposes detailed investments and strategies to maintain, manage and improve the surface transportation network. The Transportation Improvement Program (TIP) carries out these strategies by committing funding to specific project improvements that support the implementation of the Plan. The funding priorities, as committed in the TIP, are established during development, review and comment of the Regional Transportation Plan.

Comment: (Andy Katz, Breathe Californian). CMAQ funding balance.
The TIP indicates $6 million that are unallocated for CMAQ funds. I would be interested in seeing what the public process would be for deciding how the $6 million are allocated to improve our air quality.

Response: The 2007 TIP is a compilation of previously approved projects, where a funding action has already occurred by the governing board or commission with the authority to commit the funds. The $6 million CMAQ balance referenced is in FY 2006-07 has already been assigned to specific programming categories through the Second Cycle SAFETEA STP/CMAQ programming actions (MTC Resolutions 3615 and 3625). CMAQ funding balances in FY 2007-08 and FY 2008-09 have been assigned through the Third Cycle SAFETEA STP/CMAQ programming action (MTC Resolution 3723). The remaining funds will be programmed in the TIP once project sponsors have selected specific projects. The majority of unprogrammed CMAQ funding is in the Transportation for Livable Community (TLC) / Housing Incentive Program (HIP) and county bike/ped programs. The TLC program has just completed its call for projects and the selected projects will be programmed into the 2007 TIP in the fall of 2006. Specific HIP projects will be programmed once the conditions of the HIP program have been met by the project sponsor. Other projects will be programmed into the TIP once the respective Congestion Management Agencies (CMAs) have completed their call for projects for the county programs. The $76 million CMAQ balance in FY 2009-10 reflects the reauthorization of SAFETEA. It is expected these funds will be programmed through the first cycle of SAFETEA-reauthorization STP/CMAQ funding. MTC's public involvement process will be followed in determining project selection criteria for those funds, through a process similar to the selection of projects for SAFETEA STP/CMAQ funding, involving both the public and Bay Area Partnership in the development of criteria for the projects to be selected for funding.

METROPOLITAN TRANSPORTATION COMMISSION
2007 Transportation Improvement Program (TIP)
Response to Written Public Comments

The following are responses to written public comments received during the Draft 2007 TIP public comment period, commencing May 26, 2006 and ending June 30, 2006. Comments regarding Air Quality Conformity are addressed in the Air Quality Conformity Analysis for the 2007 TIP Document: see MTC Resolution No. 3629 – Appendix 11.

Comment: (Wayne Phillips, Member of the Public). Two-wheeled vehicles
No mention of motorcycles or any other powered two-wheeled vehicle.

Response: The TIP is an extension of the Regional Transportation Plan. The RTP proposes detailed investments and strategies to maintain, manage and improve the surface transportation network. The Transportation Improvement Program (TIP) carries out these strategies by committing funding to specific project improvements that support the implementation of the Plan. The funding priorities, as committed in the TIP, are established during development, review and comment of the Regional Transportation Plan.

Not clear how commenter would like, or expects, two-wheeled vehicles to be addressed or called out in the TIP.

Comment: (O. Ceana, Member of the Public). Public Transit serving coastal communities. Need to address the lack of public transportation on the coastside communities of Pacifica and Half Moon Bay. It is very difficult to get to and from San Francisco or BART during the middle of the day, on weekends and nights. Please adopt a model of more frequent service that will build ridership. In the past, progressive cutbacks in coastside service led to drops in ridership because riders could not be sure they'd be able to return home in the evenings and on weekends and holidays. Now that gas prices have climbed, many are looking to take coastside public transportation into San Francisco and SFO and to various BART stations. Smaller vehicles the size of the small Redi-Wheels buses could be used during non-commute hours to save money. The best model would be one with frequent service similar to Daly City's into San Francisco and to BART stations. A stable frequent and convenient service would build ridership rapidly.

Additionally, please address the need for more SamTrans stops in San Francisco. The stops are very limited. We understand the prohibition on SamTrans of acting as a Muni bus and transporting people between stops in San Francisco, but it is certainly possible for SamTrans drivers to drop existing passengers from the coastside communities and San Mateo County at selected different stops in San Francisco, e.g. Civic Center/Van Ness area, Montgomery Street/Chinatown area, Union Square, Stonestown. SamTrans used to use these stops, but they have been abandoned in the cutbacks. Reinstating them would increase ridership.

Furthermore, please address the waste of SamTrans "out of service" buses going up and down Sharp Park Boulevard in Pacifica without carrying passengers up and down this central and useful route. There is currently no easy way for coastside residents to get to San Bruno BART and other BART stations to the south. This would make getting to SFO much easier. The Sharp

Park Boulevard route would be the quickest way of getting to Tanforan shopping center and San Bruno BART as well as Skyline Community College.

Response: The TIP is a capital program. Specific transit service issues and concerns should be directed to the applicable transit operator (SamTrans).

Comment: (Mayela Sosa, FHWA). Missing Information

Appendix A-1 does not contain the documents noted here. It contains instead the resolution for adopting the 2007 FTIP. Resolutions 2648, MTC Federal Public Involvement Procedures, and 3351, MTC Public Involvement Action Plan, do not seem to be included in any other appendix in the document. Please review and correct.

Response: The documents were inadvertently left out of the TIP. The final TIP will include the referenced documents.

Comment: (Mayela Sosa, FHWA). SAFETEA-LU Planning Provisions
FHWA would like to discuss further how MTC is (or will be) complying with the new SAFETEA-LU planning provisions. As FHWA has previously stated, we are not prepared at this point to make a final determination that MTC's underlying planning process is meeting the new requirements.

Response: MTC believes its planning process is consistent with the underlying planning process as required under SAFETEA. MTC understands that FHWA cannot approve a TIP as being SAFETEA compliant without the final rulemaking. MTC will be working with FHWA to develop a SAFETEA-compliant TIP by the required July 1, 2007 deadline, including how MTC's underlying planning process meets the new requirements.

Comment: (Mayela Sosa, FHWA). Four-Year TIP
Currently, FHWA does not anticipate approving a four-year Federal Statewide Transportation Improvement Program (FSTIP) in October 2006. When the development of the FSTIP began several months ago, FHWA, Caltrans and the MPOs agreed that the 2007 FSTIP would be consistent with the TEA-21 requirements and, therefore, would only cover three years. Caltrans and the other MPOs then proceeded with the development of three-year programs. Despite the new interpretation issued in our May 2, 2006, memorandum on the SAFETEA-LU Deadline for New Planning Requirements (July 1, 2007) regarding a four-year FSTIP, FHWA has not been approached by Caltrans about this possibility for the 2007 FSTIP. We believe it will be difficult to change course this late in the FSTIP development cycle.

Response: MTC has developed a four-year TIP consistent with the provisions of SAFETEA and the May 2, 2006, FHWA memorandum. It is our understanding that should FHWA limit the TIP period to the pre-SAFETEA three-year period, then the years outside the three years (FY 2006-07 through FY 2008-09) are displayed for information only. However, the four-year 2007 TIP adopted by MTC is intended to serve as the new four-year SAFETEA-compliant TIP required by July 1, 2007. MTC will work with FHWA to ensure a SAFETEA-compliant TIP is in place for the region by the required July 1, 2007 deadline.

Comment: (Mayela Sosa, FHWA). Advance Construction
As a reminder, effective October 1, 2006, FHWA will not approve any AC authorizations or conversions (E-76s) that are not included in the FSTIP. FHWA-FTA's June 27, 2005 Fiscal Constraint Guidance (<http://www.fhwa.dot.gov/planning/fcqa62805.htm>) and FHWA's May 10, 1996, Advance Construction Guidance (<http://www.fhwa.dot.gov/innovativefinance/sc308510.htm>) both state that advance construction projects must be included in the STIP (1) in the year the project is authorized for advance construction and (2) the year the project is converted from advance construction to federal funding.

Response: It is MTC's intent to comply with regulations with respect to the listing of Advance Construction projects in the TIP. MTC will work with FHWA to ensure the projects are properly listed in the TIP.

Comment: (Various Project Sponsors). Various Minor Technical Changes
Various project sponsors noted corrections and adjustments to various projects within the Draft TIP.

Response:
These changes were minor in nature, and included changes in project descriptions to better define the project without changing the scope, financial adjustments and other minor sponsor changes. It is common during the public review period to make technical adjustments as long as the changes do not significantly modify the project scope or funding.

METROPOLITAN TRANSPORTATION COMMISSION

PROGRAMMING AND ALLOCATIONS COMMITTEE

--o0o--

CERTIFIED COPY

PUBLIC HEARING

DRAFT 2007 TRANSPORTATION IMPROVEMENT PROGRAM and

DRAFT AIR QUALITY CONFORMITY ANALYSIS FOR THE 2007 TIP

Taken before ALISON L. STRUBBERG, CSR, RPR, CRR

Certified Shorthand Reporter No. 7858

State of California

Wednesday, June 14, 2006

EMERICK & FINCH (925) 831-9029

1 TRANSCRIPT OF PROCEEDINGS

2

3 BE IT REMEMBERED that on Wednesday, the 14th
4 day of June, 2006, commencing at the hour of 10:55 a.m.,
5 at the Joseph P. Bort MetroCenter, Lawrence D. Dahms
6 Auditorium, 101 Eighth Street, Oakland, California,
7 before me, ALISON L. STRUBBERG, a Certified Shorthand
8 Reporter for the State of California, the following
9 proceedings were held:

10

11 --o0o--

12

13 SCOTT HAGGERTY: I would like to call the
14 Programming and Allocations Committee meeting to order
15 for June 14th and confirm that we still have a quorum.
16 The first item of business is the public
17 hearing.
18 My name is Scott Haggerty, the Chair of the
19 Programming and Allocations Committee for MTC.
20 I would like to begin the public hearing on the
21 Draft 2007 Transportation Improvement Program and the
22 Draft Air Quality Conformity Analysis for the 2007
23 TIP.
24 The purpose of the hearing is to receive
25 comments on the Draft 2007 TIP and the Draft Air Quality

1 Conformity Analysis, which were released for public
2 review on May 26th. Written comments will be accepted
3 through June 30th, 2006. After the comment period is
4 closed, the staff will review the comments and respond
5 as appropriate.
6 No action will be taken during this hearing.
7 Formal adoption for the 2000 [sic] TIP will be requested
8 of the Commission at its July 26th meeting.
9 If you wish to make a comment, please fill out
10 a blue card available on the table at the side of the
11 room and give to Theresa Bell, the Programming and
12 Allocations Committee secretary, who is very busy right
13 now.
14 We ask that each speaker be brief and concise
15 and keep their comments to no more than three minutes.
16 I will now ask MTC staff to present an overview
17 of the Draft TIP and Draft Air Quality Conformity
18 Analysis.
19 RAYMOND ODUNLAMI: Good morning.
20 My name is Raymond Odunlami, and I am with
21 MTC's Programming and Allocations Section.
22 Before I begin my presentation, I would like to
23 note that we have a court reporter here to transcribe
24 the proceedings. I would also like to note that we have
25 a yellow handout before you is -- the yellow handout

1 before you is a guide to the Draft 2007 TIP.

2 The Transportation Improvement Program, or the

3 TIP, is the region's spending plan for transportation

4 projects based on anticipated available federal, state,

5 regional, and local funding over the next four years.

6 It includes: Improvements for transit, local

7 roadway, state highway, bicycle and pedestrian

8 facilities, along with other regionally significant,

9 locally funded transportation projects.

10 It does not include: Improvements for

11 airports, seaports, and privately owned transportation

12 facilities.

13 The Draft 2007 TIP is the first TIP produced as

14 part of the new federal authorization. As such, MTC is

15 taking steps to meet new requirements of SAFETEA, while

16 waiting for the release of final guidance from federal

17 agencies on these specific planning requirements. For

18 example, MTC has historically prepared and adopted the

19 TIP every two years. The SAFETEA includes provisions to

20 modify the schedule to a four-year schedule -- to a

21 four-year cycle.

22 MTC has developed the Draft 2007 TIP in

23 cooperation with regional partner agencies and other

24 interested parties and in consultation with federal

25 agencies.

1 The Draft TIP covers a four-year period from
2 fiscal year 2006-2007 through 2009-2010. It contains
3 approximately 955 projects totaling about $12.7 billion.
4 The TIP is also financially constrained, meaning that
5 the amount of funding programmed doesn't exceed the
6 amount of funding available.
7 To demonstrate this, the Draft 2007 TIP
8 contains a financial constraint analysis. Should any
9 action occur that significantly affects the funding of a
10 project, the TIP will be amended to reflect such
11 actions.
12 All projects in the TIP are consistent with the
13 Transportation 2030 plan for the San Francisco Bay Area.
14 MTC is required to make an Air Quality Conformity
15 Determination for the TIP in accordance with the Clean
16 Air Act requirements and Air Quality Conformity
17 Regulations.
18 Ashley Nguyen of the Planning Section will now
19 give an overview of the Draft Air Quality Conformity
20 Analysis and Finding.
21 ASHLEY NGUYEN: Commissioners, as Raymond
22 mentioned, MTC has conducted a Transportation Air
23 Quality Conformity Analysis in accordance with EPA's
24 conformity regulations as well as MTC's Resolution 3075.
25 We shared this Conformity Analysis with our

1 interagency Air Quality Conformity Task Force.

2 The Bay Area has conformity requirements for

3 both the federal ozone and carbon monoxide standards.

4 To make a positive conformity finding, MTC must

5 demonstrate that the calculated motor vehicle emissions

6 in the region are equal to or less than the motor

7 vehicle emissions budgets for volatile organic

8 compounds, nitrogen oxides, and carbon monoxide, as

9 established in our federal air quality plan, which is

10 also referred to as the State Implementation Plan, or

11 the SIP.

12 So as part of our Air Quality Conformity

13 Analysis, MTC must demonstrate that TCMs are implemented

14 on schedule. The status of the TCM implementation is

15 described in our Conformity Analysis.

16 So based on our analysis, both of these

17 conformity findings have been made.

18 So in closing, I would like to note for the

19 record that the Draft 2007 TIP and the Draft Air Quality

20 Conformity Analysis were mailed to major libraries, and

21 the public hearing was noticed in the Bay Area

22 newspapers. This Draft TIP and Draft Conformity

23 Analysis and the public hearing notice were also posted

24 on MTC's website. Written comments on the TIP and the

25 Conformity Analysis will be accepted through June 30th

1 of this year.

2 Thank you. This concludes our presentation.

3 SCOTT HAGGERTY: Before I call the -- does the

4 public have any questions? I guess not.

5 Jerry Grace, followed by Andy Katz.

6 JERRY GRACE: My name is Jerry Grace. I live

7 here in Oakland. Very aware of how this will work and

8 how it will make this more better, and how will the

9 people get out of their car. They did a great job on

10 the Bay Bridge and had BART run through the night and

11 help people get out of their car.

12 And I hope that I'm going to see you all here

13 with more people on the BART or busses or trains or any

14 way to get them out of their cars, better than having

15 smoke up in the air too much. We need to stop having a

16 truck coming in Oakland, mess up in Oakland and mess up

17 the air, and we need to stop the trucks because

18 always -- the trucks always have smoke up in the air.

19 That's not right for anybody.

20 And that's why I wonder. And I hope there's a

21 more easy way to have no more water go down the hill and

22 a lot of trouble down there in the Half Moon Bay. I'll

23 talk about that later when we go on to number 8.

24 But what I'm trying to say is I hope this goes

25 along better for everything.

1 Thank you.

2 SCOTT HAGGERTY: Thank you.

3 Andy Katz.

4 ANDY KATZ: Good morning, Commissioners. I'm
5 Andy Katz. I'm here representing Breathe California,
6 formerly the American Lung Association.

7 Reading the report, I can see that plugging in
8 the assumptions from Projections 2005 into the bay cast
9 model and all the other assumptions about the current
10 state of the fleet and the amount of air emissions that
11 results from the fleet will mean that the region is
12 within its air emissions budgets as determined by Cal
13 EPA and their resources board.

14 However, I want to raise some points about that
15 assumption of using Projections 2005. And the most
16 important thing that I see about it is that there isn't
17 a serious policy in place to ensure that Projections
18 2005 is actually happening.

19 There's a little bit happening in the regional
20 with the TOD policy and a lot of voluntary efforts of
21 cities to encourage transferring to development near
22 transit stations. But the real air emissions are coming
23 from the sprawl that's happening in places like Eastern
24 Contra Costa County and other potentially
25 sprawl-inducing effects of some of the highway projects

1 that are included in the proposed TIP.

2 The one that I'm particularly concerned about

3 would be expanding a total of eight lanes in Eastern

4 Contra Costa County with the expansion of Highway 4.

5 So those are things that I'm concerned about.

6 But I can't tell in the report in front of you exactly

7 what that project does or what some of the other highway

8 expansion projects do, because the project is just -- or

9 the Conformity Analysis is just an overall picture,

10 overall budgets.

11 But what I'm really interested in in terms of

12 people's health, in terms of the air that we breathe, is

13 what happens at the rush hour, what happens to the air

14 quality at a particular place at a particular point in

15 time.

16 National EPA used to require a one-hour

17 standard to show compliance with. That standard is no

18 longer in place. The federal government has been

19 rolling back environmental standards. But I would hope

20 that that doesn't mean that MTC and the Air District

21 play along with this; that we still care about our

22 health and the air that we breathe.

23 And I would be interested in seeing some

24 analysis of the cumulative effects of air pollution

25 related to these impacts of particular projects and a

1 cumulative effect of projects that MTC is about to
2 program.
3 The look at the local air quality, both
4 ozone -- we're also interested in particulate matter,
5 but that's not part of this process, as I understand it.
6 And just assess what are the effects of programming
7 these projects.
8 Two other points.
9 I noticed that there's an increased streamline
10 process for TCM substitutions that MTC is about to
11 adopt. And while I understand that MTC has no plans for
12 TCM substitution, but some of the environmental
13 community were chattering about -- just to see that we
14 would like a full public process in the event this does
15 come up.
16 My last point is that the TIP indicates
17 $6 million that are unallocated for CMAQ funds. And I
18 would be interested in seeing what the public process
19 would be for deciding how the $6 million are allocated
20 to improve our air quality.
21 To sum up, I really am interested in how --
22 SCOTT HAGGERTY: Please.
23 ANDY KATZ: -- what MTC is doing to make sure
24 Projections 2005 could happen and how we can find out
25 what the local impacts at particular times these

1 projects will create.

2 SCOTT HAGGERTY: Thank you.

3 Okay. With that, does anybody else wish to

4 speak?

5 Seeing none, I would ask for a motion to close

6 the public hearing.

7 TOM AMMIANO: Moved.

8 BILL DODD: So moved.

9 SCOTT HAGGERTY: Moved by Ammiano. Seconded by

10 Dodd. Is there any objection to the motion?

11 The motion will pass unanimously.

12 (Whereupon, the proceedings

13 adjourned at 11:07 a.m.)

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CERTIFICATE OF REPORTER

I, ALISON L. STRUBBERG, hereby certify that said proceedings were taken in shorthand by me, a Certified Shorthand Reporter of the State of California, and were thereafter transcribed by computer-aided transcription, and that the foregoing transcript constitutes a full, true and correct report of said proceedings which took place.

That I am a disinterested person in the said action.

IN WITNESS WHEREOF, I have hereunto set my hand on this date June 27, 2006.

Alison L. Strubberg

ALISON L. STRUBBERG

CSR No. 7858