

APPENDIX A – 36

Regional Policies: Project Funding and Specific Funding Programs

**FTA Rural Area Formula (Section 5311)
Program of Projects for FY 2015-16 and FY 2016-17
MTC Resolution No. 4216**



Date: January 27, 2016
W.I.: 1512
Referred By: PAC
Revised: 04/27/16-C

ABSTRACT

Resolution No. 4216, Revised

This resolution adopts the FY2015-16 and FY2016-17 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Rural Area Formula Program for FY2015-16 and
FY2016-17

This resolution was amended by Commission Action on April 27, 2016 to revise the FY2015-16 program based on a revised regional apportionment received from Caltrans.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheets dated January 13, 2016 and April 13, 2016.

Date: January 27, 2016
W.I.: 1512
Referred By: PAC

Re: Program of Projects in the San Francisco Bay Area for the FY2015-16 and FY2016-17 Federal Transit Administration (FTA) Rural Area Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4216

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 San Francisco Bay Area; and

WHEREAS, the U.S. Department of Transportation (DOT) has adopted rules and regulations (23 CFR 450 and CFR 613) which require that the MPO, in cooperation with the state and publicly-owned operators of mass transportation services, carry on a continuing, cooperative and comprehensive transportation planning process that results in plans and programs consistent with the comprehensively planned development of the urbanized area, as a condition to the receipt of federal capital or operating assistance; and

WHEREAS, Section 5311 Title 49 of the United States Code (formerly Section 18 of the Federal Transit Act) provides for a Federal Transit Administration (FTA) formula grant program for public transportation projects in areas other than urbanized areas (49 U.S.C. Section 5311); and

WHEREAS, MTC has adopted Resolution No. 4036, which sets forth MTC's FTA Section 5311 Rural Area Formula Program Funding Objectives and Criteria for the San Francisco Bay Area; and

WHEREAS, MTC has developed, in consultation with interested transportation providers and in accordance with the MTC's Section 5311 Funding Objectives and Criteria, a FY2015-16

and FY2016-17 FTA Rural Area Formula (Section 5311) Program of Projects for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2015-16 and FY2016-17 FTA Rural Area Formula (Section 5311) Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY2015-16 and FY2016-17 Program of Projects as listed on Attachment A to match the actual FTA Rural Area Formula fund appropriation if needed; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, 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 27, 2016.

**Federal Transit Administration
Section 5311 Rural Area Formula Program
FY2015-16 and FY2016-17**

FY2015-16 Funding Available:

Estimated Apportionments	\$	1,516,380
Prior Year Carryover:	\$	-
Total Funding Available:	\$	1,516,380

FY 2015-16 Programming:

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311 Program</u>	<u>Local Match</u>	<u>Total Project Cost</u>
Dixon	Operating Assistance (Readi-Ride)	\$ 183,266	\$ 381,206	\$ 564,472
Fairfield	Operating Assistance (Rt. 30)	\$ 100,000	\$ 229,003	\$ 329,003
LAVTA	Operating Assistance (Rts. 2, 11, 12, 20)	\$ 41,460	\$ 35,267	\$ 76,727
Marin Transit	Operating Assistance (West Marin Stagecoach)	\$ 200,063	\$ 170,181	\$ 370,244
NCTPA	Operating Assistance (Northern Napa Co.)	\$ 200,991	\$ 170,971	\$ 371,962
Rio Vista	Operating Assistance (Delta Breeze)	\$ 105,000	\$ 290,700	\$ 395,700
SamTrans	Operating Assistance (Coastside, Rt. 17)	\$ 148,815	\$ 126,587	\$ 275,402
Sonoma County Transit	Vehicle Replacements	\$ 460,430	\$ 62,853	\$ 523,283
<u>VTA</u>	<u>Operating Assistance (Rt. 68)</u>	<u>\$ 76,355</u>	<u>\$ 64,950</u>	<u>\$ 141,305</u>
Total Programming		\$ 1,516,380	\$ 1,531,718	\$ 3,048,098
Total Available		\$ 1,516,380		
Available for Carryover		\$ -		

FY2016-17 Funding Available:

Estimated Apportionments:	\$	1,597,707
Prior Year Carryover:	\$	-
Total Funding Available:	\$	1,597,707

FY 2016-17 Programming:

<u>Applicant</u>	<u>Project Description</u>	<u>Sect. 5311 Program</u>	<u>Local Match</u>	<u>Total Project Cost</u>
Dixon	Operating Assistance (Readi-Ride)	\$ 240,590	\$ 344,706	\$ 585,296
Fairfield	Operating Assistance (Rt. 30)	\$ 100,000	\$ 235,874	\$ 335,874
LAVTA	Operating Assistance (Rts. 2, 11, 12, 20)	\$ 43,683	\$ 35,267	\$ 78,950
Marin Transit	Operating Assistance (West Marin Stagecoach)	\$ 210,793	\$ 170,181	\$ 380,974
NCTPA	Operating Assistance (Northern Napa Co.)	\$ 211,771	\$ 170,971	\$ 382,742
Rio Vista	Operating Assistance (Delta Breeze)	\$ 68,500	\$ 152,803	\$ 221,303
SamTrans	Operating Assistance (Coastside, Rt. 17)	\$ 156,796	\$ 126,587	\$ 283,383
Sonoma County Transit	Vehicle Replacements	\$ 485,124	\$ 62,853	\$ 547,977
<u>VTA</u>	<u>Operating Assistance (Rt. 68)</u>	<u>\$ 80,450</u>	<u>\$ 64,950</u>	<u>\$ 145,400</u>
Total Programming		\$ 1,597,707	\$ 1,364,192	\$ 2,961,899
Total Available		\$ 1,597,707		
Available for Carryover		\$ -		

APPENDIX A – 37

Regional Policies: Project Funding and Specific Funding Programs

**MTC's Job Access and Reverse Commute (JARC)
and New Freedom Program Management Plan
for the Large Urbanized Areas
of the San Francisco Bay Area
MTC Resolution No. 3986**



Date: December 15, 2010
W.I.: 1512
Referred By: PAC
Revised: 12/19/12-C

ABSTRACT

Resolution No. 3986, Revised

This resolution adopts the Metropolitan Transportation Commission's Job Access and Reverse Commute (JARC) and New Freedom Program Management Plan for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with the resolution:

Attachment A Job Access and Reverse Commute (JARC) and New Freedom Program
Management Plan

This resolution was amended on December 19, 2012 to incorporate changes from the Federal Transit Administration's (FTA's) revised Title VI Circular (FTA Circular 4702.1B).

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheets dated December 8, 2010, and December 12, 2012.

Date: December 15, 2010
W.I.: 1512
Referred By: PAC

Re: Job Access and Reverse Commute (JARC) and New Freedom Program Management Plan

METROPOLITAN TRANSPORTATION COMMISSION

Resolution No. 3986

WHEREAS, Title 49 United States Code (U.S.C.) Section 5316 (49 U.S.C. 5316) authorizes and sets forth the provisions for the Job Access and Reverse Commute Program, which makes grants to recipients for access to jobs and reverse commute projects; and

WHEREAS, Title 49 U.S.C. Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. §5316(c) apportions Job Access and Reverse Commute funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, 49 U.S.C. §5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

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 also the federally designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. §5307(a)(2), MTC is the designated recipient of the Federal Transit Administration's (FTA's) Job Access Reverse Commute and New Freedom funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, the Federal Transit Administration (FTA) has published FTA Circular 9050.1 entitled "The Job Access and Reverse Commute (JARC) Program Guidance and

Application Instructions," dated May 1, 2007, which issues guidance on the administration of the JARC Program under 49 U.S.C. 5316; and

WHEREAS, the Federal Transit Administration (FTA) has published FTA Circular 9045.1 entitled "New Freedom Program Guidance and Application Instructions," dated May 1, 2007, which issues guidance on the administration of the New Freedom Program under 49 U.S.C. 5317; and

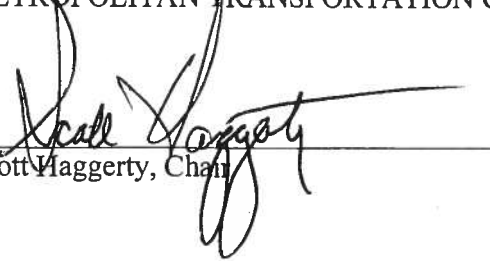
WHEREAS, FTA Circulars 9045.1 and 9050.1 require designated recipients to describe their policies and procedures for administering FTA's JARC and New Freedom programs in a Program Management Plan (PMP); now, therefore, be it

RESOLVED, that MTC hereby adopts the Job Access and Reverse Commute and New Freedom Program Management Plan, consistent with the requirements of FTA Circulars 9045.1 and 9050.1, attached hereto and incorporated herein as Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to make minor changes to Attachment A of this resolution as may be necessary from time to time, with appropriate notification to stakeholders; and, be it further

RESOLVED, that the Executive Director or designee shall forward a copy of this resolution and such other information as may be required to the Federal Transit Administration and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Waggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of this Commission held in Oakland, California, December 15, 2010.

Date: December 15, 2010
W.I.: 1512
Referred By: PAC
Revised: 12/19/12-C

Attachment A
Resolution No. 3986
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METROPOLITAN
TRANSPORTATION
COMMISSION

PROGRAM MANAGEMENT PLAN

Federal Transit Administration Section 5316 Job Access and Reverse Commute and Section 5317 New Freedom Programs

December 2012

PROGRAM MANAGEMENT PLAN

Federal Transit Administration Section 5316 Job Access and Reverse Commute and Section 5317 New Freedom Programs

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This Program Management Plan (PMP) describes the Metropolitan Transportation Commission's policies and procedures for administering the Federal Transit Administration's (FTA's) Section 5316 Job Access and Reverse Commute (JARC) and Section 5317 New Freedom (NF) Programs in accordance with requirements in FTA Circulars C 9050.1 and 9045.1, both dated May 1, 2007.

I. GENERAL

The Metropolitan Transportation Commission (MTC) is the federally-designated Metropolitan Planning Organization (MPO) and state-designated Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area, including the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. Created by the state Legislature in 1970 (California Government Code § 66500 et seq.), MTC is the transportation planning, coordinating and financing agency for the nine-county region. MTC's work is guided by a 19-member policy board: fourteen commissioners appointed directly by local elected officials; two members representing regional agencies — the Association of Bay Area Governments and the Bay Conservation and Development Commission; and three nonvoting members representing federal and state transportation agencies and the federal housing department.

The Governor of California designated MTC to be the recipient of JARC and New Freedom funds apportioned to the Bay Area's urbanized areas over 200,000 in population, referred to as the Antioch, Concord, San Francisco-Oakland, San Jose, and Santa Rosa large urbanized areas. Transit services in the over 7,000-square mile region are provided by over two dozen transit operators.

The stakeholders listed in Section IV have been provided with an opportunity to review and comment on this PMP, as required in the FTA Circulars.

II. PURPOSE OF PMP

This PMP is intended to fulfill several functions:

1. Serve as the basis for FTA to perform management reviews of MTC's administration of the program;
2. Provide public information on MTC's administration of the program; and,
3. Provide program guidance to local project applicants.

III. PROGRAM GOALS AND OBJECTIVES

JARC: FTA's goal for the JARC program is to improve access to transportation services to employment and employment-related activities for welfare recipients and eligible low-income individuals, and to transport residents of urbanized areas and nonurbanized areas, regardless of income level, to suburban employment opportunities. FTA's objectives are:

- a. To increase the number of jobs that can be accessed as a result of geographic or temporal coverage; and,
- b. To increase the number of rides provided.

New Freedom: FTA's goal for the New Freedom program is to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements for the Americans with Disabilities Act of 1990. FTA's objectives are:

- a. To increase or enhance geographic coverage, service quality and/or service times that impact availability of transportation services for individuals with disabilities;
- b. To add or change environmental infrastructure (e.g. transportation facilities, sidewalks, etc.), technology, and vehicles that impact availability of transportation services; and
- c. To increase the number of rides provided for individuals with disabilities.

MTC's Program: MTC aims to fulfill the following objectives through its administration of the JARC and New Freedom Programs:

- a. To advance the recommendations in the Bay Area's Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), including implementing the priority solutions to the identified transportation gaps and the strategies to enhance service delivery for the transportation-disadvantaged population in the region;
- b. To encourage high levels of program participation in the Bay Area by conducting outreach, and coordinating MTC's efforts with Caltrans' efforts for the small urbanized and rural areas; and,
- c. To administer the JARC program as an integral part of MTC's larger Lifeline Transportation Program, which is a funding program intended to improve the mobility options of the region's low-income population.

IV. ROLES AND RESPONSIBILITIES

MTC: As the designated recipient of JARC and New Freedom funds for the Bay Area's large urbanized areas, MTC has the principal authority and responsibility for administering the programs. MTC's responsibilities include:

- a. Notifying eligible local entities of funding availability;
- b. Developing project selection criteria;
- c. Determining applicant eligibility (in consultation with FTA when needed);
- d. Conducting the competitive selection process to determine which projects should receive funding (in conjunction with the County Lifeline Program Administrators for the JARC/Lifeline program);
- e. Seeking Commission approval for the programs of projects;
- f. Amending approved projects into the Transportation Improvement Program (TIP);
- g. Forwarding a program of projects to FTA;
- h. Documenting procedures in this PMP;
- i. Certifying that grants are distributed on a fair and equitable basis; and,
- j. Certifying that all projects are derived from the Bay Area's Coordinated Plan.

Transit operators who are FTA grantees must serve as direct recipients and submit their own JARC and New Freedom grants, if they are selected through the competitive process for the Lifeline and New Freedom Programs. MTC will serve as the direct recipient for non-FTA grantee

transit operators or public entities, and for non-profits, that are competitively selected for the JARC and New Freedom programs.

In the role of a direct recipient (for non-FTA grantee transit operators or public entities, and for non-profits only), MTC's responsibilities also include:

- a. Forwarding a grant application to FTA;
- b. Entering into funding agreements with subrecipients; and
- c. Monitoring subrecipient compliance with Federal requirements, through inclusion of such requirements in subrecipient agreements and through ongoing monitoring activities. (See Section XVI on Designated Recipient Program Management.)

Recipients/subrecipients: JARC and New Freedom recipients/subrecipients' responsibilities include:

- a. For direct recipients (transit operators who are FTA grantees), submitting a grant application to FTA and carrying out the terms of that grant;
- b. Meeting program requirements and grant/funding agreement requirements including, but not limited to, Title VI reporting requirements;
- c. Making best efforts to execute selected projects; and
- d. Complying with other applicable local, state, and federal requirements.

Caltrans: The California Department of Transportation (Caltrans) is the designated recipient of JARC and New Freedom funds for the State's small urbanized and rural areas. In the Bay Area, there are seven small urbanized areas: Fairfield, Gilroy-Morgan Hill, Livermore, Napa, Petaluma, Vacaville, and Vallejo. Caltrans is responsible for administration of JARC and New Freedom funds for the small and non-urbanized areas listed above.

CMAs: For JARC, MTC delegates prioritization of project applications to the Congestion Management Agencies (CMAs) of each county. MTC approves Lifeline guidelines for each funding cycle that may spell out more specific instructions for conducting calls for projects. See Section VIII on Project Selection Criteria and Method of Distributing Funds.

Other/Advisory Groups: The following groups also advise MTC's administration of the programs:

- Policy Advisory Council – A 27-member panel with membership structured around interests related to the economy, the environment and social equity. In the areas of economy and the environment, there are a total of nine members, with four members representing economic interests and four bringing an environmental perspective; the ninth member is representative of either category. In the area of social equity, nine members (one from each county) represent communities of color and issues affecting low-income communities or environmental justice. Of these, four members represent communities of color and four members represent environmental justice/low-income issues; the ninth member is representative of either category. In addition, nine members (one from each county) represent issues related to transportation for seniors and persons with disabilities. Four members represent seniors and four members represent people with disabilities; the ninth member is representative of either category

- Bay Area Partnership - The Bay Area Partnership Board consists of the top managers of public agencies responsible for moving people and goods in the Bay Area, as well as protecting the region's environmental quality. The Partnership collaboratively assists the Commission in fashioning consensus among its federal, state, regional and local transportation agency partners regarding the policies, plans and programs to be adopted and implemented by the Commission.

The Partnership may establish committees to assist in its business. The committee and working group that currently address funding topics including JARC and New Freedom are the Partnership Technical Advisory Committee and the Transit Finance Working Group.

- Accessibility Committee, formerly the Partnership Transit Coordinating Council – A group of representatives from 21 Bay Area transit operators who meet and confer about paratransit policies and procedures in the region (generally staff works with this committee on New Freedom only).

In general, MTC staff consults with these groups in the development of program guidelines and programs of projects.

V. COORDINATION

From the programming process perspective, the level of coordination in the Bay Area is enhanced by virtue of MTC being the designated recipient for the five large urbanized areas. MTC also makes every effort to coordinate the programming efforts for the large urbanized areas with Caltrans' efforts for small urbanized area programming. MTC has also dedicated staff to manage the programming of JARC, New Freedom, and the related Elderly and Disabled Specialized Transit Program (also known as the 5310 Program) in the region. These staff serve several functions that enhance coordination: day-to-day points of contact for other stakeholders in the region; reporting to MTC's advisory groups; and also providing feedback to other staff on related aspects of MTC's legislative program.

From the programming priorities perspective, MTC, through the Bay Area's Coordinated Public Transit Human Services Transportation Plan (Coordinated Plan), strongly encourages the following strategies that enhance service delivery for the transportation-disadvantaged population: enhancing land use and transportation coordination; promoting enhanced pedestrian access to public transit and other modes of travel; promoting coordinated advocacy and improving efforts to coordinate funding with human service agencies; improving interjurisdictional and intermodal travel; and developing and implementing mobility management approaches.

VI. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

MTC designates the same eligible recipients/subrecipients for the JARC and New Freedom programs as allowed by Federal guidelines:

- a. Private non-profit organizations;
- b. State or local governmental authority; and
- c. Operators of public transportation services, including private operators of public transportation services.

VII. LOCAL SHARE AND LOCAL FUNDING REQUIREMENTS

MTC generally requires the same local match for the JARC and New Freedom programs as required by Federal guidelines: minimum of 20 percent of the project cost for eligible capital projects, and minimum of 50 percent for eligible operational projects. MTC will indicate any deviations from this match requirement at the time of each funding cycle, and will document the match requirements in the program guidelines.

VIII. PROJECT SELECTION CRITERIA & METHOD OF DISTRIBUTING FUNDS

MTC develops program guidelines with each call for projects. For JARC, the program guidelines are part of MTC's larger Lifeline Transportation Program. Developing new guidelines with each solicitation provides MTC with the flexibility to designate regional priorities as needed and to incorporate refinements based on lessons learned from prior funding cycles. The guidelines include relevant excerpts from the program circulars and additional information that is particular to the Bay Area, and they are prepared with the goals of providing sufficient information for prospective applicants to determine whether they should apply for funds and making transparent the competitive selection process. In general, staff will provide the various advisory groups an opportunity to comment on the draft program guidelines prior to seeking formal approval of those guidelines. The frequency of competition is determined by MTC, and does not cover more than three years of funding. MTC publicly advertises the availability of funds and selection criteria in formats and forums appropriate to the potential recipients/subrecipients. Applicants are required to fill out a standardized application form to facilitate the evaluation process. The application forms are prepared in accordance with the guidelines.

In connection with MTC's Title VI monitoring obligations, as outlined in FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, ("Title VI Circular"), issued on October 1, 2012 applicants will be required to provide the following information:

- The organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among minority population groups in the project's service area.
- Information on whether the project will provide assistance to predominantly minority populations. (Projects are classified as providing service to predominantly minority

populations if the proportion of minority persons residing in the project's geographic service area exceeds the average proportion of minority persons in the region.)

In order to document that JARC and New Freedom funds are passed through without regard to race, color or national origin, and to document that minority populations are not being denied the benefits of or excluded from participation in the JARC and New Freedom programs, MTC will prepare and maintain the following information, as required by the Title VI Circular, Chapter VI(6):

- a. A record of funding requests received from private non-profit organizations, State or local governmental authorities, and Indian tribes. MTC's records will identify those applicants that would use grant program funds to provide assistance to predominantly minority populations and indicate whether those applicants were accepted or rejected for funding.
- b. A description of how MTC develops its competitive selection process or annual program of projects submitted to FTA as part of its grant applications. The description will emphasize the method used to ensure the equitable distribution of funds to subrecipients that serve predominantly minority populations, including Native American tribes, where present.
- c. A description of MTC's criteria for selecting entities to participate in an FTA grant program.

JARC: MTC established regional evaluation criteria for all Lifeline Transportation Program projects, including project need/stated goals and objectives; implementation plan; project budget/sustainability; coordination and program outreach; and cost-effectiveness and performance indicators. The competitive selection process is conducted on a county-wide basis by designated Lifeline Program Administrators (LPAs), which are the Congestion Management Agencies (CMAs) for all counties, except in Santa Clara County where the program is administered jointly by the CMA and the County. The LPAs are allowed to establish the weight to be assigned to each criterion, and to add additional criteria as they see fit with MTC's review. Each LPA appoints a local review team of CMA staff, as well as representatives of local stakeholders, such as local jurisdictions, transit operators or other transportation providers, community-based organizations, social service agencies, and members of MTC's Policy Advisory Council, to score and select projects. Each LPA assigns local priorities for project selection and is required by MTC to maintain a transparent process.

In funding projects, preference is given to strategies emerging from local Community-Based Transportation Planning (CBTP) processes, countywide regional welfare-to-work transportation plans or other documented assessment of need within the designated communities of concern. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

In addition, MTC will certify that projects have been derived from the Bay Area's Coordinated Plan. While federal requirements prohibit the sub-allocation or distribution of JARC funds in any

way other than through a competitive process, MTC provides each County CMA with a target programming amount that is based upon the County's proportion of the region's poverty population.

New Freedom: MTC conducts the competitive selection process, and certifies that projects have been derived from the Bay Area's Coordinated Plan. The project selection criteria include need and benefits; coordination, partnership, and outreach; and project readiness. Applicants are informed that they are eligible to apply for funds in the large urbanized area(s) (UAs) in which their projects will provide services. An evaluation panel consisting of MTC staff and representatives of the interests of the region's disabled population evaluate and score the applications.

IX. PROGRAM OF PROJECTS DEVELOPMENT AND APPROVAL PROCESS

MTC staff strive to provide sufficient time for prospective applicants to develop their project ideas and prepare their project applications; for evaluation panels to review and score project applications and develop the proposed program of projects; for staff to discuss with the various relevant working groups the results of the evaluation process and present the proposed program of projects; and for staff to present the proposed program of projects for approval by MTC's Programming and Allocation Committee and subsequent adoption by the MTC. In total, the process is expected to take about four to six months from the time the call for projects is issued to MTC's adoption of the program of projects. The detailed timeline for each call for projects is issued along with the program guidelines. The adopted program of projects is made available to the public on MTC's web site.

X. ADMINISTRATION, PLANNING, AND TECHNICAL ASSISTANCE

The FTA JARC Circular (FTA Circular 9050.1) and the FTA New Freedom Circular (FTA Circular 9045.1) allow MTC to use up to 10 percent of the total fiscal year JARC and New Freedom apportionments to fund program administration costs including administration, planning and technical assistance. MTC will indicate any JARC and New Freedom funds proposed for program administration at the time of each funding cycle, and will document the amount, if any, in the program guidelines.

Information about the JARC and New Freedom programs is provided on MTC's web site. MTC staff are also available by telephone or e-mail to provide technical assistance throughout the program process. During project solicitation, workshops are offered for prospective applicants. After projects have been selected, recipients/subrecipients are informed of necessary steps in order to obtain the grant award.

XI. TRANSFER OF FUNDS

MTC does not transfer any JARC or New Freedom program funds to Section 5311 or 5307 programs.

XII. PRIVATE SECTOR PARTICIPATION

MTC conducts public outreach to potential private sector program participants using several avenues: agencies may request to be included in MTC's mailing list for funding notices; MTC sends out funding notices to various stakeholder groups; and MTC makes announcements at various meetings of the groups described under Section IV. The stakeholder groups to whom funding notices are sent include private non-profit organizations that participated in the preparation of the Coordinated Plan, as well as the County Paratransit Coordinating Councils, which have contacts with private transportation providers like taxi companies.

XIII. CIVIL RIGHTS

MTC complies with all provisions prohibiting discrimination on the basis of race, color, or national origin on Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. §§ 2000d *et seq.*); U.S. D.O.T. regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act", (49 C.F.R. Part 21) and the Title VI Circular.

The Title VI Circular (4220.1B) and its predecessor (4220.1A) require the submission of a Title VI Program to FTA and Caltrans. MTC's last Title VI Program under Circular 4702.1A was filed in November 2010. MTC's first Title VI Program under the current Title VI Circular (4702.1B) will be due and filed in October 2014.

MTC specifically requires in all third party contracts and funding agreements that the subrecipient/contractor at any tier complies with all requirements of Title VI. Failure to do so is considered to be a breach of contract.

Furthermore, MTC complies with all applicable equal employment opportunity (EEO) provisions of 49 U.S.C. §§ 2000e, and implementing federal regulations and any subsequent amendments thereto. MTC ensures that applicants and employees of MTC are treated fairly without regard to their race, color, creed, sex, disability, age, or national origin. MTC specifically requires in all its third party contracts and funding agreements that the contractor/subrecipient agree to comply with all applicable EEO requirements of Title VI and states that failure to do so is considered a breach of contract. MTC will also investigate any complaints received alleging breach of the requirements of Title VI.

Lastly, MTC does not discriminate on the basis of race, color, sex, or national origin in the award and performance of any federally assisted third party contract or funding agreement in the administration of its DBE Program and complies with the requirements of 49 C.F.R. Part 26. It will take all necessary and reasonable steps set forth in 49 C.F.R. Part 26 to ensure nondiscrimination in the award and administration of all third party contracts and funding agreements. On June 2, 2009, MTC executed a DBE Implementation Agreement with Caltrans to establish race conscious means or contract goals for meeting the overall statewide annual DBE goal. As required by 49 C.F.R. Part 26 and approved by U.S. D.O.T., MTC's DBE Program is incorporated into and made part of its third party contracts and agreements. MTC specifically states in its third party contracts and funding agreements that breach of the MTC DBE Program

and/or failure by the contractor/subrecipient to honor all commitments made to DBEs at the time of award will be considered a breach of contract. Further, MTC requires subrecipients that are not FTA grantees to submit in their invoices and on an annual basis actual DBE participation.

XIV. SECTION 504 AND ADA REPORTING

MTC agrees to comply with the requirements of 49 U.S.C. 5301 (d), which states the federal policy that elderly individuals and individuals with disabilities have the same right as other individuals to use public transportation services and facilities, and that special efforts will be made in planning and designing those services and facilities to implement transportation accessibility rights for elderly individuals and individuals with disabilities. MTC also agrees to comply with all applicable provisions of Section 504 of the Rehabilitation Act of 1973, as amended, with 29 U.S.C. 794 which prohibits discrimination on the basis of disability and with the Americans with Disabilities Act of 1990 (ADA), as amended, 42 U.S.C. 12101 et seq., which requires that accessible facilities and services be made available to individuals with disabilities, and any subsequent amendments to these laws. Finally, MTC agrees to comply with applicable implementing federal regulations and directives and any subsequent amendments thereto.

MTC specifically requires in all third party contracts and funding agreements that the subrecipient/contractor at any tier complies with the applicable provisions of the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as applicable regulations and guidelines issued pursuant to the ADA (42 U.S.C. 12101 et seq.), Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. § 794; Section 16 of the Federal Transit Act, as amended, 49 U.S.C. § 5310(f); and their implementing regulations.

XV. PROGRAM MEASURES

The reporting and data collection measures of the JARC and New Freedom Programs are/will be specified in the funding agreements with the subrecipients. The following data are required at a minimum, consistent with FTA's reporting requirements for each program:

JARC:

- Actual or estimated number of jobs that can be accessed as a result of geographic or temporal coverage of JARC projects implemented in the current reporting year.
- Actual or estimated number of rides (as measured by one-way trips) provided as a result of the JARC projects implemented in the current reporting year.

New Freedom:

- Services provided that impact availability of transportation services for individuals with disabilities as a result of the New Freedom projects implemented in the current reporting year. Examples include geographic coverage, service quality, and/or service times.
- Additions or changes to environmental infrastructure (e.g., transportation facilities, sidewalks), technology, vehicles that impact availability of transportation services as a result of New Freedom projects implemented in the current reporting year.

- Actual or estimated number of rides (as measured by one-way trips) provided for individuals with disabilities as a result of New Freedom projects implemented in the current reporting year.

XVI. DESIGNATED RECIPIENT PROGRAM MANAGEMENT

The following section applies only to grants that MTC will administer on behalf of subrecipients for the JARC and New Freedom programs. When FTA grantees become direct recipients of JARC and New Freedom funds, they will sign a supplemental agreement found in TEAM, and MTC is released from any liability pertaining to the direct recipient grant. The direct recipient is then responsible for adhering to FTA requirements through their agreements and grants with FTA directly. MTC reserves the right to reprogram funds if direct recipients fail to obligate the JARC and New Freedom funds through grant submittal and FTA approval within 12 months of program approval.

Title VI: MTC requires that all JARC and New Freedom subrecipients submit all appropriate FTA certifications and assurances to MTC prior to funding agreement execution and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC will not execute any funding agreements prior to having received these items from the selected subrecipients. MTC, within its administration, planning, and technical assistance capacity, also will comply with all appropriate certifications and assurances for FTA assistance programs and will submit this information to the FTA as required.

The certifications and assurances pertaining to civil rights include:

1. Nondiscrimination Assurances in Accordance with the Civil Rights Act
2. Documentation Pertaining to Civil Rights Lawsuits and Complaints

Nondiscrimination assurances included above involve the prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibit discrimination in employment or business opportunity, as specified by 49 U.S.C. 5332 (otherwise known as Title VI of the Civil Rights Act of 1964), as amended (42 U.S.C. 2000d et seq.) and U.S. DOT regulations, *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act*, 49 C.F.R. Part 21. By complying with the Civil Rights Act, no person, on the basis of race, color, national origin, creed, sex, or age, will be excluded from participation in, be denied the benefits of any program for which the subrecipient receives federal funding via MTC.

As a condition of receiving Federal Transit Administration JARC or New Freedom program funds, subrecipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Subrecipients are also responsible for ensuring compliance of each of their subrecipients (if any), including collecting Title VI Programs, and for

ensuring that their third-party contractors are complying with Title VI and the subrecipient's Title VI Program. (See FTA C 4702.1B Chapter II (6) and Appendix L, Scenario Three.)

Title VI Programs

All JARC and NF subrecipients must submit Title VI Programs to MTC. Title VI Programs will be required with the submission of the standard agreement and annually thereafter with the submission of the annual FTA certifications and assurances.

Every Title VI Program shall include the following information (Note: detailed instructions on the following Title VI requirements are available in FTA C 4702.1B, Chapter III-2 through III-12):

- (1) A copy of the subrecipient's Title VI notice to the public that indicates the subrecipient complies with Title VI, and informs members of the public of the protections against discrimination afforded to them by Title VI. Include a list of locations where the notice is posted. A sample Title VI notice is in FTA C 4702.1B, Appendix B. Subrecipients may choose to adopt MTC's notice to beneficiaries where appropriate.
- (2) A copy of the subrecipient's instructions to the public regarding how to file a Title VI discrimination complaint, including a copy of the complaint form. Sample complaint procedures are in FTA C 4702.1B, Appendix C, and a sample Title VI complaint form is in FTA C 4702.1B, Appendix D. Subrecipients may choose to adopt MTC's complaint procedures and complaint form where appropriate.
- (3) A list of any public transportation-related Title VI investigations, complaints, or lawsuits filed with the subrecipient since the time of the last submission. See FTA C 4702.1B, Appendix E for an example of how to report this information. This list should include only those investigations, complaints, or lawsuits that pertain to allegations of discrimination on the basis of race, color, and/or national origin in transit-related activities and programs and that pertain to the subrecipient submitting the report, not necessarily the larger agency or department of which the subrecipient is a part.
- (4) A public participation plan that includes an outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI Program submission. A subrecipient's targeted public participation plan for minority populations may be part of efforts that extend more broadly to include other constituencies that are traditionally underserved, such as people with disabilities, low-income populations, and others. Subrecipients may choose to adopt MTC's public participation plan where appropriate.
- (5) A copy of the subrecipient's plan for providing language assistance to persons with limited English proficiency, based on the DOT LEP Guidance. Subrecipients may choose to adopt MTC's language assistance plan where appropriate. Operational differences between MTC and the subrecipient may require, in some instances, that the subrecipient tailor its language assistance plan.

- (6) Subrecipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected by the subrecipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees or councils.
- (7) Those subrecipients who are also primary recipients (i.e., those who have their own subrecipients) shall include a narrative or description of efforts the primary recipient uses to ensure subrecipients are complying with Title VI, as well as a schedule of subrecipient Title VI program submissions.
- (8) If the subrecipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc., the subrecipient shall include a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of the facility.
- (9) Additional information as specified in FTA C 4702.1B chapters IV, V, and VI, depending on whether the subrecipient is a fixed route transit provider, a State, or an MPO.

The Title VI Program must be approved by the subrecipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to MTC. Subrecipients shall submit a copy of the board resolution, meeting minutes, or similar documentation with the Title VI Program as evidence that the board of directors or appropriate governing entity or official(s) has approved the Title VI Program.

Procurement: Each subrecipient is required to conduct procurement activities in accordance with their own procurement procedures that should reflect applicable State and local laws, provided that it conforms to federal requirements at 49 CFR Part 18 and guidance contained in FTA Circular 4220.1F. Certification of compliance will be made a part of the subrecipient's application and its contract with MTC.

Property Management and Vehicle Use, Maintenance, and Disposition: Real property requirements do not apply to either JARC or New Freedom. MTC complies with all applicable requirements in the FTA Grant Management Guidelines (FTA Circular 5010.1D) with regard to equipment, supplies, and rolling stock purchases by making the requirements part of the subrecipients' contract with MTC.

Financial Management: MTC complies with all applicable standards set forth in 49 CFR 18.20(b) and guidance in the FTA Grant Management Guidelines (FTA Circular 5010.1C) with regard to accounting records, internal controls, budget control, financial management systems, cost standards, financial reporting requirements, and annual audit. With regard to program income, funding from both programs is on a reimbursement basis, so no program income accrues to MTC. MTC does not conduct third-party contract audits.

Accounting System: MTC uses the Integrated Fund Accounting System (IFAS) to record and track program encumbrances and expenditures.

Audit: MTC complies with the requirements of OMB Circular A-133, “Audits of States, Local Governments, and Non-Profit Organizations” and provisional OMB Circular A-133 Compliance Supplement of May 1998. MTC may also require subrecipients that are required to be audited because total Federal funds from all sources exceed the \$500,000 threshold to submit A-133 audit reports for review to ensure that audit findings are resolved. At a minimum, MTC requires subrecipients to bring to MTC’s attention any audit findings relevant to their use of FTA funds.

Close-Out: Upon project completion, MTC will comply with the requirements set forth in the Close-Out Procedures section of the FTA Grant Management Guidelines (FTA Circular 5010.1D) and of the JARC and New Freedom Circulars.

Project Monitoring and Reporting: MTC maintains spreadsheets to track project expenditures, amounts charged to funding sources, local matching sources, and project budgets and schedules. MTC will be responsible for reporting to FTA the total expenditures for each federal grant and reconciling the grant expenditures and revisions to the project budgets. Further, subrecipients are required to submit to MTC status reports on a quarterly basis.

On-Site Reviews: MTC and/or its representatives may perform on-site project monitoring visits with subrecipients. Site visits may be conducted using checklists that outline accounting and record-keeping requirements in compliance with OMB Circulars A-122 and A-87 if the subrecipient received operating assistance; OMB 49 CFR Part 18 and Part 19 administrative requirements; the regulatory requirements for receipt of federal funds; and vehicle inventory and maintenance records if the subrecipient received capital assistance.

Standards for Productivity, Cost-Effectiveness, and Service: MTC has not set standards for productivity, cost-effectiveness, and service. Subrecipients are required to report on the program measures outlined in Section XV above.

XVII. OTHER PROVISIONS

Environmental Protection: MTC anticipates funding only projects with categorical exclusions from both the National Environmental Protection Act (NEPA) and the State’s Energy Conservation Plan and Clean Air and Water Pollution Acts. However, should a project be approved that is subject to environmental review, MTC will require the subrecipient to prepare the environmental document and Notice of Determination for federal certification before the subrecipient receives any project funds.

Buy America, Pre-Award and Post-Delivery Reviews: MTC does not anticipate funding procurements over \$100,000. However, should such a project be approved, MTC will require subrecipients to certify compliance with Buy America requirements as listed in 49 USC 5323(j) and 49 CFR Part 661; and for procurement of vehicles other than sedans or unmodified vans, with pre-award audit, bid analysis, post-delivery audit, and final inspection requirements in 49 CFR parts 663 and 665.

Restrictions on Lobbying: MTC requires each subrecipient receiving more than \$100,000 to complete FTA’s Certification on Lobbying prior to contract execution.

Prohibition on Exclusive School Transportation: Subrecipients may not provide school bus transportation. School bus transportation is defined by FTA as transportation exclusively for school students or personnel. Subrecipients are required to certify compliance. An exception would be the transportation of students with disabilities who are eligible passengers.

Drug and Alcohol Testing: MTC requires subrecipients to make appropriate certifications of compliance with federal requirements for Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations.

Monitoring Compliance by Subrecipients: MTC makes appropriate certifications of compliance with Federal requirements. MTC includes language regarding these federal requirements in its contracts with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant federal requirements. Subrecipient certifications are required of the subrecipient prior to the execution of a contract by MTC and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC may also conduct on-site visits as described in the previous section.

APPENDIX A – 38

Regional Policies: Project Funding and Specific Funding Programs

**MTC's Job Access and Reverse Commute (JARC)-Funded
Mobility Management Program of Projects**

MTC Resolution No. 4052



Date: May 23, 2012
W.I.: 1311
Referred by: PAC

ABSTRACT
Resolution No. 4052

This resolution adopts the Job Access and Reverse Commute (JARC)-Funded Mobility Management Program of Projects.

The following attachment is provided with this resolution:

Attachment A Job Access and Reverse Commute (JARC)-Funded Mobility Management Program of Projects

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated May 9, 2012.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

Re: Job Access and Reverse Commute (JARC)-Funded Mobility Management Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4052

WHEREAS, Title 49 United States Code (U.S.C.) Section 5316 (49 U.S.C. 5316) authorizes and sets forth the provisions for the Job Access and Reverse Commute program, which makes grants to recipients for access to jobs and reverse commute projects carried out by the recipient or a subrecipient.

WHEREAS, 49 U.S.C. §5316(c) apportions Job Access and Reverse Commute funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, 49 U.S.C. 5316(d) requires designated recipients of Job Access and Reverse Commute funds to conduct a competitive process to award grants to subrecipients; and

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. §5307(a)(2), MTC is the designated recipient of the Federal Transit Administration's (FTA's) Job Access Reverse Commute program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC has conducted a competitive selection process and developed for submittal to the Federal Transit Administration (FTA) a program of projects (POP) for the Job Access and Reverse Commute funds, attached hereto as Attachment A, and incorporated herein as though set forth at length; and

WHEREAS, MTC has adopted Resolution No. 4042, which sets forth MTC's Program Guidelines for the Job Access and Reverse Commute-Funded Mobility Management Program; and

WHEREAS, MTC conducted the competitive selection processes for the Job Access and Reverse Commute large urbanized area apportionment in accordance with those guidelines; now, therefore, be it

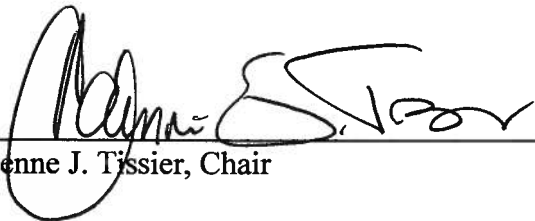
RESOLVED, that MTC adopts the Job Access and Reverse Commute-Funded Mobility Management Program of Projects for large urbanized areas as listed in Attachment A; and be it further

RESOLVED, that MTC will submit to FTA a grant application to secure the Job Access and Reverse Commute funding for those agencies listed as subrecipients in Attachment A who are not able to submit a grant application to FTA themselves; and be it further

RESOLVED, that MTC will enter into agreements with those agencies listed as subrecipients in Attachment A to ensure their compliance with all applicable Federal requirements; and be it further

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



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Date: May 23, 2012
 W.I.: 1311
 Referred by: PAC

Attachment A
 MTC Resolution No. 4052
 Page 1 of 1

**JOB ACCESS AND REVERSE COMMUTE-FUNDED MOBILITY MANAGEMENT PROGRAM
 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients					
1	Outreach & Escort, Inc.	Together We Ride – Mobility Management Center	Project is a combination of technology and mobility management best practices designed to improve access to transportation resource information for the region and increase opportunities for employment transportation coordination. Project will make available technologies and service models developed by Outreach to achieve these goals.	\$471,323	\$377,058
2	Marin Transit	Mobility Management Technology "Backbone" Project	Building upon Marin Transit's Access Mobility Management Center, this project would develop an overall systems approach to Marin's mobility management technology needs, and provide seed funding for the creation of comprehensive technology functions to facilitate the coordination of transportation for low-income residents. The Project will include a targeted marketing program focus on gaining the participation of those organizations that serve the employment related needs of the unemployed and under-employed.	\$375,000	\$300,000
Total				\$846,323	\$677,058

APPENDIX A – 39

Regional Policies: Project Funding and Specific Funding Programs

**FTA New Freedom Program Cycle 4
Program Guidelines for Large Urbanized Areas
of the San Francisco Bay Area
MTC Resolution No. 4012**



Date: May 25, 2011
W.I.: 1512
Referred by: PAC
Revised: 06/22/11-ED
07/27/11-C

ABSTRACT

Resolution No. 4012, Revised

This resolution adopts the program guidelines for Cycle 4 of the Federal Transit Administration's New Freedom Program for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with the resolution:

Attachment A New Freedom Cycle 4 Program Guidelines for Large Urbanized Areas

This resolution was revised on June 22, 2011, under Executive Director Administrative Authority, to make minor changes to the programming targets in Attachment A to reflect the final FY2010-11 New Freedom funding apportionments.

This resolution was revised on July 27, 2011 to change the eligibility requirements for private non-profit organizations and private operators of public transportation services, to extend the application deadline, and to add a second application workshop.

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheets dated May 11, 2011 and July 13, 2011.

Date: May 25, 2011
W.I.: 1512
Referred by: PAC

Re: Guidelines for Cycle 4 of Federal Transit Administration's New Freedom Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4012

WHEREAS, Title 49 United States Code (U.S.C.) Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. §5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. §5307(a)(2), MTC is the designated recipient of the Federal Transit Administration's (FTA's) New Freedom Program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC is responsible for administering the program, including: conducting a competitive selection process; certifying a fair and equitable distribution of funds resulting from the competitive selection process; certifying that each project was derived from a locally developed, coordinated public transit-human services transportation plan, and certifying that the plan was developed through a process that included representatives of public, private, and non-profit transportation and human services providers and participation by the public; managing all aspects of grant distribution and oversight for subrecipients receiving funding under the program; and submitting reports as required by FTA; and


WHEREAS, MTC has developed program guidelines for Cycle 4 of the New Freedom Program, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the New Freedom Cycle 4 Program Guidelines as provided in Attachment A; and be it further

RESOLVED, that MTC will use these guidelines to conduct the competitive selection process for Cycle 4 of the New Freedom Program; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the programming targets in Attachment A if the final FY2010-11 New Freedom funding apportionments differ from the estimated amounts.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 25, 2011.

Date: May 25, 2011
W.I.: 1512
Referred by: PAC
Revised: 06/22/11-ED
07/27/11-C

Attachment A
MTC Resolution No. 4012
Page 1 of 18



METROPOLITAN
TRANSPORTATION
COMMISSION

New Freedom Cycle 4 Program Guidelines for Large Urbanized Areas

July 2011

**METROPOLITAN TRANSPORTATION COMMISSION
NEW FREEDOM CYCLE 4 PROGRAM GUIDELINES
FOR LARGE URBANIZED AREAS**

July 2011

The following guidelines are excerpted from Federal Transit Administration (FTA) Circular C 9045.1, the *New Freedom Program Guidance and Application Instructions*, except where modified to meet the region's needs or where additional clarification is provided. The FTA Circular is available at www.fta.dot.gov/laws/circulars/leg_reg_6624.html. MTC's Program Management Plan for New Freedom can be found at http://www.mtc.ca.gov/funding/FTA/RES-3986_approved.pdf.

1. **STATUTORY AUTHORITY.** The New Freedom Program is authorized under the provisions set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA-LU), enacted on August 10, 2005, as codified at 49 U.S.C. 5317. The Secretary may make grants to recipients for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. 12101 et seq.), that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.
2. **PROGRAM GOAL.** The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990.
3. **FUNDING APPORTIONMENT AND AVAILABILITY.** New Freedom funds are first apportioned 60 percent to large urbanized areas¹ (UAs), 20 percent to small UAs, and 20 percent to non-UAs. Funds are then apportioned to all designated recipients for an area type by the ratio of the number of disabled individuals in the designated recipient's area to the total number of disabled individuals for that area type. **Figure 1** shows the Bay Area's five large UAs and seven small UAs. (Note that the names given to the urbanized areas correspond to the most populated city/cities within the area, and that the urbanized areas themselves are larger than the cities for which they are named.) **Table 1** shows large UA apportionments for FYs 2006 through 2011. Funds are available to the region for obligation during the fiscal year of apportionment plus two additional years. Starting this cycle, MTC is adding a project delivery requirement that project sponsors must expend the New Freedom funds within three years of the FTA grant award or execution of subrecipient agreement with MTC, whichever is applicable.

¹ An urbanized area is an area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an "urbanized area" by the Secretary of Commerce. Large urbanized areas as used in the context of FTA formula grant programs are urbanized areas with a population of greater than 200,000, and small urbanized areas are those with a population of at least 50,000 but less than 200,000.

Figure 1. Map of Urbanized Areas

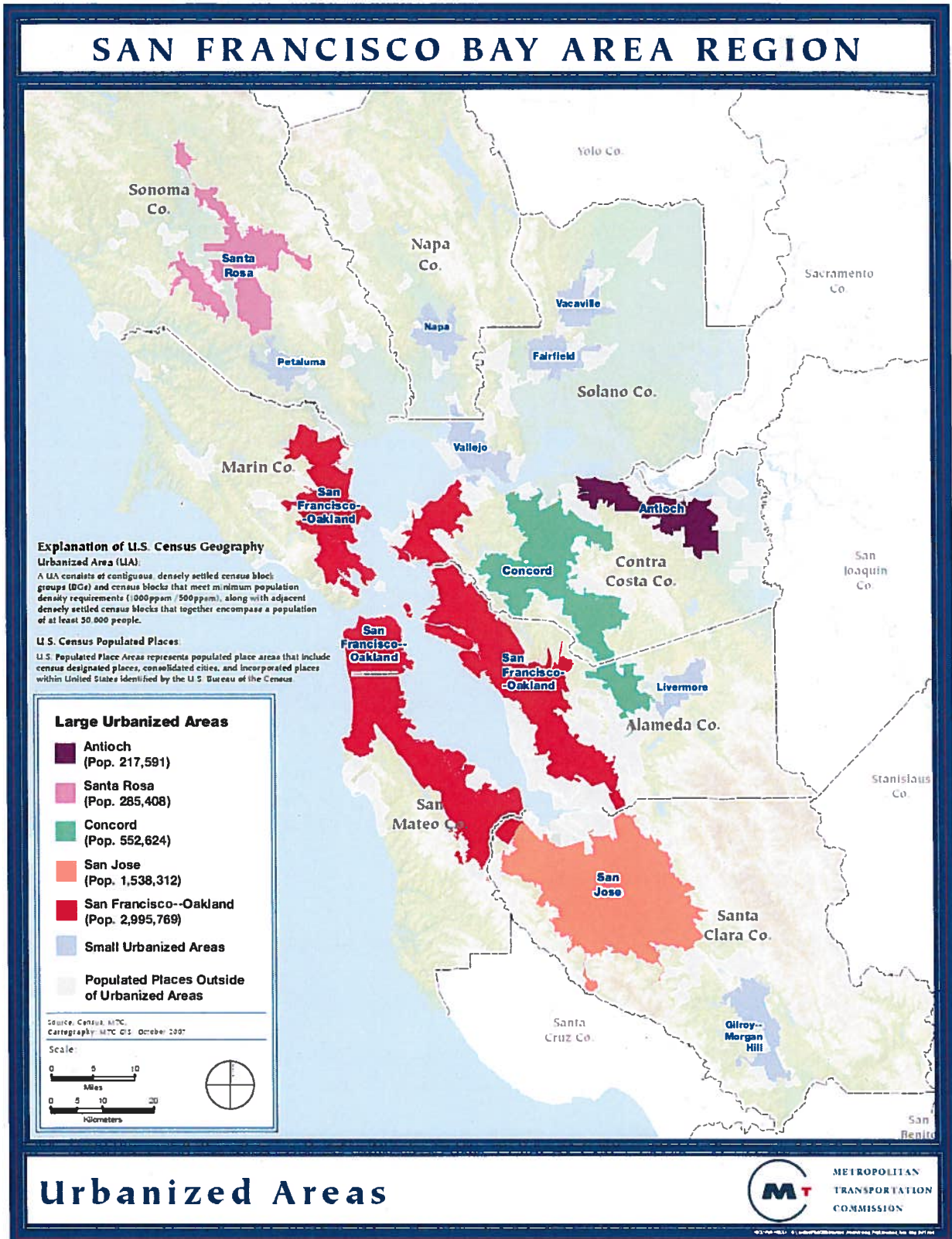


Table 1. New Freedom Program Apportionments

Area	Past Calls for Projects				Current Call for Projects	
	Actual FY 2006	Actual FY 2007	Actual FY 2008	Actual FY 2009	Actual FY 2010	Actual FY 2011
Bay Area Large UA	\$1,545,232	\$1,612,117	\$1,741,484	\$2,007,374	\$1,970,119	\$1,980,295
Antioch	\$56,232	\$60,601	\$65,464	\$75,459	\$74,058	\$74,441
Concord	\$127,429	\$121,779	\$131,551	\$151,636	\$148,822	\$149,591
S.F.-Oakland	\$885,254	\$950,208	\$1,026,459	\$1,183,180	\$1,161,221	\$1,167,218
San Jose	\$404,370	\$399,440	\$431,494	\$497,374	\$488,143	\$490,665
Santa Rosa	\$71,947	\$80,089	\$86,516	\$99,725	\$97,875	\$98,380

UA = Urbanized Area

= Subject of Current Call for Projects

4. ROLE OF THE DESIGNATED RECIPIENTS. MTC is the designated recipient for the Bay Area's large UA funding apportionment, and Caltrans is the designated recipient for California's small and non-UA funding apportionments. The designated recipient is responsible for conducting the competitive selection process to determine which projects should receive funding. For the large UA apportionment, the competitive selection is conducted on a region-wide basis. For the small and non-UA apportionment, the competitive selection is conducted by Caltrans on a statewide basis.

Once projects are selected in the large UA competitive process, transit operators with selected projects that are FTA grantees (i.e., transit operators that are direct recipients under Section 5307 and typically receive funds directly from FTA) must submit their own New Freedom grants to FTA and serve as direct recipients of the funds. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through grant submittal and FTA approval within 12 months of program approval. Direct recipients are responsible for carrying out the terms of their grants.

MTC will serve as the direct recipient of New Freedom funds for transit operators or public entities that are not FTA grantees, and for non-profits that are selected in the large UA competitive process, subject to the restrictions included in sections 6 and 8 below. These agencies and organizations will enter into a subrecipient relationship with MTC through the execution of funding agreements with MTC. MTC will monitor subrecipient compliance with federal requirements through inclusion of such requirements in funding agreements and through ongoing monitoring activities.

5. FUNDING DISTRIBUTION. Projects may compete for funding that is apportioned to the UA in which the project will provide services. Projects that will provide services in multiple UAs may compete for funding from all of the affected UAs. This call for projects is for large UAs only.

Large UA Programming Targets. Cycle 1 programmed the FY2006 apportionment, Cycle 2 programmed the FY2007 apportionment, and Cycle 3 programmed the FY2008 and FY2009 apportionments. The total funding available for the Bay Area's large UAs in Cycle 4 is approximately \$3.7 million. This consists of the FY2009-10 and FY2010-11 apportionments,

less a five percent takedown for program administration.² The target programming amount for each large UA is shown in **Table 2**. There is no minimum or maximum grant request, except that applicants should not request more than the target amount for the large UAs in which their projects will provide services.

Table 2. Programming Targets for New Freedom Program Cycle 4

Area	Cycle 4 Targets
Bay Area Large UA	\$3,752,897
Antioch	\$141,075
Concord	\$283,493
San Francisco-Oakland	\$2,212,018
San Jose	\$929,868
Santa Rosa	\$186,443

UA = Urbanized Area

Small and Non-UA Programming Targets. The small and non-UA calls for projects are conducted by Caltrans. The last small and non-UA call for projects took place in winter 2009. Additional information about the small and non-UA call for projects can be found on the Caltrans website: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

6. **ELIGIBLE RECIPIENTS/SUBRECIPIENTS.** There are three categories of eligible recipients/subrecipients of New Freedom funds: a) private non-profit organizations; b) state or local governmental authorities; and c) operators of public transportation services. Private operators of public transportation services are only eligible for Bay Area large UA New Freedom funds if they partner with an FTA grantee transit operator that is willing to serve as the direct recipient of the funds and pass through the funds to the private operator.

All recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.³ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

7. **ROLE OF RECIPIENTS/SUBRECIPIENTS.** New Freedom recipients/subrecipients' responsibilities include:
- For direct recipients (transit operators who are FTA grantees), submitting a grant application to FTA and carrying out the terms of that grant;
 - Meeting program requirements and grant/funding agreement requirements including, but not limited to, Title VI reporting requirements;
 - Making best efforts to execute selected projects; and
 - Complying with other applicable local, state, and federal requirements.

² The federal New Freedom guidance allows MTC to use up to 10 percent of the total fiscal year New Freedom apportionment to fund program administration costs including administration, planning and technical assistance. In Cycle 4, MTC will set aside five percent of the region's large UA apportionment for program administration.

³ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

8. ELIGIBLE ACTIVITIES. New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the ADA and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. “New” service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. In other words, if not for the New Freedom Program, the project would not have consideration for funding, and the proposed service enhancements would not be available for individuals with disabilities. Recipients or subrecipients may not terminate ADA paratransit enhancements or other services funded as of August 10, 2005, in an effort to reintroduce the services as “new” and then receive New Freedom funds for those services.

Both new public transportation services and new public transportation alternatives are required to go beyond the requirements of the ADA and must (1) be targeted toward individuals with disabilities; and (2) meet the intent of the program by removing barriers to transportation and assisting persons with disabilities with transportation, including transportation to and from jobs and employment services.

Following is an illustrative list of activities that are eligible for funding under New Freedom:

New Public Transportation Services Beyond the ADA

- Enhancing paratransit beyond minimum requirements of the ADA
- Feeder services
- Making accessibility improvements to transit and intermodal stations not designated as key stations under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station
- Travel training
- New and expanded fixed route and demand responsive transit service planned for and designed to meet the needs of individuals with disabilities⁴

New Public Transportation Alternatives Beyond the ADA

- Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs. Note: Due to the complex nature of federal vehicle procurement projects, and MTC’s limited expertise in this area, private non-profit organizations and private operators of public transportation services may only apply for Bay Area large UA New Freedom funds to purchase vehicles if they partner with an FTA grantee transit operator that is willing to serve as the direct recipient of the funds. The transit operator would be responsible for submitting the grant to FTA and carrying out the terms of the grant, including monitoring the non-profit organization or private operator’s compliance with all federal requirements.
- Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers

⁴ FTA originally said that these activities were not eligible for New Freedom funding; however, on April 29, 2009, the FTA issued a notice of policy statement in the Federal Register, announcing that it had revised its interpretation of the New Freedom circular to say that these activities are eligible for New Freedom funding. See Federal Register Vol. 74, No. 81, pages 19624-19627.

- Supporting new volunteer driver and aide programs
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation

Refer to Appendix 1 for additional requirements pertaining to the above examples. The list is not intended to be exhaustive. Applicants are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities, considering the transportation needs, proposed solutions, and enhanced coordination strategies identified in the Bay Area's Coordinated Public Transit-Human Services Transportation Plan (see Section 10).

9. FEDERAL/LOCAL MATCHING REQUIREMENTS.

- a. General. New Freedom funds may be used to finance capital and operating expenses. The Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

The local share of eligible capital costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs. All of the local share must be provided from sources other than federal Department of Transportation (DOT) funds. Some examples of sources of local match which may be used for any or all of the local share include: state or local appropriations; other non-DOT Federal funds; dedicated tax revenues; private donations; revenue from human service contracts; toll revenue credits; and net income generated from advertising and concessions. Non-cash share such as donations, volunteer services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, represents a cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget.

Income from contracts to provide human service transportation may be used either to reduce the net project cost (treated as revenue) or to provide local match for New Freedom operating assistance. In either case, the cost of providing the contract service is included in the total project cost. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service.

- b. Exceptions. The Federal share is 90 percent for vehicle-related equipment and facilities required by the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA). It is only the incremental cost of the equipment or facility required by the CAA or ADA that may be funded at 90 percent, not the entire cost of the vehicle or facility, even if the vehicle or facility is purchased for use in service required by the ADA or CAA. *Applicants wishing to apply for assistance at the higher match ratio should inform MTC before submitting an application, as MTC would need to consult the FTA regional office for further guidance regarding methods of computing the incremental cost.*

- c. Use of Other Federal Funds. Local match may be derived from other federal programs that are eligible to be expended for transportation, other than funds from DOT programs. Examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. To be eligible for local match for FTA funds, the other federal funds must be used for

activities included in the total net project costs of the FTA grant. Expenditure of other federal funds for transportation outside of the scope of the project cannot be applied as a credit for local match in the FTA grant. Specific program information for other types of Federal funding is available at www.unitedweride.gov.

10. **COORDINATED PLANNING.** SAFETEA requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be “derived from a locally developed, coordinated public transit-human services transportation plan”, and that the plan be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” A locally developed, coordinated, public transit-human services transportation plan (“coordinated plan”) identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provides strategies for meeting those local needs. The Bay Area’s Coordinated Plan was adopted in December 2007 and is available at <http://www.mtc.ca.gov/planning/pths/>. The plan includes a low-income component and an elderly and disabled component, the latter being more germane to the New Freedom Program.

Agencies and organizations interested in applying for New Freedom funds must consider the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan in developing their project proposals. Applicants will be asked to demonstrate their proposed project’s consistency with the Coordinated Plan. Following is a summary of the solutions and strategies that are identified in Chapters 7 and 8, respectively, of the elderly and disabled component of the plan.

Solutions to Gaps

- Additions or improvements to ADA paratransit
- Additions or improvements to demand-responsive services other than ADA paratransit
- Additions or improvements to transit services
- Improved access to transit services
- Information and assistance

Strategies to Enhance Coordination of Service Delivery

- Enhance land use and transportation coordination.
- Promote enhanced pedestrian access to public transit and alternative modes of travel.
- Promote coordinated advocacy and improve efforts to coordinate funding with human service agencies.
- Improve interjurisdictional and intermodal travel.
- Develop and implement mobility management approaches.

11. APPLICATION FORMS AND TECHNICAL ASSISTANCE. The application form will be available at http://www.mtc.ca.gov/funding/new_freedom.htm. Interested agencies must submit eight (8) paper copies and an electronic copy on CD of their application, including attachments, by 5:00 PM on Friday, September 2, 2011 to the addressee below.

Kristen Mazur
 Metropolitan Transportation Commission
 Joseph P. Bort MetroCenter
 101 Eighth Street
 Oakland CA 94607-4700

Two workshops will be held for prospective applicants:

- Tuesday, June 28, 2011 from 10:00 AM to 12:00 PM at the Claremont Conference Room on the 2nd floor of MTC's office.
- Thursday, August 4, 2011 from 10:00 AM to 12:00 PM at the Fishbowl Conference Room on the 3rd floor of MTC's office

Attendance is not required but is encouraged. Beyond the workshops, MTC staff is available to provide technical assistance throughout the program process.

12. APPLICATION EVALUATION. Following an initial eligibility screening by MTC staff, eligible projects will be evaluated by a panel consisting of Bay Area representatives of disabled population interests and MTC staff. Applications will be evaluated based on the following criteria:

Need and Benefits	(maximum 40 points)
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Extent to which project addresses critical needs for disabled individuals as identified in the Coordinated Plan

Effectiveness at mitigating or eliminating transportation barriers for disabled individuals

Extent to which project promotes integration of disabled individuals into the work force and their full participation in society

Extent to which project could only be funded by New Freedom Program or federal human service grant programs

Extent to which project provides additional benefits

Coordination, Partnership, & Outreach	(maximum 30 points)
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Extent of coordination with other affected transportation systems, providers, and services, and with related social service programs

Extent to which project advances the development and implementation of coordinated transportation services

Extent of community support

Thoroughness of plan for marketing the project to beneficiaries

Project Readiness	(maximum 30 points)
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- Reasonableness and completeness of funding plan*
- Project sustainability beyond the grant period*
- Thoroughness of implementation plan and reasonableness of project schedule*
- Ability to use New Freedom grant to leverage additional resources*
- Sponsor's experience in managing services for disabled individuals*
- How project fits into a larger program with well-defined goals, objectives, and performance standards*
- Sponsor's institutional capacity to manage the project*
- Sponsor's history of managing federal transportation funds*

13. TIMELINE. The anticipated timeline for Cycle 4 is as follows:

Release Call for Projects	End of May 2011
Outreach	June/July 2011
Applicant Workshop at MTC	June 28, 2011
Project Applications Due to MTC	Sept. 2, 2011 5:00 PM
Project Selection	Sept.-Oct. 2011
Present Recommended Program of Projects to Policy Advisory Council Equity & Access Subcommittee, Transit Finance Working Group, Partnership Accessibility Committee, Partnership Technical Advisory Committee, etc.	October 2011
Present Recommended Program of Projects to MTC Programming & Allocations Committee	November 9, 2011
Commission Actions: Program Adoption and add projects to TIP	November 16, 2011
Grant preparation by MTC and Direct Recipients	December 2011
Federal TIP approval	January 4, 2012 (estimated)
Grant review by FTA	January 2012
Contract Negotiations between MTC and Subrecipients	Begin after FTA grant approval (estimated Feb. 2012)

14. COMPLIANCE WITH FEDERAL REQUIREMENTS. Applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5317, FTA Circulars C 9045.1 and 4702.1A, the most current FTA Master Agreement MA(13), and the most current Certifications and Assurances for FTA Assistance Programs.

MTC includes language regarding these federal requirements in its funding agreements with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant federal requirements. Subrecipient certifications are required of the subrecipient

prior to the execution of a contract by MTC and annually thereafter when FTA publishes the annual list of certifications and assurances.

Direct recipients are responsible for adhering to FTA requirements through their agreements and grants with FTA directly.

15. REPORTING REQUIREMENTS. Subrecipients to MTC will be required to submit quarterly reports to MTC on the following:
- a. Budget or schedule changes, if any
 - b. Progress toward meeting milestones
 - c. Quantitative or qualitative information, as available, on the following measures:
 - (a) Services provided that impact availability of transportation services for individuals with disabilities as a result of the project for the reporting period;
 - (b) Additions or changes to environmental infrastructure, technology, vehicles that impact availability of transportation services as a result of the project for the reporting period;
 - (c) Actual or estimated rides (as measured by one-way trips) provided for individuals with disabilities as a result of the project for the reporting period
 - d. Financial status report
 - e. Disadvantaged Business Enterprise (DBE) participation as applicable.

Direct recipients of New Freedom funds with active grants will be required to submit quarterly reports to FTA on the progress of their projects.

Detailed quarterly reporting requirements will be included in the funding agreement (if sponsor is a subrecipient to MTC) or in the FTA grant (if sponsor is a direct grantee with FTA).

Both direct recipients and subrecipients of New Freedom funds will be required to participate in FTA's annual Job Access and Reverse Commute (JARC) and New Freedom reporting, in which performance measures will be collected.

16. TITLE VI. In connection with MTC's Title VI monitoring obligations, as outlined in FTA Circular 4702.1A (Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients), applicants will be required to provide the following information in the grant application:
- a. The organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among low-income and minority population groups in the project's service area.
 - b. Information on whether the project will provide assistance to predominantly minority and low-income populations. (Projects are classified as providing service to predominantly minority and low-income populations if the proportion of minority and

low-income people in the project's service area exceeds the regional average minority and low-income population.)

In order to document that New Freedom funds are passed through without regard to race, color or national origin, and to document that minority populations are not being denied the benefits of or excluded from participation in the New Freedom program, MTC will keep a record of applications submitted for New Freedom funding. MTC's records will identify those applicants that would use grant program funds to provide assistance to predominantly minority and low-income populations and indicate whether those applicants were accepted or rejected for funding.

MTC requires that all New Freedom subrecipients submit all appropriate FTA certifications and assurances to MTC prior to funding agreement execution and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC will not execute any funding agreements prior to having received these items from the selected subrecipients. MTC, within its administration, planning, and technical assistance capacity, also will comply with all appropriate certifications and assurances for FTA assistance programs and will submit this information to the FTA as required.

The certifications and assurances pertaining to civil rights include:

1. Nondiscrimination Assurances in Accordance with the Civil Rights Act
2. Documentation Pertaining to Civil Rights Lawsuits and Complaints

Nondiscrimination assurances included above involve the prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibit discrimination in employment or business opportunity, as specified by 49 U.S.C. 5332 (otherwise known as Title VI of the Civil Rights Act of 1964), as amended (42 U.S.C. 2000d et seq.) and U.S. DOT regulations, *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act*, 49 C.F.R. Part 21. By complying with the Civil Rights Act, no person, on the basis of race, color, national origin, creed, sex, or age, will be excluded from participation in or be denied the benefits of any program for which the subrecipient receives federal funding via MTC.

As a condition of receiving New Freedom program funds, subrecipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Subrecipients are also responsible for ensuring compliance of each third party contractor at any tier of the project.

Subrecipients must develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public upon request. In order to reduce the administrative burden associated with this requirement, subrecipients may adopt the Title VI complaint investigation and tracking procedures developed by MTC.

Subrecipients must prepare and maintain a list of any active investigations conducted by entities other than FTA, lawsuits, or complaints naming the subrecipient that allege discrimination on the basis of race, color, or national origin. This list shall include the date, summary of allegations, current status, and actions taken by the subrecipient in response to the investigation, lawsuit, or complaint.

Subrecipients must provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI. Subrecipients that provide transit service shall disseminate this information to the public through measures that can include but shall not be limited to a posting on the agency's Web site.

All successful subrecipients must submit compliance reports to MTC. The following contents will be required with the submission of the standard agreement and annually thereafter with the submission of the annual FTA certifications and assurances:

1. A summary of public outreach and involvement activities undertaken and a description of steps taken to ensure that minority and low-income people had meaningful access to these activities.
2. A copy of the subrecipient's plan for providing language assistance for persons with limited English proficiency (LEP) that was based on the DOT LEP Guidance or a copy of the agency's alternative framework for providing language assistance.
3. A copy of the subrecipient procedures for tracking and investigating Title VI complaints.
4. A list of any Title VI investigations, complaints, or lawsuits filed with the subrecipient. This list should include only those investigations, complaints, or lawsuits that pertain to the subrecipient submitting the report, not necessarily the larger agency or department of which the entity is a part.
5. A copy of the subrecipient's notice to the public that it complies with Title VI and instructions to the public on how to file a discrimination complaint.

The first compliance report, submitted with the standard agreement, must contain all of the contents listed above. If, prior to the deadline for subsequent compliance reports, the subrecipient has not altered items 2, 3 and 5 above (its language assistance policies, procedures for tracking and investigating a Title VI complaint, or its notice to the public that it complies with Title VI and instructions to the public on how to file a Title VI complaint), the subrecipient should submit a statement to this effect in lieu of copies of the original documents. The annual compliance report should include an update on items 1 and 4.

**Appendix 1
New Freedom Program – Eligible Activities**

The following list of eligible activities, excerpted from Federal Transit Administration (FTA) Circular C 9045.1, the *New Freedom Program Guidance and Application Instructions*, and Federal Register Vol. 74, No. 81, the *Notice of Policy Statement for Eligible New Freedom Projects* dated April 29, 2009, is intended to be illustrative, not exhaustive. Applicants are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities, considering the transportation needs, solutions, and strategies for enhanced coordination in the Bay Area’s Coordinated Public Transit-Human Services Transportation Plan (see Section 9 of MTC’s New Freedom Program Guidelines).

New Public Transportation Services Beyond the ADA*	
<p>Enhancing paratransit beyond minimum requirements of the ADA</p>	<p>ADA complementary paratransit services can be eligible under New Freedom in several ways as long as the services provided meet the definition of “new:”</p> <ul style="list-style-type: none"> ▪ Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA; ▪ Expansion of current hours of operation for ADA paratransit services that are beyond those provided on fixed-route services; ▪ Incremental cost of providing same day service; ▪ Incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system; ▪ Enhancement of the level of service by providing escorts or assisting riders through the door of their destination; ▪ Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with over-sized wheelchairs. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600 lb design load, and the acquisition of heavier-duty vehicles for paratransit and/or demand-response service; and ▪ Installation of additional securement locations in public buses beyond what is required by the ADA.
<p>Feeder services</p>	<p>New “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.</p>

New Public Transportation Services Beyond the ADA* (continued)	
<p>Making accessibility improvements to transit and intermodal stations not designated as key stations</p>	<p>Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. New Freedom funds are eligible to be used for new accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail and rapid rail. This may include:</p> <ul style="list-style-type: none"> ▪ Building an accessible path to a bus stop that is currently inaccessible, including curbcuts, sidewalks, accessible pedestrian signals or other accessible features, ▪ Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA, ▪ Improving signage, or wayfinding technology, or ▪ Implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS).
<p>Travel training</p>	<p>New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.</p>

New Public Transportation Services Beyond the ADA* (continued)

New and expanded fixed route and demand responsive transit service planned for and designed to meet the needs of individuals with disabilities

New or expanded fixed route service and new or expanded demand response service which constitute new public transportation services beyond those required by ADA of 1990 (42 U.S.C. Section 12101 et seq.) that assist individuals with disabilities with transportation, and are therefore eligible for funding under the New Freedom program, provided that these services: (1) Are identified in the grant applicant's coordinated public transit human services transportation plan; (2) Are available to the public at large but were planned and designed to meet the mobility needs of individuals with disabilities in response to circumstances where existing fixed route and demand response transportation is unavailable or insufficient to meet the mobility needs of individuals with disabilities; (3) Were not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Program (TIP) or the State Transportation Improvement Program (STIP); and (4) Are not designed to allow an agency to meet its obligations under the ADA or the DOT ADA implementing regulations at 49 CFR parts 37 and 38. Examples of such services would be:

- A fixed route service that is open to the general public but that is extended to serve a congregate living facility or a workplace serving large numbers of individuals with disabilities; or
- A demand response service that is available to the general public but whose service coverage or span of service is designed in response to mobility needs expressed by individuals with disabilities.

FTA notes that expanded fixed route service may result in expanded ADA complementary paratransit service; since the ADA complementary paratransit service is required under the ADA, it would not be eligible for New Freedom funding. All new or expanded fixed route and demand responsive services funded under the New Freedom program will be subject to the requirements of the ADA and DOT ADA implementing regulations.

New Public Transportation Alternatives Beyond the ADA*	
<p>Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs.</p>	<p>New Freedom funds can be used to purchase and operate accessible vehicles for use in taxi, ridesharing and/or van pool programs provided that the vehicle has the capacity to accommodate a passenger who uses a "common wheelchair" as defined under 49 CFR 37.3, at a minimum, while remaining in his/her personal mobility device inside the vehicle, and meeting the same requirements for lifts, ramps and securement systems specified in 49 CFR part 38, subpart B. Due to the complex nature of federal vehicle procurement projects, and MTC's limited expertise in this area, private non-profit organizations and private operators of public transportation services may only apply for Bay Area large UA New Freedom funds to purchase vehicles if they partner with an FTA grantee transit operator that is willing to serve as the direct recipient of the funds. The transit operator would be responsible for submitting the grant to FTA and carrying out the terms of the grant, including monitoring the non-profit organization or private operator's compliance with all federal requirements.</p>
<p>Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers.</p>	<p>This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Only new voucher programs or expansion of existing programs are eligible under the New Freedom Program. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The New Freedom Program can provide vouchers to individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on pre-determined rates or contractual arrangements. Transit passes for use on existing fixed route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match.</p>
<p>Supporting new volunteer driver and aide programs.</p>	<p>New volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, and other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of new enhancements to increase capacity of existing volunteer driver programs are also eligible. FTA notes that any volunteer program supported by New Freedom must meet the requirements of both "new" and "beyond the ADA." FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.</p>

New Public Transportation Alternatives Beyond the ADA* (continued)

Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.

Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive New Freedom funding to support the administrative costs of sharing services it provides to its own clientele with other individuals with disabilities and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:

- The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals;
- Support for short term management activities to plan and implement coordinated services;
- The support of State and local coordination policy bodies and councils;
- The operation of transportation brokerages to coordinate providers, funding agencies and customers;
- The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers;
- The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and
- Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System Technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

* "New" service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State TIP. In other words, the project would not have consideration for funding and the proposed service enhancement would not be available for individuals with disabilities if not for the New Freedom Program. Recipients or subrecipients may not terminate ADA paratransit enhancements or other services funded as of August 10, 2005, in an effort to reintroduce the services as "new" and then receive New Freedom funds for those services.

APPENDIX A – 40

Regional Policies: Project Funding and Specific Funding Programs

**FTA New Freedom Program Cycle 5
Program Guidelines for the San Francisco Bay Area
MTC Resolution No. 4116**



Date: September 25, 2013
W.I.: 1512
Referred by: PAC
Revised: 11/20/13-C

ABSTRACT
Resolution No. 4116, Revised

This resolution adopts the program guidelines for Cycle 5 of the Federal Transit Administration's New Freedom Program for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with the resolution:

Attachment A New Freedom Cycle 5 Program Guidelines for Large Urbanized Areas

This resolution was amended on November 20, 2013 to revise the application due date from January 3, 2014 to January 10, 2014.

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated September 11, 2013 and November 13, 2013.

Date: September 25, 2013
W.I.: 1512
Referred by: PAC

Re: Guidelines for Cycle 5 of Federal Transit Administration's New Freedom Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4116

WHEREAS, Title 49 United States Code (U.S.C.) Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. §5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. §5307(a)(2), MTC is the designated recipient of the Federal Transit Administration's (FTA's) New Freedom Program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

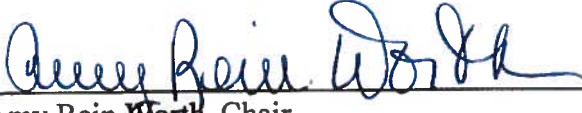
WHEREAS, as the designated recipient, MTC is responsible for administering the program, including: conducting a competitive selection process; certifying a fair and equitable distribution of funds resulting from the competitive selection process; certifying that each project was derived from a locally developed, coordinated public transit-human services transportation plan, and certifying that the plan was developed through a process that included representatives of public, private, and non-profit transportation and human services providers and participation by the public; managing all aspects of grant distribution and oversight for subrecipients receiving funding under the program; and submitting reports as required by FTA; and

WHEREAS, MTC has developed program guidelines for Cycle 5 of the New Freedom Program, attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the New Freedom Cycle 5 Program Guidelines as provided in Attachment A; and be it further

RESOLVED, that MTC will use these guidelines to conduct the competitive selection process for Cycle 5 of the New Freedom Program.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on September 25, 2013.

Date: September 25, 2013
W.I.: 1512
Referred by: PAC
Revised: 11/20/13-C

Attachment A
MTC Resolution No. 4116
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METROPOLITAN
TRANSPORTATION
COMMISSION

New Freedom Cycle 5 Program Guidelines for Large Urbanized Areas

September 2013

Date: September 25, 2013
W.I.: 1512
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Revised: 11/20/13-C

Attachment A
MTC Resolution No. 4116
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METROPOLITAN
TRANSPORTATION
COMMISSION

New Freedom Cycle 5 Program Guidelines for Large Urbanized Areas

September 2013

**METROPOLITAN TRANSPORTATION COMMISSION
NEW FREEDOM CYCLE 5 PROGRAM GUIDELINES
FOR LARGE URBANIZED AREAS
September 2013**

The following guidelines are excerpted from Federal Transit Administration (FTA) Circular C 9045.1, the *New Freedom Program Guidance and Application Instructions*, except where modified to meet the region's needs or where additional clarification is provided. The FTA Circular is available at www.fta.dot.gov/laws/circulars/leg_reg_6624.html. MTC's Program Management Plan for New Freedom can be found at http://www.mtc.ca.gov/funding/FTA/RES-3986_approved.pdf.

1. **INTRODUCTION.** In March 2013, MTC completed and adopted an updated Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan). Pursuant to federal requirements, projects funded through the New Freedom program and two other FTA programs (Section 5316 Job Access Reverse Commute program and Section 5310 Elderly Individuals and Individuals with Disabilities) must be derived from a Coordinated Plan. FTA describes the Coordinated Plan as a “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services.”

In the 2013 update to the Bay Area's Coordinated Plan, in addition to considering which projects or solutions could directly address transportation gaps for seniors, low-income persons and persons with disabilities, the planning effort also considered how best to coordinate services so that existing resources can be used as efficiently as possible. One of the key coordination strategies was to strengthen mobility management throughout the Bay Area, by:

- Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts
- Providing information and managing demand across a family of transportation services
- Coordinating advocacy with human service agencies to identify resources to sustain coordinated transportation service delivery

As recommended in the Coordinated Plan Update, **MTC is prioritizing the New Freedom Cycle 5 funds for implementing projects and activities consistent with the mobility management strategies detailed in Chapter 8 of the plan, available at www.mtc.ca.gov/planning/pths/.**

All activities that meet federal eligibility requirements, as described in section 9 below, are eligible to receive funding in this call for projects, including mobility management, operations and capital projects; however, in the New Freedom Cycle 5 application form and scoring criteria, there is increased emphasis on mobility management and coordination. Refer to Chapters 7 & 8, and Appendix C of the Coordinated Plan, available at www.mtc.ca.gov/planning/pths/, for several examples of mobility management projects.

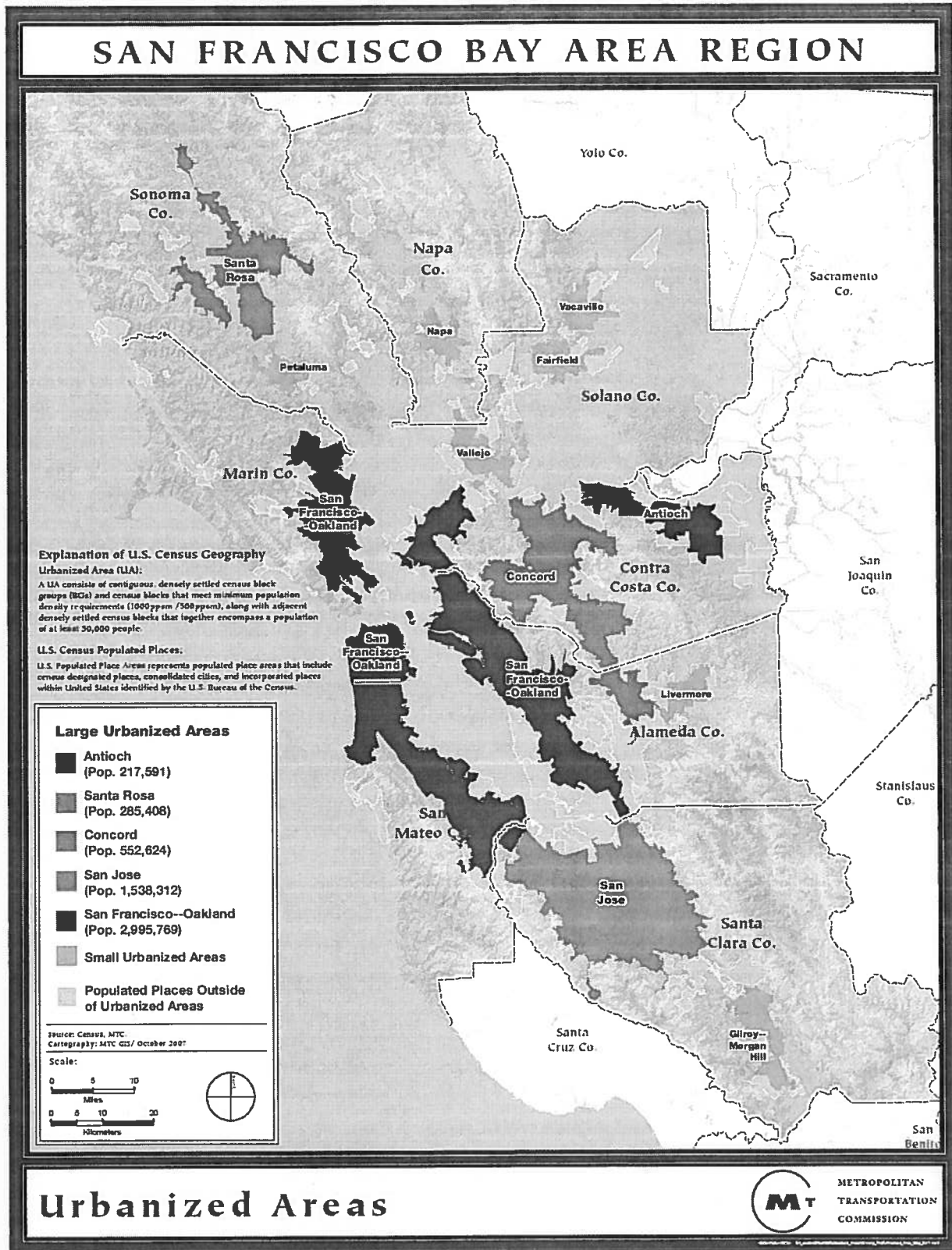
A variety of mobility management activities are currently taking place throughout the Bay Area. Some efforts are well-developed, while others are in their infancy. In areas where mobility management activities are well-developed, applicants are encouraged to consider how their project can be coordinated with existing efforts, and/or how existing efforts can be maintained or expanded. In areas where mobility management activities are just beginning and/or are taking place in a fragmented manner, applicants are encouraged to consider how existing activities can be better coordinated or enhanced.

Even those applicants who are not proposing a mobility management project per se are encouraged to consider how their project might be better coordinated with local mobility management efforts and/or other transportation services in the area. For example, an applicant with an operations project should aim to have that service be part of a coordinated “family of transportation services,” by participating in any local coordination activities that are available (e.g., information and referrals, shared driver training).

2. **STATUTORY AUTHORITY.** The New Freedom Program is authorized under the provisions set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA-LU), enacted on August 10, 2005, as codified at 49 U.S.C. 5317. The Secretary may make grants to recipients for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. 12101 et seq.), that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.
3. **PROGRAM GOAL.** The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. According to the FTA Circular, the 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990.
4. **FUNDING APPORTIONMENT AND AVAILABILITY.** New Freedom funds are first apportioned 60 percent to large urbanized areas¹ (UAs), 20 percent to small UAs, and 20 percent to non-UAs. Funds are then apportioned to all designated recipients for an area type by the ratio of the number of disabled individuals in the designated recipient’s area to the total number of disabled individuals for that area type. **Figure 1** shows the Bay Area’s five large UAs and seven small UAs. (Note that the names given to the urbanized areas correspond to the most populated city/cities within the area, and that the urbanized areas themselves are larger than the cities for which they are named.) **Table 1** shows large UA apportionments for FYs 2006 through 2012. Funds are available to the region for obligation

¹ An urbanized area is an area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an “urbanized area” by the Secretary of Commerce. Large urbanized areas as used in the context of FTA formula grant programs are urbanized areas with a population of greater than 200,000, and small urbanized areas are those with a population of at least 50,000 but less than 200,000.

Figure 1. Map of Urbanized Areas



during the fiscal year of apportionment plus two additional years. MTC has established a project delivery requirement that project sponsors must expend the New Freedom funds within three years of the FTA grant award or execution of subrecipient agreement with MTC, whichever is applicable.

Table 1. New Freedom Program Apportionments

Area	Past Calls for Projects						Current Call for Projects
	Cycle 1	Cycle 2	Cycle 3		Cycle 4		Cycle 5
	Actual FY 2006	Actual FY 2007	Actual FY 2008	Actual FY 2009	Actual FY 2010	Actual FY 2011	Actual FY 2012
Bay Area Large UA	\$1,545,232	\$1,612,117	\$1,741,484	\$2,007,374	\$1,970,119	\$1,980,295	\$2,003,313
Antioch	\$56,232	\$60,601	\$65,464	\$75,459	\$74,058	\$74,441	\$75,306
Concord	\$127,429	\$121,779	\$131,551	\$151,636	\$148,822	\$149,591	\$151,329
S.F.-Oakland	\$885,254	\$950,208	\$1,026,459	\$1,183,180	\$1,161,221	\$1,167,218	\$1,180,786
San Jose	\$404,370	\$399,440	\$431,494	\$497,374	\$488,143	\$490,665	\$496,368
Santa Rosa	\$71,947	\$80,089	\$86,516	\$99,725	\$97,875	\$98,380	\$99,524

UA = Urbanized Area

5. ROLE OF THE DESIGNATED RECIPIENTS. MTC is the designated recipient for the Bay Area's large UA funding apportionment, and Caltrans is the designated recipient for California's small and non-UA funding apportionments. The designated recipient is responsible for conducting the competitive selection process to determine which projects should receive funding. For the large UA apportionment, the competitive selection is conducted on a region-wide basis. For the small and non-UA apportionment, the competitive selection is conducted by Caltrans on a statewide basis.

Once projects are selected in the large UA competitive process, transit operators with selected projects that are FTA grantees (i.e., transit operators that are direct recipients under Section 5307 and typically receive funds directly from FTA) must submit their own New Freedom grants to FTA and serve as direct recipients of the funds. To prevent the funds from lapsing on the September 30, 2014 federal obligation deadline, MTC reserves the right to reprogram funds if direct recipients fail to submit their FTA grant by July 31, 2014. Direct recipients are responsible for carrying out the terms of their grants.

MTC will serve as the direct recipient of New Freedom funds for transit operators or public entities that are not FTA grantees, and for non-profits that are selected in the large UA competitive process, subject to the restrictions included in sections 7 and 9 below. These agencies and organizations will enter into a subrecipient relationship with MTC through the execution of funding agreements with MTC. MTC will monitor subrecipient compliance with federal requirements through inclusion of such requirements in funding agreements and through ongoing monitoring activities.

6. FUNDING DISTRIBUTION. Projects may compete for funding that is apportioned to the UA in which the project will provide services. Projects that will provide services in multiple UAs may compete for funding from all of the affected UAs. This call for projects is for large UAs only.

Large UA Programming Targets. Cycles 1 through 4 programmed the FY2006 through FY2011 apportionments. The total funding available for the Bay Area’s large UAs in Cycle 5 is approximately \$1.8 million. This consists of the FY2012 apportionments, less a five percent set-aside for program administration and an additional five percent set-aside for a Mobility Management Roadmap study.² The target programming amount for each large UA is shown in **Table 2**. There is no minimum or maximum grant request, except that applicants should not request more than the target amount for the large UAs in which their projects will provide services.

Table 2. Programming Targets for New Freedom Program Cycle 4

Area	Cycle 5 Targets
Bay Area Large UA	\$1,802,982
Antioch	\$67,775
Concord	\$136,196
San Francisco-Oakland	\$1,062,707
San Jose	\$446,731
Santa Rosa	\$89,572

UA = Urbanized Area

Small and Non-UA Programming Targets. The small and non-UA calls for projects are conducted by Caltrans. The last small and non-UA call for projects took place in winter 2012. Additional information about the small and non-UA New Freedom program can be found on the Caltrans website: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

7. **ELIGIBLE RECIPIENTS/SUBRECIPIENTS.** There are three categories of eligible recipients/subrecipients of New Freedom funds: a) private non-profit organizations; b) state or local governmental authorities; and c) operators of public transportation services. Private operators of public transportation services are only eligible for Bay Area large UA New Freedom funds if they partner with an FTA grantee transit operator that is willing to serve as the direct recipient of the funds and pass through the funds to the private operator.

All recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.³ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

8. **ROLE OF RECIPIENTS/SUBRECIPIENTS.** New Freedom recipients/subrecipients’ responsibilities include:
- For direct recipients (transit operators who are FTA grantees), submitting a grant application to FTA and carrying out the terms of that grant;
 - Meeting program requirements and grant/funding agreement requirements including, but not limited to, Title VI reporting requirements;

² The federal New Freedom guidance allows MTC to use up to 10 percent of the total fiscal year New Freedom apportionment to fund program administration costs including administration, planning and technical assistance.

³ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

- Making best efforts to execute selected projects; and
- Complying with other applicable local, state, and federal requirements.

9. ELIGIBLE ACTIVITIES.

- a. General. New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by the ADA and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. “New” service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. In other words, if not for the New Freedom Program, the project would not have consideration for funding, and the proposed service enhancements would not be available for individuals with disabilities. Recipients or subrecipients may not terminate ADA paratransit enhancements or other services funded as of August 10, 2005, in an effort to reintroduce the services as “new” and then receive New Freedom funds for those services.

Both new public transportation services and new public transportation alternatives are required to go beyond the requirements of the ADA and must (1) be targeted toward individuals with disabilities; and (2) meet the intent of the program by removing barriers to transportation and assisting persons with disabilities with transportation, including transportation to and from jobs and employment services.

- b. Mobility Management Emphasis. Consistent with the Bay Area’s Coordinated Plan, New Freedom Cycle 5 will prioritize projects and activities consistent with the mobility management strategies detailed in Chapter 8 of the plan, available at www.mtc.ca.gov/planning/pths/.

All activities that meet federal eligibility requirements are eligible to receive funding in this call for projects, including mobility management, operations and capital projects; however, in the application form and scoring criteria, there is increased emphasis on mobility management and coordination.

- c. Illustrative List of Eligible Activities. Following is an illustrative list of activities that are eligible for funding under New Freedom:

New Public Transportation Services Beyond the ADA

- Enhancing paratransit beyond minimum requirements of the ADA
- Feeder services
- Making accessibility improvements to transit and intermodal stations not designated as key stations under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station
- Travel training

- New and expanded fixed route and demand responsive transit service planned for and designed to meet the needs of individuals with disabilities⁴

New Public Transportation Alternatives Beyond the ADA

- Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs. Note: Due to the complex nature of federal vehicle procurement projects, and MTC's limited expertise in this area, private non-profit organizations and private operators of public transportation services may only apply for Bay Area large UA New Freedom funds to purchase vehicles if they partner with an FTA grantee transit operator that is willing to serve as the direct recipient of the funds. The transit operator would be responsible for submitting the grant to FTA and carrying out the terms of the grant, including monitoring the non-profit organization or private operator's compliance with all federal requirements.
- Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers
- Supporting new volunteer driver and aide programs
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation

Refer to Appendix 1 for additional requirements pertaining to the above examples. The list is not intended to be exhaustive. Applicants are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities, considering the transportation needs, proposed solutions, and enhanced coordination strategies identified in the Bay Area's Coordinated Public Transit-Human Services Transportation Plan (see Section 1 and Section 11).

10. FEDERAL/LOCAL MATCHING REQUIREMENTS.

- a. General. New Freedom funds may be used to finance capital and operating expenses. The Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

The local share of eligible capital costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs. All of the local share must be provided from sources other than federal Department of Transportation (DOT) funds. Some examples of sources of local match which may be used for any or all of the local share include: state or local appropriations; other non-DOT Federal funds; dedicated tax revenues; private donations; revenue from human service contracts; and net income generated from advertising and concessions. Non-cash share such as donations, volunteer services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, represents a cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget.

⁴ FTA originally said that these activities were not eligible for New Freedom funding; however, on April 29, 2009, the FTA issued a notice of policy statement in the Federal Register, announcing that it had revised its interpretation of the New Freedom circular to say that these activities are eligible for New Freedom funding. See Federal Register Vol. 74, No. 81, pages 19624-19627.

Income from contracts to provide human service transportation may be used either to reduce the net project cost (treated as revenue) or to provide local match for New Freedom operating assistance. In either case, the cost of providing the contract service is included in the total project cost. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service.

- b. Exceptions. The Federal share is 90 percent for vehicle-related equipment and facilities required by the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA). It is only the incremental cost of the equipment or facility required by the CAA or ADA that may be funded at 90 percent, not the entire cost of the vehicle or facility, even if the vehicle or facility is purchased for use in service required by the ADA or CAA. *Applicants wishing to apply for assistance at the higher match ratio should inform MTC before submitting an application, as MTC would need to consult the FTA regional office for further guidance regarding methods of computing the incremental cost.*
 - c. Use of Other Federal Funds. Local match may be derived from other federal programs that are eligible to be expended for transportation, other than funds from DOT programs. Examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. To be eligible for local match for FTA funds, the other federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other federal funds for transportation outside of the scope of the project cannot be applied as a credit for local match in the FTA grant. Specific program information for other types of Federal funding is available at www.unitedwerride.gov.
 - d. Mobility Management as an Eligible Capital Expense. According to the New Freedom circular (FTA C 9045.1), mobility management is an eligible capital cost, which means that the federal share may not exceed 80 percent of the net cost of the activity. In order to be eligible for that higher federal share (80 percent rather than the typical 50 percent), the project must meet FTA's definition of mobility management, which can be found in Appendix 1 or in the New Freedom Circular Chapter III, Section 11.b.(4). The New Freedom Circular is available at http://www.fta.dot.gov/documents/FTA_C_9045.1_New_Freedom%281%29.pdf
11. COORDINATED PLANNING. SAFETEA requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be "derived from a locally developed, coordinated public transit-human services transportation plan", and that the plan be "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." A locally developed, coordinated, public transit-human services transportation plan ("coordinated plan") identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provides strategies for meeting those local needs. The Bay Area's Coordinated Plan was updated in March 2013 and is available at <http://www.mtc.ca.gov/planning/pths/>.

Agencies and organizations interested in applying for New Freedom funds must consider the transportation needs, proposed solutions, and enhanced coordination strategies presented in

the Coordinated Plan in developing their project proposals. Applicants will be asked to demonstrate their proposed project's consistency with the Coordinated Plan. Following is a list of the solutions and strategies that are identified in Chapters 7 and 8, respectively, of the plan.

Solutions to Gaps

1. Mobility management, travel training, and transportation coordination activities
2. Additions or improvements to paratransit that exceed ADA requirements, and demand-responsive services other than ADA paratransit
3. Additions or improvements to public transit services and transit access
4. Solutions to address affordability barriers

Strategies to Enhance Coordination of Service Delivery

1. Strengthen mobility management in the Bay Area, by:
 - a. Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts
 - b. Providing information and managing demand across a family of transportation services
 - c. Promoting coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities
2. Promote walkable communities, complete streets, and integration of transportation and land use decisions

12. APPLICATION FORMS AND TECHNICAL ASSISTANCE. The application form will be available at http://www.mtc.ca.gov/funding/new_freedom.htm.

13. APPLICATION EVALUATION. Following an initial eligibility screening by MTC staff, eligible projects will be evaluated by a panel consisting of Bay Area representatives of disabled population interests and MTC staff. Applications will be evaluated based on the following criteria:

Need and Benefits	(maximum 40 points)
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Extent to which project addresses critical needs for disabled individuals as identified in the Coordinated Plan

Effectiveness at mitigating or eliminating transportation barriers for disabled individuals

Extent to which project promotes integration of disabled individuals into the work force and their full participation in society

Extent to which project could only be funded by New Freedom Program or federal human service grant programs

Extent to which project provides additional benefits

Coordination, Partnership, & Outreach	(maximum 40 points)
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Extent of coordination with other affected transportation systems, providers, and services, and with related social service programs (Note: all applicants are encouraged to coordinate with those agencies and organizations that have already initiated mobility management

activities in their service area, if applicable; non-transit operators are strongly encouraged to coordinate with transit operators in their service area; transit operators are strongly encouraged to coordinate with non-profit organizations and human service agencies that serve persons with disabilities.)

Extent to which project advances the development and implementation of coordinated transportation services

Extent to which specific coordination activities are expected to result in better utilization of and access to resources (e.g., vehicle will be used an additional X hours per week; productivity will increase from X passengers per hour to Y passengers per hour)

Extent of community support

Thoroughness of plan for marketing the project to beneficiaries

Project Readiness	(maximum 20 points)
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Reasonableness and completeness of funding plan

Project sustainability beyond the grant period

Thoroughness of implementation plan and reasonableness of project schedule

Ability to use New Freedom grant to leverage additional resources

Sponsor's experience in managing services for disabled individuals

How project fits into a larger program with well-defined goals, objectives, and performance standards

Sponsor's institutional capacity to manage the project

Sponsor's history of managing federal transportation funds

14. **TIMELINE.** The anticipated timeline for Cycle 5 is as follows:

Release Call for Projects	End of September 2013
Outreach	Oct/Nov 2013
Applicant Workshop at MTC	Fall 2013
Project Applications Due to MTC	January 2014
Project Selection	Jan.-Feb. 2014
Commission Actions: Program Adoption and add projects to TIP	March 2014
Grant preparation by MTC and Direct Recipients	April/May 2014
Grant review by FTA	Spring/Summer 2014
Contract development between MTC and Subrecipients	Begin after FTA grant approval (estimated Summer/Fall 2014)

15. COMPLIANCE WITH FEDERAL REQUIREMENTS. Applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5317, FTA Circulars C 9045.1 and 4702.1A, the most current FTA Master Agreement MA(13), and the most current Certifications and Assurances for FTA Assistance Programs.

MTC includes language regarding these federal requirements in its funding agreements with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant federal requirements. Subrecipient certifications are required of the subrecipient prior to the execution of a contract by MTC and annually thereafter when FTA publishes the annual list of certifications and assurances.

Direct recipients are responsible for adhering to FTA requirements through their agreements and grants with FTA directly.

16. REPORTING REQUIREMENTS. Subrecipients to MTC will be required to submit quarterly reports to MTC on the following:
- a. Budget or schedule changes, if any
 - b. Progress toward meeting milestones
 - c. Quantitative or qualitative information, as available, on the following measures:
 - (a) Services provided that impact availability of transportation services for individuals with disabilities as a result of the project for the reporting period;
 - (b) Additions or changes to environmental infrastructure, technology, vehicles that impact availability of transportation services as a result of the project for the reporting period;
 - (c) Actual or estimated rides (as measured by one-way trips) provided for individuals with disabilities as a result of the project for the reporting period
 - d. Financial status report
 - e. Disadvantaged Business Enterprise (DBE) participation as applicable.

Direct recipients of New Freedom funds with active grants will be required to submit quarterly reports to FTA on the progress of their projects.

Detailed quarterly reporting requirements will be included in the funding agreement (if sponsor is a subrecipient to MTC) or in the FTA grant (if sponsor is a direct grantee with FTA).

Both direct recipients and subrecipients of New Freedom funds will be required to participate in FTA's annual Job Access and Reverse Commute (JARC) and New Freedom reporting, in which performance measures will be collected.

17. TITLE VI.

In connection with MTC's Title VI monitoring obligations, as outlined in FTA Circular 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients, ("Title VI Circular"), issued on October 1, 2012 and as documented in MTC's

Program Management Plan for JARC and New Freedom (available at http://www.mtc.ca.gov/funding/JARC-New_Freedom/JARC-NF_PMP.htm), applicants will be required to provide the following information:

- The organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among minority population groups in the project's service area.
- Information on whether the project will provide assistance to predominantly minority populations. (Projects are classified as providing service to predominantly minority populations if the proportion of minority persons residing in the project's geographic service area exceeds the average proportion of minority persons in the region.)

In order to document that JARC and New Freedom funds are passed through without regard to race, color or national origin, and to document that minority populations are not being denied the benefits of or excluded from participation in the JARC and New Freedom programs, MTC will prepare and maintain the following information, as required by the Title VI Circular, Chapter VI(6):

- a. A record of funding requests received from private non-profit organizations, State or local governmental authorities, and Indian tribes. MTC's records will identify those applicants that would use grant program funds to provide assistance to predominantly minority populations and indicate whether those applicants were accepted or rejected for funding.
- b. A description of how MTC develops its competitive selection process or annual program of projects submitted to FTA as part of its grant applications. The description will emphasize the method used to ensure the equitable distribution of funds to subrecipients that serve predominantly minority populations, including Native American tribes, where present.
- c. A description of MTC's criteria for selecting entities to participate in an FTA grant program.

MTC requires that all JARC and New Freedom subrecipients submit all appropriate FTA certifications and assurances to MTC prior to funding agreement execution and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC will not execute any funding agreements prior to having received these items from the selected subrecipients. MTC, within its administration, planning, and technical assistance capacity, also will comply with all appropriate certifications and assurances for FTA assistance programs and will submit this information to the FTA as required.

The certifications and assurances pertaining to civil rights include:

1. Nondiscrimination Assurances in Accordance with the Civil Rights Act
2. Documentation Pertaining to Civil Rights Lawsuits and Complaints

Nondiscrimination assurances included above involve the prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibit discrimination in

employment or business opportunity, as specified by 49 U.S.C. 5332 (otherwise known as Title VI of the Civil Rights Act of 1964), as amended (42 U.S.C. 2000d et seq.) and U.S. DOT regulations, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act, 49 C.F.R. Part 21. By complying with the Civil Rights Act, no person, on the basis of race, color, national origin, creed, sex, or age, will be excluded from participation in, be denied the benefits of any program for which the subrecipient receives federal funding via MTC.

As a condition of receiving Federal Transit Administration JARC or New Freedom program funds, subrecipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Subrecipients are also responsible for ensuring compliance of each of their subrecipients (if any), including collecting Title VI Programs, and for ensuring that their third-party contractors are complying with Title VI and the subrecipient's Title VI Program. (See FTA C 4702.1B Chapter II (6) and Appendix L, Scenario Three.)

Title VI Programs

All JARC and NF subrecipients must submit Title VI Programs to MTC. Title VI Programs will be required with the submission of the standard agreement and annually thereafter with the submission of the annual FTA certifications and assurances.

Every Title VI Program shall include the following information (Note: detailed instructions on the following Title VI requirements are available in FTA C 4702.1B, Chapter III-2 through III-12):

- (1) A copy of the subrecipient's Title VI notice to the public that indicates the subrecipient complies with Title VI, and informs members of the public of the protections against discrimination afforded to them by Title VI. Include a list of locations where the notice is posted. A sample Title VI notice is in FTA C 4702.1B, Appendix B. Subrecipients may choose to adopt MTC's notice to beneficiaries where appropriate.
- (2) A copy of the subrecipient's instructions to the public regarding how to file a Title VI discrimination complaint, including a copy of the complaint form. Sample complaint procedures are in FTA C 4702.1B, Appendix C, and a sample Title VI complaint form is in FTA C 4702.1B, Appendix D. Subrecipients may choose to adopt MTC's complaint procedures and complaint form where appropriate.
- (3) A list of any public transportation-related Title VI investigations, complaints, or lawsuits filed with the subrecipient since the time of the last submission. See FTA C 4702.1B, Appendix E for an example of how to report this information. This list should include only those investigations, complaints, or lawsuits that pertain to allegations of discrimination on the basis of race, color, and/or national origin in transit-related activities and programs and that pertain to the subrecipient submitting the report, not necessarily the larger agency or department of which the subrecipient is a part.

- (4) A public participation plan that includes an outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI Program submission. A subrecipient's targeted public participation plan for minority populations may be part of efforts that extend more broadly to include other constituencies that are traditionally underserved, such as people with disabilities, low-income populations, and others. Subrecipients may choose to adopt MTC's public participation plan where appropriate.
- (5) A copy of the subrecipient's plan for providing language assistance to persons with limited English proficiency, based on the DOT LEP Guidance. Subrecipients may choose to adopt MTC's language assistance plan where appropriate. Operational differences between MTC and the subrecipient may require, in some instances, that the subrecipient tailor its language assistance plan.
- (6) Subrecipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected by the subrecipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees or councils.
- (7) Those subrecipients who are also primary recipients (i.e., those who have their own subrecipients) shall include a narrative or description of efforts the primary recipient uses to ensure subrecipients are complying with Title VI, as well as a schedule of subrecipient Title VI program submissions.
- (8) If the subrecipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc., the subrecipient shall include a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of the facility.
- (9) Additional information as specified in FTA C 4702.1B chapters IV, V, and VI, depending on whether the subrecipient is a fixed route transit provider, a State, or an MPO.

The Title VI Program must be approved by the subrecipient's board of directors or appropriate governing entity or official(s) responsible for policy decisions prior to submission to MTC. Subrecipients shall submit a copy of the board resolution, meeting minutes, or similar documentation with the Title VI Program as evidence that the board of directors or appropriate governing entity or official(s) has approved the Title VI Program.

**Appendix 1
New Freedom Program – Eligible Activities**

The following list of eligible activities, excerpted from Federal Transit Administration (FTA) Circular C 9045.1, the *New Freedom Program Guidance and Application Instructions*, and Federal Register Vol. 74, No. 81, the *Notice of Policy Statement for Eligible New Freedom Projects* dated April 29, 2009, is intended to be illustrative, not exhaustive. Applicants are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities, considering the transportation needs, solutions, and strategies for enhanced coordination in the Bay Area’s Coordinated Public Transit-Human Services Transportation Plan (see Section 9 of MTC’s New Freedom Program Guidelines).

New Public Transportation Services Beyond the ADA*	
<p>Enhancing paratransit beyond minimum requirements of the ADA</p>	<p>ADA complementary paratransit services can be eligible under New Freedom in several ways as long as the services provided meet the definition of “new:”</p> <ul style="list-style-type: none"> ▪ Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA; ▪ Expansion of current hours of operation for ADA paratransit services that are beyond those provided on fixed-route services; ▪ Incremental cost of providing same day service; ▪ Incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system; ▪ Enhancement of the level of service by providing escorts or assisting riders through the door of their destination; ▪ Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with over-sized wheelchairs. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600 lb design load, and the acquisition of heavier-duty vehicles for paratransit and/or demand-response service; and ▪ Installation of additional securement locations in public buses beyond what is required by the ADA.
<p>Feeder services</p>	<p>New “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.</p>

New Public Transportation Services Beyond the ADA* (continued)	
<p>Making accessibility improvements to transit and intermodal stations not designated as key stations</p>	<p>Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. New Freedom funds are eligible to be used for new accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail and rapid rail. This may include:</p> <ul style="list-style-type: none"> ▪ Building an accessible path to a bus stop that is currently inaccessible, including curbcuts, sidewalks, accessible pedestrian signals or other accessible features, ▪ Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA, ▪ Improving signage, or wayfinding technology, or ▪ Implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS).
<p>Travel training</p>	<p>New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.</p>

New Public Transportation Services Beyond the ADA* (continued)	
<p>New and expanded fixed route and demand responsive transit service planned for and designed to meet the needs of individuals with disabilities</p>	<p>New or expanded fixed route service and new or expanded demand response service which constitute new public transportation services beyond those required by ADA of 1990 (42 U.S.C. Section 12101 et seq.) that assist individuals with disabilities with transportation, and are therefore eligible for funding under the New Freedom program, provided that these services: (1) Are identified in the grant applicant's coordinated public transit human services transportation plan; (2) Are available to the public at large but were planned and designed to meet the mobility needs of individuals with disabilities in response to circumstances where existing fixed route and demand response transportation is unavailable or insufficient to meet the mobility needs of individuals with disabilities; (3) Were not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Program (TIP) or the State Transportation Improvement Program (STIP); and (4) Are not designed to allow an agency to meet its obligations under the ADA or the DOT ADA implementing regulations at 49 CFR parts 37 and 38. Examples of such services would be:</p> <ul style="list-style-type: none"> ▪ A fixed route service that is open to the general public but that is extended to serve a congregate living facility or a workplace serving large numbers of individuals with disabilities; or ▪ A demand response service that is available to the general public but whose service coverage or span of service is designed in response to mobility needs expressed by individuals with disabilities. <p>FTA notes that expanded fixed route service may result in expanded ADA complementary paratransit service; since the ADA complementary paratransit service is required under the ADA, it would not be eligible for New Freedom funding. All new or expanded fixed route and demand responsive services funded under the New Freedom program will be subject to the requirements of the ADA and DOT ADA implementing regulations.</p>

New Public Transportation Alternatives Beyond the ADA*	
<p>Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs.</p>	<p>New Freedom funds can be used to purchase and operate accessible vehicles for use in taxi, ridesharing and/or van pool programs provided that the vehicle has the capacity to accommodate a passenger who uses a "common wheelchair" as defined under 49 CFR 37.3, at a minimum, while remaining in his/her personal mobility device inside the vehicle, and meeting the same requirements for lifts, ramps and securement systems specified in 49 CFR part 38, subpart B. Due to the complex nature of federal vehicle procurement projects, and MTC's limited expertise in this area, private non-profit organizations and private operators of public transportation services may only apply for Bay Area large UA New Freedom funds to purchase vehicles if they partner with an FTA grantee transit operator that is willing to serve as the direct recipient of the funds. The transit operator would be responsible for submitting the grant to FTA and carrying out the terms of the grant, including monitoring the non-profit organization or private operator's compliance with all federal requirements.</p>
<p>Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers.</p>	<p>This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Only new voucher programs or expansion of existing programs are eligible under the New Freedom Program. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The New Freedom Program can provide vouchers to individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on pre-determined rates or contractual arrangements. Transit passes for use on existing fixed route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match.</p>
<p>Supporting new volunteer driver and aide programs.</p>	<p>New volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, and other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of new enhancements to increase capacity of existing volunteer driver programs are also eligible. FTA notes that any volunteer program supported by New Freedom must meet the requirements of both "new" and "beyond the ADA." FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.</p>

New Public Transportation Alternatives Beyond the ADA* (continued)	
<p>Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.</p>	<p>Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive New Freedom funding to support the administrative costs of sharing services it provides to its own clientele with other individuals with disabilities and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:</p> <ul style="list-style-type: none"> ▪ The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals; ▪ Support for short term management activities to plan and implement coordinated services; ▪ The support of State and local coordination policy bodies and councils; ▪ The operation of transportation brokerages to coordinate providers, funding agencies and customers; ▪ The provision of coordination services, including employer-oriented Transportation Management Organizations' and Human Service Organizations' customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers; ▪ The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and ▪ Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System Technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

* "New" service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State TIP. In other words, the project would not have consideration for funding and the proposed service enhancement would not be available for individuals with disabilities if not for the New Freedom Program. Recipients or subrecipients may not terminate ADA paratransit enhancements or other services funded as of August 10, 2005, in an effort to reintroduce the services as "new" and then receive New Freedom funds for those services.

APPENDIX A – 41

Regional Policies: Project Funding and Specific Funding Programs

**FTA New Freedom (Section 5317)
Cycle 4 Program of Projects
MTC Resolution No. 4041**



Date: November 16, 2011
W.I.: 1518
Referred by: PAC

ABSTRACT
Resolution No. 4041

This resolution adopts the Federal Transit Administration (FTA) New Freedom (Section 5317) Cycle 4 Program of Projects for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with this resolution:

Attachment A New Freedom Cycle 4 Program of Projects for Large Urbanized Areas

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated November 9, 2011.

Date: November 16, 2011
W.I.: 1518
Referred by: PAC

Re: New Freedom Cycle 4 Program of Projects for Large Urbanized Areas

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4041

WHEREAS, the United States Code Title 49 Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. 5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, 49 U.S.C. 5317(d) requires designated recipients of New Freedom funds to conduct a competitive process to award grants to subrecipients; and

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. 5307(a)(2), MTC is the designated recipient of New Freedom Program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC has conducted a competitive selection process and developed for submittal to the Federal Transit Administration (FTA) a program of projects (POP) for the San Francisco Bay Area's large urbanized area New Freedom Program FY2010 and FY2011 apportionments, attached hereto as Attachment A, and incorporated herein as though set forth at length; and

WHEREAS, MTC has adopted Resolution No. 4012, which sets forth MTC's Program Guidelines for Cycle 4 of the of the New Freedom Program; and

WHEREAS, MTC conducted the competitive selection processes for the New Freedom large urbanized area apportionment in accordance with those guidelines; now, therefore, be it

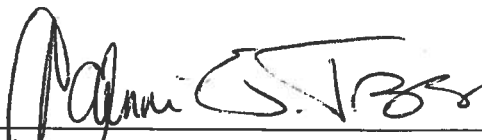
RESOLVED, that MTC adopts the New Freedom Cycle 4 Program of Projects for large urbanized areas as listed in Attachment A; and be it further

RESOLVED, that MTC will submit to FTA a grant application to secure the New Freedom funding for those agencies listed as subrecipients in Attachment A who are not able to submit a grant application to FTA themselves; and be it further

RESOLVED, that MTC will enter into agreements with those agencies listed as subrecipients in Attachment A to ensure their compliance with all applicable Federal requirements; and be it further

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



Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on November 16, 2011.

Date: November 9, 2011
W.I.: 1518
Referred by: PAC

Attachment A
MTC Resolution No. 4041
Page 1 of 5

**NEW FREEDOM PROGRAM - CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients					
1	City of Alameda	Accessible Pedestrian Signal Installations	The project will install Accessible Pedestrian Signals (APS) at approximately nine intersections that are adjacent to an AC Transit bus stop or a City of Alameda Paratransit Shuttle stop.	\$188,625	\$150,900
2	Alameda County Transportation Commission	Alameda County Mobility Management	Coordinate elements and resources already present in Alameda County related to travel training, and information and referral to move towards a more full-fledged mobility management approach in Alameda County. Tasks include the following: (1) Transition the paratransit hotline and AccessAlameda.org website into a much more thorough Information and Referral source and position those services to provide one-stop-shopping for consumers; (2) Establish quarterly coordination meetings among travel trainers across the County and create a framework to provide travel training throughout the whole County. Create a print and web resource available listing all travel training in the County.	\$110,000	\$80,000
3	Center for Independent Living	Mobility Matters	Continue and expand Mobility Matters, a travel and mobility device training program. Provide program outreach and conduct travel and mobility device training to a full spectrum of individuals and families from the cross-disability community. Services are offered across the Bay Area.	\$490,935	\$384,360
4	City of Lafayette	Lamorinda Spirit Van Program for Fragile Elderly and Disabled Seniors	Provide van service to assist the fragile elderly in remaining in their own homes as they age, thereby allowing them to participate more fully in the community which lessens isolation and improves socialization. Train drivers to meet the specialized needs of the passengers, including: persons who use canes, walkers, and wheelchairs; persons who are ambulatory but have balance and medical challenges and cannot walk to bus stops or even from the door to the street to meet a CCCTA paratransit van without assistance; persons with vision and hearing challenges; persons with dementia who need supervision when going out in the community.	\$228,426	\$114,213

**NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients (continued)					
5	LightHouse for the Blind and Visually Impaired	Accessible Muni Metro Station Maps (AMMSM)	Develop and distribute a booklet of accessible maps of the eight (8) San Francisco Muni Metro underground stations to facilitate safe and more effective travel for individuals who are blind or visually impaired.	\$104,134	\$83,307
6	Marin Transit	Countywide Transportation Guide	Produce and distribute a printed county-wide transportation guide. This guide will be available in both English and Spanish and will feature transportation options by city, town or area of the county. The guide will also be available in fully-accessible formats on both the Marin Transit and Marin Access websites.	\$28,544	\$22,835
7	Marin Transit	Pilot Premium ADA Transportation Service / Marin Access Mobility Center	(1) Partially subsidized rides that can be scheduled as early as the same day for ADA eligible riders. (2) Continue and expand the Marin Transit Marin Access Mobility Management Center.	\$541,456	\$288,881
8	Outreach & Escort Inc.	Together We Ride	Using mobility management best practices, provide a menu of services beyond the requirements of the ADA that address the transportation needs of veterans, individuals with developmental disabilities, and other persons with disabilities. Components include: (1) Employment Transportation; (2) Center-Based Travel Instruction (travel training targeted at specific destinations); (3) Prioritized ride scheduling and coordinated vehicle sharing with paratransit and other human service transportation providers; (4) Vehicle Share Program (donate retired paratransit vehicles to partner organizations); (5) County-to-County travel (expand ADA travel area for job trips in adjoining counties outside SC County); (6) Friendly Rides (Volunteer driver & ridesharing support).	\$1,859,736	\$929,868
9	Peninsula Jewish Community Center	Get Up & Go	Escorted Transportation and socialization program serving San Mateo County older adults who can no longer drive due to disability or frailty.	\$259,800	\$103,920

**NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
MTC Subrecipients (continued)					
10	Rehab. Services of Northern California	Mt. Diablo Center Mobilizer	Provide door through door transportation to and from the Mt. Diablo Center (MDC) Adult Day Health Care program Monday through Friday and a nutrition/shopping shuttle for homebound senior Concord residents during MDC's program hours.	\$129,760	\$64,880
11	City of Richmond Paratransit	R•Transit 24/7/365 same-day door-to-door service for the greater Richmond area (1)	The pilot R•Transit project is a 24/7/365 same-day door-to-door wheelchair accessible transportation service for residents with disabilities and seniors living in the City of Richmond and the unincorporated communities of East Richmond Heights, El Sobrante, Kensington, North Richmond, and Rollingwood. The service will be for local trips only and rides will be shared whenever possible to keep cost down. The service area will include the cities of El Cerrito, Pinole (up to Appian Way), Richmond and San Pablo and the unincorporated communities of Bayview - Montalvin, East Richmond Heights, El Sobrante, Kensington, North Richmond, Rollingwood, and Tara Hills.	\$201,548	\$100,774
12	City of San Leandro	Accessible Pedestrian Signals	Upgrade pedestrian signals at approximately 13 signalized intersections by installing Accessible Pedestrian Signal (APS) devices for individuals with disabilities and the general public.	\$163,733	\$130,987
13	Senior Helpline Services	Rides for Seniors / Transportation Information and Referral (2)	(1) Continue providing, to our current otherwise homebound clients (seniors age 60 and older) residing in Contra Costa County, free, one-on-one, escorted, door-through-door rides primarily for medical care and basic necessities. (2) Formalize Transportation Information and Referrals service.	\$215,852	\$141,075
Subtotal - MTC Subrecipients				\$4,522,549	\$2,596,000

**NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
Direct Recipients					
14	AC Transit	Intra-Vehicle Text-Based Message Signs (IVTMS)	Purchase and install rolling text-based LED signs, to be mounted on the interior of AC Transit's revenue vehicle fleet. The LED signs would have the capability to display bus stop location information similar to automated audio announcements.	\$250,000	\$200,000
15	BART / City CarShare	AccessMobile Program Expansion	Purchase, convert and deploy at least three (3) additional wheelchair-accessible carshare vehicles, known as AccessMobile minivans, and conduct the requisite awareness and outreach campaigns necessary to ensure that we attract and best serve a larger group of Bay Area residents.	\$360,280	\$254,674
16	Livermore Amador Valley Transit Authority	Bus Stop Improvements	Accessibility enhancements at bus stops, including installation of bus pads and cross-walks, and improving and/or replacing curbs, gutters, and sidewalks.	\$110,000	\$88,000
17	Livermore Amador Valley Transit Authority	ParaTaxi Program	A reimbursement-based taxi program to all LAVTA ADA certified paratransit patrons. Service area is in the Cities of Dublin and Pleasanton within Alameda County.	\$32,800	\$16,400
18	San Francisco Municipal Transp. Agency	Accessible Light Rail Stops (3)	Hire a consultant to identify a total of ten locations on the J, K, L, M and N light rail lines where existing boarding islands can be converted to wheelchair accessible stops with ramps and "mini-high" boarding platforms. Perform preliminary engineering for the identified stop locations.	\$250,000	\$200,000
19	San Mateo County Transit District	Peninsula Rides Implementation and Development Activities (4)	Provide mobility management services, including (1) continuing and expanding the Mobility Ambassador Program; (2) updating and distributing the Senior Mobility Guide.	\$264,225	\$211,380

**NEW FREEDOM PROGRAM – CYCLE 4
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)**

No.	Project Sponsor	Project		Total Project Cost	Federal New Freedom Recommended Share
		Name	Description		
Direct Recipients (continued)					
20	City of Santa Rosa, Transit Dept.	Sonoma Access One Call/One Click Transportation Resource Center	Implement a One Call/One Click Transportation Resource Center, as an initial step in implementing Mobility Management in Sonoma County. Using Marin Access' call center and website as a model, establish a call center and accessible, bilingual web site providing referrals, service availability, trip planning and travel training schedules for paratransit, fixed route and human service agencies in Sonoma County. Every effort will be made to mirror and link to Marin County's call center and website to expand Marin's effort into a regional resource.	\$233,041	\$186,443
<i>Subtotal - Direct Recipients</i>				\$1,500,346	\$1,156,897
Total				\$6,022,895	\$3,752,897

Notes:

1. Fund two years of three-year request if the following conditions are met: (1) MTC approves the contractor payment method, (2) Richmond sets and MTC agrees to a maximum number of R-Transit trips per rider per month; (3) Richmond tracks and reports on the number of persons with disabilities who use the R-Transit service.
2. Project sponsor to track the number of persons being served in West County.
3. Funds to be used only for preliminary engineering and environmental clearance. Planning & outreach are not eligible uses of NF funds, unless planning for MM.
4. Fund two components: (1) Ambassadors: \$174,400; (2) Guide: \$36,980.

APPENDIX A – 42

Regional Policies: Project Funding and Specific Funding Programs

**FTA New Freedom (Section 5317)
Cycle 5 Program of Projects
MTC Resolution No. 4135**



Date: March 26, 2014
W.I.: 1518
Referred by: PAC

ABSTRACT
Resolution No. 4135

This resolution adopts the Federal Transit Administration (FTA) New Freedom (Section 5317) Cycle 5 Program of Projects for the large urbanized areas of the San Francisco Bay Area.

The following attachment is provided with this resolution:

Attachment A New Freedom Cycle 5 Program of Projects for Large Urbanized Areas

Further discussion of this action is contained in the Programming and Allocations Committee Summary sheet dated March 5, 2014.

Date: March 26, 2014
W.I.: 1518
Referred by: PAC

Re: New Freedom Cycle 5 Program of Projects for Large Urbanized Areas

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4135

WHEREAS, the United States Code Title 49 Section 5317 (49 U.S.C. 5317) authorizes and sets forth the provisions for the New Freedom Program, which makes grants to recipients for addressing the transportation needs of disabled persons through the provision of new services and facility improvements that go beyond those required by the Americans with Disabilities Act; and

WHEREAS, 49 U.S.C. 5317(c) apportions New Freedom funds by formula to large urbanized areas, small urbanized areas, and non-urbanized areas; and

WHEREAS, 49 U.S.C. 5317(d) requires designated recipients of New Freedom funds to conduct a competitive process to award grants to subrecipients; and

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

WHEREAS, MTC is the designated metropolitan planning organization (MPO) for the nine-county San Francisco Bay Area; and

WHEREAS, consistent with 49 U.S.C. 5307(a)(2), MTC is the designated recipient of New Freedom Program funding apportionments for large urbanized areas in the nine-county San Francisco Bay Area; and

WHEREAS, as the designated recipient, MTC has conducted a competitive selection process and developed for submittal to the Federal Transit Administration (FTA) a program of projects (POP) for the San Francisco Bay Area's large urbanized area New Freedom Program FY2012 apportionments, attached hereto as Attachment A, and incorporated herein as though set forth at length; and

WHEREAS, MTC has adopted Resolution No. 4116, which sets forth MTC's Program Guidelines for Cycle 5 of the of the New Freedom Program; and

WHEREAS, MTC conducted the competitive selection processes for the New Freedom large urbanized area apportionment in accordance with those guidelines; now, therefore, be it

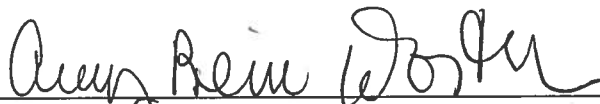
RESOLVED, that MTC adopts the New Freedom Cycle 5 Program of Projects for large urbanized areas as listed in Attachment A; and be it further

RESOLVED, that MTC will submit to FTA a grant application to secure the New Freedom funding for those agencies listed as subrecipients in Attachment A who are not able to submit a grant application to FTA themselves; and be it further

RESOLVED, that MTC will enter into agreements with those agencies listed as subrecipients in Attachment A to ensure their compliance with all applicable Federal requirements; and be it further

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



Amy Rein Worth, 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, 2014.

Date: March 26, 2014
W.I.: 1518
Referred by: PAC

Attachment A
MTC Resolution No. 4135
Page 1 of 3

**NEW FREEDOM PROGRAM - CYCLE 5
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS**

No.	Project Sponsor	Project		Federal New Freedom Recommended Share
		Name	Description	
MTC Subrecipients				
1	Sonoma County Area Agency on Aging	Sonoma Access Coordinated Transportation Services (SACTS)	This initiative serves to enhance countywide coordinated transportation services and mobility management. SACTS includes the Sonoma Access One Call/One Click transportation resource center, engaging the community partner consortium, conducting outreach, education, and coordinating activities to enhance and create innovative transportation options.	89,572
2	Outreach & Escort, Inc.	Above & Beyond through Coordination (ABC) Project	Provides one call/one click access to a range of transportation options.	446,731
3	Center for Independent Living	Mobility Matters: A Mobility Management Hub Project	Mobility Management project to coordinate a family of services at the consumer level to increase the use of transit related services by people with disabilities. The project will coordinate travel training, adaptive technology consultations; assistance with completing regional transit card applications; information and referral; mobility device training; mobility management partners coordination; openstreetmap.org for Alameda County; education activities; safety workshops; travel training smartphone app; trip planning; wheelchair securement.	358,745
4	City of Richmond	R-Transit \$5 Same Day 24/7 Transportation Service	Continues R-Transit pilot \$5 same day 24/7 transportation service with wheelchair accessible vehicles for residents with disabilities and seniors living in specified areas of western Contra Costa County.	37,500
5	Senior Helpline Services	Rides for Seniors and Transportation Information & Referrals	SHS provides free one-on-one, escorted, door-through-door rides for medical care and basic necessities to otherwise homebound seniors in Contra Costa and Alameda counties, as well as transportation information and referral services.	166,055
6	Lamorinda Spirit Van Program, City of Lafayette	Lamorinda Spirit Van Program for Fragile Elderly and Disabled Seniors	The Lamorinda Spirit Van Program provides seniors, age 60 and up (primarily serving ages 80 to 100), with transportation to essential errands including: medical/personal appointments, shopping, the nutrition program, and special events.	51,974

NEW FREEDOM PROGRAM - CYCLE 5
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Federal New Freedom Recommended Share
		Name	Description	
MTC Subrecipients				
7	Rehabilitation Services of Northern California	Mt. Diablo Mobilizer	The Mt. Diablo Mobilizer provides door-through-door transportation to health and social services for frail low-income seniors and others with disabilities, as well as trips to grocery shopping and other basic needs.	32,722
8	MTC	Program Administration/ Mobility Management Roadmap Study	MTC's setaside for program administration and providing technical assistance. The Roadmap Study will document next steps toward implementation of the mobility management and coordination strategies recommended in the Coordinated Public Transit—Human Services Transportation Plan Update for the Bay Area.	200,332
Subtotal – MTC Subrecipients				\$1,383,631

NEW FREEDOM PROGRAM - CYCLE 5
PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS
(continued)

No.	Project Sponsor	Project		Federal New Freedom Recommended Share
		Name	Description	
Direct Recipients				
9	County Connection (CCCTA)	Contra Costa Mobility Management Program Implementation	Implement Phase II and III of the recommendations listed in the Contra Costa County Mobility Management Plan. This includes the formation of a mobility management oversight board, the retention of a mobility manager, and beginning coordination with existing agencies within the County	100,000
10	SamTrans	Peninsula Rides Mobility Management Activities	Expansion and enhancement of mobility management activities of the Senior Mobility Initiative, including MM website; support for personalized Information & Referral; expanding volunteer driver program; establishing a Veterans Mobility Corps; updating the mobility guide	102,746
11	AC Transit	Marketing Mobility Management Through 211	Market and publicize the Alameda County 211 website and toll free phone service, which houses a database of paratransit information in Alameda County. Coordinated mobility management will be provided by 211 staff, including detailed and targeted transportation recommendations for seniors and the disabled.	240,000
12	Marin Transit	Expanded Coordination of Transportation Resources & Services to Isolated Populations	Expanded Coordination of Transportation Resources: creates and evaluates plans to encourage non-profit transportation providers to coordinate services and improves taxi service. Services to Isolated Populations: expands group and individual travel training programs, and funds a pilot "traditional model" volunteer driver program to provide escorted transportation.	160,436
13	Livermore-Amador Valley Transportation Authority (LAVTA)	LAVTA Parataxi Project 2014	A reimbursement based system, offering a taxicab ride as a transportation alternative to traditional paratransit.	16,500
Subtotal - Direct Recipients				\$619,682
Total				\$2,003,313

APPENDIX A – 43

Regional Policies: Project Funding and Specific Funding Programs

**MTC's Lifeline Transportation Cycle 3 Program Guidelines
and Funding for FY 2010-11 through FY 2012-13**

MTC Resolution No. 4033



Date: December 21, 2011
W.I.: 1311
Referred by: PAC
Revised: 03/28/12-ED
10/23/13-C

ABSTRACT

Resolution No. 4033, Revised

This Resolution adopts the Third Cycle Lifeline Transportation Program Guidelines and Fund Estimate.

The following attachment is provided with this Resolution:

Attachment A — Third Cycle Lifeline Transportation Program Guidelines and Funding FY2010-11 through FY2012-13

This resolution was revised on March 28, 2012, under Executive Director Administrative Authority, to make minor changes to the FY2011-12 and FY2012-13 Job Access and Reverse Commute (JARC) programming targets in Attachment A to reflect the actual partial-year FY2011-12 JARC funding apportionments.

This resolution was revised on October 23, 2013 to make minor changes to the State Transit Assistance (STA) programming targets in Attachment A to reflect the actual FY2011-12 and FY2012-13 STA revenues; to make minor changes to the JARC programming targets in Attachment A to reflect the final FY2011-12 JARC and FY2012-13 Section 5307 funding apportionments and to reflect changes to the JARC program that resulted from the Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorizing legislation; and to extend the obligation deadline for the Surface Transportation Program (STP)/Congestion Mitigation and Air Quality (CMAQ) funds for certain project types.

Further discussion of the Lifeline Program Guidelines is provided in the Programming and Allocations Committee Summary sheets dated December 14, 2011 and October 9, 2013.

Date: December 21, 2011
W.I.: 1311
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program Guidelines and Fund Estimate

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4033

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 adopted Resolution 3814, which directed Proposition 1B funds to the Lifeline Transportation Program; and

WHEREAS, MTC adopted Resolution 3837, which established a consolidated policy for State Transit Assistance (STA) – population-based funds, including a set percentage to the Lifeline Transportation Program; and

WHEREAS, MTC is the designated recipient for federal Job Access Reverse Commute (JARC) funds and has incorporated these funds into the Lifeline Transportation Program; and

WHEREAS, MTC is the designated recipient for regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds for the San Francisco Bay Area and has incorporated or will incorporate certain STP and/or CMAQ funds into the Lifeline Transportation Program; and

WHEREAS, MTC has conducted a program evaluation of the Lifeline Transportation Program and has made revisions to the program based on evaluation results; and

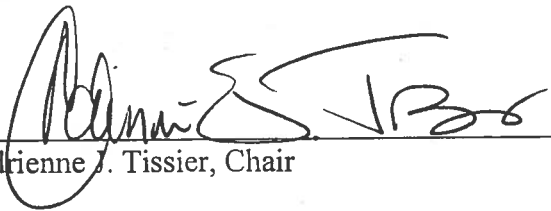
WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a program of projects for the third-cycle of the Lifeline Transportation Program; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration and selection of the Third Cycle of Lifeline Transportation projects, as set forth in Attachment A of this Resolution; and be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the programming targets in Attachment A if the final Lifeline funding apportionments differ from the estimated amounts; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, 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 21, 2011.

Date: December 21, 2011
W.I.: 1311
Referred by: PAC
Revised: 03/28/12-ED
10/23/13-C

Attachment A
MTC Resolution No. 4033
Page 1 of 16

Third Cycle Lifeline Transportation Program Guidelines and Funding FY 2011 through FY 2013

Program Goals: The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties, and are expected to carry out the following regional Lifeline Program goals:

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, children's programs, taxi voucher programs, improved access to autos, and capital improvement projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. While preference will be given to community-based plan priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.
- Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding projects. Existing transportation services may also be eligible for funding.

Program Administration: The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

County	Lifeline Program Administrator
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

Lifeline Program Administrators are responsible for soliciting applications for the Lifeline Program. This requires a full commitment to a broad, inclusive public involvement process and using multiple methods of public outreach. Methods of public outreach include, but are not limited to highlighting the program and application solicitation on the CMA website; sending targeted postcards and e-mails to local community-based organizations, city departments, and non-profit organizations (particularly those that have previously participated in local planning processes); and contacting local elected officials and their staffs. Further guidance for public involvement is contained in MTC’s Public Participation Plan.

For the selection of projects involving federal funds, Lifeline Program Administrators must also consider fair and equitable solicitation and selection of project candidates in accordance with federal Title VI requirements, i.e. funds must be distributed without regard to race, color, and national origin.

Fund Availability: Fund sources for the Third Cycle Lifeline Program (FY2010-2011 to FY2012-2013) include State Transit Assistance (STA), Proposition 1B - Transit funds, Job Access and Reverse Commute (JARC)¹, and Surface Transportation Program (STP), as shown in Table A. Note that MTC may apply Congestion Mitigation and Air Quality Improvement (CMAQ) funds instead of STP to CMAQ-eligible projects, and references throughout these guidelines to “STP” should be considered as “STP or CMAQ”. Funding for STA, JARC², and STP will be assigned to counties by each fund source, based on the county’s share of the regional poverty population consistent with the estimated distribution outlined in Table B. Note that the county shares were updated using 2010 census data which resulted in some shifts compared to

¹ The Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorizing legislation eliminated the JARC program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and, consistent with MTC’s Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution No. 4072), in the FY2012-13 Section 5307 program, approximately \$3.0 million of the Bay Area’s large urbanized area funds were set aside for the Lifeline program (approximately \$2.8 million for the FY2013 program and \$200,000 for the FY2012 shortfall).

² Consistent with federal JARC guidance, MTC planned to set aside up to five percent of the region’s FY11, FY12 and FY13 JARC apportionments to fund administration, planning and technical assistance. After that plan was approved in the third cycle program guidelines, the JARC program was merged with the Section 5307 program under MAP-21. According to MAP-21 MTC cannot set aside Section 5307 funds for administration; therefore, an amount equal to five percent of the anticipated FY13 Section 5307 apportionment was set aside out of the FY11 & FY12 JARC apportionments, leaving 100 percent of the Section 5307 JARC funds for projects.

previous Lifeline cycles. Lifeline Program Administrators will assign funds to eligible projects in their counties based on a competitive process to be conducted by the Lifeline Program Administrators in each county. Proposition 1B funding will be assigned by MTC directly to transit operators and counties based on a formula that distributes half of the funds according to the transit operators' share of the regional low-income ridership and half of the funds according to the transit operators' share of the regional low-income population. The formula distribution is shown in Table C. All funded projects must meet the eligibility requirements of the respective funding source. See Appendix 1 for detailed eligibility requirements by fund source.

MTC will set aside up to \$1 million in STA funds toward the development and implementation of a regional means-based discount. In Phase 1 of the means-based discount project, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, any remaining funds from the \$1 million set-aside will be used for implementation activities.

Multi-Year Programming: The Third Cycle Lifeline Transportation Program will cover a three-year programming cycle, FY2010-2011 to FY2012-2013.

Competitive Process: Projects must be selected through an open, competitive process with the following exceptions:

(1) In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Program reporting requirements.

(2) In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable governing board of the CMA, transit operators may program funds to any capital project that is consistent with the Lifeline Program and goals, and is eligible for this fund source. Transit operators are encouraged to consider needs throughout their service area. Projects must be identified as Lifeline projects before transit operators can claim funds, and, at the discretion of the Lifeline Program Administrators, may be subject to Lifeline Program reporting requirements. For Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

Other exceptions may be considered by MTC on a case-by-case basis but must meet the guidelines/restrictions of the applicable fund sources. LPAs should contact MTC staff as early as possible for any exception requests.

Grant Application: To ensure a streamlined application process for project sponsors, a universal application form (or standard format and content for project proposals) will be used, but, with

review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Applicants with multi-county projects must notify the relevant Lifeline Program Administrators and MTC about their intent to submit a multi-county project, and submit copies of their application to all of the relevant counties. If the counties have different application forms, the applicant can submit the same form to all counties, but should contact the Lifeline Program Administrators to determine the appropriate form. If the counties have different application deadlines, the applicant should adhere to the earliest deadline. The Lifeline Program Administrators will work together to score and rank the multi-county projects, and, if selected, to determine appropriate funding. (Note: Multi-county operators with projects that are located in a single county need only apply to the county where the project is located.)

Program Match: The Lifeline Program requires a minimum local match of 20% of the total project cost; new Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.

There are two exceptions to the 20% match requirement:

(1) JARC operating projects require a 50% match. However, consistent with MTC's approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for **both** JARC and STA funds.

(2) All auto-related projects require a 50% match.

Project sponsors may use certain federal or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. The match may include a non-cash component such as donations, volunteer services, or in-kind contributions as long as the value of each is documented and supported, represents a cost that would otherwise be eligible under the program, and is included in the net project costs in the project budget.

For JARC projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Eligible Projects: Per the requirements set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), projects selected for funding under the JARC program must be "derived from a locally developed, coordinated public transit-human services transportation plan", and the plan must be "developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public." A locally developed, coordinated, public

transit-human services transportation plan (“coordinated plan”) identified the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provides strategies for meeting those local needs. The Bay Area’s Coordinated Plan was adopted in December 2007 and is available at <http://www.mtc.ca.gov/planning/pths/>. The plan includes a low-income component and an elderly and disabled component.

Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of lifeline-related transit services eliminated due to budget shortfalls, shuttles, children’s transportation programs, taxi voucher programs, improved access to autos, etc. See Appendix 1 for additional details about eligibility by funding source.

Eligible capital projects, consistent with requirements of funding sources, include (but are not limited to) purchase of vehicles; bus stop enhancements, including the provision of bus shelters, benches, lighting or sidewalk improvements at or near transit stops; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.

Eligible planning projects, consistent with requirements of funding sources, include (but are not limited to) planning assistance for updating Community-Based Transportation Plans (CBTP), consolidated transportation services planning, and bicycle and pedestrian planning projects. CBTP updates are eligible for STP funding provided the following conditions are met: 1) All of the previously identified CBTPs in the county have been completed³; 2) The county has identified a lead agency to update the status of existing plans, needs, and projects, and to track implementation of projects over time; 3) A county-led process involving multiple stakeholders has established a way to set priorities for plan updates within the county (e.g., oldest first, largest populations, highest percentage of implemented projects); 4) Communities getting plan updates must be identified as Communities of Concern (CoCs) as part of the Plan Bay Area process to have priority, but countywide updates will be considered in counties with either no CoCs or with more than two-thirds of the county low-income population residing outside designated CoCs. Counties may decide whether and/or how to prioritize CBTP updates over other eligible uses such as bicycle and pedestrian projects. See Appendix 1 for additional details about eligibility by funding source.

Transportation needs specific to elderly and disabled residents of low-income communities may also be considered when funding Lifeline projects.

Project Selection/Draft Program of Projects: MTC is the designated recipient for the Bay Area’s large Urbanized Area (UA) funding apportionment of JARC funds. Caltrans is the designated recipient for California’s small and non-UA funding apportionment of JARC funds. As the designated recipient, MTC is responsible for ensuring a competitive selection process to determine which projects should receive funding. For the large UA apportionment, the

³ Because funding has been available for completing the region’s remaining CBTPs since 2008, counties who have not completed all of their existing plans will not be eligible for any plan update funds. MTC’s expectation is that all CBTPs will be complete by the end of this cycle.

competitive selection is conducted on a county-wide basis. For the small and non-UA apportionment, the competitive selection is conducted by Caltrans.

For the MTC process, standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability.⁴ Lifeline Program Administrators may establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

Each county will appoint a local review team of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council, and representatives of local stakeholders, such as, transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local review team. Each county will assign local priorities for project selection.

In funding projects, preference will be given to strategies emerging from local CBTP processes or other substantive local planning efforts involving focused outreach to low-income populations. Projects included in countywide regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. Regional Lifeline funds should not supplant or replace existing sources of funds.

A full program of projects is due to MTC from each Lifeline Program Administrator on May 15, 2012. However, with state and federal funding uncertainties, sponsors with projects selected for FY2013 JARC funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to prioritize high scoring projects with FY2011 and FY2012 funds. MTC staff will work with Lifeline Program Administrators on this sequencing; more will be known about the FY2013 funds near the end of calendar year 2012.

Project Delivery: All projects funded under the county programs are subject to MTC obligation deadlines and project delivery requirements. STP funds are subject to all of the delivery requirements in MTC Res. 3606. All projects will be subject to a "use it or lose it" policy. Beginning this cycle, MTC is adding a project delivery requirement that project sponsors must

⁴ For future cycles of the Lifeline Transportation Program, transit operations projects will need to be consistent with recommendations stemming from MTC's Transit Sustainability Project. See <http://www.mtc.ca.gov/planning/tsp/>

expend the Lifeline Transportation funds within three years of the grant award or execution of subrecipient agreement with MTC, whichever is applicable.

Policy Board Adoption: Prior to the programming of funds to any project, MTC requires that the project sponsor adopt and submit a resolution of local support. Projects recommended for STA, JARC and STP funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator. Projects funded with Proposition 1B Transit funds must have concurrence from the applicable CMA; furthermore, Caltrans requires that Proposition 1B - Transit projects either be consistent with the project sponsor's most recent short-range transit plan (SRTP), as evidenced by attaching the relevant SRTP page to the allocation request, or be accompanied by a certified Board Resolution from the project sponsor's governing board. For all funds, the appropriate governing board shall resolve that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements.

Project Oversight: For Lifeline projects funded by STA, JARC, and STP, Lifeline Program Administrators are responsible for programmatic and fiscal oversight, and for ensuring projects meet MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance, and are responsible for approving reimbursement requests, budget changes, and scope of work changes, prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Program goals. Any changes to JARC or STP funded projects must be reported to MTC and reconciled with FTA (or FHWA, as applicable for STP funds).

For projects funded by Proposition 1B, the Lifeline Program Administrators are encouraged to continue coordination efforts with the project sponsors if they feel that it would be beneficial toward meeting the Lifeline goals; however, this may not be necessary or beneficial for all Proposition 1B projects.

See appendix 1 for detailed accountability and reporting requirements by funding source.

As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing milestones and reporting on the status of project delivery. For planning projects, project sponsors are responsible for establishing a schedule of deliverables related to the project. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

Fund Administration:

For projects receiving JARC Funds: MTC will enter all projects into the Transportation Improvement Program (TIP). For projects sponsored by non-Federal Transit Administration (FTA) grantees, e.g., nonprofits or other local government entities, MTC will enter projects into MTC's FTA grant planned to be submitted in fall 2012. Following FTA approval of the grant, MTC will enter into funding agreements with subrecipients. Transit operators who are FTA grantees will act as direct recipients, and will submit grant applications to FTA directly. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through grant submittal and FTA approval within 12 months of program approval. See Appendix 2 for federal compliance requirements.

For projects receiving STA funds: For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and will likely seek to enter into a funding agreement directly with the project sponsor.

For projects receiving Proposition 1B Transit Funds: Project sponsors receiving Proposition 1B funds must submit a Proposition 1B application to MTC for submittal to Caltrans with prior review by MTC. The estimated due date to Caltrans is June 1, 2012. The state will distribute funds directly to the project sponsor. Note that although the Proposition 1B Transit Program is intended to be an advance-payment program, actual disbursement of funds is dependent on the State budget and State bond sales.

For projects receiving STP funds: Projects must comply with the provisions of the Cycle 2 STP/CMAQ programming guidelines and program adoption, and project sponsors must submit a Local Resolution of Support (template located on MTC's Website at: <http://www.mtc.ca.gov/funding/STPCMAQ/>) meet all of the delivery requirements in MTC Resolution 3606 (located on MTC's Website at: <http://www.mtc.ca.gov/funding/delivery/>) and STP funds must be obligated by the Federal Highway Administration (FHWA) or transferred to FTA by April 30, 2014. Furthermore, the following provisions apply accordingly:

- Transit operators who are FTA grantees will act as direct recipients, and will enter projects into the TIP, request FHWA transfers through Caltrans and submit grant applications to FTA directly. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through grant submittal and FTA approval within 18 months of MTC approval of the project.
- For non-FTA grantees with transit projects, the CMA (or appropriate agency) will enter projects into the TIP, request a transfer of funds from FHWA to FTA, and include the projects into an FTA grant for submittal in spring 2013. Following FTA approval of the grant, the CMA or appropriate agency will execute funding agreements with the implementing entity.
- Local non-transit agencies with non-transit projects (e.g., planning, bicycle, and pedestrian projects) will receive the funding directly, and will enter projects into the TIP and submit obligation/authorization requests through Caltrans to FHWA. (See Appendix 2 for federal compliance requirements.)

Timeline Summary

Program	Action	Date
JARC/STA/STP	MTC issues guidelines to counties	December 21, 2011
Prop 1B	Transit operators submit draft project lists to CMAs	February 15, 2012
Prop 1B	Allocation requests due to MTC (concurrence from the CMA is required)	April 11, 2012
Prop 1B	MTC & transit operators submit TIP amendments	End of April – Deadline TBD
Prop 1B	Commission approval of Prop 1B projects	May 23, 2012
Prop 1B	MTC submits FY11 request to Caltrans	June 1, 2012
JARC/STA/STP	Board-approved programs due to MTC from CMAs	May 15, 2012
JARC/STA/STP	MTC and transit operators submit TIP Amendments	June/July 2012 – Deadline TBD
JARC/STA/STP	Commission approval of Program of Projects	June 27, 2012
STA	Operators can file claims for FY12 and FY13	After Commission Approval
JARC	MTC and transit operators submit FTA grants with FY11 and FY12 JARC projects	November/December 2012 (following TIP approval)
JARC	FY11 and FY12 JARC-funded project sponsors enter into funding agreements	January/February 2013 (following FTA grant approval)
JARC/STP	MTC confirms availability of FY13 funds; MTC and transit operators submit TIP Amendments for FY13 projects	Winter/Spring 2013 (est.)
JARC/STP	MTC and transit operators submit FTA grant or FHWA obligation request with FY13 projects	Spring/Summer 2013 (following TIP approval)
JARC/STP	FY13 project sponsors enter into funding agreements (if applicable)	Summer/Fall 2013 (following FTA grant approval)
STP	Deadline for STP funds to be obligated or transferred to FTA	April 30, 2014 (for FTA transfers); February 1, 2015 (for FHWA projects)

**Table A – Lifeline Transportation Program
Third Cycle Funding
FY2010-11 through FY2012-13**

Fund Source	FY2011 Actual (Programmed in Cycle 2)	FY2012 Actual	FY2013 Actual	Interest (FY12 & FY13) and Pre-FY12 Carryover	Total
STA ¹		\$ 11,141,643	\$ 11,690,066	\$ 414,405	\$ 23,246,114
Prop 1B ²	\$ 46,519,967	-	-	-	\$ 46,519,967
JARC ^{3,5}	\$ 2,562,648	\$ 2,587,125	\$ 2,986,455	-	\$ 8,136,228
STP ⁴	\$ -	\$ -	\$ 8,971,587	-	\$ 8,971,587
Total	\$ 49,082,615	\$ 13,728,768	\$ 23,648,108	\$ 414,405	\$ 86,873,896

Notes:

- (1) FY2011 STA Funds were programmed in Cycle 2. The FY2012 and FY2013 amounts were revised in October 2013 to reflect actual revenues, and to add interest and carryover funds.
- (2) FY2011 Prop 1B appropriations represent three years of funding.
- (3) Consistent with federal JARC guidance, MTC may set aside five percent of the region's FY11, FY12 and FY13 apportionment to fund administration, planning and technical assistance. Amounts shown here are prior to any MTC set-aside.
- (4) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants). Note that MTC may apply Congestion Mitigation and Air Quality Improvement (CMAQ) funds instead of STP to CMAQ-eligible projects, and references to "STP" should be considered as "STP or CMAQ."
- (5) FY2011, FY2012 & FY2013 JARC amounts were revised in October 2013 to reflect actual FY2012 JARC & FY2013 Section 5307 apportionments and changes to the JARC program that resulted from MAP-21.

Table B – Estimated Funding Target by Fund Source per County

County & Share of Regional Low Income Population	FY2011		FY2012		FY2013		FY12 & FY13 Interest and Pre- FY12 Carryover	Total
	STA ¹	JARC ²	STA	JARC ^{2,4}	STA	JARC ^{2,4}		
Alameda	23.7%	666,180	2,532,547	669,919	2,651,964	841,288	96,073	9,588,510
Contra Costa	13.4%	376,246	1,430,339	378,358	1,497,784	475,145	47,030	5,408,193
Marin	2.6%	73,082	277,830	73,493	290,930	92,292	3,402	1,044,757
Napa	2.2%	-	233,928	-	244,958	-	6,662	682,342
San Francisco	13.1%	367,433	1,396,833	369,495	1,462,699	464,014	98,088	5,333,666
San Mateo	7.6%	212,576	808,127	213,769	846,233	268,452	26,435	3,055,440
Santa Clara	23.7%	545,116	2,529,501	548,173	2,648,775	688,400	88,647	9,176,589
Solano	5.8%	-	619,744	-	648,967	-	21,173	1,811,252
Sonoma	7.8%	124,214	835,576	124,909	874,976	156,864	26,893	2,846,369
MTC - Means-Based Discount Project		-	477,218	-	522,780	-	-	1,000,000
MTC - Admin, Planning, Technical Assistance ²		197,802	-	209,009	-	-	-	406,811
Total	100.0%	2,562,649	11,141,643	2,587,125	11,690,066	2,986,455	8,971,587	40,353,930

(1) FY2011 STA Funds were programmed in Cycle 2

(2) Consistent with federal JARC guidance, MTC planned to set aside up to five percent of the region's FY11, FY12 and FY13 JARC apportionments to fund administration, planning and technical assistance. After that plan was approved in the third cycle program guidelines, the JARC program was merged with the Section 5307 program under MAP-21. According to MAP-21, MTC cannot set aside Section 5307 funds for administration; therefore, an amount equal to five percent of the anticipated FY13 apportionment was set aside out of the FY11 & FY12 JARC apportionments, leaving 100 percent of the FY13 Section 5307 JARC funds for projects.

(3) STP funds are available to the Lifeline Program starting in FY13, as part of MTC's "Resolution 3814 payback" being implemented in the 2nd cycle STP/CMAQ program (proposed One Bay Area Grants). Note that MTC may apply Congestion Mitigation and Air Quality Improvement (CMAQ) funds instead of STP to CMAQ-eligible projects, and references to "STP" should be considered as "STP" or CMAQ."

(4) FY2011, FY2012 & FY2013 JARC amounts were revised in October 2013 to reflect actual FY2012 JARC & FY2013 Section 5307 apportionments and changes to the JARC program that resulted from MAP-21.

10/23/2013

Table C – Estimated Funding Target for Proposition 1B Transit Funds per Transit Operator and County

Transit Operator & Hybrid Formula (Share of Regional Low Income Ridership & Share of Regional Low Income Population) ²	Prop 1B ¹			Total
	FY2011	FY2012	FY2013	
AC Transit	8,403,487	-	-	8,403,487
BART	8,173,010	-	-	8,173,010
County Connection (CCCTA)	484,534	-	-	484,534
Golden Gate Transit/Marin Transit	1,477,729	-	-	1,477,729
Wheels (LAVTA)	240,910	-	-	240,910
Muni (SFMTA)	11,723,430	-	-	11,723,430
SamTrans	2,272,697	-	-	2,272,697
Tri Delta Transit (ECCTA)	327,019	-	-	327,019
VINE (NCTPA)	597,647	-	-	597,647
VTA	9,186,049	-	-	9,186,049
WestCat (WCCTA)	147,335	-	-	147,335
Solano County Operators	1,547,328	-	-	1,547,328
Sonoma County Operators	1,938,791	-	-	1,938,791
Total	46,519,967	-	-	46,519,967

(1) FY2011 Prop 1B appropriations represent three years of funding.

(2) Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula

10/23/2013

**Appendix 1
Lifeline Transportation Program Third Cycle Funding**

Funding Source Information

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access and Reverse Commute (JARC)	Surface Transportation Program (STP)
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination	To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	To improve access to transportation services to employment and related activities for welfare recipients and eligible low-income individuals	To fund highway improvements, including projects on eligible public roads, transit capital projects, and intracity/intercity bus terminals and facilities.
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf	www.mtc.ca.gov/funding/infrastructure/PTMISEA_12-05-07.PDF	www.fta.dot.gov/documents/FTA_C_9050.JARC.pdf	http://www.fta.dot.gov/documents/cmaq08gd.pdf
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For transportation services that meet the transportation needs of low-income persons	For public transportation purposes
Eligible Recipients	<ul style="list-style-type: none"> ▪ Transit operators ▪ Cities and Counties if eligible to claim TDA ▪ MTC for regional coordination ▪ Other entities, under an agreement with an eligible recipient 	Transit operators or local agencies that are eligible to receive STA funds, as listed by State Controller's Office	<ul style="list-style-type: none"> ▪ Operators of public transportation services, including private operators of public transportation services ▪ Private non-profit organizations ▪ State or local governmental authority 	<ul style="list-style-type: none"> ▪ Operators of public transportation services. ▪ State or local governmental authority
Eligible Projects	Transit Capital and Operations, including: <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (i.e. GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities. 	Transit Capital (including a minimum operable segment of a project) for: <ul style="list-style-type: none"> ▪ Rehab, safety, or modernization improvements ▪ Capital service enhancements or expansions ▪ New capital projects ▪ Bus rapid transit improvements ▪ Rolling stock procurement, rehab, or replacements Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.	Capital and Operating projects including: <ul style="list-style-type: none"> ▪ Services (e.g. late-night & weekend, shuttles) ▪ Ridesharing and carpooling ▪ Transit-related aspects of bicycling ▪ Local car loan programs ▪ Marketing ▪ Certain pedestrian and bicycle projects ▪ Administration and expenses for voucher programs ▪ ITS, AVL, etc. for improving scheduling and dispatch ▪ Mobility management Projects must be derived from the regionally-adopted Coordinated Public Transit-Human Services Transportation Plan.	Capital and Planning projects including: <ul style="list-style-type: none"> ▪ Public transit capital improvements ▪ Rehab, safety, or modernization improvements ▪ Pedestrian and bicycle facilities ▪ Transportation planning activities ▪ Community-Based Transportation Plan updates ▪ Consolidated transportation services planning

	State Transit Assistance (STA)	Proposition 1B – Transit	Job Access and Reverse Commute (JARC)	Surface Transportation Program (STP)
Lifeline Program Local Match	20%	20%	<ul style="list-style-type: none"> 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) 50% for auto projects 20% for capital projects 	20%
Estimated timing for availability of funds to project sponsor	<ul style="list-style-type: none"> Transit operators and eligible cities and counties can initiate claims for FY12 and FY13 funds immediately following MTC approval of program of projects for current fiscal year funds. For “other entities”, the eligible recipient acting as fiscal agent will initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement. 	Project sponsors must submit a Proposition 1B application to MTC for submittal to Caltrans by April 11, 2012. Disbursement timing depends on bond sales.	<p>For FY11 and FY12 funds, following MTC approval of the program of projects, there will be a 3-6 month process of entering projects in the TIP, applying for the FTA grant, FTA review and award. Following FTA award, there will be an additional 3 month process of entering into funding agreements with the non-FTA recipient project sponsors. Funds will be available on a reimbursement basis after execution of agreements. For FY13 funds, the 6-9 month process of entering projects in the TIP, applying for the FTA grant, and entering into funding agreements will start as soon as the funds are appropriated and secured (approximately Spring 2013).</p>	<p>For transit projects: After approval by the Commission, the sponsor will enter projects in the TIP, apply to FHWA for a funds transfer to FTA, apply for the FTA grant, FTA review and award. Following FTA award, there will be an additional process of entering into funding agreements with the non-FTA recipient project sponsors. Funds will be available on a reimbursement basis after execution of agreements.</p> <p>For local agencies with non-transit projects (e.g., bicycle and pedestrian facilities): After project approval by the MTC Commission, the sponsor will enter projects in the TIP, followed by submitting the obligation requests to FHWA. Project sponsors cannot spend STP funds until after they receive FHWA authorization.</p>
Accountability & Reporting Requirements	<ul style="list-style-type: none"> Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim. Depending on the arrangement with the pass-through agency, “other entities” will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review. 	<p>Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website.</p> <p>Project sponsor will not be required to submit progress reports to the Lifeline Program Administrator unless the LPA believes that county-level project monitoring would be beneficial.</p>	<p>Non-FTA recipient sponsors will submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. Non-FTA recipient sponsors will also submit FTA Certifications and Assurances and Title VI reports annually to MTC, and are subject to Title VI monitoring. FTA recipients are responsible for following all applicable federal requirements for preparing and maintaining their JARC grants. All project sponsors will submit annual JARC reporting information to MTC.</p>	<p>Non-FTA recipient sponsors will submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to MTC for reimbursement. Non-FTA recipient sponsors will also submit FTA Certifications and Assurances and Title VI reports annually to MTC, and are subject to Title VI monitoring. FTA recipients are responsible for following all applicable federal requirements for preparing and maintaining their STP grants. All project sponsors will submit annual STP reporting information to MTC.</p>

Note: Information on this chart is accurate as of December 2011. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

Appendix 2 Lifeline Transportation Program Third Cycle Funding

Compliance with Federal Requirements for Job Access and Reverse Commute (JARC) and Surface Transportation Program (STP) Funds

Applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5316, FTA Circulars C 9050.1 and 4702.1A, the most current FTA Master Agreement MA(13), and the most current Certifications and Assurances for FTA Assistance Programs.

MTC includes language regarding these federal requirements in its funding agreements with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant federal requirements. Subrecipient certifications are required of the subrecipient prior to the execution of a funding agreement by MTC and annually thereafter when FTA publishes the annual list of certifications and assurances.

Direct recipients are responsible for adhering to FTA requirements through their agreements and grants with FTA directly.

Title VI of the Civil Rights Act

In connection with MTC's Title VI monitoring obligations, as outlined in FTA Circular 4702.1A (Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients), applicants will be required to provide the following information in the grant application:

- a. The organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among low-income and minority population groups in the project's service area.
- b. Information on whether the project will provide assistance to predominately minority and low-income populations. (Projects are classified as providing service to predominately minority and low-income populations if the proportion of minority and low-income people in the project's service area exceeds the regional average minority and low-income population.)

In order to document that federal funds are passed through without regard to race, color or national origin, and to document that minority populations are not being denied the benefits of or excluded from participation in the Lifeline Transportation Program, MTC will keep a record of applications submitted for Lifeline funding. MTC's records will identify those applicants that would use grant program funds to provide assistance to predominately minority and low-income populations and indicate whether those applicants were accepted or rejected for funding.

MTC requires that all JARC and STP subrecipients submit all appropriate FTA certifications and assurances to MTC prior to funding agreement execution and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC will not execute any funding agreements prior to having received these items from the selected subrecipients. MTC, within its administration, planning, and technical assistance capacity, also will comply with all appropriate certifications and assurances for FTA assistance programs and will submit this information to the FTA as required.

The certifications and assurances pertaining to civil rights include:

1. Nondiscrimination Assurances in Accordance with the Civil Rights Act
2. Documentation Pertaining to Civil Rights Lawsuits and Complaints

Nondiscrimination assurances included above involve the prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibit discrimination in employment or business opportunity, as specified by 49 U.S.C. 5332 (otherwise known as Title VI of the Civil Rights Act of 1964O, as amended (42 U.S.C. 2000d et seq.) and U.S. DOT regulations, *Nondiscrimination in Federally-Assisted Programs of the*

Department of Transportation-Effectuation of Title VI of the Civil Rights Act, 49 C.F.R. Part 21. By complying with the Civil Rights Act, no person, on the basis of race, color, national origin, creed, sex, or age, will be excluded from participation in, be denied the benefits of any program for which the subrecipient receives federal funding via MTC.

As a condition of receiving JARC and STP funds, subrecipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Subrecipients are also responsible for ensuring compliance of each third party contractor at any tier of the project.

Subrecipients must develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public upon request. In order to reduce the administrative burden associated with this requirement, subrecipients may adopt the Title VI complaint investigation and tracking procedures developed by MTC.

Subrecipients must prepare and maintain a list of any active investigations conducted by entities other than FTA, lawsuits, or complaints naming the subrecipient that allege discrimination on the basis of race, color, or national origin. This list shall include the date, summary of allegations, current status, and actions taken by the subrecipient in response to the investigation, lawsuit, or complaint.

Subrecipients must provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI. Subrecipients that provide transit service shall disseminate this information to the public through measures that can include but shall not be limited to a posting on the agency's Web site.

All successful subrecipients must submit compliance reports to MTC. The following contents will be required with the submission of the standard agreement and annually thereafter with the submission of the annual FTA certifications and assurances:

1. A summary of public outreach and involvement activities undertaken and a description of steps taken to ensure that minority and low-income people had meaningful access to these activities.
2. A copy of the subrecipient's plan for providing language assistance for persons with limited English proficiency (LEP) that was based on the DOT LEP Guidance or a copy of the agency's alternative framework for providing language assistance.
3. A copy of the subrecipient procedures for tracking and investigating Title VI complaints.
4. A list of any Title VI investigations, complaints, or lawsuits filed with the subrecipient. This list should include only those investigations, complaints, or lawsuits that pertain to the subrecipient submitting the report, not necessarily the larger agency or department of which the entity is a part.
5. A copy of the subrecipient's notice to the public that it complies with Title VI and instructions to the public on how to file a discrimination complaint.

The first compliance report, submitted with the standard agreement, must contain all of the contents listed above. If, prior to the deadline for subsequent compliance reports, the subrecipient has not altered items 2, 3 and 5 above (its language assistance policies, procedures for tracking and investigating a Title VI complaint, or its notice to the public that it complies with Title VI and instructions to the public on how to file a Title VI complaint), the

subrecipient should submit a statement to this effect in lieu of copies of the original documents. The annual compliance report should include an update on items 1 and 4.

Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS)

JARC and STP recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.⁵ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

Role of Recipients/Subrecipients: JARC and STP recipients/subrecipients' responsibilities include:

- For direct recipients (transit operators who are FTA grantees), submitting a grant application to FTA and carrying out the terms of the grant;
- Meeting program requirements and grant/funding agreements requirements including, but not limited to, Title VI reporting requirements;
- Making best efforts to execute selected projects; and
- Complying with other applicable local, state, and federal requirements.

⁵ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

APPENDIX A – 44

Regional Policies: Project Funding and Specific Funding Programs

**MTC's Lifeline Transportation Program Cycle 4 Guidelines
for FY 2013-14 through FY 2015-16**

MTC Resolution No. 4159



Date: October 22, 2014
W.I.: 1311
Referred by: PAC

ABSTRACT

Resolution No. 4159

This Resolution adopts the Lifeline Transportation Program Cycle 4 Guidelines.

The following attachment is provided with this Resolution:

Attachment A —Lifeline Transportation Program Cycle 4 Guidelines FY2013-14
through FY2015-16

Further discussion of the Lifeline Transportation Program Cycle 4 Guidelines is provided in the Programming and Allocations Committee Summary sheet dated October 8, 2014.

Date: October 22, 2014
W.I.: 1311
Referred by: PAC

RE: Lifeline Transportation Program Cycle 4 Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4159

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 adopted Resolution 3814, which directed Proposition 1B funds to the Lifeline Transportation Program; and

WHEREAS, MTC adopted Resolution 3837, which established a consolidated policy for State Transit Assistance (STA) – population-based funds, including a set percentage to the Lifeline Transportation Program; and

WHEREAS, MTC adopted Resolution 4072, which established the process and criteria for programming the FY2012-13 and FY2013-14 FTA Section 5307 Urbanized Area funds, including a set-aside for the Lifeline Transportation Program; and

WHEREAS, MTC adopted Resolution 4140, which established the process and criteria for programming the FY2014-15 and FY2015-16 FTA Section 5307 Urbanized Area funds, including a set-aside for the Lifeline Transportation Program; and

WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a Cycle 4 program of projects for the Lifeline Transportation Program; now, therefore be it

RESOLVED, that MTC approves the program guidelines to be used in the administration and selection of the Cycle 4 Lifeline Transportation projects, as set forth in Attachment A of this Resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, 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, 2014.

Date: October 22, 2014
W.I.: 1310
Referred by: PAC

Attachment A
MTC Resolution No. 4159
Page 1 of 19



METROPOLITAN
TRANSPORTATION
COMMISSION

Lifeline Transportation Program Cycle 4 Guidelines

October 2014

METROPOLITAN TRANSPORTATION COMMISSION

**LIFELINE TRANSPORTATION PROGRAM CYCLE 4 GUIDELINES
FY 2014 THROUGH FY 2016**

October 2014

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**METROPOLITAN TRANSPORTATION COMMISSION
LIFELINE TRANSPORTATION PROGRAM CYCLE 4 GUIDELINES
FY 2014 THROUGH FY 2016**

October 2014

1. **PROGRAM GOAL.** The Lifeline Transportation Program is intended to fund projects that result in improved mobility for low-income residents of the nine San Francisco Bay Area counties.

The Lifeline Program supports community-based transportation projects that:

- Are developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, transit operators, community-based organizations and other community stakeholders, and outreach to underrepresented stakeholders.
- Improve a range of transportation choices by adding a variety of new or expanded services including but not limited to: enhanced fixed route transit services, shuttles, taxi voucher programs, improved access to autos, and capital improvement projects.
- Address transportation gaps and/or barriers identified in Community-Based Transportation Plans (CBTP) or other substantive local planning efforts involving focused outreach to low-income populations. While preference will be given to community-based plan priorities, strategies emerging from countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan or other documented assessment of need within the designated communities of concern will also be considered. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable. A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at:
http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html.¹

¹ There is a user's guide available to aid in the use of this tool.

2. **PROGRAM ADMINISTRATION.** The Lifeline Program will be administered by county congestion management agencies (CMAs) or other designated county-wide agencies as follows:

County	Lifeline Program Administrator
Alameda	Alameda County Transportation Commission
Contra Costa	Contra Costa Transportation Authority
Marin	Transportation Authority of Marin
Napa	Napa County Transportation Planning Agency
San Francisco	San Francisco County Transportation Authority
San Mateo	City/County Association of Governments
Santa Clara	Santa Clara Valley Transportation Authority and Santa Clara County
Solano	Solano Transportation Authority
Sonoma	Sonoma County Transportation Authority

3. **FUNDING APPORTIONMENT AND AVAILABILITY.** Fund sources for the Cycle 4 Lifeline Transportation Program include State Transit Assistance (STA), Proposition 1B - Transit, and Section 5307 Job Access and Reverse Commute (JARC)² funds. Cycle 4 will cover a three-year programming cycle, FY2013-14 to FY2015-16.

- a. **STA and Section 5307 (JARC).** Funding for STA and Section 5307 (JARC) will be assigned to counties by each fund source, based on the county's share of the regional low-income population (see Figure 1).³ Lifeline Program Administrators will assign funds to eligible projects in their counties. See Section 5 for details about the STA and Section 5307 (JARC) programming process and Appendix 1 for detailed eligibility requirements by fund source.

² The Moving Ahead for Progress in the 21st Century (MAP-21) federal transportation authorizing legislation eliminated the Job Access and Reverse Commute (JARC) program (Section 5316) and combined JARC functions and funding with the Urbanized Area Formula (Section 5307) and the Non-urbanized Area Formula (Section 5311) programs. JARC projects were made eligible for 5307 funding, and, consistent with MTC's Transit Capital Priorities (TCP) Process and Criteria (MTC Resolution Nos. 4072 and 4140), in the FY2013-14, FY2014-15 and FY2015-16 Section 5307 programs, a portion of the Bay Area's large urbanized area funds have been set aside for the Lifeline program.

³ FTA Section 5307 funds are apportioned by urbanized area (UA), so the distribution of 5307 funds will also need to take UA boundaries into consideration.

Figure 1. County and Share of Regional Poverty Population

<i>County</i>	<i>Share of Regional Low Income (<200% Poverty) Population</i>
Alameda	22.6%
Contra Costa	14.3%
Marin	2.6%
Napa	2.0%
San Francisco	12.5%
San Mateo	8.4%
Santa Clara	23.1%
Solano	6.4%
Sonoma	7.9%
Total	100%

Source: ACS 2010 and 2012 1-Year Estimates

- b. Proposition 1B. Proposition 1B funding will be assigned by MTC directly to transit operators and counties based on a formula that distributes half of the funds according to the transit operators' share of the regional low-income ridership, and half of the funds according to the transit operators' share of the regional low-income population. The formula distribution is shown in Figure 2. See Section 6 for details about the Proposition 1B programming process and Appendix 1 for detailed eligibility requirements by fund source.

**Figure 2. Transit Operator & Hybrid Formula
(Share of Regional Low Income Ridership & Share of Regional Low Income Population)**

<i>Transit Operator</i>	<i>Hybrid Formula Share</i>
AC Transit	17.3%
BART	18.5%
County Connection (CCCTA)	1.0%
Golden Gate Transit/Marin Transit	3.2%
Wheels (LAVTA)	0.5%
Muni (SFMTA)	24.9%
SamTrans	5.0%
Tri Delta Transit (ECCTA)	0.7%
VINE (NCTPA)	1.2%
VTA	19.5%
WestCat (WCCTA)	0.3%
Solano County Operators	3.6%
Sonoma County Operators	4.2%
Total	100%

Note: Only transit operators who have previously received Proposition 1B Lifeline funds are included in the formula distribution

- c. Regional Means-Based Transit Fare Program. MTC will set aside up to \$700,000 in Cycle 4 STA funds toward the potential development and implementation of a regional

means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000 for Phase I of this project. In Phase I, MTC is conducting a study to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase I study, funds from the Cycle 4 \$700,000 set-aside may be used for Phase II implementation activities.

- d. Local Fund Exchanges. Consistent with MTC Resolution No. 3331, MTC will allow County Lifeline Program Administrators to use local fund exchanges to fund projects that are not otherwise eligible for the state and federal funds in Cycle 4. Lifeline Program Administrators must notify MTC about their intent to exchange funds, and MTC staff will review and approve the exchanges on a case-by-case basis. MTC staff is supportive of these fund exchanges to the extent that the exchange projects meet the spirit of the Lifeline Transportation Program.

4. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

- a. STA. There are three categories of eligible recipients of STA funds: a) transit operators; b) Consolidated Transportation Service Agencies (CTSAs); and c) Cities and Counties that are eligible to claim Transportation Development Act (TDA) Article 4, 4.5 or 8 funds.

Non-profit organizations and Cities/Counties that are not eligible TDA Article 4, 4.5 or 8 claimants are only eligible for STA funds if they partner with an eligible STA recipient (e.g., a transit operator) that is willing to serve as the recipient of the funds and pass through the funds to the non-profit or City/County, and if they have a project eligible to use.

- b. Section 5307 (JARC). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 (JARC) funds.

Non-profit organizations and public agencies that are not FTA grantees are only eligible for Section 5307 (JARC) funds if they partner with an FTA grantee (transit operator) that is willing to serve as the direct recipient of the Section 5307 (JARC) funds and pass through the funds to the subrecipient non-profit or public agency.

Section 5307 (JARC) recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.⁴ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

- c. Proposition 1B. Transit operators are the only eligible recipients of Proposition 1B funds.

⁴ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

5. STA AND SECTION 5307 PROGRAMMING PROCESS. For STA and Section 5307 funds, Lifeline Program Administrators are responsible for soliciting applications for the Lifeline Transportation Program.

Consistent with MTC's Public Participation Plan and FTA's Title VI Circular (FTA C 4702.1B), MTC encourages Lifeline Program Administrators to conduct a broad, inclusive public involvement process, and use multiple methods of public outreach. Unlike previous cycles of the Lifeline Transportation Program, the funds in the Cycle 4 program are predominantly restricted to transit operators (see Section 4 for recipient eligibility restrictions). Therefore, MTC also acknowledges that each Lifeline Program Administrator's public outreach strategy will be tailored accordingly.

Methods of public outreach may include, but are not limited to, highlighting the program and application solicitation on the CMA website, and sending targeted postcards and e-mails to all prospective applicants, including those that serve predominantly minority and low-income populations.

Further guidance for public involvement is contained in MTC's Public Participation Plan.

- a. Competitive Process. STA and Section 5307 (JARC) projects must be selected through an open, competitive process with the following exception: In an effort to address the sustainability of fixed-route transit operations, Lifeline Program Administrators may elect to allocate some or all of their STA and/or Section 5307 (JARC) funds directly to transit operators for Lifeline transit operations within the county. Projects must be identified as Lifeline projects before transit operators can claim funds, and will be subject to Lifeline Transportation Program reporting requirements.
- b. STA Contingency Programming. Due to the uncertainty of forecasting STA revenues, the Lifeline Program Administrators will program 95 percent of their county's estimated STA amount, and develop a contingency plan for the remaining five percent should it be available.
6. PROPOSITION 1B PROGRAMMING PROCESS. In most cases, Proposition 1B Transit funds will be allocated directly to transit operators by MTC, due to the limited eligibility and uses of this fund source. Upon concurrence from the applicable CMA,⁵ transit operators may program funds to any capital project that is consistent with the Lifeline Transportation Program and goals, and is eligible for this fund source. Transit operators are encouraged to consider needs throughout their service area. Projects must be identified as Lifeline projects before transit operators can claim funds, and, at the discretion of the Lifeline Program Administrators, may be subject to Lifeline Transportation Program reporting requirements. For Marin, Solano and Sonoma counties, Proposition 1B funds are being directed to the CMA, who should include these funds in the overall Lifeline programming effort (keeping in mind the limited sponsor and project eligibility of Proposition 1B funds).

⁵ CMA concurrence may be provided via a board resolution or a letter from an authorized representative.

7. ELIGIBLE ACTIVITIES

- a. Eligible operating projects. Eligible operating projects, consistent with requirements of funding sources, may include (but are not limited to) new or enhanced fixed route transit services, restoration of Lifeline-related transit services eliminated due to budget shortfalls, shuttles, taxi voucher programs, auto loan programs, etc. See Appendix 1 for additional details about eligibility by funding source.
- b. Eligible capital projects. Eligible capital projects, consistent with requirements of funding sources, may include (but are not limited to) purchase of vehicles; bus stop enhancements; rehabilitation, safety or modernization improvements; or other enhancements to improve transportation access for residents of low-income communities. See Appendix 1 for additional details about eligibility by funding source.
- c. Section 5307 restrictions
 - (1) Job Access and Reverse Commute requirement. For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute (JARC) projects. For details regarding eligible JARC projects, see the FTA Section 5307 Circular (FTA C 9030.1E), Chapter IV, Section 5 available at http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf. Also see Appendix 1 for detailed eligibility requirements by fund source
 - (2) New and existing services. Consistent with FTA's Section 5307 circular (FTA C 9030.1E), Chapter IV, Section 5.a, eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a "development project" or "maintenance project" as follows:
 - i. Development Projects. "Development of transportation services" means new projects that meet the statutory definition and were not in service as of the date MAP-21 became effective October 1, 2012. This includes projects that expand the service area or hours of operation for an existing service.
 - ii. Maintenance Projects. "Maintenance of transportation services" means projects that continue and maintain job access and reverse commute projects and services that received funding under the former Section 5316 Job Access and Reverse Commute program.

8. LOCAL MATCHING REQUIREMENTS. The Lifeline Transportation Program requires a minimum local match of 20% of the total project cost. Lifeline Transportation Program funds may cover a maximum of 80% of the total project cost.
- a. Exceptions to 20% requirement. There are two exceptions to the 20% local match requirement:
- (1) FTA Section 5307 (JARC) operating projects require a 50% match. However, consistent with MTC's approach in previous funding cycles, Lifeline Program Administrators may use STA funds to cover the 30% difference for projects that are eligible for *both* JARC and STA funds.
 - (2) All auto-related projects require a 50% match.
- b. Sources of local match. Project sponsors may use certain federal, state or local funding sources (Transportation Development Act, operator controlled State Transit Assistance, local sales tax revenue, etc.) to meet the match requirement. In-kind contributions such as the market value of in-kind contributions integral to the project may be counted as a contribution toward local share.

For Section 5307 JARC projects, the local match can be *non*-Department of Transportation (DOT) federal funds. Eligible sources of non-DOT federal funds include: Temporary Assistance to Needy Families (TANF), Community Services Block Grants (CSBG) and Social Services Block Grants (SSBG) administered by the US Department of Health and Human Services or Community Development Block grants (CDBG) and HOPE VI grants administered by the US Department of Housing and Urban Development (HUD). Grant funds from private foundations may also be used to meet the match requirement.

Transportation Development Credits ("Toll Credits") are not an eligible source of local match for the Lifeline Transportation Program.

9. COORDINATED PLANNING. Under MAP-21, projects funded with Section 5307 JARC funds are no longer required by FTA to be derived from a locally developed, coordinated public transit-human services transportation plan ("Coordinated Plan"); however, in the Bay Area's Coordinated Plan, MTC continues to identify the transportation needs of individuals with disabilities, older adults, *and* people with low incomes, and to provide strategies for meeting those local needs. Therefore, projects funded with Lifeline Transportation Program funds should be consistent with the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan to the extent practicable considering any other funding source restrictions.

The Bay Area's Coordinated Plan was updated in March 2013 and is available at <http://www.mtc.ca.gov/planning/pths/>.

Mobility management was a key coordination strategy recommended in the 2013 plan update. The designation of lead mobility managers or Consolidated Transportation Service Agencies (CTSAs) at the County or subregional level was an essential component of that strategy. Consistent with those recommendations, the Lifeline Program Administrators may, at their discretion, choose to award extra points to—or otherwise give priority to—projects sponsored by or coordinated with County or subregional Mobility Managers or CTSAs.

Transportation needs specific to senior and disabled residents of low-income communities may also be considered when funding Lifeline projects.

10. GRANT APPLICATION. To ensure a streamlined application process for project sponsors, a universal application form will be used, but, with review and approval from MTC, may be modified as appropriate by the Lifeline Program Administrator for inclusion of county-specific grant requirements.

Applicants with multi-county projects must notify the relevant Lifeline Program Administrators and MTC about their intent to submit a multi-county project, and submit copies of their application to all of the relevant counties. If the counties have different application forms, the applicant can submit the same form to all counties, but should contact the Lifeline Program Administrators to determine the appropriate form. If the counties have different application deadlines, the applicant should adhere to the earliest deadline. The Lifeline Program Administrators will work together to score and rank the multi-county projects, and, if selected, to determine appropriate funding. (Note: Multi-county operators with projects that are located in a single county need only apply to the county where the project is located.)

11. APPLICATION EVALUATION

- a. Evaluation criteria. Standard evaluation criteria will be used to assess and select projects. The six criteria include (1) project need/goals and objectives, (2) community-identified priority, (3) implementation plan and project management capacity, (4) coordination and program outreach, (5) cost-effectiveness and performance indicators, and (6) project budget/sustainability. Lifeline Program Administrators will establish the weight to be assigned for each criterion in the assessment process.

Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

See Appendix 2 for the detailed standard evaluation criteria.

- b. Evaluation panel. Each county will appoint a local evaluation panel of CMA staff, the local low-income or minority representative from MTC's Policy Advisory Council (if available), and representatives of local stakeholders, such as transit operators, other transportation providers, community-based organizations, social service agencies, and local jurisdictions, to score and select projects. Counties are strongly encouraged to appoint a diverse group of stakeholders for their local evaluation panel. Each county will

assign local priorities for project selection by establishing the weight for each criterion and, at the CMA's discretion, adding local criteria to the standard regional criteria.

12. COUNTYWIDE PROGRAM OF PROJECTS. A full program of projects is due to MTC from each Lifeline Program Administrator on **March 13, 2015**. However, given state and federal funding uncertainties, sponsors with projects selected for FY2015 and FY2016 Section 5307 (JARC) funds and FY2016 STA funds should plan to defer the start of those projects until the funding is appropriated and secured. Lifeline Program Administrators, at their discretion, may opt to allot FY2014 and FY2015 funds to high scoring projects so they can be started quickly. MTC staff will work with Lifeline Program Administrators on this sequencing; MTC staff expects that more will be known about the FY2015 Section 5307 (JARC) funds and the FY2016 STA and Section 5307 (JARC) funds in calendar year 2015.

13. POLICY BOARD ADOPTION

- a. Project sponsor resolution of local support. Prior to MTC's programming of Lifeline Cycle 4 funds (STA, Section 5307 JARC and/or Proposition 1B) to any project, MTC requires that the project sponsor adopt and submit a resolution of local support. The resolution shall state that approved projects not only exemplify Lifeline Program goals, but that the local project sponsors understand and agree to meeting all project delivery, funding match and eligibility requirements, and obligation and reporting deadlines and requirements. MTC will provide a resolution of local support template. The County Lifeline Program Administrators have the option of collecting the resolutions of local support from project sponsors along with the project applications, or after the project is selected by the County for funding.

Caltrans requires that Proposition 1B - Transit projects either be consistent with the project sponsor's most recent short-range transit plan (SRTP), as evidenced by attaching the relevant SRTP page to the allocation request, or be accompanied by a certified Board Resolution from the project sponsor's governing board.

b. Lifeline Program Administrator/CMA Board Resolution and Concurrence

- (1) STA and Section 5307 (JARC). Projects recommended for STA and Section 5307 (JARC) funding must be submitted to and approved by the respective governing board of the Lifeline Program Administrator.
- (2) Proposition 1B. Projects funded with Proposition 1B Transit funds must have concurrence from the applicable Lifeline Program Administrator/CMA. Concurrence may be provided by a board resolution or by a letter from an authorized representative.

14. PROJECT DELIVERY. All projects funded under the county programs are subject to the following MTC project delivery requirements:

- a. Section 5307 (JARC). Project sponsors must expend the Lifeline Transportation Program Section 5307 (JARC) funds within three years of the FTA grant award or execution of agreement with pass-through agency, whichever is applicable. To prevent the Section 5307 (JARC) funds from lapsing on the federal obligation deadline, MTC reserves the right to reprogram funds if direct recipients fail to submit their FTA grant by the following dates:
 - June 30, 2015 for FY2014 and FY2015 funds (the deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.)
 - June 30, 2016 for FY2016 funds

Direct recipients are responsible for carrying out the terms of their grants.

- b. STA. Project sponsors must expend the Lifeline Transportation Program STA funds within three years of the date that the funds are programmed by MTC or the date that the agreement with pass-through agency is executed, whichever is applicable.
 - c. Proposition 1B. Project sponsors must expend the Lifeline Transportation Program Proposition 1B funds within three years of the date that funds are available. Disbursement timing depends on the timing of State bond sales.
15. PROJECT OVERSIGHT. For Lifeline projects funded by STA and Section 5307 (JARC), Lifeline Program Administrators are responsible for programmatic and fiscal oversight, and for monitoring project sponsors in meeting the MTC obligation deadlines and project delivery requirements. In addition, Lifeline Program Administrators will ensure that projects substantially carry out the scope described in the grant applications for the period of performance. All project budget and scope of work changes must be approved by the MTC Commission; however the Lifeline Program Administrators are responsible for approving budget and scope of work changes prior to MTC's authorization. All scope changes must be fully explained and must demonstrate consistency with Lifeline Transportation Program goals.

For projects funded by Proposition 1B, the Lifeline Program Administrators are encouraged to continue coordination efforts with the project sponsors if they determine that it would be beneficial toward meeting the Lifeline goals; however, this may not be necessary or beneficial for all Proposition 1B projects.

See Appendix 1 for detailed accountability and reporting requirements by funding source.

16. PERFORMANCE MEASURES. As part of the Call for Projects, applicants will be asked to establish project goals, and to identify basic performance indicators to be collected in order to measure the effectiveness of the Lifeline projects. At a minimum, performance measures for service-related projects would include: documentation of new "units" of service provided with the funding (e.g., number of trips, service hours, workshops held, car loans provided), cost per unit of service, and a qualitative summary of service delivery procedures employed for the project. For capital projects, project sponsors are responsible for establishing

milestones and reporting on the status of project delivery. Project sponsors are responsible for satisfying all reporting requirements, as referenced in Appendix 1. Lifeline Program Administrators will forward all reports containing performance measures to MTC for review and overall monitoring of the Lifeline Transportation Program.

17. FUND ADMINISTRATION

- a. Section 5307 (JARC). MTC will enter all Lifeline Section 5307 (JARC) projects into the Transportation Improvement Program (TIP). Transit operators that are FTA grantees are the only eligible recipients of Section 5307 (JARC) funds. FTA grantees will act as direct recipients, and will submit grant applications directly to FTA.

For Section 5307 (JARC) projects sponsored by non-FTA grantees (e.g., nonprofits or other local government entities), the FTA grantee who was identified as the partner agency at the time of the application will submit the grant application to FTA directly and, following FTA approval of the grant, will enter into funding agreements with the subrecipient project sponsor.

FTA recipients are responsible for following all applicable federal requirements and for ensuring that their subrecipients comply with all federal requirements. See Section 18 for federal compliance requirements.

- b. STA. For transit operators receiving STA funds, MTC will allocate funds directly through the annual STA claims process. For other STA eligible projects administered by sponsors who are not STA eligible recipients, the project sponsor is responsible for identifying a local transit operator who will act as a pass-through for the STA funds, and will likely enter into a funding agreement directly with the project sponsor. Project sponsors are responsible for entering their own STA projects into the TIP.
- c. Proposition 1B Transit. Project sponsors receiving Proposition 1B funds must submit a Proposition 1B allocation request to MTC for submittal to Caltrans with prior review by MTC. The state will distribute funds directly to the project sponsor. Note that although the Proposition 1B Transit Program is intended to be an advance-payment program, actual disbursement of funds is dependent on the State budget and State bond sales. Project sponsors are responsible for entering their own Proposition 1B projects into the TIP.

18. COMPLIANCE WITH FEDERAL REQUIREMENTS.

- a. Lifeline Program Administrator Responsibilities. For the selection of FTA Section 5307 (JARC) projects, in accordance with federal Title VI requirements, Lifeline Program Administrators must distribute the Section 5307 (JARC) funds without regard to race, color, and national origin, and must assure that minority populations are not being denied the benefits of or excluded from participation in the program. Lifeline Program Administrators shall develop the program of projects or competitive selection process to ensure the equitable distribution of FTA Section 5307 (JARC) funds to project sponsors

that serve predominantly minority populations. Equitable distribution can be achieved by engaging in outreach to diverse stakeholders regarding the availability of funds, and ensuring the competitive process is not itself a barrier to selection of applicants that serve predominantly minority populations.

- b. **Project Sponsor Responsibilities.** FTA Section 5307 (JARC) applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5307; FTA Circulars C 9030.1E, 4702.1B and 4703.1; the most current FTA Master Agreement; and the most current Certifications and Assurances for FTA Assistance Programs.

FTA Section 5307 (JARC) direct recipients will be responsible for adhering to FTA requirements through their agreements and grants with FTA directly and for ensuring that all subrecipients and third-party contractors comply with FTA requirements.

19. **TIMELINE.** The anticipated timeline for Cycle 4 is as follows:

Program	Action	Anticipated Date*
All	Commission approves Cycle 4 Program Guidelines	October 22, 2014
All	MTC issues guidelines to counties	October 22, 2014
Prop 1B	Transit operators submit draft project lists to County Lifeline Program Administrators	January 15, 2015
Prop 1B	Allocation requests due to MTC (concurrence** from the CMA is required)	March 13, 2015
5307 (JARC) & STA	Board-approved** programs due to MTC from CMAs	March 13, 2015
All	Commission approval of Program of Projects	April 22, 2015
5307 (JARC)	MTC submits TIP amendment for FY14, FY15 and FY16 projects	End of April – Deadline TBD
Prop 1B & STA	Project sponsors submit TIP amendments	End of April – Deadline TBD
Prop 1B	MTC submits allocation requests to Caltrans	Deadline TBD by Caltrans*
STA	Operators can file claims for FY14 and FY15	After 4/22/15 Commission Approval
5307 (JARC)	Deadline for transit operators (FTA grantees) to submit FTA grants for FY14 and FY15 funds	June 30, 2015
STA	Operators can file claims for FY16	After July 1, 2015
5307 (JARC)	Deadline for transit operators (FTA grantees) to submit FTA grants for FY16 funds	June 30, 2016

* Dates subject to change depending on State and Federal deadlines and availability of funds.

** CMA Board approval and concurrence may be pending at the time of deadline.

Appendix 1
Lifeline Transportation Program Cycle 4
Funding Source Information

	State Transit Assistance (STA)	Proposition 1B – Transit	Section 5307
Purpose of Fund Source	To improve existing public transportation services and encourage regional transportation coordination	To help advance the State's goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	Job Access and Reverse Commute (JARC) To support the continuation and expansion of public transportation services in the United States
Detailed Guidelines	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/STIP/TDA_4-17-2013.pdf	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/Prop%201B/PTMISEA-Guidelines_2013.pdf	http://www.fta.dot.gov/documents/FINAL_FTA_circular9030.1E.pdf
Use of Funds	For public transportation purposes including community transit services	For public transportation purposes	For the Lifeline Transportation Program, the use of Section 5307 funds is restricted solely to Job Access and Reverse Commute projects that support the development and maintenance of transportation services designed to transport welfare recipients and eligible low income individuals to and from jobs and activities related to their employment.
Eligible Recipients	<ul style="list-style-type: none"> ▪ Transit operators ▪ Consolidated Transportation Service Agencies (CTSAs) ▪ Cities and Counties if eligible to claim TDA Article 4, 4.5 or 8 funds 	<ul style="list-style-type: none"> ▪ Transit operators 	<ul style="list-style-type: none"> ▪ Transit operators that are FTA grantees
Eligible Subrecipients (must partner with an eligible recipient that will serve as a pass-through agency)	<ul style="list-style-type: none"> ▪ Private non-profit organizations ▪ Cities and counties that are not eligible to claim TDA Article 4, 4.5 or 8 funds 	<ul style="list-style-type: none"> ▪ N/A 	<ul style="list-style-type: none"> ▪ Private non-profit organizations ▪ Public agencies that are not FTA grantees (e.g., cities, counties)

<p>Eligible Projects</p>	<p>State Transit Assistance (STA)</p> <p>Transit Capital and Operations, including:</p> <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (e.g., GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities. 	<p>Proposition 1B – Transit</p> <p><u>Transit Capital</u> (including a minimum operable segment of a project) for:</p> <ul style="list-style-type: none"> ▪ Rehab, safety, or modernization improvements ▪ Capital service enhancements or expansions ▪ New capital projects ▪ Bus rapid transit improvements ▪ Rolling stock procurement, rehab, or replacements <p>Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.</p>	<p>Section 5307</p> <p><u>Job Access and Reverse Commute (JARC)</u></p> <p><u>New and existing services.</u> Eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a “development project” or a “maintenance project” (see Section 7.c.(2) of these guidelines for details regarding “development” and “maintenance” projects).</p> <p><u>Capital and Operating projects.</u> Projects that comply with the requirements above may include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Late-night & weekend service; ▪ Guaranteed ride home service; ▪ Shuttle service; ▪ Expanding fixed route public transit routes, including hours of service or coverage; ▪ Demand-responsive van service; ▪ Ridesharing and carpooling activities; ▪ Transit-related aspects of bicycling; ▪ Administration and expenses for voucher programs; ▪ Local car loan programs; ▪ Intelligent Transportation Systems (ITS); ▪ Marketing; and ▪ Mobility management. <p>See FTA C 9030.1E, Chapter IV, Section 5 for details regarding eligible JARC projects.</p>
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	State Transit Assistance (STA)	Proposition 1B – Transit	Section 5307 Job Access and Reverse Commute (JARC)
Lifeline Program Local Match	20%	20%	<ul style="list-style-type: none"> ▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) ▪ 50% for auto projects ▪ 20% for capital projects
Estimated timing for availability of funds to project sponsor	<p>Transit operators, CTSA's and eligible cities and counties can initiate claims for FY14 and FY15 funds immediately following MTC approval of program of projects, and can initiate claims for FY16 funds after July 1, 2015.</p> <p>For subrecipients, the eligible recipient acting as fiscal agent will likely initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement.</p>	<p>Project sponsors must submit a Proposition 1B allocation request to MTC for submittal to Caltrans by March 13, 2015. Disbursement timing depends on bond sales.</p>	<p>Following MTC approval of the program of projects, MTC will add projects to the TIP. Following TIP approval, FTA grantees must submit FTA grants for FY14 and FY15 funds by June 30, 2015. (The deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.) FTA grantees must submit FTA grants for FY16 funds by June 30, 2016.</p> <p>FTA grantees can begin their projects after the funds are obligated in an FTA grant (estimated Fall 2015 for FY14 & FY15 funds; estimated Fall 2016 for FY16 funds). For subrecipients, the FTA grantee acting as fiscal agent will likely initiate a funding agreement following FTA grant award. Funds will be available on a reimbursement basis after execution of the agreement.</p>
Accountability & Reporting Requirements	<p>Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim.</p> <p>Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review.</p>	<p>Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website.</p> <p>Project sponsor will not be required to submit progress reports to the Lifeline Program Administrator unless the LPA believes that county-level project monitoring would be beneficial. MTC and/or the Lifeline Program Administrators may request to be copied on progress reports that are submitted to Caltrans.</p>	<p>FTA grantees are responsible for following all applicable federal requirements for preparing and maintaining their Section 5307 (JARC) grants. MTC and/or the Lifeline Program Administrators may request copies of FTA grantees' quarterly Section 5307 (JARC) grant reports to FTA.</p> <p>Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to the pass-through agency for reimbursement. Subrecipients will also submit Title VI reports annually to the pass-through agency.</p>

Note: Information on this chart is accurate as of October 2014. MTC will strive to make Lifeline Program Administrators aware of any changes to fund source guidelines that may be enacted by the appropriating agencies (i.e. State of California, Federal Transit Administration).

Appendix 2 Lifeline Transportation Program Cycle 4 Standard Evaluation Criteria

The following standard evaluation criteria are intended to provide consistent guidance to each county in prioritizing and selecting projects to receive Lifeline Transportation Program funds. Each county, in consultation with other stakeholder representatives on the selection committee, will consider these criteria when selecting projects, and establish the weight to be assigned to each of the criterion. Additional criteria may be added to a county program but should not replace or supplant the regional criteria. MTC staff will review the proposed county program criteria to ensure consistency and to facilitate coordination among county programs.

- a. **Project Need/Goals and Objectives:** Applicants should describe the unmet transportation need or gap that the proposed project seeks to address and the relevant planning effort that documents the need. Describe how project activities will mitigate the transportation need. Project application should clearly state the overall program goals and objectives, and demonstrate how the project is consistent with the goals of the Lifeline Transportation Program.
- b. **Community-Identified Priority:** Priority should be given to projects that directly address transportation gaps and/or barriers identified through a Community-Based Transportation Plan (CBTP) or other substantive local planning effort involving focused outreach to low-income populations. Applicants should identify the CBTP or other substantive local planning effort, as well as the priority given to the project in the plan.

Other projects may also be considered, such as those that address transportation needs identified in countywide or regional welfare-to-work transportation plans, the Coordinated Public Transit-Human Services Transportation Plan, or other documented assessment of needs within designated communities of concern. Findings emerging from one or more CBTPs or other relevant planning efforts may also be applied to other low-income areas, or otherwise be directed to serve low-income constituencies within the county, as applicable.

A communities of concern (CoC) mapping tool showing both CoCs adopted with Plan Bay Area as well as the most recent socioeconomic data available from the Census Bureau is available at: http://gis.mtc.ca.gov/samples/Interactive_Maps/cocs.html.¹

- c. **Implementation Plan and Project Management Capacity:** For projects seeking funds to support program operations, applicants must provide a well-defined service operations plan, and describe implementation steps and timelines for carrying out the plan.

For projects seeking funds for capital purposes, applicants must provide an implementation plan, milestones and timelines for completing the project.

Priority should be given to projects that are ready to be implemented in the timeframe that the funding is available.

¹ There is a user's guide available to aid in the use of this tool.

Project sponsors should describe and provide evidence of their organization's ability to provide and manage the proposed project, including experience providing services for low-income persons, and experience as a recipient of state or federal transportation funds. For continuation projects that have previously received Lifeline funding, project sponsor should describe project progress and outcomes.

- d. **Coordination and Program Outreach:** Proposed projects will be evaluated based on their ability to coordinate with other community transportation and/or social service resources. Applicants should clearly identify project stakeholders, and how they will keep stakeholders involved and informed throughout the project. Applicants should also describe how the project will be marketed and promoted to the public.
- e. **Cost-Effectiveness and Performance Indicators:** The project will be evaluated based on the applicant's ability to demonstrate that the project is the most appropriate way in which to address the identified transportation need, and is a cost-effective approach. Applicants must also identify clear, measurable outcome-based performance measures to track the effectiveness of the service in meeting the identified goals. A plan should be provided for ongoing monitoring and evaluation of the service, as well as steps to be taken if original goals are not achieved.
- f. **Project Budget/Sustainability:** Applicants must submit a clearly defined project budget, indicating anticipated project expenditures and revenues, including documentation of matching funds. Proposals should address long-term efforts and identify potential funding sources for sustaining the project beyond the grant period.

APPENDIX A – 45

Regional Policies: Project Funding and Specific Funding Programs

**MTC's Lifeline Transportation Cycle 3 Program of Projects
for FY 2011 through FY 2013**

MTC Resolution No. 4053



Date: May 23, 2012
W.I.: 1311
Referred by: PAC
Revised: 06/27/12-C 07/25/12-C
12/19/12-C 04/24/13-C
10/23/13-C 12/18/13-C
02/26/14-C 07/23/14-C
11/19/14-C 07/22/15-C
03/23/16-C

ABSTRACT

Resolution No. 4053, Revised

This resolution adopts the FY2011 through FY2013 Program of Projects for MTC's Third Cycle Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/ Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds.

The evaluation criteria established in Resolution 4033 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Third Cycle Lifeline Transportation Program of Projects -
FY2011-2013

This resolution was amended on June 27, 2012 to add approximately \$34 million in programming for STA, STP/CMAQ, and JARC projects, and to add about \$21 million in programming for Proposition 1B projects that were previously deferred.

This resolution was amended on July 25, 2012 to add approximately \$0.8 million in programming for projects that were previously deferred.

This resolution was amended on December 19, 2012 to revise the San Francisco Municipal Transportation Agency's (SFMTA's) Proposition 1B program of projects, to program \$2.6

million for San Francisco County STA projects, and to revise Santa Rosa CityBus's JARC project.

This resolution was amended on April 24, 2013 to program approximately \$1.2 million in STP/CMAQ funds for a San Francisco County project; and to revise the funding sources of Tri Delta Transit's Route 200 and 201 project and Contra Costa County Employment and Human Services Department's Taxi Referral program, and of the City of Concord's Monument Shuttle project and the County Connection Preservation of Operations in Communities of Concern project.

This resolution was amended on October 23, 2013 to transfer JARC funds from Cycles of Change Neighborhood Bicycle project to San Leandro Transportation Management Organization LINKS Shuttle project, in the amount of \$35,000, and to adjust previously awarded STA amounts to reflect actual FY2011-12 and FY2012-13 STA revenues.

This resolution was amended on December 18, 2013 to transfer Proposition 1B funds from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project, in the amount of \$500,000.

This resolution was amended on February 26, 2014 to replace FY2010-11 JARC funds which lapsed, with STA or FY2013-14 FTA Section 5307 funds for several projects, with no changes to the total amount programmed to each project.

This resolution was amended on July 23, 2014 to make a minor revision to AC Transit's Proposition 1B-funded East Bay Bus Rapid Transit (BRT) project.

This resolution was amended on November 19, 2014 to replace the City of Vacaville's STP/CMAQ-funded Accessible Paths to Transit project with a Safe Routes to School project, and to make minor revisions to two Proposition 1B-funded projects: CCTA's vehicle replacement project and SFMTA's 8X Mobility Maximization Project.

This resolution was amended on July 22, 2015 to reassign approximately \$89,000 in unused MTC administration funds to the Community Based Transportation Planning (CBTP) Program.

This resolution was amended on March 23, 2016 to redirect \$213,647 from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project, and to redirect \$451,324 from SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated May 9, 2012, June 13, 2012, July 11, 2012, December 12, 2012, April 10, 2013, October 9, 2013, December 11, 2013, February 12, 2014, July 9, 2014, November 12, 2014, July 8, 2015, and March 9, 2016.

Date: May 23, 2012
W.I.: 1311
Referred by: PAC

RE: Third Cycle Lifeline Transportation Program of Projects – FY2011 – FY2013

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4053

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, MTC adopted Resolution 4033, which establishes program guidelines to be used for the funding and oversight of the Third Cycle of the Lifeline Transportation Program, Fiscal Years 2011-2013; and

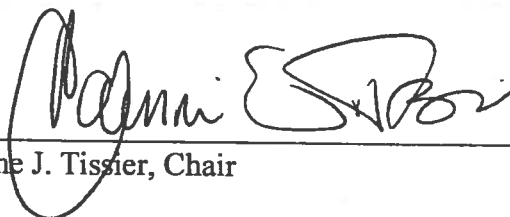
WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4033 to fund a Program of Projects for the Third Cycle Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, Job Access Reverse Commute (JARC), and Surface Transportation Program (STP)/Congestion Mitigation & Air Quality Improvement Program (CMAQ) funds; and

WHEREAS, the Third Cycle Lifeline Transportation Program of 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 Program of Projects for the Third Cycle Lifeline Transportation Program, 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

A handwritten signature in black ink, appearing to read "Adrienne J. Tissier", written over a horizontal line.

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on May 23, 2012.

Third Cycle Lifeline Program of Projects (FY 2011-2013)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Alameda County									
1	Bus Stop Repair and Upgrade	Wheels (LAVTA)	Repair and upgrade existing bus stops, including shelters, seating, lighting, curb and sidewalk, etc.	240,910				240,910	
2	Electronic Bike Lockers at Lake Merritt BART Station	BART	Furnish five (5) metal perforated electronic bike pods (total 20 bike locker spaces) at Lake Merritt Station.	52,000				52,000	
3	Wayfinding/Real-Time Arrival at BART Stations	BART	Provide wayfinding and signage from concourse to platform with backlit signs for improved visibility and patron safety; real-time train arrival; wayfinding and signage at street level with secondary language; AC Transit service and destination maps; and exit directories. Projects at Lake Merritt, Hayward, Downtown Berkeley, South Hayward, Coliseum, West Oakland, San Leandro, and Bay Fair BART stations.	3,545,360				3,545,360	(2)
4	East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	AC Transit	AC Transit, in coordination with BART and the City of San Leandro, is proposing to expand the transit center at the San Leandro BART station to accommodate the East Bay Bus Rapid Transit Project (BRT) terminus, other AC Transit routes, and other transit services. This project will make street and BART station geometric improvements, add bus staging, and real-time signage at the San Leandro BART Station.	2,703,487			1,225,539	3,929,026	(2)
5	Update Community-Based Transportation Plans	Alameda CTC	Five CBTPs have been completed in Alameda County to date, between the years of 2004 and 2009. Priority for updates will be for CBTPs completed prior to 2008. It is estimated the approximately three to four CBTP updates will be funded.				475,000	475,000	
6	Neighborhood Bicycle Centers/"Bike-go-Round" - 2012 Operations	Cycles of Change	Neighborhood Bicycle Centers / "Bike-go-Round" provides free bikes and safety training to referred low-income adults for their work commute. An extension of the Lifeline Cycle 2 funded program for calendar year 2012.			10,000		10,000	(14)
7	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library/City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately seven classes per week to the library by bus. Request is for three years of program operations.		185,000			185,000	(1)
8	Neighborhood Bicycle Centers/"Bike-go-Round"	Cycles of Change	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a three-year period.			360,000		360,000	
9	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be utilized to restructure and/or continue service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Request is for three years of service.		4,316,118	525,429		4,841,547	(1)(16)
10	Hathaway Avenue Transit Access Improvements	Alameda County Public Works	Cherryland is a low-income community with many transit-dependent residents and the lack of sidewalks limits access to AC Transit. The Hathaway Avenue Project includes curb, gutter, ADA pedestrian ramps, landscape, and sidewalks along Hathaway Avenue between Rondale Court and Hayward City limits.				430,000	430,000	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
11	BART Transbay Owl Express Bus Service	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional \$200K is being provided by Contra Costa County. This is a one-year pilot project.		297,800			297,800	(1)(7)
12	Oakland Broadway Shuttle	City of Oakland	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also includes expanding weekday evening service until 10pm Mon-Thurs.		723,000			723,000	(16)
13	WHEELS Route 14 Service Provision	LAVTA	The WHEELS Route 14 provides service to residents and employees of the central district of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations.		366,000			366,000	(1)
14	San Leandro "LINKS" Shuttle	San Leandro Transportation Mgmt Organization (SLTMO)/San Leandro	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for three years of service.		310,089	60,911		371,000	(14)(16)
15	Estuary Crossing Shuttle Service Extension	City of Alameda Public Works	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for three years of service.			187,957		187,957	
16	Operation Support for Route 2	Union City Transit, City of Union City	This request is for 1 year of Route 2 operations. The route serves Union City's low income areas and connects UC Intermodal Station with the Decoto neighborhood as well as job centers along Whipple Rd corridor.		115,666			115,666	(1)

County Bid Target	N/A*	6,313,673	1,144,297	2,130,539	
Proposed Programming	6,541,757	6,313,673	1,144,297	2,130,539	16,130,266
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Contra Costa County									
17	Richmond BART Station Eastside Access Improvements	BART	Development of eastside of Richmond BART station including raising Nevin Walkway, adding an elevator, providing customer amenities, new bicycle and pedestrian pathways	1,500,000				1,500,000	
18	Pittsburg/Bay Point BART Station Wayfinding	BART	Comprehensive wayfinding program within the Pittsburg/Bay Point station including overhead signs, transit information displays, local area maps, and real time BART and bus information.	400,000				400,000	(2)
19	Concord BART Station Intermodal Improvements	BART	Upgrade to the Concord BART Station intermodal including additional lighting. This project may also include upgraded lighting within the existing garage.	400,000				400,000	
20	Bus shelters, Bus Pads, and Real Time Departure information	WestCAT	Purchase bus shelters, Real Time departure signs and solar equipment to power signs, and install at key locations throughout the WestCAT service area, including the Rodeo, Crockett, Hercules, Pinole, and Moltavin Manor communities.	147,335				147,335	(2)
21	Replacement Buses	County Connection	Procure replacement buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308. The routes serve the Concord Monument Corridor and North Martinez.	484,534				484,534	(19)
22	Contra Costa College Transit Center Improvements	AC Transit	Pavement, shelter improvements, real-time displays and amenities upgrades at Contra Costa College Transit Center.	660,000				660,000	(15)
23	Park & Ride Facility	Tri Delta Transit	Design for new construction of recently purchased parcel of land in NW Antioch for use as a Park & Ride lot.	327,019				327,019	
24	Monument Neighborhood Shuttle	City of Concord	The shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents. The shuttle service will be operated by a small business through the Monument Community Partnership, in partnership with the Michael Chavez Center for Economic Opportunity and the City of Concord, as part of a community service, employment opportunity, and training program.		161,648			161,648	(12)(16)
25	Preserve Operations in Community of Concern	County Connection	Preserve frequency and coverage on CCCTA routes #14, 11, 16, 18, 19, 314 and 31 6 which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs, and employment.		707,302	150,055		857,357	(1)(12)
26	Route 200 and 201	Tri Delta Transit	Provide service between Bay Point and central Concord and Martinez. Input from the Bay Point community led to the development of route 201 and changes to Route 200 to better serve the community, including an estimated 1,600 high school students residing in Bay Point who attended Mt. Diablo High School in Concord. Both of these routes are also lifeline connections for non-students, providing service between Bay Point and important health care and social service destinations.		757,775	126,353		884,128	(1)(11)
27	KEY's Auto Loan Program	Contra Costa County Employment and Human Services Dept.	Provide CalWORKS participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow EHSD to increase the maximum loan amount from \$4,000 to \$5,500.			129,500		129,500	
28	Canal Road Bike/Ped Improvements	Contra Costa County Public Works	Construct approximately 2,000 feet of a class II standard bike lane in both directions and an ADA accessible pedestrian path on the north side of Canal Road that will eliminate the existing gap in sidewalk from Emerald Cove Drive to Bel Air Elementary School.				1,000,000	1,000,000	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
29	Preserve Operations in Community of Concern	AC Transit	Maintain existing services on the following routes that serve low income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services. The routes prioritized for funding are vulnerable to service cuts as a result of the projected budget shortfalls over the next three years.		984,087	299,353		1,283,440	(1)
30	Transbay Owl Express	BART	This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional \$298K is being provided by Alameda County. This is a one-year pilot project.		198,311			198,311	(1)(7)
31	C3 Operations	WestCAT	The C3 service operates between Hercules Transit Center and Contra Costa College in San Pablo. The route provides a link to the college for residents of the Bayo Vista community in Rodeo. The route also provides service to a number of work places along San Pablo Avenue and a direct link to the AC Transit 72/72 Rapid, which connects to job centers and regional medical facilities along San Pablo Avenue into Downtown Oakland.		201,325	75,007		276,332	(1)
32	Taxi Referral Program	Contra Costa County Employment and Human Services Dept. (via Tri Delta)	Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEYS loan program.		126,353	147,832		274,185	(1)(11)(16)
33	Easy Go	City of Richmond	Improve mobility of low-income residents by providing car sharing, Bicycle program and Kids Cab program in South Richmond and North Richmond communities of concern. Utilize grant funds to expand Easy Go transportation resources to low-income residents of North and South Richmond, aimed at increasing mobility access to jobs and human and health services.			140,000	203,291	343,291	(4)

County Bid Target	N/A*	3,136,801	1,068,100	1,203,291	
Proposed Programming	3,918,888	3,136,801	1,068,100	1,203,291	9,327,080
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Marin County									
34	Novato Bus Stop Improvement Project	Marin Transit	Install transit amenities at targeted local bus stops that include bus shelters, bus stop seating, lighting, and bus operational improvements. The first prioritized project is the Downtown Novato Transit Center located at Redwood Boulevard and Grant Avenue.	985,000				985,000	
35	Advanced Communications and Information System	GGBHTD	Systemwide improvements to GGBHTD's communication system, including voice and data radio communications; basic ITS components including Computer Aided Dispatch/Automatic Vehicle Location (CAD/AVL); real-time passenger information; dynamic message signs at selected transit centers, bus stops and other locations; on-board vehicle equipment.	492,729			233,728	726,457	(2)
36	Canal Neighborhood Transit Service	Marin Transit (via GGBHTD)	Transit service to the low income and minority population in the Canal Area of San Rafael on Routes 35 and 36.		413,894			413,894	(1)
37	Route 257 Shuttle	Marin Transit	Support Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connection site at the Health and Human Services campus.			238,867		238,867	
38	San Rafael School Shuttle	San Rafael Schools (via GGBHTD)	Enable Canal parents to participate in their children's education at San Pedro School by providing shuttle service and emergency taxi vouchers for low-income residents of the San Rafael Canal community (or nearby vicinity) to attend critical academic meetings and other school activities.		158,268			158,268	(1)

County Bid Target	N/A*	572,162	238,867	233,728	
Proposed Programming	1,477,729	572,162	238,867	233,728	2,522,486
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Napa County									
39	Paratransit Vehicles	NCTPA	Purchase three (3) Vine Go paratransit vans to allow more appointments to be made and increase the efficiency of paratransit services. The project will give more mobility options to low-income residents with disabilities.	192,000				192,000	
40	Replacement Buses for American Canyon	NCTPA	Purchase two (2) replacement buses for American Canyon. New buses will improve the efficiency of the system and improve on-time performance.	192,000				192,000	
41	VINE Transit CAD/AVL System Part 1	NCTPA	Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles.	213,647				213,647	(22)
42	Operating Assistance for new VINE Routes	NCTPA	Improve and expand service within the City of Napa. The new routes will address numerous issues listed in the community-based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, on-time performance, and a pulse system.		485,548			485,548	(1)
43	Community-Based Transportation Plan Update	NCTPA	Update Napa's community-based transportation plan.				80,000	80,000	
44	ADA Bus Stop Upgrades	NCTPA	ADA and accessibility improvements at bus stops that are used on a frequent basis.				116,794	116,794	

County Bid Target	N/A*	485,548	-	196,794	
Proposed Programming	597,647	485,548	-	196,794	1,279,989
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
San Francisco County									
45	Mission Mobility Maximization	SFMTA	Enhancements to complement the transit service in the Mission Corridor (Routes 14, 14L, 14X, 49). The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, and enhanced stop identification. To the extent that funding is available, the project will also include Transit Only Lane Enforcement (TOLE) Cameras.	5,056,891				5,056,891	(2)(3)(9)
46	8X Mobility Maximization	SFMTA	Enhancements along the 8X Route to create and identify a premier transit service which will better serve current ridership, alleviate latent demand and accommodate greater demands in the future. This grant will focus on the southern portion of the 8X from City College to Silver and San Bruno, and the northern portion along Bryant, 3rd Street and Kearny. (The southbound segment in the downtown area will be addressed as part of a separate effort after the Central Subway Construction is completed.) The project includes colorizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMuni), vehicle branding, enhanced stop identification, Transit Only Lane Enforcement Cameras, and improvements at the Balboa Park Station Area and Plaza (pedestrian improvements, lighting, and wayfinding).	5,285,000				5,285,000	(2)(3)(9) (20)
47	Mission Bay Loop	SFMTA	Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as Chinatown upon completion of the Central Subway project.	1,381,539				1,381,539	(9)
48	Station Wayfinding and Bicycle Parking at San Francisco BART Stations	BART	Wayfinding improvements, including installation of signage and real time information, at 16th Street, 24th Street, and Balboa Park BART stations. Purchase & installation of bicycle lockers at Balboa Park and Glen Park BART Stations. Addition of between 150-175 spaces in a new Bike Station at the Civic Center BART Station.	2,143,650				2,143,650	(2)
49	Continuation of Bus Restoration Project	SFMTA	Continue for two years the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton.		957,620	1,200,942		2,158,562	(1)(10)
50	Route 108 Treasure Island Enhanced Service	SFMTA	Continue providing more frequent peak period and all night service on Route 108-Treasure Island, the only 24/7 transit service to the island, for two years.		800,000			800,000	(1)(10)
51	Route 29 Reliability Improvement	SFMTA	Continue providing more frequent service on 29-Sunset route to increase reliability for two years.		800,000			800,000	(1)(10)
52	Free Muni for Low Income Youth Pilot Program	SFMTA	The Free Muni for Low Income Youth pilot program is a 22-month program to provide a free Muni pass for low income youth at an estimated cost of \$9.9 million.		400,000			400,000	(1)
53	Eddy and Ellis Traffic Calming Improvements	SFMTA	Implement pedestrian and traffic calming improvements along Eddy and Ellis Streets as proposed through the Tenderloin-Little Saigon Neighborhood Transportation Plan, including: 1) the conversion of Ellis and Eddy Streets from one-way streets to two-way streets, 2) full signal upgrades at the intersections of Eddy/Taylor and Ellis/Taylor, including pedestrian countdown signals, and 3) bulbouts at Eddy/Leavenworth and Ellis/Taylor.				1,175,105		(13)

County Bid Target	N/A*	2,957,620	1,200,942	1,175,105	
Proposed Programming	13,867,080	2,957,620	1,200,942	1,175,105	19,200,747
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
San Mateo County									
54	Replacement Fixed Route Vehicles	SamTrans	Replace a portion of the 1998 40-foot Gillig Bus Fleet. The 1998 Gillig fixed route buses operate on all routes throughout the urbanized portion of San Mateo County.	1,821,373				1,821,373	(23)
55	Electronic Bicycle Lockers at San Bruno BART Station	BART	Purchase and install five (5) quads of electronic bicycle lockers at the San Bruno BART station.	32,000				32,000	
56	Fixed Route 17	SamTrans	Continue funding the operation of existing Lifeline funded expanded fixed route bus service for SamTrans Route 17 on the Coastside of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week.		407,048			407,048	(1)
57	Ways to Work Auto Loans for purchase or repair of vehicles	Peninsula Family Services	Continue the Ways to Work Family Loan Program in San Mateo County. Ways to Work provides affordable loans for the purchase or repair of a car for qualified individuals needing reliable transportation in order to maintain employment, attend training, and care for a dependent child or older relative.			375,000		375,000	
58	Middlefield/Woodside Rd (SR 84) Intersection Improvements	City of Redwood City	Increase access, safety and mobility in the North Fair Oaks community of concern by constructing crosswalks, sidewalks, accessible curb ramps, pedestrian countdown signals, bicycle signal detection, street lighting, etc. at the Middlefield Road and Woodside Road (State Route 84) intersection to allow low income, minority residents to walk and bike across Woodside Road.				339,924	339,924	
59	North Central Ped Infrastructure Improvements	City of San Mateo	Improve the mobility of the low-income residents of the North Central neighborhood with the initiation of the \$1.5 Million North Central Pedestrian Infrastructure Improvement Program – Phase I. Phase I includes pedestrian infrastructure improvements south of Cypress Avenue in North Central.				339,924	339,924	(1)(5)
60	Coast Service On-Demand	SamTrans	Continue funding the operation of SamCoast, a general public demand response system on the Coastside of San Mateo County centered in Pescadero.		300,000			300,000	(1)
61	Bus Passes and Tickets for Low Income Families	San Mateo Human Services Agency (via SamTrans local agency fund exchange)	This project will provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.		300,000			300,000	(1)
62	Community Learning Center Public Transportation Workshops	City of South San Francisco (via SamTrans)	Develop curriculum and present public transportation workshops to low-income residents. Create instructional, outreach, evaluation and publicity materials that can be used to serve low-income residents throughout the county. Technology resources such as 511.org will be used by participants.		210,000			210,000	(1)

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
63	Midday Shuttle Belle Haven Community and Other Communities	City of Menlo Park (via SamTrans)	The Menlo Park Midday Shuttle operates along a fixed route throughout the City, including the City's redevelopment area, which includes the low-income Belle Haven community. The shuttle provides access to essential destinations including the City's downtown civic center, medical offices, community centers, shopping centers, Caltrain station, and Stanford Medical Center.		240,820			240,820	(1)(5)
64	North Fair Oaks On-Demand Shuttle	City of Redwood City (via SamTrans)	Provide shuttle transportation to basic services such as shopping and medical facilities in the North Fair Oaks community of concern during non-commute hours.		222,927			222,927	(1)(5)
65	Weekday Community Shuttle	City of East Palo Alto	Continue a weekday community shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Community Shuttle connects East Palo Alto residents to Caltrain, and has the largest ridership of all the East Palo Alto shuttles.			123,368		123,368	
66	Weekday Evening Shuttle	City of East Palo Alto	Continue a weekday evening shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Evening Shuttle provides weekday evening services to commuters.			76,871		76,871	
67	Taxi Vouchers for Low Income Program Participants	San Mateo Human Services Agency	Provide emergency taxi vouchers for low-income youth, families, and individuals in need of emergency transportation assistance where a bus pass or ticket cannot provide the transportation in a timely or appropriate manner.			60,000		60,000	
68	Weekend Shuttle	City of East Palo Alto	Continue a weekend shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekend Shuttle connects EPA residents to Caltrain on the weekend.			59,557		59,557	
69	San Carlos Transit Center	SamTrans	The San Carlos Transit Center project will enhance an existing multi-modal transit center to facilitate improved safety and connections between SamTrans fixed route bus service, Caltrain commuter rail, local shuttles and pedestrians and bicyclists. The proposed improvements provide for new and relocated bus stops, relocated shuttle and taxi stops/queuing spaces, and pedestrian pathways.	451,324				451,324	(23)

County Bid Target	N/A*	1,680,795	694,796	679,848	
Proposed Programming	1,853,373	1,680,795	694,796	679,848	4,908,812
Unprogrammed Balance	N/A*	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Santa Clara County									
70	Alum Rock Rapid Transit Bus Purchase	VTA	Purchase hybrid diesel-electric express transit buses to operate on the new Santa Clara Street/ Alum Rock Avenue Rapid Transit line. The project will provide over 2 million passenger trips per year to low income riders.	9,186,049				9,186,049	(3)
71	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs.		941,829	1,236,573		2,178,402	(1)(16)
72	Foster Grandparent/Senior Companion	Seniors Council	Provide very low-income foster grandparent and senior companions--who serve as drivers, mentors, tutors, companions, and care givers--with financial reimbursement for work-related mileage. Place the foster grandparents/senior companions serving their communities in work sites as close as possible to their home to mitigate work transportation needs.			83,287		83,287	
73	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program.		3,075,908			3,075,908	(1)
74	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to the homeless, veterans, emancipated foster youth, refugees, and persons with disabilities and other vulnerable populations in the county's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; shared rides/carpools; group trips. Services are provided at no-cost to low-income riders every day of the year.		1,711,015			1,711,015	(1)
75	East San Jose Pedestrian Improvements	Santa Clara County Roads and Airports	Construct sidewalk improvements and enhance ADA access along nine county-maintained roads in Alum Rock neighborhoods. The pedestrian enhancements will improve access to transit stops along White Road, Alum Rock Avenue (State Route 130), and McKee Road/Toyon Avenue.				2,127,977	2,127,977	
County Bid Target				N/A*	5,728,752	1,319,860	2,127,977		
Proposed Programming				9,186,049	5,728,752	1,319,860	2,127,977	18,362,638	
Unprogrammed Balance				N/A*	-	-	-	-	

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Solano County									
76	Local Bus Replacement	Fairfield and Suisun Transit	Replace six (6) local diesel buses with hybrid diesel electric fuel buses.	547,328			481,368	1,028,696	
77	Intercity Bus Replacement	SolTrans	Replace three (3) intercity diesel buses with hybrid diesel electric fuel buses.	1,000,000				1,000,000	
78	Sustaining Route 1	SolTrans	Route 1 serves a large low income population centered around downtown Vallejo and the north/south corridor along Sonoma Blvd. Route 1 includes Vallejo Middle and Senior High schools, three key shopping centers and Curtola Park and Ride. This funding would aid in retaining service.		500,000			500,000	(1)
79	Sustaining Route 85	SolTrans	Route 85 provides local service within the City of Vallejo on a low income corridor. This intercity route provides critical transportation between Vallejo and Fairfield to reach employment, medical services and Solano Community College. This funding will be aid in sustaining service.		250,000			250,000	(1)
80	Route 30 Saturday Service	Fairfield and Suisun Transit	Route 30 service on Saturday provide connection between Fairfield, Vacaville, Dixon, and the UC Davis. In Dixon's CBTP, lack of Saturday Service was one of the major transportation gaps.		120,000			120,000	(1)
81	Sustaining Span of Service	SolTrans	To meet ongoing budget pressures and to attain a sustainable service, service is proposed to start later in the morning and end earlier in the evening. This funding would aid in retaining the current span of service.		419,884			419,884	(1)
82	Safe Routes to School (SRTS) Infrastructure Improvements Project	City of Vacaville	Improve sidewalks and bicycle routes to Vacaville High School and Foxboro Elementary School, and improve access to the adjacent transit center located at Cernon Street and West Monte Vista Avenue.				40,000	40,000	(18)

County Bid Target	1,547,328	1,289,884	-	521,368	
Proposed Programming	1,547,328	1,289,884	-	521,368	3,358,580
Unprogrammed Balance	-	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Sonoma County									
83	Bus Stop Improvements	Petaluma Transit	Purchase and install up to ten (10) bus shelters at locations in Petaluma that predominantly serve low-income riders. The shelters will support Petaluma Transit routes 2, 11, 24.	76,734				76,734	
84	Vehicle Replacements, Security Cameras, Lighting Improvements at Southside Transfer Center	Santa Rosa CityBus	Replace up to five (5) fixed route buses serving Lifeline routes and six (6) paratransit vehicles serving low-income seniors and persons with disabilities; Replace recording units for onboard security cameras; Lighting improvements at the CityBus Southside Transfer Center in Roseland.	1,268,194				1,268,194	
85	Bus Stop Improvements	Sonoma County Transit	Make enhancements at various bus stops located throughout the Sonoma County Transit and Healdsburg Transit service areas, particularly those in the CBTP areas of Healdsburg, Lower Russian River, and The Springs. Enhancements include installation of new and/or rehabilitation/replacement of existing shelters, benches, bicycle racks, trash receptacles, and the illumination of bus stops and shelters.	200,000				200,000	
86	Vehicle Purchase	Sonoma County Transit	Purchase one (1) 40-foot CNG transit coach.	393,864				393,864	
87	Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program	Santa Rosa CityBus	Implement an Automatic Vehicle Location and Real-time Transit Information Program serving patrons of Santa Rosa CityBus. The goals of the project are to improve service reliability and on-time performance, make real-time transit information widely available in a range of formats, enhance transit security, and improve planning and scheduling.						(2)(6)(8)
88	Roseland Lifeline Operations	Santa Rosa CityBus	Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19.		537,614	405,987		943,601	(1)(8)(16)
89	Added Capacity on Lifeline Routes 20, 30 & 60	Sonoma County Transit	Support Sonoma County Transit's designated Lifeline routes 20, 30, and 60, including adding capacity during peak commute times.		1,199,831			1,199,831	(1)
90	Healdsburg Pedestrian Safety & Access Improvements	City of Healdsburg	Construct supportive infrastructure to enhance pedestrian mobility and safety between low income areas and various activity centers. This project includes access and safety improvements linking the High School, Junior High School and Sonoma County Healdsburg Library; and installation of a high-intensity activated crosswalk (HAWK) signal proposed at the main entrance to the Healdsburg High School at Powell Ave				202,937	202,937	
91	Central Sonoma Valley Trail	Sonoma County Regional Parks	Construct 0.42 mile of Class I trail in Central Sonoma Valley, creating a safe route parallel to busy Highway 12 for pedestrians and bicyclists. This project will connect Flowery Elementary School, Larson Park, Maxwell Farms Regional Park, and the Boys and Girls Club.				500,000	500,000	

County Bid Target	1,938,792	1,737,445	405,987	702,937	
Proposed Programming	1,938,792	1,737,445	405,987	702,937	4,785,161
Unprogrammed Balance	-	-	-	-	-

#	Project	Project Sponsor	Project Description	Fund Source				TOTAL Lifeline Funding	Notes
				1B	STA ¹	JARC ⁵	STP/CMAQ		
Multi-County & Regional Projects									
92	Bus shelters at BART Stations	BART	Bus shelters at various BART stations in communities of concern for ADA patrons.	100,000				100,000	
93	Internal Text Messaging Signs	AC Transit	Purchase and install text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing impaired riders.	-				-	(2) (15)
94	East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction	AC Transit	Procure (27) 60' Diesel Electric Hybrid for BRT Service, Design and Construct the East Bay BRT Project	5,040,000				5,040,000	(17)
95	Means-Based Discount Project	MTC	Development and implementation of a regional means-based discount. In Phase 1, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, the remaining funds from the \$1 million set-aside will be used for implementation activities.	-	308,575	-	-	308,575	(1)(16)
95	Administration & Technical Assistance	MTC	Consistent with federal JARC guidance, five percent of the region's FY11, FY12 and FY13 JARC apportionments has been set aside to fund administration and technical assistance for three years.		-	317,798		317,798	(16) (21)
96	Community-Based Transportation Planning (CBTP) Program Update	MTC	The CBTP Program provides funding to CMAs for planning efforts in Communities of Concern and other transportation-disadvantaged areas. The goal of the program is to develop projects to mitigate existing transportation gaps in those communities. The updated CBTP Program will provide funding to CMAs to develop new plans or to update existing plans.		89,013			89,013	(21)

Multi-County & Regional Target	N/A*	397,588	317,798	-	
Proposed Programming	5,140,000	397,588	317,798	-	5,855,386
Unprogrammed Balance	N/A*	-	-	-	-

Regional Grand Totals						
	Lifeline Program Revenue Sources	46,519,967	24,300,268	6,390,647	8,971,587	86,182,469
	Total Proposed Programming	46,068,643	24,300,268	6,390,647	8,971,587	85,731,145
	Unprogrammed Balance	451,324	-	-	-	451,324

Third Cycle Lifeline Program of Projects (FY 2011-2013)

* In most cases, Proposition 1B Transit funds were allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators programmed funds to any capital project that was consistent with the Lifeline Transportation Program and goals, and was eligible for the Proposition 1B funds. In Solano and Sonoma Counties, the CMA programmed the Proposition 1B funds to transit operator projects.

Notes

- (1) On 10/23/13, the STA amounts were updated to reflect FY2012 & FY2013 actual revenues, including FY2012 and FY2013 interest. The County Lifeline Program Administrators (LPAs) had originally programmed 95 percent of their county's estimated two-year STA amount, and then developed a contingency plan for the remaining five percent should it be available. The actual two-year revenues plus interest were sufficient to fully fund the 95 percent program, and to provide partial funding to the contingency projects that had been previously identified by the County LPAs.
- (2) Comply with MTC Resolution 3866, Revised (Transit Coordination Implementation Plan) where applicable, including but not limited to Clipper, 511, real-time transit information and wayfinding signage. For wayfinding signage, project sponsors are expected to follow the regional sign standard developed by MTC, with the exception of wayfinding kiosks and transit information displays which are optional (note that MTC is unable to support maintenance of these signs if installed). For real-time transit information displays at multi-agency transfer stations/stops, project sponsors must work with MTC to determine the appropriate 511 real-time transit sign design to use. MTC Res. 3866, Revised is available at <http://www.mtc.ca.gov/planning/tcip/>. Consult with project-specific MTC staff during project planning to further assess the applicability of Res. 3866, Revised and how to implement specific aspects of the project.
- (3) On 5/9/12, staff recommended SFMTA's and VTA's Proposition 1B projects for deferral (not programming) pending resolution of youth/low income free fare funding discussions. Projects were recommended for funding on 6/13/12.
- (4) On 6/13/12, staff recommended deferral of funding for the Richmond Easy Go project in order to clarify eligibility issues. Project was recommended for funding on 7/11/12.
- (5) JARC funds include FTA Section 5316 funds apportioned in FY12 and Section 5307 funds apportioned in FY13 and FY14. For more information regarding the FY2013 Section 5307 funds, see the Transit Capital Priorities (TCP) Process and Criteria for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4072) and the TCP Program for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4084).
- (6) Project must follow the requirements in Attachment A of the *Phase II Call for Projects: 2012 RM2 Real-time Transit Information Grant Program*
- (7) On 6/13/12, staff recommended deferral of funding for BART's Transbay Owl Express in order to work with counties and sponsor to address issues. Project was recommended for funding on 7/11/12.
- (8) On 12/19/12, \$405,987 in JARC funding was transferred from Santa Rosa CityBus Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program and reprogrammed to CityBus Roseland Lifeline Operations.
- (9) On 12/19/12, SFMTA's 8X Mobility Maximization Proposition 1B amount was reduced from \$9,310,080 to \$5,285,000, SFMTA's Mission Mobility Maximization Proposition 1B amount was increased from \$2,413,350 to \$5,056,891, and a new Lifeline-eligible project, the Mission Bay Loop, was programmed \$1,381,539 in Proposition 1B funds. CMA Concurrence for SFMTA's Proposition 1B projects is expected in December 2012. MTC approval is contingent on receiving that board approval.
- (10) San Francisco County STA projects were recommended for funding in December 2012.
- (11) On 4/24/13, \$126,353 in JARC funding was transferred from Contra Costa County Employment & Human Services Taxi Referral Program to Tri Delta Transit for Route 200 & 201. \$126,353 in STA funding was transferred from Tri Delta Transit Route 200 & 201 to Contra Costa County Employment & Human Services Department Taxi Referral Program, as a pass through from Tri Delta Transit.
- (12) On 4/24/13, \$150,055 in JARC funding was transferred from City of Concord Monument Neighborhood Shuttle to County Connection Preseve Operations in Community Concern project. \$150,055 in local Measure J funds will be programmed to the Monument Neighborhood Shuttle by the Contra Costa Transportation Authority.
- (13) SFCTA Board approval for SFMTA's STP/CMAQ project was received in April 2013.
- (14) On 10/23/13, \$35,000 in JARC funding was transferred from Cycles of Change's Neighborhood Bike Centers project to the San Leandro TMO LINKS Shuttle. This modifications pays LINKS back from funds borrowed by Cycles in 2012, LTP2 JARC funds.
- (15) On 12/18/13, \$500,000 in Proposition 1B funding was transferred from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project. This modification is due to cost savings on the Internal Text Messaging Signs project and will allow the scope of the Transit Center Improvements project to include real-time displays and amenities upgrades.
- (16) On 2/26/14 \$1,745,579 in STA funds were redirected to five projects impacted by the loss of JARC funds: Oakland Broadway Shuttle, \$723,000; San Leandro "LINKS" Shuttle, \$310,089; Concord Monument Neighborhood Shuttle, \$161,648; Outreach Family Transportation Services, \$461,829; and MTC Admin & Tech. Asst., \$89,013. The STA funds were from the Means-Based Fare Study (\$691,745) and the FY14 STA Lifeline category (\$1,053,834). Additionally, JARC funds were replaced with 5307 FY14 funds on the following projects: Contra Costa County Taxi Referral Program, \$37,884; AC Transit Preserve Ops in Comm of Concern, \$45,986; and Santa Rosa Roseland Operations, \$124,214.
- (17) On 7/23/14, AC Transit's East Bay Bus Rapid Transit (BRT) project was revised to add a design and construction component to the existing vehicle purchase component.
- (18) On 11/19/14, the City of Vacaville's Accessible Paths to Transit project was replaced with the Safe Routes to School (SRTS) Infrastructure Improvements Project.
- (19) As of 11/19/14, CCCTA's original bus replacement project was delivered using alternative funds because the Lifeline Prop 1B funds were not available at the time of procurement, partly due to the delay in available bond proceeds. The \$484,534 in Lifeline Prop 1B funds will be used in a future vehicle procurement (anticipated FY2014-15), which will serve the same areas (Concord Monument Corridor and North Martinez).
- (20) On 11/19/14, SFMTA's 8X Mobility Maximization project scope was expanded to include improvements at the Balboa Park Station Area and Plaza.
- (21) On 7/22/15, \$89,013 in STA funds that had originally been set aside and allocated for MTC administration and technical assistance in FY 2014, but had not been needed for that purpose, were re-programmed to the Community Based Transportation Planning (CBTP) program.
- (22) On 3/23/16, \$213,647 in Proposition 1B funds were redirected from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project. VINE Transit CAD/AVL project is also a Lifeline Cycle 4 project.
- (23) On 3/23/16, \$451,324 in Proposition 1B funds were redirected from the SamTrans' Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.

APPENDIX A – 46

Regional Policies: Project Funding and Specific Funding Programs

**MTC's Lifeline Transportation Cycle 4 Program of Projects
for FY 2014 through FY 2016**

MTC Resolution No. 4179



Date: March 25, 2015
W.I.: 1311
Referred by: PAC
Revised: 04/22/15-C
07/22/15-C
05/25/16-C

ABSTRACT

Resolution No. 4179, Revised

This resolution adopts the FY2013-14 through FY2015-16 Program of Projects for MTC's Cycle 4 Lifeline Transportation Program, funded with State Transit Assistance (STA), Proposition 1B Transit, and FTA Section 5307 Urbanized Area/Job Access Reverse Commute (JARC) funds. The initial program consists of \$4.9 million in Proposition 1B Transit funds programmed to AC Transit, NCTPA and CCCTA. This resolution will be amended to add the remainder of the Cycle 4 program in April 2015.

The evaluation criteria established in Resolution 4159 were used by the local entities administering the program to develop the program of projects.

The following attachments are provided with this resolution:

Attachment A — Cycle 4 Lifeline Transportation Program of Projects -
FY2014 - FY2016

This resolution was amended on April 22, 2015 to add approximately \$59 million in programming for STA, 5307/JARC and Proposition 1B projects.

This resolution was amended on July 22, 2015 to add two pedestrian/bicycle projects in Napa County, and to add three operations projects in Marin County.

This resolution was amended on May 25, 2016 to program \$528,650 in State Transit Assistance funds to Marin Transit, which involves a funding exchange with local Measure A funds through the Transportation Authority of Marin.

Abstract
MTC Resolution No. 4179, Revised
Page 2

Further discussion of this action is contained in the Programming and Allocations Committee summary sheets dated March 11, 2015, April 8, 2015, July 8, 2015 and May 11, 2016.

Date: March 25, 2015
W.I.: 1311
Referred by: PAC

RE: Cycle 4 Lifeline Transportation Program of Projects – FY2014 – FY2016

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4179

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, MTC adopted Resolution 4159, which establishes program guidelines to be used for the funding and oversight of the Cycle 4 Lifeline Transportation Program, Fiscal Years 2014-2016; and

WHEREAS, MTC used the process and criteria set forth in Attachment A of Resolution 4159 to fund a Program of Projects for the Cycle 4 Lifeline Transportation Program with State Transit Assistance (STA), Proposition 1B Transit, and Section 5307 Urbanized Area/Job Access Reverse Commute (JARC) funds; and

WHEREAS, the Cycle 4 Lifeline Transportation Program of 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 Program of Projects for the Cycle 4 Lifeline Transportation Program, 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

A handwritten signature in black ink, appearing to read "Dave Cortese", written over a horizontal line.

Dave Cortese, 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 25, 2015.

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source			TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹		
Alameda County								
1	Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be used to restructure and/or continue existing service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 31, 40, 45, 62, 98, 800 and 801. Request is for 3 years of service.		3,583,129		1,416,871	5,000,000
2	A Quicker, Safer Trip to the Library to Promote Literacy	Oakland Public Library, City of Oakland (via BART)	"A Quicker, Safer Trip to the Library to Promote Literacy" will transport preschool and kindergarten students, teachers and interested parents by bus to the West Oakland Library for story time and to check out library books. Program will transport approximately 7 classes per week to the library by bus. Request is for 3 years of program operations.		249,813			249,813
3	Ashland and Cherryland Transit Access Improvements	Alameda County Public Works (via AC Transit)	This capital project will close gaps in existing sidewalks to improve the pedestrian access to transit routes, and subsequently to jobs, in the Ashland and Cherryland unincorporated areas. The project areas are along 164th Avenue between 14th St and Liberty Ave and on Blossom Way between Meekland and Haviland Aves. The project will also provide needed bus shelters.		450,000			450,000
4	Additional Preservation of Existing Services in Communities of Concern	AC Transit	The Lifeline funds will be used to restructure and/or continue existing service to several key communities of concern in the Southern, Central and Northern portions of Alameda County. Project routes to be funded include Lines 1/1R, 14, 73, and 88. Request is for 3 years of service.		1,740,785	349,062		2,089,847
5	WHEELS Route 14 Operating Assistance	LAVTA	The WHEELS Route 14 provides essential transportation service to residents and employees of the Central District of Livermore by connecting low-income communities to employment opportunities and regional transportation services via the Livermore Transit Center. Funding request is for Rte 14 operations which has previously received both Lifeline and JARC funding. Request is for 2 years of service.		388,467		129,033	517,500
6	City of Oakland Broadway Shuttle	City of Oakland (via AC Transit)	The B Shuttle provides a key "last-mile" link in downtown Oakland to AC Transit's Uptown Transit Center, two BART stations, Amtrak Capitol Corridor and the SF Bay Ferry. The Broadway Shuttle currently operates Monday-Thursday 7am-10pm; Friday 7am-1am; and Saturday 6pm-1am, every 10-15 minutes. Daytime service runs between Embarcadero West (Jack London Square) and Grand Avenue. After 7pm, service runs between Jack London Square and 27th Street. Request is for 3 years of program operations.				405,368	405,368
7	Operations Support for Route 2	Union City Transit, City of Union City	Service operations for Route 2, the main east-west route in the area that connects the Union City Intermodal Station with job centers along the Whipple Road corridor. The route runs six days a week from approximately 5:15am to 10pm weekdays and 7:30am to 7pm on Saturdays. The Lifeline request is for 3 years of service.		220,000			220,000
8	Transit Center Upgrades and Improvements	LAVTA	Repair and improve facilities and external amenities at the Livermore Transit Center. The Transit Center serves as an intermodal local and regional connection providing residents with access to jobs, services, and community opportunities. LAVTA's 2007 ridership study shows that 41% of Wheels riders report a household income below \$15,000. For riders identifying transit as their sole mode of transportation, the low income ridership number rises to 58%.				125,625	125,625
9	19th Street Wayfinding and Lighting	BART	Project will provide wayfinding signage throughout 19th Street Station and LED pedestrian lighting at 19th Street Station entrances. Distribute 100+ signs at the street, concourse, mid-platform, and lower platform levels at 19th Station. This is almost double the number of signs required at most BART stations, as this station has an extra platform level. Project will also include six street-level station identification pylons; and real-time transit displays and transit information displays at the concourse level.				2,072,000	2,072,000
				County Bid Target	6,632,194	349,062	1,951,272	11,430,153
				Proposed Programming	2,197,625	349,062	1,951,272	
				Unprogrammed Balance	N/A*	N/A*		

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source			TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹		
Contra Costa County								
10	Preserve Operations in Community of Concern	County Connection (CCCTA)	Maintain existing service on Routes 11, 14, 16, 18, 19, 311, 314, 316. These routes provide basic transportation services to County Connection riders, 35 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.	1,162,936	61,202	375,962	1,600,000	
11	Route 200 and 201	Tri Delta Transit	Provide continued and expanded service between Bay Point (Community of Concern) and central Concord and Martinez. Participation in the Bay Point community Based Transportation Planning exercise, the CC County Low-Income Transportation Plan and the TEACH workshops in Bay Point led to the development of Route 201 and changes to Route 200 to better serve that community.	810,250	42,645	347,105	1,200,000	
12	Preserve Operations in Community of Concern	AC Transit	Maintain existing service on Lines 71, 76, 376, 800. These routes provide basic transportation services to AC Transit riders, 70 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span.	1,999,404	105,232	245,364	2,350,000	
13	C3 Operations	WestCAT	Increase frequency on Route C3, which operates between Hercules Transit Center and Contra Costa College in San Pablo. The Lifeline funding under this grant would allow WestCAT to decrease headways from 60 minutes to 30 minutes. WestCAT estimates the increased service will increase low income ridership 35-40% or approximately 26,000 new low income passenger trips annually.	221,432	11,654	245,363	478,449	
14	City of Concord - Bus Stop Access Improvements	County Connection (CCCTA)	Improve access to five (5) bus stops in the Monument Corridor. Improvements include: reconstructing concrete sidewalks, reconstructing driveways, installing red curb, installing concrete surfaces (pedestrian landings), reconstructing ADA ramps, installing concrete bus pads, installing pedestrian scale light posts, and adding street furniture including shelters and benches to improve the safety and accessibility of existing County Connection bus stops.	255,194			255,194	
15	Replacement and Expansion Vehicles	Tri Delta Transit	Bus (fixed route and dial-a-ride) replacement and expansion vehicles for enhancements to route 200 and 201 serving Antioch, Pittsburg and Martinez.	178,754			178,754	
16	Dial-A-Ride Vehicle Replacements	WestCAT	Replacement of Dial-A-Ride Vehicles	81,113			81,113	
17	Lighting Enhancements at El Cerrito del Norte Station	BART	Pedestrian scale lighting and wayfinding along the Ohlone Greenway and into the El Cerrito del Norte Station to improve safety and security in the station area and to and from the faregates.	1,312,326			1,312,326	
				County Bid Target	4,193,922	220,733	1,213,794	
				Proposed Programming	1,827,387	220,733	1,213,794	
				Unprogrammed Balance	N/A*	N/A*	7,455,836	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source			TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ³ 5307/JARC		
Marin County								
18	Novato Transit Facility at Redwood Boulevard and Grant Avenue	GGBHTD/Marin Transit	Redesign and upgrade the bus facility at Redwood Boulevard and Grant Avenue. The improvements reconfigure the two stops into one location to improve pedestrian safety and transit operations by installing new shelters, security lighting, and other bus stop amenities.	787,196			787,196	
19	Route 257 Shuttle Service	Marin Transit	This project will support Route 257 shuttle service to connect welfare recipients and other low income individuals to jobs and employment-related services.			222,210	222,210	
20	The Ride to School for Parents Program	San Rafael Schools (via GGBHTD)	Provides scheduled shuttle or van services for parents to access San Pedro Elementary School during the school day, in the evenings and on weekends to attend school-related meetings and special events. Taxi service to address emergencies (such as a picking up a sick child or address a matter around a behavioral concern).	120,605	6,348		126,953	
21	On-Demand Shuttle Project (ODSP)	Marin City Community Service District (via GGBHTD)	ODSP establishes a specialized demand-responsive shuttle service that offers specific trips for Marin City residents to shop, conduct business, and recreate. ODSP trips will be identified by residents and community groups. The Marin City Community Services District will administer the shuttle operations.	144,963	7,630		152,593	
25	Operating Assistance (funding exchange project)	Marin Transit	This project will support Marin County Local Fixed route service operations to help fund existing service expansion plans. (Funding exchange with 2 projects: Novato and Marin County projects)	503,218	26,433		528,651 (5)	
				787,196	767,786	222,210	1,817,603	(0)
				787,196	767,787	0	1,817,603	(0)

Napa County								
23	Operating Assistance	NCTPA	Continue VINE Transit fixed route service. The operating assistance will address numerous issues listed in the community based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, and on-time performance.	595,503	31,342	90,657	717,502 (4)	
24	Computer-Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) Project	NCTPA	Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles.	295,070			295,070	
25	Tulocay Creek Bridge/Trail Completion	City of Napa	Pave three-quarter mile of Class 1 multi-use trail between new Tulocay Creek bicycle/pedestrian bridge and Riverfront Green Park at Soscol & Third. Project connects low income housing to the south with downtown and transit hub to the north through completion of the Class 1 trail.			120,000	120,000 (4)	
26	Pedestrian Safety Enhancement	City of Calistoga	Installation of crosswalk and in-pavement crosswalk lighting with advanced warning flashing beacons on Lincoln Avenue at Brannan Street-Wappo Avenue.			80,000	80,000 (4)	
25				595,503	31,342	290,657	1,216,572	
				N/A*	295,070	31,342	1,216,572	
				595,503	31,342	290,657	1,216,572	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source			TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹ 5307/JARC		
San Francisco County								
27	Potrero Hill Pedestrian Safety and Transit Stop Improvements	SFMTA	Improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan efforts. This space will shorten crossing distances; force traffic to make slower turns; and create space for temporary bus bulbs, seating, and plantings.	See footnote (3)	159,854		159,854 (3)	
28	Expanding Late Night Transit Service to Communities in Need	SFMTA	Support emerging recommendations from the Late Night Transportation Study by improving late-night Owl transit service in key communities of concern for three years by: (1) upgrading the 108-Treasure Island Owl frequency; (2) closing gaps in the Owl network through short lines of the 48-Quintara/24th Street (Mission to Dogpatch) and 44 O'Shaughnessy (Bayview to Glen Park); (3) investing in additional service hours, maintenance and supervision in the existing Owl Network to improve performance; and (4) increasing the number of real-time information displays for late-night customers.		3,511,930	193,252	4,767,860	
29	Van Ness Bus Rapid Transit (BRT)	SFMTA	The Van Ness BRT project calls for dedicated bus lanes on Van Ness Avenue from Lombard to Mission streets, mainly used by Muni's 49 and 47 lines and Golden Gate Transit. All-door boarding, elimination of most left turns, transit signal priority, and traffic signal optimization will help reduce transit travel time on the corridor by as much as 33 percent. Strengthening transit along this two-mile stretch of Van Ness will also positively affect the efficiency of connecting routes. In addition, pedestrian improvements, signal upgrades, new streetlights, new landscaping, and roadway resurfacing will be implemented throughout the corridor to improve safety and aesthetics.	6,189,054			6,189,054	
30	Wayfinding Signage and Pit Stop Initiative	BART	Install wayfinding signage at the 16th/Mission and 24th/Mission Stations, similar to those recently installed in the downtown San Francisco stations. In addition, provide high quality portable toilets and sinks with solar-powered lighting, used needle receptacles, and dog waste stations at the 16th/Mission and Civic Center stations through the San Francisco Public Works' Pit Stop Initiative. The scope includes one year of service to operate and monitor the facility Tuesday through Friday from 2 pm to 9 pm.	1,220,326			1,220,326	
				County Bid Target	3,671,784	193,252	1,062,678	
				Proposed Programming	3,671,784	193,252	1,062,678	
				Unprogrammed Balance	N/A*	N/A*	12,337,094	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source			TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹		
San Mateo County								
31	San Mateo County Transportation Assistance for Low-Income Residents	San Mateo County Human Services Agency (via SamTrans local agency fund exchange)	Provide bus tokens, bus tickets and bus passes for low income families and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling.	350,000			350,000	
32	Operating Support for Fixed Route 17 and SamCoast Service	SamTrans	Continue funding transit operations on the coastside of San Mateo County: (1) Expanded service on Route 17. The existing lifeline-funded expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week; (2) SamCoast, a general public demand response system on the coastside of San Mateo County centered in Pescadero.	905,326	129,954		1,035,280	
33	Menlo Park Midday Shuttle	City of Menlo Park (via SamTrans)	Operate the Menlo Park Midday Shuttle, which has been providing the Belle Haven community and other neighborhoods with reliable local transit since 1998. The shuttle primarily serves the low income community by providing access to essential destinations not otherwise available.	354,100			354,100	
34	Daily City Bayshore Shuttle	City of Daily City (via SamTrans)	Provide a circulator shuttle service connecting the Bayshore neighborhood in Daily City with transit and important destinations in the western portion of Daily City. The shuttle is free for passengers and operates ten hours per day on weekdays and will operate for six hours per day on weekends.	559,704			559,704	
35	Mobility Management/Transportation Voucher Program	Outreach & Escort, Inc.	Provide mobility management services and transportation vouchers to seniors, veterans & individuals with disabilities to access mobility options offered by third-parties including: nonprofit transportation providers, volunteer driver programs, taxis, etc. Vouchers address travel for urgent, basic needs trips. Project targets residents of Communities of Concern and areas with CBTP's.	300,000			300,000	
36	Expansion of Fixed Route 122	SamTrans	Route 122 provides trips for customers between San Mateo County and the Stonestown Shopping Center. Currently, the service ends before the Center closes, so Center employees cannot ride public transit home after work. JARC funds will be used to expand Route 122 service so that service is available for Center workers to return home after work and provide additional trips for customers. Sam Trans will add approximately 5.4 hours to daily weekday and Saturday service and 1.1 hours for Sunday service.			439,400	439,400	
37	Fixed Route Bus Procurement	SamTrans	Replace the articulated bus fleet, which has reached the end of its useful life. Replacement vehicles will provide reliable bus service to the County's most at-risk populations. The majority of Sam Trans riders are low income and are dependent on public transportation to meet their daily transportation needs. The mean household income of the average SamTrans bus rider is \$36K per year; only 26% of all SamTrans riders own or have access to a car.		1,230,533		1,230,533	
				N/A*	2,469,130	129,954	714,609	
				1,230,533	2,469,130	129,954	714,609	4,544,226
				N/A*	N/A*	129,954	714,609	
				Proposed Programming	Unprogrammed Balance			

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source			TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹ 5307/JARC		
Santa Clara County								
38	Vehicle Loan Program - Santa Clara County	Peninsula Family Service (via Santa Clara VTA)	Provide low-interest auto loans to individuals who are unable to access affordably priced consumer loan financing. The loans, coupled with financial education and credit repair assistance, help address transportation barriers so that individuals can pursue efforts at self-sufficiency, including work, education, asset building, and job training.			689,629	689,629	
39	Family Transportation Services	Outreach & Escort, Inc.	Provide a range of no-cost transportation alternatives for Cal Works participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs. This program offers a menu of subprograms referred to as Guaranteed Ride Program, Jump Start, and Mobility Management.	1,000,000	356,388	1,306,909	2,665,297	
40	Senior Transportation & Resources	Outreach & Escort, Inc.	Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults, veterans and persons with disabilities to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program. The demand-response rides offer individual transportation options with enrollment and advance scheduling. The program offers individualized transportation planning, especially for use of public transit.	3,600,000			3,600,000	
41	Together We Ride	Outreach & Escort, Inc.	Provide transportation assistance to homeless individuals and families, veterans, emancipated foster youth, persons with disabilities and other vulnerable populations in the County's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; individualized public transit transportation plans; shared rides/carpools; group trips; and mobility management. These services are provided at no-cost to low-income riders every day of the year.	2,171,361			2,171,361	
42	Replacement Vehicles	VTA	Purchase 60-ft articulated hybrid diesel-electric buses to replace the existing articulated bus fleet. These vehicles will provide mobility to transit dependent riders on VTA's most heavily used routes by expanding the fleet and replacing aging diesel buses with hybrid buses.			4,832,062	4,832,062	
				County Bid Target	6,771,361	1,998,538	13,958,349	
				Proposed Programming	6,771,361	356,388	1,998,538	
				Unprogrammed Balance	N/A*	N/A*	13,958,349	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source			TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹		
Solano County								
43	Solano County Intercity Taxi Scrip Program	Solano Transportation Authority (STA)	For Solano County's ADA paratransit certified, ambulatory residents, the Intercity Taxi Scrip Program provides 24-hour on-call service between cities in Solano County for only 15% of the regular taxi fare. This request would fund the continuation of this successful program and potentially include adding ADA paratransit certified non-ambulatory residents into the program.		190,000	10,000	200,000 (2)	
44	Sustaining Route 85	SolTrans	Provide Route 85 service in Vallejo, with non-stop express service between the Vallejo Transit Center, Sereeno Transit Center, Kaiser Hospital and Fairgrounds (Six Flags/Marine World), and operating express service along I-80 with stops at Suisun Valley Road at Kaiser Drive, Solano Community College in Fairfield, Fairfield Transportation Center and Solano Mall. Route 85 operates weekdays 5:05a.m. to 10:55 p.m. and Saturdays 6:05a.m. to 9:55p.m.		754,477	39,709	794,186 (2)	
45	Sustaining Route 1	SolTrans	Provide service on SolTrans Route 1 which operates seven days a week and provides service from North West Vallejo to the Vallejo Transit Center. Major destinations along this route include the Vallejo High School, Raley's Shopping Center, Seafood City and Food-4-Less.		706,977	37,209	744,186 (2)	
46	Volunteer Driver Program 60 Years	Faith in Action (via STA)	Provide services to seniors 60 years and over living in Solano County through three volunteer-based programs: (1) Caregiver Respite - 1-1 escort door-through-door or door-to-door for primarily medical appointments; (2) Ride with Pride - curb-to-curb shuttle services to both medical appointments and life enhancement destinations; and (3) Senior Peer Counseling - curb-to-curb for mental health appointments.		71,758	3,777	75,535 (2)	
47	East Tabor Ave Sidewalk Gap Closure	City of Fairfield/ Fairfield and Suisun Transit	Funding will be used for the design and construction of a sidewalk on the north side of East Tabor Avenue across the railroad tracks owned by the Union Pacific Railroad, connecting to existing sidewalk on both sides of the tracks, as well as improvements to the intersection of East Tabor Avenue and Railroad Avenue, and East Tabor Avenue and the railroad tracks to enhance motorist, bicyclist and pedestrian safety.		152,000	8,000	160,000 (2)	
48	Sustaining Route 30 Saturday Service	Fairfield and Suisun Transit	Continue funding Route 30 bus service on Saturdays between Fairfield and the City of Davis, serving Vacaville and Dixon along the route. The route serves UC Davis and key transit centers that connect to local transit routes and regional providers, such as SolTrans.			84,060	84,060 (2)	
49	ADA Local Taxi Scrip Program	Fairfield and Suisun Transit	Provide a subsidized taxi fare program for seniors over age 60 and ADA qualified residents of Fairfield and Suisun City. Taxi trips within the City of Fairfield and Suisun City are subsidized by 50% for qualified residents. Subsidized trips support employment, shopping, medical, and educational needs for qualified residents.			300,000	300,000 (2)	
50	Sustaining Route 2 (SCC-Vallejo)	SolTrans	Provide continued funding of the Solano Community College/SolTrans Bus Project (SolTrans Route 2), which provides transit bus service to and from the Solano College Vallejo campus for the benefit of low-income, transit dependent students.			560,389	560,389 (2)	
51	Sustaining Route 20	Fairfield and Suisun Transit	Fund Route 20, which provides intercity service between Fairfield and Vacaville and serves Solano Town Center, Fairfield Transportation Center, Vacaville Transportation Center, and Vacaville Davis Street Park and Ride lot. 76 percent of Route 20 riders are low-income (income less than \$35,000 a year).			166,660	166,660 (2)	
52	Replacement Vehicle	City of Dixon	Replace one cutaway bus to be deployed to all locations of the City of Dixon, including low-income communities within the service area.	8,421			8,421	
53	Replacement Vehicles	SolTrans	Replace three buses that will be deployed on Lifeline routes serving low-income communities within the SolTrans service area. The timely replacement of these buses will ensure comfortable and reliable public transit service to improve the mobility of low-income residents.	890,796			890,796	
				899,217	1,875,212	98,695	1,111,109	
				899,217	1,875,212	98,695	1,111,109	
				County Bid Target				
				Proposed Programming				
				Unprogrammed Balance				
				899,217	1,875,212	98,695	1,111,109	
				899,217	1,875,212	98,695	1,111,109	
							3,984,233	

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	Fund Source			TOTAL Lifeline Funding	Notes
				1B	STA (95%) ¹	STA (5% Conting.) ¹		
Sonoma County								
54	Weekend Service	Petaluma Transit	Project will support continued fixed route bus service on Saturday and Sunday for two years, in order to meet the needs of riders who have employment and other weekend travel needs.		270,360	14,229	361,523	76,934
55	Lifeline Vehicle Replacement	Santa Rosa CityBus	Project includes partial funding for the replacement of up to ten (10) fixed route buses in the aging Santa Rosa CityBus fleet. Procuring new buses would allow Santa Rosa CityBus to further enhance rider experience not only on Lifeline routes but the system as a whole.	671,975			834,481	162,506
56	Roseland Lifeline Operations	Santa Rosa CityBus	Project will support continued operations of Lifeline transit routes serving the Roseland community of the City of Santa Rosa and unincorporated Sonoma County. The need for higher levels of transit service in Roseland was identified in the Roseland Community Based Transportation Plan completed in 2007.		800,881	42,152	843,033	
57	CNG Bus Purchase	Sonoma County Transit	Project will assist with the purchase of two compressed natural gas (CNG) transit coaches. The new CNG buses would be deployed on routes primarily serving the Healdsburg, Lower Russian River and Sonoma-Springs CBTP areas. The timely replacement of Sonoma County Transit's CNG buses ensures comfortable and reliable public transit service throughout the fixed-route system.	373,086	300,973	15,841	863,288	173,388
58	Feeder Bus Service in Healdsburg, Lower Russian River and Sonoma-Springs CBTP Areas	Sonoma County Transit	Project will implement expanded feeder bus service during peak commute times on routes providing service within the Healdsburg, Lower Russian River and Sonoma-Springs CBTP areas. Expanded feeder service on SCT's routes 20, 22, 26, 30, 40, 60, and 62 will be designed to provide connections to SMART's service and provide enhanced peak commute service between various outlying low-income areas and where the majority of jobs and services are located within the cities of Santa Rosa and Petaluma.		938,416	49,390	987,806	
				County Bid Target	2,310,630	121,612	412,828	412,828
				Proposed Programming	1,045,061	2,310,630	3,890,131	412,828
				Unprogrammed Balance				

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

#	Project	Project Sponsor	Project Description	1B	Fund Source			TOTAL Lifeline Funding	Notes
					STA (95%)*	STA (5% Conting.)†	5307/JARC		
Multi-County & Regional Projects									
59	Vehicle Replacements	AC Transit	Replacement vehicles to be used District-wide. Newer fleet will ensure improved AC Transit Bus Service in Communities of Concern. This strategy meets the criteria of increased reliability of AC Transit service as discussed in multiple CBTPs.	4,299,828				4,299,828	
60	Regional Means-Based Fare Project	MTC	Potential development and implementation of a regional means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000 for Phase 1 of this project to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase 1 study, funds from this set-aside may be used for Phase 2 implementation activities. If the set-aside is not needed for Phase 2 of the Means-Based project, it would be used for other Lifeline projects.		665,000	35,000		700,000	
				N/A*	665,000	35,000			
				4,299,828	665,000	35,000		4,999,828	
				N/A*					

Regional Grand Totals									
				Multi-County & Regional Target	665,000	35,000			
				Proposed Programming	4,299,828				
				Unprogrammed Balance	N/A*				
				Lifeline Program Revenue Sources	24,827,359	29,952,522	1,576,448	8,977,695	65,334,024
				Total Proposed Programming	24,827,359	29,952,523	1,576,448	8,977,695	65,334,025
				Unprogrammed Balance		(1)	0		(0)

* In most cases, Proposition 1B Transit funds are allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators may program funds to any capital project that is consistent with the Lifeline Transportation Program and Notes

(1) Because the STA amounts are continually changing, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their

(2) Solano County projects are pending STA Board approval on April 15, 2015

(3) On 4/22/15, the Potrero Hill Pedestrian Safety and Transit Stop Improvements was recommended to receive \$216,000 in Lifeline Cycle 2, Proposition 1B funds (see MTC Res. 3880, Revised and 3881, Revised). The \$216,000 in Lifeline Cycle 2 (FY2009-10) Prop 1B funds were advanced to the Proposition 1B Urban Core category by the Proposition 1B Lifeline category in 2011 and are now being repaid to the Lifeline category. SFCTA programmed the \$216,000 as part of their Cycle 4 programming effort, which is why the project is listed in both this resolution and in the Lifeline Cycle 2 resolution (MTC Res. 3881).

(4) On 7/22/15, the NCTPA Operating Assistance project STA amount was increased by \$200,00 (from 395,503 to 595,503) and the 5307/JARC amount was reduced by \$200,000 (from 290,657 to 90,657). The \$200,000 in 5307/JARC funds remaining were then assigned to the City of Napa Tulocay Creek Bridge/Trail project (\$120,000) and the City of Calistoga Pedestrian Safety Enhancement project (\$80,000). The Napa County Lifeline Program Administrator had originally programmed \$200,000 in STA funds to the City of Napa and City of Calistoga bike/ped projects, but the projects were found to be ineligible for STA funds, so are instead being programmed Section 5307 funds.

(5) The Marin County Lifeline Program Administrator (Transportation Authority of Marin (TAM)) had originally programmed \$318,000 in STA funds to the City of Novato Pedestrian Access to Transit Crosswalk Improvements project and \$210,650 to the Lower Marin County Drainage for Access Improvements Study, but these projects were found to be ineligible for STA funds. As a result, TAM pursued and approved a funding swap with Marin Transit. Marin Transit will receive \$528,650 in STA funds for transit operations and in exchange will give TAM Measure A Strategy 1: Local Bus funds to fully fund the Lifeline projects (for Novato and Marin County projects).

APPENDIX A – 47

Regional Policies: Project Funding and Specific Funding Programs

**Funding Framework for a High Speed Rail Early Investment
Strategy for a Blended System in the Peninsula Corridor**

MTC Resolution No. 4056



Date: March 28, 2012
W.I.: 1512
Referred By: Commission

ABSTRACT

Resolution No. 4056

This resolution approves an Agreement and establishes a funding framework among MTC, the California High Speed Rail Authority (the Authority), the Peninsula Corridor Joint Powers Board (JPB), the San Francisco County Transportation Authority (SFCTA), the San Mateo County Transportation Authority (SMCTA), VTA, the City of San Jose, the City and County of San Francisco, and the Transbay Joint Powers Authority (TJPA), for a High Speed Rail Early Investment Strategy for a blended system in the Peninsula Corridor.

Further discussion of the High Speed Rail Early Investment Strategy is contained in the Executive Director's memorandum dated March 21, 2012.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Re: High Speed Rail Early Investment Strategy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4056

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, the California High-Speed Rail Authority (Authority) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

WHEREAS, the Authority is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

WHEREAS, the Authority's 2012 Business Plan proposes to incrementally develop the California High-Speed Train (HST) system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

WHEREAS, this blended approach requires a series of incremental investments in the peninsula corridor to prepare for integrated service and operations and the Authority recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that increases service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

WHEREAS, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2

Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

WHEREAS, MTC, the Authority, the Peninsula Corridor Joint Powers Board (JPB), the San Francisco County Transportation Authority (SFCTA), the San Mateo County Transportation Authority (SMCTA), VTA, the City of San Jose, the City and County of San Francisco, and the Transbay Joint Powers Authority (TJPA) (collectively, Parties) staff have collaboratively and in good faith prepared a Memorandum of Understanding, as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length, that sets forth principles for developing the corridor electrification and advance signal system elements of the blended system; and

WHEREAS, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

WHEREAS, all Parties wish to establish a policy-level commitment of funding for the electrification and advance signal system elements of the blended system, as set forth in Attachments B and C to this Resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Memorandum of Understanding for a High Speed Rail Early Investment Strategy as set forth in Attachment A and incorporated herein; and be it further

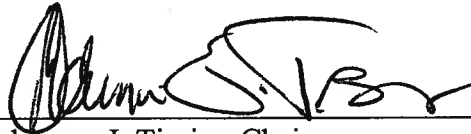
RESOLVED, that all Parties have agreed to and approve the funding plan set forth in Attachment B and incorporated herein; and be it further

RESOLVED, that the Executive Director is authorized to execute Attachment A on behalf of MTC, and to make non-substantive changes or minor amendments as deemed appropriate subject to review by MTC's Office of General Counsel for form; and, be it further

RESOLVED, that MTC agrees to provide the funds as shown in Attachment B subject to the Authority, JPB, VTA, SFCTA and BART also agrees to provide the funds as shown in Attachment B; and be it further

RESOLVED, that MTC agrees to take timely follow-up approval actions as may be necessary to allocate and program specific funding indentified in Attachment B.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read 'Adrienne J. Tissier', is written over a horizontal line.

Adrienne J. Tissier, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 28, 2012.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Attachment A
Resolution No. 4056
Page 1 of 5

MEMORANDUM OF UNDERSTANDING

HIGH SPEED RAIL EARLY INVESTMENT STRATEGY FOR A BLENDED SYSTEM IN THE SAN FRANCISCO TO SAN JOSE SEGMENT KNOWN AS THE PENINSULA CORRIDOR OF THE STATEWIDE HIGH-SPEED RAIL SYSTEM

BY AND AMONG THE FOLLOWING PARTIES (PARTIES)

CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY)
METROPOLITAN TRANSPORTATION COMMISSION (MTC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)
CITY OF SAN JOSE
CITY AND COUNTY OF SAN FRANCISCO
TRANSBAY JOINT POWERS AUTHORITY (TJPA)

Recitals

Whereas, the California High-Speed Rail AUTHORITY (AUTHORITY) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

Whereas, the AUTHORITY, in partnership with the Federal Railroad Administration is advancing a California High-Speed Train (HST) network that links the major metropolitan areas of the State of California utilizing corridors into and through Southern, Central and Northern California; and

Whereas, the AUTHORITY has responsibility for planning, construction and operation of high-speed passenger train service in California and is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

Whereas, the AUTHORITY's 2012 Business Plan proposes to incrementally develop the HST system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

Whereas, this blended approach requires a series of incremental investments in the Peninsula corridor to prepare for integrated service and operations and the AUTHORITY recognizes the need for a collaborative effort with regional and local agencies to identify

early investment projects along existing rail corridors that improves service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

Whereas, a blended system will remain substantially within the existing Caltrain right-of-way and will accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula; and

Whereas, this MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail and will be designed to continue to support existing passenger and freight rail tenants; and

Whereas, local transportation improvement projects are required to be included in a Regional Transportation Plan (Plan), and the Metropolitan Transportation Commission, working closely with local agencies is charged with developing the Plan every four years to provide guidance for transportation investments within the Bay Area and with development of regional transportation strategies to address the needs of the San Francisco Bay Area; and

Whereas, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2 Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

Whereas, the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) requires the Plan to include a Sustainable Communities Strategy (SCS), showing evidence of integrated planning, goals that establish and strengthen the crucial linkages between the economy, land use development and the regional transportation system to improve access to jobs, education, healthcare, and other amenities in ways that improve the overall quality of life in the Bay Area and the blended system on the Peninsula corridor in the California High-Speed Rail program are consistent with achieving SB 375 goals to reduce greenhouse gas emissions; and

Whereas, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the Peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Attachment A
Resolution No. 4056
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Whereas, it is the intent and purpose of this MOU to strengthen the working relationship between the PARTIES to facilitate the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing designated HST corridors for eventual HST operation to achieve region wide systems integration of rail service in Northern California; and

Whereas, local transportation improvement projects are required to be environmentally evaluated according to CEQA and NEPA regulations and where necessary, existing environmental approval covering incremental improvements to the Peninsula corridor will be updated to reflect evolving local and regional conditions and concerns; and

Whereas, incremental improvements and the blended system project will be planned, designed and constructed in a way that supports local land use and Transit Oriented Development policies along the Peninsula corridor; and

Now, THEREFORE, it is mutually understood and agreed to by the PARTIES as follows:

To jointly support and pursue the implementation of a statewide high speed rail system that utilizes a blended system and operational model on the Peninsula corridor and that has it's northern terminus at the Transbay Transit Center in San Francisco as specified in law, and it's southern limit at Mile Post 51.4 at the Tamien Station in San Jose. The blended system will support and benefit operation of both Caltrain and future high speed train service.

To jointly recognize a defined set of Inter-related Program of Projects that are consistent with the AUTHORITY's phased implementation plan, are consistent with a blended system operation of the corridor and achieve objectives that include but are not limited to system capacity and connectivity for Caltrain, HST and freight, public safety, operational efficiency, effectiveness and connectivity.

To generally describe, identify and work to fully fund an Inter-related Program of Projects known as the Corridor Electrification Infrastructure Project, Advanced Signal System (also known as Positive Train Control), the Downtown Extension to the Transbay Transit Center, which is the Proposition 1A designated northern terminus of high-speed rail, new high-speed stations at San Jose Diridon Station and a Millbrae BART/Caltrain Station with a connection to San Francisco International Airport, and a Core Capacity project of needed upgrades to stations, tunnels, bridges, potential passing tracks and other track modifications and rail crossing improvements including improvements and selected grade separations required to accommodate the mixed traffic capacity requirements of high-speed rail service and commuter services.

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Attachment A
Resolution No. 4056
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To recognize that of the set of Inter-related Program of Projects, the most substantial and tangible early-investment benefits will be realized when two essential projects are identified for an Initial Investment Strategy to secure, at the earliest possible date, the benefits of the blended system for the traveling public and an Initial Investment Strategy is needed to provide the groundwork upon which future construction can more readily progress.

To recognize that the two Inter-related projects for Initial Investment Strategy are the Corridor Electrification Infrastructure Project that includes the needed rolling stock to operate revenue service; and the Advanced Signal System project and to adopt as part of this MOU, the funding plans needed to move as expeditiously as possible toward construction of these two essential projects.

To work toward the implementation of the Initial Investment Strategy to the maximum extent feasible and that the PARTIES shall endeavor to incorporate the Electrification Infrastructure and Advanced Signal System projects into their respective plans and that the AUTHORITY shall reflect this MOU in its Business Plan by December 31, 2012.

That the aforementioned projects will need to be environmentally analyzed and cleared according to CEQA and NEPA guidelines as appropriate, including updating and recirculation of the Caltrain Electrification EA/FEIR completed in 2009.

That the AUTHORITY will endeavor in good faith to secure approval and release of \$ 600 million of Proposition 1A funds and \$106 million of Proposition 1A "connectivity" funds consistent with the funding plans contained in this MOU as required to complete at the earliest possible date, the Corridor Electrification Infrastructure and Advanced Signal System projects.

That the AUTHORITY will endeavor in good faith to secure approval of Proposition 1A "connectivity" funds for Bay Area project sponsors consistent with and in accordance with the schedule and project expenditure plan approved and as amended by the California Transportation Commission.

That the AUTHORITY will work with funding partners to assist in seeking and releasing the funds necessary to implement the Electrification Infrastructure Project and Advanced Signal System project. Local agencies may provide local funds, real property, or in-kind resources as matching funds where matching funds are required to qualify for grant funds. PARTIES agree to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Electrification Infrastructure Project and the Advanced Signal System Project.

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That the AUTHORITY and appropriate PARTIES will coordinate to obtain funding using a mutually agreed-upon strategy. In the event that funding for the program is constrained by statute, recession of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the AUTHORITY and the PARTIES shall takes steps notify each other as needed in a timely manner.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Attachment B
Resolution No. 4056
Page 1 of 2

FUNDING PLAN

**Program Costs and Proposed Funding
for
Peninsula Corridor Projects:
Electrification and Advance Signal System**

Program Costs <i>(in \$ millions, year of expenditure)</i>	
Advance Signal System / Positive Train Control (PTC)	\$231
Electrification and Electric Multiple Units (EMUs)	\$1,225
Total	\$1,456

Program Funding <i>(in \$ millions)</i>	
Source	Amount
JPB Contributions	\$180
JPB Local - Currently Available	\$11
Caltrain PTC	\$4
Subtotal Local	\$195
Prop 1A Connectivity	\$106
Prop 1A High Speed Rail Authority	\$600
Prop 1B Caltrain	\$24
Subtotal State	\$730
Federal RR Admin. for PTC	\$17
Federal Transit Admin prior/current obligations	\$43
Federal Transit Admin future obligations	\$440
Subtotal Federal	\$500
MTC Bridge Tolls	\$11
BAAQMD Carl Moyer	\$20
Subtotal Regional	\$31
Total	\$1,456

See Next Page for Notes.

Funding Plan Notes:

1. Caltrain Joint Powers Board (JPB) Local Contribution is \$60 million from San Mateo sales tax, \$60 million from VTA sales tax, and \$60 million from San Francisco (\$23 million from sales tax, \$37 million from Regional Transportation Improvement Program (RTIP)/local/other). Each agency's contribution, including Proposition 1A Connectivity funds as outlined in Note 2, is contingent upon the \$60 million each from the other two JPB partners.
2. Prop 1A Connectivity is \$42 million from Caltrain, \$26 million from VTA, and \$38 million from BART (2nd priority for BART after receipt of \$150 million for railcars).
3. Prop 1B Caltrain is \$20 million Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), \$4 million State-Local Partnership Program (SLPP).
4. FTA Prior/Current Obligations is \$16 million for electrification in prior years, \$27 million for EMUs in FY12.
5. FTA Future Obligations is \$315 million for electric multiple units (EMUs), \$125 million from fixed guideway caps. Funds will be programmed in accordance with MTC Transit Capital Priorities process between approximately FY2012-2013 and FY2022-2023.
6. Bridge Tolls is from Regional Measure 1 (RM1) West Bay Rail Reserve.
7. Bay Area Air Quality Management District (BAAQMD) funds to be confirmed.
8. Assumes that all local sources, Prop 1B PTMISEA, all federal sources, and bridge tolls can be used as match to Prop 1A funds, totaling \$726 million in matching funds for \$706 million in Prop 1A funds.
9. Other potential future funding sources could be substituted if secured, including federal Transportation Investment Generating Economic Recovery (TIGER) funds (such as current Caltrain application for \$44 million), State Interregional Transportation Improvement Program (ITIP) funds, and private financing.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Attachment C
Resolution No. 4056
Page 1 of 3

PREPARING THE CALTRAIN CORRIDOR
FOR HIGH – SPEED RAIL:
ELECTRIFICATION AND
ADVANCED SIGNAL SYSTEM PROJECTS
MARCH 2012

ELECTRIFICATION INFRASTRUCTURE PROJECT

Electrification of the peninsula rail corridor is a necessary investment to support a blended Caltrain and high-speed rail system. In the short-term, electrification will bring more commuter service to our region in a quieter and greener way. For the long-term, electrification prepares the corridor to receive the high-speed rail system, which will provide a one-seat ride from downtown San Francisco to Los Angeles.

Project Scope

The electrification infrastructure project includes the installation of traction power facilities, poles and an overhead contact system, and the purchase of electric rolling stock to replace the current diesel trains, known as electric multiple units (EMUs). The project would extend for 52 miles from San Francisco to San Jose.

Short-Term Benefits

Caltrain electrification and use of EMUs will result in the following benefits:

- > Faster and more frequent service
- > Reduction of air pollutant emissions
- > Reduction of noise and vibration

Project Status

In 2009, 35% design and federal environmental clearance were completed. Board certification of the Environmental Assessment /Final Environmental Impact Report (EA/FEIR) to complete the state environmental process has not yet been obtained. If full funding is secured by Summer 2012, the planned project schedule is:

Project Status and Schedule*

Phase	Start	Complete
Environmental Clearance **	2012	2013
Final Design & Procurement	2013	2015
Construction & Vehicle Testing	2015	2019

* Schedule assumes design-bid-build procurement process.

** Update/recirculation of the Caltrain Electrification project EA/FEIR.



Caltrain EMU Vehicle

ADVANCED SIGNAL SYSTEM

The advanced signal system is needed to support Caltrain and high-speed rail blended services on the peninsula corridor. The system is called Communications Based Overlay Signal System, also known as Positive Train Control (PTC).

Project Scope

The project serves two purposes. One is to provide enhanced performance attributes to maximize train throughput in the rail corridor. The other is to reduce the risk of train-to-train collisions and prevent trains from exceeding authorized speed limits. The system includes control center upgrades, wayside signals, sensors in the tracks, on-board computers, and connections to global positioning systems. The advanced signal system meets a federal mandate to achieve PTC by 2015.

Project Benefits

The advanced signal system will:

- > Accommodate blended Caltrain and high-speed trains in the peninsula corridor;
- > Increase the safety of the current signal system;
- > Enable more frequent and dependable passenger service; and
- > Improve grade crossing warning functions.

Additionally, it will enable Caltrain to maintain rail operations during construction, and support faster and more efficient construction schedules in a safer work environment. These capabilities will result in significant project cost savings and minimal service disruptions.

Peninsula Corridor Investment Strategy

Project Status

If full funding is secured by Summer 2012, the planned project schedule is:

Project Phases and Schedule

Phase	Start	Complete
Planning and Preliminary Design*	January 2008	July 2010
Procurement of DB Contractor	August 2010	December 2011
Hardware & Software Engineering	2012	2013
Construction / Installation	2013	2014
System Testing and Integration	2014	2015
Revenue Service		2015

* Project is exempt from environmental review.

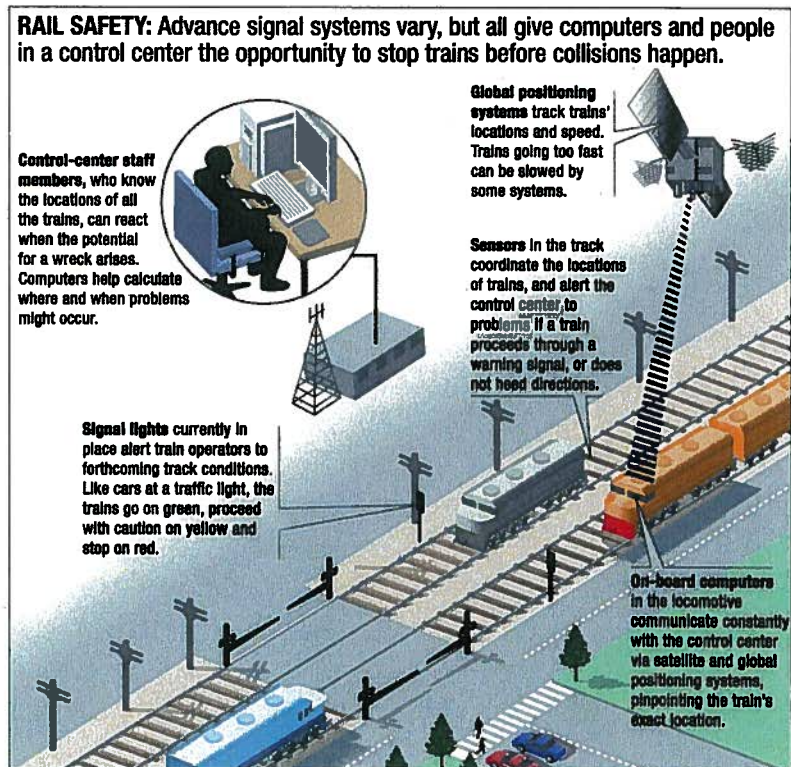


Diagram of how an advanced signal system works

APPENDIX A – 48

Regional Policies: Project Funding and Specific Funding Programs

**Funding Plan for Phase 1 of the
BART Rail Car Replacement Program
MTC Resolution No. 4126**



Date: December 18, 2013
W.I.: 1512
Referred By: PAC
Revised: 01/27/16-C

ABSTRACT

Resolution No. 4126, Revised

This resolution supersedes MTC Resolution No. 3918 by revising the Funding Plan for Phase 1 of the BART Rail Car Replacement Program, which includes a policy-level commitment of approximately \$871 million in regional funding in fiscal years 2006 through 2019. The funding framework for Phase 2 of the project established by Resolution No. 3918 is superseded by the investment plan included in the Core Capacity Challenge Grant Program, MTC Resolution No. 4123.

This Resolution includes the following attachments:

A – Principles for Phase 1 Funding Plan

B – Phase 1 Funding Plan

Attachment B of this resolution was revised by the Commission on January 27, 2016 to 1) revise the Funding Plan for Phase 1 of the BART Rail Car Replacement Program by reducing the commitment of FTA and STP funds by \$150 million and adding a new commitment of AB 664 Bridge Tolls and BATA Project Savings totaling \$150 million, and 2) to update the amounts programmed through FY 2015-16 and the amounts remaining to be programmed.

Further discussion of the BART Rail Car Replacement Program is contained in the Programming and Allocations Summary Sheet dated December 11, 2013 and January 13, 2016.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

Re: BART Rail Car Replacement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4126

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, the San Francisco Bay Area Rapid Transit District (BART) is a rapid transit district providing heavy rail transit service in the San Francisco Bay Area; and

WHEREAS, BART has approved Resolution No. 5134 regarding the BART Rail Car Replacement Program and therein agreed to the matters referenced in the succeeding WHEREAS and RESOLVED clauses; and

WHEREAS, BART wishes to replace 669 rail cars through its Rail Car Replacement Program (PROJECT); and

WHEREAS, BART and MTC wish to establish a funding framework and understanding for the PROJECT; and

WHEREAS, BART and MTC wish to establish a policy-level commitment of funding toward a PHASE 1 FUNDING PLAN in fiscal years 2011 through 2019 in order for BART to award a contract for the PROJECT; and

WHEREAS, MTC previously adopted MTC Resolution No. 3866, the Transit Coordination Implementation Plan; and

WHEREAS, pursuant to Resolution No. 3866, MTC may, at its discretion, withhold, restrict or re-program funds and allocations to an operator that has not made reasonable efforts to implement the requirements of Resolution No. 3866; now be it therefore,

RESOLVED, that BART and MTC have agreed to and approve the PRINCIPLES FOR PHASE 1 FUNDING PLAN set forth in Attachment A and incorporated herein; and be it further

RESOLVED, that BART and MTC have agreed to and approve the PHASE 1 FUNDING PLAN set forth in Attachment B and incorporated herein; and be it further

RESOLVED, that BART and MTC agree that MTC's commitment of funding for the PHASE 1 FUNDING PLAN for the PROJECT is limited to the total amount of MTC Funding shown in the PHASE 1 FUNDING PLAN ; and be it further

RESOLVED, that MTC agrees to program in a timely manner Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds as set forth in Attachment B, subject to Congressional authorization and appropriation, availability of funds, and other critical regional transit capital needs in order to meet PHASE 1 FUNDING PLAN cash flow needs and minimize financing costs; and be it further

RESOLVED, that MTC may substitute other MTC-controlled funds in place of available FTA and FHWA funds specified in the PHASE 1 FUNDING PLAN; and be it further

RESOLVED, that BART agrees to use the funds as shown in Attachment B to meet the local match requirements of federal funds for the PHASE 1 FUNDING PLAN; and be it further

RESOLVED, that BART agrees to comply with all applicable local, state, and federal requirements for funds programmed by MTC; and be it further

RESOLVED, that BART and MTC agree to work with the Bay Area Partnership to ensure that the PROJECT funding plan will be developed and programmed in agreement with the region's overall approach to the Transit Capital Priorities program; and be it further

RESOLVED, that BART acknowledges that it has received regional funds from MTC to extend the life of some of its current fleet of rail cars so that they will remain in service while the replacement cars are being procured and delivered, and agrees to maintain its current fleet of rail

cars so that they will remain in service while the replacement cars are being procured and delivered; and be it further


RESOLVED, that BART agrees that it will not request regional funds from MTC for a rehabilitation of its current fleet of railcars; and be it further

RESOLVED, that MTC may withhold amending annual PHASE 1 FUNDING PLAN funds in the Transportation Improvement Program if the Commission finds that BART is not in compliance with MTC Resolution No. 3866; and be it further

RESOLVED, that BART and MTC will work with the FTA to ensure the federal funds are available to the PROJECT; and be it further

RESOLVED, that this resolution supersedes MTC Resolution No. 3918.

METROPOLITAN TRANSPORTATION COMMISSION



Amy ReinWorth, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 18, 2013.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4126
Page 1 of 2

PRINCIPLES FOR PHASE 1 FUNDING PLAN BART CAR REPLACEMENT PROGRAM

1. Project Definition

The BART Car Replacement Program (PROJECT) consists of replacing 669 A, B, C1 and C2 cars at an estimated cost of \$2.2 billion (in escalated dollars). The procurement of additional capacity expansion cars as well as cars for the Warm Springs and Berryessa extensions is outside of the scope of these Principles.

The PHASE 1 FUNDING PLAN specified in this resolution will address the costs of replacing approximately the first 350 cars at an estimated cost of \$1.2 billion (in escalated dollars).

The PHASE 2 FUNDING PLAN will address the costs of replacing approximately the remaining 319 cars at an estimated cost of \$1.0 billion (in escalated dollars). The PHASE 2 FUNDING PLAN is included in the investment plan established by the Core Capacity Challenge Grant Program, MTC Resolution No. 4123.

2. Background and Prior Actions

MTC Resolution No. 3918 established a funding framework for the BART Rail Car Replacement Program (Phases I and II) and a policy-level commitment of approximately \$780 million in funding toward the Phase 1 Funding Plan for the project in fiscal years 2011 through 2019. Together with regional funds programmed prior to FY 2011, the regional commitment totals \$871 million.

This resolution supersedes MTC Resolution No. 3918 by revising the Phase 1 Funding Plan to reflect changes to the scope and costs for Phase 1 resulting from BART's award of a contract for the rail cars, as specified above under Project Definition. The funding framework for Phase 2 of the project established by Resolution No. 3918 is superseded by the investment plan included in the Core Capacity Challenge Grant Program, MTC Resolution No. 4123.

Transportation 2035 and Plan Bay Area, the region's most recent long-range plans that were adopted in April 2009 and July 2013, respectively, include projected funding to meet BART's capital replacement and rehabilitation needs over the planning period, including the costs of the PROJECT.

3. Regional Share of Phase 1 Project Costs

Consistent with the region's long-range plans and Resolution No. 3918, MTC will provide approximately \$871 million, or about 75%, of the \$1.2 billion PHASE 1 FUNDING PLAN costs.

This includes projected FTA Section 5307, FTA Section 5337, FHWA STP (or successor programs) and/or other anticipated funding sources included in Plan Bay Area, as well as the funds that have been programmed to the PROJECT prior to the adoption of Plan Bay Area and projected earnings on the BART Car Replacement Funding Exchange Account.

Assumptions for Regional Share:

- The total cost of the PHASE 1 FUNDING PLAN is \$1.2 billion and includes replacement of 350 cars.
- The PHASE 1 FUNDING PLAN assumes that any FTA or STP programming not needed for direct project expenditures in the year of programming will be exchanged for BART funds, which will be deposited in the BART Car Replacement Funding Exchange Account.
- The PHASE 1 FUNDING PLAN assumes that a combination of earnings credited to the BART Car Replacement Funding Exchange Account and, if earnings are insufficient, additional programming of STP or other funding sources will provide \$50 million for the PHASE 1 FUNDING PLAN.
- The PHASE 1 FUNDING PLAN assumes that state High Speed Rail Connectivity funds and other local BART funds will be available to BART to meet their \$298 million contribution.
- Major transit capital rehabilitation and replacement needs in the Region can be met as anticipated in Plan Bay Area, including 100% of the cost of replacing revenue vehicles and approximately 76% of the cost of replacing and rehabilitating Fixed Guideway and other Score 16 assets.
- The Region will receive \$20.9 billion in Committed Revenues, including FTA formula funds and AB664 bridge tolls, between FY 2013 and FY 2040 as anticipated in Plan Bay Area.
- The Region's Score 16 transit capital replacement and rehabilitation needs between FY 2013 and FY 2040 will not exceed \$32.7 billion as anticipated in Plan Bay Area.

Should these assumptions, including the cost of the PROJECT, change substantively over time, the terms of this PHASE 1 FUNDING PLAN will be re-examined and an alternate approach will be agreed to by MTC and BART that could include extending the timing of fund commitments, seeking alternate fund sources, or other actions.

4. BART Share of Project Costs

Consistent with Plan Bay Area and Resolution No. 3918, BART will cover approximately \$298 million, or about 25%, of the \$1.2 billion PHASE 1 FUNDING PLAN costs. This includes High Speed Rail funds and BART operating revenues dedicated to the PROJECT through FY 2019. If necessary, BART will either direct future BART-controlled revenue, such as State Transit Assistance Revenue-Based funds, after meeting revenue sharing and coordination expenses, or raise additional funds through General Obligation bonds, parcel taxes, fare increases or other means to help fund its share of PROJECT costs and/or fixed guideway needs. If necessary, BART can meet this commitment, in whole or in part, by funding a larger share of its fixed guideway capital needs, and reducing the need for regional investments in BART's fixed guideway needs below the level currently projected in Plan Bay Area.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC
Revised: 01/27/16-C

Attachment B
Resolution No. 4126
Page 1 of 1

PHASE 1 FUNDING PLAN FOR BART CAR REPLACEMENT PROGRAM

BART Car Replacement Project Phase 1 Preliminary Funding Plan Summary \$000

Funding Source	Prior to FY16	FY16 - FY19	Total
MTC Funding			
FTA Formula Programs	370,189	250,811	621,000
FHWA Regional Discretionary Programs	97,474	2,526	100,000
AB 664 Bridge Tolls & BATA Project Savings	-	150,000	150,000
Subtotal MTC Funding *	467,663	403,337	871,000
BART Funding	204,900	93,100	298,000
Total Funding	672,563	496,437	1,169,000

* MTC Fundng includes programming to other BART projects in exchange for BART funds deposited into the BART Car Replacement Funding Exchange Account, and earnings credited to the account.

APPENDIX A – 49

Regional Policies: Project Funding and Specific Funding Programs

**Transit Core Capacity Challenge Grant Program
for High-Priority Transit Capital Projects
Between FY 2014-15 and FY 2029-30
MTC Resolution No. 4123**



Date: December 18, 2013
W.I.: 1512
Referred by: PAC
Revised: 01/27/16-C

ABSTRACT

Resolution No. 4123, Revised

This resolution establishes an investment plan for MTC's Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30.

This resolution includes the following attachments:

- A – Funding Plan and Revenue Sources and Assumptions
- B – Project Descriptions
- C – Terms and Conditions

This resolution was revised by the Commission on January 27, 2016 to revise the funding plan for the BART Rail Car project by increasing the commitment of FTA/STP funds by \$150 million and reducing the commitment of AB 664 Bridge Tolls and BATA Project Savings by a total of \$150 million. The revision also corrected a typographical error in the funding plan table in Attachment A concerning the number of BART Cars included in the program.

Further discussion of these actions is contained in the Programming and Allocations memorandum dated November 13, 2013 and Summary Sheets dated December 11, 2013 and January 13, 2016.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

RE: Transit Core Capacity Challenge Grant Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4123

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, the San Francisco Bay Area Rapid Transit District (BART) is a rapid transit district providing rail transit service in the San Francisco Bay Area; and

WHEREAS, the San Francisco Municipal Transportation Agency (SFMTA) provides bus, trolley, light rail, and cable car/historic rail car service in the City of San Francisco, California; and

WHEREAS, the Alameda-Contra Costa Transit District (AC Transit) is constituted as a special district under California law and is an Oakland based public transit agency serving the western portions of Alameda and Contra Costa counties in the San Francisco Bay Area; and

WHEREAS, Plan Bay Area (“Plan”), the region’s long-range transportation and housing plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan’s in-fill and transit-oriented growth strategy relies on a well-maintained and robust transit system to meet greenhouse gas emissions reduction targets and other Plan performance objectives; and

WHEREAS, the Plan identifies a total funding need of \$47 billion over nearly three decades to achieve an optimal state of repair for the region’s public transit network; and

WHEREAS, the Core Capacity Challenge Grant Program (“the Program”) addresses funding for transit capital replacement and rehabilitation needs as well as for key transit infrastructure enhancements needed to support future transit service expansion for AC Transit, BART and SFMTA; and

WHEREAS, the Program targets federal, state and regional funds to high-priority transit capital projects for AC transit, BART and SFMTA; and

WHEREAS, federal, state and regional funds will continue to be required to finance the Program 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; now therefore be it

RESOLVED, that the Core Capacity Challenge Grant Program is a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further


RESOLVED, that MTC’s commitment of funding for the Program is limited to the total amount of MTC funding shown in Attachment A; and be it further

RESOLVED, that MTC agrees to program Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds as set forth in Attachment A in a timely manner in order to meet cash flow needs and minimize financing costs, subject to Congressional authorization and appropriation of funds, and MTC’s ability to meet other critical regional transit capital needs; and be it further

RESOLVED, that Attachment B lists the descriptions of the AC Transit, BART and SFMTA projects that will be funded under the Program; and be it further

RESOLVED, that the funding commitments included in Attachment A are subject to the terms and conditions outlined in Attachment C, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, 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 18, 2013

Attachment A Core Capacity Challenge Grants - Funding Plan (\$ Millions)

Project	Project Cost	Proposed Local \$					Funding Sources for Remaining Need					Total Funding
		BART	SFMTA	AL/CC Sales Tax/Parcel Tax	VTA	FTA/STP	AB664 Bridge Tolls	BATA Project Savings	SFO Net Op Revenue	Cap & Trade	Core Capacity New Starts	
BART Rail Cars (463 cars beyond current funding commitment)	1,521	393				893		15	145	75		1,521
BART Train Control	700	267				163				126	144	700
BART Hayward Maint. Center	433	258		175								433
Subtotal BART	2,654	918	-	175	175	1,056	-	15	145	201	144	2,654
SFMTA Fleet Replacement	2,644		770			1,746	44	84				2,644
SFMTA Fleet Enhance & Expand	648		248							400		648
SFMTA Facilities Core Improvements	209		142							67		209
Subtotal SFMTA (2)	3,502	-	1,160	-	-	1,746	44	84	-	467	-	3,502
AC Transit Fleet Replacement	780					477	25	83				780
AC Transit Fleet Expansion	90					5				45		90
AC Transit Facility Rep/Rehab	268					106				162		268
Subtotal AC Transit	1,138	-	-	-	-	481	25	83	-	207	-	1,138
Financing	200					200						200
TOTAL	7,494	918	1,160	341	175	3,483	70	182	145	875	144	7,494

(1) Funding sources for BART Rail Cars were revised by Commission in January 2016 to redirect \$150 million of AB664 Bridge Tolls and BATA Project Savings to the BART Car Phase 1 Funding Plan (MTC Res. 4126), and to replace the bridge tolls with \$150 million of OBAG 2 STP/CMAQ funds transferred from the Phase 1 funding plan.

(2) SFMTA cost estimates adjusted to use regional cost estimates for buses and LRVs, and converted to year-of-expenditure dollars

Attachment A Revenue Sources and Assumptions

- Local Funding:
 - BART: For BART, the approximately \$900 million local contribution is comprised of fare revenue and Proposition 1A High Speed Rail connecting operator funds approved for the rail car replacement project. In addition, \$175 million in funding will be provided by the Santa Clara Valley Transit Authority as part of their agreement to contribute to core capacity projects, as BART will soon extend into Santa Clara County and its residents will also benefit from these projects.
 - SFMTA: For SFMTA, the nearly \$1.2 billion in local revenues include existing sales tax and revenue bonds as well as anticipated future sales tax, vehicle license fee, and general obligation bonds. A task force has been convened by the San Francisco Mayor's Office and will be finalizing its recommendations by the close of 2013 with the expectation of going to the ballot in 2014 and 2016 to support this local contribution.
 - AC Transit: For AC Transit, the assumed local contribution of \$340 million would come from a portion of future Alameda County and Contra Costa sales tax measures and/or parcel tax augmentations for AC Transit operations and maintenance needs.

- Regional/Other Funding:
 - FTA/STP Funds: The program assumes \$3.5 billion in FTA formula and STP funds. These funds have historically supported transit capital replacement through the Transit Capital Priorities process. Generally, the program timeframe has been 2 to 3 years in duration. The proposed Core Capacity Challenge Grant Program investment strategy would extend the commitment for the identified projects to 15 years. The program would also accelerate FTA and STP funds availability through financing as needed; roughly \$200 million is assumed to pay for financing for timely delivery of this aggressive capital program. The proposal acknowledges the needs of other transit operators in the region by retaining an estimated 33% of expected FTA formula funds for the remaining operators. The proposal also retains funding for the BART Car Phase 1 and on-going fixed guideway priorities for rail and ferry operators. A portion of the federal funds for the BART Railcar Replacement and Expansion project may be programmed to BART's preventive maintenance or another capital project and exchanged for BART local funds deposited into the BART Railcar Replacement Funding

Exchange Account, depending on the cash flow needs of the project. The table below provides more detail.

Projected FTA/STP Revenues 2015-2030:	\$	7,549	
Core Capacity Challenge Grants	\$	3,283	43%
Core Capacity Financing Costs	\$	200	3%
BART & SFMTA Fixed Guideway Caps	\$	1,235	16%
Remaining BART Car Phase 1 Commitment	\$	331	4%
Other Operators	\$	2,500	33%
Total	\$	7,549	100%

- AB664 Funds: The program assumes \$70 million in AB664 bridge toll funds. These funds have historically supported transit capital replacement by contributing towards local matching funds for eligible operators in the Transit Capital Priorities process. Generally, the funds are programmed annually. The proposed Core Capacity Challenge Grant Program investment strategy would extend the commitment for the identified projects to 15 years, and would accelerate availability of these toll funds by frontloading AB664 revenues that are available as part of a Bay Area Toll Authority (BATA) revenue transfer to MTC in 2010.
- BATA Project Savings: With the completion of the Regional Measure 1 highway and bridge projects and the opening of the New East Span of the Bay Bridge, BATA project savings are proposed to be directed to the Core Capacity Challenge Grant Program. Staff has determined that these transit projects are eligible bridge improvement projects because they will improve functioning or use of one or more of the state-owned bridges. As such, these project expenditures, in an amount of \$250 million, are proposed to be added to BATA's long-range plan and budget. The total includes approximately \$182 million for Core Capacity Challenge Grant Program projects and \$68 million for the BART Rail Car Replacement Phase 1 project (MTC Resolution 4126, Revised).
- SFO Net Operating Revenues: A commitment dating from 1988 and the first rail extension agreement, MTC Resolution 1876, directs \$145 million of the net operating surplus generated by the San Francisco International Airport (SFO) BART Extension to fulfill the remaining SamTrans' capital contribution to the BART system, for the Warm Springs Extension. This proposal would direct these funds to BART's rail car purchase project, which includes rail cars for the Warm Springs extension project. The Warm Springs construction costs were met through other regional funding contributions as part of the 2008 MTC Resolution 3434 Strategic Plan. SFO Net Operating Revenue satisfies SamTrans buy-in to the BART District originally dedicated to the BART to Warm Springs project.

- Cap and Trade Revenues: AB 574 (Lowenthal) seeks to reserve California Cap and Trade allowance revenue from transportation fuels for transportation-related expenditures. Plan Bay Area included an estimated \$3.1 billion over the 28-year period as available to the region. While the distribution of funds to the MPO's has not yet been finalized, a draft framework and set of principles for Cap and Trade revenues, including \$875 million for the Core Capacity Challenge Grant program, has been proposed and is pending Commission approval.
- FTA New Starts Core Capacity: With the enactment of MAP-21, this new category of eligible projects was added to the New Starts Program. Projects eligible for this funding must expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. As part of Plan Bay Area's investment strategy, a reserve of \$660 million in New Starts was established for future East Bay and North Bay projects. BART's train control project aligns well with the intent of this new category of FTA competitive funding and the direction outlined in Plan Bay Area.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4123
Page 1 of 3

Attachment B Project Descriptions

BART

BART Railcar Replacement and Expansion includes the purchase of 463 new cars, which, together with previously committed funding, would bring BART's fleet to a total of 873 cars: 669 to replace the current fleet, 91 to increase core capacity, 30 for the Warm Springs extension, 60 for the Berryessa extension, and 23 for the extension to San Jose/Santa Clara. The 23 cars for the Silicon Valley extension is subject to the availability of \$75 million in Cap and Trade funding. 350 of the 669 replacement cars are being funded under MTC Resolution No. 4126 and the 60 cars for the Berryessa extension are being funded by VTA through an agreement with BART. The \$1.52 billion cost is in addition to the \$1.38 billion already committed to the project, including \$871 million in regional funding. A portion of the federal funds for the BART Railcar Replacement and Expansion project may be programmed to BART's preventive maintenance or another capital project and exchanged for BART local funds deposited into the BART Railcar Replacement Funding Exchange Account, depending on the cash flow needs of the project. BART's current fleet is either already overdue or due for replacement by 2019.

BART Train Control System involves implementing a new train control system. The current system is aging and needs replacement to restore and retain reliability. A new train control system would increase peak period/peak direction throughput and allow BART to expand its fleet to meet future demand while maintaining service reliability.

BART Hayward Maintenance Center includes improvements to expand the current Hayward Yard by adding storage and transfer/access tracks on the existing BART property and a primary shop, a vehicle-level overhaul shop, a component repair shop, a central warehouse and an expanded shop and storage facility. This project is needed to store and service BART's expanded fleet and will serve as the primary maintenance shop and storage yard for the Berryessa extension fleet.

SFMTA

SFMTA Fleet Replacement includes replacement of all of SFMTA's vehicles as they reach the end of their useful lives between 2016 and 2030. SFMTA's fleet includes 494 buses, 333 trolleys, 151 light rail vehicles, and 67 paratransit vans. Also included in the project is approximately \$300 million for mid-life overhauls to extend vehicle service life and maintain reliability, and the costs of rehabilitating Muni's cable car and historic streetcar fleets.

SFMTA Fleet Enhancement & Expansion expands Muni's light rail vehicle fleet by 74 cars: 24 for the Central Subway extension and 50 to increase capacity on existing lines. The project would also fund an additional 110 60' articulated buses and the increased cost for replacing 42 40' buses and trolleys with 60' articulated buses and 60' trolleys to increase capacity on high-ridership routes, and the installation of video and data collection systems on Muni vehicles.

SFMTA Facilities Core Improvements provides for the renovation of ageing, overcrowded, and inefficient facilities and the improvements needed to address current and future needs, such as:

- Muni Metro East (MME) Maintenance Facility – construction of a centralized paint and body shop to allow for operational flexibility and added repair bay capacity at Woods Maintenance Facility.
- Burke Central Parts Warehouse – improved retrieval time and productivity through use of high efficiency racking systems and improvements to extend the shelf life of parts and components stored in the facility.
- Woods Maintenance Facility – added repair bay capacity and flexibility to accommodate articulated buses; improvements to extend life of the facility and fully utilize its space efficiently to improve productivity.

AC Transit

AC Transit Fleet Replacement consists of replacement of all of AC Transit's buses as they reach the end of their useful lives between 2015 and 2030. AC Transit's fleet replacement needs during this period include 150 40' standard transit buses, 57 60' articulated buses, 91 30' buses, 67 40' suburban transit buses, and 39 45' over-the-road coaches.

AC Transit Fleet Expansion includes procurement of 79 Diesel Electric Hybrid buses to implement the service expansions called for under AC Transit's Comprehensive Operations Analysis.

AC Transit Facility Replacement & Rehabilitation includes replacement of equipment such as communications and navigation systems, bus lifts, fuel islands, bus washers, waste treatment systems, and underground storage tanks at AC Transit's maintenance and operations facilities as

the equipment reaches the end of its useful life. The funding would also allow for re-opening of the Richmond Maintenance Facility.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

Attachment C
Resolution No. 4123
Page 1 of 2

Attachment C Terms and Conditions

General Terms

- a) Continue Transit Capital Priorities Process for Other Operators: The FTA revenue assumption acknowledges the needs of other operators in the region by retaining an estimated 33% of expected FTA formula funds for the remaining operators and only commits an estimated 42% of expected FTA formula funds to this program. This percentage attempts to hold all the other operators harmless and retains funding for on-going fixed guideway priorities for rail and ferry operators based on projection of past needs.
- b) Revenues Availability: MTC agrees to program Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds as set forth in Attachment A in a timely manner in order to meet cash flow needs and minimize financing costs, subject to Congressional authorization and appropriation of funds, and MTC's ability to meet other critical regional transit capital needs. MTC may substitute other available MTC-controlled funds in place of available FTA funds specified in the Program.
- c) Strategic Review: A strategic review of the Core Capacity Challenge Grant program will be conducted at least every 5 years in order to monitor operator project delivery and local contributions. This will also allow staff to address any changes in the demand for capital projects or the revenue landscape.

Operator Conditions

- a) Local Match Contributions: In order to qualify for challenge grant funding, AC Transit, BART and SFMTA are required to provide a minimum of 30% matching funds overall, and at least 25% for fleet replacement projects. The operators will be required to provide to MTC a board-approved commitment of local match dollars before the Program funds are programmed and allocated to them.
- b) Compliance with TSP Performance Metrics: Plan Bay Area assumed that the recommendations of the Transit Sustainability Project would be implemented to complement cost control and service improvements already implemented by the region's transit operators. In order to qualify for challenge grant funding, this proposal requires AC Transit, BART, and SFMTA to meet the Transit Sustainability Project's performance objectives outlined in MTC Resolution No. 4060 that call for a 5% real reduction in at least

one of three performance measures (cost per service hour, cost per passenger or cost per passenger mile) by FY2016-17 and no growth beyond CPI thereafter.

- c) Compliance with Funding Requirements: AC Transit, BART and SFMTA are required to comply with all the applicable local, state, and federal requirements for funds programmed by MTC.
- d) Cash flow Needs and Updates: AC Transit, BART and SFMTA are required to provide MTC with an initial cash flow before the program funds are programmed and allocated to them; and update MTC whenever there are significant changes to the cash flow or annually at a minimum.

APPENDIX A – 50

Regional Policies: Project Funding and Specific Funding Programs

**Policies and Procedures for the Regional Traffic Relief
Plan of Regional Measure 2 (RM2)**

MTC Resolution No. 3636

Date: June 23, 2004
W.I.: 1255
Referred by: PAC
Revised: 11/17/04-C 09/21/05-C
03/28/07-C 05/28/08-C
04/22/09-C 04/28/10-C

ABSTRACT

Resolution No. 3636, Revised

This resolution adopts the policies and procedures for the Regional Traffic Relief Plan of Regional Measure 2 (RM2), included in Attachment A, *Regional Measure 2 Regional Traffic Relief Plan Policies and Procedures* (with attachments).

This Resolution was revised on November 17, 2004 to add the performance measures for transit operating projects and to make technical changes to the Regional Measure 2 Policies and Procedures.

This Resolution was revised on September 21, 2005 to modify the eligible costs for project sponsors and implementing agencies, clarify transit vehicle purchase requirements, modify progress reporting requirements and frequency, and make minor technical changes.

This Resolution was revised on May 28, 2007 to make clarifications to the invoicing procedures, modify timely use of funds requirements, add project close out procedures, and make minor technical changes.

This Resolution was revised on May 28, 2008 to make changes to the invoicing and reimbursements section and the allocation budget plan section of the IPR format, and make minor technical changes.

This Resolution was revised on April 22, 2009 to make technical changes to reflect the present conditions of the program and make changes to the invoicing and reimbursements section.

This Resolution was revised on April 28, 2010 to make technical changes to reflect the present conditions of the program and incorporate the recent changes in invoicing processes.

Additional discussion of this Resolution is available in the Executive Director's memoranda to the Programming and Allocations Committee dated June 9, 2004 and November 10, 2004, and the Summary Sheet dated September 14, 2005, May 14, 2008, April 8, 2009 and April 14, 2010.

Date: June 23, 2004
W.I.: 1255
Referred By: PAC

RE: Policy and Procedures for Implementation of the Regional Traffic Relief Plan of Regional Measure 2 (RM 2)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3636

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the nine State-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM 2”); and

WHEREAS, RM 2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Sections 30914(c) & (d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and


WHEREAS, RM 2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC has developed policies and procedures for the implementation of the Regional Traffic Relief Plan as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set out in full; now, therefore be it

RESOLVED, that MTC hereby adopts the attached policy and procedure for the implementation of the Regional Measure 2 Regional Traffic Relief Plan as set forth in Attachment A; and, be it further

RESOLVED, that the Executive Director is hereby delegated the ability to make non-substantive changes to Attachment A as he deems appropriate to implement the Regional Traffic Relief Plan.

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 June 23, 2004

Date: June 23, 2004
W.I.: 1255
Referred by: PAC
Revised: 11/17/04-C 09/21/05-C
03/28/07-C 05/28/08-C
04/22/09-C 04/28/10-C

Regional Measure 2 Regional Traffic Relief Plan Policies and Procedures

Amended April 28, 2010

**MTC Resolution No. 3636
Attachment A**

Metropolitan Transportation Commission

Programming and Allocations Section

<http://www.mtc.ca.gov>

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Section 1 – General Provisions

Background

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area, by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Sections 30914(c) & (d) of the California Streets and Highways Code.

The following serve as the general provisions in the management of RM2 funding.

Note: Some of the projects identified in the Regional Traffic Relief Plan (RM2 projects), include complementary bridge toll funds (specifically RM1, AB1171) to complete their project funding plan. The administration of the bridge toll funds in these cases will also be governed by this resolution, unless otherwise stated in the allocating resolution.

Fund Management

The collection of toll revenue is estimated to equal \$113 million annually. Costs to administer the program are an annual drawdown on the revenue and an annual limit of up to 38 percent, for the RM2 operation projects. Available revenue for capital allocations will vary annually and capital allocations will be approved with respect to the fund management of the overall program. Final allocation decisions will be subject to the availability of funds. Finally, first year costs (FY 2004-05) include the required reimbursements to counties for the costs of administering the RM2 ballot measure as part of the March 2nd 2004 general election, as well as the 4-month discount from July 2004 through October 2004 to encourage more users to sign up for FasTrak®, the Bay Area's electronic toll collection system.

Program Financing Costs

It is the intent of the Commission to implement those projects and programs outlined in Streets and Highways Code Section 30914 (c) and (d), to the funding amounts designated. The cost of bonding and financing associated with RM2, including interest payments shall be considered a program cost and shall be identified in the annual RM2 Budget as the first priority repayment. The financing costs are not expected to reduce the overall funding level available to projects and programs.

Funding Exchanges

Generally, the exchange of RM2 funding with other types of funding from projects not identified in RM2 shall not be allowed, nor shall projects be substituted.

Matching Funds

A local match is not required for RM2 funds. Complementary funds (non-RM2 funds), for the project phase where RM2 funds are being requested and identified in the financial plan must be available at the time of allocation. Regional Measure 2 funds can be used as the match for federal fund sources requiring a non-federal match.

Public Involvement Process

The capital improvement projects and operating assistance for transit services identified for funding in RM2 are established by state legislation (Senate Bill 916, Chapter 715, Statutes of 2004) approved by the voters on March 2, 2004. In accordance with the legislation as approved by the voters, the Bay Area Toll Authority (BATA) is the financial manager for RM2 funds, whose responsibilities include the preparation of financial plans, the issuance of debt financing, and the disbursement of funds to project sponsors. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery. In some cases, MTC also serves as the project sponsor, for the regional Transit Connectivity Study, as well as certain regional customer service projects, such as the Transit Commuter Benefits promotion, the Real Time Transit information program, and implementation of TransLink®.

Generally, in conducting its review and approval responsibilities stipulated under RM2, MTC will adhere to its public participation policies as outlined in MTC Resolution No. 3821 MTC's Policy and Procedures on Public Involvement.

Specific statutory provisions require further that as part of its assessment of the status of programs and projects under RM2, MTC may make a finding that a program or project cannot be completed or cannot continue due to financing or delivery obstacles making the continuation of the program or project unrealistic, or that a project may be funded using non-RM2 funds. MTC may then determine that the funding will be reassigned. Under these circumstances, the Commission shall hold a public hearing on the project after consultation with the program or project sponsor. The process outlined in MTC's Policy and Procedures on Public Involvement for notification of actions at BATA, Commission, and committee meetings will be adhered to. After the hearing, the Commission may vote to modify the program or the project's scope, decrease its level of funding, or reassign all of the funds to another or an additional regional program or project in the same corridor.

COMPLIANCE WITH OTHER REQUIREMENTS

It is the responsibility of project sponsors to ensure their agency's compliance with all applicable local, state, and federal requirements.

Indemnification of MTC

The sponsor shall indemnify and hold harmless MTC, its Commissioners, officers, agents, and employees from any and all claims, demands, suits, loss, damages, injury, and/or liability, direct or indirect, incurred by reason of any act or omission of sponsor, its officers, agents, employees, and subcontractors, under or in connection with the RM2 program. Sponsor agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, its Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments.

Section 2 – Capital Program Guidance

Background

Projects eligible to receive funding from the Capital Program of the Regional Measure 2 (RM2) Regional Traffic Relief Plan are those projects identified to receive funding under Section 30914(c) of the California Streets and Highways Code (S&HC). Sponsors are required to submit an initial report to establish the baseline project data. These reports are the backbone of the allocation and funding agreements for the capital projects. The capital program is managed in a manner where allocations are approved based upon project sponsor need and readiness and the availability of funding in the bridge toll program. MTC's goal is to carry out the intent of the legislation and ensure that projects are delivered within the investments of the toll payers.

Capital Project Definition

Initial Project Report (IPR)

Project sponsors with projects identified to receive funding under Section 30914(c) of the S&HC are required to submit an Initial Project Report (IPR) to MTC before July 1, 2004. An updated report must be submitted as needed or as requested by MTC; at a minimum, sponsors must submit an updated IPR with any funding allocation request. The Commission will consider approval of the report, or updated report, in conjunction with the allocation of funds.

This report shall include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project and a detailed financial plan. Specific information on the Initial Project Report format is included in Appendix A.

Useable Segment/ Deliverable Product

RM2 funds for capital projects will be allocated with the specific intent of achieving a product. Deliverable products shall be considered as:

- A completed planning or transit study/ environmental decision/ project approval documentation when allocating to the environmental phase;
- The final design package including contract documents when allocating to the final design phase;
- Title to property/ easements/ rights of entry / possession or utility relocation when allocating to the right of way phase;
- A completely constructed improvement (or vehicle acquisition/ rehabilitation) available for public usage when allocating to the construction phase.

The expenditure of RM2 funds for any phase of the project should lead to making available to the public a useable or operable segment in accordance with the legislative intent. Any additional funds required to fully fund the project must be identified in the uncommitted funding plan of the Initial Project Report (IPR). If the RM2 revenues are funding only a phase or segment of a larger project, it must be demonstrated that the RM2 deliverable phase or segment is fully funded with committed funds.

Project Phases

Project costs and revenue must be separated into the following project phases:

1. Planning Activities, Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)
2. Final Design - Plans, Specifications and Estimates (PS&E)
3. Right-of-Way Activities /Acquisition / Utility Relocation (R/W)
4. Construction / Rolling Stock Acquisition / Operating Service (CON)

(Planning studies should be categorized under the environmental phase. Vehicle acquisition or equipment purchase should be categorized under the construction phase.)

The project sponsor must display the project in these four components in the Initial Project Report and expenditure (cash flow) plans. If the project sponsors intend to use alternate delivery methods, such as but not limited to: design/build/operate/maintain, the preparation of the Request for Proposal is considered Final Design phase. The Alternate Delivery package is considered the Construction phase.

Allocation and Funding Agreement Process

The allocation process for RM2 capital projects shall also serve as the process for executing funding agreements, in most cases in lieu of a separate funding agreement for each capital project. These agreements are fully executed through a process of project sponsor governing board certification followed by Commission allocation action. Notwithstanding, under S&HC 30914(e), MTC has the option of entering into a memorandum of understanding between itself and a capital project sponsor addressing specific requirements to be met prior to or after the allocation of funds.

An IPR for capital projects, as outlined in S&HC 30914(e) and detailed in Appendix A and B, shall be prepared and adopted by the appropriate governing board* prior to MTC approval of the IPR and allocation of funds. The sponsor is expected to certify, through an action of its governing board, that certain conditions (general and project specific) are acknowledged and will be adhered to and compliance with the RM2 Policies and Procedures. Along with the certification of conditions from the project sponsor governing board and the IPR, the sponsor will need to provide evidence that the other fund sources contributing toward that project phase are committed. It is recommended that the sponsors submit the allocation request to MTC staff for review sixty days prior to the action by their governing board.

Upon completion of the lead sponsor governing board certification, the Commission will consider the allocation of RM2 funds. An allocation request is considered complete and ready for Commission consideration when all of the component elements to the request are submitted and approved by MTC staff. The Commission's resolution approving the allocation of RM2 funds, based on staff's review of the IPR and corresponding allocation package, will serve as an agreement between MTC and the implementing agency and may include project specific conditions. Where the Commission approves an amount less than the sponsor requested, the Commission allocation amount prevails. Reimbursement of funds is subject to meeting the conditions as stipulated in the MTC allocating resolution. *Approval and adoption of the IPR and corresponding allocation package by a sponsoring agency staff is acceptable if their board has approved a resolution authorizing and directing staff to execute documents and take actions necessary to meet MTC requirements. A copy of such a resolution must be provided to MTC prior to Commission action.

Allocation Principles

For the capital program, allocations will be considered as requested and final allocation decisions will be subject to the availability of funds in the overall RM2 program (capital and operating elements). The Commission will carefully consider each allocation and apply the following principles in its allocation decisions:

1. **Replacement Fund Source Not Allowed.** RM2 funds will not be utilized as a replacement fund source on capital projects for any funds that have been programmed or allocated previously to the project, for the phase requested by the project sponsor, if such replacement results in a shortfall for the overall project or places prior programming commitments in jeopardy.
2. **Required Evidence of a Fully Funded Project Phase.** The Commission will allocate funds for capital projects only if it finds that the project phase is fully funded, either entirely with RM2 funds or with a combination of RM2 funds and other allocated funds. To receive an allocation of RM2 funds for a jointly funded phase, the other contributing funds must be approved, authorized, assigned and allocated to that phase of work by the authorizing authority. At the request of the project sponsor, the Commission may, on an exception basis, consider allocations of RM2 funding conditioned on the allocation of other funds for that phase. In granting conditional allocations, the Commission will consider the nature and timing of other funding commitments to the requested and future phases of work.
3. **Phase at a Time Allocations.** Allocations will only be made to projects one phase at a time: environmental/project approval, final design, right of way, and construction. Exceptions will be considered on a case-by-case basis; however, the Commission will strive to minimize funding risks in making allocation exceptions. Also, requests to modify task budgets within approved allocation levels must be approved in writing, in advance by MTC staff. However, multiple phases may proceed at the same time.
4. **Environmental Clearance.** RM2 funds will not be utilized for any capital expenditure, either for right of way or construction, until the project has been environmentally cleared and approved by the project sponsor. Pursuant to California Environmental Quality Act Public Resources Code §21000, et seq., all applicants are required to submit a valid environmental document that has been certified by the County Clerk for each project. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. Applicants are urged to refer to the statutory and regulatory sections cited when preparing any environmental assessment under CEQA or NEPA. Applicants should consult their environmental officer for guidance in completion of this requirement. If a project is federally funded or is anticipated to be federally funded, project sponsors must submit approved National Environmental Protection Act documents.
5. **Conditions of Right of Way Allocations.** RM2 funds will be allocated for right of way capital and support only after the project has identified and committed construction capital funds. The Commission will consider exceptions whereupon investment in right of way can be recovered if the project does not go forward. If the Commission approves

an allocation of RM2 funds for advance acquisition of right of way meeting the conditions as outlined above, the project sponsor shall provide that the land is held in escrow until project approval occurs for the transportation improvement. Advance acquisitions made prior to completion of environmental and location processes are not to influence environmental assessment of the project. Note that there are federal and state laws, regulations and policies governing acquisition and relocation activities. It is not intended that the use of RM2 funds shall waive any of the laws, regulations, or policies that may apply.

6. **Deliverable Product.** RM2 funds will be allocated with the specific intent of achieving a deliverable product. The ability of the product to be completed will be taken into consideration when the Commission allocates funds to the project. Any impediments to achieving the specific product shall be brought to the attention to the Commission in the Initial Project Report and through progress reports submitted by the project sponsor. If in the opinion of the Commission, impediments are such that the required product is unachievable, the Commission may withhold allocations, rescind allocations or withhold reimbursements on previously allocated funds. The Commission reserves the right to issue a 30-day stop notice in the event it has to reevaluate the project per S&HC 30914(f).
7. **Complementary Funds Consideration.** Projects with funding from other sources may be given priority if there are pending timely use of funds requirements on the other fund sources.
8. **Complementary Funds Spend Down Rate.** Other fund sources committed to a project phase that are complementary to RM2 funds will be expected to be spent down at an approximate proportional rate to RM2 funds. Exceptions and proposals to consider alternative cash flows from other fund sources must be approved in advance, in writing by MTC staff.
9. **Transit Operating Considerations.** For transit systems, an allocation of funds for capital expenditures, either right of way or construction, may be predicated on an ability to demonstrate that the service meets operating requirements.

Allocation Request Process

Project sponsors or implementing agencies must initiate an allocation request by submitting a draft Initial Project Report and Sponsor/ Implementing Agency Resolution 60 days prior to the required Commission action. Thirty days prior to the Commission action, the project sponsor or implementing agency must submit the completed allocation application package to MTC. The allocation request consists of the following, detailed in Appendix A, and is available on the Internet (as applicable) at: <http://www.mtc.ca.gov>:

Intent to Request an Allocation (60 days prior to Commission action):

1. Draft Initial Project Report
2. Draft Sponsor/ Implementing Agency Resolution

Allocation Application Package (30 days prior to Commission action):

1. Sponsor/ Implementing Agency Resolution of Project Compliance

2. Opinion of Legal Counsel / MTC Indemnification*
3. Board or Official Governing Body Approved Initial Project Report (IPR)
4. Environmental Documentation
5. Evidence of Allocation and Commitment of Complementary Funds

* Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel / MTC Indemnification’ within the ‘Implementing Agency Governing Board Resolution of Project Compliance’.

Expenditures and Reimbursements

Authority to Expend

The project sponsor must obtain the Commission’s approval of the allocation and description of eligible costs prior to incurring costs. Project sponsors shall not receive reimbursement for costs incurred prior to MTC approval of the allocation of funding. Project sponsors shall proceed solely at their own risk in advertising, opening bids, or awarding a contract prior to an allocation of RM2 funds. The advertising, bid opening, or awarding of a contract by the sponsor shall in no way prejudice the Commission into making an allocation they deem unsuitable. Final allocation decisions will be subject to the availability of funds.

If a project or project component is ready for implementation earlier than RM2 funding is available, the sponsor may request an allocation of funds covering eligible expenditures but only with the full understanding that reimbursement will be deferred until RM2 funds are available in accordance with the approved allocation.

Eligible Expenses

To ensure that RM2 funds are put to the most efficient use, limitations on allowable expenses have been placed on environmental, design, right of way, construction, staff support, oversight, consultant services and other aspects of project delivery. Furthermore, agency overhead costs, including administrative support, office equipment, and office leases, shall not exceed the cap as described under “Implementing Agency Costs” below.

Note that for all project phases, RM2 funds are limited to the statutorily authorized amount:

1. Environmental Studies and Preliminary Engineering

Expenses incurred by sponsor staff and consultant staff for environmental study costs, including determination of the appropriate environmental document, preparation of all preliminary engineering for each alternative, including geometric layouts, determination of right-of-way needs, environmental technical studies (such as air, noise, energy, cultural resources and hazardous waste), and all other studies or activities necessary to prepare and to finalize the appropriate environmental document for approval are eligible for reimbursement. Environmental costs eligible for reimbursement shall be limited to the project as described in S&HC Section 30914 (c). Any environmental costs associated with an element of the environmentally scoped project that is beyond the project scope and intent as outlined in S&HC 30914 (c) and approved by the Commission in the IPR is not eligible for reimbursement under RM2.

2. Design Costs

RM2 funds are eligible for expenses incurred by sponsor staff and consultant staff for design activities related to the project scope identified in S&HC 30914 (c) and as approved by the Commission in the IPR. These activities include but are not necessarily limited to, preparation of alternative design studies; materials and foundation reports; drainage, hydrology and hydraulic reports; management oversight; surveying and mapping; preparation of the plans, specifications and estimate; preparation of bid documents and files for project; preparation of permit applications and maintenance agreements; coordination of agency reviews and any other activities necessary to prepare final PS&E for bid advertisement and award.

3. Right-of-Way Acquisition and Utility Relocation

RM2 funds are eligible for expenses incurred by sponsor staff and consultant staff for all activities related to right-of-way, advanced right-of-way, and hardship acquisitions, including determination of right-of-way needs; title searches; parcel appraisals; hazardous materials disposition; preparation of right-of-way acquisition documents; negotiation with property owners; activities involved with acquiring rights-of-way including condemnation proceedings, right-of-way capital costs, and cost-to-procure impacts related to the acquisition; utility relocation costs.

Services provided for right-of-way activities involved with the property but not necessary for the RM2 project as defined in the scope of work approved by the Commission in the IPR shall be at the expense of the sponsor and borne by non-RM2 fund sources.

If any excess right-of-way is sold, or otherwise disposed of, the value of such property shall be returned to MTC, including any profit realized from the sale of the property based on the prorated percentage of funds MTC contributed to the purchase of the property.

4. Construction Costs

RM2 funds are available to cover all construction expenditures for the project including construction capital, management and inspection, surveys, public outreach, and others as appropriate that are part of the scope of work approved by the Commission in the IPR. RM2 funds are eligible for reimbursement of sponsor's management oversight expenses associated with the construction of the project. This would include activities such as construction management, inspection, expenses associated with reviewing proposed change orders, and activities involved with managing the fund sources contributing to the project.

Any questions regarding eligible costs will be resolved in writing by MTC staff.

Capital improvements and vehicle procurements for the implementation of the approved RM2 projects are eligible for construction funds. Vehicles procured with RM2 funds must be operated in revenue service for their useful life, as defined by MTC's Transit Capital Priorities process and criteria program.

5. Project Sponsor/ Implementing Agency Costs

The amount for which the project sponsor/implementing agency can be reimbursed will be limited, as described below. In all cases, project sponsor/ implementing agency costs will be reimbursed within the cap of project funds stipulated in RM2. These changes are applicable to expenses beginning July 1, 2005. Prior to July 1, 2005, overhead expenses are not eligible for reimbursement.

- a) **DIRECT STAFF COSTS.** Implementing agency staff costs are eligible, provided costs are directly related to the project tasks. Allowable implementing agency staff costs shall include the actual salary and fringe benefits directly related to the project only.
- b) **INDIRECT OVERHEAD COSTS.** An overhead rate for indirect costs can be assessed on direct staff costs (salary and fringe benefit costs) only. The overhead rate shall be calculated by multiplying total labor cost (salaries and fringe benefits as described in above), by the sponsors' or implementing agencies' overhead rate as approved in its OMB Circular A-87 standard or an equivalent rate accepted by MTC. For projects with multiple project sponsors, the project sponsors must mutually agree to the method and overhead rate being applied to that particular RM2 project. The overhead rate effective July 1 of each year shall be applied for the entire fiscal year. Sponsors and implementing agencies may update the rate as of July 1 of each fiscal year. The amount reimbursable for the overhead rate shall not exceed 50% of the direct staff cost and shall not be leveraged on consultant contract or equipment costs. Project sponsors and implementing agencies must self certify and submit an independent opinion with respect to its agency compliance with OMB Circular A-87 standards and laws.
- c) **OTHER DIRECT PROJECT COSTS.** Other direct costs as approved by MTC.
- d) **CONSULTANT COSTS.** Consultant services directly responsible for delivering the project are eligible. Consultant services shall be listed separately and supported in the invoice submittal to MTC.

6. Miscellaneous Costs

The costs of fees from other agencies, including permit fees, or reimbursement for review or oversight costs needed for the project are eligible costs. However, the cost of permits or fees from the sponsor will not be eligible. Utility relocation costs are eligible for reimbursement according to previous agreements establishing rights for those utilities. The costs for specialized equipment for testing, analysis or production of documents for project-related work are also eligible.

Invoicing and Reimbursements

All eligible costs shall be invoiced on a reimbursable basis. Sponsors are encouraged to invoice quarterly and not more frequently than monthly. Any exceptions for supplemental payments must be approved in advance by MTC. For each fiscal year in which expenditures are incurred, sponsors should invoice at least once in that fiscal year. Invoices shall include only eligible costs and must show that the RM2 and matching fund sources are reimbursed and drawn down at approximately the same rate as the RM2 funds. Costs shall be accounted for in the invoice, sufficient to detail services performed with respect to the project scope as approved by MTC and payments made. An invoice format is provided to sponsors by MTC and shall include appropriate supporting reports from the sponsoring agency's general ledger. Approval of invoices shall be contingent on the timely submittal of Progress Reports. In the event such Progress Reports are not complete and current, approval of invoices shall be withheld until an acceptable Progress Report is submitted. Final reimbursement of funds will be subject to review of the delivered

useable/ operable phase or segment and project close out procedures except if all the funds are used before project closeout.

MTC has implemented a few changes in invoicing procedures effective March 1, 2010, to reduce turnaround time for invoice processing, improve invoice tracking, and improve progress on projects entering or already in more complex and capital intensive phases. These changes include a) revisions in the standard invoicing forms on all projects; b) new invoicing forms requiring additional information on select projects in (or entering) complex and capital intensive phases; c) electronic invoices to be provided along with the usual hard copies on the select projects. Availability for Audits
Sponsors of capital projects shall be available for an audit as requested by MTC.

Timely Use of Funds Provisions and Deadlines

The majority of fund sources used for transportation improvements are bound by timely use of funds deadlines. Failure to meet specific funding milestones can result in the funds being deleted from the project. In the event of funding loss due to the sponsor's inability to meet timely use of funds provisions, the sponsor must demonstrate that the project or project phase is still deliverable.

Generally, project sponsors should encumber funds within one year of receiving an allocation. With respect to project phase milestones 1) sponsors should not take more than 3 years to complete the environmental document and clearance process for environmental phase allocations and 2) Right of Way agreements should be finalized within two years of the allocation of funds for right of way acquisition. Deviations from these timely use of funds guidelines should be highlighted in the progress reporting process and sponsors are required to provide an explanation for this lapse. Amendments, adjustments and extensions should be requested in writing and must be approved, in writing, by MTC staff.

Project sponsors must demonstrate and certify that they can meet all of the timely use of funds deadlines as part of the financial plan included in the Initial Project Report for the various fund sources on the project. It is encouraged that project sponsors follow the provisions of the Regional Project Delivery Policy (MTC Resolution No. 3606).

Project Cancellation

If the RM2 project or project phase is not completed, the project sponsor shall repay MTC any RM2 funds expended above the proportionate share of eligible costs for the project or project phase. With regard to vehicle procurements, removal from revenue service or sale of the vehicle prior to the end of the vehicle's useful life will result in repayment to MTC and the RM2 program for the depreciated value of the vehicle at the time of removal or sale.

Following the Commission consultation with the sponsor, public hearing and determination to redirect funds from the project, payment to MTC shall be made with interest and shall be made in accordance with a negotiated repayment schedule, not to exceed 24 months. MTC shall withhold funds due the sponsor for any missed payments under the negotiated agreement.

Other Project Cost Conditions

Maintenance and Operating Costs

Pertaining to capital projects outlined in Streets and Highways Code Section 30914 (c), it is the obligation of the project sponsor to arrange for all costs to operate and maintain the improvement constructed under RM2. No costs will be considered as eligible for reimbursement out of RM2 funds to operate or maintain the facility or any portion of the facility. Requests for any initial startup costs as part of the construction contract must be approved in writing by MTC staff.

Escalated Costs

RM2 funding for any individual project or program shall be limited to the amount designated in the RM2 legislation without escalation notwithstanding the provisions of Section 30914(f). If funding beyond RM2 amounts are required to complete the project phase the sponsor is responsible for securing the additional funding prior to allocation of RM2 funds.

Cost Increases

In cases where more than RM2 funds are needed to complete a project phase, it is the sole responsibility of the sponsor to secure the additional necessary funding. In the event that the sponsor cannot secure additional funding, and/or the project cannot be segmented, phased, or rescope to meet the available funds and still conform to the intent of the legislation and voter mandate, the Commission shall consult with the program or project sponsor, and conduct a public hearing as outlined in S&HC Section 30914(f). After the hearing, the Commission may vote to modify the project's or program's scope, decrease its level of funding, or reassign all of the funds to another regional project or program within the same corridor. If the existing project is removed from the RM2 program, MTC and the sponsor agree to share expenditures of eligible costs to date in accordance with the allocation conditions accompanying the project allocation.

Contract change orders or cost increases that may arise once the contract has been awarded that are in excess of \$250,000 or 20% of the project cost, whichever is less, shall be noticed to MTC as soon as those increases have been identified or no later than the next scheduled Progress Report. The project sponsor will provide assurance that the project phase the Commission allocated to is still deliverable. A revised financial plan for the project shall be included as part of the submitted Progress Report.

The sponsor is not authorized to claim any RM2 funds in excess of the allocation amount approved by the Commission.

In no case shall the financial responsibility of BATA and/or MTC regarding RM2 funds exceed the amount designated in S&HC 30914 (c) and (d) unless the Commission reassigns funds.

Cost Savings and Cost Increases at Bid Opening

At the time of bid opening, the responsible low bid may exceed the funding commitment of RM2 funds as well as other fund sources. If in the event of construction budget exceedences, the sponsor may seek an allocation of any remaining RM2 funds not yet allocated to the project only if other funds are committed in sufficient amounts to deliver the construction phase. If all available fund sources are not sufficient to award the project, the sponsor shall consult with MTC on suitable measures to enable the project to proceed, including but not limited to downscoping the project and rebidding, providing additional clarity to enable a more cost-effective bid, or seeking additional revenues. In no case shall the sponsor exceed the levels of RM2 funding allowable under Street and Highway Code Section 30914(c). In utilizing all available funding from all sources for contract award, the sponsor shall consult with MTC staff on the likelihood of

cost increases during construction and what contingencies are available to address these costs, including the presentation of a risk management plan for constraining construction expenditures to available revenues. In the event of projected cost savings at bid opening, the proportional share of RM2 funds will be rescinded and shall be available to the sponsor for any cost increases associated with the project after construction award until the time of final close-out of the bid phase, including the settlement of all claims. Any requests for exceptions will be considered on a case-by-case basis.

Monitoring and Reporting Requirements

Annual Updates

On an annual basis, sponsors and implementing agencies may be asked to notify the Commission of anticipated allocation requests for subsequent fiscal year (12 months). The Commission's capacity to allocate RM2 funds depends in part on the information provided by the sponsors and the failure to comply may result in the sponsor's allocation request being deferred until such time when RM2 funds become available.

Semi-annual Progress Reports

As directed by MTC, sponsors and/or implementing agencies will provide MTC with a Semi-Annual Progress Report. Semi-annual periods begin on July 1 and January 1 of any given fiscal year. These reports are meant to update MTC on the project's scope, cost, and schedule. These reports shall include the following:

- **Status:** the phase currently underway and the progress since the last report; major meetings and decisions on the project; any significant accomplishments; any setbacks to the project. The sponsor should note whether they anticipate any problems, and what area these problems exist in.
- **Expenditures to date:** these will be specified as expenditures since the prior reporting, and will include all funding sources including RM2. These will be in sufficient detail to determine that they are eligible expenses.
- **Schedule changes:** any changes in the project schedule as outlined and approved in the IPR and the consequences of those changes, particularly related to project costs. If the schedule has been modified, a revised schedule must be attached.
- **Cost changes:** all changes should be noted in the Progress Report; changes greater than 20% or \$250,000 dollars, whichever is less, must be accompanied by a detailed explanation of what options the sponsor has considered to manage the change. If costs have changed by more than \$250,000 or 20%, whichever is greater, a revised funding plan and cash flow schedule must be attached.
- **Potential Claims:** If RM 2 funds are utilized for the construction phase of the project, then the sponsor must certify if there are any Notices of Potential Claim. If they exist, a summary of such notices as well as the likely cost or schedule impact shall be included. Upcoming allocation requests: Sponsors are requested to provide information on upcoming allocation requests; MTC's capacity to allocate RM2 funds depends in part on the information provided by the sponsors and the failure to comply may result in the sponsor's allocation request being deferred until such time when RM2 funds become available.
- **Status of Project Specific Conditions:** If project specific conditions were approved as part of the allocation, the sponsor must address the status of meeting the condition.
- **Failure to provide the report and required information shall be ground for MTC to withhold reimbursements until a report is submitted and accepted by MTC.**

Project Close Out

The Implementing Agency shall be responsible for notifying MTC of the completion of project, prior to submitting the final invoice for the project. After notification, MTC staff will provide the sponsor with the appropriate forms to close out the project, specific to the project type. The final close-out procedure for a project may include sponsor provided documentation verifying the completion of the project, summarizing project costs and expenditures with a reconciliation of balances remaining on the project, transmittal of final deliverables, and on-site field visits. For projects that expend all of the RM 2 funds before completing the overall project as stipulated in statute, MTC has the discretion to continue requesting progress reports on the project. This will be considered on a case-by-case basis. In case of RM2 projects that include complementary bridge toll funds (RM1/AB1171) that have not been expended as yet, sponsors will be expected to continue to provide progress reports on the status of these projects.

At Risk Report/Cooperation with Consultants

Upon receipt of the sponsor-submitted semi-annual progress reports, MTC shall prepare an At-Risk Report (Report) for submittal to the Commission that outlines critical scope, cost, or schedule changes to the project. The sponsor shall cooperate with MTC or any authorized agent of MTC in the preparation of the Report. The report will be presented to the Commission to determine the ability of the project or project phase to be delivered, per Section 30914(f) of the S&HC. Regarding scope changes, any changes resulting in changes in costs or schedule should be delineated.

Consistency with Other Plans and Policies*RTP Consistency*

Capital projects seeking allocations must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires be consistent with federal planning and programming requirements.

CMP Consistency

For capital projects, it is required that all committed project phases be included in a Countywide Plan. The phase of the project requiring funding shall be in an approved County Congestion Management Plan (CMP) or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to seeking allocation of RM2 funds. For multi-county projects, the project must be in the countywide plans and CMP/CIP of the counties affected by the project.

TIP and Air Quality Conformity

Federal laws governing requirements for regions to achieve or maintain federally mandated air quality standards require that all regionally significant transportation improvements be part of a required regional conformity finding. This conformity finding is performed by MTC, the Metropolitan Planning Organization (MPO) for the Bay Area, in concert with the Bay Area Air Quality Management District and the Association of Bay Area Governments and must state that if all the transportation improvements proceed, air quality standards can be reached.

A project is regionally significant if it increases transit or highway capacity or offers an alternative to established regional highway travel. Projects must be included in the conformity analysis, regardless of their fund source. To that extent, all regionally significant RM2 projects must be included in the conformity analysis for the Regional Transportation Plan (Plan) and

Transportation Improvement Program (Program). Project sponsors are responsible for updating the TIP listing for their projects following an RM2 allocation or rescission or other significant change to the project. Project specific air quality conformity analysis and findings are the sole responsibility of the project sponsor.

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. As with many existing projects in the Bay Area, an RM2 project is likely to have a number of fund sources that make it whole. A project must incorporate the appropriate policy associated with the fund sources that make up the project. Federal, State, and regional policies and directives regarding non-motorized travel include 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).

State Policy Mandates

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."

Routine Accommodations Policy

MTC Resolution 3765 requires agencies applying for regional transportation funds to consider the needs of bicyclists and pedestrians in the process of planning and designing a project.

Resolution 3434 TOD policy

In order to support the development of communities around new transit lines and stations, MTC adopted a [Transit-Oriented Development \(TOD\) Policy](#) that applies to key transit extension projects in the Bay Area. RM2 projects, as appropriate shall comply with the TOD policy.

Intelligent Transportation Systems Policy

In collaboration with federal, state, and local partners, MTC is developing the regional Intelligent Transportation Systems (ITS) architecture. MTC, state and federal agencies will soon require projects funded with federal highway trust funds to meet applicable ITS architecture requirements. Through the on-line WEBFMS application process, project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at: <http://www.mtc.ca.gov/planning/ITS/index.htm>.

Transit Coordination Policy

Res. 3866 (Transit Coordination Implementation Plan)

Res. 3866 establishes coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects like Clipper (formerly TransLink[®]), 511 and the Hub Signage Program. Any agency that is an eligible recipient of funds subject to allocation or programming by MTC – including RM2 capital funds – is subject to Res. 3866 requirements. If a transit operator fails to comply, MTC may invoke the provisions of MTC Resolution No.3866, which could affect access to funds.

Traffic Operations System Policy for Major New Freeway Projects

It is the Commission's policy that all major new freeway projects included in the Transportation 2030 Plan and subsequent regional transportation plans shall include traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. MTC is requiring that all applicable RM2 projects conform to the regional policy. For purposes of this policy, a "major freeway project" is a project that adds lanes to a freeway, constructs a new segment of freeway, modifies a freeway interchange, or reconstructs an existing freeway. A project is considered "new" if it does not have an approved Project Study Report (PSR) by December 2004. Caltrans shall operate, manage, maintain and replace the TOS elements installed within its right-of-way.

Section 3 – Operating Program Guidance

Background

Regional Measure 2 (RM 2) will provide operating support for a number of transit services. These projects are identified in Section 30914(d) of the California S&HC.

On October 13, 2004, the Federal Highway Administration with concurrence of the Federal Transit Administration approved the use of toll revenues from the four non-federalized Bay Area bridges for funding transit operations through the RM2 program. This decision allows MTC to begin allocating operating funds to the projects that were approved as part of RM2.

RM2 funds for operating assistance will be made available annually in accordance with the policies and procedures defined in this section.

Allocation Process

Prior to the beginning of each fiscal year MTC will adopt a project specific budget for RM 2 operating funds. It is against this budget, subject to meeting eligibility requirements and fund availability, that project sponsors should request operating allocations.

In S&HC 30914.5(b), MTC is directed to execute an operating agreement with sponsors seeking RM2 funding covering operating assistance for transit services. These agreements are to be executed through a process of project sponsor governing board certification followed by Commission allocation action. The annual funding agreement will consist of approval by both project sponsors and MTC of the terms outlined in the sponsor Implementing Agency Resolution and Operating Assistance Proposal (OAP). The Implementing Agency Resolution should provide evidence of a full funding plan, adherence to performance measures, local agreement to conditions, local certification of absence of legal impediments and local indemnification of the Commission and adherence to the planned activity as outlined in the OAP.

Environmental Documentation

Pursuant to California Environmental Quality Act (CEQA) Public Resources Code §21000, et seq., all applicants are required to indicate that an environmental document has been filed with the County Clerk for each project in their annual application. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. At the time of service initiation, an applicant may submit a request for RM2 funding to cover the costs of the environmental assessment for the RM2 route. Applicants are urged to refer to the statutory and regulatory sections cited when preparing the environmental assessment documents. Applicants should consult their environmental officer for guidance in completion of this requirement. An application for operating funds solely to maintain existing transit services normally will be a Class I categorical exemption under CEQA, and requires only a Notice of Exemption. Applicants should check with their environmental officer for further assistance.

Allocation Applications

An allocation request will be considered complete and ready for consideration by the Commission when all of the component elements to the request are submitted and approved for forwarding to the Commission by MTC staff. Each request must be submitted using the most current forms available on the MTC website. Most operating project sponsors will prepare their requests as part of an application for Transportation Development Act funds submitted to MTC annually. For project sponsors that do not receive those funds, applications for operating assistance should be submitted sixty days prior to the expected allocation date and should include the following material:

1. Cover letter detailing the allocation request;
2. Implementing Agency Resolution; *
3. Operating Assistance Proposal;
4. Opinion of Legal Counsel; *
5. Environmental documentation;
6. Certifications and assurances; and
7. Fiscal audit.

* Project sponsors have the option of consolidating the ‘Implementing Agency Resolution’ and the ‘Opinion of Legal Counsel.’

Appendix B details the formats for the Implementing Agency Resolution, Operating Assistance Proposal, the Opinion of Legal Counsel, and the Certifications and Assurances. RM2 operating project sponsors not eligible for Transportation Development Act funding should contact MTC for the most recent Operating Assistance Proposal.

Staff will review the operating assistance request to ensure that the project request meets eligibility per S&H code 30914(d), compliance with financial audit requirements, satisfaction of established performance measures, and other requirements outlined in this policies and procedures manual.

Eligibility*Reimbursable Activities*

Transit services eligible to receive operating assistance under RM2 are those projects identified under Section 30914(d) of the S&HC. These projects and services have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. Due to other federal, state and regional requirements, full eligibility for the receipt of RM2 funding is not determined until approval of the funding allocation by the Commission.

Operating costs included in the operating expense object classes of the uniform system of accounts, exclusive of depreciation and amortization expenses and direct costs for providing charter service, are eligible for RM2 operating assistance. Eligible expenses for operating follow the eligibility criteria for Transportation Development Act funds.

Service initiation costs for RM2 routes – including preparation of environmental clearance – are an eligible expense.

No operator or transit service claimant shall be eligible to receive moneys during the fiscal year from RM2 operating assistance for operating costs that exceed its actual operating cost for the service identified in S&HC 30914(d) or subsequently amended through an action by the MTC Commission (including payment for disposition of claims arising out of the operator's liability) in the fiscal year less the

1. amount of fare revenues received during the fiscal year.

For those cases where the RM2 service is a portion of an operator's service, the methodology used to derive the costs and revenues for the route must be specified at the time of allocation. Any change in the methodology must be approved by MTC staff in advance and may require a revision to the allocation.

The period of eligibility for operating expenses is for the fiscal year for which the allocation is made. The term fiscal year has reference to the year commencing July 1 and ending June 30 of the following year.

Notwithstanding the provisions listed above for transit operating, for purposes of TransLink® and Water Transit Authority administrative expenses, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that planning activities are eligible for reimbursement from toll revenues. Allocation for planning activities will be in accordance with federal guidance and may need to be reviewed by federal agencies in advance of the allocation to confirm that the planned activities are Title 23 eligible.

Consistency with Plans

In addition to the eligibility requirements outlined above, applicants must demonstrate consistency with regional plans and federal planning requirements including but not limited to:

- MTC Regional Transportation Plan: For operations projects, applicants should provide the necessary project reference or information to verify that their project is compatible with the RTP.
- Applicant's Short Range Transit Plan (SRTP) or Countywide Plan: For operations projects, applicants should reference how the project is reflected in their Short Range Transit Plan or County-wide Five Year Plan. All transit operators that receive operating assistance shall prepare a Short Range Transit Plan, or planning/budget document equivalent for their system, including reference to the planned use of RM2 bridge tolls as part of their overall operations. Failure to complete an SRTP could delay an allocation or make a project sponsor ineligible for RM2 operating assistance.
- Air Quality Conformity: An applicant's project must be consistent with the TIP for which MTC has completed an air quality conformity assessment.

Disbursement of Funds

After approval by the Commission, allocations of RM2 operating funds will be disbursed in accordance with the terms and conditions established in the allocation instructions by MTC. Generally, allocation instructions will direct payments to be made monthly in advance, subject to quarterly adjustments to reflect actual expenses against monthly invoices. Sponsors are required to submit the final fiscal year invoice by July 30th. All disbursements are subject to the availability of bridge toll revenues and determination of eligible expenses. Specific invoicing procedures will be provided to the sponsor.

Disbursement of RM2 operating assistance may be delayed, cancelled, or adjusted based on MTC audit findings of ineligible expenses. Delinquency of report submittals or failure to comply with other RM2 operating assistance conditions could be grounds for withholding disbursement of funding or rescinding allocations.

Monitoring Requirements

Annual Update of Operating Assistance Plan

Streets and Highway Code 30914.5(b) requires that MTC enter into an agreement with all recipients of RM2 operating assistance that shall include, at a minimum, a fully funded operating plan that conforms to and is consistent with the adopted performance measures. The agreement shall also include a schedule of projected fare revenue and any other operating revenues needed to demonstrate that the service is viable in the near-term and is expected to meet the adopted performance measures. These agreements are to be executed through a process of project sponsor governing board certification followed by Commission allocation action as discussed above in Allocation Process.

Applicants for RM2 operating assistance will use the Operating Assistance Plan (OAP) to demonstrate a fully funded operating plan that is consistent with MTC adopted performance measures. The submittal shall be due May 1st for July allocations, or on a rolling basis thereafter, and be updated to reflect audited actual expense data as well as adjusted current year financial and operating data statistics, as appropriate.

The OAP required information is included in Appendix B or in the most current Transportation Development Act funding application. RM2 operating project sponsors not eligible for Transportation Development Act funding should contact MTC for the most recent OAP.

Performance Measures

Prior to allocation of revenue for transit operating assistance under subdivision (d) of Section 30914 of the S&HC, the MTC shall adopt performance measures related to farebox recovery, ridership, and other performance measures as needed. The performance measures are included in Appendix C, Part 5. Any request to change approved performance measures, or the recording and reporting of those measures, must be approved in advance and in writing by MTC staff.

The performance measures, as developed in concert with the affected transit operators and the Advisory Council and as approved by the Commission, will effect allocations starting in FY 2006-07. The applicable year for calculating performance measures will be two years in arrears of a requested allocation year. In other words, for FY 2006-07 operating allocations, the Commission will base compliance with the performance measures on FY 2004-05 operating performance.

An independent auditor in the fiscal audit, as discussed below shall verify the certification of compliance with adopted performance measures. Failure to report and meet performance measures established by MTC may be grounds for delays or adjustment to future allocations.

Fiscal Audit

As established in S&H Code 30914.5(c), prior to annual allocation of transit operating assistance by the MTC, the MTC shall conduct an independent audit that contains audited financial information, including an opinion on the status and costs of the project and its compliance with the approved performance measures. At a minimum, the fiscal audit will provide the auditor's professional opinion as to whether RM2 operating assistance was spent on eligible costs and performance measures status.

All fiscal and accounting records and other supporting papers shall be retained for a minimum of four years following the close of the fiscal year of expenditure.

Cooperation with MTC and MTC's Consultants

Recipients of RM2 operating assistance funds agree to work cooperatively with MTC staff and MTC consultants to provide operating statistics that will be used to monitor the effectiveness of the RM2 operating program and consistency with MTC adopted performance measures. This includes but is not limited to assisting in the collection of survey data, on-board vehicle counts, and making available relevant ridership and costs information. It is important to note that, in most cases, these performance measures will be route-specific and therefore require isolation of the operating cost, passenger boardings, and fare revenue for the route or line for which RM 2 operating assistance is secured.

APPENDIX A – CAPITAL ALLOCATION REQUEST FORMS

PART 1: RM2 IMPLEMENTING AGENCY RESOLUTION OF PROJECT COMPLIANCE

Resolution No.

Implementing Agency:

Project Title:

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, (agency name) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the (project title) is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which (agency name) is requesting that MTC allocate Regional Measure 2 funds; now, therefore, be it

RESOLVED, that (agency name), and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that (agency name) approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that (agency name) approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that (agency name) has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that (agency name) is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that (agency name) is authorized to submit an application for Regional Measure 2 funds for (project name) in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that (agency name) certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to (agency name) making allocation requests for Regional Measure 2 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

RESOLVED, that (agency name - include for transit projects/sponsors only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that (agency name) indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that (agency name) shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that (agency name) shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for the (environmental/ design/ right-of-way/ construction) phase with MTC for Regional Measure 2 funds in the amount of (\$_____), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

PART 2: RM2 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 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 Regional Measure 2; 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 Regional Measure 2 funds

This communication will serve as the requisite opinion of counsel in connection with the allocation of (Applicant) _____ for funding from Regional Measure 2 Regional Traffic Relief Plan made available pursuant to Streets and Highways Code Section 30914(c)(d) for (Project Name) _____

1. (Applicant) _____ is an eligible sponsor for the Regional Measure 2 funding.
2. (Applicant) _____ is authorized to submit an allocation request for Regional Measure 2 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 Regional Measure 2 funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name

PART 3: RM2 INITIAL PROJECT REPORT (IPR) FORMAT

Section 30914(e) of the California Streets and Highways Code requires that project sponsors with projects listed in the capital program of the Regional Traffic Relief Plan (Section 30914(c)) submit an Initial Project Report (IPR) to the Metropolitan Transportation Commission (MTC) by July 1, 2004. Furthermore, MTC requires the project sponsor to submit an updated report along with any funding allocation request. The governing board of the agency submitting the allocation request must approve the updated IPR before MTC can approve the IPR, or allocation of funds. MTC will approve the report, or updated report, in conjunction with the funding allocation.

The report shall include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds beyond RM2 required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project, a detailed financial plan, and notification of whether Regional Measure 2 (RM2) funds will be needed within the subsequent 12 months (following fiscal year). The Initial Project Report is outlined below, with the electronic template available at www.mtc.ca.gov.

- **Project Description and Sponsor Information**, including identification of lead sponsor in coordination with all identified sponsors, and identification of agency to seek and receive allocations from MTC,
- **Project Delivery Information**, including summary of any impediments to the completion of the project, status of any environmental documents relevant to the project, status of the project phases and delivery milestones, and discussion of the operability of the project once completed.
- **Project Budget Information**, including the total budget for the project, and any prior expenditure.
- **RM2 Funding Need Information**, including RM2 expenditure (cash flow) plan, status of any prior RM2 expenditures, and identification of any RM2 funding needs for the next fiscal year, and beyond.
- **Project Funding Information**, including identification of committed funding to the project, any uncommitted funding required to fully fund the project, and segregation of the RM2 deliverable segment if different from the total project. Any timely use of funds requirements must be noted and incorporated into the overall funding schedule of the financial plan. The RM2 phase or component must be fully funded with committed funds, and it must be demonstrated that the RM2 funded phase or component results in a useable or operable segment. For transit projects resulting in expanded or enhanced services, the sponsor shall document the financial capacity to operate and maintain those services for a period of at least 10 years following the year services are initiated.
- **Allocation Budget Plan**. The sponsor must complete an Estimated Budget Plan (EBP) outlining the agency costs, consultant costs, and any other costs associated with the delivery of the Work Plan element for the allocation request. The EBP should represent both the RM2 funds as well as the complementary funds (for projects with complementary fund sources) for the entire work scope.

- **Governing Board Action**, including verification of approval of the IPR. The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR and requested the allocation of RM2 funding prior to MTC approval of the IPR and allocation of funds. Verification of the governing board action should be attached to the IPR.
- **Agency Contact and IPR Preparation Information**, including agency and project manager, and IPR preparer contact information, and date the report was prepared or updated.

PART 4: ENVIRONMENTAL DOCUMENTATION

Pursuant to California Environmental Quality Act Public Resources Code §21000, et seq., all applicants are required to submit a valid environmental document that has been certified by the County Clerk for each project. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. Applicants are urged to refer to the statutory and regulatory sections cited when preparing any environmental assessment under CEQA or NEPA. Applicants should consult their environmental officer for guidance in completion of this requirement. If a project is federally funded or is anticipated to be federally funded, project sponsors must submit approved National Environmental Protection Act documents.

Part 5: RM2 Evidence of Allocation and Commitment of Complementary Funds

Applicants are required to submit evidence of the commitment of complementary funds for the phase for which the applicant is seeking an allocation of RM2 funds. Copies of the applicable resolution(s) and/or governing body actions allocating the funds to the phase, within the years displayed in the cash flow plan, must be attached to the allocation request. The applicant must demonstrate that the phase is entirely funded prior to the allocation of RM2 funds. Part 6: RM2

Allocation Work Plan

The implementing agency must submit a detailed Work Plan covering the deliverables for which a RM2 funding allocation is being sought. The Work Plan should be consistent with the parameters included in the Board approved Initial Project Report, and must have sufficient detail regarding each deliverables' scope, cost and schedule. The elements of the work plan will serve as the basis of MTC staff review of project sponsor invoices. MTC staff will work with sponsors to ascertain the work breakdown level appropriate to the funding request being made. The Work Plan must be submitted with the allocation application request.

APPENDIX B – OPERATING ALLOCATION REQUEST FORMS

PART 1: CERTIFICATIONS AND ASSURANCES (Sample form is available at www.mtc.ca.gov)

Applicant certifies that, if RM-2 funding was received in the prior year, it has included the RM-2 costs and revenues in its general fiscal audit for that year. Applicant also assures that it will include the RM-2 costs and revenues in its general fiscal audit for the year in which funds are requested.

Applicant certifies to one of the following:

- 1) For bus operators, that it has submitted a copy of the California Highway Patrol (CHP) certification, which was issued within the last 13 months indicating compliance with California Vehicle Code §1808.1 and Public Utility Code §99251 (CHP "pull notice system and periodic reports").
- 2) For rail or ferry operators, it certifies that it is current on all inspections and certifications required by federal and state agencies.

Applicant for RM2 funds certifies that it has current SB 602 "joint fare revenue sharing agreements" in place with transit operators in the MTC region with which its service connects, and that it has submitted valid and current copies of all such agreements to MTC.

Applicant also agrees to participate in the Integrated Fare Structure and Transit Connectivity studies authorized in SB 916 (Chapter 715, Statutes of 2004).

Applicant for funds certifies that it complies with MTC's Transit Coordination Implementation Plan (MTC Resolution No. 3866, revised) and with Public Utilities Code §99314.5(c) and §99314.7).

The applicant may be asked to certify such other assurances as MTC may deem appropriate consistent with the RM2 Policies and Procedures outlined above.

PART 2: RM2 OPERATING ASSISTANCE PROPOSAL (OAP)

The Operating Assistance Proposal (OAP) includes the information outlined below. The format for sponsors to complete is available to be downloaded at www.mtc.ca.gov.

1. Description of Proposed Service

- a. Map of service area.
- b. Description of markets being served (both travel demand as well as inter-operator connections)
- c. Description of methodology used to estimate ridership/assign ridership

2. Service Parameters

- a. Service start/end times.
- b. Headways in the peak and off-peak
- c. Vehicles in service during the peak and off-peak
- d. Daily revenue vehicle hours

3. Budget Information

- a. Basis of expense projections, i.e., description of cost model.
- b. Basis of fare revenue projections (assumptions on fare structure, including any increases over the five years, and resulting average fare).
- c. Description of other revenues – if subsidies from other agencies are included, describe status of commitments.
- d. Five-year projections and audited past actual and adjusted current year information for operating cost and revenue. Revenue projections should disaggregate fare revenue, TDA, local sales tax, private sector contributions, and other subsidies.

4. Operating Data and Performance Measures

- a. Five-year projections and audited past actual and adjusted current year information for service parameters including annual ridership, weekday ridership, revenue vehicle hours, and revenue miles.
- b. Five-year projections and audited past actual and adjusted current year information for performance measures including farebox recovery ratio, passengers per revenue hour, cost per rider, subsidy per rider, and cost per revenue hour.

5. Implementation Schedule and Status Report

- a. Proposed start date
- b. Environmental clearance – status and schedule
- c. Vehicles/other capital – status and procurement schedule for incremental capital needed to support RM2 funded operations.
- d. If partnering with other agencies, provide letters of support from partners.
- e. Description of potential implementation issues
- f. Once operational, please provide a status report on the implementation to-date as well as any planned schedule adjustments or other service changes in the coming year.

PART 3: SAMPLE RM2 OPERATING BOARD RESOLUTION

Resolution No.

Implementing Agency:

Project Title:

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, (agency name) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the (project title) is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Operating Assistance Proposal and incorporated herein as though set forth at length, demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which (agency name) is requesting that MTC allocate Regional Measure 2 funds; and

WHEREAS, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by (agency name) of assurances required for the allocation of funds by MTC; now, therefore, be it

RESOLVED, that (agency name), and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP).

RESOLVED, that (agency name) approves the updated Operating Assistance Proposal, attached to this resolution; and be it further

RESOLVED, that (agency name) approves the certification of assurances, attached to this resolution; and be it further

RESOLVED, that (agency name) is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that (agency name) is authorized to submit an application for Regional Measure 2 funds for (project name) in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that (agency name) certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and, if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to (agency name) making allocation requests for Regional Measure 2 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

RESOLVED, that (agency name - include for transit projects/sponsors only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that (agency name) indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages.

RESOLVED, that (agency name) shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for operating or planning costs for (Fiscal Year) with MTC for Regional Measure 2 funds in the amount of (\$_____), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

PART 4: RM2 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 3. 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 Regional Measure 2; 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 Regional Measure 2 funds

This communication will serve as the requisite opinion of counsel in connection with the allocation of (Applicant) _____ for funding from Regional Measure 2 Regional Traffic Relief Plan made available pursuant to Streets and Highways Code Section 30914(c)(d) for (Project Name) _____

4. (Applicant) _____ is an eligible sponsor for the Regional Measure 2 funding.
5. (Applicant) _____ is authorized to submit an allocation request for Regional Measure 2 funding for (project) _____
6. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for Regional Measure 2 funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name

PART 5: RM2 PERFORMANCE MEASURES FOR OPERATING PROJECTS

1. The objective in establishing performance measures is to ensure that the Regional Measure 2 (RM2) operating dollars are directed to productive services within the corridors identified in the legislation, or as redirected by the Commission after a public hearing process.
2. Two performance measures will be used to assess cost recovery and ridership change in accordance with California Streets and Highway Code (S&HC) 30914.5(a), which requires that MTC shall adopt performance measures related to farebox recovery ratio and ridership: 1) farebox recovery and 2) change in passengers per revenue vehicle hour. Farebox recovery ratio and change in passengers per hour performance measures are established in items 4 and 5.
3. Recognizing that the market demands as well as policy goals for the operating projects in S&HC 30914(d) are not uniform, several thresholds for farebox recovery are established and outlined in item 4.
4. An operating segment must meet or exceed the farebox recovery ratio conforming to its particular mode and service type as defined in the table below. Peak service is defined as service that does not continue at least hourly between the morning and afternoon commute periods. All day service is generally defined as service that is provided at least hourly between the hours of 6 a.m. and 7 p.m. Long-haul bus services (> 25 miles) will be deemed “all day” if service is provided at least every two hours during the midday. Owl service is service that has been developed with the specific goal of closing a temporal gap in the transit network.

For purposes of establishing compliance with the performance measures, the farebox recovery ratio for the audit year or the average farebox recovery ratio for a three-year period will be used, whichever is more favorable.

Service Type	Ferry	Rail	Bus
Peak Service	40%	35%	30%
All Day Service	30%	25%	20%
Owl Service	N/A	N/A	10%

Projects (8) and (9) in S&HC 30914(d) are exempt from the farebox thresholds above and instead must meet the farebox requirements established for receiving allocation for state funds (Transportation Development Act, State Transit Assistance, and AB 1107).

5. It is the expectation that all operating segments will maintain a positive change in passengers per revenue vehicle hour when a rolling average over a three-year period is applied. The first three years of service must demonstrate an increase in passengers each year. From the fourth year forward, three-year averages will be calculated and compared. The previous three-year average will be compared to the most recent three-year average, with the most recent year being added and the oldest year being dropped from each average (FYs 2004, 2005 and 2006 will be compared to FYs 2005, 2006, and 2007, and so on). If productivity during the audit year is better than the most recent three-year average, then the previous three-year average will be compared to the audit year. A negative change in an amount equal to or less than a negative change in Transportation Development Act revenues in the county of operation (or average

Appendix B

between the origination and destination) for the same period will be allowable. The goal is to have positive ridership change between each three-year cycle, but the allowance for a negative change is to account for economic adjustments in the region and for fluctuations in regional market demand for each service.

Projects (8) and (9) in S&HC 30914(d) are exempt from the passenger per revenue vehicle hour changes and instead must meet the performance measure requirements established for receiving allocation for state funds (Transportation Development Act, State Transit Assistance, and AB 1107).

6. If an operating program or project cannot achieve its performance objectives described above, MTC staff will consult with the project sponsor about potential service adjustments or redeployment to increase the productivity of the route and best serve transit in the corridor. After this consultation, the sponsor will be given the opportunity to present to the Commission a corrective action plan for meeting the RM2 performance measures. Based on the corrective action plan recommendation, the Commission shall give the sponsor a time certain to achieve the performance measure or have its funding reassigned. If there are no other eligible claimants within the RM2 eligible program category the Commission shall hold a public hearing concerning the project. After the hearing, the Commission may vote to modify the program's scope, decrease its level of funding, or to reassign all of the funds to another or an additional project.
7. Only transit operations will be subject to the performance measure outlined in this policy. Projects (10) and (11) outlined in RM2 under S&HC 30914(d) are not subject to these performance measures as these projects do not meet the definition of transit operations.
8. Each operating project that requests RM2 operating funding will be given a two-year ramp-up period to meet the performance measures with an expectation that measures will be met in the third year of service. If an operating scope or definition is changed at the sponsor request after initial rollout of the operating project, no new ramp-up period will be granted.
9. Compliance with the performance measures must be certified as part of the annual fiscal audit prepared by the project sponsor. The compliance and, therefore eligibility for RM2 operating funds, for a given fiscal year will be based on fiscal audit two years in arrears. Therefore, the first year for which performance measures will be assessed is for FY 2008-09 operating requests; these requests will take into consideration performance in FY 2006-07.
10. For purposes of calculating farebox recovery ratio and passengers per revenue vehicle hour, project sponsors must allocate costs in accordance with the cost allocation shown below for the various service types. This cost allocation strategy must be consistent with that provided to MTC as part of the annual Operating Assistance Plan (OAP). Further, baseline data on ridership, costs, fares, and average fare must be established as part of the OAP for RM2 services that represent an incremental change to the operator's overall service plan. The operator should establish a data collection plan for assessing changes to the baseline system for purposes of calculating ridership, costs, and fare for the new RM2 incremental services.

Appendix B

Service Type	Cost Allocation Methodology
Peak Service	Fully Allocated Costs
All Day Service	Fully Allocated Costs
Owl Service	Marginal Costs

11. For purposes of this policy, the farebox recovery ratio is the ratio of fares collected on the RM2-funded segment to total operating costs for that same segment. Passenger per revenue vehicle hour is defined as the total passengers (total of all adult, youth and student, senior and disabled, inter-operator paid transfer, and non-revenue boardings) divided by the revenue vehicle hours (the total number of hours that each transit vehicle is in revenue service, including layover time).

APPENDIX A – 51

Regional Policies: Project Funding and Specific Funding Programs

Programming and Allocation Policies for the AB 664 Net Bridge Toll Revenue, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue Transit Funding Programs

MTC Resolution No. 4015



Date: June 22, 2011
W.I.: 1514
Referred By: PAC

ABSTRACT

Resolution No. 4015

This resolution establishes revised programming and allocation policies for the AB 664 Net Bridge Toll Revenue, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs. The revisions establish annual funding for ABAG for the San Francisco Bay Trail, make WETA the sole applicant for ferry services funding, and remove the condition splitting funds between the Northern and Southern bridge groups for the Two Percent Bridge Toll Revenue programs. This resolution supersedes Resolutions 2004, Revised, 3149, and 3288, Revised.

This resolution includes the following Attachment:

Attachment A – Bridge Toll Revenue and State General Fund Revenue Allocation Policy

Further discussions of the policies are contained in the Programming and Allocations Committee summary sheet dated June 8, 2011.

Date: June 22, 2011
W.I.: 1514
Referred By: PAC

RE: Revised Programming and Allocation Policies for the AB 664 Net Bridge Toll Revenues, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4015

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, since 1977, MTC has allocated net toll revenues, pursuant to Government Code §§ 30892 and 30893, for eligible transit capital improvements and ferry operations; and

WHEREAS, pursuant to Streets and Highways Code § 30913 (b), MTC has allocated two-thirds of the 2 percent of the 1988 Regional Measure 1 toll increase (“Two Percent Bridge Toll Revenues”) to projects which are designed to reduce vehicular traffic congestion on these bridges; and the remaining one-third of those toll revenues for the planning, construction, operation, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30884, certain toll revenues (“AB 664 Net Bridge Toll Revenues”) are available to fund transit capital improvements; and

WHEREAS, pursuant to Streets and Highway Code § 30919, MTC has allocated bridge toll revenue (“RM1 Regional Rail Extension Reserves”) for rail extension and improvement projects designed to reduce vehicular congestion on the San Francisco-Oakland Bay Bridge in the counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara; and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC adopted MTC Resolution No. 2004, Revised, which sets forth MTC's overall Bridge Toll Revenue Allocation Policy; and

WHEREAS, with the completion of the Regional Ferry Plan Update, MTC adopted Resolution No. 3149, which established a Five Percent Bridge Toll Revenues programming and allocation policy; and

WHEREAS, the California Department of Transportation (DEPARTMENT) entered into a cooperative agreement with the Bay Area Toll Authority (BATA) and MTC on the

federalization of toll bridge projects under BATA's jurisdiction and on the transfer of state funds to replace the five percent Bridge Toll Program funds for ferry operations; and

WHEREAS, under terms of the agreement between the DEPARTMENT, BATA, and MTC, MTC agreed, among other things, to amend its Five Percent Bridge Toll Revenues policy, as set forth in MTC Resolution No. 3149, and to program and allocate state funds made ("Five Percent State General Fund Revenues") available by the DEPARTMENT for transit operating purposes; and

WHEREAS, pursuant to the agreement between the DEPARTMENT, BATA, and MTC, MTC adopted Resolution 3288 to establish interim programming and allocation policies for the Five Percent State General Fund Revenues and Two Percent Bridge Toll Revenues program; and

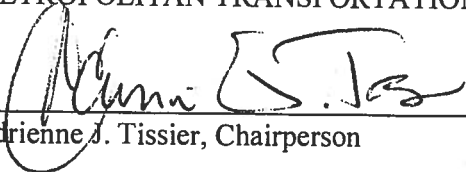
WHEREAS, MTC adopted Resolution 3948 and BATA adopted Resolution 93 and executed a Funding Agreement relieving BATA of responsibility for making AB 664 Net Bridge Toll Revenues Reserve Transfers, Two Percent Transit Reserves Transfers, and Rail Extension Reserves Transfers for 50 years; and

WHEREAS, the adoption of Resolution 3948 necessitates an update and revision to policies governing the various bridge toll revenue and Five Percent State General Fund Revenues; now, therefore, be it

RESOLVED, that MTC adopts the programming and allocation policies for the AB 664 Net Bridge Toll Revenues, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs as set forth in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this resolution supersedes MTC Resolution Nos. 2004, 3149, and 3288.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chairperson

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 22, 2011.

Date: June 22, 2011
W.I.: 1514
Referred By: PAC

Attachment A
Resolution No. 4015
Page 1 of 4

BRIDGE TOLL REVENUE AND STATE GENERAL FUND REVENUE ALLOCATION POLICY

Definitions

1. "MTC Transit Transfer" refers to the September 2010 payment made from BATA to MTC equal to the estimated present value of specified fund transfers for a 50 year period pursuant to BATA Resolution 93 and MTC Resolution 3948. The payment relieves BATA from making AB 664, Regional Measure 1, and MTC Two Percent Bridge Toll Revenues transfers to MTC for a 50 year period.
2. "AB 664 Net Bridge Toll Revenues" refers to revenues available pursuant to Streets and Highway Code (S& H Code) 30884 calculated as 16% of base toll revenue on the San Francisco-Oakland Bay Bridge, San Mateo, and Dumbarton Bridges to be used for transit capital purposes. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
3. "RM1 Rail Extension Reserve" is composed of not less than 90% of the revenues from the Class I toll increase on the Bay Bridge, as authorized by Regional Measure I and Streets and Highways Code § 30910 et seq. Pursuant to Streets and Highways Code § 30919, MTC must allocate these funds exclusively for rail transit capital extension and improvement projects designed to reduce vehicular traffic congestion on the Bay Bridge. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
4. "East Bay Rail Extension Reserve" consists of 70% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in Alameda and Contra Costa Counties. These projects include, but are not limited to, the BART extensions planned for the Concord-Antioch, Fremont-San Jose, and Bayfair-Livermore rail transit corridors. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
5. "West Bay Rail Extension Reserve" consists of 30% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in San Francisco, San Mateo, and Santa Clara Counties. No specific projects are mentioned in the legislation. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
6. "Two Percent Bridge Toll Revenues" refers to revenues available pursuant to S&H Code 30913(b) used for ferry capital and other capital improvements. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
7. "Five Percent State General Fund Revenues" is funded by the five percent (Five Percent) Bridge Toll Program State General Fund revenues delivered to MTC in amounts equal to projections of the Regional Measure 1 (RM 1) five percent (Five Percent) Bridge Toll Program, based on a cooperative agreement between MTC, BATA and Caltrans. These revenues are to be programmed and allocated for ferry transit operations and bicycle-related planning.

8. "Resolution No. 3434" refers to the region's adopted Regional Transit Expansion Program.

Objectives

1. Maintain MTC's flexibility in allocations by avoiding rigid apportionment formulas.
2. Maximize the use of AB 664 Net Bridge Toll Revenues for meeting the local match required for transit capital projects programmed in the Transportation Improvement Program (TIP).
3. Sustain commitments made regarding allocations of new revenues.
4. Secure the financial integrity of the Resolution No. 3434 Program.

AB 664 Net Bridge Toll Revenues

Pursuant to S&H Code 30884, AB 664 Net Bridge Toll Revenues are available for capital projects.

1. The first priority for AB 664 Net Bridge Toll Revenues is to match transit capital projects programmed for Federal Transit Administration formula funds (the Urbanized Area Formula Program and the Fixed Guideway Modernization Program, or successor programs) in the Transportation Improvement Program (TIP). Revenues in each year will be apportioned to each eligible operator in proportion to the operator's share of the FTA formula funds programmed for capital projects in the TIP in the same year.
2. The 70/30 ratio which MTC has employed to apportion AB 664 Net Bridge Toll Revenues between East and West Bay transit operators pursuant to MTC Resolution 2004 is maintained in FY2010-11 program. For FY2011-12 and future years, MTC will consider alternative policies for apportioning revenues among transit operators, including eliminating the division of revenues into East Bay and West Bay so the apportionment is entirely based on each operator's share of FTA formula funds programming for capital projects.
3. Similar to the flexibility allowed under the STP/CMAQ program, where second and third year projects may be advanced to the first year for implementation, an operator may request MTC to advance AB 664 Net Bridge Toll Revenues for programmed projects, as long as funds are available for allocation, (e.g. an operator who is programmed revenues in the third year of the TIP and wishes to exercise pre-award authority for these match funds may request MTC to release the funds.) MTC will determine funding availability and will consider whether there is a need for the advancement.

RM1 Regional Rail Extension Reserve

To the extent feasible and required, maintain MTC's commitment to Resolution No. 3434 projects from the Rail Extension Reserve.

Two Percent Bridge Toll Revenues

Pursuant to Streets and Highways Code Section 30913(b), two-thirds of the annual available funding shall be allocated to projects which are designed to reduce vehicular traffic congestion and improve bridge operations on any bridge, including, but not limited to, bicycle facilities and for the planning, construction, operation, and acquisition of rapid water transit systems. The remaining one-third is available solely for the planning, construction, operation, and acquisition of rapid water transit systems.

Two Percent Bridge Toll Revenues Priorities and Estimated Annual Programming Amounts

1. \$1 million to the Water Emergency Transit Authority (WETA) for ferry capital improvement projects.
2. \$450,000 to the Association of Bay Area Governments (ABAG) for program management and capital support for the San Francisco Bay Trail.

*Note that annual funding amounts are established and adjusted through the annual MTC fund estimate adoption

Five Percent State General Fund Revenues

The Five Percent State General Fund Revenues are delivered to MTC in amounts equal to projections of the RM1 Five Percent Bridge Toll Program. These revenues are to be programmed and allocated for ferry transit operations and bicycle-related planning.

Five Percent State General Fund Revenues Priorities and Estimated Annual Programming Amounts as of FY 2010-11

1. \$2.8 million to the Water Emergency Transit Authority (WETA) for ferry capital improvement projects and ferry operations.
2. \$250,000 to the Association of Bay Area Governments for planning for the San Francisco Bay Trail.

*Note that annual funding amounts are established and adjusted through the annual MTC fund estimate adoption

The amount of Five Percent State General Fund Revenues programmed to ABAG shall be adjusted by the rate of increase in Five Percent State General Fund Revenues or the rate of increase in the Consumer Price Index, whichever is less, every three years, with the first adjustment occurring with FY2011-12 based calculations. ABAG shall be the sole priority for the Five Percent State General Fund Revenues for bicycle planning.

Program the remainder of the Five Percent State General Fund Revenues to WETA to support ferry service operations. Ferry services will need to have demonstrated an average 40% farebox recovery ratio (the regional average for all publicly-operated services during the period from 2006 to 2010) for the operating agency in order to ensure continued funding for operations. An operator may meet this requirement based on their average farebox recovery for the most recent three-year period for which National Transit Database statistics are available or their annual farebox recovery for the most recent year for which data is available.

If an operator is unable to meet the performance measure, the funding that would have gone to the ferry operator could be directed by the Commission to a transit service/route that reduces vehicular congestion in one of the bridge group corridors, and has demonstrated the ability to meet the 40% farebox requirement. The service could be ferry or another transit mode, provided that the service/route can meet the performance measure. At least forty percent of the Five Percent funding must directed toward ferry operations or capital as required.

Screening Criteria for all Two Percent Bridge Toll Revenue and Five Percent State General Fund Revenues Projects

Project submittals for Five Percent State General Fund Revenues and the Two Percent Bridge Toll Revenues must be submitted to MTC for consideration and must meet all of the following screening criteria:

- project is ready for implementation, including having any necessary clearances or approvals, in the year indicated;
- project is well defined and justified in the project proposal;
- entity has the capacity to implement the project;
- entity has an adequate project financial plan, with reasonable cost estimates;
- project has been approved by the local entity's policy board; and
- project is identified in or is part of an adopted regional or local transportation plan.

In addition, entities requesting transit operating funds must:

- complete a Short Range Transit Plan (or similar planning document as specified by MTC) that identifies service plans and budgets for at least a 5-year period;
- be consistent with the adopted Regional Transportation Plan (RTP); and
- submit data on capital replacement needs to MTC, as requested.

MTC staff evaluates project proposals and develops an annual program of projects for Five Percent State General Fund Revenues and 2 % Bridge Toll Revenues. The program of projects is reviewed by the affected entities. MTC adopts the program of projects and allocates the Five Percent State General Fund Revenues and 2 % Bridge Toll Revenues according to the program.

Timely Use of Funds for AB 664 Net Bridge Toll Revenues, Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues

All projects programmed with AB 664 Net Bridge Toll Revenues, Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues are subject to the following timely use of funds (TUF) policy. Full disbursement of funds must be completed within three years plus the year in which funds are allocated for a project programmed Bridge Toll Revenues. For example, funds allocated in FY 2010-11 must be fully disbursed by June 30, 2014. Any unspent funds at the end of September 30, 2014 (which includes a 3-month grace period) will automatically revert to the appropriate Bridge Toll Revenue account.

Annual Funding Levels for AB 664 Net Bridge Toll Revenues, Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues

Annual funding levels for AB 664 Net Bridge Toll Revenues, Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues shall be established and adjusted through the annual MTC fund estimate adoption.

APPENDIX A – 52

Regional Policies: Project Funding and Specific Funding Programs

**Regional Measure 2 (RM2) Safe Routes to Transit
Grant Program**

MTC Resolution No. 3735



Date: December 21, 2005
W.I.: 1255
Referred by: PAC
Revised: 07/25/07-C
07/28/10-C
12/21/11-C
02/26/14-C

ABSTRACT

MTC Resolution No. 3735, Revised

This resolution adopts the Regional Measure 2 (RM2) Safe Routes to Transit Grant Program.

The following attachment is provided with this resolution:

Attachment A — RM2 Safe Routes to Transit Grant Program Fund Recipients

This resolution was revised by Commission Action on July 25, 2007, to include the second cycle projects for the RM2 Safe Routes to Transit Grant Program.

This resolution was revised by Commission Action on July 28, 2010, to include the third cycle projects for the RM2 Safe Routes to Transit Grant Program.

This resolution was revised by Commission Action on December 21, 2011, to include the fourth cycle projects for the RM2 Safe Routes to Transit Grant Program. This resolution supersedes MTC Resolution No. 3932.

This resolution was revised by Commission Action on February 26, 2014, to include the fifth cycle projects for the RM2 Safe Routes to Transit Grant Program.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated December 14, 2005, July 11, 2007, July 28, 2010, December 14, 2011, and February 12, 2014.

Date: July 27, 2005
W.I.: 1255
Referred by: PAC

RE: Regional Measure 2 (RM2) Safe Routes to Transit Grant Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3735

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

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, which specifies the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the RM2 Safe Routes to Transit Grant Program is identified as capital project number 20 under RM 2 and is a competitive grant program available to public agencies including transit operators, cities, and counties; and

WHEREAS, the Transportation and Land Use Coalition and the East Bay Bicycle Coalition and MTC developed a process and criteria to be used in the selection of the RM2 Safe Routes to Transit grant recipients to be funded with Regional Measure 2 funds; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the recommended grant recipients and the correlated funding amounts; and

RESOLVED, that MTC approves MTC staff's review of the RM2 Safe Routes to Transit Grant applications; and be it further

RESOLVED, that MTC approves the list of grant recipients and their associated funding amounts as set forth in Attachment A; and, be it further

RESOLVED, that encumbrance of the Safe Routes to Transit grants require a subsequent action, whereby MTC allocates the RM2 funds specific to each grant recipient consistent with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution No. 3636.

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.: 1255
Referred by: PAC
Revised: 07/25/07-C
07/28/10-C
12/21/11-C
02/26/14-C

Attachment A
MTC Resolution No. 3735
Page 1 of 6

Cycle 1 Safe Routes to Transit Grant Program Projects

Primary Project Sponsor	Project Title	Capital or Planning Project	Award
AC Transit	AC Transit TransBay Expanded Bike Access*	Capital	\$180,000 \$0
AC Transit	AC Transit Bicycle Parking Plan	Planning	\$100,000
BART	BART C2 Rail Car Reconfiguration Project	Capital	\$581,000
City of Albany Community Development Department	El Cerrito/Albany Ohlone Greenway Safety Project	Capital	\$807,000
City of Berkeley	Downtown Berkeley BART Bikestation	Capital	\$496,784
City of Fairfield	Union Avenue/Suisun Train Station Enhancement Program	Capital	\$300,000
City of Oakland CEDA Redevelopment	MacArthur Transit Hub Streetscape Improvement Project Phase II	Capital	\$398,800
City of Oakland Public Works Department	MacArthur BART Station Bicycle Access Project Phase I	Planning	\$30,000
San Francisco Department of Parking & Traffic	Improved Bicycle Access to 16th Street BART Station	Capital	\$195,000
San Francisco Municipal Railway	Balboa Park Station Intermodal Connections	Planning	\$200,000
San Francisco Municipal Railway	Market Street Safety Zone Calming	Capital	\$600,000
Valley Transportation Authority	Santa Clara Transit Center–Pedestrian/Bike Crossing	Planning	\$50,000
TOTAL			\$3,938,584 \$3,758,584

* Project was deleted from the program subsequent to adoption.

Cycle 2 Safe Routes to Transit Grant Program Projects

Primary Project Sponsor	Project Title	Capital or Planning Project	Award
City of Pittsburg; Contra Costa County	Bailey Road Transit Access Improvement Project	Capital	\$650,000
San Francisco MTA; BART	Balboa Park Ocean Avenue Pedestrian/Bicycle Connections	Planning	\$181,280
BART	BART Electronic Bicycle Locker Gap Closure Project	Capital	\$200,000
BART; City of San Leandro	Bay Fair BART Station Area Improvement Plan	Planning	\$100,000
Contra Costa County; BART	Contra Costa Centre/Pleasant Hill BART Shortcut Path and Wayfinding Project*	Capital	\$300,000 \$0
San Francisco MTA; SF Department of Public Works	Mission & Geneva Pedestrian Improvements	Capital	\$940,500
City of San Rafael	Puerto Suello Hill Path to San Rafael Transit Center Connector Project	Capital	\$600,000
City of Richmond; City of El Cerrito	Richmond/Ohlone Greenway Gap Closure—Class I Access to Transit	Planning	\$200,000
City of Berkeley, BART	Safe Routes to Ed Roberts Campus/Ashby BART	Capital	\$325,000
San Francisco MTA	24 th St. & Mission BART Station Area Access Improvements	Capital	\$450,000
TOTAL			\$3,946,780 \$3,646,780

* Project was deleted from the program subsequent to adoption.

Cycle 3 Safe Routes to Transit Grant Program Projects

Primary Project Sponsor	Project Title	Capital or Planning Project	Award
San Francisco MTA	Balboa Park Station Connections Project Phase II	Capital	\$722,000
BART	Bay Fair BART Safety and Security Improvement Project	Planning	\$196,077
City of Berkeley	Berkeley/AC Transit Ped and Bike Access Improvements*	Capital	\$498,820 \$371,187
City of San Leandro	Downtown San Leandro BART Pedestrian and Bicycle Access Project*	Capital	\$750,000 \$400,000
San Francisco MTA	Glen Park Area Bicycle Project	Capital	\$168,000
City of Santa Rosa	Highway 101 Bicycle/Pedestrian Overcrossing	Planning	\$100,000
City of Oakland	MacArthur Station Bicycle Access Project Phase II	Capital	\$242,500
San Francisco MTA	Market Street Multi-Modal Transportation Improvements Study	Planning	\$200,000
Richmond Community Redevelopment Agency	Nevin Avenue Bicycle/Pedestrian Improvements: BART to Civic Center	Capital	\$750,000
VTA	VTA Pilot Bike Sharing Implementation	Capital	500,000
West Contra Costa Transportation Advisory Committee	West Contra Costa/Albany Transit Wayfinding Plan	Planning	\$69,000
TOTAL			\$4,196,397 \$3,718,763

* Projects realized savings due to lower costs or revised scope.

Cycle 4 RM2 Safe Routes to Transit Grant Program Projects

Primary Project Sponsor	Project Title	Capital or Planning Project	Award
City of Oakland	19 th Street/Uptown Bikestation	Capital	\$531,000
San Francisco MTA	Bicycle-Transit System Integration	Planning	\$180,000
City of Richmond	Overcoming Physical Barriers to Safe Routes to Transit	Capital	\$501,829
San Francisco MTA	Polk Street Bicycle Gap Closure	Capital	\$584,000
City of San Jose	Safe Pathways to Diridon Station	Capital	\$675,000
Santa Clara Valley TA	Santa Clara Caltrain Station Pedestrian and Bicycle Access Tunnel	Capital	\$675,000
City of Emeryville	Star Intersection and San Pablo Avenue at 40th Street Transit Hub Bicycle/Pedestrian Improvements	Capital	\$450,000
City of San Bruno	Transit Corridor Pedestrian and Bike Connection Project	Capital	\$500,000
TOTAL			\$4,096,829

Cycle 5 RM2 Safe Routes to Transit Grant Program Projects

Primary Project Sponsor	Project Title	Capital or Planning	Award
City of Oakland	Rockridge BART Access Improvements	Capital	\$472,000
AC Transit	Design Standards and Guidelines Manual for Safe and Efficient Multi-modal Transit Stops and Corridors	Plan	\$100,000
City of Richmond	Carlson Boulevard Crosstown Connection Project	Capital	\$500,000
Sonoma Marin Area Rail Transit District	Regional SMART Pathway College Ave to Guerneville Rd	Capital	\$750,000
City of El Cerrito	San Pablo Avenue Specific Plan and Complete Streets Plan	Plan	\$100,000
San Francisco MTA	Long Term Bicycle Parking	Plan	\$200,000
Santa Clara Valley TA	Countywide Pedestrian Access to Transit Plan	Plan	\$100,000
City of South San Francisco	South San Francisco Caltrain Station Ped and Bike Underpass Plan	Capital	\$200,000
City of Concord	Concord Bike and Pedestrian Access to Transit	Plan	\$200,000
City of Vallejo	Curtola Parkway Class I Bike Path	Capital	\$750,000
AC Transit	Bus Bulb Parklet Design Standards and Guidelines Manual	Plan	\$100,000
Marin Department of Public Works	San Quentin Village Safe Access Gap Closure and Transit Stop Improvement Project	Capital	\$750,000
City of Oakland	Access Improvements to Lake Merritt BART Station	Capital	\$278,521
San Francisco MTA	Balboa Park Station Access and Safety	Capital	\$278,521
TOTAL			\$4,779,042

Additional Cycle 5 RM2 Safe Routes to Transit
Grant Program Fund Recipients Should Savings Accrue to the Program (in priority order)

Primary Project Sponsor	Project Title	Capital or Planning	Additional Funding Amount
City of Oakland	Access Improvements to Lake Merritt BART Station	Capital	\$63,589
San Francisco MTA	Balboa Park Station Access and Safety	Capital	\$36,479
BART	West Oakland BART Bike Station	Capital	\$415,000
TOTAL			\$515,068

APPENDIX A – 53

Regional Policies: Project Funding and Specific Funding Programs

Caltrans Toll Credit Use Policy





Use of Toll Credits in Lieu of Non-Federal Share Match for Local Assistance Federal-Aid Highway Projects

I. BACKGROUND

This Office Bulletin (OB) supersedes the Toll Credits Policy in Section 3.10 of the Local Assistance Procedures Manual (LAPM).

Section 1508 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) as established under Section 120(i) of the Title 23 of the United States Code (USC) authorizes states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the Emergency Relief (ER) Program) and for transit programs authorized by Chapter 53 of Title 49 of the USC.

Federal-aid highway projects typically require the project sponsors to provide a certain percentage of non-federal funds as match to the federal funds. For example, Surface Transportation Program (STP) funded projects require a minimum of 11.47% of non-federal match funds. Through the use of toll credits, the non-federal share match requirement can be met by applying an equal amount of toll credits and therefore *allow a project to be funded at 100% federal* for federally participating costs.

On June 04, 2013, the Division of Budgets issued an updated statewide “Toll Credit Use Policy”. This update included two additional changes which are indicated below in the last two bullets:

- Toll credits will continue to be made available statewide to the Regional Transportation Planning Agencies (RTPAs) for federal match to all eligible federal-aid highway funding programs.
- Toll credits can be used on all federal-aid highway funding programs EXCEPT for the ER Program.
- Local agencies may now use other federal funding to replace the required local match for both On-System Local Highway Bridge Program (HBP) projects and Highway Safety Improvement Program (HSIP) projects. With this option toll credits can be applied to each federal funding component in the project to increase the federal reimbursement rate to 100%. The limit of toll credit use for On-System Local Highway Bridge Program (HBP) projects and Highway Safety Improvement Program (HSIP) projects is because all available funds have been fully programmed and there are more needs than funding capacity.
- Two websites have been added to the policy to assist local agencies that wish to use toll credits for the federal Planning and Federal Transit Administration (FTA) funds.

This OB prescribes Division of Local Assistance’s implementing procedures for the use of toll credits on federally funded Local Assistance projects.

II. POLICY

One of the conditions for FHWA’s approval of the toll credits is that its use does not reduce the state’s non-federal transportation capital expenditures. To conform to this policy, California must demonstrate continued efforts to maintain its non-federal transportation expenditures. Therefore, project sponsors that have savings of transportation dollars due to toll credit match of federal funds shall spend that savings on other transportation related projects.



In addition, it needs to be noted that the use of toll credits does not generate any additional federal funding. Its use is merely to meet the non-federal match requirement of the federal participating cost. The amount of toll credit available each year is limited by the amount of annual Federal Obligation Authority (OA).

Toll credits can be used in any phase of federal-aid projects (Preliminary Engineering, Right of Way, or Construction) as long as that phase of work has not been previously authorized. Caltrans policy does not allow the retroactive use of toll credits on a phase of work that has already received federal authorization. However, subsequent phases can be authorized to use toll credits.

In order to use toll credit, a project **MUST** meet the following requirements:

- The intended use of toll credits is explicitly expressed in the Request for Authorization (RFA) to proceed by marking the appropriate toll credit use area;
- Indicate the use of toll credits in the Remarks of the signed project Finance Letter;
- Be fully funded at the maximum allowable federal reimbursement rate, excluding federally non-participating costs;
- Programmed in the current Federal Statewide Transportation Improvement Program (FSTIP) as using toll credits;
- The project is funded with funds from one of the programs listed in Caltrans’ Statewide Toll Credit Use Policy.
- Project must meet the eligibility criteria for that particular funding being used on the project.

III. PROCEDURE

The following examples demonstrate how the use of toll credits is different than the normal federal/non-federal match funding.

Scenario A – Traditional Project Funding with Match

For a project with a total cost of \$120,000 of which \$100,000 is reimbursable from FHWA (\$20,000 of federally non-participating costs) using a federal reimbursement rate of 88.53%, the funding plan would normally be as indicated in Table 1.

Table 1 - Traditional Funding					
Prog Code	Total Cost	Participating Cost	Federal Funds	Non-Federal Funds	Toll Credit
M240	\$120,000	\$100,000	\$88,530	\$31,470	\$0

The federal fund amount required in this scenario is \$88,530 (88.53%) of the participating cost and the non-federal funding amount is equal to the non-participating amount \$20,000 plus the required \$11,470 (11.47%) non-federal match for a total amount of \$31,470.



Scenario B – Toll Credit Funding

When toll credit is being applied to the project, it is used as a credit toward the non-federal share of \$11,470 (11.47%). Since toll credits are not federal funds, federal share must be increased to accommodate the reduction of non-federal funds resulting from the toll credit being used as indicated in Table 2.

Table 2 - Use Toll Credit					
Prog Code	Total Cost	Participating Cost	Federal Funds	Non-Federal Funds	Toll Credit
M240	\$120,000	\$100,000	\$100,000	\$20,000	\$11,470

The federal fund amount required is changed from \$88,530 (88.53%) to \$100,000, the total Participating Cost, and the non-federal funding amount is equal to the non-participating amount. This option is not applicable for On-System Local HBP projects and Highway Safety Improvement Program (HSIP) projects (see Scenario C below).

Scenario C – Toll Credit with Dual Federal Funding

This scenario is for an HSIP project using STP funds as a match. When other types of federal funding are being applied as a match to the project, each fund must be treated as a separate funding component with 100% federal funding and a corresponding toll credit. A toll credit value equal to the required non-federal match will be applied to each of the federal funding lines as indicated in Table 3.

Table 3 - Use Toll Credit With Federal Funding						
Funding Line	Prog Code	Total Cost	Participating Cost	Federal Funds 1	Federal Funds 2	Toll Credit
1	MS30 (HSIP)	\$90,000	\$90,000	\$90,000	\$0	\$9,000
2	M240 (STP-Match)	\$10,000	\$10,000	\$0	\$10,000	\$1,147
	Total	\$100,000	\$100,000	\$90,000	\$10,000	\$10,147

For this example, the required non-federal match for HSIP funding line #1 is \$9,000 (10%). For funding line #2 the required match for STP funding is \$1,147 (11.47%). Therefore, the total amount of toll credit applied to this project is \$10,147. This option is applicable for On-System Local HBP projects and Highway Safety Improvement Program (HSIP) projects.

Local Agencies:

- Work with the respective Metropolitan Planning Organization (MPO) or RTPA to ensure the use of toll credit is appropriate and that such use is properly programmed in the MPO's Federal Transportation Improvement Program (FTIP), and subsequently in the Federal Statewide Transportation Improvement Program (FSTIP);



- Submit Request for Authorization (RFA) and Finance Letter indicating the use of toll credits for the project; Federal funds must equal 100% of the total participating costs. Include a comment in the “Remarks” section of the Finance letter for the use of toll credits; and
- After receiving Authorization to Proceed, an executed Program Supplemental Agreement (PSA), and a State approved Finance Letter. Invoices for eligible costs may be billed at 100% of the participating costs.

Caltrans District Local Assistance Engineers and HQ Area Engineers:

- Perform normal review to ensure accuracy and completeness of the RFA;
- Enter RFA information into the Federal Aid Data System (FADS);
- Verify that both the RFA and Local Agency signed Finance Letter indicate the use of toll credits,
 - The use of toll credits must be stated in the “Remarks” Section of the LP2000 Finance Letter.
 - Mark “(TC)” to be the last four characters of the “Type of Work” Field on the Fund Sum Screen of FADS. This will allow easier identification of toll credit projects in FADS reporting.
 - Enter the amount of toll credits, equivalent to the non-federal match of the total Participating Cost, into the “Toll Credit” Field on Fund Detail Screen of FADS, and
 - Include a special remark in the “State Comment” field to indicate the use of toll credits (e.g., “This project will use toll credits in-lieu of non-federal match, resulting in federal reimbursement rate of 100%”).

Local Program Accounting:

Review and make payments on project invoices at 100% Federal reimbursement rate or as indicated on the State approved Finance Letter for projects using toll credits.

FTA Transfer Requests:

FTA transfers are eligible to use toll credits.

IV. APPLICABILITY/IMPACTS

This will impact all Local Agency federal-aid transportation projects proposed to use toll credits.

Recommended: Original Signed By _____ 3/27/2014
Robert Nguyen, Area Engineer Date

Approved: Original Signed By _____ 3/27/2014
John Hoole, Office Chief Date
Office of Project Implementation - South

Attachment 1: California Department of Transportation Toll Credit Use Policy (June 04, 2013)
Attachment 2: Toll Credit Example

CALIFORNIA DEPARTMENT OF TRANSPORTATION TOLL CREDIT USE POLICY

Background:

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), 23 U.S.C., Section 1044 of ISTEA under Section 120(j), and 23 U.S.C., Section 1508 of MAP-21 under Section 120(i) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49.

During Fiscal Year (FY) 1992 through FY 2006, California has collected approximately \$18.2 billion in toll receipts, of which over \$7.1 billion was invested to build and/or improve public highway facilities. Based on federal statutes, the State applied for approximately \$5.7 billion in toll credits from investments during this time period. Now approved, these toll credits do not lapse until used by the state.

Effective Date and Duration:

These guidelines apply permanently to the \$5.7 billion, which was conditionally approved by the FHWA for the State of California¹ along with any future toll credits which are received based on Caltrans maintenance of effort in conjunction with local toll collection and will remain in effect until rescinded or modified.

Guiding Principles for use of Toll Credits:

- Compliance with state and federal statutes,
- Maximize the use of federal funds,
- Toll credits should not result in the redirection of non-federal funds away from transportation.

Constraints/requirements:

- Use of toll credits does not generate additional federal funding and is limited to the non-federal match required for Apportionments and Obligation Authority (OA) available in any given year.
- All projects proposed to use toll-credits should be fully funded at the maximum allowable federal reimbursement rate.
- Use of toll credits will require amendments to current programming documents.
- FTIPs still need to be financially constrained.
- Toll credits may not be applied to projects funded with FHWA Emergency Relief funds or Appalachian Development Highway System (ADHS).
- The State must establish a special account to track toll credits.
- Processes for the tracking of toll credit usage must be established.

¹ On June 1, 2005, the Department received approval from FHWA for \$104.026 million in toll credits from private entity expenditures on State Route 91. This \$104.026 million will be kept separate for use within Orange County.

Distribution Process:

1. Toll credits will be made available statewide to the RTPAs and to the Department of Transportation for federal match to any eligible federal program. Local agencies may match the Highway Bridge Program for on federal-aid system projects, and local safety projects with any other type of federal funding, including the use of STIP shares, for which the project is eligible.
 - a. RTPAs will provide the Department with an estimate of the total need for toll credits for the FTIP period by programming year.
 - b. In order for the State to implement the usage of toll credits statewide, the RTPA must submit to the Department on or before October 1 of each federal fiscal year, a list of programmed FTIP projects that are planned to use the credits for the upcoming federal fiscal year (starting October 1).
2. Periodically, the policy will be re-evaluated and if necessary changes will be made to the methodology and process for the disbursement of toll credits to take effect in the federal fiscal year subsequent to adoption.
3. Further direction regarding toll credit policy for Planning and Federal Transit Administration can be found at:
http://www.dot.ca.gov/hq/tpp/offices/orip/owp/index_files/Final_2011_RPH.pdf
<http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/5311/transittollcreditsrev012611.pdf>

Monitoring and Reporting of Toll Credit Usage and Balance

In accordance to the FHWA February 8, 2007, Memorandum on Tolling and Pricing Program, Caltrans will establish and maintain a special account to track the use and balance of toll credits for FHWA funded projects.

As a pre-condition for utilizing toll credits on FTA funded projects, RTPAs and local agencies shall develop and maintain a special account to track the use and balance of toll credits acceptable to FTA and FHWA. The obligations of funds through FTA constitute final use of toll credits as FTA funds are not de-obligated but are amended through the FTA.

APPROVED:



STEVEN KECK

Acting Chief Financial Officer



Date

APPENDIX A – 54

Regional Policies: Project Funding and Specific Funding Programs

**MTC Toll Credit Policy
MTC Resolution No. 4008**



Date: April 27, 2011
W.I.: 1512
Referred by: PAC
Revised: 09/26/12-C

ABSTRACT

Resolution No. 4008, Revised

This resolution establishes the regional policy for managing the use of Toll Credits, also known as Transportation Development Credits, within the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Regional Toll Credit Policy

Attachment A to the resolution was revised on September 26, 2012 to add a fourth principle for the use of toll credits for flexibility in managing programs of regional significance.

Additional discussion of this action is contained in the MTC Programming and Allocations Committee Summary dated April 13, 2011 and September 12, 2012.

Date: April 27, 2011
W.I.: 1512
Referred by: PAC

Re: Regional Toll Credit Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4008

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, Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of the Intermodal Surface Transportation Efficiency Act (ISTEA) under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of certain programs authorized by Title 23 (referred to as Toll Credits) and for transit programs authorized by Chapter 53 of Title 49 (referred to as Transportation Development Credits); and

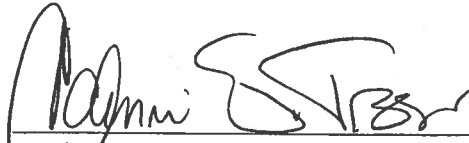
WHEREAS, the Federal Highway Administration (FHWA) has granted approval to Caltrans to use Toll Credits; and

WHEREAS, the California Department of Transportation (Caltrans) has developed a policy on the use of Toll Credits, including the monitoring and reporting of toll credit usage; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, establishes the policy principles for the region's use of Toll Credits, now therefore be it

RESOLVED, that MTC approves the regional Toll Credit policy for the San Francisco Bay Area as set forth in Attachment 'A' to this resolution; and be it further

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of the
Commission held in Oakland, California,
on April 27, 2011

Date: April 27, 2011
W.I.: 1512
Referred by: PAC
Revised: 09/26/12-C

Attachment A
MTC Resolution No. 4008
Page 1 of 2

Regional Toll Credit Policy

Background

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of the Intermodal Surface Transportation Efficiency Act (ISTEA) under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of certain programs authorized by Title 23 (referred to as toll credits) and for transit programs authorized by Chapter 53 of Title 49 (referred to as transportation development Credits).

Toll credits do not provide additional revenues, but rather allow the use of federal funds at a reimbursement rate of 100% without a required non-federal match.

The Federal Highway Administration (FHWA) approved approximately \$4.2 billion in toll credits for use in California.

Toll credits are managed by Caltrans at the state level.

Current State Toll Credit Policy

Caltrans has established a toll credit policy for federal transportation funds managed by the state. The use of toll credits for STP/CMAQ and FTA Formula FG funds is at the discretion of the RTPA/designated recipient.

Regional Principles

The use of toll credits should be focused toward the objectives below:

- **Maximize Efficient Use of Federal Funds:** Apply toll credits on large federalized projects to substitute for non-federal funding otherwise used as local match (e.g. County sales tax funds). This would allow the local funds to be used on other transportation projects and would focus federal funds on fewer, larger projects, while redirecting more flexible funding to other transportation projects that may have difficulty proceeding through the federal-aid process.
- **Facilitate Funding Exchanges:** Consider the use of toll credits if needed to facilitate the exchange of non-federal funds. Using toll credits maximizes the local dollars available for exchanges thereby expanding the 'pool' of non-federal funds with which to implement a broader range of regional transportation strategies, consistent with MTC's existing exchange program.

- **Target Federal Funds to Specific Phase(s):** For some projects it is often advantageous to use non-federal funds for specific phases, such as preliminary engineering, and use federal funds for other phases such as construction. However, it is difficult to obtain federal approval to consider local funding spent on earlier phases as match to federal funds in later phases. Sponsors tend to over-match smaller projects as a result. It is proposed that toll credits may be used on a case-by-case basis for a specific phase, where non-federal funds have been expended in excess of the required non-federal match in the earlier phases. The overall project would still have non-federal funding exceeding the required match for the entire project, while facilitating project delivery by targeting federal funds to a specific phase.
- **Flexibility for Programs of Regional Significance:** Allow toll credits for programs of regional significance including planning and outreach activities, allowing greater flexibility in managing on-going regional programs and planning efforts.

Implementation

The Toll Credit policy is to be implemented by MTC through the policies and procedures developed for the specific federal program managed by MTC.

This policy only applies to federal funds managed by MTC (including FTA 5307, FTA 5309 FG, STP and CMAQ).

Monitoring

Toll credits are to be entered into MTC's Fund Management System (FMS) for tracking and reporting purposes.

APPENDIX A – 55

Project Delivery

**Regional Project Funding Delivery Policy Guidance
for FHWA-Administered Federal Funds
in the San Francisco Bay Area
MTC Resolution No. 3606**



Date: October 22, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/26/06-C 07/23/08-C
01/22/14-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.

This resolution was revised on July 23, 2008 to advance the obligation and obligation request submittal deadlines in response to a change in Caltrans' release date for unused regional Obligation Authority (OA).

Attachment A to the resolution was revised on January 22, 2014 to advance the obligation and obligation request submittal deadlines to be more aligned with the summer construction season, shorten the award deadline to be consistent with CTC and Caltrans requirements, expand the policy to cover all FHWA-administered funds programmed in the TIP rather than just STP/CMAQ funds, establish local public agency project management expectations, require a single point of contact for all agencies delivering projects with FHWA-administered funds, apply the policy to MAP-21 and beyond, and modify attachment A to focus on specific Commission policies rather than general guidance which are to be promulgated by staff in consultation with partnering agencies.

Further discussion of this action is contained in the summary/ MTC Executive Director's Memorandums to the MTC Programming and Allocations Committee dated October 8, 2003, April 12, 2006, July 9, 2008, and January 8, 2014.

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

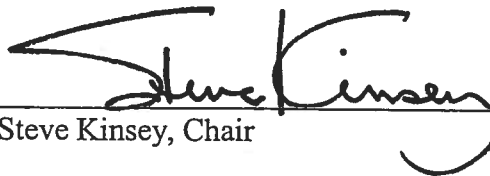
WHEREAS, the region has used all of its federal Obligation Authority (OA) under TEA-21 and has over 125 projects totaling approximately \$100 million waiting for additional OA; and

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

A handwritten signature in black ink that reads "Steve Kinsey". The signature is written in a cursive style with a large, sweeping initial "S".

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

Date: October 22, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/26/06-C 07/23/08-C
01/22/14-C

Attachment A
MTC Resolution No. 3606
Page 1 of 5

**Regional Project Funding Delivery Principles for
FHWA-Administered Federal Funds
in the San Francisco Bay Area**

Background

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for various fund sources (referred collectively as 'Regional Discretionary Funding').

As a result of the responsibility to administer these funding programs, the region has established various principles for the delivery of regional discretionary funds in various programs, including the regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) and Regional Transportation Improvement Program (RTIP), to ensure timely project delivery against state and federal funding deadlines. The regional project funding delivery principles establish a standard policy and guidance for implementing project funding deadlines for these and other federal funds administered by the Federal Highway Administration (FHWA) during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century (MAP 21) and subsequent extensions and federal transportation acts.

Regional Project Funding Delivery Policy Intent

The intent of this regional project funding delivery policy is to ensure implementing agencies do not lose transportation 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 (OA), 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 county Congestion Management Agencies (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.

The policy applies to all FHWA-administered funds programmed in the federal TIP, with additional principles applied to regional discretionary funding as noted. Implementing agencies should pay close attention to additional state and federal deadlines and requirements imposed on their funding so as not to miss any other applicable funding deadlines, such as those required by the California Transportation Commission (CTC).

This regional project funding delivery policy was developed by the San Francisco Bay Area Partnership, through the working groups of the Bay Area Partnership's Technical Advisory Committee (PTAC) consisting of representatives of Caltrans, CMAs, transit operators, counties, cities and MTC staff.

Benefits of the Regional Project-Funding Delivery Policy and Principles:

The following are key benefits of the policy and principles:

- Strengthens the region's delivery efforts, which has assisted the region and sponsors in delivering to the full apportionment and Obligation Authority (OA) levels.
- Strengthens the region's ability to meet AB 1012 requirements, and incorporate Caltrans and FHWA post-obligation requirements, thus minimizing risk of losing federal transportation funding.
- Supports subsequent requests for additional federal funding for the region by demonstrating success in delivery of regional transportation projects.
- Establishes standard guidance to be applied for all regional discretionary funds and programming cycles and all FHWA-administered funds included in the TIP. A standardized policy makes it easier for project sponsors to implement project delivery strategies consistently among the programmed projects.
- Keeps the region ahead of other regions in the state, that in recent years have been improving their own delivery rates.

Regional Principles

The following requirements apply to the management and implementation of FHWA-administered funds within the region:

- **Federal funds must comply with federal fiscal constraint requirements.** FHWA-administered federal funds are to be programmed in the federal 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 FHWA or transferred to the Federal Transit Administration (FTA) or allocated by the CTC.
- **Regional discretionary funds are project specific.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone and may be used for any phase of

the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.

- **Funds must be included in the annual obligation plan.** MTC staff, in consultation with regional partners, will prepare an annual obligation plan as required by California Streets and Highway Code 182.6(f) at the end of each state fiscal year based on the funding programmed in the federal TIP and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made in the following federal fiscal year.
- **Advance Construction Conversion has priority for funding.** Conversion of Advance Construction Authorization (AC) to full authorization receives priority in the annual obligation plan. At the end of the federal authorization Act, AC may be the only option available should the region fully use its Obligation Authority.
- **Federal funds must meet timely use of funds requirements.** To comply with federal timely use of funds requirements, the Request for Authorization (RFA) and obligation (E-76 authorization/ FTA Transfer) deadlines are November 1 and January 31, respectively. These deadlines align with the natural schedule to have projects ready for the following summer construction season.
- **Projects may be advanced from future years.** Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and generally will only be considered after the obligation submittal deadline of November 1. OA is available first-come first-served after January 31. In some years OA may not be available for project advancements until after April 30, when Caltrans releases unused OA statewide.
- **CTC allocation and FHWA authorization requests should be coordinated.** To ensure deadlines imposed by the CTC are met, allocation requests to the CTC for federal funds should be accompanied with a complete RFA package, so the authorization request for federal funds may be submitted to FHWA immediately following CTC action.
- **Funds for construction should be awarded within 6 months of obligation.** This deadline is for consistency with the CTC's 6-month award deadline following CTC allocation, and to ensure there are eligible expenditures to invoice against to meet Caltrans' 6-month invoicing requirement and FHWA's inactive obligations requirements.
- **Funds must be invoiced against at least once every 6 months.** Project sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly. This ensures the sponsor complies with Caltrans requirements and the project does not become inactive under FHWA's rules.

- **Funds not used in a timely manner are subject to rescission.** For regional discretionary funds subject to a federal rescission, the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated. This ensures future funding commitments are not impacted due to delivery failures of earlier-funded projects.
- **Local Agencies delivering federal-aid projects are to assign a single point of contact.** Every Local Public Agency (LPA) with FHWA-administered funds programmed in the federal TIP must identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. This will improve communication and coordination of delivering federal-aid projects.
- **Local Public Agencies should be qualified in the federal-aid process.** By requesting the programming of federal funds in the federal TIP, the agency is self-certifying they are qualified to deliver federal-funding transportation projects. This regional qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the federal-aid project.
- **LPAs should engage in good project management practices.** Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate, if requested, in a consultation meeting with the county CMA, MTC and Caltrans. This will ensure sponsors are actively monitoring the status of their projects to ensure federal funds are not lost.
- **LPAs should be in good standing.** 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 FHWA federal-aid projects will have future programming and OA restricted for additional projects until the troubled projects are brought back on schedule, and the agency demonstrates it can deliver new projects within the funding deadlines and can meet federal-aid project requirements.
- **Guidance on these delivery principles shall be promulgated by MTC staff.** Commission policies and principles for the management and implementation of FHWA-administered funds programmed in the federal TIP shall be promulgated by staff through the development of regional guidance in consultation with partner agencies.

Consequences of Non-compliance

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 project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of all their FHWA federal-aid projects against these regional, state and federal funding deadlines and milestones 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 will work with the agency 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, or are out of compliance with federal-aid requirements and 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 Regional Discretionary Funding based on the implementing agency's demonstrated ability to deliver 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.

APPENDIX A – 56

Project Delivery

Regional Project Delivery Policy Guidance



**Metropolitan Transportation Commission (MTC)
Regional Project Funding Delivery Policy Guidance for
FHWA-Administered Federal Funds
In the San Francisco Bay Area
MTC Resolution 3606
January 22, 2014**

Regional Project Funding Delivery Policy Intent

The intent of the 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 (OA) and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for implementing agencies, Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back in-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 guidance specifically addresses the Regional Discretionary Funding managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as congressionally mandated projects including Earmarks which come with their own assigned OA). 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, such as those imposed by the CTC on funds it administers and allocates.

This regional project delivery policy guidance was developed by the San Francisco Bay Area's Partnership, through the working groups of the Bay Area Partnership Technical Advisory Committee's (PTAC) consisting of representatives of Caltrans, county Congestion Management Agencies (CMAs), transit operators, counties, cities, interested stakeholders, and MTC staff.

General Policy Guidance

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as 'Regional Discretionary Funding');

As a result of the responsibility to administer these funding programs, the region has established various deadlines for the delivery of regional discretionary funds including the

regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) and Regional Transportation Improvement Program (RTIP) to ensure timely project delivery against state and federal funding deadlines. MTC Resolution 3606 establishes standard guidance and policy for enforcing project funding deadlines for these and other FHWA-administered federal funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) the Moving Ahead for Progress in the 21st Century (MAP 21) and subsequent extensions and federal transportation acts.

Once FHWA-administered funds are transferred to FTA, non-applicable provisions of this policy guidance no longer apply. The project sponsor must then follow FTA guidance and requirements.

FHWA-administered federal funds are to be programmed in the federal 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).

The regional discretionary funds such as the RTIP, STP, CMAQ and regional-TAP funds are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone, and may be used for any phase of the project, unless otherwise specified at the time of programming, 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 FHWA 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 deliver new projects within the funding deadlines and can meet all federal-aid project requirements.

MTC staff will actively monitor and report the obligation status of projects to the Working Groups of the Bay Area Partnership. The Working Groups 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 regional discretionary fund programming. These changes, or revisions 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 MTC Commission. Regional discretionary 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. Additionally, any changes involving funding managed by the California Transportation Commission (CTC), such as RTIP and TAP, must also follow the CTC's processes for amendments and fund management.

Regional Discretionary Funding:

Regional Discretionary Funding is revenue assigned to MTC for programming and project selection, including but not limited to funding in the Regional Transportation Improvement Program (RTIP), Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, regional Transportation Alternatives Program (TAP) funding and any subsequent federal funding programs at MTC's discretion. The funds are referred collectively as Regional Discretionary Funding.

Programming to Apportionment in the year of Obligation/Authorization

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 regional 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 for the funds it manages.

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 January 31 of each fiscal year. In some years OA may not be available for advancements until after May 1, but the funds must be included in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to May 1.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other FHWA federal-aid projects. Restrictions may be placed on the advancement of funds for

agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are not in compliance with funding deadlines and federal-aid requirements. MTC may consult with FHWA, Caltrans and/or the appropriate Congestion Management Agency (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 by May 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 also allows the advancement of projects after May 1, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal deadlines subsequent to the obligation deadline (such as award and invoicing deadlines) have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing these subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract, or project invoicing cannot easily be met within the required deadlines, the agency may consider using ACA until the project phase is underway and the agency is able to meet the deadlines. The use of 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. When seeking this option, the project sponsor must program the local funds supporting the ACA in the same year of the TIP as the ACA, and program an equal amount of federal funds in the TIP in the year the ACA will be converted to a funding authorization.

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 – For FHWA-Administered Funds Managed By MTC (Regional Discretionary Funding)

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 funding 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 or right of way acquisition in ten years, FHWA will de-obligate any remaining funds, and the agency may be 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 are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional programs, 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 (and if applicable, CTC) procedures and federal regulation. However, Regional Discretionary Funding managed by MTC and assigned to the project is limited to the amount approved by MTC for that specific project. Once funds are de-obligated, there is no guarantee replacement funding will be available for the project. However, in rare instances, such as when a project becomes inactive, funds de-obligated from a project may be made available for that project once again, as long as the de-obligated funds are not rescinded and are re-obligated within the same federal fiscal year.

For federal regional discretionary funds managed by MTC, any funding reductions or unused funds realized after the obligation deadline return to MTC. Any Regional Discretionary Funding such as STP/CMAQ funds that have been obligated but remain unexpended at the time of project close-out will be de-obligated and returned to the Commission for reprogramming. However, for funding administered by the CTC, such as STIP funds, any unexpended funds at the time of project close-out are returned to the state rather than the region.

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.

Important Tip: If a project is canceled and does not proceed to construction or right of way acquisition within 10 years, the agency may be required to repay all reimbursed federal funds.

Federal Rescissions

FHWA regularly rescinds unused federal funds, either annually as part of the annual federal appropriations or at the end or beginning of a federal transportation act or extension. Therefore, local public agencies must obligate the funds assigned to them within the deadlines established in this policy. Should regional discretionary funds be subject to a federal rescission,

the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated, unless otherwise directed by the Commission.

Annual Obligation Plan

California Streets and Highway Code Section 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 from other states. There is no provision in state statute that the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan prior to each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available in the upcoming federal fiscal year. This plan will be the basis upon which priority for OA and obligations will be made for the upcoming federal fiscal 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 review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation by the deadline are subject to re-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.

The project sponsor shall be considered committed to delivering the project (obligating/authorizing the funds in an E-76 or transferring to FTA) by the required funding deadline at the beginning of the federal fiscal year (October 1) for funding programmed in that year of the TIP. 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 federal fiscal 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 continue to have difficulty delivering projects within required deadlines or have current projects that are in violation of funding deadlines and federal-aid requirements.

Local Public Agency (LPA) Single Point of Contact

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations, requirements and deadlines, every Local Public Agency (LPA) that receives FHWA-administered funds and includes these funds in the federal TIP will need to identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate

issues and questions that may arise from project inception to project close-out. The local public agency is required to identify, maintain and update the contact information for this position at the time of programming changes in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

By applying for and accepting FHWA funds that must be included in the federal TIP, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe, and meet all federal-aid project requirements.

FHWA-Administered Project Milestones Status

Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans to discuss the local agency's ability to deliver current and future federal-aid transportation projects, and efforts, practices and procedures to be implemented by the local agency to ensure delivery deadlines and requirements are met in the future. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources. For purposes of the delivery status report, 'Active' projects are projects programmed in the current federal TIP with FHWA-administered funds (including those in grouped TIP listings), and projects with FHWA-administered funds that remain active (have received an authorization/obligation but have not been withdrawn or closed out by FHWA). The local public agency is to use the status report format provided by MTC, or use a report agreeable by the respective CMA and MTC staff.

Local Public Agency (LPA) Qualification

In an effort to facilitate project delivery and address federal-aid process requirements, Local Public Agencies (LPA) applying for and accepting FHWA administered funds must be qualified in the federal-aid process. By requesting the programming of federal funds in the federal TIP, the LPA is self-certifying they are qualified to deliver federal-funding transportation projects. This regional LPA qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the project. The regional LPA self-qualification is not a substitute for any state or federal certification requirements and is simply to acknowledge a minimum requirement by which a local agency can demonstrate to the respective CMA, MTC and Caltrans a basic level of readiness for delivering federal-aid projects. The purpose of the regional LPA qualification is to allow the LPA to program the funds in the federal TIP and has no other standing, implied or otherwise. The regional LPA qualification does not apply to transit operators that transfer all of their FHWA-administered funds to FTA.

To be 'regionally qualified' for regional discretionary funds, and for programming federal funds in the federal TIP, the LPA must comply with the following, in addition to any other state and federal requirements:

- Assign and maintain a single point of contact for all FHWA-administered projects implemented by the agency.
- Maintain a project tracking status of major delivery milestones for all programmed and active FHWA-administered projects implemented by the agency
- Have staff and/or consultant(s) on board who have delivered FHWA-administered projects within the past five years and/or attended the federal-aid process training class held by Caltrans Local Assistance within the past 5 years, and have the knowledge and expertise to deliver federal-aid projects.
- Maintain all active FHWA-administered projects in good standing with respect to regional, state and federal delivery deadlines, and federal-aid requirements
- Maintain the expertise and staff resources necessary to deliver federal-aid projects within the funding timeframe, and meet all federal-aid project requirements
- Has a financial/accounting system in place that meets state and federal invoicing and auditing requirements;
- Has demonstrated a good delivery record and delivery practices with past and current projects.

Maximizing Federal Funds on Local Projects

To facilitate project delivery and make the most efficient use of federal funds, project sponsors are encouraged to concentrate federal funds on fewer, larger projects and maximize the federal share on federalized project so as to reduce the overall number of federal-aid projects.

Sponsors may also want to consider using local funds for the Preliminary Engineering (PE) and Right of Way (ROW) phases and target the federal funds on the Construction (CON) phase, thus further reducing the number of authorizations processed by Caltrans and FHWA. Under the regional toll credit policy (MTC Resolution 4008) sponsors that demonstrate they have met or exceeded the total required non-federal project match in the earlier phases, may use toll credits in lieu of a non-federal match for the construction phase. However, sponsors must still comply with NEPA and other federal requirements for the PE and ROW phases. Such an approach can provide the sponsor with greater flexibility in delivering federal projects and avoiding invoicing requirements for the earlier phases. Sponsors pursuing this strategy should ensure that federal funds are programmed to the construction phase in the federal TIP so that Caltrans will prioritize field reviews and NEPA review and approval.

Specific Project-Level Policy Provisions

Projects selected to receive Regional Discretionary 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 and are required to develop major milestone delivery schedules for each of their federal-aid projects.

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

- **Field Reviews**

Implementing agencies are to request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve 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, or if a field review is otherwise not required by Caltrans. It is expected that Caltrans will conduct the review within 60 calendar days of the request.

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 (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms (if required) must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete Preliminary Environmental Study (PES) form and attachments to Caltrans for all projects, 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.

- **Obligation/Request For Authorization (RFA) Submittal Deadline**

Projects selected to receive Regional Discretionary funding must demonstrate the ability to obligate programmed funds by the established deadlines. 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 funding 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 for Authorization (RFA) package to Caltrans Local Assistance by November 1 of the fiscal year the funds are listed in the TIP. The RFA package is to include the CTC allocation request documentation for CTC administered funds such as STIP and state-TAP funded projects as applicable. Projects with complete packages delivered by November 1 of the TIP program year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after November 1 of the TIP program 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 November 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/authorizing the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to re-programming by MTC.

Within the CMA administered programs, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until the start of federal fiscal year in which the funds are programmed in the TIP, 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 programs, the Commission has discretion to redirect funds from delayed or failed projects.

MTC Regional Discretionary Funding is subject to a regional obligation/ authorization/ FTA transfer deadline of January 31 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation/ authorization or FTA transfer to Caltrans Local Assistance by November 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/authorization/ FTA transfer of the funds by January 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2014-15 of the TIP have a request for authorization/ obligation/ FTA transfer submittal deadline (to Caltrans Local Assistance) of November 1, 2014 and an

obligation/ authorization/FTA transfer deadline of January 31, 2015. No extensions will be granted to the obligation deadline.

In Summary:

- Request For Authorization (RFA) Submittal Deadline: November 1 of the fiscal year the funds are programmed in the federal TIP. The Implementing Agency is required to submit a complete Request for Authorization (RFA)/ obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline). For projects with federal funds administered by the CTC, such as STIP and State-TAP, the required CTC allocation request documentation must also be submitted by November 1 in order to meet the January 31 obligation deadline of federal funds.
- Obligation /Authorization Deadline: January 31 of the fiscal year the funds are programmed in the TIP, including funds administered by the CTC, such as STIP and state-TAP. No extensions will be granted to the obligation deadline for regional discretionary funds.

Important Tip: If an agency must coordinate delivery with other delivery timelines and other fund sources, it should program the regional discretionary funding in a later year of the TIP and advance the funds after May 1 using the Expedited Project Selection Process (EPSP) once additional OA is made available by Caltrans. Projects with federal funds administered by the CTC, such as STIP and state-TAP, should receive a CTC allocation in sufficient time to receive the federal obligation by the obligation deadline.

November 1 - Regional Request for Authorization (RFA) submittal deadline. Complete and accurate Request for Authorization package submittals, and ACA conversion requests for projects in the annual obligation plan received by November 1 of the fiscal year the funds are programmed in the TIP receive priority for obligations against available OA. The RFA should include CTC allocation request documentation for federal STIP and state-TAP funded projects as applicable.

November 1 – January 31 – Projects programmed in the current year of the TIP and submitted during this timeframe are subject to re-programming. If OA is still available, these projects may receive OA if obligated by January 31. If OA is limited, these projects will compete for OA with projects advanced from future years on a first-come first-served basis. Projects with funds to be advanced from future years should request the advance prior to January 31, in order to secure the funds within that federal fiscal year. This rule does not apply to federal funds administered by the CTC such as STIP or state-TAP funds.

January 31 - Regional Obligation/Authorization deadline. Regional Discretionary Funding not obligated (or transferred to FTA) by January 31 of the fiscal year the funds are programmed in the TIP are subject to reprogramming by MTC. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to January 31 in order to secure the funds within that federal fiscal year, though a project may be advanced from a later year any time after January 31. For funding administered by the CTC, the CTC allocation should occur in sufficient time to meet the January 31 federal obligation deadline.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they are subject to de-programming 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.

Important Tip: In some years, OA for the region may be severely limited, such as when the state has run out of OA, or Congress has only provided a partial year's appropriation or during short-term extensions of a federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the RFA deadline of November 1 have priority, followed by other projects in the annual obligation plan submitted before the RFA Submittal deadline of November 1. Projects in the obligation plan but submitted after November 1 may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after May 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. RFAs submitted after the November 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 or not complying with federal-aid requirements are subject to restrictions in future Regional Discretionary Funding and the programming of funds in the federal TIP.

- **Coordination with CTC allocations**

The CTC has its own delivery deadlines that must be met in addition to the regional deadlines. Regional deadlines are in advance of both state and federal deadlines to ensure all deadlines can be met and funds are not jeopardized. To further ensure that CTC deadlines are met, allocation requests to the CTC for federal funds must be accompanied with a complete and accurate E-76 Request for Authorization (RFA) package, so that the authorization/ obligation may be processed immediately following CTC action. MTC will not sign off on allocation concurrences for federal funds unless the E-76 RFA package is also submitted.

Important Tip: There may be occasions when the schedule for a project funded by the CTC is not in sync with the standard summer construction season or with the January 31 regional obligation deadline. Considering that CTC-administered construction funds must be awarded within 6 months of the CTC allocation, the project sponsor may want to delay the CTC construction allocation until later in the season in order to comply with the CTC award deadline. This is allowed on a case-by-case basis for construction funds when the project sponsor has demonstrated a special project delivery time-schedule, and programming the funds in the following state fiscal year was not an option. Regardless of the regional obligation deadline, the end-of-state-fiscal-year CTC allocation deadline still applies, and CTC-administered funds must still receive a CTC allocation by June 30 of the year the funds are programmed in the STIP. This means the construction CTC allocation request/ RFA must be submitted to Caltrans local assistance no later than March 31 of the year the funds are programmed in the STIP/TIP in order to meet the June CTC allocation deadline.

- **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. It is expected that Caltrans will initiate the PSA within 30 days of obligation. The agency should contact Caltrans if the PSA is not received from Caltrans within 30 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 de-obligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC). However, regardless of the award deadline, 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 complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures.—Agencies with projects that do not meet these award deadlines will have future

programming and OA restricted until their projects are brought into compliance (CTC-administered construction funds lapse if not awarded within 6 months).

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.

- **Regional Invoicing and Reimbursement Deadlines – Inactive Projects**

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed funds subject to de-obligation by FHWA with no guarantee the funds are available to the project sponsor.

To ensure funds are not lost in the region, regional deadlines have been established in advance of federal deadlines. Project Sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly.

Agencies with projects that have not been invoiced against at least once in the previous 6 months or have not received a reimbursement within the previous 9 months have missed the invoicing/reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against at least once every six months. Funds that are not reimbursed against 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, or anticipate a longer project-award process or anticipate having difficulty in meeting these deadlines can use Advance Construction Authority (ACA) to proceed with the project, then convert to a full obligation prior to project completion. ACA conversions receive priority in the annual obligation plan. Furthermore, agencies that obligate construction engineering (CE) funds may (with concurrence from Caltrans) invoice against this phase for project advertisement activities to comply with invoicing deadlines.

- **State Liquidation Deadline**

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 4 state fiscal years following the fiscal year in which the funds were appropriated. CTC-administered funds must be expended within 2 state fiscal years following the fiscal year in which the funds were allocated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended in a Cooperative Work Agreement (CWA) with the California Department of Finance. CTC-administered funds must also be extended by the CTC. 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 (E-76 authorization) the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funding remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

Implementing agencies must submit to Caltrans the Final Report of Expenditures within six months of project completion. Projects must proceed to right of way acquisition or construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction or right of way acquisition 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 or right of way acquisition in 10 years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency may not be required 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 right of way acquisition or 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.

Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation.

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 project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of all their FHWA federal-aid projects against these regional, state and federal funding deadlines and milestones 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 will work with the agency 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, or are out of compliance with federal-aid requirements and 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 Regional Discretionary Funding based on the implementing agency's demonstrated ability to deliver 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 Delivery Principles

The following requirements apply to the management and implementation of FHWA-administered funds within the region:

- **Federal funds must comply with federal fiscal constraint requirements.** FHWA-administered federal funds are to be programmed in the federal 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 FHWA or transferred to the Federal Transit Administration (FTA) or allocated by the CTC.
- **Regional discretionary funds are project specific.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.
- **Funds must be included in the annual obligation plan.** MTC staff, in consultation with regional partners, will prepare an annual obligation plan as required by California Streets and Highway Code 182.6(f) at the end of each state fiscal year based on the funding programmed in the federal TIP and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made in the following federal fiscal year.
- **Advance Construction Conversion has priority for funding.** Conversion of Advance Construction Authorization (AC) to full authorization receives priority in the annual obligation plan. At the end of the federal authorization Act, AC may be the only option available should the region fully use its Obligation Authority.
- **Federal funds must meet timely use of funds requirements.** To comply with federal timely use of funds requirements, the Request for Authorization (RFA) and obligation (E-76 authorization/ FTA Transfer) deadlines are November 1 and January 31, respectively. These deadlines align with the natural schedule to have projects ready for the following summer construction season.
- **Projects may be advanced from future years.** Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and generally will only be considered after the obligation submittal deadline of November 1. OA is available first-come first-served after January 31. In some years OA may not be available for project advancements until after April 30, when Caltrans releases unused OA statewide.
- **CTC allocation and FHWA authorization requests should be coordinated.** To ensure deadlines imposed by the CTC are met, allocation requests to the CTC for federal funds should be accompanied with a complete RFA package, so the authorization request for federal funds may be submitted to FHWA immediately following CTC action.
- **Funds for construction should be awarded within 6 months of obligation.** This deadline is for consistency with the CTC's 6-month award deadline following CTC allocation, and to ensure there are eligible expenditures to invoice against to meet Caltrans' 6-month invoicing requirement and FHWA's inactive obligations requirements.
- **Funds must be invoiced against at least once every 6 months.** Project sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly. This ensures the sponsor complies with Caltrans requirements and the project does not become inactive under FHWA's rules.

Regional Project Delivery Policy Guidance

MTC Resolution 3606

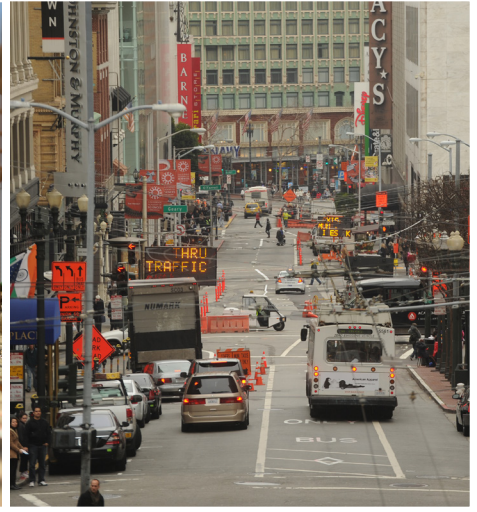
Milestone	Deadline	Authority	Consequence of Missed Deadline
Programming in TIP	Agency is committed to delivering project in the year programmed in the TIP	Region	Deprogramming of funds and redirection to other projects that can use the OA (MTC)
Field Review (If applicable)	Within 12 months of inclusion in TIP	Region	Restrictions on future programming, obligations and OA until deadline is met (MTC)
MTC Obligation Plan CA S&H Code § 182.6(f)	October 1 - Beginning of each federal fiscal year	Caltrans Region	Only projects identified in MTC's annual Obligation Plan receive priority for OA. Projects not in annual plan may need to wait until after May 1 to receive an obligation (MTC)
Request For Authorization (RFA) Submittal	November 1 of year funds programmed in TIP	Region	Project loses priority for OA. OA may be redirected to other projects (MTC)
Obligation / FTA Transfer E-76 / Authorization	January 31 of year programmed in TIP	Region	Reprogramming of funds and redirection to other projects that can use the OA (MTC)
Release of Unused OA	May 1	Caltrans	Unused OA becomes available for all regions to access on first-come first-served basis (Caltrans)
CTC-Allocation CA Gov Code § 14529.8	June 30 of the year CTC funds are programmed	CTC	CTC-programmed funds lapse (CTC) Requires CTC approval for extension
Last opportunity to submit Request For Authorization (RFA) for federal fiscal year	June 30	Caltrans	Requests submitted after June 30 may need to wait until following federal fiscal year to receive E-76 / Authorization (Caltrans)
End of Federal Fiscal Year - OA No Longer Available	August 30	Caltrans Federal	Federal system shut down. Unused OA at end of federal fiscal year is taken for other projects. No provision funds taken will be returned (FHWA)
Program Supplement Agreement (PSA)	60 days after receipt from Caltrans 6 months after obligation	Caltrans Region	De-obligation of funds after 6 months (so project does not become inactive) (Caltrans) Restrictions on future programming, obligations and OA until deadline is met (MTC)
Construction Advertisement	3 months after obligation	Region	Potential to miss award deadline. Restrictions on future programming, obligations and OA until deadline is met (MTC)
Construction Award	6 months after Allocation/ Obligation	CTC Region	CTC-allocated funds lapse. Requires CTC extension approval (CTC) Potential for project to become Inactive. Restrictions on future programming, obligations and OA until deadline is met (MTC)
Invoicing & Reimbursement	Submit invoice and receive reimbursement at least once every 6 months following obligation of funds.	Federal Caltrans Region	Placed on pending inactive list after 6 months. Must submit invoice status reports (Caltrans) De-obligation of funds if project does not receive reimbursement within 12 months, with no guarantee funds will be returned (FHWA) Restrictions on future funding (MTC)
Expenditure CA Gov Code § 14529.8	2 years following the year of CTC allocation of funds	CTC	CTC-allocated funds lapse (CTC) Requires CTC approval for extension
Liquidation CA Gov Code § 16304.1	2 years following the year of allocation (state funds) 4 years following the year of allocation (Federal funds)	State of California Caltrans	Loss of State budget authority and de-obligation of funds (State of California). Requires CWA with Caltrans for extension (Caltrans)
Project Close-Out	6 months after final invoice	Caltrans Region	Must submit explanation in writing (Caltrans) Restrictions on future funding (MTC)

APPENDIX A – 57

Project Delivery

**Annual Listing of Federally Obligated Projects
for Federal Fiscal Year 2015**





ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Federal Fiscal Year 2014-2015
(October 1, 2014 through
September 30, 2015)



Metropolitan
Transportation
Commission

Cover Project Photos: (Clockwise from upper left) San Francisco County US 101 Doyle Drive Replacement (Karl Nielsen); Santa Clara County, BART to Silicon Valley, Berryessa Station Construction (Noah Berger); San Francisco County, New Central Subway Construction Detour Union Square; Santa Clara County, VTA Preventative Maintenance; Marin-Sonoma Counties, US 101 San Antonio Curve Correction; (below) BART Car Exchange Replacement



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TTY/TDD 510.817.5769
FAX 510.817.5848
EMAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

December 30, 2015

Dave Cortese, Chair
Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

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Cities of San Mateo County

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U.S. Department of Housing
and Urban Development

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Cities of Santa Clara County

Tom Bates
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City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

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Bijan Sartipi
California State
Transportation Agency

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Oakland Mayor's Appointee

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Solano County and Cities

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Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

TO: Federal Highway Administration, Federal Transit Administration, Interested Agencies, Organizations and Individuals

RE: Annual Listing of Federally Obligated Projects for Federal Fiscal Year 2014-15

The Moving Ahead for Progress in the 21st Century (MAP-21) Act requires the Metropolitan Transportation Commission to publish a listing of projects using federal funds obligated in the previous federal fiscal year. The Annual Listing of Federally Obligated Projects ("Annual Listing") provides a record of project delivery and promotes awareness of government spending on transportation projects.

The Annual Listing includes explanatory text, as well as summary listings by categories such as mode, system, and fund source. Additionally, the Annual Listing includes a glossary of the commonly used abbreviations and acronyms to help the public better understand the listing.

MAP-21 also encourages cooperation among the state transportation agency (Caltrans), public transit operators, and MTC to develop this Annual Listing. As a part of our development process, MTC distributed the draft Annual Listing to the Bay Area Partnership Working Groups and stakeholders for comment. The information comes from data compiled by Caltrans and MTC. For the last federal fiscal year (2014-15), the region obligated approximately \$952 million in federal transportation funds.

The Annual Listing has two sub-listings: road and highway projects, and transit projects. Information for the road and highway project listing includes obligation of fund sources such as the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and miscellaneous earmarks. The sources of this information are Caltrans and MTC. The second table, for transit, includes obligation of fund sources such as Federal Transit Administration Sections 5307, 5337 and 5309, and the source is MTC.

The enclosed document is available through the Internet at the MTC home page:

<http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>

Annual Listing of Federally Obligated Projects, FFY 2014-15
December 30, 2015
Page 2

If you have any questions regarding the Annual Listing, please contact Kenneth Kao of MTC's Programming and Allocations Section by phone at (510) 817-5768 or by e-mail at: kkao@mtc.ca.gov.

Thank you for your interest in the FFY 2014-15 Annual Listing of Federally Obligated Projects.

Sincerely,



Anne Richman
Director, Programming and Allocations

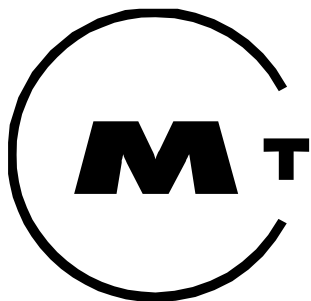
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J:\PROJECT\Funding\T4-MAP21\MAP21 - Annual Reporting\FY 2014-15 Annual Listing\Annual Listing_Public Release Letter_FFY14-15_new.docx

Attachment: FFY2014-15 Annual Listing of Federally Obligated Projects

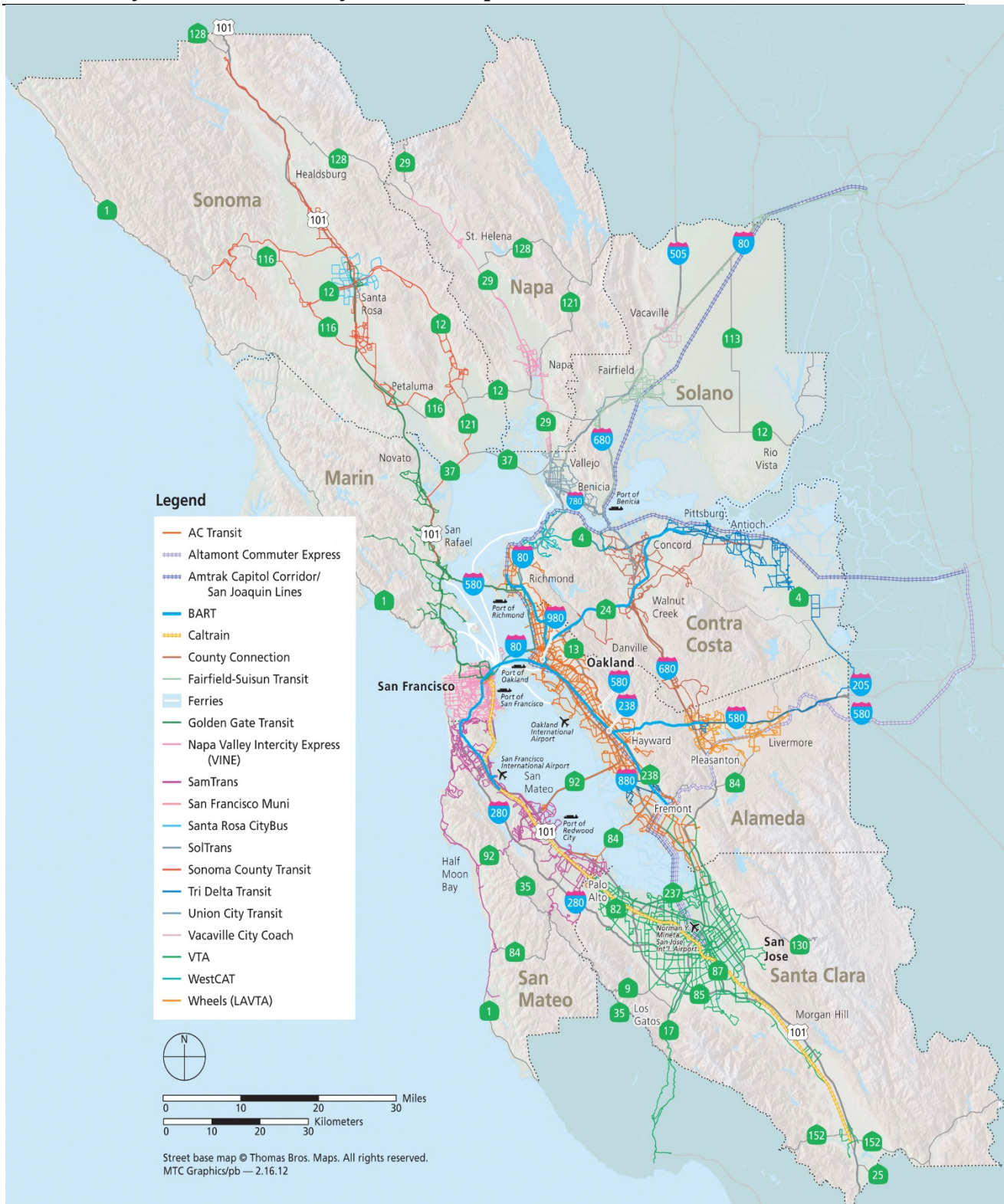
Annual Listing of Federally Obligated Projects FFY 2014-15

**Federal Fiscal Year 2015
(October 1, 2014– September 30, 2015)**



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Nine-County San Francisco Bay Area Transportation Network



About this Document

The Metropolitan Transportation Commission, as the Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required by federal law to publish a listing of projects that obligated federal transportation funds in the previous year.

The purpose of this document is to provide a record of project delivery, increase public awareness of government spending on transportation projects, and demonstrate continued coordination between the various agencies responsible for implementing the projects programmed in the region's Transportation Improvement Program, or TIP, including MTC, the California Department of Transportation (Caltrans), the nine Bay Area Congestion Management Agencies (CMAs), and the various regional public transportation operators.

Obligation

- The term obligation means that a project sponsor has received federal authorization to begin work on a phase of a project and a commitment from the federal government to reimburse the project sponsor for eligible expenses.
- A project that has obligated funds during the year was not necessarily completed or initiated during the year.
- The amount of funds obligated on a project during the year is not necessarily representative of the total cost of that project.

This document is available for download on the MTC website at <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

About the Metropolitan Transportation Commission

Created by the state Legislature in 1970 (California Government Code § 66500 *et seq.*), the Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. The Commission's work is guided by a 21-member policy board.

Federal Framework

Over the years, state and federal laws have given MTC an increasingly important role in financing Bay Area transportation improvements. At the federal level, beginning with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, Metropolitan Planning Organizations (MPOs) like MTC have been responsible for selecting the mix of transportation projects best suited to meet their region's needs. Recent federal authorizations are summarized below.

- **Fixing America's Surface Transportation (FAST) Act:**
Congress reaffirmed MPOs' role in transportation financing in 2015 with the passage of the most recent federal transportation authorization, the Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015. The FAST Act is effective October 1, 2015.
- **Moving Ahead for Progress in the 21st Century (MAP-21)**
Prior to the FAST Act, the federal framework for surface transportation came from the Moving Ahead for Progress in the 21st Century (MAP-21) Act, the first long-term

federal highway/transit authorization bill enacted since 2005. Signed by President Obama in July 2012, MAP-21 authorized \$105 billion for federal highway and transit programs through FFY 2014. In FFY 2015, Congress passed a series of extensions to extend MAP-21 until a new long-term federal highway/transit authorization bill could be approved.

This annual obligation listing report covers the MAP-21 extension for FFY 2014-15.

Regional Transportation Plan: Plan Bay Area

As the agency responsible for transportation planning in the nine-county San Francisco Bay Area, MTC is responsible for adopting the Bay Area's regional transportation plan. The current plan, known as *Plan Bay Area*, was adopted by the Commission on July 18, 2013.

The plan establishes the long-range goals for the region, and identifies a set of investments and strategies to implement them. Updated every four years to reflect new planning priorities and changing projections of growth and travel demand, the long-range plan must be based on a realistic forecast of future revenues. Taken as a whole, the projects included must also help improve regional air quality. *Plan Bay Area* can be found at the MTC website at <http://mtc.ca.gov/our-work/plans-projects/plan-bay-area-2040/plan-bay-area>.

Federal Funding in *Plan Bay Area*

A variety of sources are required to fund the set of investments included in the plan. Over the 28-year period of *Plan Bay Area* (2013-2040), federal funds represent approximately 11% of the revenues for the Bay Area's planned surface transportation investments.

As a reminder, this obligation report is limited to federal funds and does not represent all revenues that have been expended on transportation in a given year.

Transportation Improvement Program

With the long-range plan in place, the Transportation Improvement Program, or TIP, serves as a short range programming document for projects which are to be undertaken in the next few years. The TIP sets forth the region's investment priorities for transit and transit-related improvements, highways and roadways, bicycle and pedestrian, and other surface transportation improvements in the nine-county San Francisco Bay Area. Only projects consistent with the regional transportation plan's financially-constrained list may be placed in the TIP for federal funding. In addition, in order for a project to obligate federal funds, the project's funding must be included in the TIP.

Projects in the TIP

The TIP is a comprehensive listing of all Bay Area transportation projects that receive federal funds, are regionally significant, or are subject to a federally-required action such as a review for impacts on air quality.

MTC's TIP for the San Francisco Bay Area can be found online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

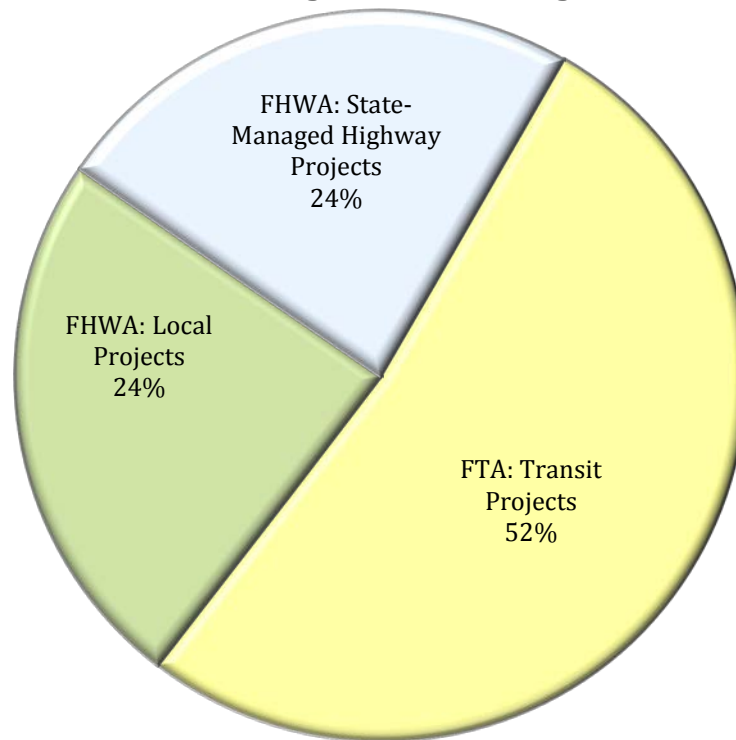
By law, the TIP must be adopted at least once every four years, cover at least a four-year period, and contain a priority list of projects grouped by year. Further, the TIP must be

financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available). Federal regulations also require an opportunity for public comment prior to TIP approval.

The 2015 TIP, which covered federal fiscal year 2014-15, was approved by the Federal Highway Administration and Federal Transit Administration on December 15, 2014.

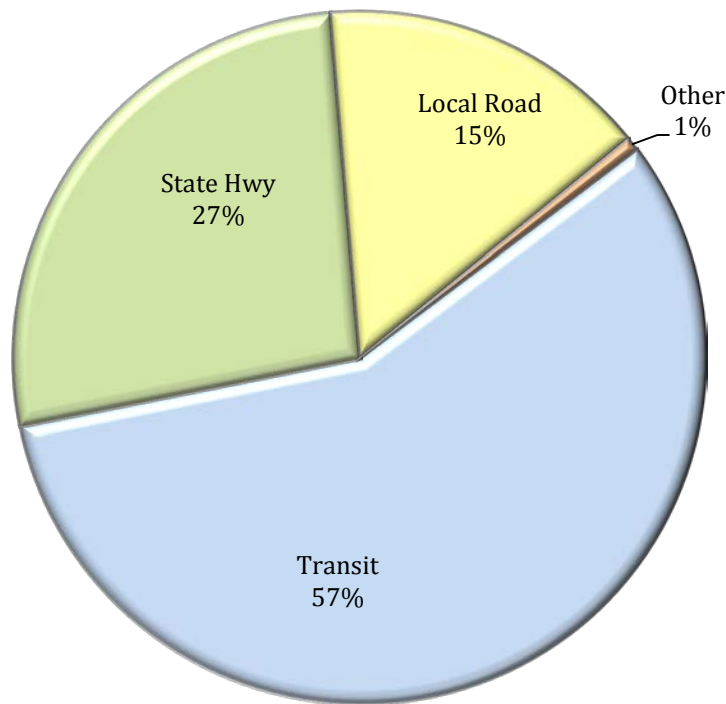
Annual Obligated Project Listing Summary

This annual listing shows that approximately \$952 million of federal funds were obligated in the MTC region in FFY 2014-15. Of this amount, nearly half, or \$496 million, was obligated by the Federal Highway Administration (FHWA) for highway, local road, bicycle and pedestrian facilities, transportation enhancement, and air quality projects. Of this amount, the California State Department of Transportation (Caltrans) obligated 24% for state highway related projects. Local agencies obligated another 24% for local projects on and off the state highway system. Over half, or \$496 million, of the funds were obligated by the Federal Transit Administration (FTA) for transit projects. Chart A-1 illustrates the breakdown of obligations by obligating agency.

A-1: MTC Region Federal Obligations, FFY 2014-15

Obligating Agency	Total Obligations*	Percent of Total
Federal Transit Administration: Transit Projects	\$496 million	52%
Federal Highways Administration: Local Projects	\$230 million	24%
Federal Highways Administration: State-Managed Highway Projects	\$226 million	24%
Total	\$952 million	100.0%

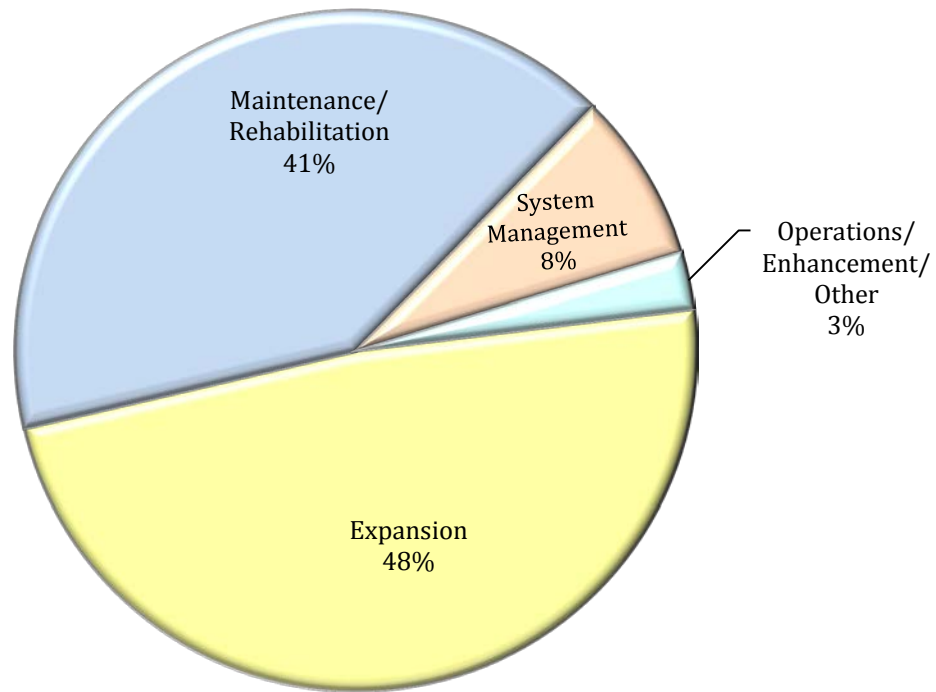
* Total Obligation Amount, rounded to the nearest million dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

A-2: MTC-Region Federal Obligations by System, FFY 2014-15

System	Total Obligations*	Percent of Total
Transit	\$544 million	57%
State Highway	\$255 million	27%
Local Road	\$147 million	15%
Other (Public Land/Trail/Region/Freight/Port)	\$6 million	1%
Total	\$952 million	100%

* Total Obligation Amount, rounded to the nearest million dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

Chart A-2 above shows all federal obligations in the MTC region, broken down by system. The largest system receiving federal obligations in FFY 2014-15 was transit, making up 57% of all obligations, or \$544 million. Transit obligations include funding transferred from FHWA to FTA. State highway projects received the second largest amount of obligations, at 27%. Local road projects received 15% of all obligations. The remaining FFY 2014-15 federal obligations were for projects categorized as either Regional, Public Land, Trail, or Freight/ Port systems.

A-3: MTC-Region Federal Obligations by Purpose, FFY 2014-15

Purpose/System	Total Obligations*	Percent of Total
Expansion	\$460 million	48%
Transit	\$352 million	77%
State Highway	\$86 million	19%
Local Road/ Public Land/ Freight/ Rail	\$22 million	5%
Maintenance/Rehabilitation	\$390 million	41%
Transit	\$164 million	42%
State Highway	\$143 million	37%
Local Road/ Public Land	\$83 million	21%
System Management	\$77 million	8%
Local Road	\$33 million	42%
State Highway	\$26 million	34%
Transit/ Region	\$18 million	23%
Operations/ Enhancements/ Other	\$26 million	3%
Total	\$952 million	100%

* Total Obligation Amount, rounded to the nearest million dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

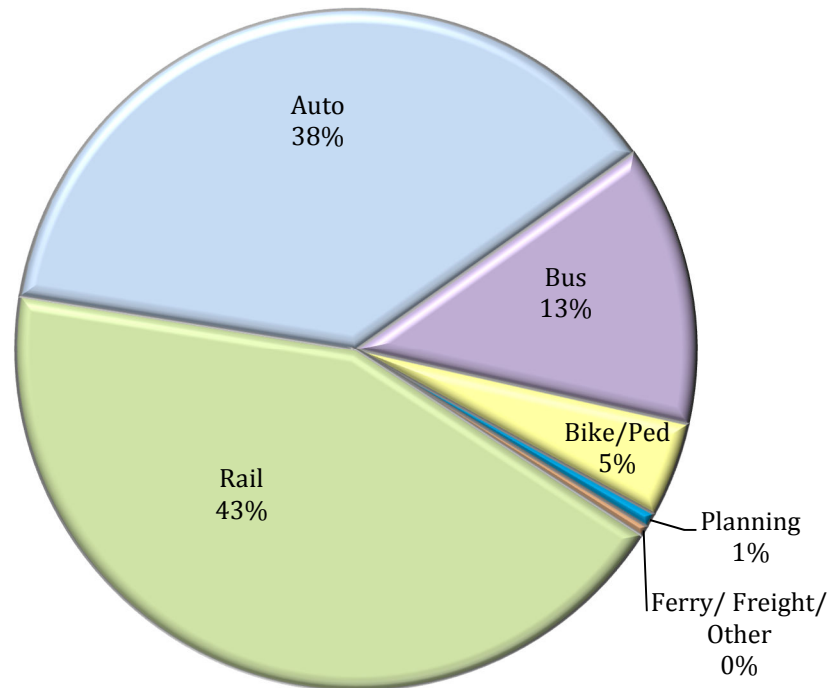
Chart A-3 above illustrates all obligations in the MTC region, broken down by purpose and system. Nearly half of all federal investments (48%) expand our highways, transit, and local roads, another 41% is for ongoing maintenance and rehabilitation of the region's

transportation infrastructure, 8% is to manage the system more efficiently, and 3% is for operating, enhancements, and other investments.

In FFY 2014-15, transit expansion received the largest amount of federal obligations, making up 37% of all obligations, or about \$352 million. Transit maintenance obligated the second highest amount of federal funds, with 17% or \$164 million. State Highway maintenance obligated the third highest amount of federal funds, with 15% or \$143 million of federal funds.

Chart A-4 below illustrates the total obligations by mode in the MTC region. The modes tracked are Auto, Bike/Pedestrian, Rail, Freight, Bus, Ferry, Planning and Other. In FFY 2014-15, Rail projects received the most obligations at 43%, or \$413 million in obligations, with \$314 million of those obligations being focused on expansion to the transit system. The second highest obligations were applied to Auto with 38%, or \$358 million of all obligations, with \$225 million of those obligations being focused on maintenance and rehabilitation to the auto system.

A-4: MTC-Region Federal Obligations by Mode, FFY 2014-15



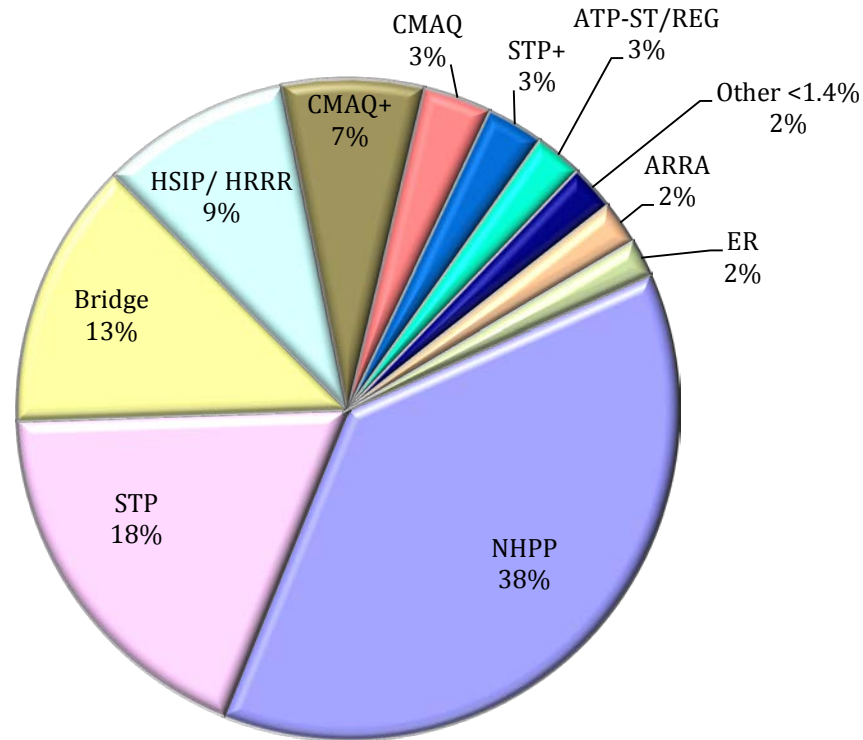
Mode/Purpose	Total Obligations*	Percent of Total
Rail	\$413 million	43%
Expansion	\$314 million	76%
Maintenance/Rehabilitation	\$94 million	23%
System Management	\$5 million	1%
Auto	\$358 million	38%
Maintenance/Rehabilitation	\$225 million	63%
Expansion	\$89 million	25%
System Management	\$34 million	10%
Operations/Enhancement/Other	\$9 million	2%
Bus	\$127 million	13%
Maintenance/Rehabilitation	\$64 million	50%
Expansion	\$38 million	30%
System Management	\$14 million	11%
Operations/Enhancement/Other	\$11 million	9%
Bike/Ped	\$43 million	5%
Expansion	\$20 million	46%
System Management	\$17 million	40%
Operations/Enhancement/Other	\$5 million	12%
Maintenance/Rehabilitation	\$1 million	2%
Planning	\$6 million	1%
Ferry/Freight/Other	\$5 million	0%
Total	\$952 million	100%

* Total Obligation Amount, rounded to the nearest million dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

Obligated Project Table Charts

The charts on the following pages illustrate the breakdown of obligations by fund program based on data provided in Tables 1 and 2, respectively.

**B-1: FHWA Locally and State-Managed Project Obligations,
FFY 2014-15**

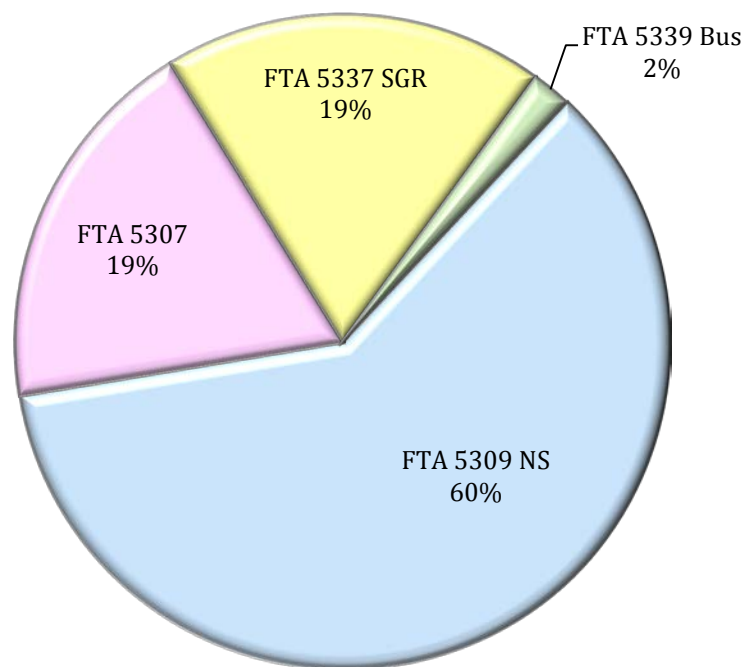


Fund Program	Total Obligations*	Percent of Total
National Highway Performance Program (NHPP)	\$172 million	38%
Surface Transportation Program (STP)	\$83 million	18%
Bridge Program	\$60 million	13%
Highway Safety Improvement Program (HSIP/ HRRR)	\$42 million	9%
Congestion Mitigation Air Quality Improvement –Flex Transfers to FTA (CMAQ+)	\$31 million	7%
Congestion Mitigation Air Quality Improvement (CMAQ)	\$15 million	3%
Surface Transportation Program – Flex Transfers to FTA (STP+)	\$13 million	3%
Active Transportation Program – State and Regional (ATP-ST/REG)	\$11 million	2%
Other (<1.4%) (Misc. Earmarks, SRTS, RIP-TE)	\$10 million	2%
American Recovery and Reinvestment Act (ARRA)	\$10 million	2%
Emergency Relief (ER)	\$8 million	2%
Total	\$456 million	100%

* Total Obligation Amount, rounded to the nearest million dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

Chart B-1 shows that the largest share of funding obligated by FHWA was National Highway Performance Program (NHPP) projects, which accounted for 38% of obligations of all federal funds, or \$172 million. STP projects, with total obligations of about \$83 million, or 18%, were the second highest obligations. These funds obligated are mainly used for roadway and transit rehabilitation needs. The Bridge Program (Bridge) accounted for \$60 million, or 13% of the total projects obligated. The High Risk Rural Roads (HRRR/HR3) program merged with Highway Safety Improvement Program (HSIP) as a result of MAP-21 and made up 9%, or \$42 million, of obligated funds. A combination of CMAQ and CMAQ flexible (CMAQ+) projects obligated about 10% or \$47 million. The region used CMAQ funds for a number of bicycle and pedestrian improvement and other significant air quality improvement projects. The CMAQ flexible funds were transferred from FHWA to be utilized in FTA grants for a variety of transit needs. The Active Transportation Program – State and Regional (ATP-ST/REG) debuted this year with obligations totaling \$11 million.

- The obligations accounting for \$10 million or 2% are for projects classified under “Other (<1.4%)” funds, including programs such as:
 - Miscellaneous Earmarks (e.g., Non-motorized Transportation, Rail and Highway Crossing Hazard Elimination, Urban Mobility)
 - Transportation Enhancement (RIP-TE)
 - Public Land Highways (PLH)
 - Safe Routes to School (SRTS)
 - Value Pricing Parking (VPP)
 - Transportation Investment Generating Economic Recovery Cycle 2 (TIGERII)

B-2: FTA Transit Obligations, FFY 2014-15

Fund Program	Total Obligations*	Percent of Total
FTA Section 5309 New Starts (NS)	\$300 million	60%
FTA Section 5307 Urbanized Area	\$93 million	19%
FTA 5337 State of Good Repair (SGR)	\$93 million	19%
FTA Section 5339 Bus	\$10 million	2%
Total	\$496 million	100%

* Total Obligation Amount, rounded to the nearest million dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

Chart B-2 shows the breakdown of FTA obligations in FFY 2014-15. The largest share of obligations was for FTA Section 5309 New Starts (NS) which account for 60% of FTA-obligated funds, or \$300 million. FTA section 5337 State of Good Repair (SGR) account for \$93 million, or 19% of the FTA obligations. MAP-21 introduced the new formula-based FTA section 5337 SGR program which is dedicated to repairing and upgrading the nation's rail transit systems, along with bus rapid transit (BRT) and bus service operating in HOV lanes. FTA section 5307 account for 19% of FTA-obligated funds, or about \$93 million. Section 5307 funds can be used for a variety of purposes, including bus purchases, maintenance, facility improvements, and other capital projects as well as maintenance and, in certain circumstances, operating costs. A portion of FTA section 5307 funds were obligated for the Lifeline Transportation Program projects that enhance mobility of low-income residents; the remaining funds were obligated for State of Good Repair (SGR) capital projects and operating costs. FTA section 5339 Bus funds make up a total of 2% of FTA-obligated funds, or \$10 million.

Annual Obligated Projects Listing Explanation

There are two tables included in the listing at the end of this report:

- Table 1: FHWA State and Locally-Managed Projects obligated, sorted by county, implementing agency, and primary mode. This list includes projects from fund sources such as Surface Transportation Program (STP), Congestion Mitigation Air Quality Improvement (CMAQ), and Federal High-Priority earmarks. Funds transferred to FTA are marked with a “+” after the fund source. State-managed projects include funds obligated by Caltrans for work on the state highway system, and include fund sources such as Emergency Relief (ER), Interstate Maintenance (IM), and National Highway System (NHS) funds.
- Table 2: FTA Transit obligations, sorted by transit operator and primary mode. This list includes all funds obligated directly through FTA.

The columns in the listing include:

- TIP ID, the identification code for the project in MTC’s TIP. State-Managed (Caltrans) projects do not have this field available, and are noted by a “N/A” or a Caltrans Expenditure Authorization (EA) ID in that field.
- Project Title and Description
- Fund Source, indicating the obligated fund source
- Federal Project ID, indicating the federal project identification code (for FTA obligations, this is the grant number)
- Total Obligation Amount, rounded to the nearest dollar. Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project. For additional information, please contact Caltrans or the project sponsor.
- Obligation Date, indicating the date FHWA or FTA obligated the funds
- 2015 Programmed Amount, the Federal amount programmed in FFY 2014-15 only. Please note that blank fields in this column indicate funds obligated were programmed in a year other than FFY 2014-15;
 - These amounts were current in the 2015 TIP as of December 2, 2015.
 - Please note that if there are multiple obligations for each TIP ID, the 2015 Programmed Amount will also be displayed multiple times.
 - Some projects may have been obligated in advance of the TIP program year through the Expedited Project Selection Process (EPSP), which is allowed under federal regulations.
- Future Funding (by TIP ID), the amount programmed in the current TIP, rounded to the nearest dollar;
 - These amounts were current in the 2015 TIP as of December 2, 2015.
 - Please note that if there are multiple obligations for each TIP ID, the future funding amount will also be displayed multiple times.

Caltrans may have additional information regarding the obligations they manage. Many of the funds Caltrans obligates for the State Highway System are programmed in the TIP and obligated at the beginning of the year as a lump sum.

Please note that due to the continuing conflict over whether the California Public Employees' Pension Reform Act (PEPRA) conflicts with Federal transit labor protections and to delayed apportionments, many transit agencies were forced to submit partial grants in FFY 2014-15, or to delay submitting grants until FFY 2015-16. As a result, there are less FTA transit obligations in the period of this Annual Listing, FFY 2014-15, compared to FFY 2013-14.

The Use of Toll Credits (TC)

Federal-aid highway projects typically require the project sponsors to provide a certain amount of non-federal funds as match to the federal funds. For example, STP-funded projects require a minimum of 11.47% of non-federal match funds. Through the use of toll credits, the non-federal share match requirement can be met by applying an equal amount of toll credit and therefore allow a project to be funded with up to 100% federal funds for federally participating costs.

The amount of credit a state can earn is determined by the amount of toll revenue used for capital expenditures to build or improve public highway facilities. Once a credit amount is appropriately established, this credit will remain available until used by the state. The state is required to track the use of toll credit on a project-by-project basis and report such use to FHWA on a regular basis.

Annual Obligation Listing Highlights

Below are the projects with the highest obligation amount in FFY 2014-15 for each of the attached tables.

Table 1: FHWA State and Locally-Managed Project Obligations, Top 10 Obligations Overall

Agency	Project Title	Total
State-Managed	Marin & Sonoma Counties on US 101, San Antonio Curve Correction (toll credits)	\$61,905,490
State-Managed	San Francisco on Rte US-101 from PM 8.8-9.2, Doyle Dr Replacement, Replace/Rehabilitate Roadway	\$43,084,632
ACTC	In/Near Livermore & Pleasanton from South of Ruby Hill Drive to North of Concannon Blvd, Widen and Upgrade 2.8 miles of SR 84 (toll credits)	\$32,557,100
State-Managed	In San Mateo County on US 101 in the City of Burlingame, Reconfigure the Broadway Interchange (toll credits)	\$18,989,548
San Francisco County	Fourth St Bridge (China Basin) Bridge No 34c-0027, Seismic Retrofit & HBRR Rehabilitation	\$11,413,382
SFMTA	Additional Light Rail Vehicles to Expand Muni Rail	\$10,227,539
SFMTA	SFMTA: Muni Forward Capital Implementation Program	\$9,123,591
Contra Costa County	Bridge 28C0024, Orwood Road Bridge Replacement	\$8,372,700
VTA	VTA: Preventive Maintenance	\$8,000,000
State-Managed	On SR 29 about 6 Miles North of the City of Calistoga at Troutdale Creek Bridge, Replace Bridge and Realignment (toll credits)	\$7,337,800

Table 2: Federal Transit Administration Obligated Projects, Top 10 Obligations

Operator	Project Description	Obligation Amount
VTA	BART - Warm Springs to Berryessa Extension	\$150,000,000
SFMTA	SF Muni Third St LRT Phase 2 - New Central Subway	\$150,000,000
BART	BART Car Exchange (Preventive Maintenance)	\$46,038,405
SFMTA	SFMTA: Purchase 60' expansion motor coaches	\$30,500,000
SFMTA	SFMTA Replacement of (98) 60' Motor Coaches	\$20,000,000
SFMTA	SFMTA - Replacement of (67) 40' Motor Coaches	\$16,317,069
BART	BART: Rail, Way and Structures Program	\$13,147,345
SFMTA	SFMTA Replacement of (98) 60' Motor Coaches	\$8,365,234
BART	BART Train Control Renovation	\$8,340,085
Caltrain	San Mateo Bridges Replacement	\$7,100,000

Listing of Commonly Used Abbreviations

Below is a listing of commonly-used abbreviations in this document and their meanings.

Abbreviation	Meaning
ALA	Alameda
AC	Advance Construction
AC Transit	Alameda-Contra Costa Transit District
ACCMA	Alameda County Congestion Management Agency
ACTC	Alameda County Transportation Commission
ADA	Americans with Disabilities Act
ARRA	American Recovery and Reinvestment Act
ATP – REG	Active Transportation Program – Regional Program
ATP-ST	Active Transportation Program – State Program
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit District
BR	Bridge
BRT	Bus Rapid Transit
Caltrain/JPB	Caltrain / Peninsula Joint Powers Board
Caltrans	California Department of Transportation
CC	Contra Costa
CCAG	[San Mateo] Cities/County Associated Governments
CCCTA	Central Contra Costa Transit Authority
CCTA	Contra Costa Transportation Authority
CCTV	Closed-Circuit Television
CHP	California Highway Patrol
CMA	Congestion Management Agency
CMAQ	Congestion Mitigation Air Quality Improvement
CO	County
CON	Construction
DPW	Department of Public Works
E/B	Eastbound
E/O	East of
EA	Expenditure Authorization
EBRPD	East Bay Regional Parks District
ECCTA	Eastern Contra Costa Transit Authority
ENV	Environmental
ER	Emergency Relief (or Response)
Fed Disc	Federal Discretionary
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTA 5307	Federal Transit Administration section 5307 Urbanized Area
FTA 5307 TCP	Federal Transit Administration section 5307 Transit Capital Priorities
FTA 5309 FG	Federal Transit Administration section 5309 – Fixed Guideways
FTA Ear 5309 Bus	Federal Transit Administration section 5309 Earmark – Bus
FTA Ear 5309 NS	Federal Transit Administration section 5309 Earmark – New Starts

Abbreviation	Meaning
FTA 5308 CF	Federal Transit Administration section 5308 Clean Fuel
FTA 5317 NF	Federal Transit Administration section 5317 New Freedom
FTA 5320 TIPP	Federal Transit Administration section 5320 Transit in Parks Program
FTA 5337 SGR	Federal Transit Administration section 5337 State of Good Repair
FTA 5339 Bus	Federal Transit Administration section 5339 Bus
FFY	Federal Fiscal Year
FY	Fiscal Year
GGBHTD	Golden Gate Bridge, Highway, and Transportation District
HBP	Highway Bridge Program
HE	Hazard Elimination
HOT	High Occupancy – Toll
HOV	High Occupancy Vehicle
HPP	High Priority Program
HRRR, HR3	High Risk Rural Roads
HSIP	Highway Safety Improvement Program
I/C	Interchange
I/S	Intersection
IBRC	Innovative Bridge Research and Construction
IIP	Infrastructure Investment Program
IM	Interstate Maintenance
ISTEA	Intermodal Surface Transportation Efficiency Act
ITS	Intelligent Transportation Systems
JARC	Job Access and Reverse Commute
LAVTA	Livermore Amador Valley Transit Authority
LTAP	Local Technical Assistance Plan
MAP-21	Moving Ahead for Progress in the 21st Century
MCTD	Marin County Transit District
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
N/B	Northbound
N/O	North of
NCTPA	Napa County Transportation Planning Agency
NII	National Infrastructure Investment
NHS	National Highway System
NHPP	National Highway Performance Program
NWPRR	Northwestern Pacific Railroad
OA	Obligation Authority
OC, O/C	Overcrossing
PBA	<i>Plan Bay Area</i>
PCC	Portland Cement Concrete
PE	Preliminary Engineering
PEPRA	California Public Employees' Pension Reform Act
PLH	Public Land Highway
PM	Postmile

Abbreviation	Meaning
PNRS	Projects of National or Regional Significance
PS&E	Plans, Specifications, and Estimates
PTAP	Pavement Technical Assistance Program
RBP	Regional Bicycle/Pedestrian
ROW, R/W, RW	Right of Way
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency
S/B	Southbound
S/O	South of
SAFETEA	Safe, Accountable, Flexible, Efficient Transportation Equity Act
SamTrans	San Mateo County Transit District
SC, SCL	Santa Clara
SCTA	Sonoma County Transportation Authority
SF	San Francisco
SFMTA	San Francisco Municipal Transportation Agency
SFCTA	San Francisco County Transportation Authority
SGR	State of Good Repair
SHOPP	State Highway Operations and Protection Program
SM	San Mateo
SR	State Route
SRTS, SR2S	Safe Routes to Schools
STA	Solano Transportation Authority
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
T-2035	Transportation 2035 (MTC's RTP)
TAM	Transportation Authority of Marin
TAP	Transportation Alternative Program
TBJPB	Transbay Joint Powers Board
TC	Toll Credits
TCA	Transit Capital Assistance
TCP	Transit Capital Priorities
TE	Transportation Enhancements
TEA	Transportation Enhancement Activities
TETAP	Traffic Engineering Technical Assistance Program
TIP	Transportation Improvement Program
TIGERII	Transportation Investment Generating Economic Recovery Cycle 2
TMC	Traffic Management Center
TMP	Traffic Management Plan
TOS	Traffic Operations System
UA, UZA	Urbanized Area
UC, U/C	Undercrossing
VPP	Value Pricing Parking
VTA	Santa Clara Valley Transportation Authority
W/B	Westbound
W/O	West of

Abbreviation	Meaning
Westcat	Western Contra Costa Transit Authority
WETA	Water Emergency Transportation Authority
ZEB	Zero-Emissions Bus

Further Information

For additional information regarding specific projects contained within this report, please contact the project sponsor.

For additional information about this report or federal programming and obligations in general, please visit our website at:

<http://www.mtc.ca.gov>

Or, you may contact the following staff persons at MTC's Programming and Allocations section:

Name	Title	Phone	E-Mail
Marcella Aranda	Program Analyst	(510) 817-5814	maranda@mtc.ca.gov
Kenneth Kao	Project Manager	(510) 817-5768	kkao@mtc.ca.gov
Ross McKeown	Program Manager	(510) 817-5842	rmckeown@mtc.ca.gov
Anne Richman	Section Director	(510) 817-5722	arichman@mtc.ca.gov

TABLE 1: FHWA LOCALLY AND STATE-MANAGED PROJECTS OBLIGATIONS, FFY 2014-15

County	TIP ID/ EA	Agency	Project Name	Program	Federal Project ID	Oblig Date	Oblig Amount*	Funding Later than 2015
Alameda	ALA150004	AC Transit	AC Transit: East Bay Bus Rapid Transit	CMAQ+	FTACML-6002024	08/05/2015	\$1,185,376	
Alameda	ALA150020	AC Transit	AC Transit: South County Corridors	CMAQ+	FTACML-6002023	05/15/2015	\$5,000,000	
Alameda	ALA050009	ACTC	I-580 Castro Valley Interchange Improvements	STP	STPL-6430001	12/15/2014	(\$284,850)	
Alameda	ALA050009	ACTC	I-580 Castro Valley Interchange Improvements	EARMARK - HPP	STPL-6430001	12/15/2014	(\$231,706)	
Alameda	ALA050014	ACTC	In/Near Livermore & Pleasanton From S/O Ruby Hill Drive to N/O Concannon Blvd, Widen and Upgrade 2.8 Miles of SR 84 (TC)	STP	STP-P084042	09/15/2015	\$32,557,100	
Alameda	ALA050018	ACTC	Grand/MacArthur Bus Improvements	CMAQ	CML-6273038	07/15/2015	\$21,722	
Alameda	ALA070020	ACTC	I-580-Alameda County Greenville Rd to Hacienda Dr., Widen Fwy to Construct HOV Lane	CMAQ	HPLUL-6204071	02/02/2015	(\$49,366)	
Alameda	ALA070020	ACTC	I-580-Alameda County Greenville Rd to Hacienda Dr., Widen Fwy to Construct HOV lane	EARMARK - HPP	HPLUL-6204071	02/02/2015	(\$1,804,261)	
Alameda	ALA090004	ACTC	I-580 WB HOT Corridor Project	TCRP - IM	ESPL-6273056	02/18/2015	\$1,000,000	
Alameda	ALA110011	ACTC	San Leandro St. Oakland Coliseum BART to 85th Ave., Bicycle and Pedestrian Path	TIGERII	TGR2DGL-6480003	08/28/2015	\$300,000	
Alameda	ALA150008	ACTC	East Bay Greenway	ATP-ST	ATPL-6480010	03/26/2015	\$2,656,000	
Alameda	ALA070022	Alameda (City)	City of Alameda - Park St Streetscape	EARMARK	TCSP-5014040	11/21/2014	\$254,934	
Alameda	ALA110084	Alameda (City)	Park St. Corridor Safety & Operation Improvement	HSIP	HSIP-5014038	05/13/2015	\$607,050	
Alameda	ALA130022	Alameda (City)	Alameda City Complete Streets	STP	STPL-5014041	05/07/2015	\$504,900	
Alameda	ALA050035	Alameda County	Cherryland/Ashland/CastroValley/Fairview SidwImp	EARMARK - TCSP	DEMO05L-5933123	08/20/2015	(\$67,391)	
Alameda	ALA050035	Alameda County	Cherryland/Ashland/CastroValley/Fairview SidwImp	EARMARK - TCSP	DEMO05L-5933123	08/28/2015	\$67,391	
Alameda	ALA050035	Alameda County	Cherryland/Ashland/CastroValley/Fairview SidwImp	CMAQ	CML-5933127	03/19/2015	\$300,000	
Alameda	ALA050035	Alameda County	Various Local Roadways within Alameda County. Sidewalk Improvements	STP	CML-5933127	08/28/2015	\$27,100	
Alameda	ALA090069	Alameda County	Tesla Rd., Mountain House Rd., Greenville Rd. -Alameda County Rural Rd, pavement rehab.	STP	STPL-5933110	02/03/2015	(\$2)	
Alameda	ALA110047	Alameda County	Alameda Co Patterson Pass Road HR3	HRRR	HRRRL-5933089	03/19/2015	\$717,300	
Alameda	ALA110049	Alameda County	Foothill & Mines Rd Roadside Obstacle Removal HSIP	HSIP	HSIP-5933097	05/12/2015	\$426,600	
Alameda	ALA110127	Alameda County	Pedestrian Imp, Ala Co (HSIP6-04-001)	HSIP	HSIP-5933129	12/04/2014	\$73,700	
Alameda	ALA130018	Alameda County	Alameda Co-Variou Streets and Roads Preservation	STP	STPL-5933125	03/06/2015	\$1,800,000	
Alameda	ALA110057	BART	Seismic Retrofit of BART West Oakland Aerials	BRIDGE	STPLZ-6000049	06/16/2015	(\$8,456)	
Alameda	BRT9910003	BART	Various BART Aerial Structures in Oakland, Seismic Retrofit	STP	RPSTPL-6000014	01/16/2015	(\$443,426)	
Alameda	BRT991003	BART	North Oakland Aerial Structures, Seismic Retrofit	STP	STPLZ-6000034	11/26/2014	(\$3,577)	
Alameda	BRT991003	BART	In the Cities of Oakland and Berkeley, Seismic Retrofit-R-Line North Aerials	STP	STPLZ-6000043	11/21/2014	(\$599,290)	
Alameda	VAR110045	BART	BART A Line: Lake Merritt to Coliseum Seismic Retrofit	STP	STPLZ-6000058	04/15/2015	\$3,695,805	
Alameda	VAR110045	BART	A Line: Stations: Fruitvale and Coliseum, Seismic Retrofit	STP	STPLZ-6000060	04/15/2015	\$3,016,056	
Alameda	ALA090062	Berkeley	Berkeley Bay Trail Extension - Segment One	RIP-TE	RPSTPLE-5057038	06/11/2015	(\$53,228)	
Alameda	ALA990078	Berkeley	San Pablo Ave. Corridor in City of Berkeley, Bicycle Related - Other	CMAQ	CML-5057019	03/30/2015	(\$23,579)	
Alameda	ALA130012	Dublin	Dublin Boulevard Preservation	STP	STPL-5432018	02/26/2015	\$470,000	
Alameda	ALA110011	EBPRD	East Bay Parks Green Transportation Initiative	TIGERII	TGR2DG-6075019	07/15/2015	(\$154,822)	
Alameda	ALA130025	Fremont	Fremont City Center Multi-Modal Improvements	STP	STPL-5322055	03/12/2015	\$1,229,258	
Alameda	VAR110045	Fremont	In Fremont: Ardenwood OH, Ardenwood North, Paseo Padre OH, Bridge Preventative Maintenance	BRIDGE	BPMP-5322047	01/14/2015	(\$198,457)	
Alameda	ALA130013	Hayward	Hayward - Industrial Boulevard Preservation	STP	STPL-5050041	03/26/2015	\$1,265,000	
Alameda	ALA110013	Livermore	Downtown Livermore, Bike & Ped. Trail	CMAQ	CML-5053025	01/06/2015	(\$172,921)	
Alameda	MTC030003	MTC	SF-Oakland Bay Area, Freeway Operation - TOS 08/09	STP	CML-6084082	01/27/2015	(\$473)	
Alameda	REG090066	MTC	San Francisco Bay Area, Climate Initiatives Evaluation and Administration	CMAQ	CML-6084165	08/13/2015	(\$400,000)	
Alameda	SF-050043	MTC	City and County of San Francisco, Value Pricing Pilot (VPP)	VPPP	VPPL-6084133	01/05/2015	(\$699)	
Alameda	ALA110016	Newark	Cedar Blvd.- Milani Ave. to Central Ave., and Jarvis Ave.- U.P.R. X to Spruce S, Pavement Rehab.	STP	STPL-5317014	11/26/2014	(\$88,979)	
Alameda	ALA110040	Oakland	Oakland Safe Routes To School (SRTS), Cycle 1	SRTS	SRTSL-5012089	12/15/2014	(\$113,714)	
Alameda	ALA110068	Oakland	Seismic Retrofit of Coliseum Way Bridge (33C0253)	BRIDGE	STPLZ-5012094	12/10/2014	(\$174,128)	
Alameda	ALA110109	Oakland	HSIP5-04-011 W. MacArthur Blvd	HSIP	HSIP-5012117	07/07/2015	\$574,500	
Alameda	ALA110110	Oakland	HSIP5-04-012 98th Ave Corridor	HSIP	HSIP-5012118	08/11/2015	\$557,600	

TABLE 1: FHWA LOCALLY AND STATE-MANAGED PROJECTS OBLIGATIONS, FFY 2014-15

County	TIP ID/ EA	Agency	Project Name	Program	Federal Project ID	Oblig Date	Oblig Amount*	Funding Later than 2015
Alameda	ALA110111	Oakland	HSIP5-04-013 Market St (45th St/Arlington Ave)	HSIP	HSIPL-5012119	08/18/2015	\$540,400	
Alameda	ALA130015	Oakland	Lake Merritt BART Bikeways	STP	STPL-5012125	04/07/2015	\$571,000	
Alameda	ALA130016	Oakland	Oakland Complete Streets	STP	STPL-5012125	04/07/2015	\$3,384,000	
Alameda	ALA150023	Oakland	Oakland Car Share and Outreach Program	CMAQ	CMLNI-5012133	09/08/2015	\$320,526	
Alameda	REG090001	Oakland	Bret Harte MS, Peralta ES,Manzanita CS, Pacific, Install Bulbouts, ADA-Compliance	SRTS	SRTSL-5012102	01/06/2015	(\$209,818)	
Alameda	REG090025	Oakland	Various Street and Roadway Rehab., AC Overlay	ARRA	ESPL-5012101	10/09/2014	(\$141,103)	
Alameda	VAR110045	Oakland	23rd Ave BR 33C0148, Campus Dr BR 33C0238 & Coliseum Way BR 33C0253, Seismic Retrofit	BRIDGE	STPLZ-5012028	07/24/2015	\$841,035	
Alameda	VAR991007	Oakland	12th & 14th St Bridges 33C0181 & 33C0182, Bridge Replacement (Seismic)	BRIDGE	BRLS-5012085	12/15/2014	(\$2,316,395)	
Alameda	ALA130019	Piedmont	Piedmont Complete Streets (CS)	STP	STPL-5156003	08/13/2015	\$129,000	
Alameda	ALA110129	Pleasanton	Bridge No. 33C0132 Bernal Ave/Laguna - Painting	BRIDGE	BHLS-5101028	05/22/2015	\$156,821	
Alameda	ALA110130	Pleasanton	2014 Various Bridges, City of Pleasanton PM00079	BRIDGE	BPMP-5101027	05/01/2015	\$615,903	
Alameda	ALA070054	Port of Oakland	California Inter-regional Rail Intermodal Study	EARMARK - HPP	DEM005L-6057014	03/12/2015	(\$880,340)	
Alameda	ALA130008	San Leandro	San Leandro Boulevard Preservation	STP	STPL-5041044	04/15/2015	\$804,000	
Alameda	N/A	State-Managed	Alameda and San Joaquin Counties at Various Locations, Install Ramp Meters, CCTV, RWIS & Fiber Optic (TC)	NHP	NHP-000C419	09/10/2015	\$5,094,000	
Alameda	ALA050035	State-Managed	Maubert Ave. from 159th Av. TO 162nd Ave., Alameda County, Sidewalk Improvements	STP	TSCPL-09CA018	09/03/2015	(\$27,100)	
Alameda	ALA050035	State-Managed	Maubert Ave. from 159th Av. to 162nd Ave., Alameda County, Sidewalk Improvements	EARMARK - TCSP	TSCPL-09CA018	09/03/2015	(\$67,391)	
Alameda	ALA070042	State-Managed	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	STP	CML-6273045	06/19/2015	(\$613)	
Alameda	ALA070042	State-Managed	Interstate 880 Southbound - Marina Blvd to Hegenberger Road, HOV Lane Extension Landscape Enhancements	STP	STPE-8801069	03/27/2015	(\$288,339)	
Alameda	MTC050009	State-Managed	All Co Rte 238 from 238/680 Sep to Blanche St, Rehabilitate Roadway (TC)	NHS	NH-P238009	04/09/2015	\$755	
Alameda	MTC050011	State-Managed	In Oakland on I-880 from Broadway to Adeline Street, Concrete Pavement Overlay on Bridge Structure (TC)	IM	IM-8801062	10/27/2014	(\$138,048)	
Alameda	VAR110003	State-Managed	In Oakland from Route 13/580 Separation to Route 13/24 Separation, Rehabilitate Pavement (TC)	NHP	NHP-P013027	09/16/2015	\$5,449,000	
Alameda	VAR110003	State-Managed	In Oakland 0.1 Mile E/O Boston Ave O/C to 0.2 Miles W/O Rt 80/580 Junction, Rehabilitate Pavement (TC)	NHP	NHPI-X001588	05/29/2015	\$1,204,600	
Alameda	VAR110004	State-Managed	In Dublin at the 580/680 Interchange, Replace Metal Beam Guardrail w/Concrete Guardrail	HSIP	NSNHPIG-6801074	09/24/2015	\$940,400	
Alameda	VAR110004	State-Managed	In Fremont from Route 238 (Mission Blvd) to Interstate 680, Construct Minor Safety Improvements (TC)	HSIP	HSNHP-P084043	07/01/2015	\$2,602,200	
Alameda	VAR110004	State-Managed	On Route 24, at Pm 2.3 and PM 5.6; Route 580 at PM 20.6, Remove Gore Signs and Replace w/ Overhead Signs	HSIP	HSNHPG-X001586	09/24/2015	(\$188,799)	
Alameda	VAR110004	State-Managed	Fremont, Union City, San Leandro, Oakland on Rts 580, 680, 880, 238 Various Loc, Construct Roadside Paving (TC)	NHP	NHPI-X001592	08/04/2015	\$1,744,100	
Alameda	VAR110004	State-Managed	I-580 Dougherty O/C - Macarthur Blvd U/C, I-680 Grimmer Ave U/C to Amador Valley Blvd, Update Mbgr Transition Railings	HSIP	HSNHPIG-X001593	09/21/2015	\$5,029,900	
Alameda	VAR110004	State-Managed	In Alameda County on Various Routes at Various Locations., Upgrade Transition Railing (Site Group #1) (TC)	HSIP	HSNHPG-X001595	09/10/2015	\$5,839,000	
Alameda	VAR110005	State-Managed	In Alameda County, on Interstate 580 at Benedict Drive Off Ramp, Construct a Soldier Beam and Lagging Wall (TC)	IM	NHPI-5801059	09/24/2015	(\$107,545)	
Alameda	VAR110005	State-Managed	In San Leandro at 150th Ave Off Ramp at Pm 32.5, Construct Soldier Pile Retaining Wall (TC)	NHP	NHPI-5801060	09/24/2015	(\$517,231)	
Alameda	VAR110005	State-Managed	On I-580 in Ashland from 164th Ave Offramp to 164th Ave Undercrossing, Construct a Soldier Pile Wall and Repair (TC)	NHP	NHPI-5801063	09/24/2015	(\$41,438)	
Alameda	VAR110005	State-Managed	In Oakland at 0.1 Mile South of Carson Street Undercrossing, Install Soldier Beam Tie-Back Retaining Wall (TC)	NHP	NHP-P013026	09/24/2015	\$3,803,300	

TABLE 1: FHWA LOCALLY AND STATE-MANAGED PROJECTS OBLIGATIONS, FFY 2014-15

County	TIP ID/ EA	Agency	Project Name	Program	Federal Project ID	Oblig Date	Oblig Amount*	Funding Later than 2015
Alameda	VAR110005	State-Managed	In the City of Oakland at 0.1 North of Moraga Avenue Undercrossing, Install Tie-Back Retaining Wall (TC)	STP	STP-P013033	09/22/2015	(\$242,215)	
Alameda	VAR110042	State-Managed	In Alameda and Contra Costa Counties at Various Locations., Construct ADA Compliant Curb Ramps (TC)	NHS	NHP-000C384	08/11/2015	\$888,200	
Alameda	VAR110042	State-Managed	In Oakland on I-880 from 0.3 Mi S/O 7th Street to 0.4 Mi S/O West Grand Avenue, Storm Water Mitigation (TC)	IM	NHPI-8801071	09/24/2015	\$2,047,022	
Alameda	VAR110044	State-Managed	In the City of Alameda at the San Leandro Bay Bridge and San Leandro Bike Bridge, Rehabilitate Bridge (TC)	NHP	BRNHP-P061005	09/22/2015	\$4,555,100	
Alameda	VAR110044	State-Managed	Near Alameda at Posey-Webster Tubes, Bridge #330106 L/R, Rehabilitate Bridges (TC)	NHP	NHP-P260005	09/08/2015	\$2,637,100	
Alameda	VAR110044	State-Managed	Rts. 24, 580, 680, 880 and 980 at Various Locations., Rehabilitate Bridge Decks (TC)	NHP	BHNHP-X001603	09/24/2015	\$3,533,000	
Alameda	ALA150029	UC Berkeley	UC Berkeley Parking Price Auction Study	VPPP	VPPL-6073030	09/10/2015	\$169,185	
Alameda	0415000294L	UC Berkeley	University of California, Berkeley Technology Transfer Center, Local Technical Assistance Program	OTHER FEDERAL	LTAP-6073028	05/01/2015	\$99,863	
Alameda	04928229L	Union City	Various Locations, Seismic Retrofit	BRIDGE	STPLZ-5354008	02/02/2015	(\$71,999)	
Alameda	ALA110028	Union City	Union City Blvd- from Smith St. to 600' South of Alvarado Blvd., Widening to Allow Bicycle Lanes and Related Improvements	CMAQ	CML-5354030	01/06/2015	(\$14,729)	
Alameda	ALA110112	Union City	Alvarado-Niles Rd Pedestrian Safety Imps.	HSIP	HSIPL-5354035	03/26/2015	\$195,822	
Alameda	ALA110131	Union City	Traffic Signal Safety Improvements (HSIP6-04-026)	HSIP	HSIPL-5354038	01/06/2015	\$99,103	
Contra Costa	CC-130019	Antioch	Antioch Ninth Street Preservation	STP	STPL-5038023	04/03/2015	(\$39,054)	
Contra Costa	CC-110009	Brentwood	In Brentwood on Sellers Ave, San Creek Road, and O'Hare Ave, Roadway Rehabilitation and Curb Ramp Upgrade	STP	STPL-5300009	11/21/2014	(\$1,301)	
Contra Costa	CC-110052	Brentwood	American Ave at Heritage High School Parking Lot and Grant Street Near Adams Ln, Traffic Signal, Sidewalk, and ADA Upgrades	CMAQ	CML-5300010	11/21/2014	(\$39,017)	
Contra Costa	CC-130018	Brentwood	Balfour Road Preservation	STP	STPL-5300012	03/26/2015	\$290,000	
Contra Costa	CC-030028	CCTA	CC Co in Antioch/Pittsburg on Rte 4 Fr. 4 Mi West to .6 Mi East Somersville Rd UC, Widen Roadway & Reconstruct Interchange	NHP	NH-P004138	11/21/2014	(\$10,388,762)	
Contra Costa	CC-070035	CCTA	Reconstruct I-80/San Pablo Dam Rd Interchange	ATP-REG	ATPL-6072019	07/06/2015	\$2,000,000	\$2,000,000
Contra Costa	CC-150013	CCTA	SR 4 Integrated Corridor Management	OTHER FEDERAL	ITSL-6072022	09/02/2015	\$200,000	
Contra Costa	CC-090067	Concord	Monument Corridor Pedestrian and Bikeway Network	RIP-TE	RPSTPL-5135046	04/09/2015	(\$13,854)	
Contra Costa	CC-130006	Concord	Concord BART Station Bike/Ped Access Improvements	RIP	RPSTPL-5135052	06/11/2015	\$166,000	
Contra Costa	CC-130011	Concord	Detroit Avenue Bicycle and Pedestrian Improvements	RIP	CML-5135050	04/15/2015	\$849,503	
Contra Costa	CC-130011	Concord	Detroit Avenue Bicycle and Pedestrian Improvements	CMAQ	CML-5135050	04/15/2015	\$766,036	
Contra Costa	VAR110045	Concord	28C-0034, 28C-0116, 28C-0189-L, 28C-0189-R, 28C-0427, 28C-0436, Bridge Preventive Maintenance Program	BRIDGE	BPMP-5135048	03/26/2015	\$682,724	
Contra Costa	CC-110024	Contra Costa County	Marsh Creek Road Safety Improvements - Deer Valley	HRRR	HRRRL-5928095	04/01/2015	\$1,370,000	
Contra Costa	CC-110025	Contra Costa County	Marsh Creek Road Safety Improvements - Russelmann	HRRR	HSIPHR3L-5928096	11/12/2014	(\$9,304)	
Contra Costa	CC-110028	Contra Costa County	Alhambra Valley Rd: 225 Ft W/O Alhambra Valley, Realign and Widen Roadway	HSIP	HRRRL-5928098	09/24/2015	\$1,510,000	
Contra Costa	CC-110067	Contra Costa County	BRIDGE 28C0024, Orwood Road Bridge Replacement	BRIDGE	BRLO-5928045	02/26/2015	\$8,372,700	\$6,034,000
Contra Costa	CC-110072	Contra Costa County	Byron Highway Bridge Replacement Project	BRIDGE	BRLS-5928104	06/04/2015	\$331,988	
Contra Costa	CC-110078	Contra Costa County	Pacifica Avenue Sidewalk Project	SRTS	SRTSL-5928112	11/12/2014	\$23,685	
Contra Costa	CC-130004	Contra Costa County	Contra Costa County Various Streets & Road Preserv	STP	STPL-5928120	03/12/2015	\$1,941,000	
Contra Costa	VAR110045	Contra Costa County	San Pablo Ave Bridge @ Rodeo Creek, 28C0071, Bridge Replacement	NHP	BRLS-5928067	04/30/2015	\$310,866	
Contra Costa	VAR110045	Contra Costa County	Jail Access Rd over Marsh Crk Deten. Facility, Bridge Replacement, 28C-0226 (TC)	BRIDGE	BRLO-5928068	05/29/2015	(\$64,796)	
Contra Costa	VAR110045	Contra Costa County	Marsh Creek Rd, Approx. 1.8 mi E of Morgan Territory Rd, Replace Existing Bridge (28C0141)	BRIDGE	BRLS-5928107	09/24/2015	\$177,060	
Contra Costa	VAR110045	Contra Costa County	Two Bridges (28C-0143 and (28C-0145) on Marsh Creek Road over Marsh Creek, Bridge Replacement	BRIDGE	BRLS-5928125	03/26/2015	\$921,154	
Contra Costa	ALA110011	EBPRD	Iron Horse Trail Pleasanton BART to Santa Rita Rd., Bike & Pedestrian Trail	TIGERII	TGR2DGL-6075018	07/16/2015	\$640,087	

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County	TIP ID/ EA	Agency	Project Name	Program	Federal Project ID	Oblig Date	Oblig Amount*	Funding Later than 2015
Contra Costa	CC-070020	EBPRD	Carquinez Scenic Drive, SF Bay Trail Segment	TIGERII	HPLUL-6075017	07/15/2015	(\$785,265)	
Contra Costa	CC-130049	EBPRD	Breuner Marsh Restoration and Public Access	STP	STPHPL-6075020	07/01/2015	\$1,000,000	
Contra Costa	CC-130049	EBPRD	Breuner Marsh Restoration and Public Access	EARMARK - HPP	STPHPL-6075020	07/01/2015	\$120,831	
Contra Costa	CC-110041	El Cerrito	Fairmount-Ashbury Intersection Safety Improvements	HSIP	HSIPL-5239012	05/07/2015	\$31,114	
Contra Costa	CC-130010	Lafayette	Happy Valley Rd. Walkway SRTS Improvements	CMAQ	CML-5404026	03/26/2015	\$100,000	
Contra Costa	CC-070085	Martinez	Martinez - Marina Vista Streetscape	RIP-TE	ESPL-5024024	06/11/2015	(\$36,579)	
Contra Costa	REG090003	MTC-SAFE	19 Locations Along SR242 and SR4, Buy/Install/Repair Metering and TOS Equipment	STP	STPL-6160022	01/08/2015	(\$1)	
Contra Costa	CC-130031	Oakley	Oakley Various Streets and Roads Preservation	STP	STPL-5477006	03/06/2015	\$1,031,000	
Contra Costa	CC-130036	Orinda	Orinda SRTS Sidewalk Project	CMAQ	CML-5444016	03/27/2015	\$100,000	
Contra Costa	CC-130042	Orinda	Ivy Drive Pavement Rehabilitation	STP	STPL-5444015	03/26/2015	\$552,000	
Contra Costa	CC-130015	Pinole	Pinole - San Pablo Avenue Preservation	STP	STPL-5126013	03/26/2015	\$453,000	
Contra Costa	CC-070084	Pittsburg	Bailey Road Transit Access Improvements	RIP-TE	RPSTPLE-5127021	06/11/2015	(\$45,271)	
Contra Costa	CC-130016	Pittsburg	Pittsburg - Railroad Avenue Preservation	STP	STPL-5127028	04/03/2015	\$299,000	
Contra Costa	CC-130017	Pittsburg	Pittsburg School Area Safety Improvements	CMAQ	CML-5127030	03/26/2015	\$203,000	
Contra Costa	CC-110039	Pleasant Hill	Contra Costa Bl/Golf Club Rd Intersection Upgrade	HSIP	HSIPL-5375026	02/10/2015	\$550,000	
Contra Costa	CC-110039	Pleasant Hill	Contra Costa Bl/Golf Club Rd Intersection Upgrade	HSIP	HSIPL-5375026	02/03/2015	\$100,000	
Contra Costa	CC-110051	Pleasant Hill	In City of Pleasant Hill Lisa Lane North Side, Install New Sidewalk	CMAQ	SRTSL-5375019	05/29/2015	\$35,228	
Contra Costa	VAR991007	Pleasant Hill	Taylor Blvd @ Grayson Creek; 0.2 Mile West of Contra Costa Blvd, Replace Bridge Barrier Rails with New Guardrails	BRIDGE	STPL-5375023	01/06/2015	(\$11,726)	
Contra Costa	CC-130026	Richmond	Richmond Local Streets and Roads Preservation	STP	STPL-5137047	03/26/2015	\$3,030,000	
Contra Costa	VAR991007	San Pablo	Rumrill Blvd over San Pablo Creek @ Brookside, Replace Bridge No. 28C-0325	BRIDGE	BRLS-5303003	06/19/2015	(\$10,582)	
Contra Costa	CC-110008	San Ramon	Alcosta Blvd; San Ramon Blvd.-Fircrest Lane, Resurfacing	STP	STPL-5437024	07/09/2015	\$825,307	
Contra Costa	04061P013S	State-Managed	Contra Costa Co. Non Interstate Various Locations, Preliminary Engineering	ER	ER-4309005	05/13/2015	(\$10)	
Contra Costa	MTC050009	State-Managed	Contra Costa, I-680 from Dublin to Walnut Creek, Pavement Rehab/Southbound HOV Extension (TC)	IM	IM-6801067	07/31/2015	(\$3,572,898)	
Contra Costa	VAR110001	State-Managed	CC Rt 4 PM 10.7 and Nap Rt 29 PM 9.1, Install Weigh-In-Motion System (TC)	NHP	NHP-000C406	09/24/2015	\$2,352,500	
Contra Costa	VAR110003	State-Managed	Contra Costa County at Various Locations, Replace the Overhead Sign Panels (TC)	NHP	NHP-X013029	09/10/2015	\$4,530,805	
Contra Costa	VAR110004	State-Managed	In Contra Costa County on Route 680 at Various Locations., Upgrade Existing Mbgr Transition Railings.	HSIP	ACHSNHPIG-6801075	09/08/2015	\$614,200	
Contra Costa	VAR110005	State-Managed	In Contra Costa County, in Lafayette, at 0.6 miles from Happy Valley Road., Construct a Tie-Back Wall.(TC)	NHP	NHP-P024033	09/24/2015	\$5,075,978	
Marin	MRN070014	Fairfax	Pastori Ave. between SFD Blvd. & Center, Sidewalk, Pathway Improvements	EARMARK-NMTP	NMTPL-5277022	05/29/2015	\$89,204	
Marin	MRN110017	Fairfax	Bridge No. 27C0008, Meadow Way over San Anselmo Cr	BRIDGE	BRLO-5277025	06/04/2015	\$663,532	
Marin	VAR110045	Fairfax	Marin Rd & Spruce Rd over Fairfax Cr; Canyon Rd over San Anselmo Cr, Bridge Preventive Maintenance	BRIDGE	BPMP-5277026	09/10/2015	\$61,599	
Marin	VAR110045	Fairfax	Creek Road over Fairfax Creek in the Town of Fairfax, Marin County, Seismic Retrofit (TC)	BRIDGE	STPLZ-5277027	09/10/2015	\$95,000	
Marin	VAR110045	Fairfax	Azalea Ave Bridge in Town of Fairfax, Bridge Replacement (TC)	BRIDGE	BRLO-5277028	08/25/2015	\$15,000	
Marin	MRN070015	Larkspur	Larkspur - Non-motorized Transpo. Pilot Program	CMAQ	NMTPL-5166018	06/11/2015	\$85,000	
Marin	MRN070015	Larkspur	Larkspur - Non-motorized Transpo. Pilot Program	EARMARK-NMTP	NMTPL-5166018	06/11/2015	\$182,000	
Marin	MRN110024	Larkspur	Bridge No. 27C0150, Alexander Ave	BRIDGE	STPLZ-5166004	08/27/2015	\$75,810	
Marin	VAR11045	Larkspur	Bon Air Bridge rehabilitation, Rehab. Bridge Piles & Structure	BRIDGE	BHLS-5166015	08/13/2015	\$1,458,400	
Marin	0412000242L	Marin County	Paradise Drive MP 6.31 in Marin County Near Town of Tiburon, Slide Repair	ER	ER-20D0002	03/25/2015	\$374,659	
Marin	0412000243L	Marin County	Muirwood Road, MP 0.49 in Marin county, Install CIDH Wall at Downhill Side.	ER	ER-20D0003	03/27/2015	\$342,017	
Marin	MRN110011	Marin County	Marin County Guard Rail HSIP Project	HSIP	HSIPL-5927060	05/22/2015	\$26,100	
Marin	MRN110035	Marin County	Mountain View Rd Bridge Replacement - 27C0154	BRIDGE	BRLO-5927094	09/01/2015	\$175,600	\$918,400
Marin	MRN130010	Marin County	Donahue Street Road Rehabilitation Project	STP	STPL-5927106	03/26/2015	\$108,000	

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County	TIP ID/ EA	Agency	Project Name	Program	Federal Project ID	Oblig Date	Oblig Amount*	Funding Later than 2015
Marin	MRN130014	Marin County	Mill Valley-Sausalito Pathway Preservation	STP	STPL-5927107	04/16/2015	\$205,000	
Marin	VAR110045	Marin County	Arroyo Nicasio Bridge on Nicasio Valley Road, Bridge Replacement	BRIDGE	BRLS-5927097	09/01/2015	\$115,356	
Marin	MRN050030	MCTD	Bus Stop on Donahue St. Marin City, Marin Co, Bus Shelter, Lighting, Landscape	STP	RPSTPLE-5927049	04/15/2015	(\$21,652)	
Marin	MRN110050	Mill Valley	Camino Alto South End Bike Lanes	HSIP	HSIPL-5113018	12/30/2014	\$63,500	
Marin	MRN110019	Novato	Bridge No. 27C0021, Grant Ave over Novato Creek	BRIDGE	BHLS-5361023	07/14/2015	\$177,060	
Marin	VAR110045	Ross	Glenwood Ave over Ross Creek in Town of Ross, Bridge Scour Repair and Counter-Measure	BRIDGE	BRLS-5176014	06/24/2015	\$44,265	
Marin	MRN110032	San Anselmo	Center-Sycamore Ave Bridge over San Anselmo Creek in the Town of San Anselmo, Bridge Replacement	NHP	BRLS-5159019	12/04/2014	\$123,942	
Marin	MRN130013	San Anselmo	Sunny Hill Ridge and Red Hill Trails	STP	STPL-5159021	11/06/2014	\$40,000	
Marin	VAR110045	San Anselmo	Nokomis Ave Bridge over San Anselmo Cr in the Town of San Anselmo, Bridge Replacement (TC)	BRIDGE	BRLO-5159017	12/04/2014	\$670,000	
Marin	VAR110045	San Anselmo	Madrone Ave Bridge over San Anselmo Creek, Bridge Replacement	BRIDGE	BRLS-5159018	12/04/2014	\$587,839	
Marin	MRN070009	San Rafael	San Rafael - Non-motorized Transport Pilot Program	EARMARK-NMTP	NMTPL-5043023	02/19/2015	\$405,000	
Marin	MRN130004	San Rafael	San Rafael Various Streets and Roads Preservation	STP	STPL-5043035	11/12/2014	\$37,000	
Marin	MRN130004	San Rafael	San Rafael Various Streets and Roads Preservation	STP	STPL-5043035	06/04/2015	\$420,000	
Marin	MRN130005	San Rafael	San Rafael Transit Center Pedestrian Access Imps.	CMAQ	CML-5043036	07/24/2015	\$1,900,000	
Marin	040113E041S	State-Managed	In Marin County, Various Routes, Various Locations, Emergency Relief -- Storm Damage Repair	ER	ER-19DW001	07/31/2015	(\$1,123,671)	
Marin	04061P041S	State-Managed	Marin Co. Non Interstate Var. Locations, Preliminary Engineering	ER	ER-4330005	03/12/2015	\$382,741	
Marin	044S5404S	State-Managed	Near Stinson Beach From 2.2 Mile North of Calle Del Arroyo to Bolinas Road, Rock Slope Protection/Replace Culverts (TC)	STP	STP-P001554	12/23/2014	(\$50,876)	
Marin	MRN050034	State-Managed	MRN & SON Counties on US 101, San Antonio Curve Correction (TC)	NHP	ACNHP-NHP-Q101261	09/24/2015	\$61,905,490	
Marin	VAR110005	State-Managed	Near Stinson Beach at 0.3 Mile North of Dipsea Trail, Storm Damage Repair (TC)	STP	STP-P001589	09/24/2015	\$2,964,300	
Marin	VAR110044	State-Managed	Near Greenbrae @ Sir Francis Drake Blvd O/C and at Bellam Blvd U/C, Upgrade Bridge Rail	IM	NHPIG-5802367	09/22/2015	\$2,417,500	
Marin	VAR110044	State-Managed	Near Bloomfield, at Estero Americano Bridge # 27-0028, Replace Bridge (TC)	BRIDGE	ACSTP-P001605	09/08/2015	\$1,800,000	
Marin	MRN050034	TAM	SR101-- Marin Sonoma Narrows, Safety-LU Demo HOV Lanes in Marin	EARMARK - HPP	DEMO06L-6406005	06/25/2015	(\$3)	
Marin	MRN070017	TAM	TAM - Non-motorized Transportation Pilot Program	EARMARK	NMTPL-6406015	07/01/2015	\$60,000	
Marin	MRN110039	TAM	Local PDA Planning - Marin	STP	RSTPL-6406014	11/06/2014	\$750,000	
Marin	MRN150004	TAM	TAM - Car Share Canal	CMAQ	CML-6406016	04/16/2015	\$125,000	
Napa	NAP110034	Calistoga	Berry Street Bridge Replacement Project (21C0115)	BRIDGE	BRLO-5061007	12/30/2014	\$205,390	
Napa	04928168L	Napa (City)	First St Bridge @ Napa Crk (Br # 21C-0096), Bridge Replacement	BRIDGE	BRLO-5042012	04/15/2015	\$23,346	
Napa	NAP110020	Napa (City)	Trancas Street Bridge Scour Repair	BRIDGE	BHLS-5042042	06/24/2015	(\$49,270)	
Napa	VAR991007	Napa (City)	First St Over Napa River Bridge 21C-0095 ., Bridge Replacement	BRIDGE	BRLS-5042038	10/29/2014	(\$314,005)	
Napa	NAP110021	Napa County	Oakville Crossroad Bridge Replacement	BRIDGE	BRLO-5921010	06/02/2015	\$3,385,930	
Napa	NAP110014	NCTPA	Napa Valley Vine Trail Design and Construction	ATP-ST	CML-6429008	05/01/2015	\$3,600,000	
Napa	0415000062S	State-Managed	In Napa County, Near Napa at Cuttings Wharf Road, Emergency Relief - Earthquake Damage	ER	ER-25E0001	09/24/2015	\$180,000	
Napa	0415000069S	State-Managed	In Napa Co, in Napa, from Imola Avenue to First Street, Emergency Relief - Earthquake Damage	ER	ER-25E2001	09/22/2015	\$1,298,000	
Napa	0415000070S	State-Managed	In Napa Co, In & Near Napa, at Napa River Bridge OH & Imola Avenue, Emergency Relief - Earthquake Damage	ER	ER-25E1001	09/22/2015	\$3,374,000	
Napa	0415000073S	State-Managed	In Napa Co, at Wooden Valley, at 0.3 Mi N of Wild Horse Valley Rd, Emergency Relief - Earthquake Damage	ER	ER-25E3001	12/29/2014	(\$625,000)	
Napa	0415000114S	State-Managed	Napa County, Various Locations, Various Postmiles, Emergency Relief- Napa Eq Damage Repair	ER	ER-25E6001	03/27/2015	\$36,694	
Napa	NAP010008	State-Managed	SR 12 (Jamieson Canyon Road) Widening	STP	HPLUL-6204065	06/24/2015	(\$2,992)	

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Napa	REG090058	State-Managed	In Napa from Trancas Street to Route 128, Cold Plan and Overlay with Rubberized Hot Mix (TC)	STP	STP-P121024	01/23/2015	(\$877,950)	
Napa	VAR110003	State-Managed	In/Near St. Helena from Mee lane to 0.1 mile South of Sulphur Creek Bridge, Left Turn Channelization and Pavement Rehab (TC)	BRIDGE	STP-P029114	09/24/2015	\$889,100	
Napa	VAR110005	State-Managed	Near Spanish Flat, at Capell Creek Bridge, Install Slope Indicators and Drainage (TC)	BRIDGE	STP-P128055	09/24/2015	\$1,000,945	
Napa	VAR110044	State-Managed	On SR 29 about 6 Miles North of the City of Calistoga at Troutdale Creek Bridge, Replace Bridge and Realignment (TC)	BRIDGE	STP-P029117	09/24/2015	\$7,337,800	
Napa	VAR110044	State-Managed	In Napa County on Route 29 at Napa River Bridge (Br # 21-0018), Scour Replace Bridge TC	BRIDGE	STP-P029122	07/29/2015	\$1,284,000	
Regional	REG090065	BAAQMD	Climate Initiatives Program Public Education	CMAQ	CML-6084164	12/01/2014	\$400,000	
Regional	REG110010	BAAQMD	Regional Bicycle Sharing Program	CMAQ	CML-6084188	07/09/2015	(\$568,229)	
Regional	REG090038	MTC	Regional Planning Activities and PPM - MTC	OTHER FEDERAL	SHRP2L-6084192	11/12/2014	\$700,000	
Regional	REG090046	MTC	Regional Arterial Operations & Signal Timing Prog	STP	STPL-6084193	05/07/2015	\$2,500,000	
Regional	REG090003	State-Managed	Freeway Performance Initiative (FPI)	CMAQ	CML-6204116	08/20/2015	\$270,000	
Regional	REG090003	State-Managed	Freeway Performance Initiative (FPI)	CMAQ	CML-6204121	05/01/2015	\$170,000	
San Francisco	SF-070027	SFCTA	Yerba Buena Island (YBI) Ramp Improvements	BRIDGE	STPLZ-6272024	05/22/2015	\$88,523	\$88,523
San Francisco	SF-070027	SFCTA	Yerba Buena Island (YBI) Ramp Improvements	BRIDGE	STPLZ-6272026	05/07/2015	\$5,311,650	
San Francisco	SF-070027	SFCTA	Yerba Buena Island (YBI) Ramp Improvements	BRIDGE	STPLZ-6272028	05/22/2015	\$163,633	\$163,633
San Francisco	SF-070027	SFCTA	Yerba Buena Island (YBI) Ramp Improvements	BRIDGE	STPLZ-6272030	05/07/2015	\$5,424	\$5,424
San Francisco	SF-070027	SFCTA	Yerba Buena Island (YBI) Ramp Improvements	BRIDGE	STPLZ-6272031	05/07/2015	\$23,313	\$23,313
San Francisco	SF-070027	SFCTA	Yerba Buena Island (YBI) Ramp Improvements	BRIDGE	STPLZ-6272032	05/22/2015	\$26,520	\$26,520
San Francisco	SF-150012	SFCTA	San Francisco Travel Smart Rewards Pilot Program	VPPP	VPPL-6272043	09/10/2015	\$508,000	
San Francisco	SF-110015	SFDPH	Various Locations, Education and Outreach	CMAQ	CML-6447004	01/08/2015	(\$11,620)	
San Francisco	SF-010004	SFDPW	Fourth St Bridge (China Basin) Br no 34c-0027, Seismic Retrofit & HBRR Rehabilitation	NHP	STPLZ-5934080	01/22/2015	\$11,413,382	
San Francisco	SF-090004	SFDPW	Harney Way in San Francisco, Roadway Widening	STP	DEMO09L-5934155	03/12/2015	\$475,000	
San Francisco	SF-110046	SFDPW	SF- Sloat Blvd. Pedestrian Safety Improvements	HSIP	HSIPL-5934167	11/26/2014	\$359,200	
San Francisco	SF-130012	SFDPW	SF- Longfellow ES Safe Routes to School	CMAQ	CML-5934172	03/06/2015	\$477,495	
San Francisco	SF-130013	SFDPW	SF-ER Taylor ES Safe Routes to School	CMAQ	CML-5934173	12/10/2014	\$244,329	
San Francisco	SF-130014	SFDPW	SF- Broadway Chinatown Complete Streets	STP	STPL-5934174	03/27/2015	\$3,206,545	
San Francisco	SF-150001	SFDPW	John Yehall Chin Safe Routes to School	ATP-ST	ATPL-5934175	09/10/2015	\$21,000	\$21,000
San Francisco	SF-050019	SFMTA	Shared Lane Pavement Marking	RIP-TE	RPSTPLE-5934123	06/19/2015	(\$10,534)	
San Francisco	SF-050034	SFMTA	Light Rail Vehicle Overhaul Program	STP+	FTASTPL-6328076	07/27/2015	\$4,656,260	
San Francisco	SF-090012	SFMTA	Additional Light Rail Vehicles to Expand Muni Rail	CMAQ+	FTACML-6328074	07/27/2015	\$10,227,539	
San Francisco	SF-090032	SFMTA	SFMTA: Muni Forward Capital Implementation Program	CMAQ+	FTACML-6328075	08/03/2015	\$9,123,591	
San Francisco	SF-110017	SFMTA	Fulton St. between 8th and 25th Ave., Sidewalk Improvement	HSIP	HSIPL-6328026	01/06/2015	(\$71,012)	
San Francisco	SF-110023	SFMTA	Alamo Elementary Safe Routes to School	SRTS	SRTSL-6328040	11/04/2014	\$558,358	
San Francisco	SF-110032	SFMTA	Upgrade Traffic Signals - Masonic Avenue	HSIP	HSIPL-6328048	03/30/2015	(\$32,677)	
San Francisco	SF-110034	SFMTA	Denman Safe Routes to School	SRTS	SRTSL-6328050	07/01/2015	\$759,927	
San Francisco	SF-110035	SFMTA	Tenderloin Safe Routes to School	SRTS	SRTSL-6328051	05/07/2015	\$724,155	
San Francisco	SF-110037	SFMTA	Throughout City and County of San Francisco, Bicycle Sharing Pilot	VPPP	VPPL-6328054	11/21/2014	\$1,142,799	
San Francisco	SF-110056	SFMTA	Polk Street Signals (HSIP6-04-015)	HSIP	HSIPL-6328068	06/26/2015	\$1,294,000	
San Francisco	SF-130015	SFMTA	Mansell Corridor Complete Streets	STP	STPL-6328066	05/29/2015	\$1,551,614	
San Francisco	SF-130022	SFMTA	Twin Peaks Connectivity Planning	STP	STPL-6328072	11/04/2014	\$167,589	
San Francisco	SF-150002	SFMTA	San Francisco Safer Streets Campaign	ATP-ST	ATPL-6328073	07/01/2015	\$2,000,000	\$2,000,000
San Francisco	04163744S	State-Managed	SF on Rte 101 from pm 8.8-9.2, Doyle Dr Repl, Replace/Rehabilitate Roadway	NHP	SARRA-Q101153	07/21/2015	\$23,697,535	
San Francisco	04163744S	State-Managed	SF on Rte 101 from pm 8.8-9.2, Doyle Dr Repl, Replace/Rehabilitate Roadway	ARRA	SARRA-Q101153	07/21/2015	\$9,868,298	
San Francisco	SF-991030	State-Managed	Doyle Drive from Lombard/Richardson to Route 1 Interchange, Reconstruction and Rehabilitation	PUBLIC LANDS	PLHLN10-6204103	07/21/2015	(\$2,030)	
San Francisco	SF-991030	State-Managed	US 101 Doyle Drive Replacement	NHP	ACNH-NH-X075041	05/04/2015	(\$8,000,000)	
San Francisco	SF-991030	State-Managed	US 101 Doyle Drive Replacement	NHP	NH-X075046	05/05/2015	\$9,518,799	\$9,680,000

TABLE 1: FHWA LOCALLY AND STATE-MANAGED PROJECTS OBLIGATIONS, FFY 2014-15

County	TIP ID/ EA	Agency	Project Name	Program	Federal Project ID	Oblig Date	Oblig Amount*	Funding Later than 2015
San Francisco	VAR110005	State-Managed	City and County of SF on US 101 at the 23rd Street Overcrossing, Construct Retaining Wall and Reconstruct Slope (TC)	NHP	NHP-Q101271	09/10/2015	\$1,223,250	
San Francisco	VAR110044	State-Managed	In the City and County of San Francisco at Crissy Field, Modify and Extend Storm Drain Outfall	NHP	NHP-X075045	09/24/2015	\$5,008,600	
San Francisco	SF-010015	TBJPA	Transbay Term/Caltrain Downtown Ext - Ph.1	CMAQ+	FTACML-6503001	08/03/2015	\$6,000,000	
San Mateo	BRT991003	BART	West Oakland Aerial Structures, Seismic Retrofit	STP	STPLZ-6000040	01/09/2015	(\$502)	
San Mateo	BRT991003	BART	SF to Daly City, M-line Aerial Structures, Seismic Retrofit	STP	STPLZ-6000042	12/17/2014	(\$8)	
San Mateo	SM-130007	Belmont	Belmont Pavement Reconstruction Program	STP	STPL-5268017	01/23/2015	\$534,000	
San Mateo	SM-150004	Belmont	Belmont Village Specific/Implementation Plan	STP	STPL-5268020	04/09/2015	\$440,000	
San Mateo	SM-11048	Daly City	Intersection at Hickey and Callan, Traffic Signal Modification	HSIP	HSIPL-5196037	11/26/2014	(\$53,410)	
San Mateo	SM-130023	Menlo Park	Menlo Park - Willow Rd Traffic Signal Modification	EARMARK - HPP	HPLUL-5273024	05/01/2015	\$202,400	
San Mateo	SM-090017	Millbrae	El Camino Real at Victoria Avenue, Install New Signal, Bus Pad, and Pedestrian Improv	CMAQ	CML-5299012	02/10/2015	(\$306,043)	
San Mateo	SM-150001	Millbrae	Millbrae Priority Development Area Specific Plan	STP	STPL-5299013	02/06/2015	\$500,000	
San Mateo	SM-110060	Redwood City	Charter St between Stambaugh and Spring, Crosswalk, Bulb Out, Curb Ramp	SRTS	SRTSL-5029030	04/14/2015	(\$57,207)	
San Mateo	SM-130002	Redwood City	Redwood City Various Streets Overlay	STP	STPL-5029033	02/17/2015	\$548,000	
San Mateo	SM-150003	Redwood City	Redwood City Dwntrwn Transit Area Impvmnts-Streetcar	STP	STP-5029034	04/17/2015	\$450,000	
San Mateo	SM-050051	Samtrans	SR 82 - El Camino Real Grand Boulevard Initiative	EARMARK - HPP	CML-5267020	12/15/2014	\$177,838	
San Mateo	SM-050051	Samtrans	Victoria and SR82 (El Camino Real), Install Traffic Signal	EARMARK - HPP	HP21L-6014009	01/27/2015	(\$190,624)	
San Mateo	SM-110011	San Bruno	San Bruno Street Median and SR82 Improvements, Landscaping Median	CMAQ	CML-5226018	02/24/2015	(\$41,046)	
San Mateo	SM-110071	San Carlos	Phelps, Wellington, San Carlos, Install Sidewalks, Ramps, Crosswalk	SRTS	SRTSL-5267018	01/08/2015	(\$977)	
San Mateo	SM-130012	San Carlos	San Carlos Streetscape and Ped Improvments	CMAQ	CML-5267021	02/11/2015	\$725,000	
San Mateo	SM-110007	San Mateo (City)	Delaware from Charles Lane to Sunnybrae, Street Improvements and Bike Lane	CMAQ	CML-5102038	01/08/2015	(\$263)	
San Mateo	SM-110064	San Mateo (City)	North Central Pedestrian Improvement Program	CMAQ	CML-5102042	05/01/2015	\$1,222,574	
San Mateo	SM-130004	San Mateo (City)	Mount Diablo Ave. Rehabilitation	STP	STPL-5102043	02/03/2015	\$270,000	
San Mateo	SM-150006	San Mateo (City)	City of San Mateo Car Sharing Program	CMAQ	CMLNI-5102046	05/22/2015	\$210,000	
San Mateo	SM-110067	San Mateo CCAG	Local PDA Planning - San Mateo	STP	STPL-6419022	02/11/2015	\$302,000	
San Mateo	SM-110035	San Mateo County	Resurfacing of Pescadero Creek Road	STP	STPL-5935061	03/26/2015	(\$125,328)	
San Mateo	SM-110044	San Mateo County	BRIDGE NO. 35C0043, SKYLINE BLVD, CRYSTAL SPRINGS	BRIDGE	BRLO-5935053	07/01/2015	\$3,000,000	
San Mateo	SM-110045	San Mateo County	PM00041, Bridge Preventive Maintenance Program	BRIDGE	BPMP-5935062	08/14/2015	\$54,021	
San Mateo	SM-130015	San Mateo County	Semicircular Rd Bicycle / Ped Access Improvements	CMAQ	CML-5935070	02/11/2015	\$320,000	
San Mateo	SM-110055	South San Francisco	Los Cerritos School West Orange Ave Improvements	SRTS	SRTSL-5177029	03/19/2015	\$91,800	
San Mateo	SM-110066	South San Francisco	Evergreen Dr/Mission Rd Traffic Signal	HSIP	HSIPL-5177031	02/06/2015	\$242,000	
San Mateo	SM-110078	South San Francisco	Junipero Serra Blvd at King Dr (HSIP6-04-024)	HSIP	HSIPL-5177034	11/07/2014	\$125,800	
San Mateo	VAR110045	South San Francisco	Various Bridges Located in City of South San Francisco, Bridge Preventative Maintenance	BRIDGE	BPMP-5177026	11/21/2014	(\$73,953)	
San Mateo	04061P081S	State-Managed	San Mateo Co. Non Interstate Var. Locations, Preliminary Engineering	ER	ER-4362005	01/14/2015	(\$417)	
San Mateo	0413000413S	State-Managed	San Mateo Co, Near Pigeon Point, at 0.3 mi N of the Santa Cruz Co Line, Emergency Relief - Storm Damage Repair, Washout	ER	-21X1001	10/27/2014	(\$55,774)	
San Mateo	0413000453L	State-Managed	Portola Rd, Replace Culvert , Head Wall, Trash Rack	ER	ER-22X0005	08/11/2015	\$22,169	
San Mateo	0414000062L	State-Managed	Woodland Ave, Emergency Opening	ER	ER-22X0007	05/29/2015	\$301,195	
San Mateo	MTC050011	State-Managed	Near La Honda, Skylonda and Woodside from Pescadero Road to Tripp Road, Install Centerline Rumble Strip (TC)	STP	STP-P084040	01/05/2015	(\$226,510)	
San Mateo	MTC050011	State-Managed	In San Mateo County on I-280 near Los Altos Hills, from the Santa Clara County, Replace Landscape (TC)	NHS	-X081025	02/02/2015	(\$2,045,850)	
San Mateo	REG090058	State-Managed	Menlo Park and Atherton on Rt 82 from San Mateo County Line to Berkshire Avenue, Cold Plan Pavement and Overlay (TC)	STP	STP-P082021	10/27/2014	(\$453,350)	
San Mateo	SM-050028	State-Managed	In San Mateo County on US 101 in the City of Burlingame, Reconfigure the Broadway Interchange (TC)	NHP	NHP-Q101237	09/24/2015	\$16,960,565	
San Mateo	SM-050028	State-Managed	In San Mateo County on US 101 in the City of Burlingame, Reconfigure the Broadway Interchange (TC)	EQUITY BONUS LIMITATION	NHP-Q101237	09/24/2015	\$2,028,983	

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County	TIP ID/ EA	Agency	Project Name	Program	Federal Project ID	Oblig Date	Oblig Amount*	Funding Later than 2015
San Mateo	SM-979013	State-Managed	Route 1 in the City of Pacifica at Devil's Slide Tunnel, Install Base (Bay Area Security Enhancement)	ER	ACSTP-1187014	09/24/2015	\$2,852,108	
San Mateo	VAR110004	State-Managed	In San Mateo and Solano Counties on SR 92 pm 5.34/6.27 and SR 780 pm 1.46/2.34, Install Mid-West Guardrail System Along Embankment	HSIP	HSSTPG-000C391	09/24/2015	\$1,572,200	
San Mateo	VAR110004	State-Managed	In San Mateo County at Various Locations on Interstate Route 280, Update Metal Beam Guardrail Transition Railing	HSIP	HSNHPG-2801142	09/24/2015	\$3,700,100	
San Mateo	VAR110004	State-Managed	In the City of Millbrae at Millwood Drive, Install Traffic Signal(TC)	HSIP	HSNHPG-P082024	09/24/2015	\$338,900	
San Mateo	VAR110004	State-Managed	In/Near So SF, Rt 380 to So Airport Blvd; also Rts 35, 280 & 380 @ Var Locations, Construct Roadside Pav, Access Gates & Reloc (TC)	NHP	NHP-X081027	08/25/2015	\$634,523	
San Mateo	VAR110004	State-Managed	In/near So SF, Rt 380 to So Airport Blvd; also Rts 35, 280 & 380 @ Var Locations, Construct Roadside Pav, Access Gates & Reloc (TC)	EQUITY BONUS LIMITATION	NHP-X081027	08/25/2015	\$453,077	
San Mateo	VAR110005	State-Managed	In El Granada from 0.2 mile West to Coronado Street Intersection, Install RSP, Construct Paved Trail (TC)	NHP	NHP-P001598	09/02/2015	\$1,139,600	
San Mateo	VAR110042	State-Managed	In San Mateo County At Various Locations., Construct Curb Ramps And Passageways (TC)	STP	STP-000C378	09/24/2015	(\$106,490)	
San Mateo	VAR110044	State-Managed	US 101 near East Palo Alto, at the Santa Clara County Line, Replace Bridge Structure at SF Creek Bridge (TC)	NHP	n/a-000C366	09/24/2015	(\$1,552,075)	
San Mateo	VAR110044	State-Managed	In the City of San Bruno, on Route 280 at the Sneath Lane Overcrossing, Seismic Retrofit (TC)	IM	NHPI-2801137	09/22/2015	(\$327,234)	
San Mateo	VAR110044	State-Managed	On US101 in the City of Brisbane at the Sierra Point Overhead Bridge, Spot Blast Clean & Paint the Girders and Bent (TC)	NHP	NHP-Q101265	07/02/2015	\$5,497,900	
San Mateo	VAR991007	TBJPA	Tilton Ave, E. Poplar, Santa Inez & Monte Diablo, Bridge Rehabilitation	BRIDGE	STPLZ-6170026	01/27/2015	(\$1)	
Santa Clara	SCL130017	Campbell	Virginia Avenue Sidewalks	CMAQ	CML-5306028	03/19/2015	\$708,000	
Santa Clara	SCL110022	Cupertino	Bubb Rd (McClellan-Stevens Crk),Wolfe Rd (South Side I-280 to North Side I-280), Road Rehabilitation	STP	STPL-5318027	11/26/2014	(\$1,698)	
Santa Clara	SCL130025	Gilroy	Eagleberry Street Resurfacing	STP	STPL-5034025	11/21/2014	(\$17,000)	
Santa Clara	SCL110110	Los Altos	Bridge No. 37C0115, Fremont Avenue, Over Permanent	BRIDGE	BHLS-5309004	03/12/2015	\$1,482,878	
Santa Clara	SCL130013	Los Altos Hills	El Monte Road Preservation	STP	STPL-5324007	02/11/2015	\$186,000	
Santa Clara	SCL130014	Los Gatos	Hillside Road Preservation	STP	STPL-5067020	02/26/2015	\$139,000	
Santa Clara	SCL130035	Milpitas	Milpitas Various Streets and Roads Preservation	STP	STPL-5314010	03/17/2015	\$1,652,000	
Santa Clara	SCL110125	MTC	Local PDA Planning - Santa Clara	STP	STPL-6084186	01/23/2015	\$740,305	
Santa Clara	SCL110125	MTC	Local PDA Planning - Santa Clara	STP	STPL-6264068	05/22/2015	\$899,000	
Santa Clara	SCL110048	Palo Alto	City of Palo Alto Alma Street HSIP Project	HSIP	HSIPL-5100014	12/14/2014	(\$202)	
Santa Clara	VAR110045	Palo Alto	Newell Rd Over San Francisquito Creek, Bridge 37C0223, Bridge Replacement	BRIDGE	BRLS-5100017	05/06/2015	\$429,852	
Santa Clara	SCL050039	San Jose	Almaden Expwy Pedestrian Overcrossing, Bike/Ped Bridge	STP	DEMO05-5005088	10/24/2014	(\$68,773)	
Santa Clara	SCL110016	San Jose	Innovative Bicycle Detection System	CMAQ	CML-5005106	04/15/2015	(\$1,500,000)	
Santa Clara	SCL110034	San Jose	San Jose - San Carlos Multimodal Phase 2	STP	STPCML-5005104	06/05/2015	(\$310,936)	
Santa Clara	SCL110117	San Jose	Park Avenue Multi-Modal Improvements	RIP	RPSTPL-5005130	04/15/2015	\$1,456,000	
Santa Clara	SCL110128	San Jose	North First Street Bicycle Lane Improvements	HSIP	HSIPL-5005123	04/15/2015	\$800,000	
Santa Clara	SCL110136	San Jose	Bucknall Rd. between Mayfield to Woodglen Dr., Construct Curb, Gutter, Sidewalk, Pavement, Lights	SRTS	SRTSL-5005124	10/08/2014	\$34,077	
Santa Clara	SCL130005	San Jose	San Jose Citywide Pavement Management Program	STP	STPL-5005134	05/01/2015	\$0	\$11,003,000
Santa Clara	SCL130007	San Jose	Jackson Ave Bicycle and Pedestrian Improvements	CMAQ	CML-5005125	04/16/2015	\$975,000	
Santa Clara	SCL130010	San Jose	San Jose Pedestrian Oriented Traffic Signals	CMAQ	CML-5005127	05/01/2015	\$700,000	
Santa Clara	SCL130012	San Jose	The Alameda Grand Blvd. Phase 2	CMAQ	CML-5005129	04/06/2015	\$3,150,000	
Santa Clara	SCL130036	San Jose	San Jose Smart Intersections Program	CMAQ	CML-5005139	02/17/2015	\$360,800	
Santa Clara	SCL150002	San Jose	Coyote Creek Trail Reach 5.3 (Brokaw to UPRR)	STP	STPL-5005140	05/08/2015	\$712,700	
Santa Clara	REG090063	Santa Clara County	Stanford University, ITS High Priority Parking Pricing	VPPP	VPPPL-5937170	01/08/2015	(\$12,276)	
Santa Clara	SCL090002	Santa Clara County	San Tomas Expressway Box Culvert Rehabilitation	STP	DEMO08L-5937137	11/03/2014	\$707,173	
Santa Clara	SCL090002	Santa Clara County	San Tomas Expressway Box Culvert Rehabilitation	STP	DEMO08L-5937137	02/20/2015	(\$2,149,810)	
Santa Clara	SCL110003	Santa Clara County	Brdg# 37C0117, Loyola Dr Bridge Widening	BRIDGE	BHLO-5937174	03/26/2015	\$4,148,950	
Santa Clara	SCL110066	Santa Clara County	Bridge #37C0096 Uvas Rd over Llagas Creek	BRIDGE	BRLO-5937106	09/16/2015	\$53,118	\$3,284,463
Santa Clara	SCL110076	Santa Clara County	Bridge #37C0574 Stevens Cyn Rd over Stevens Creek	BRIDGE	BRLO-5937107	03/06/2015	\$2,321,600	

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County	TIP ID/ EA	Agency	Project Name	Program	Federal Project ID	Oblig Date	Oblig Amount*	Funding Later than 2015
Santa Clara	SCL110077	Santa Clara County	Bridge #37C0575 Stevens Cyn Rd over Stevens Creek	BRIDGE	BRLO-5937109	03/06/2015	\$2,733,000	
Santa Clara	SCL130022	Santa Clara County	San Tomas Aquino Spur Multi-Use Trail Phase 2	CMAQ	CML-5937197	02/17/2015	\$3,234,000	
Santa Clara	VAR110045	Santa Clara County	Gilroy Hot Springs Rd/Hollow Hunting Creek, Scour Countermeasures, Br #37c0538 (TC)	BRIDGE	BHLO-5937144	01/23/2015	(\$43,007)	
Santa Clara	VAR110045	Santa Clara County	Helyer Ave/ Coyote Creek, Bridge#37c0541, Construct Scour Countermeasure	BRIDGE	BHLS-5937148	01/06/2015	(\$76,604)	
Santa Clara	VAR110045	Santa Clara County	Stevens Canyon Rd/ Stevens Ck,Bridge#37c0571, Construct Scour Countermeasure (TC)	BRIDGE	BHLO-5937149	01/14/2015	(\$75,151)	
Santa Clara	VAR110045	Santa Clara County	Gilman Rd over Llagas Creek, Bridge Preventive Maintenance (TC)	BRIDGE	BPMP-5937154	01/08/2015	(\$127,610)	
Santa Clara	VAR110045	Santa Clara County	Thomas Rd - Luchessa Rd over Carnadero Creek, Gilroy, Br # 37c00580, Bridge Preventive Maintenance	BRIDGE	BPMP-5937157	01/12/2015	(\$112,244)	
Santa Clara	VAR11045	Santa Clara County	Watsonville Rd over Llagas Creek, Morgan Hill (Bridge # 37c0092), Bridge Preventive Maintenance	BRIDGE	BPMP-5937151	01/08/2015	(\$70,761)	
Santa Clara	SCL110112	Saratoga	Bridge No. 37C0114: Quito Road Bridge Replacement	BRIDGE	BRLS-5332004	12/01/2014	\$354,120	
Santa Clara	0400000968S	State-Managed	On Route 101, near Sunnyvale from pm 45.9 to 46.4 in Santa Clara County., AC Resurfacing, PCC Grinding and Slab (TC)	NHS	NH-Q101205	10/27/2014	(\$328,171)	
Santa Clara	04448804S	State-Managed	Gilroy-Vicinity of Uvas Creek Bridge, Bridge Scour Mitigation	BRIDGE	ACBRSTP-P152072	10/27/2014	(\$20,295)	
Santa Clara	MTC050006	State-Managed	Santa Clara Co Rtes 17 & 880 @ Var. Locations, Install 12 CCTV Cameras (TC)	STP	STP-X085045	10/27/2014	(\$185,016)	
Santa Clara	MTC050006	State-Managed	In Santa Clara Co -Rts 101 & 237 @ Vari Locs*, install 21 CCTV Cameras	STP	STP-X085046	06/09/2015	(\$1,129,267)	
Santa Clara	MTC050011	State-Managed	In San Jose 0.2 mile North of Leigh Ave Overcrossing to Union Ave Overcrossing, Improve Drainage Facilities (TC)	STP	STP-P085052	07/24/2015	\$98,224	
Santa Clara	REG090058	State-Managed	Santa Clara, Sunnyvale & Mountain View - Lawrence Expwy to 0.4 mile W/O rt 82/85, Cold Plane and Place Hot Mix Asphalt (TC)	STP	STP-P082020	03/06/2015	(\$330,242)	
Santa Clara	SCL050033	State-Managed	RT 101 from 280/680 I/C to Yerba Buena Road, Operational Improvement Project	BRIDGE	NHBR-Q101167	10/24/2014	(\$13,995)	
Santa Clara	VAR110003	State-Managed	In Cupertino and Los Altos from Tantau Ave Overcrossing to Foothill Expressway, Resurface AC Shder Replace PCC Slabs Guardrail(TC)	NHP	NHPI-2801140	09/24/2015	(\$1,245,659)	
Santa Clara	VAR110003	State-Managed	In Cupertino, from Tantau Ave Overcrossing to Foothill Expressway, Rehabilitate Pavement/Curb Ramps (TC)	NHP	NHPI-2801143	09/10/2015	\$3,309,000	
Santa Clara	VAR110003	State-Managed	In the City of Gilroy on SR 152 from SR 101 to SR 156, Pavement Preservation Project (TC)	STP	NHP-P152083	09/24/2015	(\$1,535,131)	
Santa Clara	VAR110004	State-Managed	Sunnyvale @ Var Locations (0.5 Mile W/o Lawrence Expwy to 0.7 Mile E/o Sr82/85, Drainage Improvement Project (TC)	HSIP	HSNHP-P082025	09/08/2015	\$5,963,280	
Santa Clara	VAR110004	State-Managed	On SR 9 at Various Locations from 2.0 miles East of Heather Heights Rd to 6th St, Upgrade Shoulder and Provide Minor Realignment (TC)	HSIP	HSSTP-S009019	08/20/2015	\$2,646,000	
Santa Clara	VAR110004	State-Managed	In San Jose, South of Route 101 and North of Airport Parkway Undercrossing, Replace K-Rail Barrier with Metal Beam Guardrail	HSIP	HSNHG-S087029	09/17/2015	\$477,900	
Santa Clara	VAR110005	State-Managed	In San Jose, at Minor Avenue., Construct Geo-Synthetic Reinforced Embt (TC)	IM	NHPI-2801141	09/24/2015	\$1,977,000	
Santa Clara	VAR110005	State-Managed	In Saratoga 0.84 mile West of Sanborn Road, Storm Damage Repair/Tie-Back Wall (TC)	STP	STP-S009018	09/24/2015	\$7,259	
Santa Clara	VAR110031	State-Managed	On State Route 152 from Pacheco Creek to Santa Clara/Merced County Line, Cold Plane AC Pavement and Place Rhma-g (TC)	NHP	NHP-P152086	08/28/2015	\$3,951,800	
Santa Clara	VAR110031	State-Managed	On State Route 237 from Fair Oaks Ave O/C to No 1st Street O/C., Cold Plane AC Pavement and Place Rhma-g (TC)	NHP	ACNHP-P237011	09/24/2015	\$2,711,200	
Santa Clara	VAR110044	State-Managed	Routes 85, 87, 101, 237, 280, 680 and 880 at Various Locations, Bridge Rehabilitation (TC)	BRIDGE	STP-X085056	09/17/2015	(\$9,519)	
Santa Clara	VAR9910007	State-Managed	Santa Clara St over Coyote Creek (Br#37C0033), Bridge Replacement	BRIDGE	BRLS-5005089	03/12/2015	(\$20,054)	
Santa Clara	SCL110109	Sunnyvale	Bridge No. 37C0765 Fair Oaks Ave Over Caltrain, UP	BRIDGE	BHLS-5213039	03/26/2015	\$1,757,321	

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Santa Clara	SCL110115	Sunnyvale	Remington/Bernardo Traffic Signal	HSIP	HSIPL-5213045	04/15/2015	(\$47,032)	
Santa Clara	SCL110127	Sunnyvale	Mathilda Maude Traffic Signal Safety Modifications	HSIP	HSIP5-5213049	02/11/2015	\$237,100	
Santa Clara	SCL110129	Sunnyvale	Sunnyvale Saratoga/Fremont Signal Safety Project	HSIP	HSIP5-5213048	02/17/2015	\$205,100	
Santa Clara	SCL130029	Sunnyvale	Fair Oaks Avenue Bikeway and Street Enhancements	CMAQ	CML-5213051	02/19/2015	\$143,700	
Santa Clara	SCL130033	Sunnyvale	Duane Avenue Roadway Preservation	STP	STPL-5213050	05/22/2015	\$1,296,000	
Santa Clara	SCL991063	Sunnyvale	Sunnyvale on Borregas Ave at Hwy 101/Rt 237, Construct Bridges for Pedestrian	BRIDGE	STPE-P085043	02/17/2015	\$98,640	
Santa Clara	VAR110012	Sunnyvale	Columbia MS, Peterson MS, SVA ES & Cupertino MS (MS Middle School, ES Elementary), Sidewalks, Bulbouts, Curb Ramps, Signages, Markers	SRTS	SRTSL-5213044	09/10/2015	\$730,000	
Santa Clara	SCL010040	VTA	152/156 Interchange Improvements, Construct Flyover(W/B152 - S/B 156)	STP	STPL-6264016	10/23/2014	(\$33,366)	
Santa Clara	SCL070002	VTA	Interstate 880, Interstate 280 & Steven Creek Blvd Interchange, San Jose, Interchange Improvement	EARMARK - HPP	HPLUL-6264030	07/30/2015	(\$565,788)	
Santa Clara	SCL070041	VTA	SR 87 (Branham Lane to Julian St), Landscaping	STP	STPL-6264036	10/23/2014	(\$6,348)	
Santa Clara	SCL130044	VTA	I-880 Stevens Creek Landscaping	EARMARK	HPLUL-6264065	11/21/2014	\$565,788	
Santa Clara	SCL990031	VTA	San Jose on Rt 87 from Rt 280 to Rt 85/87 I/C, HOV & Collector	NHS	ACNH-NH-S087027	10/28/2014	(\$14)	
Santa Clara	SCL990046	VTA	VTA: Preventive Maintenance	STP+	FTASTPL-6264067	04/17/2015	\$8,000,000	
Solano	SOL130009	Benicia	Benicia Safe Routes to Schools Infrastructure Imps	CMAQ	CML-5003028	12/10/2014	(\$298)	
Solano	SOL130013	Dixon	West A Street Preservation	STP	STPL-5056019	07/07/2015	\$584,000	
Solano	SOL130002	Fairfield	Beck Avenue Preservation	STP	STPL-5132042	05/22/2015	\$1,350,135	
Solano	SOL070012	Solano County	Cordelia Hills Sky Valley	EARMARK - HPP	HPLUL-5923094	07/14/2015	\$2,019,760	
Solano	SOL070021	Solano County	Travis AFB: South Gate Improvement Project	EARMARK - HPP	HPLUL-5923083	05/01/2015	\$1,641,283	
Solano	SOL070048	Solano County	Vanden Rd. at North Gate of Travis AFB, Roadway Safety Improvement	EARMARK - HPP	HPLUL-5923089	10/23/2014	(\$102,204)	
Solano	SOL090027	Solano County	Allendale Rd. Bunker Station Rd, Cantelow Rd, King Rd, and Various, Pavement Rehabilitation	STP	STPL-5923100	01/22/2015	(\$1)	
Solano	SOL090035	Solano County	Vacaville-Dixon Bicycle Route (Phase 5)	CMAQ	CML-5923110	06/26/2015	\$1,140,000	
Solano	SOL090035	Solano County	Vacaville-Dixon Bicycle Route (Phase 5)	STP	CML-5923110	06/26/2015	\$600,000	
Solano	SOL110036	Solano County	Roadway Preservation in Solano County	STP	STPL-5923111	05/07/2015	\$601,750	
Solano	SOL110050	Solano County	Midway Sievers Safety Improvement	HSIP	HRRRL-5923104	05/01/2015	\$844,400	
Solano	VAR991007	Solano County	Gordon Valley Rd over Gordon Creek, Bridge Replacement	BRIDGE	BRLS-5923080	11/12/2014	(\$25,180)	
Solano	SOL150001	STA	Ingraining Walking & Rolling into School Culture	ATP-ST	ATPL-6249039	06/19/2015	\$388,000	
Solano	040T10U4S	State-Managed	1.1 km E/O Walters Rd in Suisun to Currie Rd. , Rehabilitate Roadway	STP	STP-P012100	10/27/2014	(\$1,267,561)	
Solano	0415000072S	State-Managed	In Solano Co, in Vallejo, from Walnut Avenue to Mare Island Channel, Emergency Relief - Earthquake Damage	ER	ER-25E4001	09/15/2015	\$1,144,000	
Solano	0415000115S	State-Managed	Solano County, Various Locations, Various Postmiles, Emergency Relief- Napa Eq Damage Repair	ER	ER-25E7001	03/25/2015	\$3,156	
Solano	MTC050006	State-Managed	In Fairfield at the EB Cordelia Truck Scale, Relocate and Expand Truck Scale	NHP	NH-X095023	09/23/2015	\$714	
Solano	MTC050009	State-Managed	On Rte 80 in Solano Co fr 1 mile west of Pedrick Rd Overcrossing to Yolo Co Line, Road Resurfacing and Approach slab Replacement TC	IM	IM-0802357	10/28/2014	(\$5,698,280)	
Solano	VAR110003	State-Managed	In Solano County, from Route 780 to 80, Rehabilitate Pavement (TC)	NHP	NHPI-6801073	09/24/2015	(\$1,126,988)	
Solano	VAR110031	State-Managed	On SR 780 from the Park Rd U/C to Lemon Street, Place Rhma Overlay (TC)	NHP	NHPI-7802366	09/24/2015	\$4,166,000	
Solano	SOL110046	Suisun City	Walters Rd/Pintail Dr Traffic Signal- HSIP6-04-025	HSIP	HSIPL-5032027	03/26/2015	\$318,000	
Solano	SOL070026	Vacaville	Ulatis Creek from Ulatis Dr to Leisure Town Road, Class 1 Bike Path	CMAQ	CML-5094046	01/27/2015	(\$3,566)	
Solano	SOL130016	Vacaville	Vacaville SRTS Infrastructure Improvements	CMAQ	CML-5094063	02/06/2015	\$40,000	
Solano	SOL050048	Vallejo	Downtown Vallejo Square, Pedestrian Enhancements, Landscape	STP	STP-5030042	11/26/2014	(\$548)	
Solano	SOL050048	Vallejo	Sacramento St. from Georgia to Maine, Virginia St. from Marin to Sacramento, Downtown Streetscape	CMAQ	RPSTPLE-5030052	04/23/2015	(\$231,744)	

TABLE 1: FHWA LOCALLY AND STATE-MANAGED PROJECTS OBLIGATIONS, FFY 2014-15

County	TIP ID/ EA	Agency	Project Name	Program	Federal Project ID	Oblig Date	Oblig Amount*	Funding Later than 2015
Solano	SOL110023	Vallejo	Bridge - Mare Island Causeway West Approach	BRIDGE	BRLS-5030054	11/26/2014	\$2,209,827	
Solano	SOL110035	Vallejo	Vallejo Downtown Streetscape	STP	TCSPCML-5030058	10/30/2014	\$400,000	
Solano	SOL110035	Vallejo	Vallejo Downtown Streetscape	STP	TCSPCML-5030058	08/04/2015	\$317,235	
Solano	SOL130015	Vallejo	Vallejo SRTS Infrastructure Improvements	CMAQ	CML-5030059	03/06/2015	\$18,000	
Sonoma	SON130008	Cotati	Cotati - Old Redwood Highway S. Preservation	STP	STPL-5383011	05/08/2015	\$250,000	
Sonoma	SON130005	Healdsburg	Healdsburg Various Streets & Roads Rehabilitation	STP	STPL-5027018	06/11/2015	\$250,000	
Sonoma	SON130002	Petaluma	Petaluma Complete Streets	STP	STPL-5022055	05/22/2015	\$1,609,000	
Sonoma	SON090032	Rohnert Park	Copeland Creek in Rohnert Park, Pedestrian and Bike Path (TC)	RIP	RPSTPL-5379018	03/17/2015	(\$43,904)	
Sonoma	SON130009	Rohnert Park	Rohnert Park Various Streets Preservation	STP	STPL-5379020	03/26/2015	\$1,103,000	
Sonoma	SON070004	SCTA	US 101 Marin/Sonoma Narrows (Sonoma)	EARMARK - HPP	HPLU-6204120	11/21/2014	\$480,507	
Sonoma	SON130004	Sebastopol	Sebastopol Various Streets and Roads Preservation	STP	STPL-5123015	03/26/2015	\$249,392	
Sonoma	SON090002	SMART	Sonoma Marin Area Rail Corridor	RIP	RPSTPL-6411007	09/08/2015	\$4,043,000	
Sonoma	SON110046	Sonoma (City)	Chase St Bridge over Nathanson Creek (20C0497)	BRIDGE	BRLS-5114016	06/19/2015	\$79,677	
Sonoma	SON130011	Sonoma (City)	Sonoma Various Streets and Roads Preservation	STP	STPL-5114017	05/01/2015	\$250,000	
Sonoma	REG090001	Sonoma County	8 Schools within Sonoma County, Implementation of SRTS Program	SRTS	SRTSLNI-5920114	06/04/2015	(\$2,575)	
Sonoma	SON110009	Sonoma County	Sonoma County 2010 Pavement Preservation Program	STP	STPL-5920123	04/09/2015	(\$345,151)	
Sonoma	SON110025	Sonoma County	Replace Hauser Bridge over Gualala River 20C0240	BRIDGE	BRLO-5920125	04/17/2015	\$50,000	
Sonoma	SON110036	Sonoma County	Bridge No. 20c0155, Wohler Rd. over Russian River	BRIDGE	STPL-5920137	09/10/2015	\$3,718,260	\$3,718,260
Sonoma	SON110037	Sonoma County	Bridge No. 20c0227, Geysers rd. over Frasier Cr.	BRIDGE	BRLO-5920129	07/14/2015	\$686,250	\$812,000
Sonoma	SON110039	Sonoma County	Bridge No. 20c0406, River Rd over Gill Creek	BRIDGE	BRLO-5920131	12/30/2014	(\$46,670)	
Sonoma	SON110040	Sonoma County	Bridge No. 20c0018, Bohemian Hwy over Russian River	BRIDGE	STPLZ-5920135	08/04/2015	\$2,458,921	
Sonoma	SON110057	Sonoma County	Adobe Road at E. Washington St (HRRR2-04-022)	HRRR	HRRRL-5920113	05/13/2015	\$850,500	
Sonoma	SON130001	Sonoma County	Within Sonoma County, Sonoma County Urban Footprint Planning	STP	STPL-5920141	07/24/2015	\$250,000	
Sonoma	SON130014	Sonoma County	Sonoma County - Safe Routes to School Program	STP	STPLNI-5920145	03/12/2015	\$1,379,000	
Sonoma	SON150001	Sonoma County	PDA Planning - Springs Area Plan	STP	STPL-5920148	02/17/2015	\$450,000	
Sonoma	SON150002	Sonoma County	PDA Planning - Airport Station/Specific Plan Amend	STP	STPL-5920147	02/17/2015	\$350,000	
Sonoma	VAR110045	Sonoma County	Franz Valley School Road over Franz Creek (20c0326), Replace Bridge (TC)	BRIDGE	BRLO-5920149	08/25/2015	\$500,750	
Sonoma	0400000323S	State-Managed	1.8 mi N/O Tolay Creek Br to Yellow Creek Br from Arroyo Seco Br to Napa Co Line, Install Rumble Strips (TC)	HSIP	HSSTP-P121023	12/23/2014	(\$3,940)	
Sonoma	041G1804S	State-Managed	Sonoma Co., SR 128 at Geyserville, at the Russian River Bridge, Emergency Relief -- Storm Damage Repair	ER	ER-4717001	07/07/2015	(\$1,157,394)	
Sonoma	041G2904S	State-Managed	Son Co, Near the Town of Guerneville, Adjacent to Pocket Cyn Creek, Emergency Relief -- Storm Damage Repair	ER	ER-4718001	09/08/2015	(\$456,415)	
Sonoma	04245414S	State-Managed	Son101 HOV - Route 12 to Steele Lane, Construct HOV lanes	NHS	NH-Q101107	10/23/2014	(\$359,106)	
Sonoma	044A8704S	State-Managed	Near Kellog at Maacama Crk and Redwood Crk Br , Bridge Replacement	BRIDGE	BRSTP-P128044	12/23/2014	(\$446,995)	
Sonoma	SON070026	State-Managed	Rehab King Ridge Bridge over Austin Crk 20C0433	BRIDGE	BHLO-5920106	12/30/2014	(\$122,653)	
Sonoma	SON070026	State-Managed	Rehab King Ridge Bridge over Austin Crk 20C0433	BRIDGE	BRLO-5920146	07/16/2015	\$428,000	\$428,000
Sonoma	SON110001	State-Managed	In the City of Santa Rosa at College Avenue Undercrossing, Major Widening Project (TC)	NHP	NHP-Q101236	09/24/2015	\$1,362,000	
Sonoma	SON990001	State-Managed	Son 101 from Rt 12 to Steele Lane, Widen Fwy to 6 Lanes	NHS	NH-Q101065	11/17/2014	\$96,937	
Sonoma	VAR110003	State-Managed	Near Bodega Bay, from Marin/Sonoma County line to 0.8 mile North of Bay Hill Rd., Rehabilitate Pavement (TC)	STP	STP-P001597	09/24/2015	\$2,740,600	
Sonoma	VAR110005	State-Managed	Son Co, Near Cloverdale, at 2.4 mi West of North Cloverdale Blvd, Storm Damage Repair	ER	ER-47C4004	09/24/2015	\$1,426,191	
Sonoma	VAR110005	State-Managed	State Route 121 Near the Community of Schellville at 0.6 Mile South of Napa Road, Repair Roadway Pavement Slipout (TC)	STP	STP-P121027	09/16/2015	\$1,433,700	
Sonoma	VAR110005	State-Managed	On SR 128 near Cloverdale at Pm 1.8 West of Cloverdale Blvd, Install Segmented Pile Retaining Wall (TC)	STP	STP-P128054	09/22/2015	(\$231,173)	
							\$455,725,780	\$40,206,536

* Total Obligation Amount, rounded to the nearest dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2014-15

County	TIP ID / EA	Operator	Project Name	Program	FTA Grant Number	FTA Grant Date	FTA Grant Amount*	Future Funding
Alameda	ALA090065	BART	BART: Fare Collection Equipment	5337 - FG	CA-54-0041	09/25/2015	\$5,726,499	
Alameda	ALA130033	Union City Transit	Union City Transit: Replacement of (2) Buses	5307 - Capital	CA-90-Z123-01	09/03/2015	\$588,728	
Regional	BRT030004	BART	BART Train Control Renovation	5337 - FG	CA-54-0041	09/25/2015	\$8,340,085	
Regional	BRT030005	BART	BART: Traction Power System Renovation	5337 - FG	CA-54-0041	09/25/2015	\$3,000,000	
Regional	BRT97100B	BART	BART: Rail, Way and Structures Program	5337 - FG	CA-54-0041	09/25/2015	\$13,147,345	
Regional	BRT99T01B	BART	ADA Paratransit Capital Accessibility Improve	5307 - TCP	CA-90-Z276	09/25/2015	\$2,255,679	
Contra Costa	CC-070092	Tri-Delta	ECCTA: Transit Bus Replacements	5339 - Bus	CA-34-0032	09/25/2015	\$375,050	
Contra Costa	CC-150001	WestCAT	WestCAT: Replacement of (10) Paratransit Cut-Aways	5307 - TCP	CA-90-Z286	09/21/2015	\$984,000	
Contra Costa	CC-150002	WestCAT	WestCAT: Purchase of (10) Radio systems	5307 - TCP	CA-90-286	09/21/2015	\$8,000	
Contra Costa	CC-150003	WestCAT	WestCAT: Purchase of (2) Electronic Fareboxes	5307 - TCP	CA-90-Z286	09/21/2015	\$28,498	
Contra Costa	CC-150004	WestCAT	WestCAT: Replace (1) 2003 40ft Revenue Vehicle	5307 - TCP	CA-90-Z286	09/21/2015	\$427,220	
Contra Costa	CC-150005	WestCAT	WestCAT: Replace (1) 40ft Rev. Vehicle with 45ft	5307 - TCP	CA-90-Z286	09/21/2015	\$497,740	
Contra Costa	CC-150006	CCTA	CCCTA: Replace 18 30' Buses	5339 - Bus	CA-34-0032	09/25/2015	\$710,302	
Marin	MRN150001	MCTD	MCTD: Replace 9 ADA Paratransit Vehicles	5307 - TCP	CA-90-Z190-01	05/12/2015	\$713,400	
Marin	MRN150002	MCTD	MCTD: Replace 3 Stagecoach Vehicles	5307 - TCP	CA-90-Z190-01	05/12/2015	\$364,080	
Marin	MRN150003	MCTD	MCTD: Fareboxes	5307 - TCP	CA-90-Z190-01	05/12/2015	\$47,462	
Regional	REG050020	BART	BART Car Exchange (Preventive Maintenance)	5337 - FG	CA-54-0041	09/25/2015	\$46,038,405	
Regional	REG050020	BART	BART Car Exchange (Preventive Maintenance)	5307 - TCP	CA-90-Z276	09/25/2015	\$1,345,875	
Regional	REG090037	BART	BART: Railcar Procurement Program	5337 - FG	CA-54-0041	09/25/2015	\$438,450	
Regional	REG090051	Caltrain	Caltrain: Revenue Vehicle Rehab Program	5307 - TCP	CA-90-Z237	08/26/2015	\$109,650	
Regional	REG090055	WETA	WETA: Ferry Propulsion System Replacement	5337 - FG	CA-54-0044	09/01/2015	\$2,288,000	
Regional	REG090057	WETA	WETA: Ferry Major Component Rehab/Replacement	5337 - FG	CA-54-0044	09/01/2015	\$3,077,133	
Regional	REG150004	Various Agencies	GL: Lifeline Cycle 4 5307 JARC	5307 - Lifeline	CA-90-Z221	09/21/2015	\$38,182	
Regional	REG150004	Various Agencies	GL: Lifeline Cycle 4 5307 JARC	5307 - Lifeline	CA-90-Z239	09/24/2015	\$698,844	
Regional	REG150004	Various Agencies	GL: Lifeline Cycle 4 5307 JARC	5307 - Lifeline	CA-90-Z286	09/24/2015	\$87,387	
Regional	REG150004	Various Agencies	GL: Lifeline Cycle 4 5307 JARC	5307 - Lifeline	CA-90-Z287	09/24/2015	\$30,318	
Regional	REG150004	Various Agencies	GL: Lifeline Cycle 4 5307 JARC	5307 - Lifeline	CA-90-Z298	09/25/2015	\$418,135	
Santa Clara	SCL050001	VTA	VTA: Standard & Small Bus Replacement	5339 - Bus	CA-34-0032	09/25/2015	\$2,387,508	
Santa Clara	SCL110005	VTA	BART - Warm Springs to Berryessa Extension	5309 - NS	CA-03-0818-03	09/15/2015	\$150,000,000	
San Mateo	SF-010028	Caltrain	Caltrain Electrification	5337 - FG	CA-54-0034	08/18/2015	\$4,236,074	
San Francisco	SF-010037	SFMTA	SF Muni Third St LRT Phase 2 - New Central Subway	5309 - NS	CA-03-0767-08	09/24/2015	\$150,000,000	
San Francisco	SF-130020	SFMTA	SFMTA: Purchase 60 foot expansion motor coaches	5307 - TCP	CA-90-Z180-01	09/15/2015	\$30,500,000	
San Francisco	SF-150004	SFMTA	SFMTA Station-Area Ped and Bicycle Access Imp.	5307 - TCP	CA-90-Z239	09/24/2015	\$500,000	
San Francisco	SF-150005	SFMTA	SFMTA - Replacement of (67) 40' Motor Coaches	5339 - Bus	CA-34-0032	09/25/2015	\$5,725,808	
San Francisco	SF-150005	SFMTA	SFMTA - Replacement of (67) 40' Motor Coaches	5307 - TCP	CA-90-Z180-01	09/15/2015	\$5,000,000	
San Francisco	SF-150005	SFMTA	SFMTA - Replacement of (67) 40' Motor Coaches	5307 - TCP	CA-90-Z239	09/24/2015	\$5,591,261	
San Francisco	SF-150006	SFMTA	SFMTA Replacement of 98 60' Motor Coaches	5307 - TCP	CA-90-Z180-01	09/15/2015	\$8,365,234	
San Francisco	SF-150006	SFMTA	SFMTA Replacement of 98 60' Motor Coaches	5307 - TCP	CA-90-Z239	09/24/2015	\$20,000,000	
San Francisco	SF-150007	SFMTA	SFMTA Farebox Replacement	5307 - TCP	CA-90-Z180-01	09/15/2015	\$1,120,000	
San Francisco	SF-990022	SFMTA	SFMTA: ADA Paratransit operating support	5307 - TCP	CA-90-Z239	09/24/2015	\$3,990,682	
San Mateo	SM-010054	Caltrain	San Mateo Bridges Replacement	5337 - FG	CA-54-0034	08/18/2015	\$7,100,000	
Solano	SOL010006	Fairfield-Suisun Transit	Fairfield-Suisun Transit: Operating Assistance	5307 - TCP	CA-90-Z245	07/20/2015	\$1,673,592	
Solano	SOL010007	Vacaville	Vacaville Transit: Operating Assistance	5307 - TCP	CA-90-Z261	09/30/2015	\$985,000	

TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2014-15

County	TIP ID / EA	Operator	Project Name	Program	FTA Grant Number	FTA Grant Date	FTA Grant Amount*	Future Funding
Solano	SOL070032	SolTrans	SolTrans: Preventive Maintenance	5307 - TCP	CA-90-Z298	09/25/2015	\$300,000	
Solano	SOL090034	SolTrans	Bus Replacement (Alternative Fuel)	5307 - TCP	CA-90-Z298	09/25/2015	\$30,598	
Solano	SOL090034	SolTrans	Bus Replacement (Alternative Fuel)	5307 - TCP	CA-90-Z298	09/25/2015	\$416,385	
Solano	SOL110025	SolTrans	SolTrans: ADA Paratransit Operating Subsidy	5307 - TCP	CA-90-Z298	09/25/2015	\$302,177	
Solano	SOL110038	SolTrans	SolTrans: Technology Enhancements	5307 - TCP	CA-90-Z298	09/25/2015	\$75,000	
Solano	SOL110040	SolTrans	SolTrans: Operating Assistance	5307 - TCP	CA-90-Z298	09/25/2015	\$2,839,481	
Solano	SOL130019	SolTrans	Bus Replacement (Commuter)	5307 - TCP	CA-90-Z298	09/25/2015	\$975,000	
Sonoma	SON030005	Sonoma County Transit	Sonoma Co Transit : Preventive Maintenance Program	5307 - TCP	CA-90-Z287	09/10/2015	\$1,083,789	
Sonoma	SON050021	Sonoma County Transit	Sonoma County Transit: Bus Stop Improvement	5307 - TCP	CA-90-Z287	09/10/2015	\$14,703	
Sonoma	SON090030	Petaluma	Petaluma Transit: AVL System	5307 - TCP	CA-90-Z221	09/21/2015	\$352,302	
Sonoma	SON110049	Sonoma County Transit	Sonoma County Transit: Replacement Bus Purchase	5339 - Bus	CA-34-0032	09/25/2015	\$164,661	
Sonoma	SON110049	Sonoma County Transit	Sonoma County Transit: Replacement Bus Purchase	5307 - TCP	CA-90-Z287	09/10/2015	\$371,875	
Sonoma	SON110052	Petaluma	Petaluma: Replace 2 Paratransit Cutaways FY14	5307 - TCP	CA-90-Z221	09/21/2015	\$10,657	
Sonoma	SON150004	Petaluma	Petaluma Transit: Purchase (1) Fixed Route Bus	5307 - TCP	CA-90-Z221	09/21/2015	\$283,608	
Sonoma	SON150005	Petaluma	Petaluma Transit: (3) Digital Two-Way Radios	5307 - TCP	CA-90-Z221	09/21/2015	\$1,476	
Sonoma	SON150007	Petaluma	Petaluma Transit: ADA Set-Aside	5307 - TCP	CA-90-Z221	09/21/2015	\$82,795	
Sonoma	SON150008	Santa Rosa City Bus	SantaRosa Bus: Bus Replacement Purchase	5339 - Bus	CA-34-0032	09/25/2015	\$227,389	
TOTAL							\$496,491,522	\$0

* Total Obligation Amount, rounded to the nearest dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

APPENDIX A – 58

2017 TIP Detail

Fund Code Description



**Draft 2017 TIP
Fund Code Description**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
1064-T2-FERRY-D	Section 1064 - TEA21 - Ferry Boat Discretionary	1064	FEDERAL	TEA21
1064-T3-FERRY-D	Section 1064 - SAFETEA-LU - Ferry Boat Discretionary	1064	FEDERAL	SAFETEA-LU
1064-T3-FERRY-D-UPP	Section 1064 - SAFETEA-LU - Ferry Boat Discretionary - Urban Partnership Program	1064	FEDERAL	SAFETEA-LU
5208-T2-ITS	Section 5208 - TEA21 - Intelligent Transportation System	5208	FEDERAL	TEA21
5303-T3-MP	Metropolitan Planning Program - SAFETEA-LU	5303	FEDERAL	SAFETEA-LU
5307-ARRA-SFO	Urbanized Area Formula Program - ARRA - San Francisco/Oakland Share	5307	FEDERAL	ARRA
5307-T2-CAP-ANT	Urbanized Area Formula Program - TEA21 - Capital - Antioch Share	5307	FEDERAL	TEA21
5307-T2-OP-NAP	Urbanized Area Formula Program - TEA21 - Operating - Napa Share	5307	FEDERAL	TEA21
5307-T3-CAP	Urbanized Area Formula Program - SAFETEA-LU - Capital	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-ANT	Urbanized Area Formula Program - SAFETEA-LU - Capital - Antioch Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-CON	Urbanized Area Formula Program - SAFETEA-LU - Capital - Concord Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-GMH	Urbanized Area Formula Program - SAFETEA-LU - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-LIV	Urbanized Area Formula Program - SAFETEA-LU - Capital - Livermore Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-NAP	Urbanized Area Formula Program - SAFETEA-LU - Capital - Napa Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-PET	Urbanized Area Formula Program - SAFETEA-LU - Capital - Petaluma Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-SFO	Urbanized Area Formula Program - SAFETEA-LU - Capital - San Francisco/Oakland Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-SJO	Urbanized Area Formula Program - SAFETEA-LU - Capital - San Jose Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-SR	Urbanized Area Formula Program - SAFETEA-LU - Capital - Santa Rosa Share	5307	FEDERAL	SAFETEA-LU
5307-T3-CAP-VAL	Urbanized Area Formula Program - SAFETEA-LU - Capital - Vallejo Share	5307	FEDERAL	SAFETEA-LU
5307-T3-ENH-ANT	Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - Antioch Share	5307	FEDERAL	SAFETEA-LU
5307-T3-ENH-CON	Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - Concord Share	5307	FEDERAL	SAFETEA-LU



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5307-T3-ENH-SFO	Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - San Francisco/Oakland Share	5307	FEDERAL	SAFETEA-LU
5307-T3-ENH-SR	Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - Santa Rosa Share	5307	FEDERAL	SAFETEA-LU
5307-T3-OP-NAP	Urbanized Area Formula Program - SAFETEA-LU - Operating - Napa Share	5307	FEDERAL	SAFETEA-LU
5307-T3-OP-SR	Urbanized Area Formula Program - SAFETEA-LU - Operating - Santa Rosa Share	5307	FEDERAL	SAFETEA-LU
5307-T3-OP-VAL	Urbanized Area Formula Program - SAFETEA-LU - Operating - Vallejo Share	5307	FEDERAL	SAFETEA-LU
5307-T4-10-CAP-ANT	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Antioch Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-CON	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Concord Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-GMH	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-LIV	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Livermore Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-NAP	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Napa Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-PET	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Petaluma Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-SFO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - San Francisco/Oakland Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-SJO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - San Jose Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-SRO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Santa Rosa Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-10-CAP-VAL	Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Vallejo Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-ANT	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Antioch Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-CON	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Concord Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-GMH	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	SAFETEA-LU Extension



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5307-T4-11-CAP-LIV	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Livermore Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-NAP	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Napa Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-PET	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Petaluma Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-SFO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - San Francisco/Oakland Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-SJO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - San Jose Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-SRO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Santa Rosa Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-11-CAP-VAL	Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Vallejo Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-ANT	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Antioch Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-CON	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Concord Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-GMH	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-LIV	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Livermore Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-NAP	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Napa Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-PET	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Petaluma Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-SFO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - San Francisco/Oakland Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-SJO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - San Jose Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-SRO	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Santa Rosa Share	5307	FEDERAL	SAFETEA-LU Extension
5307-T4-12-CAP-VAL	Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Vallejo Share	5307	FEDERAL	SAFETEA-LU Extension



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5307-T4-13-CAP-ANT	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Antioch Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-CON	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Concord Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-GMH	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-LIV	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Livermore Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-NAP	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Napa Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-PET	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Petaluma Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-SFO	Urbanized Area Formula Program - MAP21 - 2013 - Capital - San Francisco/Oakland Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-SJO	Urbanized Area Formula Program - MAP21 - 2013 - Capital - San Jose Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-SRO	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Santa Rosa Share	5307	FEDERAL	MAP21
5307-T4-13-CAP-VAL	Urbanized Area Formula Program - MAP21 - 2013 - Capital - Vallejo Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-ANT	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Antioch Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-CON	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Concord Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-GMH	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-LIV	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Livermore Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-NAP	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Napa Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-PET	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Petaluma Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-SFO	Urbanized Area Formula Program - MAP21 - 2014 - Capital - San Francisco/Oakland Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-SJO	Urbanized Area Formula Program - MAP21 - 2014 - Capital - San Jose Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-SRO	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Santa Rosa Share	5307	FEDERAL	MAP21
5307-T4-14-CAP-VAL	Urbanized Area Formula Program - MAP21 - 2014 - Capital - Vallejo Share	5307	FEDERAL	MAP21
5307-T4-15-CAP-ANT	Urbanized Area Formula Program - MAP21 - 2015 - Capital - Antioch Share	5307	FEDERAL	MAP21
5307-T4-15-CAP-CON	Urbanized Area Formula Program - MAP21 - 2015 - Capital - Concord Share	5307	FEDERAL	MAP21



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5307-T4-15-CAP-GMH	Urbanized Area Formula Program - MAP21 - 2015 - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	MAP21
5307-T4-15-CAP-LIV	Urbanized Area Formula Program - MAP21 - 2015 - Capital - Livermore Share	5307	FEDERAL	MAP21
5307-T4-15-CAP-NAP	Urbanized Area Formula Program - MAP21 - 2015 - Capital - Napa Share	5307	FEDERAL	MAP21
5307-T4-15-CAP-PET	Urbanized Area Formula Program - MAP21 - 2015 - Capital - Petaluma Share	5307	FEDERAL	MAP21
5307-T4-15-CAP-SFO	Urbanized Area Formula Program - MAP21 - 2015 - Capital - San Francisco Share	5307	FEDERAL	MAP21
5307-T4-15-CAP-SJO	Urbanized Area Formula Program - MAP21 - 2015 - Capital - San Jose Share	5307	FEDERAL	MAP21
5307-T4-15-CAP-SRO	Urbanized Area Formula Program - MAP21 - 2015 - Capital - Santa Rosa Share	5307	FEDERAL	MAP21
5307-T4-15-CAP-VAL	Urbanized Area Formula Program - MAP21 - 2015 - Capital - Vallejo Share	5307	FEDERAL	MAP21
5307-T4-LIFE-ANT	Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Antioch Share	5307	FEDERAL	MAP21
5307-T4-LIFE-CON	Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Concord Share	5307	FEDERAL	MAP21
5307-T4-LIFE-FAI	Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Fairfield Share	5307	FEDERAL	MAP21
5307-T4-LIFE-GMH	Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Gilroy/Morgan Hill Share	5307	FEDERAL	MAP21
5307-T4-LIFE-LIV	Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Livermore Share	5307	FEDERAL	MAP21
5307-T4-LIFE-NAP	Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Napa Share	5307	FEDERAL	MAP21
5307-T4-LIFE-PET	Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Petaluma Share	5307	FEDERAL	MAP21
5307-T4-LIFE-SFO	Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - San Francisco Share	5307	FEDERAL	MAP21
5307-T4-LIFE-SJO	Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - San Jose Share	5307	FEDERAL	MAP21



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5307-T4-LIFE-SRO	Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Santa Rosa Share	5307	FEDERAL	MAP21
5307-T4-LIFE-VAC	Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Vacaville Share	5307	FEDERAL	MAP21
5307-T4-LIFE-VAL	Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Vallejo Share	5307	FEDERAL	MAP21
5307-T5-16-CAP-ANT	Urbanized Area Formula Program - FAST - 2016 - Capital - Antioch Share	5307	FEDERAL	FAST
5307-T5-16-CAP-CON	Urbanized Area Formula Program - FAST - 2016 - Capital - Concord Share	5307	FEDERAL	FAST
5307-T5-16-CAP-GMH	Urbanized Area Formula Program - FAST - 2016 - Capital - Gilroy/Morgan Hill Share	5307	FEDERAL	FAST
5307-T5-16-CAP-LIV	Urbanized Area Formula Program - FAST - 2016 - Capital - Livermore Share	5307	FEDERAL	FAST
5307-T5-16-CAP-NAP	Urbanized Area Formula Program - FAST - 2016 - Capital - Napa Share	5307	FEDERAL	FAST
5307-T5-16-CAP-PET	Urbanized Area Formula Program - FAST - 2016 - Capital - Petaluma Share	5307	FEDERAL	FAST
5307-T5-16-CAP-SFO	Urbanized Area Formula Program - FAST - 2016 - Capital - San Francisco/Oakland Share	5307	FEDERAL	FAST
5307-T5-16-CAP-SJO	Urbanized Area Formula Program - FAST - 2016 - Capital - San Jose Share	5307	FEDERAL	FAST
5307-T5-16-CAP-SRO	Urbanized Area Formula Program - FAST - 2016 - Capital - Santa Rosa Share	5307	FEDERAL	FAST
5307-T5-16-CAP-VAL	Urbanized Area Formula Program - FAST - 2016 - Capital - Vallejo Share	5307	FEDERAL	FAST
5307-T5-17-CAP-SFO	Urbanized Area Formula Program - FAST - 2017 - Capital - San Francisco/Oakland Share	5307	FEDERAL	FAST
5307-T5-18-CAP-SFO	Urbanized Area Formula Program - FAST - 2018 - Capital - San Francisco/Oakland Share	5307	FEDERAL	FAST
5308-T3-CFGP	Clean Fuels Grant Program - SAFETEA-LU	5308	FEDERAL	SAFETEA-LU
5309-T2-FG-ANT	Fixed Guideway Formula - TEA21 - Antioch Share	5309	FEDERAL	TEA21
5309-T2-FG-CON	Fixed Guideway Formula - TEA21 - Concord Share	5309	FEDERAL	TEA21
5309-T3-BUS	Bus Earmark - formerly Section 3 - SAFETEA-LU	5309	FEDERAL	SAFETEA-LU
5309-T3-FG	Fixed Guideway Formula - SAFETEA-LU	5309	FEDERAL	SAFETEA-LU
5309-T3-FG-ANT	Fixed Guideway Formula - SAFETEA-LU - Antioch Share	5309	FEDERAL	SAFETEA-LU



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5309-T3-FG-CON	Fixed Guideway Formula - SAFETEA-LU - Concord Share	5309	FEDERAL	SAFETEA-LU
5309-T3-FG-REG	Fixed Guideway Formula - SAFETEA-LU - Regional Share	5309	FEDERAL	SAFETEA-LU
5309-T3-FG-SFO	Fixed Guideway Formula - SAFETEA-LU - San Francisco/Oakland Share	5309	FEDERAL	SAFETEA-LU
5309-T3-FG-SJO	Fixed Guideway Formula - SAFETEA-LU - San Jose Share	5309	FEDERAL	SAFETEA-LU
5309-T3-NRS	New Rail Starts Discretionary - SAFETEA-LU	5309	FEDERAL	SAFETEA-LU
5309-T3-SS	Small Starts Discretionary - SAFETEA-LU	5309	FEDERAL	SAFETEA-LU
5309-T4-10-BUS	Bus Earmark - formerly Section 3 - SAFETEA-LU Extension - 2010	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-10-FG-ANT	Fixed Guideway Formula - SAFETEA-LU Extension - 2010 - Antioch Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-10-FG-CON	Fixed Guideway Formula - SAFETEA-LU Extension - 2010 - Concord Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-10-FG-SFO	Fixed Guideway Formula - SAFETEA-LU Extension - 2010 - San Francisco/Oakland Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-10-FG-SJO	Fixed Guideway Formula - SAFETEA-LU Extension - 2010 - San Jose Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-11-BUS	Bus Earmark - formerly Section 3 - SAFETEA-LU Extension - 2011	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-11-FG-ANT	Fixed Guideway Formula - SAFETEA-LU Extension - 2011 - Antioch Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-11-FG-CON	Fixed Guideway Formula - SAFETEA-LU Extension - 2011 - Concord Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-11-FG-SFO	Fixed Guideway Formula - SAFETEA-LU Extension - 2011 - San Francisco/Oakland Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-11-FG-SJO	Fixed Guideway Formula - SAFETEA-LU Extension - 2011 - San Jose Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-12-BUS	Bus Earmark - formerly Section 3 - SAFETEA-LU Extension - 2012	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-12-FG-ANT	Fixed Guideway Formula - SAFETEA-LU Extension - 2012 - Antioch Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-12-FG-CON	Fixed Guideway Formula - SAFETEA-LU Extension - 2012 - Concord Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-12-FG-SFO	Fixed Guideway Formula - SAFETEA-LU Extension - 2012 - San Francisco/Oakland Share	5309	FEDERAL	SAFETEA-LU Extension
5309-T4-12-FG-SJO	Fixed Guideway Formula - SAFETEA-LU Extension - 2012 - San Jose Share	5309	FEDERAL	SAFETEA-LU Extension



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5309-T5-SS	Small Starts Discretionary - FAST	5309	FEDERAL	FAST
5310-T3-EPD	Elderly and Persons with Disabilities Program - SAFETEA-LU	5310	FEDERAL	SAFETEA-LU
5310-T4-EPD	Elderly and Persons with Disabilities Program - MAP21	5310	FEDERAL	MAP21
5311F-T3-NON	Non-Urbanized Area Formula Program - Intercity Bus - SAFETEA-LU	5311F	FEDERAL	SAFETEA-LU
5311F-T4-NON	Non-Urbanized Area Formula Program - Intercity Bus - MAP21	5311F	FEDERAL	MAP21
5311-T3-NON	Non-Urbanized Area Formula Program - SAFETEA-LU	5311	FEDERAL	SAFETEA-LU
5311-T4-NON	Non-Urbanized Area Formula Program - MAP21	5311	FEDERAL	MAP21
5316-T3-JARC	Job Access and Reverse Commute - SAFETEA-LU	5316	FEDERAL	SAFETEA-LU
5316-T3-JARC-ANT	Job Access and Reverse Commute - SAFETEA-LU - Antioch Share	5316	FEDERAL	SAFETEA-LU
5316-T3-JARC-CON	Job Access and Reverse Commute - SAFETEA-LU - Concord Share	5316	FEDERAL	SAFETEA-LU
5316-T3-JARC-SFO	Job Access and Reverse Commute - SAFETEA-LU - San Francisco/Oakland Share	5316	FEDERAL	SAFETEA-LU
5316-T3-JARC-SJO	Job Access and Reverse Commute - SAFETEA-LU - San Jose Share	5316	FEDERAL	SAFETEA-LU
5316-T3-JARC-SR	Job Access and Reverse Commute - SAFETEA-LU - Santa Rosa Share	5316	FEDERAL	SAFETEA-LU
5317-T3-NFP	New Freedom Program - SAFETEA-LU	5317	FEDERAL	SAFETEA-LU
5317-T3-NFP-ANT	New Freedom Program - SAFETEA-LU - Antioch Share	5317	FEDERAL	SAFETEA-LU
5317-T3-NFP-CON	New Freedom Program - SAFETEA-LU - Concord Share	5317	FEDERAL	SAFETEA-LU
5317-T3-NFP-SFO	New Freedom Program - SAFETEA-LU - San Francisco/Oakland Share	5317	FEDERAL	SAFETEA-LU
5317-T3-NFP-SJO	New Freedom Program - SAFETEA-LU - San Jose Share	5317	FEDERAL	SAFETEA-LU
5317-T3-NFP-SR	New Freedom Program - SAFETEA-LU - Santa Rosa Share	5317	FEDERAL	SAFETEA-LU
5337-T4-13-FG-ANT	State of Good Repair Program - MAP21 - 2013 - High-Intensity Fixed Guideway - Antioch Share	5337	FEDERAL	MAP21
5337-T4-13-FG-CON	State of Good Repair Program - MAP21 - 2013 - High-Intensity Fixed Guideway - Concord Share	5337	FEDERAL	MAP21



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5337-T4-13-FG-SFO	State of Good Repair Program - MAP21 - 2013 - High-Intensity Fixed Guideway - San Francisco/Oakland Share	5337	FEDERAL	MAP21
5337-T4-13-FG-SJO	State of Good Repair Program - MAP21 - 2013 - High-Intensity Fixed Guideway - San Jose Share	5337	FEDERAL	MAP21
5337-T4-13-HIM-SJO	State of Good Repair Program - MAP21 - 2013 - High-Intensity Motorbus - San Jose Share	5337	FEDERAL	MAP21
5337-T4-14-FG-ANT	State of Good Repair Program - MAP21 - 2014 - High-Intensity Fixed Guideway - Antioch Share	5337	FEDERAL	MAP21
5337-T4-14-FG-CON	State of Good Repair Program - MAP21 - 2014 - High-Intensity Fixed Guideway - Concord Share	5337	FEDERAL	MAP21
5337-T4-14-FG-SFO	State of Good Repair Program - MAP21 - 2014 - High-Intensity Fixed Guideway - San Francisco/Oakland Share	5337	FEDERAL	MAP21
5337-T4-14-FG-SJO	State of Good Repair Program - MAP21 - 2014 - High-Intensity Fixed Guideway - San Jose Share	5337	FEDERAL	MAP21
5337-T4-14-HIM-SJO	State of Good Repair Program - MAP21 - 2014 - High-Intensity Motorbus - San Jose Share	5337	FEDERAL	MAP21
5337-T4-15-FG-ANT	State of Good Repair Program - MAP21 - 2015 - High-Intensity Fixed Guideway - Antioch Share	5337	FEDERAL	MAP21
5337-T4-15-FG-CON	State of Good Repair Program - MAP21 - 2015 - High-Intensity Fixed Guideway - Concord Share	5337	FEDERAL	MAP21
5337-T4-15-FG-SFO	State of Good Repair Program - MAP21 - 2015 - High-Intensity Fixed Guideway - San Francisco/Oakland Share	5337	FEDERAL	MAP21
5337-T4-15-FG-SJO	State of Good Repair Program - MAP21 - 2015 - High-Intensity Fixed Guideway - San Jose Share	5337	FEDERAL	MAP21
5337-T5-16-FG-ANT	State of Good Repair Program - FAST - 2016 - High-Intensity Fixed Guideway - Antioch Share	5337	FEDERAL	FAST
5337-T5-16-FG-CON	State of Good Repair Program - FAST - 2016 - High-Intensity Fixed Guideway - Concord Share	5337	FEDERAL	FAST



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5337-T5-16-FG-SFO	State of Good Repair Program - FAST - 2016 - High-Intensity Fixed Guideway - San Francisco/Oakland Share	5337	FEDERAL	FAST
5337-T5-16-FG-SJO	State of Good Repair Program - FAST - 2016 - High-Intensity Fixed Guideway - San Jose Share	5337	FEDERAL	FAST
5339-T3	Alternatives Analysis Program - SAFETEA-LU	5339	FEDERAL	SAFETEA-LU
5339-T4-13-ANT	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Antioch Share	5339	FEDERAL	MAP21
5339-T4-13-GMH	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Gilroy/Morgan Hill Share	5339	FEDERAL	MAP21
5339-T4-13-NAP	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Napa Share	5339	FEDERAL	MAP21
5339-T4-13-PET	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Petaluma Share	5339	FEDERAL	MAP21
5339-T4-13-SJO	Bus and Bus Facilities Formula Program - MAP21 - 2013 - San Jose Share	5339	FEDERAL	MAP21
5339-T4-13-SRO	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Santa Rosa Share	5339	FEDERAL	MAP21
5339-T4-13-VAL	Bus and Bus Facilities Formula Program - MAP21 - 2013 - Vallejo Share	5339	FEDERAL	MAP21
5339-T4-14-ANT	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Antioch Share	5339	FEDERAL	MAP21
5339-T4-14-CON	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Concord Share	5339	FEDERAL	MAP21
5339-T4-14-FAI	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Fairfield Share	5339	FEDERAL	MAP21
5339-T4-14-GMH	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Gilroy/Morgan Hill Share	5339	FEDERAL	MAP21
5339-T4-14-NAP	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Napa Share	5339	FEDERAL	MAP21
5339-T4-14-PET	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Petaluma Share	5339	FEDERAL	MAP21
5339-T4-14-SFO	Bus and Bus Facilities Formula Program - MAP21 - 2014 - San Francisco/Oakland Share	5339	FEDERAL	MAP21
5339-T4-14-SJO	Bus and Bus Facilities Formula Program - MAP21 - 2014 - San Jose Share	5339	FEDERAL	MAP21
5339-T4-14-SRO	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Santa Rosa Share	5339	FEDERAL	MAP21
5339-T4-14-VAL	Bus and Bus Facilities Formula Program - MAP21 - 2014 - Vallejo Share	5339	FEDERAL	MAP21
5339-T4-15-ANT	Bus and Bus Facilities Formula Program - MAP21 - 2015 - Antioch Share	5339	FEDERAL	MAP21



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
5339-T4-15-CON	Bus and Bus Facilities Formula Program - MAP21 - 2015 - Concord Share	5339	FEDERAL	MAP21
5339-T4-15-FAI	Bus and Bus Facilities Formula Program - MAP21 - 2015 - Fairfield Share	5339	FEDERAL	MAP21
5339-T4-15-GMH	Bus and Bus Facilities Formula Program - MAP21 - 2015 - Gilroy/Morgan Hill Share	5339	FEDERAL	MAP21
5339-T4-15-LIV	Bus and Bus Facilities Formula Program - MAP21 - 2015 - Livermore Share	5339	FEDERAL	MAP21
5339-T4-15-NAP	Bus and Bus Facilities Formula Program - MAP21 - 2015 - Napa Share	5339	FEDERAL	MAP21
5339-T4-15-PET	Bus and Bus Facilities Formula Program - MAP21 - 2015 - Petaluma Share	5339	FEDERAL	MAP21
5339-T4-15-SFO	Bus and Bus Facilities Formula Program - MAP21 - 2015 - San Francisco/Oakland Share	5339	FEDERAL	MAP21
5339-T4-15-SJO	Bus and Bus Facilities Formula Program - MAP21 - 2015 - San Jose Share	5339	FEDERAL	MAP21
5339-T4-15-SRO	Bus and Bus Facilities Formula Program - MAP21 - 2015 - Santa Rosa Share	5339	FEDERAL	MAP21
5339-T4-15-VAL	Bus and Bus Facilities Formula Program - MAP21 - 2015 - Vallejo Share	5339	FEDERAL	MAP21
5339-T5-16-ANT	Bus and Bus Facilities Formula Program - FAST - 2016 - Antioch Share	5339	FEDERAL	FAST
5339-T5-16-CON	Bus and Bus Facilities Formula Program - FAST - 2016 - Concord Share	5339	FEDERAL	FAST
5339-T5-16-FAI	Bus and Bus Facilities Formula Program - FAST - 2016 - Fairfield Share	5339	FEDERAL	FAST
5339-T5-16-GMH	Bus and Bus Facilities Formula Program - FAST - 2016 - Gilroy/Morgan Hill Share	5339	FEDERAL	FAST
5339-T5-16-LIV	Bus and Bus Facilities Formula Program - FAST - 2016 - Livermore Share	5339	FEDERAL	FAST
5339-T5-16-NAP	Bus and Bus Facilities Formula Program - FAST - 2016 - Napa Share	5339	FEDERAL	FAST
5339-T5-16-PET	Bus and Bus Facilities Formula Program - FAST - 2016 - Petaluma Share	5339	FEDERAL	FAST
5339-T5-16-SFO	Bus and Bus Facilities Formula Program - FAST - 2016 - San Francisco/Oakland Share	5339	FEDERAL	FAST
5339-T5-16-SJO	Bus and Bus Facilities Formula Program - FAST - 2016 - San Jose Share	5339	FEDERAL	FAST
5339-T5-16-SRO	Bus and Bus Facilities Formula Program - FAST - 2016 - Santa Rosa Share	5339	FEDERAL	FAST
5339-T5-16-VAL	Bus and Bus Facilities Formula Program - FAST - 2016 - Vallejo Share	5339	FEDERAL	FAST
AB1171-AB144	AB1171 and AB144	AB1171-AB144	STATE	STATE



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
AC-LOCAL	Advance Construction - Local Funds	AC	LOCAL	LOCAL
AC-STATE-SHOPP	SHOPP Advance Construction	AC	STATE	STATE
ATP-REG-T4-1-FED	Active Transportation Program - Regional Share - MAP21 - Cycle 1 - Federal	ATP-REG	STATE	MAP21
ATP-REG-T4-1-ST	Active Transportation Program - Regional Share - MAP21 - Cycle 1 - State	ATP-REG	STATE	MAP21
ATP-REG-T4-2-FED	Active Transportation Program - Regional Share - MAP21 - Cycle 2 - Federal	ATP-REG	STATE	MAP21
ATP-REG-T4-2-ST	Active Transportation Program - Regional Share - MAP21 - Cycle 2 - State	ATP-REG	STATE	MAP21
ATP-ST-T4-1-FED	Active Transportation Program - State Share - MAP21 - Cycle 1 - Federal	ATP-ST	STATE	MAP21
ATP-ST-T4-1-ST	Active Transportation Program - State Share - MAP21 - Cycle 1 - State	ATP-ST	STATE	MAP21
ATP-ST-T4-2-FED	Active Transportation Program - State Share - MAP21 - Cycle 2 - Federal	ATP-ST	STATE	MAP21
ATP-ST-T4-2-ST	Active Transportation Program - State Share - MAP21 - Cycle 2 - State	ATP-ST	STATE	MAP21
BT-664	Bridge Toll - AB664	BT	REGIONAL	AB644
BTA	Bridge Toll Account	BTA	STATE	STATE
BT-RM1-2%-NBG	Bridge Toll - Regional Measure 1 - 2% - Northern Bridge Group	BT	REGIONAL	Regional Measure 1
BT-RM1-2%-SBG	Bridge Toll - Regional Measure 1 - 2% - Southern Bridge Group	BT	REGIONAL	Regional Measure 1
BT-RM1-BR	Bridge Toll - Regional Measure 1 - Bridge	BT	REGIONAL	Regional Measure 1
BT-RM1-TR	Bridge Toll - Regional Measure 1 - Transit	BT	REGIONAL	Regional Measure 1
BT-RM2-CAP	Bridge Toll - Regional Measure 2 - Capital	BT	REGIONAL	Regional Measure 2
BT-RM2-LOC	Bridge Toll - Regional Measure 2 - Local	BT	REGIONAL	Regional Measure 2
BT-RM2-OP	Bridge Toll - Regional Measure 2 - Operating	BT	REGIONAL	Regional Measure 2
CARB	California Air Resources Board	CARB	STATE	STATE
CMAQ-T2-FY00-CM	CMAQ - TEA21 - 2000 - Corridor Management	CMAQ	FEDERAL	TEA21
CMAQ-T2-FY99-TLC	CMAQ - TEA21 - 1999 - Transportation for Livable Communities	CMAQ	FEDERAL	TEA21
CMAQ-T3-1-AQ	CMAQ - SAFETEA-LU - Cycle 1 - Air Quality Strategies	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-1-AQ-SWAP	CMAQ - SAFETEA-LU - Cycle 1 - Air Quality Strategies - Funding exchange	CMAQ	FEDERAL	SAFETEA-LU



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
CMAQ-T3-3-AQ-SOL	CMAQ - SAFETEA-LU - Cycle 3 - Air Quality - Eastern Solano	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3B-3434	CMAQ - SAFETEA-LU - Cycle 3 Bonus - 3434 Transit Expansion	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3B-SYS-SFTY-	CMAQ – SAFETEA-LU - Cycle 3 Bonus - System - Safety - Exchange	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3-RBP-CO	CMAQ - SAFETEA-LU - Cycle 3 - Regional Bicycle/Pedestrian - County Discretion	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3-RO	CMAQ - SAFETEA-LU - Cycle 3 - Regional Operations	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3-TLC-HIP	CMAQ - SAFETEA-LU - Cycle 3 - Transportation for Livable Communities - Housing Incentive Program	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T3-3-TLC-REG	CMAQ - SAFETEA-LU - Cycle 3 - Transportation for Livable Communities - Regional	CMAQ	FEDERAL	SAFETEA-LU
CMAQ-T4-1-CCI	CMAQ - SAFETEA-LU Extension - Cycle 1 - Climate Change Initiative	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-CCI	CMAQ - MAP21 - Cycle 1 - Climate Change Initiative	CMAQ	FEDERAL	MAP21
CMAQ-T4-1-CCI-SOL	CMAQ - SAFETEA-LU Extension - Cycle 1 - Climate Change Initiative - Eastern Solano CMAQ	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-FPI	CMAQ - SAFETEA-LU Extension - Cycle 1 - Freeway Performance Initiative	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-LIFE	CMAQ - MAP21 - Cycle 1 - Lifeline Transportation Program	CMAQ	FEDERAL	MAP21
CMAQ-T4-1-RBP-CO	CMAQ - SAFETEA-LU Extension - Cycle 1 - Regional Bicycle Program - County Discretionary	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-RBP-CO	CMAQ - MAP21 - Cycle 1 - Regional Bicycle Program - County Discretionary	CMAQ	FEDERAL	MAP21
CMAQ-T4-1-RO	CMAQ - SAFETEA-LU Extension - Cycle 1 - Regional Operations	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-RSI	CMAQ - MAP21 - Cycle 1 - Regional Strategic Initiatives	CMAQ	FEDERAL	MAP21
CMAQ-T4-1-RSRTS-CO	CMAQ - SAFETEA-LU Extension - Cycle 1 - Regional Safe Routes to School - County Discretionary	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-RSRTS-CO	CMAQ - MAP21 - Cycle 1 - Regional Safe Routes to School - County Discretionary	CMAQ	FEDERAL	MAP21

**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
CMAQ-T4-1-TLC-CO	CMAQ - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - County Discretion	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-TLC-CO	CMAQ - MAP21 - Cycle 1 -Transportation for Livable Communities - County Discretion	CMAQ	FEDERAL	MAP21
CMAQ-T4-1-TLC-REG	CMAQ - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - Regional Competitive	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-1-TLC-REG	CMAQ - MAP21 - Cycle 1 -Transportation for Livable Communities - Regional Competitive	CMAQ	FEDERAL	MAP21
CMAQ-T4-2-CIP-REG	CMAQ - MAP21 - Cycle 2 - Climate Initiatives Program	CMAQ	FEDERAL	MAP21
CMAQ-T4-2-FPI-REG	CMAQ - SAFETEA-LU Extension - Cycle 2 - Freeway Performance Initiative	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-2-FPI-REG	CMAQ - MAP21 - Cycle 2 - Freeway Performance Initiative	CMAQ	FEDERAL	MAP21
CMAQ-T4-2-OBAG	CMAQ - MAP21 - Cycle 2 - One Bay Area Grant Program	CMAQ	FEDERAL	MAP21
CMAQ-T4-2-RO-REG	CMAQ - SAFETEA-LU Extension - Cycle 2 - Regional Operations	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-2-RO-REG	CMAQ - MAP21 - Cycle 2 - Regional Operations	CMAQ	FEDERAL	MAP21
CMAQ-T4-2-RSRTS-REG	CMAQ - SAFETEA-LU Extension - Cycle 2 - Regional Safe Routes to School - Regional Competitive	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-2-RSRTS-REG	CMAQ - MAP21 - Cycle 2 - Regional Safe Routes to School - Regional Competitive	CMAQ	FEDERAL	MAP21
CMAQ-T4-2-TCP-TPI-REG	CMAQ - SAFETEA-LU Extension - Cycle 2 – Transit Capital Program - Transit Performance Initiative	CMAQ	FEDERAL	MAP21
CMAQ-T4-2-TPI-REG	CMAQ - SAFETEA-LU Extension - Cycle 2 - Transit Performance Initiative - Regional Competitive	CMAQ	FEDERAL	SAFETEA-LU Extension
CMAQ-T4-2-TPI-REG	CMAQ - MAP21 - Cycle 2 - Transit Performance Initiative - Regional Competitive	CMAQ	FEDERAL	MAP21
DBR-T2-RPL	Discretionary Bridge Program - TEA21 - Replacement	DBR	STATE	TEA21
DBR-T2-SR	Discretionary Bridge Program - TEA21 - Seismic Retrofit	DBR	STATE	TEA21
EARMARK-T2-DEMO	Earmark - TEA21 - Demonstration	EARMARK	FEDERAL	TEA21
EARMARK-T2-HP	Earmark - TEA21 - High Priority	EARMARK	FEDERAL	TEA21



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
EARMARK-T2-STP115	Earmark - TEA21 - Surface Transportation Program Section 115	EARMAR K	FEDERAL	TEA21
EARMARK-T3-05-STP	Earmark - SAFETEA-LU - 2005 Federal Appropriation - FHWA Earmark	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-06-STP	Earmark - SAFETEA-LU - 2006 Federal Appropriation - Surface Transportation Priorities	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-08-STP	Earmark - SAFETEA-LU - 2008 Federal Appropriation - FHWA Earmark - STP	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-08-TCSP	Earmark - SAFETEA-LU - 2008 Federal Appropriation - FHWA Earmark - TCSP	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-09-TCSP	Earmark - SAFETEA-LU - 2009 Federal Appropriation FHWA Earmark - TCSP	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-10-IM	Earmark - SAFETEA-LU - 2010 Federal Appropriation FHWA Earmark - IM	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-10-STP	Earmark - SAFETEA-LU - 2010 Federal Appropriation - FHWA Earmark - STP	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-10-TCSP	Earmark - SAFETEA-LU - 2010 Federal Appropriation FHWA Earmark - TCSP	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-HBP	Earmark - SAFETEA-LU - Highway Bridge Program	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-HPP	Earmark - SAFETEA-LU - High Priority Project	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-HPP-1767	Earmark - SAFETEA-LU - High Priority Project - Project # 1767	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-HPP-2444	Earmark - SAFETEA-LU - High Priority Project - Project # 2444	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-HPP-3762	Earmark - SAFETEA-LU - High Priority Project - Project # 3762	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-HPP-3763	Earmark - SAFETEA-LU - High Priority Project - Project # 3763	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-MFI	Earmark - SAFETEA-LU - Multimodal Facility Improvements	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-NMTPP	Earmark - SAFETEA-LU - Non-Motorized Transportation Pilot Program	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-PNRS	Earmark - SAFETEA-LU - Projects of National and Regional Significance	EARMAR K	FEDERAL	SAFETEA-LU
EARMARK-T3-STP115	Earmark - SAFETEA-LU - Surface Transportation Program Section 115	EARMAR K	FEDERAL	SAFETEA-LU



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
EARMARK-T3-TI	Earmark - SAFETEA-LU - Transportation Improvements	EARMARK	FEDERAL	SAFETEA-LU
ECCRFA	Eastern Contra Costa Regional Fee and Financing Authority	ECCRFA	LOCAL	LOCAL
ERS-T2	Emergency Relief State - TEA21	ERS	FEDERAL	TEA21
FARE REVENUE	Transit Fare Revenue	OTHER LOCAL	LOCAL	LOCAL
FED-DISC-T4-12-HSR	Federal Discretionary - SAFETEA-LU Extension - 2012 - High-Speed Rail	FED-DISC	FEDERAL	SAFETEA-LU Extension
FED-DISC-T4-12-TCSP	Federal Discretionary - SAFETEA-LU Extension - 2012 -Transportation, Community, and System Preservation	FED-DISC	FEDERAL	SAFETEA-LU Extension
FLHP-T2-PLH	Federal Lands Highway Program - TEA21 - Public Lands Highway	FLHP	FEDERAL	TEA21
FLHP-T3	Federal Lands Highway Program - SAFETEA-LU	FLHP	FEDERAL	SAFETEA-LU
FLHP-T3-PLH	Federal Lands Highway Program - SAFETEA-LU - Public Lands Highway	FLHP	FEDERAL	SAFETEA-LU
FLHP-T3-PLH-UPP	Federal Lands Highway Program - SAFETEA-LU - Public Lands Highway - Urban Partnership Program	FLHP	FEDERAL	SAFETEA-LU
GENERAL FUND	General Fund Revenue	GENERAL FUND	LOCAL	LOCAL
GFSTIP-T2-FY98-GF-F/ST	GrandFathered State Transportation Improvement Program - TEA21 - 1998 - Federal/State	GFSTIP	FEDERAL/STATE	TEA21
GFSTIP-T2-FY98-GF-NHS	GrandFathered State Transportation Improvement Program - TEA21 - 1998 - National Highway System with State Match	GFSTIP	FEDERAL/STATE	TEA21
HBP-T3-L	Highway Bridge Program - SAFETEA-LU - Local Bridge	HBP	FEDERAL	TEA21
HBP-T4-L	Highway Bridge Program - SAFETEA-LU Extension - Local Bridge	HBP	FEDERAL	SAFETEA-LU Extension
HBP-T4-L	Highway Bridge Program - MAP21 - Local Bridge	HBP	FEDERAL	MAP21
HBP-T4-S	Highway Bridge Program - MAP21 - State Bridge	HBP	FEDERAL	MAP21
HBRR	Highway Bridge Replacement And Rehabilitation	HBRR	FEDERAL	TEA21
HSIP-T4-3	Highway Safety Improvement Program - SAFETEA-LU Extension - Cycle 3	HSIP	FEDERAL	SAFETEA-LU Extension
HSIP-T4-4	Highway Safety Improvement Program - SAFETEA-LU Extension - Cycle 4	HSIP	FEDERAL	SAFETEA-LU Extension



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
HSIP-T4-4	Highway Safety Improvement Program - MAP21 - Cycle 4	HSIP	FEDERAL	SAFETEA-LU Extension
HSIP-T4-5	Highway Safety Improvement Program - SAFETEA-LU Extension - Cycle 5	HSIP	FEDERAL	SAFETEA-LU Extension
HSIP-T4-5	Highway Safety Improvement Program - MAP21 - Cycle 5	HSIP	FEDERAL	MAP21
HSIP-T4-6	Highway Safety Improvement Program - MAP21 - Cycle 6	HSIP	FEDERAL	MAP21
HSIP-T5-7	Highway Safety Improvement Program - FAST - Cycle 7	HSIP	FEDERAL	FAST
IIP-T2-00-F/ST	Interregional Improvement Program - TEA21 - 2000 STIP - Federal/State	IIP	FEDERAL/ STATE	TEA21
IIP-T2-00-ST	Interregional Improvement Program - TEA21 - 2000 STIP - State	IIP	STATE	TEA21
IIP-T2-02-F/ST	Interregional Improvement Program - TEA21 - 2002 STIP - Federal/State	IIP	FEDERAL/ STATE	TEA21
IIP-T2-02-ST	Interregional Improvement Program - TEA21 - 2000 STIP - State	IIP	STATE	TEA21
IIP-T3-04-ST	Interregional Improvement Program - SAFETEA-LU - 2004 STIP - State	IIP	STATE	SAFETEA-LU
IIP-T3-06A-ST	Interregional Improvement Program - SAFETEA-LU - 2006 Augmentation - State	IIP	STATE	SAFETEA-LU
IIP-T3-08-ST	Interregional Improvement Program - SAFETEA-LU - 2008 STIP - State	IIP	STATE	SAFETEA-LU
IIP-T4-12-FED	Interregional Improvement Program - SAFETEA-LU Extension - 2012 STIP - Federal	IIP	FEDERAL	SAFETEA-LU Extension
IIP-T4-12-ST	Interregional Improvement Program - MAP21 - 2012 STIP - State	IIP	FEDERAL	MAP21
IIP-T4-14-FED	Interregional Improvement Program - MAP-21 - 2014 STIP - Federal	IIP	FEDERAL	MAP-21
IIP-TE-T4-10-F/ST	Interregional Improvement Program - Transportation Enhancement - SAFETEA-LU Extension - 2010 STIP - Federal/State	IIP-TE	FEDERAL/ STATE	SAFETEA-LU Extension
IIP-TE-T4-12-FED	Interregional Improvement Program - Transportation Enhancement - SAFETEA-LU Extension - 2012 STIP - Federal	IIP-TE	FEDERAL	SAFETEA-LU Extension
LBSRA-T3	Local Bridge Seismic Retrofit Account	BR- SEISMIC	STATE	Prop 1B
LOCAL GAS	Local Gas Tax Funds	OTHER LOCAL	LOCAL	LOCAL
MTC-REG-EXCH	MTC - Regional - Funding Exchange	MTC	REGIONAL	REGIONAL
NFCB	National Fuel Cell Bus	NFCB	FEDERAL	SAFETEA-LU



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
NHS-GARVEE	National Highway System - Grant Anticipation Revenue Vehicle - Bond	NHS-GARVEE	FEDERAL	TEA21
OPFUNDS	Operating Funds	OTHER LOCAL	LOCAL	LOCAL
OTHER FED	Other Federal Funds	OTHER FEDERAL	FEDERAL	SAFETEA-LU
OTHER FED	Other Federal Funds	OTHER FEDERAL	FEDERAL	SAFETEA-LU Extension
OTHER FED	Other Federal Funds	OTHER FEDERAL	FEDERAL	MAP21
OTHER FEDERAL-ARRA-	Other Federal Funds - American Recovery and Reinvestment Act	OTHER FEDERAL	FEDERAL	ARRA
OTHER FEDERAL-ARRA-HSR	HSR - ARRA Federal Railroad Administration (FRA) Discretionary	OTHER FEDERAL	FEDERAL	ARRA
OTHER LOCAL	Other Local	OTHER LOCAL	LOCAL	LOCAL
OTHER STATE	Other State	OTHER STATE	STATE	STATE
P116	Proposition 116 (1990) - Clean Air and Transportation Improvement Act	P116	STATE	Prop 116
PRIVATE	Private Contribution	PRIVATE	LOCAL	LOCAL
PRIVATE-DEV	Private Development Fees	PRIVATE	LOCAL	LOCAL
PRIVATE-DEV-FEE	Private Development Fees	PRIVATE	LOCAL	LOCAL
PRIVATE-JOINT-DEV	Private Joint Development Fees	PRIVATE	LOCAL	LOCAL
PROP-1A-HSR	Proposition 1A (2008) - California High Speed Rail	PROP	STATE	PROP 1A
PROP-1B-CMIA	Proposition 1B (2006) - Corridor Mobility Improvement Account	PROP	STATE	PROP 1B
PROP-1B-CTSGP	Proposition 1B (2006) - California Transit Security Grant Program	PROP	STATE	PROP 1B
PROP-1B-HRCSA	Proposition 1B (2006) - Highway-Railroad Crossing Safety Account	PROP	STATE	PROP 1B
PROP-1B-PTMISEA-POP	Proposition 1B (2006) - Public Transit Population Share	PROP	STATE	PROP 1B
PROP-1B-PTMISEA-REV	Proposition 1B (2006) - Public Transit Revenue Share	PROP	STATE	PROP 1B

**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
PROP-1B-SLPP	Proposition 1B (2006) - State Local Partnership Program	PROP	STATE	PROP 1B
PROP-1B-TCIF	Proposition 1B (2006) - Trade Corridor Improvement Fund	PROP	STATE	PROP 1B
PROP-1B-TCIF-GARVEE	Proposition 1B (2006) - Trade Corridors Improvement Fund - GARVEE	PROP	STATE	PROP 1B
PROP-1B-TLSP	Proposition 1B (2006) - Traffic Light Synchronization Program	PROP	STATE	PROP 1B
PROPERTY TAX	Local Property Tax	PROPERTY TAX	LOCAL	LOCAL
RIP-T2-00-F/ST-ALA	Regional Improvement Program - TEA21 - 2000 STIP - Federal/State - Alameda County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-00-F/ST-SOL	Regional Improvement Program - TEA21 - 2000 STIP - Federal/State - Solano County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-00-F/ST-SON	Regional Improvement Program - TEA21 - 2000 STIP - Federal/State - Sonoma County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-00-ST-SCL	Regional Improvement Program - TEA21 - 2000 STIP - State Only - Santa Clara County Share	RIP	STATE	TEA21
RIP-T2-00-ST-SON	Regional Improvement Program - TEA21 - 2000 STIP - State Only - Sonoma County Share	RIP	STATE	TEA21
RIP-T2-02-F/ST-ALA	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Alameda County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-02-F/ST-NAP	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Napa County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-02-F/ST-SCL	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Santa Clara County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-02-F/ST-SF	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - San Francisco County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-02-F/ST-SM	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - San Mateo County Share	RIP	FEDERAL/STATE	TEA21
RIP-T2-02-F/ST-SOL	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Solano County Share	RIP	FEDERAL/STATE	TEA21



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T2-02-F/ST-SON	Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Sonoma County Share	RIP	FEDERAL/ STATE	TEA21
RIP-T2-02-GARVEE-DS-NHS-	Regional Improvement Program - TEA21 - 2002 STIP - GARVEE - Debt Service - National Highway System	RIP	STATE	TEA21
RIP-T2-02-ST-ALA	Regional Improvement Program - TEA21 - 2002 STIP - State Only - Alameda County Share	RIP	STATE	TEA21
RIP-T2-02-ST-CC	Regional Improvement Program - TEA21 - 2002 STIP - State Only - Contra Costa County Share	RIP	STATE	TEA21
RIP-T2-02-ST-NAP	Regional Improvement Program - TEA21 - 2002 STIP - State Only - Napa County Share	RIP	STATE	TEA21
RIP-T2-02-ST-SCL	Regional Improvement Program - TEA21 - 2002 STIP - State Only - Santa Clara County Share	RIP	STATE	TEA21
RIP-T2-02-ST-SOL	Regional Improvement Program - TEA21 - 2002 STIP - State Only - Solano County Share	RIP	STATE	TEA21
RIP-T2-ALA	Regional Improvement Program - TEA21 - Alameda County Share	RIP	STATE	TEA21
RIP-T2-FY98-F/ST-ALA	Regional Improvement Program - TEA21 - 1998 STIP - Federal/State - Alameda County Share	RIP	FEDERAL/ STATE	TEA21
RIP-T2-FY98-F/ST-MRN	Regional Improvement Program - TEA21 - 1998 STIP - Federal/State - Marin County Share	RIP	FEDERAL/ STATE	TEA21
RIP-T2-FY98-F/ST-SON	Regional Improvement Program - TEA21 - 1998 STIP - Federal/State - Sonoma County Share	RIP	FEDERAL/ STATE	TEA21
RIP-T2-FY98-FED-SF	Regional Improvement Program - TEA21 - 1998 STIP - Federal - San Francisco County Share	RIP	FEDERAL	TEA21
RIP-T2-FY98-SOL	Regional Improvement Program - TEA21 - 1998 STIP - Solano County Share	RIP	STATE	TEA21
RIP-T3-06A-PTA-ALA	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - Alameda County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-PTA-CC	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - Contra Costa County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-PTA-SCL	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - Santa Clara County Share	RIP	STATE	SAFETEA-LU



**Draft 2017 TIP
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Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T3-06A-PTA-SF	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - San Francisco County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-PTA-SOL	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - Solano County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-ALA	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Alameda County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-CC	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Contra Costa County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-MRN	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Marin County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-NAP	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Napa County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-SF	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - San Francisco County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-SM	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - San Mateo County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-SOL	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Solano County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06A-ST-SON	Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Sonoma County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-F/ST-SF	Regional Improvement Program - SAFETEA-LU - 2006 STIP - Federal/State - San Francisco County Share	RIP	FEDERAL/ STATE	SAFETEA-LU
RIP-T3-06-F/ST-SON	Regional Improvement Program - SAFETEA-LU - 2006 STIP - Federal/State - Sonoma County Share	RIP	FEDERAL/ STATE	SAFETEA-LU
RIP-T3-06-FED-SM	Regional Improvement Program - SAFETEA-LU - 2006 STIP - Federal - San Mateo County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-FED-SOL	Regional Improvement Program - SAFETEA-LU - 2006 STIP - Federal – Solano County Share	RIP	STATE	SAFETEA-LU

**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T3-06-PTA-SF	Regional Improvement Program - SAFETEA-LU - 2006 STIP - PTA - San Francisco County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-ALA	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Alameda County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-CC	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Contra Costa County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-MRN	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Marin County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-NAP	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Napa County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-SCL	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Santa Clara County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-SF	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - San Francisco County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-SM	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - San Mateo County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-SOL	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Solano County Share	RIP	STATE	SAFETEA-LU
RIP-T3-06-ST-SON	Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Sonoma County Share	RIP	STATE	SAFETEA-LU
RIP-T3-08-ALA-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Alameda County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-CC-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Contra Costa County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-MRN-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Marin County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-NAP-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Napa County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-NHS-ALA	Regional Improvement Program - SAFETEA-LU - 2008 STIP - National Highway System - Alameda County Share	RIP	STATE	SAFETEA-LU
RIP-T3-08-SCL-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Santa Clara County Share - State	RIP	STATE	SAFETEA-LU

**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T3-08-SF-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - San Francisco County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-SM-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - San Mateo County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-SOL-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Solano County Share - State	RIP	STATE	SAFETEA-LU
RIP-T3-08-SON-ST	Regional Improvement Program - SAFETEA-LU - 2008 STIP - Sonoma County Share - State	RIP	STATE	SAFETEA-LU
RIP-T4-10-FED-MRN	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Marin Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-10-FED-SCL	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Santa Clara Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-10-ST-ALA	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Alameda Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-CC	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Contra Costa Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-NAP	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Napa Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-SCL	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Santa Clara Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-SF	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - San Francisco Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-SM	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - San Mateo Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-10-ST-SOL	Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Solano Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-FED-ALA	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Alameda Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-FED-CC	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Contra Costa Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T4-12-FED-MRN	Regional Improvement Program - MAP21 - 2012 RTIP - Marin Share - Federal Funds	RIP	FEDERAL	MAP21
RIP-T4-12-FED-NAP	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Napa Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-FED-SCL	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP – Santa Clara Share - Federal Funds	RIP	FEDERAL	MAP-21
RIP-T4-12-FED-SF	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - San Francisco Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-FED-SF	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - San Francisco Share - Federal Funds	RIP	FEDERAL	MAP-21
RIP-T4-12-FED-SM	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - San Mateo Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-FED-SM	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - San Mateo Share - Federal Funds	RIP	FEDERAL	MAP-21
RIP-T4-12-FED-SOL	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Solano Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-FED-SOL	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Solano Share - Federal Funds	RIP	FEDERAL	MAP-21
RIP-T4-12-FED-SON	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - Federal Funds	RIP	FEDERAL	SAFETEA-LU Extension
RIP-T4-12-FED-SON	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - Federal Funds	RIP	FEDERAL	MAP-21
RIP-T4-12-ST-ALA	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Alameda Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-CC	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Contra Costa Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-MRN	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Marin Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-NAP	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Napa Share - State Funds	RIP	STATE	SAFETEA-LU Extension



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T4-12-ST-SCL	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Santa Clara Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-SCL	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP – Santa Clara Share - State Funds	RIP	STATE	MAP-21
RIP-T4-12-ST-SF	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - San Francisco Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-SF	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - San Francisco Share - State Funds	RIP	STATE	MAP-21
RIP-T4-12-ST-SM	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - San Mateo Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-SM	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - San Mateo Share - State Funds	RIP	STATE	MAP-21
RIP-T4-12-ST-SOL	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Solano Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-SOL	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Solano Share - State Funds	RIP	STATE	MAP-21
RIP-T4-12-ST-SON	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - State Funds	RIP	STATE	SAFETEA-LU Extension
RIP-T4-12-ST-SON	Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - State Funds	RIP	STATE	MAP-21
RIP-T4-14-FED-ALA	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Alameda Share - Federal Funds	RIP	FEDERAL	MAP-21
RIP-T4-14-FED-CC	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Contra Costa Share - Federal Funds	RIP	FEDERAL	MAP-21
RIP-T4-14-FED-MRN	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Marin Share - Federal Funds	RIP	FEDERAL	MAP-21
RIP-T4-14-FED-NAP	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Napa Share - Federal Funds	RIP	FEDERAL	MAP-21
RIP-T4-14-FED-SCL	Regional Improvement Program - MAP21 - 2014 RTIP - Santa Clara Share - Federal Funds	RIP	FEDERAL	MAP21



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-T4-14-FED-SF	Regional Improvement Program - MAP21 - 2014 RTIP - San Francisco Share - Federal Funds	RIP	FEDERAL	MAP21
RIP-T4-14-FED-SM	Regional Improvement Program - MAP21 - 2014 RTIP - San Mateo Share - Federal Funds	RIP	FEDERAL	MAP21
RIP-T4-14-FED-SOL	Regional Improvement Program - MAP21 - 2014 RTIP - Solano Share - Federal Funds	RIP	FEDERAL	MAP21
RIP-T4-14-FED-SON	Regional Improvement Program - MAP21 - 2014 RTIP - Sonoma Share - Federal Funds	RIP	FEDERAL	MAP21
RIP-T4-14-ST-ALA	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Alameda Share - State Funds	RIP	STATE	MAP-21
RIP-T4-14-ST-CC	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Contra Costa Share - State Funds	RIP	STATE	MAP-21
RIP-T4-14-ST-MRN	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Marin Share - State Funds	RIP	STATE	MAP-21
RIP-T4-14-ST-NAP	Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Napa Share - State Funds	RIP	STATE	MAP-21
RIP-T4-14-ST-SCL	Regional Improvement Program - MAP21 - 2014 RTIP - Santa Clara Share - State Funds	RIP	FEDERAL	MAP21
RIP-T4-14-ST-SF	Regional Improvement Program - MAP21 - 2014 RTIP - San Francisco Share - State Funds	RIP	FEDERAL	MAP21
RIP-T4-14-ST-SM	Regional Improvement Program - MAP21 - 2014 RTIP - San Mateo Share - State Funds	RIP	FEDERAL	MAP21
RIP-T4-14-ST-SOL	Regional Improvement Program - MAP21 - 2014 RTIP - Solano Share - State Funds	RIP	FEDERAL	MAP21
RIP-T4-14-ST-SON	Regional Improvement Program - MAP21 - 2014 RTIP - Sonoma Share - State Funds	RIP	FEDERAL	MAP21
RIP-TE-T3-06-DIS-CO-F/ST-	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State	RIP-TE	FEDERAL	SAFETEA-LU
RIP-TE-T3-06-DIS-CO-FED-	Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal	RIP-TE	FEDERAL	SAFETEA-LU
RIP-TE-T4-10-F/ST-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Alameda Share - Federal TE and State Matching Funds	RIP-TE	FEDERAL/ STATE	SAFETEA-LU Extension

**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-TE-T4-10-F/ST-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Solano Share - Federal TE and State Matching Funds	RIP-TE	FEDERAL/ STATE	SAFETEA-LU Extension
RIP-TE-T4-10-FED-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Alameda Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-10-FED-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Contra Costa Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-ALA	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Alameda Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-CC	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Contra Costa Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-MRN	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Marin Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-NAP	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Napa Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-SCL	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Santa Clara Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-SF	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - San Francisco Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-SM	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - San Mateo Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RIP-TE-T4-12-FED-SOL	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Solano Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
RIP-TE-T4-12-FED-SON	Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - Federal TE	RIP-TE	FEDERAL	SAFETEA-LU Extension
RTP-LRP	Regional Transportation Plan - Long Range Plan (funding identified in Long Range Plan, but not committed in TIP)	RTP-LRP	Uncommitted	Uncommitted
SALESTAX-MEASURE-ALA	Sales Tax Measure - Alameda County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-CC	Sales Tax Measure - Contra Costa County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-J-CC	Sales Tax Measure - Measure J - Contra Costa County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-MRN	Sales Tax Measure - Marin County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-SCL	Sales Tax Measure - Santa Clara County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-SF	Sales Tax Measure - San Francisco County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-SM	Sales Tax Measure - San Mateo County	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-SMART	Sales Tax Measure - SMART	SALESTAX-MEASURE	LOCAL	LOCAL
SALESTAX-MEASURE-SON	Sales Tax Measure - Sonoma County	SALESTAX-MEASURE	LOCAL	LOCAL
SHA-T2	State Highway Account - TEA21	SHA	STATE	TEA21



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
SHA-T3-SHOPP-NHS	State Highway Account - SAFETEA-LU - State Highway Operations and Protection Program - National Highway System	SHA	STATE	SAFETEA-LU
SR2S	Safe Routes To School	SR2S	STATE	STATE
SRTS-T4-3	Safe Routes To School - SAFETEA-LU Extension - Cycle 3	SRTS	FEDERAL	SAFETEA-LU Extension
STA-POP-D	State Transit Assistance - Population Based - Discretionary	STA-POP	LOCAL	LOCAL
STA-REV	State Transit Assistance - Revenue Based	STA-REV	LOCAL	LOCAL
ST-CASH-T2	State Funds - TEA21	ST-CASH	STATE	TEA21
STP-ARRA-CC	Regional Surface Transportation Program - ARRA - Contra Costa County	STP	FEDERAL	ARRA
STP-ARRA-REG	Regional Surface Transportation Program - ARRA - Regional	STP	FEDERAL	ARRA
STP-ARRA-SCL	Regional Surface Transportation Program - ARRA - Santa Clara County	STP	FEDERAL	ARRA
STP-T2-D	Regional Surface Transportation Program - TEA21 - Discretionary	STP	FEDERAL	TEA21
STP-T2-FY00-RAB	Regional Surface Transportation Program - TEA21 - FY 2000 - RABA	STP	FEDERAL	TEA21
STP-T2-FY96-D	Regional Surface Transportation Program - TEA21 - FY 1996 - Discretionary	STP	FEDERAL	TEA21
STP-T2-FY96-G	Regional Surface Transportation Program - TEA21 - FY 1996 - Guaranteed	STP	FEDERAL	TEA21
STP-T2-FY99-CSCM	Regional Surface Transportation Program - TEA21 - FY 1999 - Customer Service/Corridor Management	STP	FEDERAL	TEA21
STP-T2-FY99-RE	Regional Surface Transportation Program - TEA21 - FY 1999 - Rehabilitation	STP	FEDERAL	TEA21
STP-T3-1A-TCP-SF	Regional Surface Transportation Program - SAFETEA-LU - Cycle 1 Augmentation - Transit Capital Priorities - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA-LU
STP-T3-2-BF	Regional Surface Transportation Program - SAFETEA-LU - Cycle 2 - STIP Backfill	STP	FEDERAL	SAFETEA-LU
STP-T3-2-TCP-SF	Regional Surface Transportation Program - SAFETEA-LU - Cycle 2 - Transit Capital - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA-LU
STP-T3-3-TCP-SF	Regional Surface Transportation Program - SAFETEA-LU - Cycle 3 - Transit Capital Priorities - Rehabilitation Shortfall	STP	FEDERAL	SAFETEA-LU
STP-T4-1-FPI	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Freeway Performance Initiative	STP	FEDERAL	SAFETEA-LU Extension



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
STP-T4-1-LIFE	Regional Surface Transportation Program - MAP21 - Cycle 1 - Lifeline Transportation Program	STP	FEDERAL	MAP21
STP-T4-1-LSR-CO-PL-CMA	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Local Streets & Roads - County CMA Planning Activities	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-LSR-PMP	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Local Streets & Roads - Pavement Management Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-PL-REG	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Planning Activities - County Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-RBP-CO-PL-CMA	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Bicycle Program - County CMA Planning Activities	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-RO	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Operations	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-RSI	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Strategic Investments	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-RSI	Regional Surface Transportation Program - MAP21 - Cycle 1 - Regional Strategic Investments	STP	FEDERAL	MAP21
STP-T4-1-RSRTS-CO	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Safe Routes to School - County Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-TLC-CO	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - County Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-TLC-CO-PL-CMA	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - County CMA Planning Activities	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-TLC-REG	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - Regional Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-1-TLC-REG	Regional Surface Transportation Program - MAP21 - Cycle 1 - Transportation for Livable Communities - Regional Program	STP	FEDERAL	MAP21

**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
STP-T4-1-TLC-SAP	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - Station Area Planning	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-2-FPI-REG	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - Freeway Performance Initiative - Regional	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-2-FPI-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - Freeway Performance Initiative - Regional	STP	FEDERAL	MAP21
STP-T4-2-OBAG	Regional Surface Transportation Program - MAP21 - Cycle 2 - One Bay Area Grant Program	STP	FEDERAL	MAP21
STP-T4-2-OBAG-PL	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - One Bay Area Grant Program - CMA Planning Activities Augmentation	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-2-OBAG-PL	Regional Surface Transportation Program - MAP21 - Cycle 2 - One Bay Area Grant Program - CMA Planning Activities Augmentation	STP	FEDERAL	MAP21
STP-T4-2-PCA-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - Local Priority Conservation Area	STP	FEDERAL	MAP21
STP-T4-2-PDA-CO	Regional Surface Transportation Program - MAP21 - Cycle 2 - Local PDA Planning and Implementation	STP	FEDERAL	MAP21
STP-T4-2-PDA-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional PDA Planning and Implementation	STP	FEDERAL	MAP21
STP-T4-2-PL-REG	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - Regional Planning Activities	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-2-PMP-REG	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - Pavement Management Program	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-2-RO-REG	Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - Regional Operations	STP	FEDERAL	SAFETEA-LU Extension
STP-T4-2-RO-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional Operations	STP	FEDERAL	MAP21
STP-T4-2-RSRTS-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional Safe Routes to School - Regional Program	STP	FEDERAL	MAP21



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
STP-T4-2-TCP-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional Safe Routes to School - Transit Capital Rehabilitation - Regional Program	STP	FEDERAL	MAP21
STP-T4-2-TCP-TPI-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional Safe Routes to School - Transit Capital Rehabilitation - Transit Performance Initiative - Regional Program	STP	FEDERAL	MAP21
STP-T4-2-TPI-REG	Regional Surface Transportation Program - MAP21 - Cycle 2 - Transit Performance Initiative - Regional Program	STP	FEDERAL	MAP21
STP-T5-OBAG2-CO-PL	Regional Surface Transportation Program – FAST ACT – OBAG Cycle 2 - County Planning Activities	STP	FEDERAL	FAST Act
STP-T5-OBAG2-REG-PL	Regional Surface Transportation Program – FAST Act – OBAG Cycle 2 - Regional Planning Activities	STP	FEDERAL	FAST Act
ST-STP-ARRA-CC	State Surface Transportation Program - ARRA - Contra Costa County	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-REG	State Surface Transportation Program - ARRA - Regional	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-SHOPP	State Surface Transportation Program - ARRA -SHOPP	ST-STP	FEDERAL	ARRA
ST-STP-ARRA-ST	State Surface Transportation Program - ARRA - State	ST-STP	FEDERAL	ARRA
ST-STP-T3-RL	State Surface Transportation Program - SAFETEA-LU - Railroad Local	ST-STP	FEDERAL	SAFETEA-LU
ST-STP-T3-SAFETY	State Surface Transportation Program - SAFETEA-LU - Safety	ST-STP	FEDERAL	SAFETEA-LU
ST-STP-T4	State Surface Transportation Program - MAP21	ST-STP	FEDERAL	MAP21
TCI	Transit Capital Improvement	TCI	STATE	STATE
TCRP	Traffic Congestion Relief Program (1999)	TCRP	STATE	STATE
TCRP-LONP	Traffic Congestion Relief Program - Letter of No Prejudice	TCRP	LOCAL	LOCAL
TCSP	Transportation and Community and System Preservation Pilot Program	TCSP	FEDERAL	TEA21
TDA3	Transportation Development Act - Article 3	TDA	STATE	STATE
TDA4	Transportation Development Act - Article 4	TDA	STATE	STATE
TDA4.5	Transportation Development Act - Article 4.5	TDA	STATE	STATE
TDA4/8	Transportation Development Act - Articles 4 and 8	TDA	STATE	STATE



**Draft 2017 TIP
Fund Code Description (cont.)**

Fund Code	TIP Fund Code Description	Fund Source	Fund Type	Authorization
TEA-T2-FY99-TLC-NS	Transportation Enhancement Activities - TEA21 - FY 1999 - Transportation for Livable Communities - Non-STIP	TEA	FEDERAL	TEA21
TEA-T2-LOC	Transportation Enhancement Activities - TEA21 - Local	TEA	FEDERAL	TEA21
TFCA-AB	Transportation Fund for Clean Air - Air Board	TFCA	REGIONAL	REGIONAL
TFCA-PM	Transportation Fund for Clean Air - Program Manager	TFCA	REGIONAL	REGIONAL
TIFIA-DS-SF	Transportation Infrastructure Finance and Innovation Act of 1998 - Debt Service - San Francisco County	TIFIA-DS	LOCAL	LOCAL
TIFIA-T3-SF	Transportation Infrastructure Finance and Innovation Act of 1998 - SAFETEA-LU - San Francisco County	TIFIA	FEDERAL	SAFETEA-LU
TIGER-ARRA	Transportation Investment Generating Economic Recovery - ARRA - Federal DOT Discretionary	TIGER	FEDERAL	ARRA
TIGERII-T4-10-FED-DISC	Transportation Investment Generating Economic Recovery II - SAFETEA-LU Extension - 2010 - Federal Discretionary	TIGERII	FEDERAL	SAFETEA-LU Extension
TIGGER2-T4-10-FED-DISC	Transit Investments for Greenhouse Gas and Energy Reduction 2 - SAFETEA-LU Extension - 2010 - Federal Discretionary	TIGGER2	FEDERAL	SAFETEA-LU Extension
TIGGER-ARRA	Transit Investments for Greenhouse Gas and Energy Reduction - ARRA - FTA Discretionary	TIGGER	FEDERAL	ARRA
TOLLS-EXPRESS-REG	Regional Express Lane Toll funds	TOLLS	REGIONAL	REGIONAL
TOLLS-GGB	Golden Gate Bridge Toll funds	TOLLS	LOCAL	LOCAL
TSM	Traffic System Management	TSM	STATE	STATE
USC 206 - REC TRAILS	Recreational Trails Program	OTHER FEDERAL	FEDERAL	SAFETEA-LU Extension
USC 206 - REC TRAILS	Recreational Trails Program	OTHER FEDERAL	FEDERAL	MAP21
VPPP-T3	Value Pricing Pilot Program - SAFETEA-LU	VPPP	FEDERAL	SAFETEA-LU
VRF-CO-ALA	Vehicle Registration Fee - Alameda County	VRF	LOCAL	LOCAL
VRF-CO-SF	Vehicle Registration Fee - San Francisco County	VRF	LOCAL	LOCAL
XGEN	Local General Fund Transfer	XGEN	LOCAL	LOCAL
XTRAN	Local Transportation Sales Tax Transfer	XTRAN	LOCAL	LOCAL

APPENDIX A – 59

2017 TIP Detail

Financial Plan

Plan Bay Area Chapter 4: Investments

Plus Supplementary Reports

- Final Financial Assumptions, July 2013
- Final Local Street and Road Needs and Revenue Assessment, July 2013
- Final Transit Operating and Capital Needs and Revenue Assessment, July 2013



4

Investments



San Francisco-Oakland Bay Bridge, East Span

Barrie Rokeach ©2013

Chapter 4

Investments

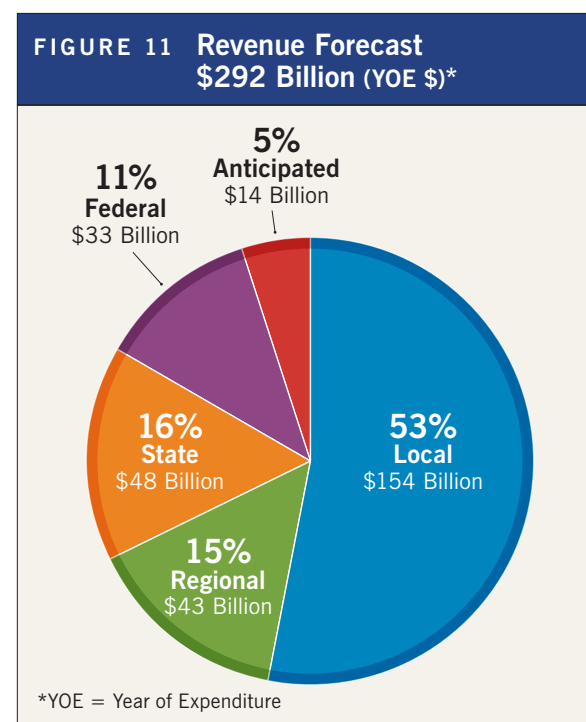
In crafting an investment program for Plan Bay Area, MTC and ABAG had to grapple with a number of important, but often competing, questions.

How to best support the expected growth in jobs and housing over the next quarter-century?
How much do we invest to maintain, expand and improve the efficiency of our regional transportation system, when the needs exceed available revenue? How should we weigh specific project performance characteristics in assembling a package of investments to address the plan's economic, environmental and equity goals?

Plan Bay Area structures an investment plan in a systematic way to support the region's long-term land use strategy, relying on a performance assessment of scenarios and individual projects. The plan makes investments in the region's transportation network that support job growth and new homes in existing communities by focusing the lion's share of investment on maintaining and boosting the efficiency of the existing transit and road system. Plan Bay Area also takes a bold step with strategic investments that provide support for focused growth in Priority Development Areas, including major new transit projects and the OneBayArea Grant program.

Gauging Our Financial Resources

The Plan Bay Area investment strategy is based on an estimate of available funding through 2040. Although the region continues to feel the impact of a slow recovery on revenues for transportation in the short term, total revenues over the 28-year life of the plan are expected to exceed the long-term revenue estimates prepared for the preceding regional transportation plan, Transportation 2035, which was adopted in April 2009 when various transportation revenues were in decline.



For Plan Bay Area, MTC worked with partner agencies and used financial models to forecast how much revenue will be available for transportation purposes over the 28-year duration of the plan. These forecasts are used to plan investments that fit within the “financially constrained” envelope of revenues that are reasonably expected to be available.

Plan Bay Area revenue forecasts total \$292 billion over the 28-year period, reckoned in year of

expenditure (YOE) dollars. As shown in Figure 11, over two-thirds (68 percent) of these funds are from regional and local sources, primarily transit fares, dedicated sales tax programs, and bridge tolls.

Making up the remainder of the pie are state and federal revenues (mainly derived from fuel taxes), and “Anticipated” revenues, which are unspecified revenues that reasonably can be expected to become available within the plan horizon. Although federal and state funding for transportation is critical, it is insufficient to cover growing needs. Annual revenues from local sources dwarf the revenues local jurisdictions receive in state transportation infrastructure funding.

The Great Recession also had a severe impact on the budgets of state and local jurisdictions in California. Bay Area communities seeking to support focused growth and increase the amount of affordable housing were particularly hard hit by the elimination of redevelopment agencies and related funding in 2010. In the Bay Area, these agencies generated \$1 billion annually before they were dissolved by the Legislature and the funding programs eliminated.

Financial Assumptions

The complete financial assumptions and amounts for the financially constrained Plan Bay Area are provided in *Plan Bay Area Financial Assumptions*, listed in Appendix 1. The estimated revenues in Plan Bay Area assume an inflation rate of 2.2 percent and are reported in year of expenditure dollars. Key highlights are as follows:

- The federal highway and transit programs are assumed to continue in their current form and grow at a rate of 3 percent annually. Base year revenue is set at the nationally authorized level for fiscal year (FY) 2009–10, and the Bay Area is projected to receive its historically proportionate share of these programs.
- The state funding sources — primarily fuel tax-based — are assumed to maintain their

structure and distribution formulas over the 28-year period, starting from FY 2009–10 base levels. Assumptions concerning fuel price and consumption growth assume that state gasoline consumption will decline at an increasing rate until 2020 and then grow slowly at a constant long-term rate. For the 2006 voter-approved Proposition 1B, the revenue forecast includes the Bay Area’s remaining share beyond FY 2011–12.

- Regional bridge toll revenues are based on projected travel demand on the region’s seven state-owned toll bridges. Further, it was assumed that in FY 2018–19, there would be a \$1 increase in the non-carpool vehicle toll on all state-owned bridges. The Regional Express Lane Network revenues included in the financially constrained plan represent projected gross toll revenue for express lanes including toll revenues from express lanes in Santa Clara County.
- Local revenues, sales taxes such as Transportation Development Act (TDA) and Assembly Bill 1107 (1977) are assumed to grow at rates that take into account demographic and economic factors such as median income, regional employment and population growth.
- County and transit district transportation sales tax revenues in Alameda, Contra Costa, Napa, Marin, San Francisco, San Mateo, Santa Clara and Sonoma counties are based on estimates provided by the respective sales tax authorities in those counties. Measures that are set to expire within the 28-year period are assumed to be renewed and/or augmented.
- Transit operator-specific revenue projections including transit fares, tolls, property and parcel taxes, and other sources have been provided by the respective operators. Projections of local streets and roads revenue are based on information provided to MTC by local agencies.
- Revenues forecasted to become available for high-speed rail include approximately \$1.5



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billion from California’s Proposition 1A (2008), the Safe, Reliable High-Speed Passenger Train Bond Act. It was also assumed that the region would receive 12.5 percent, or \$1.5 billion, of federal revenues that are expected to become available to finance the project.

- Plan Bay Area assumes \$3.1 billion dollars in Cap and Trade revenue. These funds represent the Bay Area’s share of funds that are expected to be administered by the state’s metropolitan planning organizations.
- The inclusion of “Anticipated” revenues in the financially constrained plan strikes a balance between the past practice of only including specific revenue sources currently in existence or statutorily authorized, and the more flexible federal requirement of revenues that are “reasonably expected to be available” within the plan period.

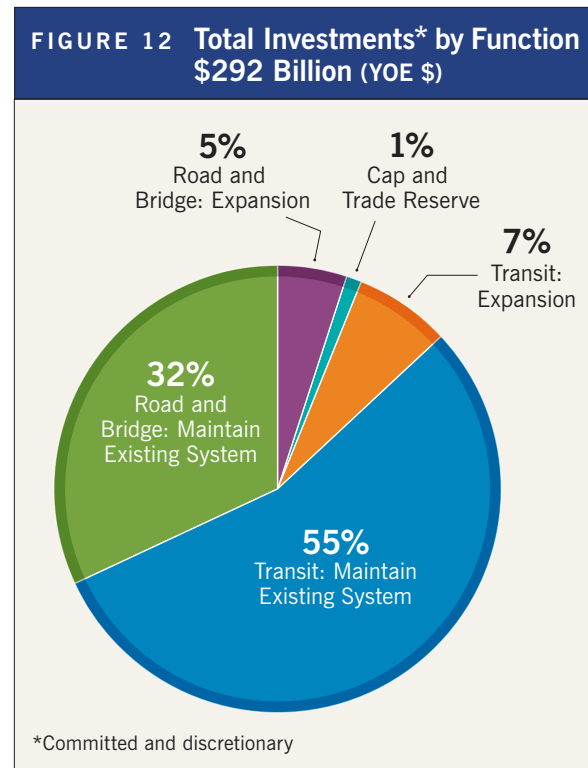
MTC performed a retrospective analysis of projections for previous long-range plans, including a review of unexpected revenues that had come to the region but had not been anticipated or included in those projections. Over a 15-year analysis period, the San Francisco Bay Area received an annualized amount of roughly \$400 million (in 2011 dollars) from these “unanticipated” fund sources. MTC generated an estimate of these anticipated revenues by projecting the \$400 million figure forward at a 3 percent annual growth rate. These revenues are not assumed in the first five years of the plan.

Plan Bay Area Investments—Committed and Discretionary Funds

Revenues for Plan Bay Area are either committed to existing purposes or considered discretionary and available for new projects and programs. Committed funds may be designated by law for a specific purpose or are reserved by action of a governing board (such as MTC, a transit agency, a congestion management agency, etc.). Discretionary revenues are those that are available for assignment to projects or programs through the plan. In spring 2011, MTC determined that if any transportation project/program met one of the following criteria, the project would be considered “Committed” for Plan Bay Area (consistent with Senate Bill 375):

- Project is under construction with a full funding plan, or a regional program that is currently under contract.
- Project is funded with dollars designated by statute for a specific purpose, or dollars are locally generated and locally administered.

Additional funding was deemed committed to transit operating and maintenance in Spring 2012. Based on these conditions, \$60 billion of the \$292 billion



in total revenue forecasted for Plan Bay Area is available for discretionary investments.

As summarized in Table 17, the investment strategy totals \$292 billion in committed and discretionary funds. This combined investment strategy focuses 87 percent of the funding over the life of the plan on taking care of our existing transportation system. (See Figure 12.) The remaining 13 percent funds key transit and road expansion projects. Bicycle and

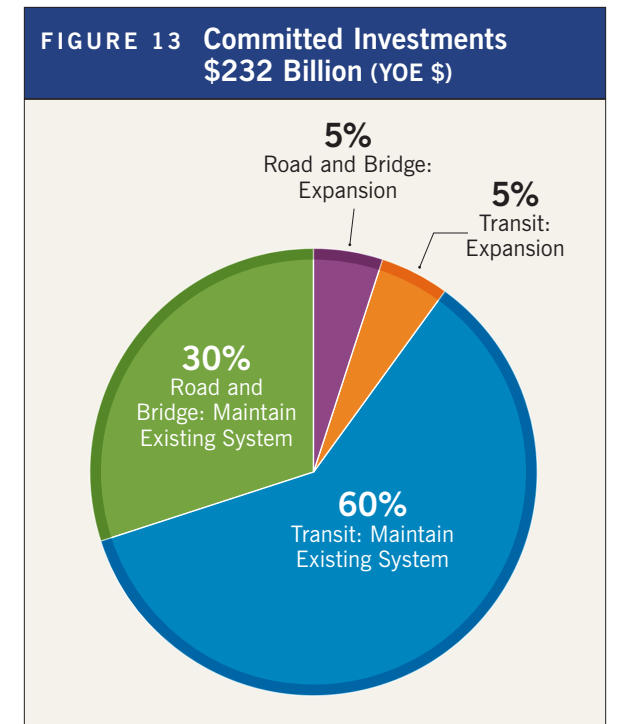
Function	Committed	Discretionary	Total
Transit: Maintain Existing System	\$139	\$20	\$159
Road and Bridge: Maintain Existing System	\$69	\$25	\$94
Transit: Expansion	\$13	\$8	\$21
Road and Bridge: Expansion	\$11	\$4	\$15
Cap and Trade Reserve	\$0	\$3	\$3
Total	\$232	\$60	\$292

pedestrian projects and programs are included with road maintenance and expansion due to the region’s policies to ensure roads are built or modified to be accessible for all users, so-called “complete streets.”

Committed Revenues

Seventy-nine percent (\$232 billion) of all the revenues forecast for Plan Bay Area are deemed “Committed.” Examples of committed funds include existing sales tax measure revenues, which have been assigned through a voter-approved expenditure plan, and State Transportation Improvement Program (STIP) funds that have already been designated for specific projects by the California Transportation Commission. Figure 13 provides a breakdown by functional category of how committed funds will be expended over the course of the plan.

Funding for “Committed” projects is included in Plan Bay Area in order to provide a complete picture of the regional investments and so that these critical efforts can continue to advance. Included in this group are several large projects that are under construction, such as the new eastern span of the San Francisco-Oakland Bay Bridge; the Bay Area Rapid Transit (BART) extensions to Warm



Springs and Eastern Contra Costa County (eBART); the BART Airport Connector to Oakland International Airport; the San Francisco Municipal Railway Central Subway; the Sonoma-Marín Area Rail Transit (SMART) Initial Operating Segment from Santa Rosa to San Rafael; and the Caldecott Tunnel Fourth Bore project.



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The allocation of committed funds supports growth in our established rural, suburban and urban communities by directing 90 percent of these funds to the region's existing transit and road systems as shown in Figure 13. These investments, totaling more than \$200 billion of the committed funds, ensure that the buses and trains can serve today's and tomorrow's passengers, and that our roads and sidewalks can carry current and future residents on their way to work or school. More detailed information on the committed investments can be found in the Online Project Database, listed in Appendix 1.

Discretionary Revenues

The 21 percent of Plan Bay Area revenues that are discretionary (\$60 billion) are assigned to projects or programs to support the plan's land use and transportation investment strategy. While the funds may be discretionary in that they have not yet been assigned to a project or program, they may be subject to rules associated with how they can be spent. For example, federal New Starts funds are discretionary because they have not been assigned to a particular project; however, those funds can only be used for new transit projects. Surface

Transportation Program funds can be used across different modes of transportation, but they can only be used for capital improvements and not for operating purposes. Figure 14 provides a breakdown by functional category of how discretionary revenues will be invested through Plan Bay Area.

Cap and Trade Revenues

This investment strategy is complemented by a \$3.1 billion dollar reserve from future Cap and Trade funding included in the plan. The expected eligible uses include but are not limited to transit operating and capital rehabilitation/replacement, local street and road rehabilitation, goods movement, and transit-oriented affordable housing — consistent with the focused land use strategy outlined in Plan Bay Area. The share of funds reserved for these purposes, the specific project sponsors and investment requirements will be subject to further deliberation with partner agencies and public input following adoption of Plan Bay Area.

Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process. That process will specifically ensure that at least 25 percent of these revenues will be spent to benefit disadvantaged communities in the Bay Area, and to achieve the goals of Plan Bay Area.

Investment Strategies

The discretionary funds provide the opportunity to address six key investment strategies to support both the future land use pattern outlined in the previous chapter and the performance targets adopted for the plan as discussed in Chapter 1. The following section details the region's six primary investment strategies to address the key issues identified during the Plan Bay Area process.

At the end of this chapter, key road and transit projects are highlighted in a series of maps. Additional detail on the proposed Plan Bay Area-funded projects and programs is available in the Online Project Database, listed in Appendix 1.



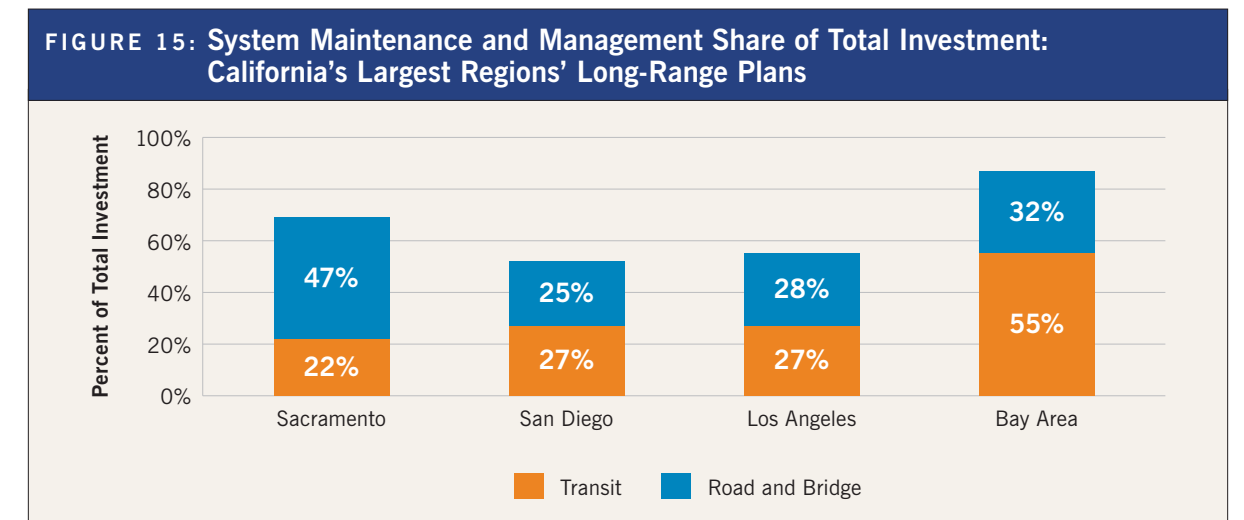
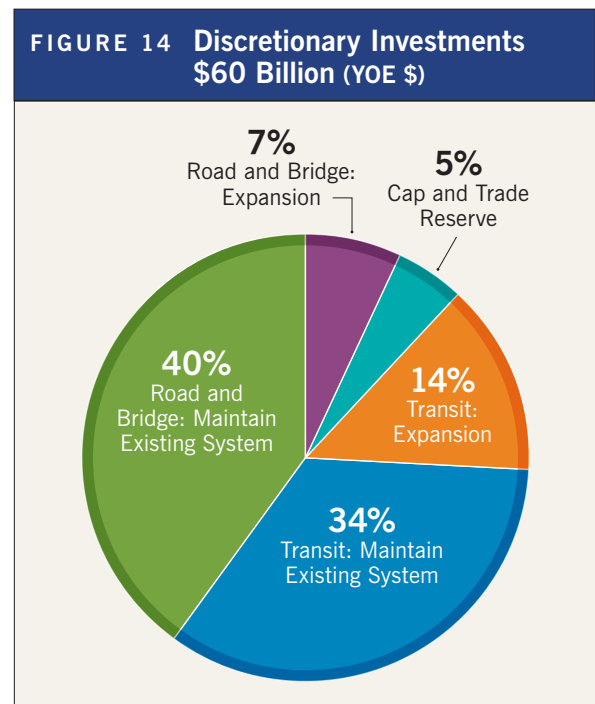
Noah Berger

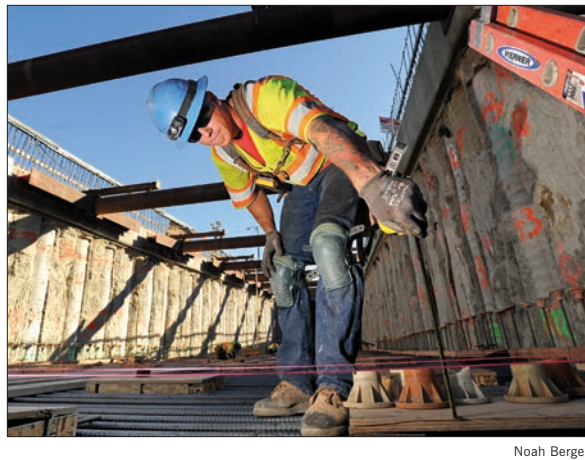
Investment Strategy 1 Maintain the Existing Transportation System

Plan Bay Area continues to support the “fix it first” emphasis from 2009's Transportation 2035 Plan to ensure that the region directs a majority of funding to maintain existing transportation assets, while also supporting focused growth in areas served by the transportation system over the life of the plan. A well-maintained multimodal transportation system is fundamental to the success of the more compact

future land use outlined in Chapter 3. Plan Bay Area fully funds operating needs for existing transit services and timely transit vehicle replacement while funding 76 percent of remaining high-priority transit capital needs. Furthermore, this investment strategy invests scarce resources in state bridge rehabilitation and retrofit.

Plan Bay Area dedicates 87 percent of all available funds to keeping the current transportation network in working order as shown in Figure 12. Roughly three-quarters of the draft plan's discretionary funds and 90 percent of the committed funds are dedicated to funding transit operations, maintaining transit





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capital assets, repairing and replacing bridges, and maintaining complete streets. This includes complementary funding in the OneBayArea Grant investment strategy (see page 77) and County Investment Priorities strategy (see page 86).

Plan Bay Area makes a greater financial commitment to system maintenance and management than do the plans of California's other large metropolitan regions. Approximately 87 percent of total Plan Bay Area funding goes toward sustaining the existing system, while other metropolitan regions in the state dedicate substantially smaller shares of funding for this purpose (see Figure 15). There are several reasons for the difference in priorities:

- The Bay Area has some of the oldest transportation systems in the state (and even in the country) — and old infrastructure requires more funding to maintain, renovate and replace than newer systems. San Francisco's Municipal Railroad recently celebrated its 100th anniversary, and BART operates the oldest railcar fleet in the country.

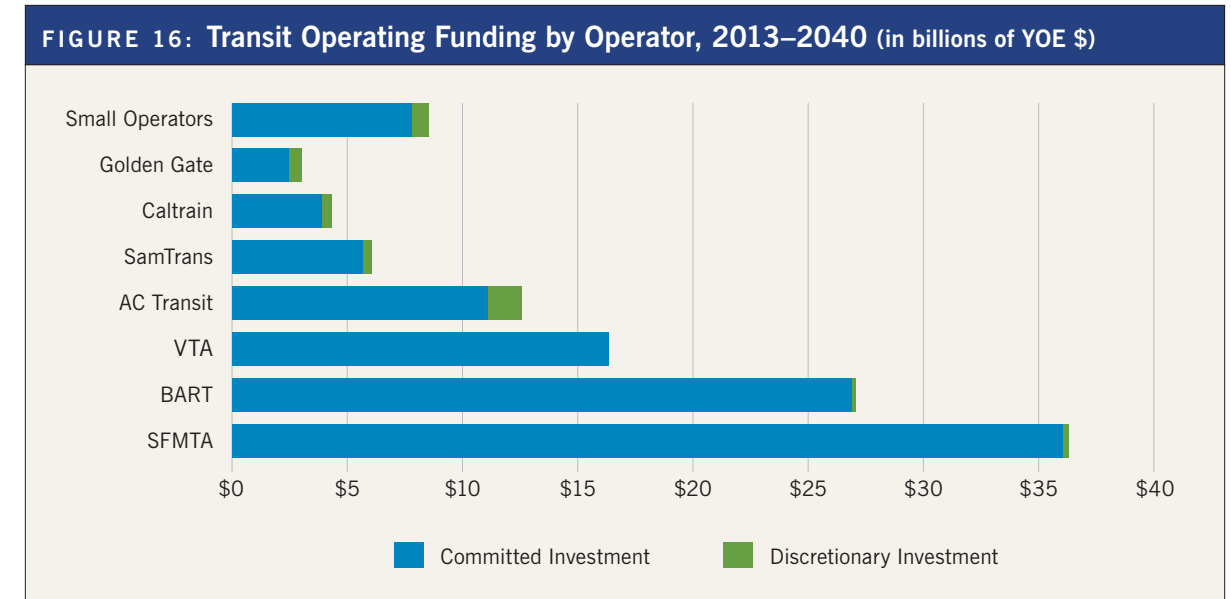
- Our region's greater reliance on rail services results in higher costs to maintain these capital-intensive modes. Plan Bay Area includes nearly \$3 billion for replacing BART's and Caltrain's aging fleets over the next decade.
- The Bay Area is relatively built-out compared to other newer, faster-growing urban areas, and our transportation system is correspondingly more fully developed. That means there is relatively less need to invest in new highways and transit lines, and relatively more existing infrastructure to maintain here than in other areas. Even so, all four of California's major metropolitan areas devote more than 50 percent of their future transportation budgets to upkeep of their current road and transit networks.

Investment in the Transit System

Operating and Maintaining Transit: A Key Challenge

Buses, trains, ferries, light-rail vehicles, cable cars and streetcars not only provide mobility for people without cars — including those who are low-income, elderly, disabled or too young to drive — they also provide a viable alternative to driving for hundreds of thousands of area residents who do own cars. By reducing the number of vehicles on the roads, public transit helps to fight congestion and curb greenhouse gas emissions. It is also the essential transportation complement to Plan Bay Area's distribution of housing and employment in key locations throughout the region.

	Total Need 2013–2040	Committed Investment	Discretionary Investment	Remaining Need
Transit Operations	\$114	\$110	\$4	\$0
Transit Capital	\$47	\$21	\$9	\$17
Total	\$161	\$131	\$13	\$17



Yet despite the importance of transit to the Bay Area and its economy, maintaining and sustaining the network is an ongoing challenge. The cost of buying the fuel and paying the drivers, mechanics, dispatchers and other workers needed to operate a transit system — and paying for the replacement of buses, train cars, tracks, fare machines and other capital equipment — can outpace available funds. Delayed maintenance of the transit system leads to even costlier rehabilitation down the road. Plan Bay Area thus places a high priority on funding for transit operations and equipment.

Over the next 28 years, operating and capital replacement costs for Bay Area transit providers are projected to total \$161 billion. This includes \$114 billion in operating costs plus \$47 billion for capital replacement to achieve an optimal state of repair. Committed revenues over the same period are expected to total only \$131 billion (\$110 billion for operations and \$21 billion for capital). The result is \$30 billion in initial unfunded needs, approximately \$26 billion of which is needed to bring our capital assets up to an optimal state of repair.

To address transit operating and capital needs, Plan Bay Area invests a total of \$13 billion in discretionary revenues. This includes more than \$2 billion in

discretionary revenue plus almost \$2 billion in revenues that are expected to come from a future extension of the transportation sales tax in Alameda County to eliminate the \$4 billion forecasted operating shortfall over the plan period. Another \$9 billion in discretionary revenue will be invested in transit capital, leaving unfunded capital needs of \$17 billion to achieve a state of optimal repair that the region must take into account when pursuing new funding resources, as discussed in Chapter 6.

As illustrated in Figure 16, some transit agencies have operating needs that exceed the forecasted level of committed revenue — such as AC Transit, Golden Gate Transit, SamTrans, Caltrain and the small operators. The variability of the operating needs across the region results from the uniqueness of each system's forecasted cost growth and revenue availability. For example, on the revenue side, some transit operators have access to permanent sales taxes or are supported by general fund contributions, while others are not and are more reliant on fare revenues. As part of the investment strategy, MTC shored up the operating funding plan so that operations for existing services for all transit operators are fully funded through committed and discretionary revenues over the plan period.

Transit Sustainability Project Helps Bend Operating Cost Curve

The region's operating cost projections assume a continuation of existing levels of service and also take into account the increased operating costs associated with committed transit expansion projects. Plan Bay Area reflects the recommendations of MTC's Transit Sustainability Project (TSP), a series of actions to complement recent individual transit agency efforts to control costs, improve service and attract new riders. By establishing performance metrics and targets, new investment and incentive programs, and additional focused efforts related to cost, service and institutional arrangements, the recommendations set a course toward a more sustainable transit system. The operating cost projections associated with implementing the Transit Sustainability Project recommendations assume a five percent drop in operating costs by 2018, then indexing those costs to inflation. Over the life of the plan, this results in billions of dollars of savings.

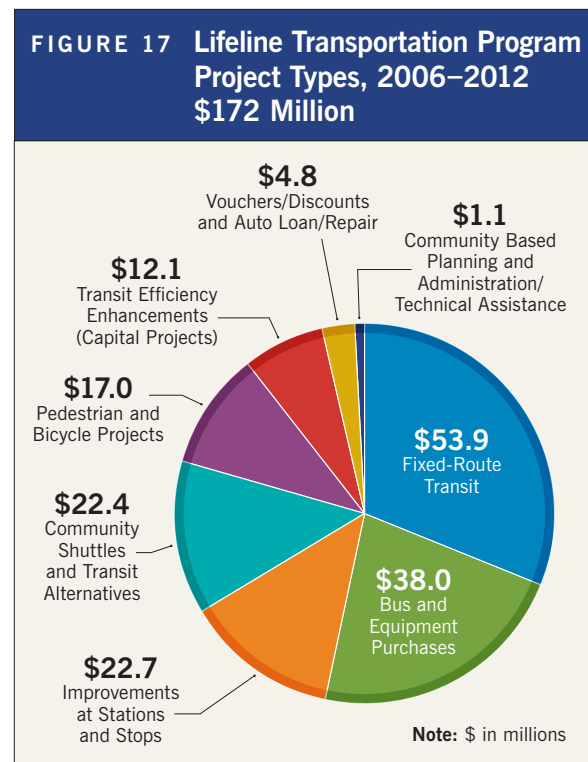
More information on the TSP can be found in Investment Strategy 4, "Boost Freeway and Transit Efficiency."

Lifeline Transportation Program Improves Mobility and Accessibility

Plan Bay Area reaffirms the importance of addressing the mobility and accessibility needs of seniors, persons with disabilities, and residents in low-income



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communities throughout the region. The plan adds approximately \$800 million in discretionary funding for MTC's Lifeline Transportation Program over the 28-year period of the plan. In addition to continuing the types of projects that are currently being funded, an area of possible focus for the future is "mobility management," a strategic approach to connecting people to transportation resources within a community including services provided by human services agencies and other community sponsors. This strategy is especially key to the region's ability to address growth in the Bay Area's senior population and persons with disabilities. Through partnerships with many transportation service providers, mobility management enables communities to monitor transportation needs and links individuals to travel options that meet their specific needs, are appropriate for their situation and trip, and are cost efficient. The Lifeline program, which implements locally crafted Community Based Transportation Plans funded by MTC, has already invested over \$170 million in a diverse mix of projects to support high-need travelers. (See Figure 17.) In addition to

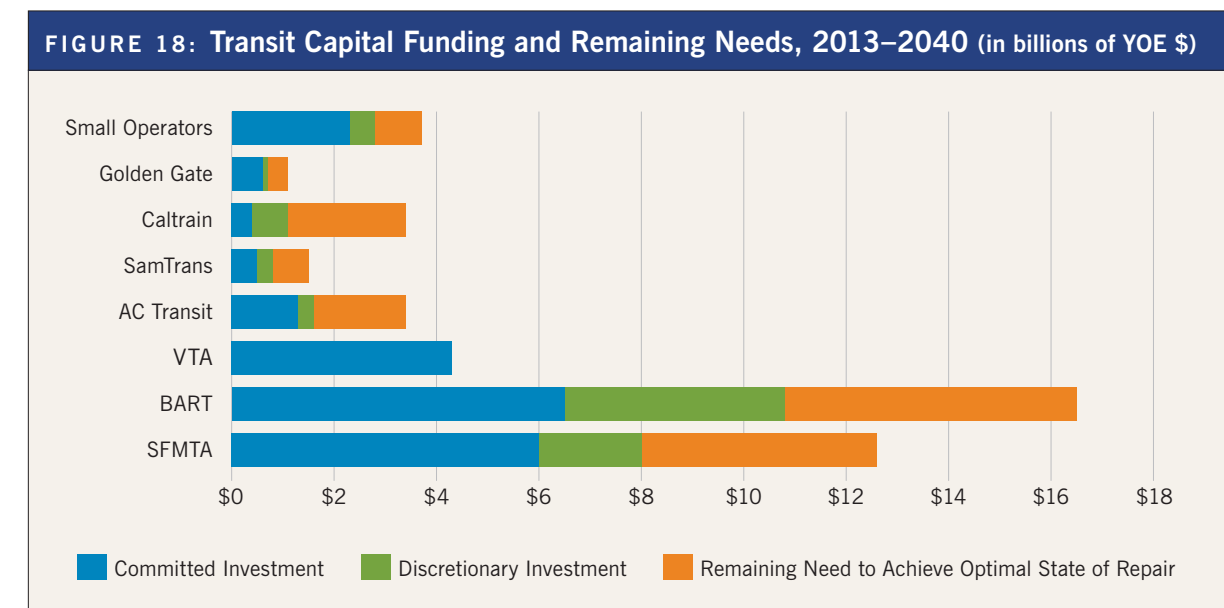
mobility management projects, Lifeline has invested in additional fixed-route transit, shuttles, and non-motorized safety and access improvements.

Transit Capital Replacement and Rehabilitation: A Big Hole to Fill

On the capital side, Plan Bay Area assures that all vehicles are replaced at the end of their useful lives and receive all required rehabilitation on schedule, though large capital needs remain for other assets such as maintenance facilities and station upgrades to ensure the long-term health of the region's transit operations. (See Figure 18.) In particular, a robust and efficient public transit network, anchored by expanded local service, is a linchpin of Plan Bay Area's land use strategy to promote future development around existing and planned transit nodes. The plan falls short in achieving two voluntary performance targets that are key indicators of a sustainable transit system: fully funded maintenance and state of good repair of existing capital assets; and transit operating funding necessary to meet the projected growth in non-auto mode share to 26 percent of all trips.

Consistent with MTC's Transit Capital Priorities Policy, high-priority transit capital investments include revenue vehicles (buses, railcars and ferries) — which are Plan Bay Area's first priority for transit capital funds — as well as "fixed guideway" infrastructure (track, bridges, tunnels and power systems) and communications equipment to ensure the safe, reliable, and timely delivery of transit service throughout the region.

Nearly \$20 billion of the projected transit capital replacement and rehabilitation needs of the Bay Area's transit systems through 2040 are unfunded under the plan. Plan Bay Area will dedicate a significant portion of the revenue generated from Cap and Trade to these unmet transit needs. In addition, promptly after adoption of the plan, MTC will work with the region's operators and other stakeholders to develop a plan to address the gap in funding for transit capital replacement and rehabilitation needs, and to expand the funding available to support future increases in transit service.



Plan Bay Area’s total capital investment of \$30 billion in committed and discretionary revenues will be sufficient to fund all revenue vehicle replacements and 76 percent of fixed guideway and other high-priority needs, a substantial improvement over the 60 percent funded in the Transportation 2035 Plan. Chapter 6 outlines priorities for the region to cover the remaining capital needs, totaling \$17 billion, to achieve our performance target.

Investment in Local Streets and Roads

A critical component of the OneBayArea Grant (OBAG) investment strategy discussed later in this chapter is the investment of discretionary funds for the purpose of preserving the existing local street and road network. While congestion management agencies have the flexibility to spend their OBAG county shares on any eligible OBAG programs, Plan Bay Area provides sufficient funding within the program to reaffirm the commitment to maintain the region’s pavement conditions at existing levels.

The 42,000 lane-miles of local streets and roads interconnect in a way that knits the region together, and they form the foundation of the region’s transportation system. They are the conduits to the highways, ports and farmlands that are vital to the economic vitality and sustainability of the San Francisco Bay Area. All trips begin and end on a local street and road, and all modes of surface travel rely on the local street and road infrastructure. In addition to pavement, the local street and road system includes all of the safety and accessibility infrastructure that makes a functioning network possible — sidewalks, curbs and gutters, storm drains, signs and signals, and so forth.

The typical life cycle of a pavement is about 20 years. Over the first three-quarters of its life, the pavement will deteriorate slowly, resulting in a 40 percent drop in condition. Past that point, pavement will begin to deteriorate rapidly. It costs five to ten times more to rehabilitate or reconstruct a roadway that has been allowed to deteriorate, than it costs to



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maintain that roadway in good condition. Through the OneBayArea Grant program, Plan Bay Area invests \$10 billion in discretionary funding to maintain the region’s existing pavement condition, currently at a regional average of 66 on a pavement condition index (PCI) scale of 0 to 100. Even with an infusion of discretionary funds, sizable funding gaps remain in each county to bring pavement up to a state of good repair, as shown in Figure 19.

The total amount of funding needed for the Bay Area to achieve a PCI of 75 (the plan’s adopted performance target, as discussed in Chapter 5) over the Plan Bay Area period is \$45 billion. Committed revenues over the same period of time are expected to cover \$15 billion, or about one-third of the need. Add in the \$10 billion in discretionary funds, and the region still falls \$20 billion short of the revenue needed to achieve the plan’s performance target, with the biggest shortfalls occurring in the region’s largest counties, as shown in Figure 19. Chapter 6 discusses ways to pursue the revenues that will allow the region to meet its targets for roadway preservation.

Funding Active Transportation

Plan Bay Area makes a significant commitment to increase the convenience and safety of walking and bicycling by delivering complete streets for all

users. State Transportation Development Act (TDA) and local sales tax funds committed to bicycle and pedestrian improvements total \$4.6 billion during the plan period. In addition, the OneBayArea Grant program discussed in the next section includes \$14.6 billion over the life of the plan. These funds may be used for complete streets projects, including stand-alone bicycle and pedestrian paths, bicycle lanes, pedestrian bulb-outs, lighting, new sidewalks, and Safe Routes to Transit and Safe Routes to Schools projects that will improve bicycle and pedestrian safety and travel.

Investment in State Bridges

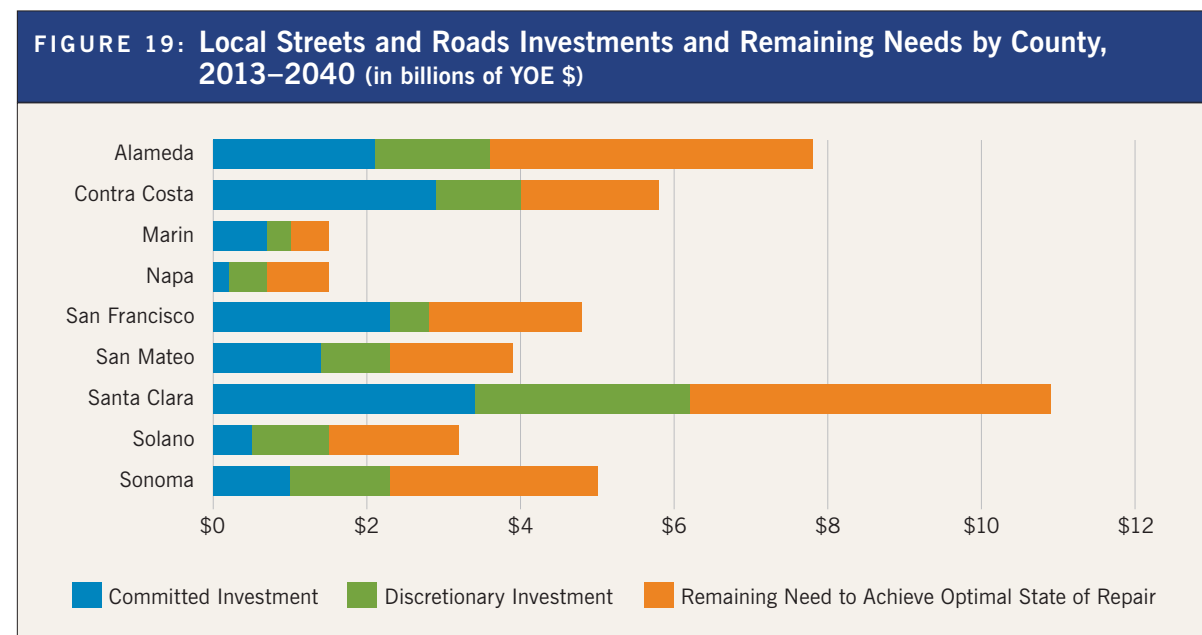
The bridges that span San Francisco Bay are critical transportation links for the region. It is vital to the economic health of the region and quality of life of its residents that these essential structures be kept in a state of good repair. Currently, existing toll revenues are used to strengthen, reinforce and maintain bridge structures and roadways on all of the seven state-owned Bay Area bridges; this includes replacing the eastern span of the San Francisco-Oakland Bay Bridge.

Plan Bay Area assumes a single one-dollar toll increase on all state-owned bridges, beginning in the year 2019. These new bridge tolls are considered a source of regional discretionary funds and total \$2.7 billion over the course of the plan.

Due to the important role that our toll bridges play in the ability of the region’s transportation network to function smoothly, Plan Bay Area assumes that approximately \$1 billion, or about one third of the \$2.7 billion in estimated new bridge toll funds, will be needed for additional maintenance or unforeseen repairs to the Bay Area’s bridges.

Investment in State Highways

California’s 50,000 lane-mile state highway system is an essential contributor to the state’s economic vitality, linking people and goods with intermodal



“MTC’s new OneBayArea Grant program is an innovative way to use transportation funding to promote coordinated and environmentally responsible regional planning for jobs and housing. All Californians will benefit from such efforts to put SB 375’s sustainability principles into practice.”

— Senator Darrell Steinberg, *President Pro Tempore, California Senate*

transportation facilities, growing metropolitan centers, and major international airports and ports. The value of this important transportation resource is reckoned at more than \$300 billion. Of the total mileage, 6,500 lane-miles are within the nine-county Bay Area, giving residents a network of interstate, freeway, highway and arterial routes maintained and managed by Caltrans. These lane-miles carry more than one-third of our region’s vehicle miles traveled.

State law requires Caltrans to prepare a 10-year plan for the State Highway Operation and Protection Program (SHOPP). The SHOPP identifies the various needs for all state-owned highways and bridges. Bay Area highway maintenance needs over the 28-year life of this plan are forecasted to total about \$22 billion. Projected revenues over the same period are expected to cover only \$14 billion. Plan Bay Area has not yet identified any new funding sources for the \$8 billion in unfunded needs, despite its heavy emphasis on maintaining our current transportation system. The magnitude of the Bay Area’s highway rehabilitation needs and lack of available funding suggests that maintenance will have to be delayed or deferred on some highways. New state funding, as discussed later in Chapter 6, will need to be secured in order to ensure the long-term health of today’s system.

Investment Strategy 2 Support Focused Growth

To encourage more development near high-quality transit and reward jurisdictions that produce housing and jobs, Plan Bay Area proposes to target transportation investments in Priority Development Areas (PDAs), support planning efforts for transit-oriented development in PDAs, and support Priority Conservation Areas.

In May 2012, MTC approved a new funding approach that directs specific federal funds to support more focused growth in the Bay Area. The OneBayArea Grant (OBAG) program commits \$320 million over the next four years (\$14.6 billion over the life of the plan), from federal surface transportation legislation currently known as MAP-21 (Moving Ahead for Progress in the 21st Century). OBAG is designed to support jurisdictions that focus housing growth in Priority Development Areas through their planning and zoning policies, and the production of housing units. Specifically the program rewards jurisdictions that accept housing allocations through the

Regional Housing Need Allocation (RHNA) process. The distribution of OBAG funds to counties is based on the following factors: population, past housing production and future housing commitments, and efforts to produce low-income housing.

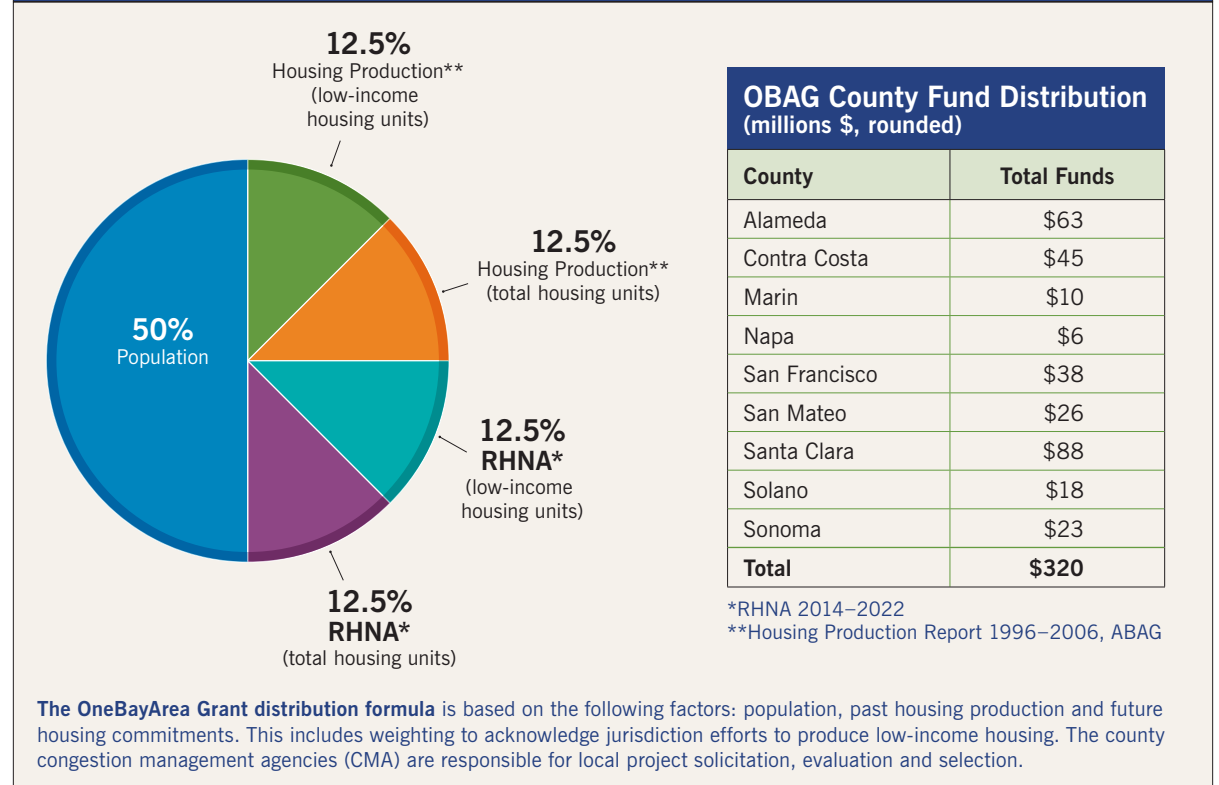
Focus on Priority Development Areas

As outlined in Chapter 3, Priority Development Areas (PDAs) are transit-oriented, infill development opportunity areas within existing communities that are expected to host the majority of future development. The OBAG program allows communities flexibility to invest in transportation infrastructure that supports infill development by providing funding for bicycle and pedestrian improvements, local street repair, and planning activities, while also providing specific funding opportunities for Safe Routes to Schools

projects and Priority Conservation Areas. By promoting transportation investments in PDAs, the OBAG program supports the Sustainable Communities Strategy for the Bay Area.

Per OBAG requirements, congestion management agencies (CMAs) will develop a PDA Investment and Growth Strategy for their respective counties; this will be used to guide future transportation investments that are supportive of PDA-focused development. The growth strategy also will consider strategies and plans to increase the production of affordable housing in PDAs, as well as ways to preserve existing affordable housing opportunities. The CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco and Santa Clara) must direct at least 70 percent of their OBAG investments to the PDAs. For North Bay counties (Marin, Napa, Solano and Sonoma) the requirement is 50 percent.

FIGURE 20: OneBayArea Grant Distribution Formula: FY 2012–13 through FY 2015–16





Renee Goodard

A project lying outside the limits of a PDA may count toward the minimum provided that it directly connects to or provides proximate access to a PDA. A zoomable map of PDAs in the Bay Area is available at <http://geocommons.com/maps/141979>. The counties are expected to conduct an open decision process to justify projects that geographically fall outside of a PDA but are considered directly connected to (or provide proximate access to) a PDA.

To complement these locally administered funds, OBAG also directs additional funds to support the region's Priority Conservation Areas and Priority Development Areas. The first round of OBAG funding directs an additional \$10 million to the Bay Area's Transit Oriented Affordable Housing (TOAH) Fund. These funds will see TOAH grow from a \$50 million pool today to at least a \$90 million pool by 2014. TOAH will help finance affordable housing projects in transit-rich locations and target neighborhood-stabilization investments, including housing acquisition and rehabilitation, small-site acquisition and land banking in the region's PDAs. OBAG also includes \$30 million for the PDA Planning Program to assist cities and counties planning for employment and housing growth in their city centers and transit-served corridors. In addition, these funds will continue to facilitate the entitlement of affordable housing. Finally, the first

round of OBAG commits \$10 million to support the Priority Conservation Areas with funding for planning, farm-to-market projects, and to support strategic partnerships that seek to purchase conservation lands for long-term protection and use by Bay Area residents.

The OneBayArea Grant Program will provide a solid platform to advance Priority Development Areas as walkable, amenity-rich "complete communities," and to protect our Priority Conservation Areas for future generations. However, as outlined in Chapter 6, realizing the plan's full potential will require a concerted, collaborative effort on the part of federal and state agencies.

Performance and Accountability Policies

In addition to providing funding to support Priority Development Areas, OBAG requires each jurisdiction to adopt policies to support complete streets and planning and zoning policies that are adequate to provide housing at various income levels, as required by the Regional Housing Need Allocation (RHNA) process. These requirements must be met before a jurisdiction is eligible for OBAG funding:

- **Complete Streets Policy Resolution:** In addition to meeting MTC's 2005 complete streets requirements, a jurisdiction will now need to adopt a complete streets resolution. A jurisdiction can also meet this requirement by having a general plan that complies with the California Complete Streets Act of 2008. All jurisdictions seeking future rounds of OBAG funding will be required to have the updated general plan language adopted.
- **RHNA-Compliant General Plan:** A jurisdiction is required to have its general plan housing element adopted and certified by the State Department of Housing and Community Development (HCD) to be eligible for OBAG funding.

Investment Strategy 3 Build Next-Generation Transit

As discussed in Chapter 5, Plan Bay Area relied on a transportation Project Performance Assessment, which, together with public involvement, helped identify priorities for the next generation

of transit investments. These include improvements to the region's core transit systems, new bus rapid transit lines in San Francisco and Oakland, rail extensions that support and rely on high levels of future housing and employment growth, and an early investment strategy for high-speed rail in the Peninsula corridor. MTC's Resolution 3434, a 2001 framework that identified regional priorities for transit expansion projects, has served the region well.

TABLE 19: MTC Resolution 3434 Project Status

Project	Project Cost* (in millions of YOE \$)	Status
Caltrain Express: Baby Bullet	\$128	Open for Service
Regional Express Bus	102	
BART to Warm Springs	890	In Construction
East Contra Costa BART Extension (eBART)	493	
Transbay Transit Center: Phase 1	1,589	
BART/Oakland Airport Connector	484	
Sonoma-Marin Rail Initial Operating Segment	360	
Expanded Ferry Service to South San Francisco (Berkeley, Alameda/Oakland/Harbor Bay, Hercules and Richmond, and other improvements)	180	
MUNI Third Street Light Rail Transit Project – Central Subway	1,578	
BART: Warm Springs to Berryessa	2,330	Environmental Docs Approved
BART: Berryessa to San Jose/Santa Clara	3,962	
Transbay Transit Center/Caltrain Downtown Extension: Phase 2	2,596	
AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit	218	Environmental Docs in Process
Downtown to East Valley; Light Rail & Bus Rapid Transit Phases 1 & 2	559	
Caltrain Electrification	785	
Caltrain Express: Phase 2	427	
Van Ness Avenue Bus Rapid Transit	126	
Tri-Valley Transit Access Improvements to/from BART	168	
AC Transit Enhanced Bus: Grand-MacArthur corridor	41	
Dumbarton Rail	701	
ACE Right-of-Way Acquisition for Service Expansion	150	
Capitol Corridor: Phase 2 Enhancements	254	
Total	\$18,121	

*Full project cost may not be included in Plan Bay Area.

TABLE 20: New Starts and Small Starts – Plan Bay Area “Next Generation” Projects
(in millions of YOE \$)

Project	Cost	Previously Committed Funding	New Starts/ Small Starts	Other Funding from Plan Bay Area
BART: Berryessa to San Jose/ Santa Clara	\$3,962	\$1,355	\$1,100	\$1,507
Transbay Transit Center/Caltrain Downtown Extension: Phase 2	2,596	639	650	1,307
AC Transit Enhanced Bus/BRT: Grand-MacArthur corridor	41	0	30	11
Van Ness Avenue Bus Rapid Transit Project	126	66	30	30
AC Transit Berkeley/Oakland/ San Leandro Bus Rapid Transit	218	179	28	11
New Starts and Small Starts Reserve	660	—	660	—
Total	\$7,603	\$2,239	\$2,498	\$2,866

Roughly half of the projects are in service or under construction. Many of the others are reconfirmed as priorities for continued funding, or are included in the plan for early phases of work as the projects are being developed.

Resolution 3434 established the region’s priority projects for federal New Starts and Small Starts funds (see Table 19), creating a unified regional strategy to secure commitments from this highly competitive national funding source. In 2012, the Bay Area secured commitments for nearly \$2 billion in federal funding for its two most recent New Start projects — San Francisco’s Central Subway and the extension of BART to Berryessa in Santa Clara County. These successes pave the way for a new generation of projects that can leverage current and future development patterns to create financially stable transit service in these corridors.

Plan Bay Area assumes that the region can attract approximately \$2.5 billion in additional federal New Starts and Small Starts funding through 2040.

Building on the successful delivery of Resolution 3434, and the results of the Performance Assessment and transit-specific project evaluation, Plan Bay Area’s priorities for the next generation of federal New Starts and Small Starts funding include major rail and bus rapid transit (BRT) investments, as summarized in Table 20. Along with identifying these significant future transit investments, Plan Bay Area also retains \$660 million in financial capacity for projects that are in the planning stages. The \$660 million New and Small Starts reserve, or a regional investment equivalent, is proposed to support transit projects that are located in or enhance transit service in the East and North Bay counties, subject to future assessments of feasible alternatives, evaluation for cost-effectiveness, and for performance against MTC’s Transit-Oriented Development Policy.

Reference maps of key local and regional transit projects are included at the end of this chapter.

Investment Strategy 4 Boost Freeway and Transit Efficiency

The Bay Area consistently ranks as one of the most congested metropolitan areas in the nation. In the Texas A&M Transportation Institute’s 2012 Urban Mobility Report (<http://mobility.tamu.edu/ums/report/>), San Francisco Bay Area ranked as the third most congested region in hours of delay caused by congestion. The same report estimated that congestion cost our region’s peak-commute drivers an average of more than \$1,200 per year. A decade or two ago, the response to congestion might have been simply to add additional roadway capacity. With today’s mature system of roadways and increased demands on available financial resources, it is no longer possible to build our way out of congestion. Instead, the region must find ways to operate our existing highway and transit networks more efficiently, and target expansion projects that will provide long-term and sustainable congestion relief.



Bill Hall, Caltrans

Plan Bay Area includes a discretionary funding commitment of \$3.9 billion over the next 28 years to support projects and programs that will boost system efficiency. These include the Freeway Performance Initiative (FPI) and the Transit Performance Initiative (TPI) that aim to use low-cost technology upgrades to dramatically improve the speed and reliability of roadways and transit service. In addition, efforts like San Francisco’s cordon pricing program and the Regional Express Lane Network will leverage revenues generated from pricing to improve the efficiency of the existing system while expanding travel choice.

TABLE 21: Freeway Performance Initiative

Program Elements	Description & Benefits
Ramp Metering	Activate 300 additional ramp-metering locations on freeways.
Intelligent Transportation Systems Infrastructure	Install and maintain traffic cameras, changeable message signs, speed sensors and other related infrastructure to improve travel-time reliability on freeways.
Arterial Operations	Implement traffic signal coordination, transit-priority timing and incident/emergency clearance plans on regionally significant routes.
Incident and Emergency Management	Maintain the Freeway Service Patrol and Call Box programs, and enhance transportation agencies’ and first responders’ capabilities to clear traffic incidents and respond to major emergencies through integrated corridor management.
Traveler Information/511	Collect, consolidate and distribute accurate regional traffic, transit and parking data for trip-planning and real-time traveler information.
Operations & Maintenance	Maintain existing and future arterial and freeway technology improvements.

Freeway Performance Initiative

Plan Bay Area supports MTC's Freeway Performance Initiative (FPI), which is designed to maximize the efficiency and improve the operations and safety of the existing freeway, highway and arterial network.

Owing to investments made through the Transportation 2035 Plan, FPI expanded the number of metered ramps throughout the Bay Area, directly resulting in reduced travel times and improved safety on major freeway corridors while managing the impact on local arterial operations. FPI investments also support the Program for Arterial System Synchronization (PASS), through which an average of 500 traffic signals are re-timed each year to improve coordination across jurisdictions, and provide priority signal timing for transit vehicles.

FPI funding for the Freeway Service Patrol and call boxes has enhanced the region's ability to quickly identify and respond to planned and unplanned freeway incidents. Currently, FSP includes 78 tow trucks that cover 552 miles of Bay Area freeways and respond to an average of 130,000 incidents per year. The 2,200 call boxes in place along the region's freeways and bridges receive an average of 22,000 calls per year.

Plan Bay Area calls for an investment of approximately \$2.7 billion in discretionary regional funds over the next 28 years to implement the FPI.



Noah Berger

Transit Performance Initiative

The Transit Performance Initiative (TPI) makes a regional investment in supportive infrastructure to achieve performance improvements in major transit corridors where current and future land use supports high-quality transit. The TPI also provides incentives to reward agencies that achieve improvements in ridership and service productivity. Plan Bay Area dedicates \$500 million over the plan period to support this initiative, which is expected to result in reduced emissions and vehicle miles traveled, as well as an increase in the non-auto mode share of all trips.

MTC approved the first round of capital investment projects in the spring of 2012, providing over \$27 million to reduce travel times and enhance the passenger experience on major corridors served by AC Transit, San Francisco Municipal Transportation

Agency (SFMTA), and Santa Clara Valley Transportation Authority (VTA). (See Table 22.) These busy routes offer the potential to improve service quality, speed, and reliability, ultimately reducing travel times and increasing ridership.

MTC has also created an incentive program to reward transit agencies that achieve ridership increases and productivity improvements, and will allocate funds on the basis of performance, thereby encouraging all of the region's transit operators to continuously improve their service and attract more riders. In winter 2013, the first round of funding for the TPI Incentive program awarded over \$13 million to eight projects focused on increasing ridership and/or productivity, including youth and low-income pass programs.

Regional Express Lane Network

Express lanes, otherwise known as high-occupancy toll (HOT) lanes, are carpool lanes that give solo drivers the option of paying a fee to use the uncongested carpool lane, while carpools and buses may use the express lane free of charge. Express lanes make better use of carpool lanes that often sit empty while solo drivers are stuck in traffic. Opening up the express lane to solo drivers has been proven effective across the nation in moving cars out of traffic. Fewer cars in general-purpose lanes reduce traffic even for those who do not choose to use the express lane.

Express lane tolls vary based on levels of congestion. They are priced low enough to attract drivers out of slow traffic in the regular lanes, but high enough to ensure a free flow of cars in the express lane at all times. Drivers pay based on distance traveled in the express lane. Tolls are collected through the FasTrak® electronic toll collection system.



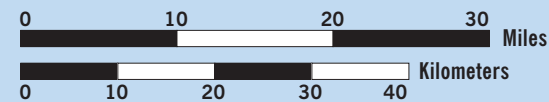
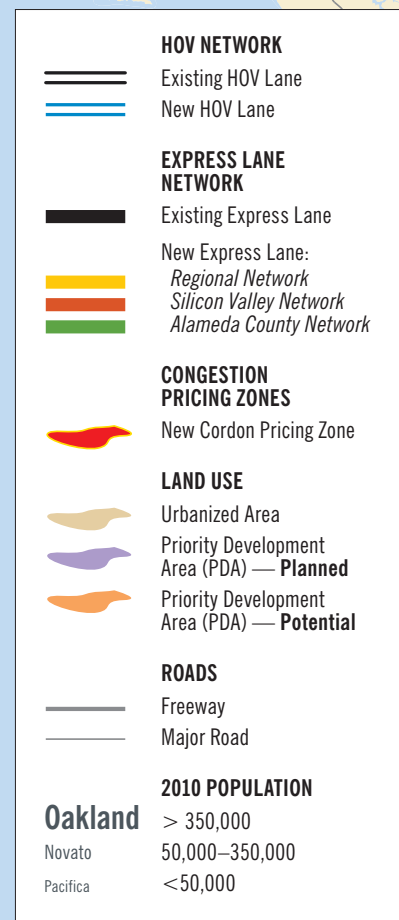
Noah Berger

In October 2011, the California Transportation Commission (CTC) approved MTC's plan to add 270 miles of express lanes on I-80 in Solano, Contra Costa and Alameda counties, I-880 in Alameda County, I-680 in Solano and Contra Costa counties, and the approaches to the Bay Bridge, San Mateo-Hayward Bridge and the Dumbarton Bridge. These will be operated by MTC in tandem with express lanes operated by county agencies on I-580 and I-680 in Alameda County and throughout Santa Clara County to form a seamless system of express lanes throughout the region. Of the proposed network, 150 miles would involve converting existing carpool lanes, or high-occupancy vehicle (HOV) lanes, to express lanes, and 120 miles would involve widening freeways to create new HOV/express lanes in both directions to close gaps in and extend the existing HOV system.

TABLE 22: Transit Performance Initiative Investments – Spring 2012

Sponsor	Project	Investment (millions \$)
AC Transit	Line 51 Corridor Speed Protection and Restoration	\$10.1
SFMTA	Mission Customer First	\$7.0
SFMTA	N-Judah Customer First	\$3.7
SFMTA	Bus Stop Consolidation and Roadway Modifications	\$4.1
VTA	Light Rail Transit Signal Priority Improvements	\$1.6
VTA	Stevens Creek – Limited 323 Transit Signal Priority	\$0.7

MAP 8 Road Pricing Improvements



Map is for general information. For more information on local zoning or designations for a particular site or parcel, please contact your city or county.

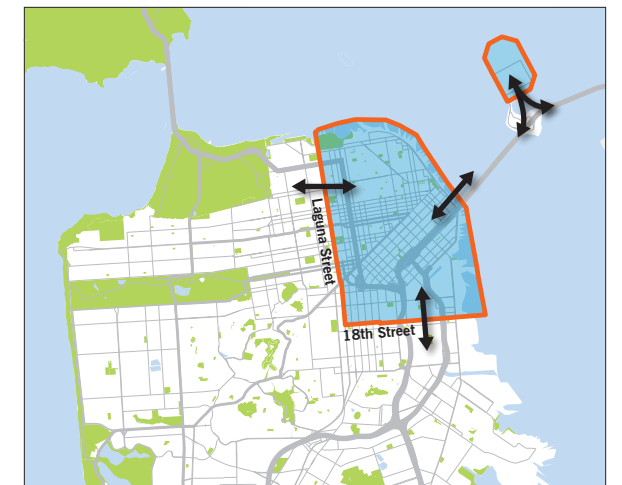
The goals of the Regional Express Lane system remain the same as they were in the Transportation 2035 Plan:

- **Connectivity** – Use express lane toll revenue to close gaps within the HOV lane system and to increase travel-time savings for carpools and buses. Without express lane toll revenue, the region’s HOV system will remain fragmented for the foreseeable future.
- **Efficiency** – Optimize throughput on freeway corridors to better meet current and future traffic demands, using excess capacity in the existing HOV system to reduce travel time for all travelers.
- **Reliability** – Provide a reliable, congestion-free transportation option.

Express lane toll revenue will be used first and foremost to fund the operations and maintenance of the express lanes. Plan Bay Area invests \$600 million in discretionary revenue in order to complete the financing package for construction of the Regional Express Lane Network in Solano, Contra Costa and Alameda counties. Conversions of existing HOV lanes will be built first. Revenues from those early express lanes will be used to bond-finance the gap closures first, and, eventually, the extensions. Express lanes in Santa Clara County will be financed by bonds that are fully supported by committed express lane toll revenue.

All project-level environmental clearances will comply with applicable requirements for environmental justice, and focused outreach will be conducted with low-income communities as part of the express lane network development and implementation. Furthermore, MTC will study the potential benefits and impacts of converting general purpose lanes to express lanes in order to inform implementation of the express lane network.

A map of other critical roadway improvements proposed in the Plan Bay Area investment strategy is included at the end of this chapter.



Proposed congestion pricing locations in downtown San Francisco and Treasure Island.

San Francisco Congestion Pricing

Congestion pricing involves charging drivers a fee to drive in congested areas, and using the revenue generated to fund transportation improvements — such as better transit service, signal coordination, and bicycle and pedestrian projects — that improve travel options and traffic flow. Congestion pricing is being advanced in San Francisco through a demonstration project as a part of the Treasure Island development project, and through ongoing planning for congestion pricing in downtown San Francisco.

Treasure Island

In June 2011, the city of San Francisco approved development plans for Treasure Island (a Priority Development Area), including 8,000 residential units, along with retail and commercial uses. The Treasure Island Transportation Implementation Plan, adopted as part of the development project’s approval, calls for an integrated approach to managing traffic and improving mobility management, including a congestion fee to be assessed for residents traveling by private automobile on or off the island during peak hours. The congestion fee, in combination with parking charges and a pre-paid transit voucher for each household, will help fund a comprehensive suite of transportation services including new ferry service to San Francisco and enhanced East Bay bus services.



London congestion pricing The Guardian UK

Investment Strategy 5 County Investment Priorities

The county congestion management agencies have identified key local transportation priorities during the development of their county transportation plans. This process resulted in \$29 billion in discretionary funding requests, which is nearly twice the \$16 billion that is expected to be available over the life of the plan. Overall, the county funding priorities are closely aligned with the investment strategy, including an investment of 66 percent of these funds dedicated to maintaining and sustaining current transportation systems. Their priorities complement a number of the regional discretionary investment strategies including the OneBayArea Grant, Build Next Generation Transit, and Freeway and Transit Efficiency strategies. The county programs also include complete streets programs that will deliver substantial bicycle and pedestrian improvements. Figure 21 summarizes the counties' investment priorities; more details can be found in the Online Project Database, listed in Appendix 1.

Downtown San Francisco

During rush hours, congestion in the greater downtown area results in average bus transit and automobile speeds below 10 miles per hour. Congestion is already a problem, and the city has ambitious growth plans for the future. Unless bold measures are taken, downtown San Francisco streets will be unable to accommodate expected levels of housing and job growth, and gridlocked conditions will threaten the city's and region's economic development plans. A recent study found congestion pricing in downtown San Francisco to be a feasible and potentially effective way to manage and grow the transportation system while supporting new businesses and residents. The mobility and pricing program could result in:

- 12 percent fewer peak-period vehicle trips and a 21 percent reduction in vehicle hours of delay
- 5 percent reduction in greenhouse gases citywide
- \$60–80 million in annual net revenue for mobility improvements
- 20–25 percent transit speed improvement and 12 percent reduction in pedestrian incidents

Plan Bay Area supports the implementation of these congestion pricing projects in San Francisco with a \$150 million investment over the plan period.

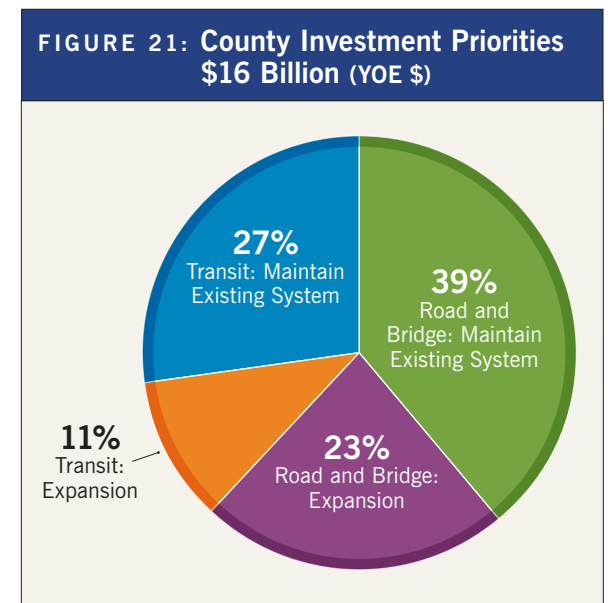


TABLE 23: Summary of Climate Initiatives Program		
Policy Initiative (from most to least cost-effective)	Cost (in millions of YOE \$)	Per Capita CO ₂ Emissions Reductions in 2035
Commuter Benefit Ordinance	\$0	-0.3%
Car Sharing	\$13	-2.6%
Vanpool Incentives	\$6	-0.4%
Clean Vehicles Feebate Program	\$25	-0.7%
Smart Driving Strategy	\$160	-1.5%
Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive	\$120	-0.5%
Regional Electric Vehicle Charger Network	\$80	-0.3%
Climate Initiatives Innovative Grants	\$226	TBD
Total	\$630	-6.3%

Investment Strategy 6 Protect Our Climate

Pursuant to SB 375, the California Air Resources Board in 2011 assigned the Bay Area a per capita greenhouse gas (GHG) emissions reduction target of 7 percent by 2020 and 15 percent by 2035. These are aggressive targets that we are determined to meet and possibly exceed. In terms of its development, the Bay Area is a relatively mature region, with a well-established transportation system and a large population already in place. While it can focus the pattern of future growth, Plan Bay Area does not significantly rearrange the development pattern that already exists. So in harmony with our multimodal transportation network and focused land use plan, we have to invest in technology advancements and provide incentives for travel options to help meet these emissions targets. The Plan Bay Area climate initiative invests \$630 million in the eight programs highlighted in Table 23.

Commuter Benefit Ordinance

Senate Bill 1339 authorizes the Bay Area Air Quality Management District (BAAQMD) and MTC to jointly adopt a regional commuter benefit ordinance as a

means to reduce GHG emissions and to improve air quality. Commuter benefits would include pre-tax benefit programs, employer-provided subsidies, free shuttles or vanpools, or an employer-chosen alternative that would provide an equal or greater benefit in terms of reducing GHG emissions. The agencies are required to report to the Legislature in 2016 on the results of the program, including vehicle miles reduced and greenhouse gases reduced.

Car-Sharing

Car-sharing services have been available in the Bay Area since 2001, and in that time the number of vehicles available and the number of subscribers has grown. Bay Area wide, there were an estimated 60,500 members in 2012 and fleets with hundreds of cars to serve those customers. Car-sharing allows people to rent cars by the hour, for as short a time as 30 minutes up to a full weekend. Car-sharing saves families and individuals hundreds of dollars every month in car payments, insurance, gas, registration and repairs. This investment strategy proposes to invest \$13 million to expand car-sharing services to ensure vehicles are available at high-demand locations, and to expand services in suburban communities.



Noah Berger

Vanpool Incentives

The Bay Area has had an organized vanpool program since 1981. Currently managed by local, county and regional partners including MTC's 511 program, the region's vanpool service helps people with long commutes that are not well-served by transit. This strategy will enhance the appeal of vanpooling by dedicating \$6 million to reduce the cost of van rentals. Encouraging more people to participate in the vanpool program can help to remove personal cars from crowded freeways and reduce overall emissions.

Clean Vehicles Feebate Program

A "feebate" charges a fee to one user, and that fee is used to provide a discount to another user. The feebate program in Plan Bay Area would charge a one-time, point-of-purchase fee on new vehicles with low miles-per-gallon ratings to help purchase fuel-efficient vehicles that emit much less pollution.

Although the fees and subsidies from the program are revenue-neutral, this strategy still includes \$25 million to pay for the administrative costs of the program over the period of the plan.

Smart Driving Strategy

Despite Plan Bay Area's targeted efforts to incentivize the purchase of fuel-efficient vehicles, many of the cars currently on the road fall short of current and future emission or fuel-efficiency standards, yet they work well and are not ready to be retired. Smart driving tactics are easy-to-implement actions (e.g., change in driving style, more-frequent vehicle maintenance, etc.) that any driver can do to save gas and reduce emissions. Plan Bay Area provides a total of \$160 million to develop a public education campaign for the region's drivers and to provide rebates for in-vehicle, real-time fuel efficiency gauges.

Vehicle Buy-Back/Purchase Incentive Program for Plug-ins or Electric Vehicles

While the federal government and the state are offering incentives for the purchase of electric vehicles, most EVs still cost more than many gas vehicles at the time of purchase. Typically when consumers buy new cars, their older, less-efficient vehicles are re-sold rather than being removed from the fleet. As long as older vehicles are still on the road polluting, it is hard to significantly reduce emissions. Plan Bay Area sets aside a total of

\$120 million for a voluntary incentive program to accelerate the removal of low-mpg vehicles from the region's roads. In return for trading in their car, which is retired from service, people can receive a cash incentive towards the purchase of a new plug-in hybrid or electric vehicle.

Regional Electric Vehicle Charger Network

BAAQMD, in partnership with regional and local partners, and auto manufacturers and service providers, is charting the Bay Area path for electric vehicle use in the Bay Area. The Electric Vehicle (EV) Readiness Plan, completed in late 2012, sets forth short-term strategies to increase EV usage. A long-term strategy is currently under development. Plan Bay Area supports this initiative with supportive strategies to help clean our air and cut the region's GHGs.

The Bay Area is expected to be a successful clean-vehicle market, but due to the limited range of today's all-electric vehicles (EVs) it is projected that many EV purchases will be plug-in hybrid electric vehicles (PHEVs) that can switch over to a gasoline engine once they have used up the energy in their batteries. Plan Bay Area allocates \$80 million to install more EV chargers at Bay Area workplaces. The proposed investment will allow vehicles to be charged during the day, ready to make the drive back home without using the gasoline engine.



Noah Berger

Climate Initiatives Innovative Grants

With the adoption of the Transportation 2035 Plan, MTC created a new Climate Initiatives Innovative Grant program and invested \$33 million in innovative and creative pilot grants to reduce greenhouse gas (GHG) emissions from the transportation sector. The grant categories included: Safe Routes to Schools, which encourages children to bike and walk to school; Parking Pricing; Transportation Demand Management, which includes strategies to reduce travel demand or shift demand in order to relieve congestion; and Showcase Projects, for creative ideas that did not fit neatly into the other categories. These grants are still being implemented and evaluated, but many of the pilot projects show promise in their potential to reduce GHG emissions. Plan Bay Area sets aside \$226 million to invest in the expansion of the most successful strategies identified in the innovative grants program.



Peter Beeler

Key Transit and Road Improvements

The following maps show priority transit and road projects from the Plan Bay Area investment strategy. These projects reflect a mix of committed and discretionary investments, with local, state and federal investments all in support. The maps show key road and highway improvements, local transit projects, and regional transit projects. More details on these and other Plan Bay Area-funded projects and programs are available in the Online Project Database, listed in Appendix 1.



Caltrain

Peter Beeler

Regional Transit System Improvements*

BART Projects

- 1 BART Extension to San Jose/Santa Clara

Commuter Rail Projects

- 2 Caltrain Electrification & Frequency Improvements
- 3 Caltrain Downtown Extension (4th & King to Transbay Transit Center)
- 4 eBART to Antioch
- 5 SMART Commuter Rail (Larkspur to Windsor)

Infill Stations & Bus Terminals

- 6 Transbay Transit Center
- 7 Irvington BART Station
- 8 Union City Commuter Rail Station
- 9 Hercules Commuter Rail Station

Ferry

- 10 New Ferry Routes: Treasure Island, Berkeley, Richmond, Hercules, Redwood City

* For clarity, only major expansion projects or operational improvements with costs exceeding \$50 million are depicted.



Local Transit Improvements*

Bus Rapid Transit (BRT) Projects

- 1 Van Ness BRT
- 2 Geary BRT
- 3 Geneva-Harney BRT
- 4 East Bay BRT
- 5 Grand-MacArthur BRT
- 6 Alameda-Oakland BRT
- 7 El Camino BRT
- 8 Santa Clara-Alum Rock BRT
- 9 Stevens Creek BRT
- 10 King Road Rapid

Light Rail (LRT) Projects

- 11 Central Subway (Chinatown to Caltrain)
- 12 Embarcadero Streetcar (Fort Mason to Caltrain)
- 13 Parkmerced Light Rail Extension
- 14 Bayshore Light Rail Extension
- 15 Oakland Airport Connector
- 16 San Jose Airport People Mover
- 17 Vasona Light Rail Extension
- 18 Capitol Expressway Light Rail Extension

Other Projects

- 19 Transit Effectiveness Project
- 20 Dumbarton Express Bus Frequency Improvements

* For clarity, only major expansion projects or operational improvements with costs exceeding \$50 million are depicted.



Future Oakland Airport Connector

BART



Highway System Improvements*

US-101 Corridor

- 1 Widening from Story Road to Yerba Buena Road
- 2 Operational Improvements along Presidio Parkway/Doyle Drive and in the Twin Cities/Greenbrae Corridor
- 3 New Auxiliary Lanes from Oyster Point to San Francisco county line and from Marsh Road to Embarcadero Road
- 4 Interchange Improvements at: Petaluma Boulevard, Greenbrae, Candlestick Point, Produce Avenue, Broadway, SR-92, Woodside Road, Willow Road and Oregon Expressway
- 5 New Interchanges at: Zanker Road/Skyport Drive and Mabury Road/Taylor Street

I-80 Corridor

- 6 Widening from I-680 to Airbase Parkway
- 7 Integrated Corridor Management (Emeryville to Crockett)
- 8 Interchange Improvements at: I-680/SR-12, San Pablo Dam Road, Ashby Avenue, and Yerba Buena Island

I-280 Corridor

- 9 Interchange Improvements at: SR-85 and Senter Road

I-580 Corridor

- 10 Widening from Greenville Road to North Flynn Road
- 11 Interchange Improvements at: Vasco Road and Greenville Road

I-680 Corridor

- 12 Interchange Improvements at: SR-84 and SR-4
- 13 New Interchange at: Norris Canyon Road

I-880 Corridor

- 14 Interchange Improvements at: Jackson Street, 23rd Avenue, 29th Avenue, A Street, Industrial Parkway, Whipple Road, and SR-262

SR-4 Corridor

- 15 Widening from Somersville Road to SR-160 and from Lone Tree Way to Balfour Road
- 16 Interchange Improvements at: SR-160/Phillips Lane

SR-12 Corridor

- 17 Jameson Canyon Widening
- 18 New Interchange at: Fulton Road

Other Projects

- 19 Willow Road Expressway (SR-84 to US-101)
- 20 SR-84 Widening (I-680 to Jack London Boulevard)
- 21 SR-262 Widening (I-680 to I-880)
- 22 SR-1 Widening (Fassler Avenue to Westport Drive)
- 23 Redwood Parkway/Fairground Drive Widening
- 24 SR-238 & SR-185 Operational Improvements
- 25 SR-85/SR-237 Interchange Improvements
- 26 SR-92/Clawiter Road/Whitesell Street Interchange Improvements

* For clarity, only major expansion projects or operational improvements with costs exceeding \$50 million are depicted.

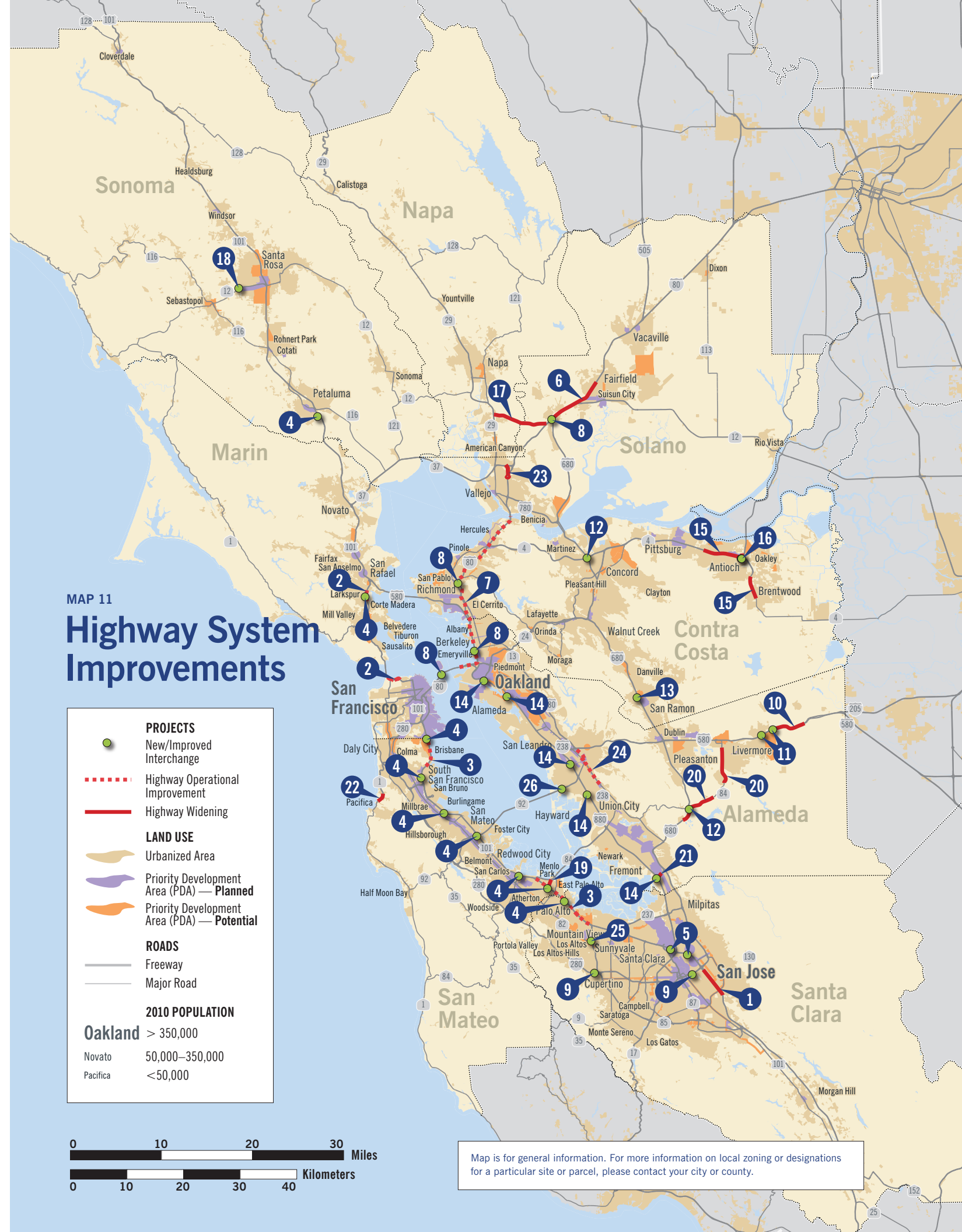


TABLE 24: Plan Bay Area Investment Strategy Summary – Discretionary Revenues
(in billions of YOE \$)

Strategy	Investment	% of Total
1 Maintain Our Existing System	\$15	25%
2 Build Next Generation Transit*	\$7	12%
3 Boost Freeway and Transit Efficiency	\$4	7%
4 Support Focused Growth – OBAG	\$14	23%
5 County Investment Priorities	\$16	27%
6 Protect Our Climate	< \$1	1%
7 Reserve	\$3	5%
Total	\$60	100%

*Includes \$2 billion in funds retained for future New/Small Starts and High-Speed Rail projects.

Summary

The investment strategies for the \$60 billion in discretionary revenue support key priorities that will help our region to surpass our per-capita greenhouse gas target, deliver the long-term land use strategy, maintain the infrastructure investments made by past generations, and provide for future economic growth. Table 24 above summarizes the investment strategies and their respective funding levels of discretionary revenue in Plan Bay Area.

Plan Bay Area also sets a path for the region to participate in and inform the California Transportation Plan (CTP 2040). This plan, scheduled for completion by the end of 2015, will integrate regional planning efforts from around the state into a comprehensive plan. CTP 2040 will address the state’s mobility, reduce greenhouse gas emissions from the transportation sector, and define performance-based goals, policies and strategies to plan, enhance and sustain California’s statewide, integrated, multimodal transportation system.



Vallejo Transit Center

Karl Nielsen

Bay Area Plan

July 2013

Strategy for a Sustainable Region



Association of Bay Area Governments



Metropolitan Transportation Commission

Final Financial Assumptions

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Cities of San Mateo County

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*U.S. Department of Housing
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Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

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*San Francisco Bay Conservation
and Development Commission*

Steve Kinsey
Marin County and Cities

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San Jose Mayor's Appointee

Mark Luce
Association of Bay Area Governments

Jake Mackenzie
Sonoma County and Cities

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Cities of Santa Clara County

Jean Quan
Oakland Mayor's Appointee

Bijan Sartipi
*State Business, Transportation
and Housing Agency*

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Association of Bay Area Governments

Supervisor Mark Luce,
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Mayor Julie Pierce,
City of Clayton
Vice President

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Alameda

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Alameda

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Contra Costa

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Government Affairs, Office of the Mayor**
City And County of San Francisco

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City And County of San Francisco

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City of South San Francisco
San Mateo

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Financial Assumptions

Funds to implement Plan Bay Area come from federal, state, regional, and local funding sources. Many funding sources and programs have specific purposes and eligibility restrictions, while various funding sources and programs provide flexibility. The following section details the fund sources and their respective funding programs of Plan Bay Area's revenue projections. The revenues detailed in the following section are presented in Table 2-1. The 28-year period begins in Fiscal Year (FY) 2012-13 and extends through FY 2039-40.

Projected revenues in Plan Bay Area reflect Fiscal Constraint as required by 23 CFR part 450.322. Forecasted revenues are presented in nominal, or "year-of-expenditure dollars" and consist of all revenues that are "reasonably expected to be available" within the plan period.

Federal Funding

Federal transportation revenues are generated through a Federal fuel excise tax (18.4 cents a gallon of gasoline and 24.4 cents a gallon of diesel fuel). The generated revenues are deposited into the Highway Trust Fund (HTF). Generally, about 85% of the HTF revenues are directed to the Highway Account and the remaining 15% of the HTF revenues are directed to the Transit Account.

At the time the revenue forecasts for Plan Bay Area were prepared, the transportation funding framework that was in place for federal funds was the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA). On July 5, 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21). This new two-year bill builds upon past multimodal policies, consolidates certain funding programs, and establishes a framework for performance-based planning and policies. Although the signing of MAP-21 made some modest changes in the way that transportation programs are funded at the federal level, there was no significant change in the overall amounts and intended purpose of funding from SAFETEA.

Federal Highway Administration (FHWA) Funding

The federal highway program is assumed to continue in its current form. Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Highway Bridge funds are assumed to grow at a rate of 3-percent annually. Base year revenue is set at the SAFETEA nationally authorized level for fiscal year (FY) 2009-10, and the Bay Area is projected to receive its historically proportionate share of these programs.

Federal Transit Administration (FTA) Funding

Federal Transit Administration programs — Sections 5307, 5309, 5310, 5311, 5316 and 5317 — are based on the FY 2009-10 nationally authorized levels and are assumed to

grow at a rate of 3 percent annually. The Bay Area is assumed to receive its historical proportionate share. MAP-21 consolidates some of these programs (as noted on the Revenue Projections chart at the end of this section) and creates other new funding programs but the overall level of federal funding for transit remains similar to that under SAFETEA.

State Funding

State transportation revenues are generated through a State fuel excise tax (18 cents a gallon of gasoline and 13 cents a gallon of diesel fuel), truck weight fees, a fuel tax swap that eliminated the state sales tax on gasoline and instead imposed an additional excise tax on gasoline that would fluctuate annually to remain revenue neutral with the former sales tax, and a general state sales and use tax. Senate Bill 45 (SB 45) 1997 establishes the program structure and distribution formulas for most state transportation funds. These assumptions are based on a continuation of SB 45.

The state funding programs estimated to be available over the 28-year period to the Bay Area region include: the State Highway and Operations Program (SHOPP), the State Transportation Improvement Program (STIP), State Transit Assistance (STA), and funds for local street and road maintenance and operations through gas tax subvention funds and the fuel tax swap (AB 105). In addition, revenues from state bond programs are included under state funding. Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by voters in 2006, provides funding for a variety of transportation programs. Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act, passed by voters in November 2008, will help to finance construction of a high-speed rail link between San Francisco and San Diego.

Assumptions concerning fuel price and consumption growth are consistent with the MTC travel demand model and the EMFAC 2007 forecasting software. Fuel consumption estimates reflect an assumption that the state gasoline consumption will decline at an increasing rate until 2020 and then grow slowly at a constant long-term rate. The decline in the initial years for consumption is attributable to the improvements in the fuel efficiency of the fleet as brought about by AB 1493 (Pavley), Phase 1. Fuel prices are expected to grow at approximately 8 percent annually until 2020, and at approximately 3 percent annually thereafter.

SHOPP

SHOPP revenues are based on funding levels and growth rates assumed in the 2010 STIP Fund Estimate. The share of SHOPP funds assumed to flow to the Bay Area over the 28-year period is based on historical expenditure averages as reported in the 2006 SHOPP plan.

STIP

STIP funds and STIP TE funds are consistent with the estimates of the 2010 STIP Fund Estimate and are distributed 75 percent to the Regional Transportation Improvement

Program (RTIP) and 25 percent to the Interregional Transportation Improvement Program (ITIP). The RTIP funds are further distributed, consistent with the formula specified in SB 45. STIP revenues are assumed to maintain the current structure and distribution formula, as laid out in SB 45, over the 28-year period. Revenue projections and regional distribution shares for state funds are based on FY 2009-10 levels.

STA

STA program revenues are distributed 50 percent to the Population-Based program, and 50 percent to the Revenue-Based program. STA program revenues are based on current funding formulas and projections for fuel price and consumption growth consistent with MTC's travel demand model and the EMFAC 2007 forecasting software. The revenue forecast assumes that the STA program is funded primarily through the 1.75 percent sales tax on diesel that was instituted by the 2010 gas tax swap legislation (AB 6 and AB 9), and revenue transfers from the Public Transportation Account (PTA). The regional shares of both the Population-Based and Revenue-Based programs are based on the state controller's distribution factors for FY 2010-11. All distribution factors are assumed fixed for the duration of the forecast.

Gas Tax Subventions

Gas tax subvention revenues are assumed to maintain the current structure and distribution formula, as laid out in SB 45, over the 28-year period. Revenue projections and regional distribution shares for state funds are based on FY 2009-10 levels.

Fuel Tax Swap (AB 105)

The fuel tax swap, enacted in 2011, eliminates the state sales tax on gasoline and instead imposes an additional excise tax on gasoline that is adjusted annually to remain revenue neutral with the former sales tax. Fuel tax swap revenues are assumed to maintain the current structure and distribution formula over the 28-year period. Revenue projections and regional distribution shares for state funds are based on FY 2009-10 levels.

Proposition 1B

Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by voters in 2006, provides funding for a variety of transportation programs. Senate Bill 88 (2007) lays out the structure and distribution method for several of the bond programs. For those programs that do not yet have a structure or distribution formula in place on which to base assumptions regarding the region's share of these funds, it was assumed that the Bay Area's share of the funding would be proportionate to the region's share of population relative to the rest of the state. The revenue forecast for Plan Bay Area includes estimates of the Bay Area's remaining share of Proposition 1B programs beyond what has been received or programmed through FY 2011-12.

Traffic Congestion Relief Program (TCRP)

TCRP is a series of legislative projects throughout California to improve traffic mobility and relieve congestion, provide for safe and efficient movement of goods, and provide

system connectivity. The revenue estimate includes the Bay Area's share of Tier I and Tier II projects.

High Speed Rail

Revenues forecasted to become available for high-speed rail include approximately \$1.5 billion from California's Proposition 1A (2008), the Safe, Reliable High-Speed Passenger Train Bond Act. This act authorized \$10 billion in general obligation rail bond proceeds to help finance construction of a high-speed rail link between San Francisco and San Diego. Estimates of the Bay Area's share of revenue from Proposition 1A include just over \$400 million from the act's formula-based local connectivity program and approximately \$1.1 billion as the Bay Area's proportional share of the remaining bond revenues. It was also assumed that the region would receive 12.5 percent, or \$1.5 billion, of federal revenues that are expected to become available to finance the project. The region's share was estimated based on the percentage of the entire high-speed rail project funding that is estimated to be invested in the Bay Area.

Cap-and-Trade

Revenues generated from the Cap-and-Trade program are projected to be available starting in FY 2014-15. Approximately 40% of generated revenues are expected to be invested into transportation, of that, 40% is expected to be distributed to regional transportation planning agencies based on their share of total population. Plan Bay Area proposes establishing a reserve account for projected Cap-and-Trade revenues to be used for transit-oriented affordable housing, for transit operating and capital rehabilitation/replacement, and for local street and road rehabilitation, consistent with the focused land use strategy outlined in Plan Bay Area.

Regional Funding

Regional transportation revenues are generated through a number of sources, including: general sales and use taxes, bridge tolls, express lanes, and a regional excise tax on gasoline.

Assembly Bill 1107 (AB 1107)

Revenues from AB 1107 (1977), the half-cent sales tax for the three BART counties of Alameda, Contra Costa and San Francisco, are distributed 75 percent to BART, and 25 percent to MTC. Revenues are assumed to grow at a rate derived by taking a weighted average of sales tax growth rates estimated by the Association of Bay Area Governments within the three counties.

Bridge Toll

Bridge toll revenues are based on projected travel demand on the region's seven state-owned toll bridges. Toll-paid travel on the bridges is projected to grow at varied annual rates of between 0.3 and 0.5 percent over the 28-year period. It was assumed that in FY 2018-19, there would be a \$1 increase in non-carpool vehicle toll on all state-owned bridges.

Regional Express Lanes

Regional Express Lane Network revenues included in the financially constrained plan represent projected gross toll revenue for express lanes in Solano, Contra Costa and Alameda counties, which will be operated by MTC, the Alameda County Transportation Commission and Sunol Smart Carpool Lane Joint Powers Authority. Over the course of the Plan Bay Area period, these revenues will be wholly dedicated to meet the operations, maintenance, rehabilitation and capital financing of the Network. The revenue estimates are from MTC's 2011 application to the California Transportation Commission. The financial plan also includes toll revenues from express lanes in Santa Clara County, which are considered Committed.

Regional Gas Tax

Regional gas tax revenues included in the financially constrained plan represent revenues collected from a regional 10 cent excise tax on gasoline beginning in FY 2017-18. The revenue estimate is based on the Bay Area's share of statewide gasoline consumption.

Local Funding

The majority of funds that support Plan Bay Area come from local funding sources, primarily dedicated sales tax programs, revenues dedicated to local street and road maintenance and operations, transit fares and other transit revenues, and other local pricing initiatives.

Sales and Use Taxes

County and transit district transportation sales tax revenues in Alameda, Contra Costa, Napa, Marin, San Francisco, San Mateo, Santa Clara and Sonoma counties are based on estimates provided by the respective sales tax authorities in those counties. Measures that are set to expire within the 28-year period are assumed to be renewed, and/or augmented, as in the case of Alameda County. Where they do not currently exist, transportation sales tax measures were not assumed in the financially constrained plan.

Transportation Development Act (TDA)

TDA revenue, derived from the statewide quarter-cent sales tax, is estimated based on a multivariate regression model developed by the Association of Bay Area Governments. This model takes into account several demographic and economic factors such as median income, regional employment and population growth. The data points used in the model to estimate TDA revenue are consistent with the demographic estimates used in the Sustainable Communities Strategy element of Plan Bay Area.

Local Streets and Roads

Local streets and roads revenue includes funds made available from local sources (not including county transportation sales tax measures). Local revenue estimates are based on information provided to MTC by local agencies in response to a comprehensive

survey. A region-wide growth rate based on historical averages was applied to these revenues over the 28-year period.

All Other Local Revenues

Operator-specific revenue projections including transit fares, VTA Express Lane tolls, San Francisco pricing initiatives, Golden Gate Bridge tolls, AC Transit and BART property taxes, AC Transit parcel taxes, BART seismic bond proceeds, and San Francisco Municipal Transportation Agency general fund and parking revenue, have been provided by the respective operators.

Anticipated Funding

The inclusion of “Anticipated” revenues in the financially constrained plan strikes a balance between the past practice of only including specific revenue sources currently in existence or statutorily authorized, and the more flexible federal requirement of revenues that are “reasonably expected to be available” within the plan period.

MTC performed a retrospective analysis of projections for predecessor long-range plans, including a review of unexpected revenues that had come to the region but had not been anticipated or included in these projections. Over a 15-year analysis period, the San Francisco Bay Area received an annualized amount of roughly \$400 million (in 2011 dollars) from these “unanticipated” fund sources. These revenue sources include Traffic Congestion Relief Plan, Proposition 42, nonformula federal funds, Proposition 1B, and American Recovery and Reinvestment Act funding. For each fund source, only the amount distributed to the Bay Area was included. Based on this retrospective analysis, MTC believes it is reasonable to anticipate that additional revenues will become available to the region over the course of the Plan Bay Area period. MTC generated an estimate of these anticipated revenues by projecting the \$400 million figure forward at a 3 percent annual growth rate. To be conservative, these revenues are not assumed in the first five years of the plan.

Table 1. Plan Bay Area Revenue Projections
(In Escalated \$)

Revenue Source	Plan Bay Area Revenue Assumptions	FY 2012-13 Revenue Estimate (\$ millions)	Plan Bay Area 28-Year Revenue (\$ billions)
FEDERAL	-	-	-
FHWA Surface Transportation Program (STP)	Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal	\$97.4	\$4.2
FHWA Congestion Mitigation and Air Quality (CMAQ)	Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal	\$88.9	\$3.8
FHWA Ferry Boat Discretionary	Base Year: FY 2009 – 10 Data Source: FHWA Growth Rate: 3% nominal	\$3.3	\$0.1
FHWA Bridge/Safety Program	Base Year: FY 2009 – 10 Data Source: FHWA Growth Rate: 3% nominal	\$62.3	\$2.7
FTA 5307 Urbanized Area Formula	Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal	\$237.0	\$10.2
FTA 5309 Fixed Guideway (Now 5339 State of Repair)	Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal	\$142.5	\$6.1
FTA 5309 Bus	Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal	\$4.5	\$0.2
FTA 5309 New Starts	Assumes 5% share of total Federal program based on 5-year average of MTC full funding grant agreements	N/A	\$3.8
FTA 5309 Small Starts	Assumes 5% share of total Federal program based on 5-year average of MTC full funding grant agreements	N/A	\$0.7
FTA 5310 Elderly and Disabled	Base Year: FY 2008 – 09 Data Source: FTA Growth Rate: 3% nominal	\$3.4	\$0.1
FTA 5311 Non-Urbanized Area Formula	Base Year: FY 2008 – 09 Data Source: FTA Growth Rate: 3% nominal	\$1.5	\$0.1

FTA 5316 Jobs Access and Reverse Commute (JARC) (Now part of FTA 5307 Formula)	Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal	\$2.8	\$0.1
FTA 5317 New Freedom (Now part of FTA 5310 Elderly & Disabled)	Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal	\$2.2	\$0.1
FTA 5303 Planning	Base Year: FY 2011 – 12 Data Source: FTA Growth Rate: 3% nominal	\$0.9	\$0.0
High-Speed Rail	Assumes % share of total CHSRP (12.5% of \$20B) \$10B from state prop 1A bonds and \$10B in Federal contributions	N/A	\$1.3
FEDERAL SUBTOTAL		\$646.7	\$33.5
STATE			
State Highway Operations and Protection Program (SHOPP)*	Assumption Base: 2010 STIP FE and estimate of gas tax subvention revenue Distribution Base: Bay Area historical share of total funds	\$434.0	\$14.1
STIP - Regional Transportation Improvement Fund (RTIP)*	Assumption Base: 2010 STIP FE and estimate of gas tax subvention revenue Distribution Base: Bay Area historical share of total funds	\$106.3	\$6.0
STIP - Interregional Road/Intercity Rail (ITIP)*	Assumption Base: 2010 STIP FE and estimate of gas tax subvention revenue Distribution Base: Bay Area historical share of total funds	\$25.4	\$1.5
STIP - Transportation Enhancement (TE)	Data Source: 2010 STIP FE	\$25.5	\$1.1
State Transit Assistance (STA) Population-Based - PUC 99313	Assumption Base: Estimate of diesel sales tax and excise tax revenue Distribution Base: FY 2010-11 distribution factors derived from state 2010 population estimates	\$35.0	\$2.2

State Transit Assistance (STA) Revenue-Based - PUC 99314	Assumption Base: Estimate of diesel sales tax and excise tax revenue Distribution Base: Based on FY 2010-11 State Controller's factors	\$95.9	\$6.1
Gas Tax Subvention	Assumption Base: Estimate of Fuel excise tax revenue Distribution Base: Bay Area share of registered vehicle, road mileage, and population	\$171.2	\$4.2
AB 105 Revenue for Local Streets and Roads	Assumption Base: Estimate of the AB 9 portion of the Gas Tax Swap for LSR Distribution Base: Bay Area share of registered vehicle, road mileage, and population	\$140.9	\$8.5
Proposition 1B	Based on existing law or estimates of region's relative share for both competitive and formula-based programs--All shares are 20% except for Transit, Transit Security, SLPP,TCIP, and CMIA	N/A	\$0.4
Traffic Congestion Relief Program (TCRP)	Estimate is equal to the dollar amount of all Tier I and Tier II projects for the Bay Area, beginning in 2013	N/A	\$0.1
High-Speed Rail	Assumes % share of total CHSRP (12.5% of \$20B) \$10B from state Proposition 1A bonds and \$10B in Federal contributions	N/A	\$1.3
Cap-and-Trade	Assumes % share of total revenues Only revenues from FYs 2015 - 2040 are included in forecast	N/A	\$3.1
STATE SUBTOTAL		\$1,034.2	\$48.6
REGIONAL			
AB 1107 ½-cent Sales Tax in three Bart Counties (BART Share - 75%)	Base Year: FY 2009-10 Growth Rate: Growth rates derived from the TDA estimates provided by ABAG	\$181.4	\$7.5

AB 1107 ½-cent Sales Tax in three Bart Counties (MTC Share - 25%)	Base Year: FY 2009-10 Growth Rate: Growth rates derived from the TDA estimates provided by ABAG	\$60.5	\$2.5
BATA Base Toll Revenues	Base Year: FY2008-09 Growth Rate: Varied (0.3% - 0.6%)	\$119.4	\$3.1
Seismic Retrofit		\$116.4	\$3.4
RM2		\$116.4	\$3.4
Seismic Surcharge		\$116.4	\$3.4
Seismic Surcharge + Carpool		\$131.5	\$3.9
AB 664		\$12.6	\$0.4
2% Toll Revenues		\$2.9	\$0.1
5% State General Fund		\$3.1	\$0.1
Rail Extension East Bay*		\$7.2	\$0.1
Rail Extension West Bay		\$3.1	\$0.1
AB 1171*		N/A	\$0.3
New Bridge Tolls		N/A	\$2.7
Transportation Fund for Clean Air (TFCA)/AB 434 (Regional Funds)	Base Year: FY 2009-10 Growth Rate: MTC estimate based on Vehicle Registration data	\$13.9	\$0.4
Service Authority for Freeway and Expressways (SAFE)	Base Year: FY 2009-10 Growth Rate: Estimate provided by Jaime M and Danielle S	\$5.8	\$0.2
Regional Express Lane Revenues	Planning Model	N/A	\$5.4
Regional Gas Tax (\$0.10)	Assumption Base: Estimate of Fuel Consumption Distribution Base: Bay Area share of population Only revenues from FYs 2018 - 2040 are included in forecast	N/A	\$5.1
REGIONAL SUBTOTAL		\$890.6	\$42.0
LOCAL			
County Sales Tax Measures	Base Year: FY 2009-10 Growth Rate: Growth rates provided by County Transportation Authority sales tax agencies	\$814.1	\$26.8
Sales Tax Reauthorizations	Base Year: FY 2009-10 Growth Rate: Growth rates provided by County Transportation Authority sales tax agencies	N/A	\$12.9

Transportation Development Act (TDA)	Base Year: FY 2009-10 Growth Rate: Growth rates provided by ABAG	\$279.4	\$12.7
Transit Fare Revenues	Base Year: FY2009-10 Data Source: Each operator Growth Rate: Based on operators' estimates	\$801.1	\$36.2
Transit Non-Fare Revenues	Base Year: FY2009-10 Data Source: Each operator Growth Rate: Based on operators' estimates	\$213.2	\$16.6
San Francisco General Fund (SFMTA)	Base Year: FY2009-10 Data Source: SFMTA Growth Rate: SFMTA estimates	\$188.2	\$7.7
San Francisco Parking Revenue (SFMTA)	Base Year: FY2009-10 Data Source: SFMTA Growth Rate: SFMTA estimates	\$107.7	\$6.3
Property Tax	Base Year: FY2009-10 Data Source: Operator Survey for BART, AC Transit, and Alameda Ferry	\$94.6	\$4.5
AC Transit Parcel Tax	Base Year: FY 2009-10 Data Source: AC Transit Survey	\$29.3	\$0.8
Local Streets and Roads	Base Year: FY 2009-10 Data Source: LS&R surveys, MTC Projections Growth Rate: Weighted according to each jurisdiction's mix of funds per expenditure category	\$394.8	\$15.0
Golden Gate Bridge	Base Year: FY2006-07 Data Source: MTC Model Growth Rate: Based on Traffic Growth	\$101.0	\$3.0
Transportation Fund for Clean Air (TFCA)/AB 434 (Local Funds)	Base Year: FY2009-10 Data Source: Local Agencies	\$9.3	\$0.3
Existing County-wide Vehicle Registration Fee (\$10)	\$10 fee in all Alameda, Marin, San Francisco, San Mateo, and Santa Clara Counties	\$40.5	\$1.3
Land Sales and Developer Revenues	Proceeds from land sales related to Plan Bay Area related projects; per sponsoring agencies	N/A	\$1.0
BART General Obligation Seismic	Proceeds from bond measure	N/A	\$0.2

Bond	expected within FYs 2013-2040; per BART		
San Francisco Treasure Island Pricing Revenues	Estimates provided by San Francisco County Transportation Authority	N/A	\$2.5
VTA Express Lane Revenues	Estimates provided by Santa Clara Valley Transportation Authority	N/A	\$3.0
Other Local	Development fees and other local revenues; per sponsoring agencies	N/A	\$2.9
LOCAL SUBTOTAL		\$3,073.2	\$153.7
ANTICIPATED/UNSPECIFIED			
Anticipated	Base Year: FY 2013 Growth Rate: 2.2% Data Source: Retrospective analysis of a 15-year period Only revenues from FYs 2018 - 2040 are included in forecast	N/A	\$14.0
GRAND TOTAL		\$5,645	\$292

**28-Year revenue net of programming and allocations for FY 2013 and beyond*

Metropolitan Transportation Commission

Management Staff

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
*Deputy Executive Director,
Operations*

Adrienne D. Weil
General Counsel

Brian Mayhew
Chief Financial Officer

Ken Kirkey
Director, Planning

Alix Bockelman
*Director, Programming and
Allocations*

Association of Bay Area Governments

Management Staff

Ezra Rapport
Executive Director

Patricia Jones
Assistant Executive Director

Kenneth K. Moy
Legal Counsel

Miriam Chion
Planning and Research Director



**Association of
Bay Area
Governments**

P.O. Box 2050
Oakland, CA 94604-2050

510.464.7900 PHONE
info@abag.ca.gov EMAIL
www.abag.ca.gov WEB



**Metropolitan
Transportation
Commission**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

510.817.5700 PHONE
510.817.5769 TDD/TTY
info@mtc.ca.gov EMAIL
www.mtc.ca.gov WEB

Bay Area Plan

July 2013

Strategy for a Sustainable Region



Association of
Bay Area
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Metropolitan
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Final Local Street
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Metropolitan Transportation Commission

Amy Rein Worth, Chair
Cities of Contra Costa County

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Santa Clara County

Alicia C. Aguirre
Cities of San Mateo County

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U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

Anne W. Halsted
*San Francisco Bay Conservation
and Development Commission*

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Mark Luce
Association of Bay Area Governments

Jake Mackenzie
Sonoma County and Cities

Joe Pirzynski
Cities of Santa Clara County

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Bijan Sartipi
*State Business, Transportation
and Housing Agency*

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Local Streets and Roads Needs and Revenue Assessment

The Bay Area’s local street and road (LS&R) network includes nearly 42,500 lane miles of roadway, and includes a lot more than just the paved surfaces used for travel by cars, buses, trucks and bicycles. The LS&R system also includes curbs and gutters, sidewalks, storm drains, traffic signs, signals and lights. These “non-pavement” items are necessary for functioning street and road network. All trips begin and end on a local street and road and all modes of surface travel rely on the local street and road infrastructure.

The average condition of the Bay Area’s LS&R network, rated on a scale of 0 to 100, is currently at 66. This pavement condition index (PCI) places the region’s roadway network in the “fair” category. The classifications used to rate LS&R pavements are shown in the table below.

Table1. Pavement Condition Categories

Very Good-Excellent (PCI = 80-100)	Pavements are newly constructed or resurfaced and have few if any signs of distress
Good (PCI = 70-79)	Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or spalling, which occurs when the top layer of asphalt begins to peel or flake off as a result of water permeation.
Fair (PCI = 60-60)	Pavements at the low end of this range have significant levels of distress and may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly.
At Risk (PCI = 50-59)	Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior to better pavement categories.
Poor (PCI = 25-49)	Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly.
Failed (PCI = 0-24)	Pavements need reconstruction and are extremely rough and difficult to drive on.

While the region’s average pavement condition is still in the fair category, it is important to note that the deterioration curve of a typical pavement is exponential, and not linear. As shown in Figure 1 below, a new pavement will deteriorate slowly for the first 15 years of its standard 20 year life span. Once it reaches a PCI of 60, it will begin to deteriorate rapidly. Without any intervention, the pavement will drop from the fair category to the “failed” category in the next five years. This deterioration holds serious implications for

the cost of system preservation. Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding.

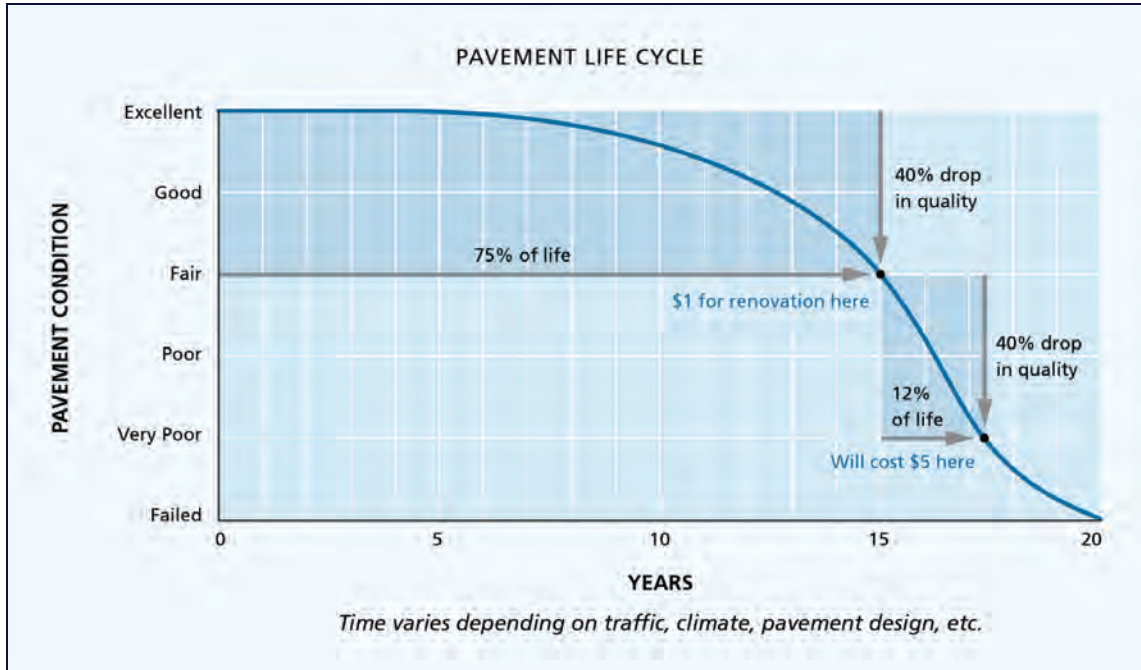


Figure 1. Pavement Life Cycle Curve

Unfortunately, local and state revenues available for system preservation have not kept pace with the needs. In response, Plan Bay Area provides regional funding through the One Bay Area Grant (OBAG) program to help meet some of the LS&R system preservation needs in the region. Within OBAG, sufficient funding is provided to help the region maintain pavement quality in the fair condition.

Local Street and Road Revenue Projections

The Metropolitan Transportation Commission (MTC) has been documenting LS&R system preservation needs and revenues for cities and counties in the Bay Area since the early 1980s in order to understand the complete funding picture for LS&R. The following sections describes the projection process that was undertaken to determine the LS&R system preservation needs and revenues for Plan Bay Area and the resulting estimates.

Needs

For Plan Bay Area, MTC staff evaluated how much funding will be needed to preserve the LS&R system over the 28-year plan period (Fiscal Years 2013 to 2040). System preservation consists of activities that extend the useful life of the roadway asset by five or more years. This category can be further broken down into preservation for pavements and

non-pavement assets (sidewalks, storm drains, traffic signals, curb and gutter, etc.). It is important to note that system preservation needs do not include the cost of “operations” which consist of routine maintenance such as pothole filling, street sweeping and striping, as well as overhead expenses. Operations costs were calculated separately and total \$14 billion for the region.

The system preservation needs were calculated for two different “condition level” scenarios in order to better inform future trade-off discussions related to Plan Bay Area.

- 1.) **Maintain Existing PCI** – Local jurisdictions maintain the existing pavement condition index (PCI) but deferred maintenance costs are allowed to grow.
- 2.) **State of Good Repair** – The LS&R system reaches the target condition level, a PCI of 75, within the first ten years and is maintained at that level for the duration of the Plan period

To maintain existing PCI conditions, approximately \$32.5 billion is needed, and to reach the target PCI of 75 for pavement, with a corresponding condition level for non-pavement assets, an investment of nearly \$45 billion is needed over the next 28 years.

In November, 2010, MTC staff surveyed all 109 local jurisdictions for information on pavement treatment unit costs, non-pavement asset inventories and revenues available for LS&R capital maintenance and operation activities. Survey information, combined with condition, inventory and cost data derived from jurisdiction’s StreetSaver® pavement management system databases, is used to calculate the long-range LS&R needs and revenues.

Pavement Need

Maintain Current PCI Scenario:

For this scenario, staff utilized MTC’s pavement management system software, StreetSaver®’s, “Target-PCI Driven” module to determine the needs over the 28-year plan period. With the Target-Driven scenario calculation, the pavement network is maintained at the desired state (in this case the current/existing PCI for each jurisdiction) at the minimum cost, while identifying the best combination of projects to maximize treatment effectiveness. The timing of applying treatments makes a significant difference in future investment needs. Each jurisdiction’s target PCI was set to remain at the current level over the 28-year plan period. The costs were escalated at a 2.2% annual growth rate, consistent with the inflation rate that is assumed for Plan Bay Area. The 28-year total pavement need for each jurisdiction was then summed at the county level.

State of Good Repair Scenario:

The optimal scenario represents the cost of attaining the regional goal of a PCI of 75. To calculate this need, StreetSaver® was used to determine how much funding would be needed for each jurisdiction to reach a PCI of 75 within the first ten years of the analysis period, and then to maintain that PCI level for the duration of the 28 years. Maintenance costs were escalated at a 2.2% annual growth rate.

Non-Pavement Need

To estimate the Non-Pavement needs on the LS&R system, MTC used a model prediction model that uses information provided by local jurisdictions on non-pavement asset inventory and useful life to estimate long term costs to maintain non-pavement assets. Through the development of the model, it was determined that replacement costs can be predicted by the inventory of two non-pavement assets - curb and gutter and streetlights. The total regional non-pavement asset replacement cost is then divided by the average useful life for each of the major non-pavement asset groups – storm drains, sidewalks, curb & gutter, street signs and street lights – in order to estimate an annual preservation cost. The regional totals are then divided into city non-pavement need and county non-pavement need. The city need is distributed across all jurisdictions based on relative population share and the county need is distributed across the unincorporated jurisdictions based on total lane mileage. San Francisco was considered as a city only.

Since the model only provides a total non-pavement need under an “unconstrained” scenario (assumes there are revenues available to meet required needs and deferred maintenance is not a factor) a ratio of unconstrained pavement to non-pavement need was calculated, by jurisdiction, and applied to the pavement need in both scenarios in order to estimate the corresponding non-pavement needs for each.

Revenues

Information derived from a recent survey of all Bay Area jurisdictions was used to determine revenues for LS&R maintenance derived from local and county sources, as well as to determine the categorical split—pavement maintenance, non-pavement, operations and new construction—by which each jurisdiction expends revenues available for LS&R maintenance. While all revenues available for LS&R maintenance and operations were estimated, only revenues available for pavement and non-pavement system preservation were used in this assessment. Revenues estimated to be used for operations and new construction, were not considered.

For the local and county generated revenue sources, an annual average was determined based on five years worth of each jurisdiction’s budget data. In order to generate the annual average, only the values within one standard deviation were taken into account. This helps to eliminate any one-time spikes or severe reductions in funding. The annual average was then grown over the 28-year period. The growth rate used for locally generated revenue was 2.2% (based on the assumed inflation rate for Plan Bay Area) and the growth rate used for countywide sales tax measure revenue was based on information provided by the county sales tax authorities.

Projections of revenue for county vehicle registration fees, state gas tax subvention and AB 105 were prepared by MTC. The nominal growth rate for gas tax revenue averages about - 0.2% annually, and for AB 105 funding, about 5% annually.

Plan Bay Area proposes establishing a reserve account for projected Cap-and-Trade revenues to be used for transit-oriented affordable housing, for transit operating and capital rehabilitation/replacement, and for local street and road rehabilitation, consistent with the focused land use strategy outlined in Plan Bay Area. The projected Cap-and-Trade revenues would increase the investment capacity for local street and road rehabilitation. However, these projected revenues were not distributed among Bay Area jurisdictions, and in turn are not reflected in the needs and revenue assessment results detailed on the following pages.

Assessment Results

As mentioned above, in order to maintain the LS&R System in a state of good repair, about \$45 billion is needed over the 28-year Plan Bay Area period. Committed revenue available to meet that need over the same period, is approximately \$15 billion. To maintain the region’s *pavements* at current conditions (not including non-pavement assets), approximately \$10 billion is needed in addition to committed revenues. Within the Plan Bay Area investment strategy, sufficient funding has been made available through the OBAG program to maintain the region’s current PCI. The Investment Strategy distribution shown in Table 2 below is based on the OBAG distribution formula. It should be noted that within the OBAG program, each county’s Congestion Management Agency has discretion over the total funding amounts directed towards OBAG eligible projects. The amounts invested in LS&R system preservation may be more or less than the amounts depicted in Table 2.

Table 2. Local Street and Road Needs and Revenues

County	Pavement Needs	Non-Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy	Remaining System Preservation Needs to Meet Performance Target
Alameda	\$3,715,245	\$4,082,437	\$7,797,682	\$2,147,587	\$1,477,014	\$4,173,081
Contra Costa	\$3,111,346	\$2,674,212	\$5,785,558	\$2,914,794	\$1,078,936	\$1,791,829
Marin	\$864,832	\$641,477	\$1,506,309	\$654,672	\$332,981	\$523,087
Napa	\$1,087,116	\$428,822	\$1,515,938	\$704,995	\$457,632	\$368,422
San Francisco	\$2,415,717	\$2,362,721	\$4,778,438	\$2,298,843	\$487,602	\$1,991,992
San Mateo	\$1,929,281	\$1,983,937	\$3,913,217	\$1,440,204	\$919,297	\$1,607,188
Santa Clara	\$5,776,128	\$5,117,758	\$10,893,886	\$3,373,599	\$2,838,700	\$4,695,585
Solano	\$1,906,084	\$1,288,751	\$3,194,835	\$487,841	\$998,578	\$1,708,415
Sonoma	\$3,698,515	\$1,319,208	\$5,017,723	\$994,268	\$1,349,131	\$2,674,323
TOTAL	\$24,504,263	\$19,899,322	\$44,403,585	\$15,016,804	\$9,939,872	\$19,533,922

Bicycle Infrastructure Need

In addition to pavement and non-pavement, the local street and road system also includes bicycle facilities. Bicycle facilities can consist of both on-road striped lanes and grade separated trails. The bicycle infrastructure needs were estimated at the regional level and are therefore not included in the table above.

The bicycle infrastructure need was estimated by using the current inventory of Class I, II and III facilities defined by the California Highway Design Manual with an assumption that growth of these facilities would occur in the future. The Bay Area currently has 700 miles of Class I facilities, over 2,000 miles of Class II facilities, and over 1,300 miles of Class III facilities. Costs for these three facility types were estimated using the total cost which included the project development costs, right-of-way acquisition and constructions costs. MTC's Regional Bikeway Network was also included in the total bicycle infrastructure needs at a cost of \$500 million. The costs were escalated with a 2.2% annual growth rate to the mid-year of the 28 year plan period. The growth of the network of bicycle facilities was estimated at a 50% increase over the base year for a total need of \$4.5 billion for Plan Bay Area. Pedestrian infrastructure needs were not estimated since it was assumed that these costs would be included in the non-pavement needs.

Local Bridge Needs and Revenue Assessment

Another component of the Bay Area's local street and road system is the over two thousand bridges that span 20 or more feet. Local bridges are an integral part of the transportation system. While relatively rare, local bridge failures can have significant consequences. Aside from the threat to public safety, many local bridges are the only access to homes and communities, and a failure can result in lengthy detours and economic losses.

The local bridge needs estimate for Plan Bay Area utilized the Caltrans bridge management system, Pontis, to assess and forecast the health and preservation needs of the local bridges over the 28-year Plan Bay Area period. Pontis is designed to analyze bridge data to predict future bridge conditions and needs, determine optimal policies, and recommend projects and schedules within budget and policy limitations. For this update, MTC staff trended the needs derived from a 2008 analysis to reach the 2011 base year and then escalated the costs over 28 years at the rate of 2.2 percent.

The estimate of revenues available to meet the system preservation needs consist of federal Highway Bridge Program (HBP) funds in addition to local match as well as a small amount of Proposition 1B funds for seismic retrofitting. Since HBP program funds are competitive and at the state's discretion to allocate, revenue estimates were developed based on historic shares of funding received in the region. The revenue was then distributed among the counties according to the prioritization recommendations from the Pontis bridge model. Other assumptions include allocating a 50-50 share of HBP funding between local and transit/state bridges in the region.

As seen in the table below, the estimated need for local bridge maintenance over the Paln Bay Area time frame is \$2.4 billion. Approximately \$1 billion in revenue was identified over the same time period, leaving a remaining need of \$1.4 billion.

Table 3. Comparison of Local Bridge Funding Need by County (In Millions)

County	Needs	Revenue	Additional Funding Need
Alameda	\$295	\$186	\$109
Contra Costa	\$326	\$93	\$232
Marin	\$122	\$9	\$113
Napa	\$149	\$105	\$44
San Francisco	\$276	\$99	\$177
San Mateo	\$206	\$118	\$89
Santa Clara	\$587	\$239	\$348
Solano	\$190	\$61	\$129
Sonoma	\$278	\$115	\$162
TOTAL	\$2,430	\$1,026	\$1,404

Note: Only non-transit local bridges were included in the financial analysis above.

Local Bridge Sufficiency Rating and Health Index

Sufficiency rating (SR) is the standard measure used to evaluate whether a bridge is sufficient to remain in service. The SR ranges from zero to 100 where,

- Zero is entirely insufficient;
- Sixty to 80 is the acceptable range of sufficiency; and
- Greater than 80 is sufficient.

For Federal Highway Bridge Program (HBP) funding eligibility, bridges must be rated Structurally Deficient (SD) or Functionally Obsolete (FO) with the SR less than or equal to 80 to be eligible candidates for rehabilitation. Bridges must be rated SD or FO with the SR < 50 to be eligible candidates for replacement (See [23 CFR 650.409](#) for details).

The 2010 average SR for the Bay Area is 78.4, down from 80.7 in 2008. The average age for the Bay Area local bridges is 51 years. Table 4 represents the average SR, age of structures by county. Local bridges exclude transit bridges.

Table 4. 2010 Bridge Condition by County

County	# of Bridges	Avg Age (Yr)	Avg Sufficiency Rating	Structures with SR >80	Structures with SR <=80	Structures with SR <50	No SR data
Alameda	225	46	83.2	129	64	9	23
Contra Costa	345	45	82.8	197	76	16	56
Marin	118	59	77.0	56	45	11	6
Napa	104	63	73.0	49	38	17	0
San Francisco	61	60	64.6	15	18	5	23
San Mateo	133	52	79.0	69	45	10	9
Santa Clara	531	47	79.1	310	140	51	30
Solano	194	40	87.4	144	37	6	7
Sonoma	425	49	79.1	246	135	42	2
Average		51	78.4				
Total	2,136			1,215	598	167	156
%				57%	28%	8%	7%

As shown, counties with older bridges tend to have a lower sufficiency rating, while young jurisdictions tend to have higher SR.

Another common measure for demonstrating bridge performance over time is the bridge health index (BHI) developed by Caltrans. The BHI measures the condition of each element on a structure, with a range of zero to 100, with 100 representing the best condition. In 2008 assessment, the BHI for the region then was 91. Based on projected needs and available funding, the BHI will drop to 77 by 2038.

Figure 1 represents the age distribution of the local bridges in the Bay Area. As shown, the local bridges are aging – more than 75 percent of the structures are 30 years or older. Over 40 percent of the structures are 50 years or older and 15 percent are over 80 years old.

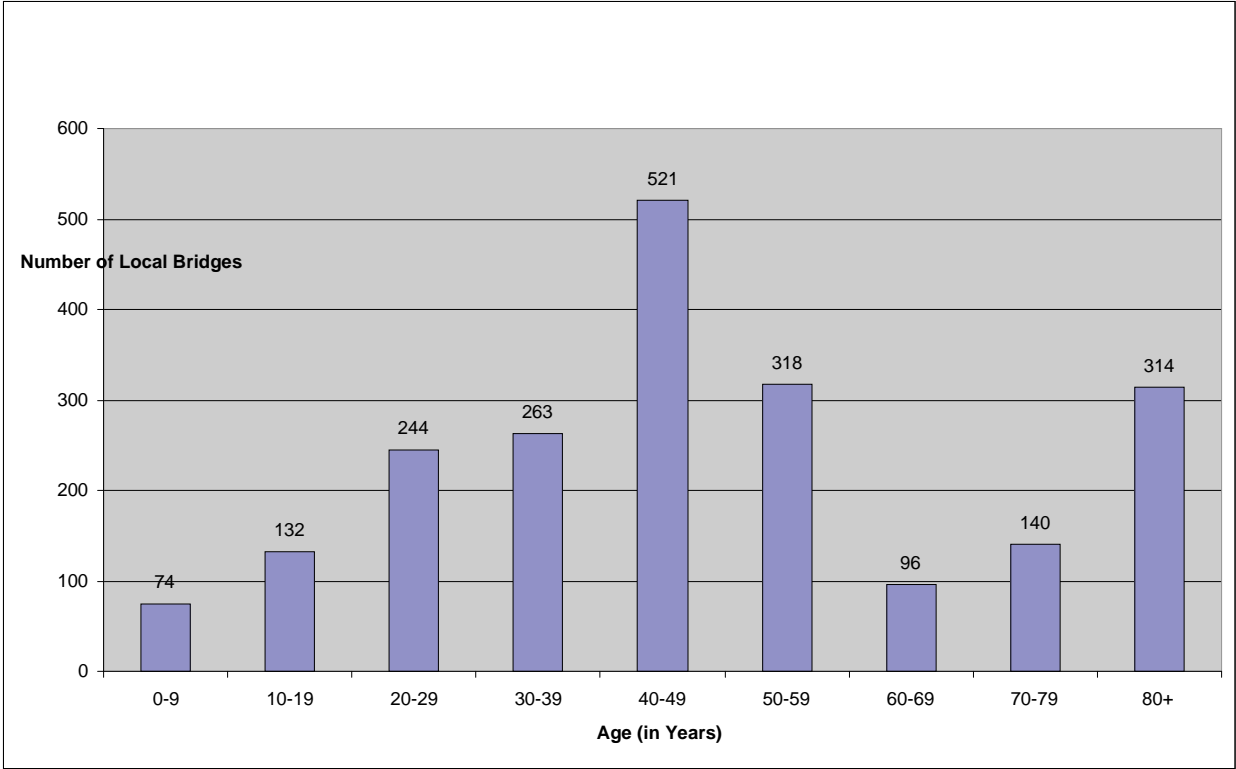


Figure 2. Age Distribution of Local Bridges

Metropolitan Transportation Commission

Management Staff

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
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General Counsel

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Management Staff

Ezra Rapport
Executive Director

Patricia Jones
Assistant Executive Director

Kenneth K. Moy
Legal Counsel

Miriam Chion
Planning and Research Director



**Association of
Bay Area
Governments**

P.O. Box 2050
Oakland, CA 94604-2050

510.464.7900 PHONE
info@abag.ca.gov EMAIL
www.abag.ca.gov WEB



**Metropolitan
Transportation
Commission**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

510.817.5700 PHONE
510.817.5769 TDD/TTY
info@mtc.ca.gov EMAIL
www.mtc.ca.gov WEB

Bay Area Plan

July 2013

Strategy for a Sustainable Region



Association of Bay Area Governments



Metropolitan Transportation Commission

Final Transit Operating and Capital Needs and Revenue Assessment

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Cities of San Mateo County

Tom Azumbrado
*U.S. Department of Housing
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Cities of Alameda County

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City and County of San Francisco

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Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

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*San Francisco Bay Conservation
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Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Association of Bay Area Governments

Jake Mackenzie
Sonoma County and Cities

Joe Pirzynski
Cities of Santa Clara County

Jean Quan
Oakland Mayor's Appointee

Bijan Sartipi
*State Business, Transportation
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Solano County and Cities

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San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Association of Bay Area Governments

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County of Napa
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City of Clayton
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Contra Costa

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Transit Operating and Capital Needs and Revenue Assessment

MTC analyzed how much funding is needed to operate and maintain existing transit services over the 28-year plan period from FY2012-13 to FY2039-40. On the cost side, the analysis has two components: (a) operating and maintenance costs, and (b) capital replacement and rehabilitation costs. On the revenue side, the analysis also has two components: (a) revenues that are committed to transit operating or capital costs by law or MTC or transit agency policy, and (b) discretionary funds that are allocated to transit operating or capital needs by MTC or Congestion Management Agencies (CMAs).

Transit Operating Needs and Revenues

The cost to operate and maintain existing service levels was projected by the transit operators. MTC requested a cost breakdown of expenses by mode (bus, paratransit, rail, etc.) and system wide non-operating expenses including debt service by year-of-expenditure. All projections were checked for consistency against cost projections provided in operators' Transportation Development Act (TDA) claims, which cover an audited historical year, as well as budgeted projections for the current and approaching fiscal years. Projections also were checked for reasonableness and consistency against cost projections included in *Transportation 2035 Plan for the San Francisco Bay Area*. Inflation assumptions were checked for reasonableness across similar expense categories. The cost impact of projected changes in service levels during the plan period was accounted for only in instances where those changes are a result of the transit operators' policy directives. The operating cost projections include existing service levels and cost projections for committed expansion projects. Where there were questions on the assumptions, MTC generally worked with the transit operator to get clarification and used information deemed most accurate by the transit operator. Estimates of transit operators' annual costs to operate the Clipper[®] system, were added to operators' annual projected costs. Lastly, beginning in FY 2017-18, a five-percent cost savings reduced annual cost projections for the seven largest transit operators, consistent with the MTC's Transit Sustainability Project (TSP) performance measure implementation.

Dedicated local funds that are controlled by the operators include fares, non-fare revenue (such as general fund contributions or revenue from advertising), other revenue (such as those from charter service), and county sales tax for operating and maintenance needs. Operating revenues were projected by the transit operators, and were again checked for consistency with revenue projections provided in the operators' most recently submitted TDA claim. The 28-year fare revenue projections were used as provided by the operators, with most projected to keep pace with inflation. Revenues from county sales tax measures were projected only up to the sunset date of the measure, and were projected to increase consistently with growth rates estimated by the county sales tax authorities. Revenues from Alameda County's proposed sales tax measure, a ½-cent augmentation to an existing measure, was included in the revenue projections beginning in FY 2016-17.

Revenues that pass through or are typically estimated by MTC include federal grants, State Transit Assistance (STA) funds, Transportation Development Act (TDA) funds, and bridge tolls for operating and maintenance needs (refer to the Financial Assumptions supplemental report for information on the projections for these sources). The revenues were assigned to each of the operators on an annual basis using MTC adopted formulas and any other applicable restrictions on the use of those funds. Some fund sources are restricted by either statute or policy to either operations or capital uses, while some fund sources are flexible. MTC staff generally assumed that all flexible transit revenues would first cover operating expenses; and then additional revenue, if any, were assigned to capital replacement if there was an identified need.

The projections resulted in 28-year total operating expenses for all operators combined of \$114.3 billion, and operating revenues of \$110.4 billion, leaving \$3.9 billion of operating costs remaining to be funded. The remaining operating costs were addressed with \$2.1 billion in regional discretionary funds and \$1.7 billion in CMA discretionary funds (numbers do not add to \$3.9 billion due to rounding). Projected operating service levels, expenses, and revenues are summarized in Table 1, and projected operating revenues are presented in greater detail in Table 2.

Plan Bay Area proposes establishing a reserve account for projected Cap-and-Trade revenues to be used for transit-oriented affordable housing, for transit operating and capital rehabilitation/replacement, and for local street and road rehabilitation, consistent with the focused land use strategy outlined in Plan Bay Area. Projected Cap-and-Trade revenues were not distrusted among Bay Area transit operators, and would increase the investment capacity for transit operations. Consequently, the needs and revenue assessment results detailed in Tables 1 and 2 do not include projected Cap-and-Trade revenues.

Transit Capital Replacement and Rehabilitation Needs and Revenues

The transit capital replacement and rehabilitation need projections are based on data in the Regional Transit Capital Inventory (RTCI), a database of all of the region's transit capital assets, such as buses, railcars, ferries, track, bridges, tunnels, train control and traction power systems, stations, maintenance facilities, and communications systems. The objective of the RTCI is to collect consistent and comparable data on the region's transit capital assets and replacement and rehabilitation costs for each transit operator.

In addition to an inventory of assets, the RTCI includes replacement and rehabilitation lifecycle costs for each type of asset. Asset data for the RTCI was developed by each operator, using multiple sources, such as maintenance management systems, fleet plans, condition assessments, and fixed asset accounting systems. Industry standard replacement and rehabilitation cycles and costs for each asset type were developed based on a national inventory maintained by the Federal Transit Administration (FTA) and other sources. The industry standard costs and lifecycles were used for assets for which the operator did not have complete data. The RTCI data was initially collected in 2007, and updated with data on new and retired assets, as well as refined cost and lifecycle information, in 2011.

Transit capital needs were defined as the cost of replacing all assets at the end of their useful lives, and performing all capital rehabilitation work in accordance with the recommended rehabilitation cycle for the asset type. This includes eliminating the existing \$5.0 billion backlog of deferred replacement and rehabilitation projects over the first ten years of the planning period. In some cases, particularly for long-lived assets such as stations or tunnels, major components were assumed to be replaced, rather than the entire asset. Clipper® equipment replacement and upgrade costs were projected by Clipper® staff and included in a centralized Clipper® line item.

Transit revenues that are currently committed to capital replacement and rehabilitation by statute or policy were assumed to continue to be dedicated to capital over the 28-year planning period. These sources include FTA Urbanized Area Formula (Section 5307), and Fixed Guideway Modernization (Section 5309 FG) funds, AB 664 and 2 percent bridge tolls, certain county transportation sales taxes, local and state bond proceeds for seismic work, and, as noted above, projected operating surpluses, if any. The MAP-21 federal transportation authorization made several changes to FTA funding programs, including replacing the Fixed Guideway Modernization with a new State of Good Repair (Section 5337) program, and creating a new Bus & Bus Facilities (Section 5339) program. However, the total FTA funding for the region under MAP-21 remains generally consistent with the projections used for Plan Bay Area, so the projections were not revised based on MAP-21's program changes.

FTA revenue projections were based on actual apportionments with assumed 3.0 percent annual growth. The FTA and bridge toll revenues for each operator were projected by using the current programming policies for those sources applied to the projected needs. The 10 percent ADA Operating Set-Aside funds in the FTA 5307 program were assumed to be used as operating revenues. The remaining 90 percent of projected 5307 funds, as well as the other FTA formula funds, were assigned to operators using the Transit Capital Priorities Project Apportionment Model used for annual programming of the FTA funds. The FTA funds come into the region through 12 urbanized areas, and each operator is eligible for funding from one or more urbanized areas. The Project Apportionment Model assigns funds to projects based on urbanized area eligibility and project score. Refer to the Financial Assumptions supplemental report for information on projections of other revenue sources.

Projected committed capital revenues totaled \$20.9 billion before the assignment of Plan Bay Area discretionary revenues. The projected capital needs totaled \$46.5 billion, resulting in \$25.6 billion of remaining needs before adding the discretionary revenues. For projects that are high-scoring (Score 16) under the region's Transit Capital Priorities policy – revenue vehicle replacement, fixed guideway rehabilitation, and major systems – projected needs totaled \$32.7 billion, with \$13.3 billion of the Score 16 needs remaining unfunded after applying the eligible committed funds.

The Commission directed \$8.3 billion of the region's projected discretionary revenues to address transit capital rehabilitation and replacement shortfalls, and CMAs contributed

another \$950 million. These actions reduced the amount of remaining transit maintenance needs to achieve the Plan Bay Area performance target to \$16.4 billion.

Plan Bay Area prioritizes the region's revenue vehicle replacement needs, followed by other Score 16 needs, such as fixed guideway and major systems. Of the \$9.3 billion total discretionary revenues (Commission and CMA), approximately \$700 million was directed to meet the remaining revenue vehicle needs, and \$8.6 billion for other Score 16 needs. The \$8.6 billion for other Score 16 needs was allocated to individual transit operators in proportion to each operator's share of the remaining other Score 16 needs.

The \$30.2 billion total project revenues for transit capital rehabilitation – committed, Commission discretionary and CMA discretionary – are sufficient to cover 100% of projected vehicle replacement needs, 76% of other Score 16 needs, and 65% of all capital needs.

It is important to note that these Plan Bay Area funding assignments are based on projections of aggregate need over 28 years; actual programming will vary year to year and will take into account actual project eligibility and readiness. Projected transit capital rehabilitation and replacement needs and revenues for all projects are summarized in Table 3. The distribution of Plan Bay Area discretionary revenues for transit capital rehabilitation and replacement is detailed in Table 4. Projected revenues for transit capital rehabilitation and replacement, including committed revenues and the discretionary revenues assigned to these needs, are summarized in Table 5.

Similar to transit operations, projected Cap-and-Trade revenues were not distributed among Bay Area transit operators, and would increase the investment capacity for transit capital rehabilitation/replacement. However, these projected revenues were not included in the needs and revenue assessment. The needs and revenue assessment results detailed in Tables 3-5 do not include projected Cap-and-Trade revenues.

Table 1. Plan Bay Area 28-Year Transit Operating Needs & Revenues for Existing and Committed Service Levels
(In Escalated \$ Millions)

Operator	FY 2011-12 Revenue Vehicle Hours (1,000s)	Operating Expenses	Committed Operations Funds	Regional Discretionary Funds	CMA Discretionary Funds	Total Operating Revenue Used For Operations	Remaining Needs
Large Operators							
AC Transit	1,624	\$12,572	\$11,080	\$0	\$1,491	\$12,572	\$0
BART	2,000	27,044	26,948	0	96	27,044	0
Caltrain	30	4,325	3,896	429	0	4,325	0
GGBHTD	406	3,010	2,470	540	0	3,010	0
SamTrans	880	6,067	5,665	402	0	6,067	0
SFMTA	3,439	36,285	36,110	175	0	36,285	0
VTA	1,803	16,356	16,356	0	0	16,356	0
Subtotal	10,182	\$105,659	\$102,524	\$1,547	\$1,587	\$105,659	\$0
Small Operators							
ACE	20	\$635	\$571	\$0	\$64	\$635	\$0
CCCTA	306	1,029	1,029	0	0	1,029	0
ECCTA	98	470	432	38	0	470	0
Fairfield	149	667	539	96	32	667	0
LAVTA	188	356	356	0	0	356	0
Marin County	94	302	302	0	0	302	0
Napa	23	84	84	0	0	84	0
Petaluma	6	32	32	0	0	32	0
Rio Vista	112	621	353	269	0	621	0
Santa Rosa	97	396	396	0	0	396	0
SMART	105	570	496	74	0	570	0
SolTrans	0	817	779	38	0	817	0
Sonoma County	203	730	730	0	0	730	0
Union City	49	154	138	0	16	154	0
Vacaville	30	79	79	0	0	79	0
Westcat	93	446	377	69	0	446	0
WETA	13	1,133	1,101	0	32	1,133	0
Subtotal	1,585	\$8,522	\$7,794	\$584	\$144	\$8,522	\$0
Clipper®	N/A	96	96	0	0	96	0
Total	11,767	\$114,277	\$110,415	\$2,131	\$1,731	\$114,277	\$0

Notes:

1. The total available revenues may exceed the revenues needed for operations. In that case, the additional revenues were assumed to be available to capital replacement and rehabilitation. See Table 2 for details.
2. Costs and revenues listed under Clipper® are for central, systemwide costs. Clipper® operating costs and revenues attributable to individual operators are included under each operator.
3. Included in the projected operating costs are Caltrain's service frequency improvements with electrification, and BART's service expansion to San Jose.

Table 2. Plan Bay Area Transit Operations 28-Year Cost and Revenue Projections Detail

(In Escalated \$ Millions)

Operators	Committed Transit Operating Revenues										Plan Bay Area Regional Disc. Revenues	Plan Bay Area CMA Disc. Revenues	Total Operating Revenues Used for Operations	Operating Revenue Available for Capital Replacement *
	Fares	Non-Fare/ Other Revenues	County Sales Taxes	TDA Revenues	STA Revenues	AB 1107 Sales Taxes	Bridge Tolls	FTA ADA Operating	County Reg. Fees	Total Committed Revenues				
Large Operators														
AC Transit	\$2,203	\$4,425	\$271	\$1,925	\$854	\$1,243	\$273	\$193	\$78	\$11,465	\$0	\$1,491	\$12,572	\$384
BART	17,586	2,693	0	0	1,253	7,456	0	143	0	29,132	0	96	27,044	2,184
Caltrain	2,221	1,331	0	0	295	0	0	49	0	3,896	429	0	4,325	0
GGBHTD	778	666	0	549	334	0	70	55	19	2,470	540	0	3,010	0
SamTrans	781	558	2,687	1,271	254	0	9	49	56	5,665	402	0	6,067	0
SFMTA	7,933	23,186	96	1,339	2,150	1,243	75	183	37	36,242	175	0	36,285	132
VTA	3,065	1,821	9,376	4,041	909	0	0	168	0	19,380	0	0	16,356	3,024
Subtotal	\$34,567	\$34,681	\$12,431	\$9,126	\$6,047	\$9,942	\$427	\$839	\$190	\$108,249	\$1,547	\$1,587	\$105,659	\$5,724
Small Operators														
ACE	\$170	\$389	\$0	\$0	\$33	\$0	\$0	\$24	\$0	\$616	\$0	\$64	\$635	\$44
CCCTA	159	59	152	608	201	0	4	32	0	1,215	0	0	1,029	186
ECCTA	131	3	37	350	177	0	15	22	0	735	0	0	730	5
Fairfield	79	151	0	133	50	0	20	0	0	432	38	0	470	0
LAVTA	93	29	35	258	82	0	16	14	12	539	96	32	667	0
Marin County	26	197	141	0	0	0	0	0	0	363	0	0	356	7
Napa	41	1	0	262	44	0	11	1	0	361	0	0	302	59
Petaluma	9	1	8	66	17	0	0	0	0	102	0	0	84	17
Rio Vista	2	19	0	10	3	0	0	0	0	34	0	0	32	1
Santa Rosa	67	0	35	194	57	0	0	0	0	353	269	0	621	0
SMART	176	61	542	0	0	0	0	0	0	779	38	0	817	0
SolTrans	105	9	0	188	80	0	34	30	0	446	0	0	396	50
Sonoma Co.	69	0	30	308	89	0	0	0	0	496	74	0	570	0
Union City	21	0	24	87	23	0	0	0	5	159	0	16	154	21
Vacaville	13	1	0	123	30	0	0	0	0	166	0	0	79	87
Westcat	95	7	52	94	108	0	16	5	0	377	69	0	446	0
WETA	398	295	34	0	0	0	579	0	0	1,307	0	32	1,133	206
Subtotal	\$1,653	\$1,220	\$1,090	\$2,682	\$992	\$0	\$695	\$129	\$17	\$8,479	\$584	\$144	\$8,522	\$685
Clipper®	0	96	0	0	0	0	0	0	0	96	0	0	96	0
Total	\$36,220	\$35,998	\$13,521	\$11,807	\$7,040	\$9,942	\$1,122	\$968	\$207	\$116,824	\$2,131	\$1,731	\$114,277	\$6,409

* Additional operating revenue available for Capital Replacement or to support other Plan Bay Area projects.

Table 3. Plan Bay Area 28-Year Capital Needs and Revenues Summary for All Projects (All Scores)

(In Escalated \$ Millions)

Operators	All Scores Capital Need	Total Committed Revenues	Plan Bay Area Regional Discretionary Revenues	Plan Bay Area CMA Discretionary Revenues	Total Capital Revenues	Remaining Needs* After Discretionary Revenues*
Large Operators						
AC Transit	\$3,354	\$1,324	\$267	\$0	\$1,591	\$1,763
BART	16,473	6,349	3,982	114	10,444	6,028
Caltrain	3,342	358	731	0	1,090	2,252
GGBHTD	1,230	646	132	0	778	452
SamTrans	1,468	461	337	0	797	671
SFMTA	12,712	5,194	2,366	835	8,395	4,317
VTA	4,313	4,313	0	0	4,313	0
Subtotal	\$42,891	\$18,644	\$7,815	\$949	\$27,408	\$15,483
Small Operators						
ACE	\$155	\$102	\$17	\$0	\$119	\$36
CCCTA	415	372	0	0	372	43
Dixon	4	1	2	0	4	0
ECCTA	197	112	61	0	172	25
Fairfield	184	110	0	0	110	74
LAVTA	218	112	67	0	178	40
Marin County	43	32	9	0	41	2
Napa	145	125	0	0	125	21
Petaluma	34	27	0	0	27	7
Rio Vista	10	3	0	0	3	7
Santa Rosa	127	111	0	0	111	16
SMART	241	64	85	0	149	92
SolTrans	409	199	0	0	199	211
Sonoma County	269	78	48	0	126	143
Union City	64	54	5	0	59	4
Vacaville	68	68	0	0	68	0
Westcat	157	60	47	0	107	51
WETA	324	324	0	0	324	0
Subtotal	\$3,065	\$1,953	\$341	\$0	\$2,293	\$772
Clipper®	584	316	157	0	473	111
Total	\$46,540	\$20,913	\$8,313	\$949	\$30,175	\$16,365

* Remaining needs to meet performance target of 0% of assets in service past useful life.

Table 4. Distribution of Regional Discretionary Revenues for Transit Capital Needs

(In Escalated \$ Millions)

Operators	Discretionary Funding for Vehicles Based on Vehicle Remaining Need*		Discretionary Funding for Other Score 16 Based on Other Score 16 Remaining Need*		Total Discretionary Funding
	Vehicle Remaining Need	Discretionary Funding	Other 16 Remaining Need	Discretionary Funding	
Large Operators					
AC Transit	\$155	\$155	\$186	\$112	\$267
BART	0	0	6,601	3,982	3,982
Caltrain	1	1	1,210	730	731
GGBHTD	32	32	166	100	132
SamTrans	283	283	89	54	337
SFMTA	0	0	3,923	2,366	2,366
VTA	0	0	0	0	0
Subtotal	\$471	\$471	\$12,176	\$7,344	\$7,815
Small Operators					
ACE	\$16	\$16	\$1	\$1	\$17
CCCTA	0	0	0	0	0
Dixon	2	2	0	0	2
ECCTA	60	60	2	1	61
Fairfield	0	0	0	0	0
LAVTA	63	63	6	3	67
Marin County	9	9	0	0	9
Napa	0	0	0	0	0
Petaluma	0	0	0	0	0
Rio Vista	0	0	0	0	0
Santa Rosa	0	0	0	0	0
SMART	0	0	140	85	85
SolTrans	0	0	0	0	0
Sonoma County	37	37	18	11	48
Union City	4	4	1	1	5
Vacaville	0	0	0	0	0
Westcat	46	46	1	1	47
WETA	0	0	0	0	0
Subtotal	\$238	\$238	\$169	\$102	\$341
Clipper®	0	0	261	157	157
Total	\$709	\$709	\$12,606	\$7,604	\$8,313

* Remaining needs to meet performance target of 0% of assets in service past useful life.

Table 5. Plan Bay Area 28-Year Transit Capital Maintenance Revenues Summary

(In Escalated \$ Millions)

Operators	Committed Transit Capital Revenues											Plan Bay Area Regional Disc. Revenues	Plan Bay Area CMA Disc. Revenues	Total Capital Revenues
	FTA Formula Funds	County Sales Taxes	AB 664 Bridge Tolls	BART Seismic GO Bonds	Prop 1B Rev-Based	STP Transit Capital Rehab	2% Bridge Tolls	Pop 1B Pop-Based	Operating Funds	Reconcile Adjust.*	Total Committed Revenues			
Large Operators														
AC Transit	\$870	\$0	\$42	\$0	\$21	\$7	\$0	\$0	\$384	\$0	\$1,324	\$267	\$0	\$1,591
BART	3,635	29	175	215	52	58	0	0	2,184	0	6,349	3,982	114	10,444
Caltrain	321	122	16	0	9	9	0	0	0	(119)	358	731	0	1,090
GGBHTD	633	0	0	0	8	4	0	1	0	0	646	132	0	778
SamTrans	437	0	9	0	11	4	0	0	0	0	461	337	0	797
SFMTA	4,091	776	84	0	69	41	0	0	132	0	5,194	2,366	835	8,395
VTA	2,175	420	0	0	32	14	0	0	3,024	(1,352)	4,313	0	0	4,313
Subtotal	\$12,163	\$1,348	\$326	\$215	\$202	\$137	\$0	\$1	\$5,724	(\$1,471)	\$18,644	\$7,815	\$949	\$27,408
Small Operators														
ACE	\$56	\$0	\$0	\$0	\$1	\$1	\$0	\$0	\$44	\$0	\$102	\$17	\$0	\$119
CCCTA	174	0	8	0	1	1	0	1	186	0	372	0	0	372
Dixon	1	0	0	0	0	0	0	0	0	0	1	2	0	4
ECCTA	100	0	5	0	0	1	0	1	5	0	112	61	0	172
Fairfield	109	0	0	0	0	0	0	0	0	0	110	0	0	110
LAVTA	105	0	5	0	0	1	0	1	0	0	112	67	0	178
Marin County	24	0	0	0	0	0	0	0	7	0	32	9	0	41
Napa	65	0	0	0	0	0	0	0	59	0	125	0	0	125
Petaluma	9	0	0	0	0	0	0	0	17	0	27	0	0	27
Rio Vista	1	0	0	0	0	0	0	0	1	0	3	0	0	3
Santa Rosa	110	0	0	0	0	0	0	0	0	0	111	0	0	111
SMART	63	0	0	0	0	1	0	0	0	0	64	85	0	149
SolTrans	139	0	7	0	1	1	0	1	50	0	199	0	0	199
Sonoma County	76	0	0	0	0	1	0	1	0	0	78	48	0	126
Union City	31	0	2	0	0	0	0	0	21	0	54	5	0	59
Vacaville	75	0	0	0	0	0	0	0	87	(94)	68	0	0	68
Westcat	56	0	3	0	1	0	0	0	0	0	60	47	0	107
WETA	222	0	11	0	0	1	29	0	206	(144)	324	0	0	324
Subtotal	\$1,416	\$0	\$40	\$0	\$6	\$10	\$29	\$6	\$685	(\$239)	\$1,953	\$341	\$0	\$2,293
Clipper®	313	0	0	0	0	3	0	0	0	0	316	157	0	473
Total	\$13,892	\$1,348	\$366	\$215	\$207	\$149	\$29	\$7	\$6,409	(\$1,710)	\$20,913	\$8,313	\$949	\$30,175

* Revenues for operators with projected capital maintenance surpluses adjusted so total revenues equal amount needed to cover capital needs.

Metropolitan Transportation Commission

Management Staff

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
*Deputy Executive Director,
Operations*

Adrienne D. Weil
General Counsel

Brian Mayhew
Chief Financial Officer

Ken Kirkey
Director, Planning

Alix Bockelman
*Director, Programming and
Allocations*

Association of Bay Area Governments

Management Staff

Ezra Rapport
Executive Director

Patricia Jones
Assistant Executive Director

Kenneth K. Moy
Legal Counsel

Miriam Chion
Planning and Research Director



**Association of
Bay Area
Governments**

P.O. Box 2050
Oakland, CA 94604-2050

510.464.7900 PHONE
info@abag.ca.gov EMAIL
www.abag.ca.gov WEB



**Metropolitan
Transportation
Commission**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700

510.817.5700 PHONE
510.817.5769 TDD/TTY
info@mtc.ca.gov EMAIL
www.mtc.ca.gov WEB

APPENDIX A – 60

2017 TIP Detail

**Projects Being Added Into the
Draft 2017 TIP**



Projects Being Added into the 2017 TIP

SI No.	TIP ID	County	Sponsor	Project Name	Total Project Cost	TIP Funding (2017-2020)
1	ALA170001	ALA	ACTC	State Route 262 (Mission Blvd) Improvements	\$20,120,000	\$2,000,000
2	ALA170002	ALA	ACTC	I-80/Ashby Avenue Interchange Improvements	\$53,560,000	\$3,500,000
3	ALA170003	ALA	Union City Transit	Union City Transit: Single Point Login Terminals	\$23,255	\$23,255
4	ALA170004	ALA	ACTC	I-880/West Winton Avenue Interchange	\$21,000,000	\$5,000,000
5	ALA170005	ALA	ACTC	I-880/Whipple Road Interchange Improvements	\$60,000,000	\$3,000,000
6	ALA170006	ALA	BAIFA	ALA-880 Express Lanes	\$77,900,000	\$58,500,000
7	ALA170007	ALA	MTC	Regional Planning Activities and PPM - Alameda	\$8,401,159	\$8,401,159
8	ALA170008	ALA	ACTC	I-580/680 Interchange HOV/HOT Widening	\$186,000,000	\$2,000,000
9	ALA170009	ALA	ACTC	Widen I-680 NB and SB for EL from SR-84 to Alcosta	\$322,000,000	\$1,500,000
10	ALA170010	ALA	ACTC	I-880 NB HOV/HOT: North of Hacienda to Hegenberger	\$221,000,000	\$1,500,000
11	CC-170001	CC	Danville	San Ramon Valley Blvd Lane Addition and Overlay	\$953,046	\$953,046
12	CC-170002	CC	BAIFA	CC-680 Northern Segment Express Lane - Southbound	\$36,100,000	\$3,004,000
13	CC-170003	CC	BAIFA	CC-680 Northern Segment Express Lane - Northbound	\$31,900,000	\$2,000,000
14	CC-170004	CC	MTC	Regional Planning Activities and PPM - CC County	\$6,422,553	\$6,422,553
15	MRN170001	MRN	MTC	Regional Planning Activities and PPM - Marin	\$4,729,181	\$4,729,181
16	MRN170002	MRN	Novato	Vineyard Road Improvements	\$1,005,757	\$921,782
17	NAP170001	NAP	MTC	Regional Planning Activities and PPM - Napa	\$4,592,181	\$4,592,181
18	REG170001	REG	MTC	Regional Planning Activities and PPM - MTC	\$12,754,000	\$12,754,000
19	REG170002	REG	MTC	Transportation Management Systems	\$3,000,000	\$3,000,000
20	REG170003	REG	MTC	511 Carpool and Vanpool Programs	\$19,300,000	\$2,900,000
21	SCL170001	SCL	MTC	Regional Planning Activities and PPM - Santa Clara	\$9,485,470	\$9,485,470
22	SF-170001	SF	Port of SF	Mission Bay Ferry Terminal	\$17,540,000	\$2,000,000
23	SF-170002	SF	MTC	Regional Planning Activities and PPM - SF County	\$5,628,854	\$5,628,854
24	SM-170001	SM	San Mateo County	Hwy 1 Congestion throughput and safety improvement	\$7,150,000	\$1,650,000
25	SM-170002	SM	MTC	Regional Planning Activities and PPM - San Mateo	\$5,455,181	\$5,455,181
26	SM-170003	SM	San Bruno	SR-35 (Skyline Blvd) Widening from I-280 to Sneath	\$4,450,000	\$500,000
27	SM-170004	SM	Pacifica	Manor Drive Overcrossing and Milagra On Ramp	\$17,000,000	\$1,000,000
28	SOL170001	SOL	MTC	Regional Planning Activities and PPM - Solano	\$4,998,181	\$4,998,181



Projects Being Added into the 2017 TIP, continued

SI No.	TIP ID	County	Sponsor	Project Name	Total Project Cost	2015 TIP Funding (2015-2018)
29	SON170001	SON	Windsor	Windsor River Road/Windsor Road/NWPRR Intersection	\$8,800,000	\$2,000,000
30	SON170002	SON	MTC	Regional Planning Activities and PPM - Sonoma	\$5,164,181	\$5,164,181
31	VAR170001	VAR	Caltrans	GL: Safety Improvements - SRTS	\$579,700	\$537,700
32	VAR170002	VAR	Caltrans	GL: Highway Safety Improvement Program	\$24,530,157	\$24,530,157
33	VAR170003	VAR	BAIFA	ALA/CC-80 and Bay Bridge Approach Express Lanes	\$98,300,000	\$0
34	VAR170004	VAR	Caltrans	GL: Pavement Resurfacing/Rehab SHS - Highway Maint	\$15,854,000	\$15,854,000
35	VAR170005	VAR	Caltrans	GL: Safety Improvements - SHOPP Mobility Program	\$66,965,000	\$66,965,000
36	VAR170006	VAR	Caltrans	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	\$509,941,000	\$509,941,000
37	VAR170007	VAR	Caltrans	GL: Safety Imprv. - SHOPP Collision Reduction	\$341,966,000	\$341,966,000
38	VAR170008	VAR	Caltrans	GL: Emergency Repair - SHOPP Emergency Response	\$120,050,000	\$120,050,000
39	VAR170009	VAR	Caltrans	GL: Safety Improvements - SHOPP Mandates	\$49,884,000	\$49,884,000
40	VAR170010	VAR	Caltrans	GL: Bridge Rehab and Reconstruction - SHOPP	\$276,104,000	\$276,104,000
41	VAR170011	VAR	Caltrans	GL: Shoulder Imprv - SHOPP Roadside Preservation	\$5,600,000	\$5,600,000
42	VAR170012	VAR	Caltrans	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	\$422,922,956	\$173,837,999

APPENDIX A – 61

2017 TIP Detail

**Projects Being Archived Before
2017 TIP Approval**



Projects Being Archived Before the 2017 TIP Approval

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
1	ALA050006	I-580 (TriValley) Right of Way Preservation	ALA	ACTC	\$9,700,000	\$0
2	ALA050015	BART - Warm Springs Extension	ALA	BART	\$890,000,000	\$69,000,000
3	ALA050042	ACE: ADA Operating Set-aside	SCL	ACE	\$528,000	\$0
4	ALA050043	ACE Signal System Rehabilitation	ALA	ACE	\$4,579,000	\$0
5	ALA050064	AC Transit: Transit Security Projects	ALA	AC Transit	\$32,246,878	\$4,296,776
6	ALA070018	I-580 (TriValley) Corridor - WB HOV & Connectors	ALA	ACTC	\$136,818,888	\$0
7	ALA070020	I-580 (TriValley) Corridor - EB HOV Lanes	ALA	ACTC	\$179,290,144	\$0
8	ALA070022	City of Alameda - Park St Streetscape	ALA	Alameda	\$2,495,113	\$0
9	ALA070041	I-80 Integrated Corridor Mobility Project	ALA	ACTC	\$92,855,000	\$0
10	ALA070046	AC Transit: Zero Emission Bus Advanced Demo	ALA	AC Transit	\$40,300,000	\$0
11	ALA070051	BART Station Electronic Bike Lockers, Ph. 2	ALA	BART	\$543,000	\$0
12	ALA070060	I-238 Widening Replacement Planting	ALA	Caltrans	\$4,059,000	\$0
13	ALA090004	I-580 WB HOT Corridor Project	ALA	ACTC	\$23,393,399	\$0
14	ALA090010	I-680/Bernal Avenue interchange improvements	ALA	Pleasanton	\$4,000,000	\$0
15	ALA090013	I-580 / Foothill Road interchange improvements	ALA	Pleasanton	\$3,750,000	\$0
16	ALA090015	Union City Intermodal Station Infrastructure	ALA	Union City	\$23,019,974	\$0
17	ALA090025	I-580 WB Auxiliary Lane, First to Isabel	ALA	ACTC	\$1,000,000	\$0
18	ALA090028	I-580 N. Flynn-Greenville EB Truck Climbing Lane	ALA	Caltrans	\$77,400,000	\$0
19	ALA090030	Regional Planning Activities and PPM - Alameda	ALA	MTC	\$20,563,966	\$1,167,966
20	ALA090031	Union City Transit: Replace Two 35' Buses	ALA	Union C Transit	\$22,000	\$0
21	ALA090060	ACE: Rebuild Diesel Locomotives	ALA	ACE	\$953,883	\$0



Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
22	ALA090061	Union City: Replacement of Four (4) Transit Buses	ALA	Union C Transit	\$2,073,845	\$0
23	ALA090062	Berkeley Bay Trail Extension - Segment One	ALA	Berkeley	\$2,581,000	\$0
24	ALA090066	Alamo Canal Regional Trail, I-580 Undercrossing	ALA	Dublin	\$2,651,000	\$0
25	ALA090067	I-580 Landscaping in the City of San Leandro	ALA	ACTC	\$350,000	\$0
26	ALA090069	Alameda County: Rural Roads Pavement Rehab	ALA	Alameda County	\$2,411,612	\$0
27	ALA110004	I-580 Oakland 14th to Ardley Noise Barriers	ALA	ACTC	\$1,600,000	\$0
28	ALA110005	LAVTA Rideo Bus Restoration	ALA	LAVTA	\$200,000	\$0
29	ALA110006	Various Streets Resurfacing and Bikeway Facilities	ALA	Oakland	\$4,823,000	\$0
30	ALA110007	City of Berkeley Transportation Action Plan - TDM	ALA	Berkeley	\$2,260,000	\$0
31	ALA110009	Bikemobile: Bike Repair and Encouragement Vehicle	ALA	ACTC	\$576,000	\$0
32	ALA110010	Shore Power Initiative	ALA	Port of Oakland	\$13,243,000	\$0
33	ALA110011	East Bay Parks Green Transportation Initiative	ALA	EB Reg Park Dis	\$17,810,000	\$0
34	ALA110012	Fremont CBD/Midtown Streetscape	ALA	Fremont	\$2,101,000	\$0
35	ALA110016	Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	ALA	Newark	\$800,000	\$0
36	ALA110024	Dublin Citywide Street Resurfacing	ALA	Dublin	\$672,000	\$0
37	ALA110026	Alameda Co - Central Unincorporated Pavement Rehab	ALA	Alameda County	\$1,279,000	\$0
38	ALA110027	San Leandro Downtown-BART Pedestrian Interface	ALA	San Leandro	\$6,214,470	\$0
39	ALA110028	Union City Blvd Corridor Bicycle Imp, Phase 1	ALA	Union City	\$1,860,000	\$0
40	ALA110030	Albany - Buchanan Bicycle and Pedestrian Path	ALA	Albany	\$2,544,000	\$0
41	ALA110031	Pleasanton - Foothill/I-580 IC Bike/Ped Facilities	ALA	Pleasanton	\$1,004,000	\$0

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
42	ALA110034	West Dublin BART Golden Gate Drive Streetscape	ALA	Dublin	\$1,885,547	\$0
43	ALA110035	South Hayward BART Area/Dixon Street Streetscape	ALA	Hayward	\$2,315,000	\$0
44	ALA110036	Union City BART East Plaza Enhancements	ALA	Union City	\$9,520,145	\$0
45	ALA110045	Walnut Argonaut Lane Reduction & Roundabout	ALA	Fremont	\$584,790	\$0
46	ALA110085	Shoreline Dr, Westline Dr and Broadway Bike Lanes	ALA	Alameda	\$963,400	\$0
47	ALA110086	Environmental Study for ACE Alignment	ALA	Caltrans	\$300,000	\$0
48	ALA110090	Enterprise Asset Management	ALA	BART	\$2,500,000	\$0
49	ALA110091	AC Transit: Procure (23) 60' Articulated Buses	ALA	AC Transit	\$18,753,877	\$0
50	ALA110092	AC Transit: Procure (38) 40-ft Urban Buses	ALA	AC Transit	\$17,814,552	\$0
51	ALA110093	AC Transit: Replace 16 40' Suburban Buses	ALA	AC Transit	\$7,937,230	\$0
52	ALA110095	LAVTA - East Bay Radio Communication System Hookup	ALA	LAVTA	\$640,000	\$0
53	ALA110098	Alameda County SR2S Local	ALA	ACTC	\$1,300,000	\$0
54	ALA110100	AC Transit: Line 51 Corridor	ALA	AC Transit	\$10,515,624	\$0
55	ALA110105	AC Transit: San Leandro BART Imprv	ALA	AC Transit	\$3,929,026	\$0
56	ALA110106	AC Transit: Farebox Replacement	ALA	AC Transit	\$11,875,000	\$0
57	ALA110107	ALA-Community-Based Transportation Plan Updates	ALA	ACTC	\$593,750	\$0
58	ALA110114	Union City: Replacement of Two (2) Transit Buses	ALA	Union C Transit	\$1,191,419	\$0
59	ALA110116	AC Transit: Bus Diesel Particulate Filters	ALA	AC Transit	\$1,590,450	\$0
60	ALA110117	AC Transit: Procure (28) 40-ft Urban Buses	ALA	AC Transit	\$12,839,711	\$0
61	ALA110118	AC Transit: Procure (40) 40-ft Urban Buses	ALA	AC Transit	\$18,338,156	\$0
62	ALA110119	AC Transit: Spectrum Ridership Growth	ALA	AC Transit	\$2,036,232	\$0



Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
63	ALA110121	BART Train Car Accident Repair	ALA	BART	\$1,687,189	\$0
64	ALA110122	Local PDA Planning - Alameda	ALA	ACTC	\$4,411,000	\$0
65	ALA110123	AC Transit: Replace 27 40' Urban Buses	ALA	AC Transit	\$13,037,439	\$0
66	ALA110124	AC Transit: Replace 38 40' Suburban Buses	ALA	AC Transit	\$19,399,976	\$0
67	ALA130004	Oakland 19th Street Uptown Bike Station	ALA	Oakland	\$606,000	\$0
68	ALA130010	Livermore Various Streets Preservation	ALA	Livermore	\$1,366,000	\$0
69	ALA130020	Fremont Various Streets and Roads Preservation	ALA	Fremont	\$3,912,000	\$0
70	ALA130023	Whipple Road Pavement Rehabilitation	ALA	Union City	\$761,000	\$0
71	ALA130029	Reconst I-880/SR92 Inter - Repl Planting & Irrigat	ALA	Caltrans	\$1,260,000	\$1,260,000
72	ALA130031	I-580 Eastbound Express/HOT Lanes	ALA	ACTC	\$31,578,967	\$2,000,000
73	ALA130033	Union City Transit: Replacement of (2) Buses	ALA	Union C Transit	\$735,910	\$735,910
74	ALA150013	AC Transit: Procure (15) 40' Urban Buses	ALA	AC Transit	\$6,795,645	\$6,795,645
75	ALA150018	AC Transit: Procure (65) 40' Urban Buses	ALA	AC Transit	\$37,071,720	\$37,071,720
76	ALA977007	Route 238 Corridor Improvement	ALA	Hayward	\$100,500,000	\$0
77	ALA990015	Union City Intermodal Station Infrastructure	ALA	Union City	\$61,276,442	\$0
78	ALA991070	AC Transit: Preventive Maintenance Program	ALA	AC Transit	\$392,437,743	\$0
79	ALA991077	E. 14th St/Mission Blvd Streetscape	ALA	Alameda County	\$3,560,940	\$0
80	BRT050003	BART Transbay Tube Seismic Retrofit	REG	BART	\$276,175,000	\$0
81	BRT990002	BART Oakland Airport Connector	ALA	BART	\$484,000,000	\$0
82	CC-010002	SR 24 - Caldecott Tunnel 4th Bore	CC	Caltrans	\$420,346,000	\$0
83	CC-010021	Richmond Transit Village Transit & Ped Imps	CC	BART	\$1,150,000	\$0
84	CC-030005	I-680 Auxiliary Lanes	CC	CCTA	\$34,000,500	\$1,520,000

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
85	CC-030011	Dornan Drive/Garrard Blvd Tunnel Rehabilitation	CC	Richmond	\$1,608,698	\$0
86	CC-030028	SR 4 East Widening from Somersville to SR 160	CC	CCTA	\$384,802,441	\$0
87	CC-030034	CCCTA: Preventive Maintenance Program	CC	CCCTA	\$19,549,035	\$0
88	CC-030037	ECCTA: Preventive Maintenance Program	CC	ECCTA	\$3,450,027	\$0
89	CC-050002	Antioch - Wilbur Ave Bridge Widening	CC	Antioch	\$15,220,119	\$0
90	CC-050010	Pacheco Transit Hub	CC	CCCTA	\$2,805,742	\$0
91	CC-050074	Hercules Intermodal Station Improvements	CC	WCCTA	\$1,613,895	\$0
92	CC-070004	Somersville Road Widening	CC	Antioch	\$5,700,000	\$5,000,000
93	CC-070030	Concord Blvd. Gap Closure, Phase 2	CC	Concord	\$1,220,000	\$0
94	CC-070049	SR4 Bypass: Laurel Rd to Sand Creek	CC	CCTA	\$16,600,000	\$0
95	CC-070050	Pleasant Hill Geary Road Widening Phase 3	CC	Walnut Creek	\$7,950,000	\$2,000,000
96	CC-070054	SR4 /SR160 Interchange and Connectors	CC	CCTA	\$50,100,000	\$0
97	CC-070057	SR4 Bypass: Sand Creek Interchange	CC	CCTA	\$24,800,000	\$0
98	CC-070074	San Pablo Avenue Streetscape	CC	El Cerrito	\$4,516,000	\$0
99	CC-070084	Bailey Road Transit Access Improvements	CC	Pittsburg	\$2,197,506	\$0
100	CC-090002	Pleasant Hill - Buskirk Avenue Widening	CC	Pleasant Hill	\$11,000,000	\$0
101	CC-090004	San Ramon Valley Bus Program	CC	Danville	\$8,000,000	\$0
102	CC-090010	Double rail track btw Oakley & Port Chicago	CC	Caltrans	\$28,071,000	\$0
103	CC-090018	Marina Bay Parkway Grade Separation	CC	Richmond	\$36,925,000	\$0
104	CC-090032	Richmond Rail Connector	CC	Caltrans	\$24,320,000	\$0
105	CC-090035	Regional Planning Activities and PPM - CC County	CC	MTC	\$12,580,981	\$1,576,981
106	CC-090063	BART Community Information Wayfinding	CC	BART	\$1,550,000	\$0
107	CC-090065	Hercules (Bio-Rad) Bay Trail	CC	Hercules	\$4,612,121	\$0

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
108	CC-090066	Moeser & Ashbury Ped/Bike Corridor Improvements	CC	El Cerrito	\$1,095,000	\$0
109	CC-090067	Monument Corridor Pedestrian and Bikeway Network I	CC	Concord	\$1,474,000	\$0
110	CC-110002	Martinez Ferry Service	CC	WETA	\$812,500	\$0
111	CC-110003	Antioch Ferry Service	CC	WETA	\$812,500	\$0
112	CC-110005	El Cerito Central Ave & Liberty St Streetscape Imp	CC	El Cerrito	\$1,186,000	\$0
113	CC-110006	Lafayette Downtown Bike/Ped Imp & Streetscape	CC	Lafayette	\$2,301,000	\$0
114	CC-110009	Brentwood 2012 Pavement Management Program	CC	Brentwood	\$1,342,000	\$0
115	CC-110010	Concord Blvd Pavement Rehabilitation	CC	Concord	\$2,687,000	\$0
116	CC-110012	Pittsburg Railroad Avenue Pavement Rehab	CC	Pittsburg	\$1,230,000	\$0
117	CC-110013	Walnut Creek Various Arterials & Collectors Rehab	CC	Walnut Creek	\$2,103,000	\$0
118	CC-110016	Richmond Transit Village: Nevin Imps 19th-27th	CC	Richmond	\$7,075,765	\$0
119	CC-110017	Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks	CC	Pittsburg	\$1,151,000	\$0
120	CC-110018	Richmond Barrett Avenue Bicycle Lanes	CC	Richmond	\$764,000	\$0
121	CC-110019	Concord Monument Corridor Shared Use Trail	CC	Concord	\$668,000	\$0
122	CC-110031	SR2S - Nystrom, Coronado, Highland, Wilson & Wash.	CC	Richmond	\$976,000	\$0
123	CC-110048	Moraga Way Pedestrian Pathway	CC	Orinda	\$258,000	\$0
124	CC-110049	Central-East County SR2S Program	CC	Pleasant Hill	\$819,000	\$0
125	CC-110050	San Ramon Valley Street Smarts SR2S Program	CC	Danville	\$413,000	\$0
126	CC-110051	Lisa Lane Sidewalk Project	CC	Pleasant Hill	\$721,150	\$0
127	CC-110052	Brentwood Area Schools Bike/Ped Access Imps	CC	Brentwood	\$492,500	\$0
128	CC-110055	Moraga Way Streetscape	CC	Moraga	\$640,000	\$0



Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
129	CC-110057	WCCTA: Replace (5) 1999 35' Revenue Vehicles	CC	WCCTA	\$2,329,355	\$0
130	CC-110058	WCCTA: Purchase of non revenue Service Vehicle	CC	WCCTA	\$39,651	\$0
131	CC-110061	CCCTA - Replace 10 40' buses - Hybrid	CC	CCCTA	\$7,034,275	\$0
132	CC-110062	CCCTA: Replace 4 LINK Vans	CC	CCCTA	\$464,800	\$0
133	CC-110063	CCCTA: Replace 4 Minivans	CC	CCCTA	\$216,945	\$0
134	CC-110064	CCCTA: Maintenance Facility Rehabilitation	CC	CCCTA	\$600,000	\$0
135	CC-110065	CCCTA: Inventory Asset Management System	CC	CCCTA	\$375,000	\$0
136	CC-110092	WCCTA Replace (8)1988 40' transit buses	CC	WCCTA	\$4,379,715	\$0
137	CC-110093	WCCTA: Replace (2) 2002 35' transit buses	CC	WCCTA	\$919,155	\$0
138	CC-110094	WCCTA - Replace (2) 35 foot diesel transit vehicle	CC	WCCTA	\$279,943	\$0
139	CC-110095	CCCTA: Replace 7 30' Buses	CC	CCCTA	\$3,549,849	\$0
140	CC-110096	CCCTA - Replace 6 22' Paratransit Vans	CC	CCCTA	\$501,990	\$0
141	CC-110097	CCCTA - Replace 4 Paratransit Minivans	CC	CCCTA	\$225,295	\$0
142	CC-110098	CCCTA - Purchase and Install 40 Elec. Cooling Fans	CC	CCCTA	\$400,000	\$0
143	CC-110101	Local PDA Planning - Contra Costa	CC	CCTA	\$3,101,000	\$0
144	CC-110102	Easy Go Richmond	CC	Richmond	\$254,114	\$0
145	CC-130007	Pleasant Hill - Contra Costa Blvd. Preservation	CC	Pleasant Hill	\$1,262,000	\$0
146	CC-130008	San Ramon Valley Boulevard Preservation	CC	San Ramon	\$1,916,196	\$0
147	CC-130009	Mt. Diablo Blvd West End Preservation	CC	Lafayette	\$660,000	\$0
148	CC-130010	Happy Valley Rd. Walkway SRTS Improvements	CC	Lafayette	\$129,000	\$113,000
149	CC-130014	Richmond BART Station Intermodal Improvements	CC	BART	\$4,331,000	\$0
150	CC-130016	Pittsburg - Railroad Avenue Preservation	CC	Pittsburg	\$338,000	\$299,000

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
151	CC-130017	Pittsburg School Area Safety Improvements	CC	Pittsburg	\$230,300	\$203,000
152	CC-130018	Balfour Road Preservation	CC	Brentwood	\$509,000	\$480,000
153	CC-130019	Antioch Ninth Street Preservation	CC	Antioch	\$1,580,000	\$0
154	CC-130021	El Cerrito Various Streets and Roads Preservation	CC	El Cerrito	\$941,000	\$0
155	CC-130022	Antioch - SRTS Pedestrian Improvements	CC	Antioch	\$520,000	\$0
156	CC-130028	San Pablo Various Streets and Roads Preservation	CC	San Pablo	\$1,122,000	\$0
157	CC-130034	West Contra Costa SRTS Non-Infrastructure Program	CC	CC County	\$709,800	\$0
158	CC-130035	Interstate 80 Corridor Real Time Rideshare	CC	CCTA	\$403,000	\$403,000
159	CC-130036	Orinda SRTS Sidewalk Project	CC	Orinda	\$125,000	\$113,000
160	CC-130041	Citywide School Crossing Enhancement Project	CC	San Ramon	\$305,600	\$0
161	CC-130042	Ivy Drive Pavement Rehabilitation	CC	Orinda	\$624,000	\$552,000
162	CC-130044	511 Real-Time Interface Project	CC	CCCTA	\$113,636	\$0
163	MRN010006	Tennessee Valley Bridge	MRN	Marin County	\$911,000	\$0
164	MRN030011	GGBHTD: Ferry Major Components Rehabilitation	MRN	GGBHTD	\$14,010,729	\$0
165	MRN050012	US 101 - Golden Gate Botanical Area Revegetation	MRN	Caltrans	\$595,000	\$0
166	MRN050015	4 Replacement Express Buses	MRN	GGBHTD	\$1,600,000	\$0
167	MRN070001	Marin County: Bus Stop Improvements	MRN	MCTD	\$2,423,000	\$0
168	MRN070003	Marin Bike/Ped Facility North of Atherton Ave.	MRN	TAM	\$610,000	\$0
169	MRN070012	Sausalito - Non-motorized Transp. Pilot Program	MRN	Sausalito	\$530,000	\$0
170	MRN070014	Fairfax - Non-motorized Transp. Pilot Program	MRN	Fairfax	\$296,062	\$89,204
171	MRN070015	Larkspur - Non-motorized Transpo. Pilot Program	MRN	Larkspur	\$1,595,875	\$182,000

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
172	MRN090020	Regional Planning Activities and PPM - Marin	MRN	MTC	\$7,778,284	\$813,284
173	MRN090025	GGBHTD: Replacement of Ferry Propulsion Systems	MRN	GGBHTD	\$3,900,000	\$0
174	MRN090034	GGBHTD: Replace 11 - 1997 45' MCI Buses	MRN	GGBHTD	\$6,997,000	\$6,997,000
175	MRN090050	Sir Francis Drake Boulevard Westbound Bike Lane	MRN	Marin County	\$461,000	\$0
176	MRN090052	Mill Valley - Sycamore Ave Pedestrian Facilities	MRN	Mill Valley	\$411,000	\$0
177	MRN090053	Marin County: Southern Marin Roads Rehab	MRN	Marin County	\$1,354,000	\$0
178	MRN110003	US-101 Mission Bell Installation	MRN	Caltrans	\$241,000	\$0
179	MRN110004	Local Bus Stop Revitalization in Marin County	MRN	MCTD	\$2,000,000	\$0
180	MRN110008	San Rafael Citywide Street Resurfacing	MRN	San Rafael	\$1,332,000	\$0
181	MRN110028	Marin Transit - Replace 3 - 2005 Paratransit Vans	MRN	MCTD	\$244,872	\$0
182	MRN110029	San Rafael: Sidewalk along East Francisco Blvd	MRN	San Rafael	\$1,500,000	\$0
183	MRN110030	Capital Improvements For Muir Woods Shuttle	MRN	MCTD	\$2,167,980	\$0
184	MRN110039	Local PDA Planning - Marin	MRN	TAM	\$848,000	\$848,000
185	MRN110042	Marin Transit Replace Four Local Buses	MRN	MCTD	\$2,794,715	\$0
186	MRN110043	Marin Transit Seven Local Buses	MRN	MCTD	\$5,072,134	\$0
187	MRN110044	Marin Transit - Replace Paratransit Vehicles	MRN	MCTD	\$1,114,173	\$0
188	MRN110046	GGBHTD - Replace 14 - 45' OTR Coaches	MRN	GGBHTD	\$9,636,988	\$0
189	MRN150001	MCTD: Replace 9 ADA Paratransit Vehicles	MRN	MCTD	\$891,750	\$891,750
190	MRN150002	MCTD: Replace 3 Stagecoach Vehicles	MRN	MCTD	\$607,295	\$607,295
191	MTC050028	WETA Ferry Expansion Studies.	REG	WETA	\$9,280,000	\$0
192	MTC990015	Spare the Air Program	REG	BAAQMD	\$15,998,038	\$0



Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
193	NAP010002	Design of SR 12/29 /Airport Blvd Grade Separation	NAP	Caltrans	\$2,415,000	\$0
194	NAP090002	Regional Planning Activities and PPM - Napa	NAP	MTC	\$6,336,284	\$951,284
195	NAP090006	Yountville - Napa County Bicycle Path Extension	NAP	Yountville	\$149,000	\$0
196	NAP090007	American Canyon Napa Junction Elementary Ped Imps	NAP	American Canyon	\$276,000	\$0
197	NAP110006	American Canyon PDA Development Plan	NAP	American Canyon	\$897,000	\$0
198	NAP110007	American Canyon: Theresa Ave Sidewalk Imp Phase 3	NAP	American Canyon	\$230,000	\$0
199	NAP110008	Napa (City): 2011 Cape Seal Pavement Rehab	NAP	Napa	\$726,000	\$0
200	NAP110009	Napa County: Silverado Trail Paving Phase F	NAP	Napa County	\$955,000	\$0
201	NAP110011	Napa:Lincoln Ave Bike Lane - Jefferson to Railroad	NAP	Napa	\$213,000	\$0
202	NAP110012	NVTA: Napa County SRTS Program Expansion	NAP	NVTA	\$315,000	\$0
203	NAP110013	Napa City North/South Bike Connection	NAP	Napa	\$707,600	\$0
204	NAP110015	Napa City - Linda Vista Pavement Overlay	NAP	Napa	\$776,000	\$0
205	NAP110024	Napa County Community Based Transportation Plan	NAP	NVTA	\$100,000	\$0
206	NAP130001	City of Napa PDA Implementation	NAP	Napa	\$311,000	\$0
207	NAP130002	SRTS Non Infrastructure Program Cycle 2	NAP	NCTPA	\$420,000	\$0
208	NAP130005	NapaVINE Bus Mobility Device Retrofit Project-TPI	NAP	NCTPA	\$216,770	\$50,000
209	REG050013	Transit Capital Inventory Improvements	REG	MTC	\$1,250,000	\$0
210	REG090038	Regional Planning Activities and PPM - MTC	REG	MTC	\$11,943,000	\$4,137,000
211	REG090040	Regional Planning Activities - ABAG	REG	MTC	\$7,360,000	\$1,814,000
212	REG090041	Regional Planning Activities - BCDC	REG	MTC	\$3,105,000	\$407,000

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
213	REG090053	Caltrain: Preventive Maintenance	REG	Caltrain	\$14,713,128	\$0
214	REG090066	Climate Initiatives Evaluation and Administration	REG	MTC	\$3,200,000	\$0
215	REG110012	eFleet: Carsharing Electrified	REG	SF County TA	\$2,030,754	\$0
216	REG110013	Local Government EV Fleet Program	REG	Alameda County	\$2,808,000	\$0
217	REG110014	Station Area Planning Program & Implementation	REG	MTC	\$9,417,000	\$0
218	REG110015	Regional Dynamic Ridesharing Pilot	REG	Son Co TA	\$2,521,000	\$0
219	REG110016	Green Star / Cool Schools Program	REG	ACWA	\$980,000	\$0
220	REG110021	WETA: Revenue Vehicle Communication Equipment	REG	WETA	\$182,000	\$0
221	REG110022	Statewide Archaeological Reburial Database	REG	Caltrans	\$575,000	\$0
222	REG110023	Cultural Resources Legacy Data Database	REG	Caltrans	\$1,630,000	\$0
223	REG110024	Geoarchaeological Study of Route 101 Corridor	REG	Caltrans	\$358,000	\$0
224	REG110025	Caltrain Transit Asset Management System (CTAMS)	REG	Caltrain	\$750,000	\$0
225	REG110029	Parking Pricing Regional Analysis	REG	MTC	\$700,000	\$0
226	REG110037	Regional Planning - PDA Implementation	REG	MTC	\$11,295,606	\$0
227	REG110040	GL: US 206 Recreational Grants	REG	Natl Park Svc	\$486,688	\$0
228	REG110043	Climate Change Adaptation&Vulnerability Assessment	REG	MTC	\$1,200,000	\$0
229	REG130006	Spare the Air Program	REG	BAAQMD	\$4,179,690	\$0
230	SCL010040	SR-152/SR-156 Interchange Improvements	SCL	VTA	\$44,983,187	\$0
231	SCL030008	SR 87 Guadalupe Freeway Landscaping	SCL	Caltrans	\$8,925,000	\$0
232	SCL030012	Garvee Debt. Srv. - SCL010019, SCL990030-31	SCL	VTA	\$173,966,631	\$16,100,000

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
233	SCL050013	US 101 / SR 87-Trimble Road Landscaping	SCL	Caltrans	\$2,390,000	\$0
234	SCL050045	VTA: ADA Bus Stop Improvements	SCL	VTA	\$4,535,638	\$447,778
235	SCL070050	Highway 9 Safety Improvements	SCL	Saratoga	\$2,625,721	\$1,084,000
236	SCL090001	Santa Clara/Alum Rock Transit Improvement/BRT	SCL	VTA	\$115,263,228	\$0
237	SCL090035	Regional Planning Activities and PPM - Santa Clara	SCL	VTA	\$17,745,347	\$3,117,347
238	SCL090043	VTA: San Jose High Volume Bus Stop Upgrade	SCL	VTA	\$750,000	\$0
239	SCL110034	San Jose - San Carlos Multimodal Phase 2	SCL	San Jose	\$3,696,700	\$0
240	SCL110057	San Jose Walk N Roll - Safe Access	SCL	San Jose	\$653,000	\$0
241	SCL110101	VTA: LRV Body Shop Dust Separation Wall	SCL	VTA	\$693,400	\$0
242	SCL110102	VTA: LRV Maintenance Shop Hoist	SCL	VTA	\$3,437,320	\$0
243	SCL110103	VTA: Update Santa Teresa Interlock Signal House	SCL	VTA	\$2,160,000	\$0
244	SCL110105	VTA: LR Signal Assessment / SCADA Replacement	SCL	VTA	\$3,500,000	\$0
245	SCL110117	Park Avenue Multi-Modal Improvements	SCL	San Jose	\$1,820,000	\$1,583,000
246	SCL110119	VTA:Light Rail Transit Signal Priority Improvement	SCL	VTA	\$1,792,812	\$0
247	SCL110131	South Terminal Wayside Power	SCL	Caltrain	\$2,248,960	\$0
248	SCL130005	San Jose Citywide Pavement Management Program	SCL	San Jose	\$13,103,000	\$12,503,000
249	SCL130008	San Jose Walk N' Roll Phase II	SCL	San Jose	\$1,000,000	\$0
250	SCL130012	The Alameda Grand Blvd. Phase 2	SCL	San Jose	\$4,080,000	\$3,150,000
251	SCL130013	El Monte Road Preservation	SCL	Los Altos Hills	\$350,000	\$315,000
252	SCL130014	Hillside Road Preservation	SCL	Los Gatos	\$157,009	\$139,000

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
253	SCL130015	Mountain View Castro Street Complete Streets	SCL	Mountain View	\$950,000	\$950,000
254	SCL130017	Virginia Avenue Sidewalks	SCL	Campbell	\$799,760	\$799,760
255	SCL130018	Mountain View Various Rd Preservation & Bike lanes	SCL	Mountain View	\$1,469,400	\$1,318,000
256	SCL130020	Upper Penitencia Creek Multi-Use Trail	SCL	VTA	\$2,124,000	\$0
257	SCL130021	Santa Clara County NonInfrastructure SRTS Program	SCL	Santa Clara Co	\$838,000	\$0
258	SCL130023	Los Altos Road Preservation on Grant Road	SCL	Los Altos	\$388,200	\$353,200
259	SCL130025	Eagleberry Street Resurfacing	SCL	Gilroy	\$1,047,299	\$0
260	SCL130033	Duane Avenue Roadway Preservation	SCL	Sunnyvale	\$1,799,536	\$1,464,000
261	SCL130035	Milpitas Various Streets and Roads Preservation	SCL	Milpitas	\$2,525,000	\$2,465,000
262	SCL130036	San Jose Smart Intersections Program	SCL	San Jose	\$1,306,840	\$1,306,840
263	SCL130042	Palo Alto Various Street Resurfacing & Streetscape	SCL	Palo Alto	\$1,091,000	\$1,081,000
264	SCL150003	Mountain View Double Track Improvements - Phase II	SCL	VTA	\$30,000,000	\$24,700,000
265	SCL150004	Central and South County Bicycle Plan	SCL	VTA	\$501,000	\$501,000
266	SCL150007	VTA Upgrade Ohlone/Chynoweth Interlocking	SCL	VTA	\$1,200,000	\$1,200,000
267	SCL150009	VTA: Light Rail Signal Shop Modification	SCL	VTA	\$495,000	\$495,000
268	SCL150010	VTA: Upgrade Light Rail Ring #1 Com Equipment	SCL	VTA	\$2,200,000	\$2,200,000
269	SCL150012	City of San Jose Transportation Demand Management	SCL	San Jose	\$1,694,000	\$1,694,000
270	SCL150013	Mountain View Double Track Improvements - Phase I	SCL	VTA	\$22,500,000	\$20,500,000
271	SCL991077	I-680 Sunol Grade SouthBound HOV Lanes - SCL Final	ALA	Caltrans	\$8,308,000	\$0

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
272	SF-010004	4th St Bridge Seismic Retrofit & Rehab	SF	SF DPW	\$52,540,381	\$0
273	SF-030002	Golden Gate Nat'l Rec. Area Road Rehab	REG	Natl Park Svc	\$53,639,500	\$0
274	SF-050026	SFMTA: Escalator Rehabilitation	SF	SFMTA	\$20,290,069	\$0
275	SF-050039	Glen Park Intermodal Facility	SF	SFMTA	\$4,295,767	\$0
276	SF-050042	Citywide:San Francisco Street Improvements	SF	SF DPW	\$16,859,183	\$0
277	SF-050045	Golden Gate Nat'l Rec. Area Non-Motorized Access	REG	Natl Park Svc	\$15,688,730	\$0
278	SF-070025	SR 1 - 19th Avenue Median Improvements	SF	SF DPW	\$1,336,758	\$0
279	SF-070036	San Francisco Bicycle Route Improvements	SF	SFMTA	\$5,465,000	\$0
280	SF-070037	Golden Gate Bridge - Moveable Median Barrier	SF	GGBHTD	\$25,000,000	\$0
281	SF-070040	SF Downtown Parking Pricing	SF	SFMTA	\$46,525,000	\$0
282	SF-070046	SFMTA: Rehab 170 Neoplans	SF	SFMTA	\$18,289,977	\$0
283	SF-090024	Golden Gate Nat'l Rec. Area Water Transit Planning	REG	Natl Park Svc	\$1,897,000	\$822,000
284	SF-090027	Golden Gate Nat'l Rec. Area Transit Enhancements	REG	Natl Park Svc	\$3,497,750	\$1,999,000
285	SF-090030	Regional Planning Activities and PPM - SF County	SF	MTC	\$10,239,560	\$1,011,560
286	SF-090036	San Francisco - Arelious Walker Stairway Imps.	SF	SF DPW	\$1,230,000	\$0
287	SF-090038	San Francisco Point Lobos Streetscape	SF	SF DPW	\$595,000	\$0
288	SF-090039	San Francisco Bicycle Parking	SF	SFMTA	\$235,000	\$0
289	SF-090040	Balboa Park Station Eastside Walkway Project	SF	BART	\$13,155,146	\$0
290	SF-090041	Church and Duboce Bike/Ped Enhancements	SF	SFMTA	\$473,500	\$0
291	SF-090042	Sunset Boulevard Ped Safety and Education	SF	SFMTA	\$1,299,000	\$0

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
292	SF-090043	SFMTA: Replace 45 NABI Motor Coaches & 17 Gilligs	SF	SFMTA	\$61,692,592	\$0
293	SF-090051	24th Street/Mission BART Plaza Pedestrian Imps.	SF	BART	\$4,013,614	\$0
294	SF-110007	San Francisco - Folsom Streetscape and Rehab	SF	SF DPW	\$5,543,000	\$0
295	SF-110008	Second St Phase 1 - SFgo Signal Rehab and Upgrade	SF	SFMTA	\$841,000	\$0
296	SF-110009	San Francisco - Broadway Streetscape and Rehab	SF	SF DPW	\$1,912,000	\$0
297	SF-110012	South of Market Alleyways Improvements, Phase 2	SF	SF DPW	\$2,340,000	\$0
298	SF-110016	San Francisco Market & Haight St. Transit/Ped Imps	SF	SFMTA	\$4,572,200	\$0
299	SF-110029	Sunset and AP Giannini SR2S Improvements	SF	SFMTA	\$804,100	\$0
300	SF-110038	San Francisco Parking Pricing and Regulation Study	SF	SF County TA	\$600,000	\$0
301	SF-110039	SF Ped Safety and Encouragement Campaign	SF	SFMTA	\$1,000,000	\$0
302	SF-110040	SF Crosswalk Conversion	SF	SFMTA	\$377,900	\$0
303	SF-110042	SFMTA: N-Judah Customer First Program	SF	SFMTA	\$6,100,000	\$0
304	SF-110043	SFMTA: Mission Customer First Program	SF	SFMTA	\$10,440,000	\$0
305	SF-110047	Local PDA Planning - San Francisco	SF	SFMTA	\$2,689,000	\$0
306	SF-110048	BART 24th Street Train Control Upgrade	SF	BART	\$2,260,000	\$0
307	SF-110052	SFMTA - Free Muni for Youth Program	SF	SFMTA	\$1,807,000	\$0
308	SF-130012	SF- Longfellow ES Safe Routes to School	SF	SF DPW	\$821,731	\$677,235
309	SF-130013	SF-ER Taylor ES Safe Routes to School	SF	SF DPW	\$519,690	\$343,720
310	SF-99T005	SFMTA: Historic Rail Car rehabilitation	SF	SFMTA	\$87,393,691	\$0
311	SM-010031	US 101 Auxiliary Lanes - 3rd to Millbrae	SM	Caltrans	\$188,240,000	\$0

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
312	SM-030001	US 101 Auxiliary Lanes - Marsh Road to SCL County	SM	Caltrans	\$107,223,000	\$0
313	SM-030010	Caltrain: Systemwide Security	SM	Caltrain	\$16,152,418	\$0
314	SM-050028	US 101 / Broadway Interchange Improvement	SM	Caltrans	\$79,828,000	\$0
315	SM-050046	SR 82 Daly City-Mission St. Pedestrian Imps.- Ph I	SM	Daly City	\$2,632,000	\$0
316	SM-050052	SR1 San Pedro Creek Bridge Replacement	SM	Pacifica	\$12,805,443	\$0
317	SM-070031	SR 82 El Camino Real: Grand Boulevard Initiative	SM	San Bruno	\$1,079,000	\$0
318	SM-070032	VMS-PA Systems Integration	SM	Caltrain	\$1,100,000	\$0
319	SM-070037	San Mateo County Traffic Incident Management	SM	CCAG	\$27,532,000	\$0
320	SM-090001	Narrow Banding Project	SM	Caltrain	\$2,593,141	\$0
321	SM-090021	Caltrain Grade Separation Program	SM	Caltrain	\$147,050,000	\$0
322	SM-090023	San Mateo County: Install TMS Elements	SM	Caltrans	\$2,163,293	\$0
323	SM-090024	Regional Planning Activities and PPM - San Mateo	SM	MTC	\$9,993,284	\$1,333,284
324	SM-090054	Smart Corridor Initial Implementation Project	SM	San Mateo	\$1,940,000	\$0
325	SM-110005	Making the Last Mile Connection TDM Program	SM	SamTrans	\$1,818,000	\$0
326	SM-110006	GBI: Removing Barriers to Livable Communities	SM	SamTrans	\$1,397,240	\$0
327	SM-110011	San Bruno Street Medians and Grand Blvd Imps	SM	San Bruno	\$838,000	\$0
328	SM-110024	CSRT South of Dam Conversion	SM	San Mateo Co	\$1,125,000	\$0
329	SM-110028	East Side Community Transit Connectivity Imps	SM	San Carlos	\$2,770,810	\$0
330	SM-110053	SAMTRANS: Advanced Communication System Upgrades	SM	SamTrans	\$13,494,583	\$0
331	SM-110069	Replacement of 19 2007 Cutaway Buses	SM	SamTrans	\$2,297,138	\$0

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
332	SM-110070	SAMTRANS: Replacement of 14 2009 Minivans	SM	SamTrans	\$774,497	\$0
333	SM-110073	FY 2014-15 Linda Mar Boulevard Pavement Rehab	SM	Pacifica	\$537,000	\$0
334	SM-110074	Atherton-Fair Oaks-Middlefield Preservation	SM	Atherton	\$455,000	\$0
335	SM-110075	Crestview Drive Pavement Rehabilitation-Phase 2	SM	San Carlos	\$700,000	\$0
336	SM-110076	Caltrain TVM Replacement	SM	Caltrain	\$1,225,000	\$0
337	SM-130001	Dumbarton Bridge Seismic Retrofit	SM	MTC	\$33,600,000	\$0
338	SM-130005	Callan Boulevard and King Drive Resurfacing	SM	Daly City	\$708,000	\$0
339	SM-130006	Town of Portola Valley Resurfacing Prog	SM	Portola Valley	\$284,000	\$0
340	SM-130007	Belmont Pavement Reconstruction Program	SM	Belmont	\$679,000	\$604,000
341	SM-130010	Menlo Park Various Streets and Roads Preservation	SM	Menlo Park	\$541,000	\$0
342	SM-130014	El Camino Real Pedestrian Upgrades	SM	San Carlos	\$217,000	\$0
343	SM-979013	SR 1 Devils Slide Bypass	SM	Caltrans	\$511,873,295	\$0
344	SOL010031	Military/Southampton & Military/First Intermodal	SOL	Benicia	\$3,000,000	\$0
345	SOL030015	San Pablo Bay Entrance Rehabilitation	SOL	FHWA	\$625,000	\$0
346	SOL050003	I-80/I-680 Aux Lanes Improvement Landscaping	SOL	Caltrans	\$2,544,000	\$0
347	SOL050012	Vallejo Curtola Transit Center	SOL	Vallejo	\$11,750,275	\$0
348	SOL070002	I-80 Alamo Creek On-Ramp and Bridge Widening	SOL	Caltrans	\$3,924,000	\$0
349	SOL070021	Travis AFB: South Gate Improvement Project	SOL	Solano County	\$2,547,000	\$2,050,000
350	SOL090006	Regional Planning Activities and PPM - Solano	SOL	MTC	\$8,774,284	\$1,102,284
351	SOL090028	SolTrans: AVL Technology	SOL	SolTrans	\$2,160,000	\$0

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
352	SOL090035	Vacaville-Dixon Bicycle Route (Phase 5)	SOL	Solano County	\$2,881,000	\$1,966,000
353	SOL110008	Benicia Industrial Park Bus Hub Project	SOL	Benicia	\$1,250,000	\$0
354	SOL110012	Grizzly Island Trail - Phase 1	SOL	Suisun City	\$2,164,000	\$0
355	SOL110020	Eastern Solano / SNCI Rideshare Program	SOL	STA	\$1,105,056	\$0
356	SOL110033	SolTrans: Capital Maintenance - Fuel	SOL	SolTrans	\$401,121	\$0
357	SOL110036	Roadway Preservation in Solano County	SOL	Solano County	\$1,692,600	\$679,750
358	SOL110038	SolTrans: Technology Enhancements	SOL	SolTrans	\$93,750	\$0
359	SOL110039	Local PDA Planning - Solano	SOL	STA	\$1,782,000	\$0
360	SOL110042	Vacaville Transit : Procure 3 Fixed Route Buses	SOL	Vacaville	\$1,590,305	\$0
361	SOL110043	Vacaville Various Street and Roads Preservation	SOL	Vacaville	\$1,451,000	\$0
362	SOL130001	Oliver Road Park and Ride	SOL	F-S Transit	\$1,943,000	\$628,000
363	SOL130002	Beck Avenue Preservation	SOL	Fairfield	\$1,980,000	\$1,800,000
364	SOL130003	Suisun-Fairfield Intercity Rail Station Access Imp	SOL	Suisun City	\$854,541	\$730,289
365	SOL130004	Walters Road-Pintail Drive Preservation	SOL	Suisun City	\$417,125	\$0
366	SOL130008	Benicia - East 2nd Street Preservation	SOL	Benicia	\$569,133	\$0
367	SOL130009	Benicia Safe Routes to Schools Infrastructure Imps	SOL	Benicia	\$124,000	\$0
368	SOL130010	Solano Transit Ambassador Program	SOL	STA	\$282,391	\$0
369	SOL130011	Local PCA Planning - Solano	SOL	STA	\$85,000	\$0
370	SOL130013	West A Street Preservation	SOL	Dixon	\$725,664	\$659,664
371	SOL130016	Vacaville SRTS Infrastructure Improvements	SOL	Vacaville	\$443,207	\$413,207
372	SOL130018	Procure 3 Low Floor Paratransit Buses	SOL	Vacaville	\$492,590	\$0

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
373	SOL950024	Vacaville: Bus maintenance facility upgrades	SOL	Vacaville	\$1,698,708	\$0
374	SOL950035	Vallejo Ferry Terminal (Intermodal Station)	SOL	Vallejo	\$79,129,594	\$0
375	SOL97AM70	Vacaville: Purchase bus shelters	SOL	Vacaville	\$882,000	\$0
376	SOL991032	North Bay Operations and Maintenance Facility	SOL	WETA	\$28,194,707	\$6,900,000
377	SOL991099	Purchase Transit Equipment - Fareboxes and Tools	SOL	Vacaville	\$423,238	\$0
378	SON050015	US 101/East Washington I/C Reconfiguration	SON	Son Co TA	\$20,561,112	\$0
379	SON050017	Healdsburg Foss Creek Bicycle/Ped Pathway	SON	Healdsburg	\$3,887,500	\$0
380	SON070012	Downtown Transit Mall Connectivity Improvements	SON	Santa Rosa Bus	\$2,458,423	\$0
381	SON070024	Sonoma County Transit: Replacement Bus Purchase	SON	Son Co Transit	\$3,681,606	\$0
382	SON090003	Improve U.S. 101/Old Redwood Highway interchange	SON	Son Co TA	\$36,849,000	\$0
383	SON090007	Automated Vehicle Location System	SON	Santa Rosa Bus	\$1,038,174	\$0
384	SON090008	Regional Planning Activities and PPM - Sonoma	SON	MTC	\$8,868,284	\$938,284
385	SON090009	Petaluma Transit: Preventive Maintenance	SON	Petaluma	\$554,387	\$0
386	SON090029	Petaluma Paratransit: Replace 2 Vans	SON	Petaluma	\$226,175	\$0
387	SON090032	Copeland Creek Bike Path Reconstruction	SON	Rohnert Park	\$740,000	\$0
388	SON110001	HWY 101 HOV Lane 12/Steele - Follow-up College Ave	SON	Caltrans	\$9,348,000	\$0
389	SON110003	Sonoma County Transit: Bus Yard Rehab.	SON	Son Co Transit	\$575,000	\$0
390	SON110004	Petaluma Transit Maintenance Facility Rehab: Ph 1	SON	Petaluma	\$750,000	\$0
391	SON110007	Downtown Specific Plan Area Revitalization	SON	Cotati	\$3,110,000	\$0

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
392	SON110013	SMART Trail-Hearn Avenue to Joe Rodota Trail	SON	Son Co Reg Park	\$1,122,000	\$0
393	SON110015	City of Cotati Train Depot	SON	Cotati	\$4,440,891	\$0
394	SON110016	Countywide Safe Routes to Schools Program	SON	Sonoma County	\$1,168,000	\$0
395	SON110017	SMART Bicycle and Pedestrian Path	SON	Santa Rosa	\$1,266,000	\$0
396	SON110018	Chanate Rd Pedestrian and Transit Improvements	SON	Santa Rosa	\$1,633,250	\$0
397	SON110028	2011/12 Asphalt Overlay Program	SON	Sonoma County	\$4,445,000	\$0
398	SON110030	San Pablo Bay NWR Access Road in Petaluma	SON	FWLS	\$23,480,000	\$0
399	SON110032	Petaluma Transit - Communications Equipment	SON	Petaluma	\$57,964	\$0
400	SON110033	Petaluma Transit Maintenance Facility Rehab: Ph 2	SON	Petaluma	\$1,000,000	\$0
401	SON110034	Stewarts Point Rancheria EV Pilot Program	SON	MTC	\$376,000	\$0
402	SON110044	ORH at Lakewood Dr. Bike and Ped Facilities	SON	Windsor	\$1,451,854	\$0
403	SON110045	SR City Bus - Capital Maintenance - Fuel	SON	SantaRosa Bus	\$512,088	\$0
404	SON110047	Santa Rosa City Bus: Fast-fill CNG Fueling Station	SON	SantaRosa Bus	\$2,760,000	\$1,980,000
405	SON130001	Sonoma County Urban Footprint Planning	SON	Sonoma County	\$282,400	\$0
406	SON130004	Sebastopol Various Streets and Roads Preservation	SON	Sebastopol	\$283,000	\$250,000
407	SON130005	Healdsburg Various Streets & Roads Rehabilitation	SON	Healdsburg	\$283,000	\$250,000
408	SON130011	Sonoma Various Streets and Roads Preservation	SON	Sonoma City	\$283,000	\$250,000
409	SON130018	CityBus COA and Service Plan	SON	SantaRosa Bus	\$113,000	\$0
410	SON130019	Sonoma County Transit: CNG Bus Replacements	SON	Son Co Transit	\$347,422	\$0
411	SON130021	Roseland Area / Sebastopol Rd Priority Development	SON	Santa Rosa	\$731,000	\$0

Projects Being Archived Before the 2017 TIP Approval (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	2015 TIP Funding (2015-2018)
412	SON950005	Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av	SON	Caltrans	\$89,715,000	\$0
413	VAR110001	GL: Safety Improvements - SHOPP Mobility Program	REG	Caltrans	\$124,330,000	\$20,607,000
414	VAR110003	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	REG	Caltrans	\$413,196,000	\$318,567,000
415	VAR110004	GL: Safety Imprv. - SHOPP Collision Reduction	REG	Caltrans	\$238,592,000	\$165,241,000
416	VAR110005	GL: Emergency Repair - SHOPP Emergency Response	REG	Caltrans	\$390,009,000	\$248,212,000
417	VAR110012	GL: Safety Improvements - SRTS	REG	Caltrans	\$17,199,563	\$7,145,406
418	VAR110031	GL: Pvmt Resurf/Rehab SHS - Highway Maint.	REG	Caltrans	\$72,430,100	\$35,835,100
419	VAR110037	GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor	REG	Caltrans	\$33,443,000	\$18,385,000
420	VAR110042	GL: Safety Improvements - SHOPP Mandates	REG	Caltrans	\$36,935,000	\$10,650,000
421	VAR110044	GL: Bridge Rehab and Reconstruction - SHOPP	REG	Caltrans	\$345,848,000	\$175,175,000
422	VAR110045	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	REG	Caltrans	\$230,085,760	\$108,068,284
423	VAR110046	GL: Railroad/Highway Crossings	REG	Caltrans	\$16,779,709	\$13,567,469
424	VAR130004	GL: Recreational Trails Program	VAR	Dept Parks&Rec	\$7,127,250	\$441,000

APPENDIX A – 62

2017 TIP Detail

Grouped Listings in the Draft 2017 TIP



Index of Grouped Listings in the Draft 2017 TIP

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2017 TIP Cost
1	REG090002	GL: JARC FY 09 - FY 10 - Large UA	REG	MTC	\$19,275,469	\$19,275,469
2	REG110028	GL: FY10 JARC Mobility Management	REG	MTC	\$974,455	\$974,455
3	REG110032	GL: JARC FY11-FY12 Large UA	REG	MTC	\$6,091,418	\$6,091,418
4	REG110039	GL: 5307 JARC Set-aside FY13-FY14 Large UA	REG	MTC	\$6,389,078	\$6,389,078
5	REG110041	GL: FTA Non-Urbanized Formula Program	REG	Caltrans	\$15,083,064	\$15,083,064
6	REG110042	GL: Elderly & Persons with Disability Program	REG	Caltrans	\$7,920,511	\$7,920,511
7	REG150002	GL: FTA 5311 Rural Area FY15	REG	Caltrans	\$3,056,936	\$3,056,936
8	REG150003	GL: Elderly&Persons with Disability Prog FY13-FY14	REG	Caltrans	\$11,999,571	\$11,999,571
9	REG150004	GL: Lifeline Cycle 4 5307 JARC	REG	MTC	\$16,902,642	\$16,902,642
10	VAR130002	GL: JARC FY12 Small UA & Rural	VAR	MTC	\$785,066	\$785,066
11	VAR130003	GL: New Freedom FY12 Small UA & Rural	VAR	MTC	\$784,825	\$784,825
12	VAR130005	GL: New Freedom FY12 Large UA	VAR	MTC	\$4,028,003	\$4,028,003
13	VAR150001	GL: FTA 5311 Rural Area FY16	VAR	MTC	\$3,048,098	\$3,048,098
14	VAR150002	GL: Pavement Resurfacing and/or Rehabilitation – Federal Discretionary Programs	VAR	Caltrans	\$11,600,000	\$5,000,000
15	VAR150003	GL: Bicycle and Pedestrian Facilities – Federal Discretionary Programs	VAR	Caltrans	\$2,000,000	\$2,000,000
16	VAR170001	GL: Safety Improvements - SRTS	VAR	Caltrans	\$579,700	\$537,700
17	VAR170002	GL: Highway Safety	VAR	Caltrans	\$24,530,157	\$24,530,157



Index of Grouped Listings in the Draft 2017 TIP (continued)

Sl. No.	TIP ID	Project Name	County	Sponsor	Total Project Cost	Total 2017 TIP Cost
		Improvement Program				
18	VAR170004	GL: Pavement Resurfacing/Rehab SHS - Highway Maint	VAR	Caltrans	\$15,854,000	\$15,854,000
19	VAR170005	GL: Safety Improvements - SHOPP Mobility Program	VAR	Caltrans	\$66,965,000	\$66,965,000
20	VAR170006	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	VAR	Caltrans	\$509,941,000	\$509,941,000
21	VAR170007	GL: Safety Imprv. - SHOPP Collision Reduction	VAR	Caltrans	\$341,966,000	\$341,966,000
22	VAR170008	GL: Emergency Repair - SHOPP Emergency Response	VAR	Caltrans	\$120,050,000	\$120,050,000
23	VAR170009	GL: Safety Improvements - SHOPP Mandates	VAR	Caltrans	\$49,884,000	\$49,884,000
24	VAR170010	GL: Bridge Rehab and Reconstruction - SHOPP	VAR	Caltrans	\$276,104,000	\$276,104,000
25	VAR170011	GL: Shoulder Imprv - SHOPP Roadside Preservation	VAR	Caltrans	\$5,600,000	\$5,600,000
26	VAR170012	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	VAR	Caltrans	\$422,922,956	\$173,837,999

**GL: JARC FY09-FY10 – Large UA
(TIP ID – REG090002)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR GROUPED LISTING: JARC FY 09-10 - LARGE URBANIZED AREA PROJECTS (REG090002)

Updated with TIP Revision #17-00

Project Name	Sponsor	Program Year	FY 09 JARC	FY 10 JARC	STA	1B	Local	Total
San Leandro LINKS Shuttle	San Leandro Transportation Management	2017	\$ 370,000				\$ 855,000	\$ 1,225,000
Neighborhood bicycle centers	East Bay Bicycle Coalition / Cycles of Change	2017	\$ 349,000				\$ 471,000	\$ 820,000
AC Transit existing service preservation in communities of concern	AC Transit	2017		\$ 876,186	\$ 989,330			\$ 1,865,516
Continued operation of County Connection Lifeline routes	CCCTA	2017	\$ 120,395	\$ 126,581	\$ 761,243		\$ 10,854,172	\$ 11,862,391
Continued operation of WestCAT C3 Route	WestCAT	2017	\$ 21,253	\$ 23,690	\$ 411,578		\$ 156,138	\$ 612,659
East Palo Alto (EPA) Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations	City of East Palo Alto	2017	\$ 139,393	\$ 80,912	\$ 207,454	\$ 72,000	\$ 124,940	\$ 624,699
Van purchase and operations for shelter resident transportation	Shelter Network	2017	\$ 72,250	\$ -	\$ -	\$ 28,000	\$ 79,188	\$ 179,438
Bayshore Shuttle Service	City of Daly City	2017		\$ 144,097	\$ 349,088			\$ 493,185
Ways to Work Family Loan Program (Santa Clara County)	Peninsula Family Service	2017	\$ 103,310	\$ 236,429			\$ 1,252,842	\$ 1,592,581
Totals			\$ 1,175,601	\$ 1,487,895	\$ 2,718,693	\$ 100,000	\$ 13,793,280	\$ 19,275,469

**GL: Mobility Management and Job Access
Program – Large UA
(TIP ID – REG110028)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR MOBILITY MANAGEMENT AND JOB ACCESS PROGRAM - PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS (REG110028)

As Updated with TIP Revision 17-00

No.	County	Subrecipient	Project		TIP Program Year	Total Federal Share	Local Share	Total Project Cost
			Name	Description				
1	REG	Outreach & Escort, Inc.	Together We Ride – Mobility Management Center	Project is a combination of technology and mobility management best practices designed to improve access to transportation resource information for the region and increase opportunities for employment transportation coordination. Project will make available technologies and service models developed by Outreach to achieve these goals.	2017	\$ 377,058	\$ 94,265	\$ 471,323
2	REG	Marin Transit	Mobility Management Technology "Backbone" Project	Building upon Marin Transit's Access Mobility Management Center, this project would develop an overall systems approach to Marin's mobility management technology needs, and provide seed funding for the creation of comprehensive technology functions to facilitate the coordination of transportation for low-income residents. The Project will include a targeted marketing program focus on gaining the participation of those organizations that serve the employment related needs of the unemployed and under-employed.	2017	\$ 300,000	\$ 75,000	\$ 375,000
-	REG	Metropolitan Transportation Commission	Administration and Technical Assistance	MTC has set aside five percent of the region's large UA apportionment for program administration costs including administration, planning and technical assistance.	2017	\$ 128,132	\$ -	\$ 128,132
Total						\$ 805,190	\$ 169,265	\$ 974,455

**GL: JARC FY11-FY12 – Large UA
(TIP ID – REG110032)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR JARC PROGRAM - FY2011 & FY2012 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS (REG110032)
As Updated with TIP Revision 17-00

No.	County	Subrecipient	Project		Program Year	Total Federal Share	Local Share	Total Project Cost
			Name	Description				
MTC Grant (Subrecipients + Admin & Technical Assistance)								
1	ALA	Cycles of Change	Neighborhood Bicycle Centers/"Bike-go-Round" - 2012 Operations	Neighborhood Bicycle Centers / "Bike-go-Round" provides free bikes and safety training to referred low-income adults for their work commute. An extension of the Lifeline Cycle 2 funded program for calendar year 2012.	FY 2017	\$ 10,000	\$ 10,000	\$ 20,000
2	ALA	Cycles of Change	Neighborhood Bicycle Centers/"Bike-go-Round"	Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a three-year period.	FY 2017	\$ 360,000	\$ 360,000	\$ 720,000
3	ALA	City of Oakland*	Oakland Broadway Shuttle	The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also includes expanding weekday evening service until 10pm Mon-Thurs.	FY 2017	\$ -	\$ -	\$ -
4	ALA	San Leandro Transportation Mgmt Organization (SLTMO)/San Leandro*	San Leandro "LINKS" Shuttle	LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for three years of service.	FY 2017	\$ 60,911	\$ 60,911	\$ 121,822
5	ALA	City of Alameda*	Estuary Crossing Shuttle Service Extension	The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for three years of service.	FY 2017	\$ 187,957	\$ 187,957	\$ 375,914
6	CC	City of Concord*	Monument Neighborhood Shuttle	Shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents.	FY 2017	\$ -	\$ 311,704	\$ 311,704
7	CC	Contra Costa County Employment and Human Services Dept	KEYS Auto Loan Program	Provide people in the CalWORKS program low interest loans to purchase vehicles through a bank partner.	FY 2017	\$ 129,500	\$ 129,500	\$ 259,000
8	CC	Contra Costa County Employment and Human Services Dept.	Taxi Referral Program	Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEYS loan program.	FY 2017	\$ 109,948	\$ 109,948	\$ 219,896
9	CC	City of Richmond	Easy Go	The Easy Go program is focused on VMT reduction and improving mobility in the City of Richmond. Easy Go includes the following programs: a KIDS CAB, Online Ridematching, Deviated Route Transportation, Neighborhood Electric Vehicle Carsharing, and Bikesharing.	FY 2017	\$ 140,000	\$ 140,000	\$ 280,000
10	SM	Peninsula Family Services	Ways to Work Auto Loans for purchase or repair of vehicles	Provide affordable loans for the purchase or repair of a car for qualified individuals needing reliable transportation in order to maintain employment, attend training, and care for a dependent child or older relative.	FY 2017	\$ 375,000	\$ 375,000	\$ 750,000
11	SM	City of East Palo Alto	Weekday Community Shuttle	Continue a weekday community shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Community Shuttle connects East Palo Alto residents to Caltrain, and has the largest ridership of all the East Palo Alto shuttles.	FY 2017	\$ 123,368	\$ 123,368	\$ 246,736
12	SM	City of East Palo Alto	Weekday Evening Shuttle	Continue a weekday evening shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Evening Shuttle provides weekday evening services to commuters.	FY 2017	\$ 76,872	\$ 76,872	\$ 153,744
13	SM	San Mateo Human Services Agency	Taxi Vouchers for Low Income Program Participants	Provide emergency taxi vouchers for low-income youth, families, and individuals in need of emergency transportation assistance where a bus pass or ticket cannot provide the transportation in a timely or appropriate manner.	FY 2017	\$ 60,000	\$ 60,000	\$ 120,000
14	SM	City of East Palo Alto	Weekend Shuttle	Continue a weekend shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekend Shuttle connects EPA residents to Caltrain on the weekend.	FY 2017	\$ 59,557	\$ 59,557	\$ 119,114
15	SC	Outreach & Escort, Inc.*	Family Transportation Services	Provide a range of no-cost transportation alternatives for CalWORKS participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs.	FY 2017	\$ 548,173	\$ 548,173	\$ 1,096,346
16	REG	MTC*	Administration & Technical Assistance	Consistent with federal JARC guidance, five percent of the region's FY12 JARC apportionment has been set aside to fund administration and technical assistance.	FY 2017	\$ 189,666	\$ -	\$ 189,666
<i>Subtotal - MTC Grant (Subrecipients + Administration)</i>						\$ 2,430,952	\$ 2,552,990	\$ 4,983,942

FTIP BACK-UP LIST FOR JARC PROGRAM - FY2011 & FY2012 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS (REG110032)
As Updated with TIP Revision 17-00

No.	County	Subrecipient	Project		Program Year	Total Federal Share	Local Share	Total Project Cost
			Name	Description				
Direct Recipient Grants								
18	CC	AC Transit	Preserve Operations in Community of Concern	Preserve transit operations in Contra Costa County communities of concern	FY 2017	\$ 8,381	\$ 8,381	\$ 16,762
19	CC	WestCAT	C3 Operations	Provide operating funding for WestCAT Route C3, which serves Contra Costa College	FY 2017	\$ 37,007	\$ 37,007	\$ 74,014
20	MAR	Marin Transit	Route 257 Shuttle	Support Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connection site at the Health and Human Services campus.	FY 2017	\$ 94,245	\$ 94,245	\$ 188,490
21	SF	SFMTA	Continuation of Bus Restoration Project	Continue the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton.	FY 2017	\$ 289,196	\$ 289,196	\$ 578,392
22	SON	Santa Rosa CityBus	Roseland Lifeline Operations	Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19.	FY 2017	\$ 124,909	\$ 124,909	\$ 249,818
<i>Subtotal - Direct Recipient Grants</i>						<i>\$ 553,738</i>	<i>\$ 553,738</i>	<i>\$ 1,107,476</i>
						\$ 2,984,690	\$ 3,106,728	\$ 6,091,418

* Indicates that funding was replaced by STA passthrough agreements in the amount of \$723,000 for the City of Oakland Broadway Shuttle; \$310,089 for the San Leandro LINKS Shuttle; \$161,648 for the City of Concord Monument Shuttle; and \$461,829 for Outreach & Escort Family Transportation Services, and \$89,013 for MTC Administrative Assistance.

**GL: 5307 JARC FY13-FY14 – Large UA
(TIP ID – REG110039)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR 5307 JARC PROGRAM - FY2013 & FY14 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS (REG110039)

As Updated with TIP Revision 17-00

No.	County	Recipient	Project			Total Federal Share	Local Share	Total Project Cost
			Name	Description	Program Year			
5307 JARC								
1	ALA	AC Transit	Preserve Operations in Community of Concern	Restructure and/or continue service to several key communities of concern in the Southern, Central, and Northern portions of Alameda County.	2017	\$ 525,429	\$ 525,429	\$ 1,050,858
2	CC	AC Transit	Preserve Operations in Community of Concern	Preserve transit operations in Contra Costa County communities of concern	2017	\$ 45,986	\$ 45,986	\$ 91,972
3	CC	County Connection	Preserve Operations in Community of Concern	Preserve frequency and coverage on CCCTA routes #14, 11, 16, 18, 19, 314 and 316, which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs and training programs.	2017	\$ 150,055	\$ 150,055	\$ 300,110
4	CC	AC Transit	Preserve Operations in Community of Concern	Maintain existing services on the following routes that serve low-income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services.	2017	\$ 244,986	\$ 244,986	\$ 489,972
5	CC	WestCAT	C3 Operations	Provide operating funding for WestCAT Route C3, which serves Contra Costa College	2017	\$ 38,000	\$ 38,000	\$ 76,000
6	CC	Tri Delta Transit*	Route 200 & 201	Provide service between Bay Point and central Concord and Martinez.	2017	\$ 126,353	\$ 126,353	\$ 252,706
7	CC	Tri Delta Transit*	Route 200 & 201	Provide service between Bay Point and central Concord and Martinez.	2017	\$ 37,884	\$ 37,884	\$ 75,768
8	MAR	Marin Transit	Route 257 Shuttle	Suports Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connections site a the Health and Human Services campus.	2017	\$ 144,622	\$ 144,622	\$ 289,244
9	SF	SFMTA	Continuation of Bus Restoration Project	Continue the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton.	2017	\$ 911,746	\$ 911,746	\$ 1,823,492
10	SC	VTA/Outreach & Escort, Inc.*	Family Transportation Services	Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services: support of public transit use: and vehicle repairs.	2017	\$ 688,400	\$ 688,400	\$ 1,376,800
11	SON	Santa Rosa CityBus	Roseland Operations	Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19.	2017	\$ 156,864	\$ 156,864	\$ 313,728
12	SON	Santa Rosa CityBus	Roseland Operations	Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19.	2017	\$ 124,214	\$ 124,214	\$ 248,428
<i>Total - Direct Recipient Grants</i>						<i>\$ 3,194,539</i>	<i>\$ 3,194,539</i>	<i>\$ 6,389,078</i>

* Amount indicates a funding exchange or passthrough agreement for Lifeline Cycle 3 projects

**GL: FTA 5311 Program
(TIP ID – REG110041)**

Last updated with 2017 TIP Update

FTIP Back-up List for FTA FY 2014 Non-Urbanized Formula Program TIP ID: REG110041

As Updated with TIP Revision 17-00

No.	County	Subrecipient	Project Description	TIP Information			Total Grant Award		Local Share	Total Project Cost
				TIP ID	Revision. No.	Program Year	Federal Share	Toll Credit*		
Section 5311										
1	SOL	City of Dixon	Operating Assistance (Readi-Ride)	REG110041	17-00	2017	\$243,428	\$0	\$271,369	\$514,797
2	SOL	City of Dixon	Replacement of Paratransit Vehicles (Readi-Ride)	REG110041	17-00	2017	\$65,000	\$0	\$8,421	\$73,421
3	SOL	Fairfield and Suisun Transit	Operating Assistance (Route 30)	REG110041	17-00	2017	\$100,000	\$0	\$123,698	\$223,698
4	ALA	Livermore Amador Valley Transit Authority	Operating Assistance (Routes 2, 11, 12, 20)	REG110041	17-00	2017	\$52,155	\$0	\$312,430	\$364,585
5	MAR	Marin County Transit District	Operating Assistance (West Marin Stagecoach)	REG110041	17-00	2017	\$251,673	\$0	\$203,185	\$454,858
6	NAP	Napa County Transportation and Planning Agency	Operating Assistance (Northern Napa County)	REG110041	17-00	2017	\$252,841	\$0	\$204,128	\$456,969
7	SOL	City of Rio Vista	Operating Assistance (Delta Breeze)	REG110041	17-00	2017	\$40,000	\$0	\$32,294	\$72,294
8	SM	San Mateo County Transit District	Operating Assistance (Coastside Demand Response; Route 17)	REG110041	17-00	2017	\$187,204	\$0	\$895,732	\$1,082,936
9	SOL	SolTrans	Operating Assistance (Route 85)	REG110041	17-00	2017	\$40,000	\$0	\$32,294	\$72,294
10	SON	Sonoma County Transit	Vehicle Replacements	REG110041	17-00	2017	\$579,207	\$0	\$75,418	\$654,625
11	SC	Santa Clara Valley Transportation Authority	Operating Assistance (Route 68)	REG110041	17-00	2017	\$96,052	\$0	\$77,546	\$173,598
Section 5311 Subtotal							\$1,907,560	\$0	\$2,236,515	\$4,144,075
Section 5311(f) Intercity Bus Program										
12	NAP	Napa County Transportation and Planning Agency	Napa VINE Intercity Bus Routes (Solano Route & Sonoma Route)	REG110041	17-00	2017	\$300,000	\$0	\$242,800	\$542,800
Section 5311(f) Subtotal							\$300,000	\$0	\$242,800	\$542,800
Total Grouped Listing							\$2,207,560	\$0	\$2,479,315	\$4,686,875

* Toll Credits do not count towards the total project cost

FTIP Back-up List for FTA FY 2013 Non-Urbanized Formula Program TIP ID: REG110041

As Updated with TIP Revision 17-00

No.	County	Subrecipient	Project Description	TIP Information			Total Grant Award		Local Share	Total Project Cost
				TIP ID	Revision. No.	Program Year	Federal Share	Toll Credit*		
Section 5311										
1	SOL	City of Dixon	Operating Assistance (Readi-Ride)	REG110041	17-00	2017	\$130,000	\$0	\$435,600	\$565,600
2	SOL	Fairfield and Suisun Transit	Operating Assistance (Route 30)	REG110041	17-00	2017	\$200,000	\$100,000	\$3,624	\$203,624
3	ALA	Livermore Amador Valley Transit Authority	Operating Assistance (Routes 2, 11, 12, 20)	REG110041	17-00	2017	\$70,431	\$0	\$56,862	\$127,293
4	MAR	Marin County Transit District	Operating Assistance (West Marin Stagecoach)	REG110041	17-00	2017	\$265,119	\$0	\$579,287	\$844,406
5	NAP	Napa County Transportation and Planning Agency	Operating Assistance (Northern Napa County)	REG110041	17-00	2017	\$303,427	\$0	\$244,968	\$548,395
6	SOL	City of Rio Vista	Vehicle Equipment (security cameras and AVLs)	REG110041	17-00	2017	\$25,000	\$0	\$45,000	\$70,000
7	SOL	City of Rio Vista	Operating Assistance (Delta Breeze)	REG110041	17-00	2017	\$68,450	\$0	\$70,750	\$139,200
8	SM	San Mateo County Transit District	Operating Assistance (Coastside Demand Response; Route 17)	REG110041	17-00	2017	\$201,004	\$0	\$162,278	\$363,282
9	SOL	SolTrans	Operating Assistance (Route 85)	REG110041	17-00	2017	\$63,474	\$20,539	\$14,124	\$77,598
10	SON	Sonoma County Transit	Vehicle Replacements	REG110041	17-00	2017	\$527,578	\$0	\$272,422	\$800,000
11	SC	Santa Clara Valley Transportation Authority	Operating Assistance (Route 68)	REG110041	17-00	2017	\$180,416	\$0	\$145,657	\$326,073
12	REG	Metropolitan Transportation Commission	Locally Funded Project	REG110041	17-00	2017	\$0	\$0	\$787,240	\$787,240
Section 5311 Subtotal							\$2,034,899	\$120,539	\$2,817,812	\$4,852,711
Section 5311(f) Intercity Bus Program										
12	NAP	Napa County Transportation and Planning Agency	VINE Napa/Sonoma Connection	REG110041	17-00	2017	\$181,000	\$80,853	\$0	\$181,000
Section 5311(f) Subtotal							\$181,000	\$80,853	\$0	\$181,000
Total Grouped Listing							\$2,215,899	\$201,392	\$2,817,812	\$5,033,711

* Toll Credits do not count towards the total project cost

FTIP Back-up List for FTA FY 2012 Non-Urbanized Formula Program TIP ID: REG110041

As Updated with TIP Revision 17-00

No.	County	Subrecipient	Project Description	TIP Information			Total Grant Award		Local Share	Total Project Cost
				TIP ID	Revision. No.	Program Year	Federal Share	Toll Credit*		
Section 5311										
1	SOL	City of Dixon	Operating Assistance (Readi-Ride)	REG110041	17-00	2017	\$32,038	\$0	\$492,262	\$524,300
2	SOL	Fairfield and Suisun Transit	Operating Assistance (Route 30)	REG110041	17-00	2017	\$78,765	\$0	\$332,508	\$411,273
3	ALA	Livermore Amador Valley Transit Authority	Operating Assistance (Routes 2, 11, 12, 20)	REG110041	17-00	2017	\$40,520	\$0	\$213,767	\$254,287
4	MAR	Marin County Transit District	Operating Assistance (West Marin Stagecoach)	REG110041	17-00	2017	\$213,007	\$0	\$692,350	\$905,357
5	NAP	Napa County Transportation and Planning Agency	Operating Assistance (Northern Napa County)	REG110041	17-00	2017	\$175,001	\$0	\$141,285	\$316,286
6	SOL	City of Rio Vista	Operating Assistance (Delta Breeze)	REG110041	17-00	2017	\$61,344	\$0	\$260,619	\$321,963
7	SM	San Mateo County Transit District	Operating Assistance (Coastside Demand Response; Route 17)	REG110041	17-00	2017	\$114,822	\$0	\$730,710	\$845,532
8	SOL	SolTrans	Operating Assistance (Route 85)	REG110041	17-00	2017	\$107,300	\$0	\$791,715	\$899,015
9	SON	Sonoma County Transit	Vehicle Replacements	REG110041	17-00	2017	\$265,115	\$0	\$34,349	\$299,464
10	SON	Sonoma County Transit	Replacement Video Equipment for Fixed Route Fleet	REG110041	17-00	2017	\$36,703	\$0	\$4,755	\$41,458
11	SC	Santa Clara Valley Transportation Authority	Operating Assistance (Route 68)	REG110041	17-00	2017	\$109,854	\$0	\$88,689	\$198,543
Section 5311 Subtotal							\$1,234,469	\$0	\$3,783,009	\$5,017,478
Section 5311(f) Intercity Bus Program										
12	NAP	Napa County Transportation and Planning Agency	VINE Napa/Sonoma Connection	REG110041	17-00	2017	\$300,000	\$105,000	\$45,000	\$345,000
Section 5311(f) Subtotal							\$300,000	\$105,000	\$45,000	\$345,000
Total Grouped Listing							\$1,534,469	\$105,000	\$3,828,009	\$5,362,478

* Toll Credits do not count towards the total project cost

**GL: Elderly and Disabled Specialized
Transit Program
(TIP ID – REG110042)**

Last updated with 2017 TIP Update

FTIP Back-up List for Elderly and Disabled Specialized Transit Program (FTA 5310 - FY 2012) TIP ID: REG110042

As Updated with TIP Revision 17-00

No.	County	Subrecipient	Project	TIP Information			Total Grant Award		Local Share	Total Project Cost
				TIP ID	Revision. No.	Program Year	Federal Share	Toll Credit*		
1	SCL	Outreach & Escort, Inc.	13 Minivans; 1 Base Station; 13 Mobile Radios	REG110042	2017-00	2017	\$ 599,850	\$ 119,970	\$0	\$599,850
2	SOL	Pace Solano	1 Small Bus; 1 Medium Bus; 6 Large Buses	REG110042	2017-00	2017	\$ 565,000	\$ 113,000	\$0	\$565,000
3	ALA	Friends of Children with Special Needs	2 Medium Buses	REG110042	2017-00	2017	\$ 134,000	\$ 26,800	\$0	\$134,000
4	SF	On Lok Senior Health Services	1 Small Bus	REG110042	2017-00	2017	\$ 60,000	\$ 12,000	\$0	\$60,000
5	SOL	Solano County Transit	Computer Software	REG110042	2017-00	2017	\$ 37,708	\$ 7,542	\$0	\$37,708
6	ALA	Alzheimer's Services of the East Bay	2 Small Buses	REG110042	2017-00	2017	\$ 120,000	\$ 24,000	\$0	\$120,000
7	SF	Self-Help for the Elderly	2 Minivans; 2 Modified Raised Top Vans; 10 Computer Hardware; 10 Computer Software; 1 Base Station; 11 Mobile Radios	REG110042	2017-00	2017	\$ 228,580	\$ 45,716	\$0	\$228,580
8	ALA	Center for Elders' Independence	8 Medium Buses; 8 Mobile Radios	REG110042	2017-00	2017	\$ 540,000	\$ 108,000	\$0	\$540,000
9	SF	Laguna Honda Hospital and Rehabilitation Center	2 Medium Buses; 1 Larger Bus	REG110042	2017-00	2017	\$ 239,000	\$ 47,800	\$0	\$239,000
100 % Line										
10	CC	Lamorinda Spirit Van, City of Lafayette	1 Medium Bus	REG110042	2017-00	2017	\$ 67,000	\$ 13,400	\$0	\$67,000
11	SF	Institute on Aging	5 Wheelchair Tie Down Kits	REG110042	2017-00	2017	\$ 27,950	\$ 5,590	\$0	\$27,950
12	SOL	Milestones Adult Development Center	1 Minivan; 1 Small Bus; 1 Wheelchair Tie Down Kit	REG110042	2017-00	2017	\$ 113,400	\$ 22,680	\$0	\$113,400
Total Grouped Listing							\$2,732,488	\$546,498	\$0	\$2,732,488

* Toll credits do not count towards the total project cost

FTIP Back-up List for Elderly and Disabled Specialized Transit Program (FTA 5310 - FY 2010 & FY2011) TIP ID: REG110042

As Updated with TIP Revision 17-00

No.	County	Subrecipient	Project	TIP Information			Total Grant Award		Local Share	Total Project Cost
				TIP ID	Revision No.	Program Year	Federal Share	Toll Credit*		
1	SON	Becoming Independent	1 Minivan; 8 Small Buses; 25 Mobile Radios; 3 Base Stations	REG11042	2017-00	2017	\$556,500	\$63,831	\$0	\$556,500
2	MRN	Casa Allegra	3 Minivans	REG11042	2017-00	2017	\$132,000	\$15,140	\$0	\$132,000
3	ALA	Center for Elders' Independence	5 Medium Buses (Hybrid); 1 Base Station; 5 Mobile Radios; 34 GPS Network Modules	REG11042	2017-00	2017	\$601,950	\$69,044	\$0	\$601,950
4	SCL	Hope Services	2 Small Buses	REG11042	2017-00	2017	\$120,000	\$13,764	\$0	\$120,000
5	SF	Jewish Family and Children's Services	Hardware - Computer	REG11042	2017-00	2017	\$1,573	\$180	\$0	\$1,573
6	SF	Kimochi	2 Medium Buses	REG11042	2017-00	2017	\$130,000	\$14,911	\$0	\$130,000
7	SM	Life Steps Foundation	1 Medium Bus; 1 Small Bus	REG11042	2017-00	2017	\$125,000	\$14,338	\$0	\$125,000
8	MRN	Novato Human Needs Center	1 Medium Bus; 1 Small Bus	REG11042	2017-00	2017	\$125,000	\$14,338	\$0	\$125,000
9	SF, SCL	On Lok	4 Small Buses	REG11042	2017-00	2017	\$240,000	\$27,528	\$0	\$240,000
10	SCL	Outreach	26 Minivans; 1 Base Station; 26 Mobile Radios	REG11042	2017-00	2017	\$1,175,000	\$134,773	\$0	\$1,175,000
11	SOL	PACE Solano	2 Large Buses	REG11042	2017-00	2017	\$140,000	\$16,058	\$0	\$140,000
12	SM	SamTrans	2 Medium Buses	REG11042	2017-00	2017	\$130,000	\$14,911	\$0	\$130,000
13	ALA	Satellite Housing	1 Small Bus; 1 Medium Bus (Hybrid)	REG11042	2017-00	2017	\$176,000	\$20,187	\$0	\$176,000
14	SF	Self Help for the Elderly	1 Medium Bus; 1 Large Bus	REG11042	2017-00	2017	\$135,000	\$15,485	\$0	\$135,000
15	NAP	Veterans Home of Yountville	3 Large Buses	REG11042	2017-00	2017	\$210,000	\$24,087	\$0	\$210,000
16	MRN	Whistlestop	5 Small Buses; 4 Medium Buses (Hybrid)	REG11042	2017-00	2017	\$764,000	\$87,631	\$0	\$764,000
100 % Line										
17	MRN	Casa Allegra	1 Minivan	REG11042	2017-00	2017	\$44,000	\$5,047	\$0	\$44,000
18	CC	City of San Ramon	1 Large Bus; 1 Small Bus	REG11042	2017-00	2017	\$130,000	\$14,911	\$0	\$130,000
19	SF	Edgewood Center	2 Minivans	REG11042	2017-00	2017	\$88,000	\$10,094	\$0	\$88,000
20	CC	Lamorinda Spirit Van	1 Minivan	REG11042	2017-00	2017	\$44,000	\$5,047	\$0	\$44,000
21	ALA	On Lok	2 Small Buses	REG11042	2017-00	2017	\$120,000	\$13,764	\$0	\$120,000
Total Grouped Listing							\$5,188,023	\$595,066	\$0	\$5,188,023

* Toll credits do not count towards the total project cost

**GL: FTA 5311 Rural Area Program
(TIP ID – REG150002)**

Last updated with 2017 TIP Update

FTIP Back-up List for FTA Section 5311 FY 2017 Rural Area Formula Program TIP ID: REG150002

As Updated with TIP Revision 17-00

No.	County	Subrecipient	Project Description	TIP Information		Federal Share	Local Share	Total Project Cost
				Revision. No.	Program Year			
Section 5311								
1	SOL	City of Dixon	Operating Assistance (Readi-Ride)	2017-00	2017	\$139,091	\$112,293	\$251,384
2	SOL	City of Dixon	Replacement Paratransit Vehicles (Readi-Ride)	2017-00	2017	\$65,000	\$8,421	\$73,421
3	SOL	Fairfield and Suisun Transit	Operating Assistance (Route 30)	2017-00	2017	\$100,000	\$80,734	\$180,734
4	ALA	Livermore Amador Valley Transit Authority	Operating Assistance (Routes 2, 11, 12, 20)	2017-00	2017	\$43,683	\$35,267	\$78,950
5	MAR	Marin County Transit District	Operating Assistance (West Marin Stagecoach)	2017-00	2017	\$210,793	\$170,181	\$380,974
6	NAP	Napa County Transportation and Planning Agency	Operating Assistance (Northern Napa County)	2017-00	2017	\$211,771	\$170,971	\$382,742
7	SOL	City of Rio Vista	Operating Assistance (Delta Breeze)	2017-00	2017	\$65,000	\$52,477	\$117,477
8	SM	San Mateo County Transit District	Operating Assistance (Coastside Demand Response; Route 17)	2017-00	2017	\$156,796	\$126,587	\$283,383
9	SOL	SolTrans	Operating Assistance (Route 85)	2017-00	2017	\$40,000	\$32,294	\$72,294
10	SON	Sonoma County Transit	Vehicle Replacements	2017-00	2017	\$485,123	\$62,853	\$547,976
11	SC	Santa Clara Valley Transportation Authority	Operating Assistance (Route 68)	2017-00	2017	\$80,450	\$64,950	\$145,400
Section 5311 Subtotal						\$1,597,707	\$917,028	\$2,514,735
Section 5311(f) Intercity Bus Program								
12	NAP	Napa County Transportation and Planning Agency	Napa VINE Intercity Bus Routes	2017-00	2017	\$300,000	\$242,201	\$542,201
Section 5311(f) Subtotal						\$300,000	\$242,201	\$542,201
Total Grouped Listing						\$1,897,707	\$1,159,229	\$3,056,936

**GL: FTA 5310 Enhanced Mobility of Seniors
and Individuals with Disabilities Program
(TIP ID – REG150003)**

Last updated with 2017 TIP Update

FTIP Back-up List for Enhanced Mobility of Seniors & Individuals with Disabilities Program - Large UZA
(FTA 5310 - FY 2013 & FY 2014) TIP ID: REG150003
As Updated with TIP Revision 2017-00

No.	County	Subrecipient	Project	TIP Information		Total Grant Award		Total Project Cost
				Revision No.	Program Year	Federal Share	Toll Credit*	
0	REG	Metropolitan Transportation Commission	Expanded Mobility Management	2017-00	2017	\$460,430	\$230,215	\$460,430
1	SON	Sonoma County Human Services Department, Area Agency on Aging	Expanded Mobility Management; Traditional Mobility Management	2017-00	2017	\$391,975	\$131,125	\$391,975
1	SON	Sebastopol Area Senior Center	1 Small Bus	2017-00	2017	\$60,000	\$12,000	\$60,000
3, 12	CC	Contra Costa ARC	3 Minivans; 1 Small Bus	2017-00	2017	\$198,000	\$39,600	\$198,000
3	CC	City of Lafayette	1 Minivan; Expanded Operations	2017-00	2017	\$169,040	\$70,720	\$169,040
3	CC	Golden Rain Foundation of Walnut Creek	2 Medium Buses	2017-00	2017	\$134,000	\$26,800	\$134,000
3	CC	Futures Explored	Small Bus; Expanded Operations	2017-00	2017	\$96,250	\$30,125	\$96,250
3	CC	Senior Helpline Services	Traditional Mobility Management; Expanded Operations	2017-00	2017	\$538,253	\$169,682	\$538,253
3	CC	Rehabilitation Services of Northern California	Expanded Operations	2017-00	2017	\$94,340	\$47,170	\$94,340
4	SCL	Outreach & Escort, Inc.	Expanded Mobility Management; Traditional Mobility Management; 10 Minivans; 1 Base Station; 10 Raddios	2017-00	2017	\$1,961,481	\$621,136	\$1,961,481
5	MAR	Marin County Transit District	Expanded Operations	2017-00	2017	\$184,400	\$92,200	\$184,400
7	MAR	Casa Allegra Community Services	1 Minivan	2017-00	2017	\$46,000	\$9,200	\$46,000
8	MAR	Marin Senior Coordinating Council Inc. (Whistlestop)	2 Small Buses; 1 Medium Bus	2017-00	2017	\$187,000	\$37,400	\$187,000
9	ALA	LIFE ElderCare	Expanded Operations	2017-00	2017	\$187,154	\$93,577	\$187,154
9	ALA	Drivers for Survivors	Expanded Operations	2017-00	2017	\$91,356	\$45,678	\$91,356
10	ALA	Friends of Children with Special Needs	2 Minivans	2017-00	2017	\$92,000	\$18,400	\$92,000
11	ALA	Center for Elders' Independence (CEI)	3 Medium Buses; 1 Base Station; 3 Radios	2017-00	2017	\$206,500	\$41,300	\$206,500
13	ALA	Center for Independent Living, Inc.	Expanded Mobility Management; Traditional Mobility Management	2017-00	2017	\$499,663	\$101,076	\$499,663
14	CC	City of Richmond	Expanded Mobility Management	2017-00	2017	\$105,000	\$52,500	\$105,000
15	ALA	On Lok Senior Health Services	2 Small Buses	2017-00	2017	\$120,000	\$24,000	\$120,000
15	SF	On Lok Senior Health Services	2 Small Buses	2017-00	2017	\$120,000	\$24,000	\$120,000
16	SF	Jewish Family and Children's Services	8 Medium Buses; 3 Large Buses	2017-00	2017	\$755,000	\$151,000	\$755,000
17	SF	San Francisco Municipal Transportation Agency	Expanded Mobility Management	2017-00	2017	\$782,340	\$391,170	\$782,340
18	SM	San Mateo County Transit District	Expanded Mobility Management	2017-00	2017	\$250,000	\$125,000	\$250,000
18	SM	Peninsula Jewish Community Center	1 Small Bus; Expanded Operations	2017-00	2017	\$280,000	\$122,000	\$280,000
18	SM	Outreach & Escort, Inc.	Traditional Mobility Management	2017-00	2017	\$480,000	\$96,000	\$480,000
19	SM	Life Steps Foundation, Inc.	3 Minivans; 1 Small Bus	2017-00	2017	\$198,000	\$39,600	\$198,000
20	SM	City of Pacifica	1 Small Bus	2017-00	2017	\$60,000	\$12,000	\$60,000
Total Grouped Listing						\$8,748,182	\$2,854,675	\$8,748,182

* Toll credits do not count towards the total project cost.

FTIP Back-up List for Enhanced Mobility of Seniors & Individuals with Disabilities Program - Small UZA
(FTA 5310 - FY 2013 & FY 2014) TIP ID: REG150003

As Updated with TIP Revision 17-00

No.	County	Subrecipient	Project	TIP Information		Total Grant Award		Total Project Cost
				Revision No.	Program Year	Federal Share	Toll Credit*	
10	SCL	Outreach & Escort, Inc.	Minivan	2017-00	2017	\$48,000	\$9,600	\$48,000
10	SCL	Outreach & Escort, Inc.	Minivan	2017-00	2017	\$48,000	\$9,600	\$48,000
10	SCL	Outreach & Escort, Inc.	Minivan	2017-00	2017	\$48,000	\$9,600	\$48,000
10	SCL	Outreach & Escort, Inc.	Base Station	2017-00	2017	\$2,500	\$500	\$2,500
10	SCL	Outreach & Escort, Inc.	Mobile Radio	2017-00	2017	\$1,000	\$200	\$1,000
10	SCL	Outreach & Escort, Inc.	Mobile Radio	2017-00	2017	\$1,000	\$200	\$1,000
10	SCL	Outreach & Escort, Inc.	Mobile Radio	2017-00	2017	\$1,000	\$200	\$1,000
7	SOL	City of Rio Vista	Large Bus	2017-00	2017	\$76,500	\$15,300	\$76,500
2	SON	City of Petaluma	Travel Training Program	2017-00	2017	\$46,089	\$9,218	\$46,089
6	SOL	City of Rio Vista	Rio Vista Delta Breeze Dial-A-Ride	2017-00	2017	\$195,000	\$97,500	\$195,000
1	SOL	Faith in Action Interfaith Volunteer Caregivers of Solano County	Volunteer Driver Program	2017-00	2017	\$225,000	\$112,500	\$225,000
5	ALA	Livermore Amador Valley Transit Authority	Parataxi Program	2017-00	2017	\$80,000	\$40,000	\$80,000
8	NAPA	Napa County Transportation and Planning Agency	Volunteer Driver Program	2017-00	2017	\$140,000	\$70,000	\$140,000
8	NAPA	Napa County Transportation and Planning Agency	Mobility Management	2017-00	2017	\$160,000	\$32,000	\$160,000
9	SCL	Outreach & Escort, Inc.	Mobility Management Center	2017-00	2017	\$148,100	\$29,620	\$148,100
3	SOL	Solano County Transit	Countywide Travel Training Program	2017-00	2017	\$300,000	\$150,000	\$300,000
4	SOL	Solano Transportation Authority	One-Stop Transportation Call Center	2017-00	2017	\$300,000	\$150,000	\$300,000
11	Napa	Napa County Transportation and Planning Agency	Medium Bus	2017-00	2017	\$70,000	\$14,000	\$70,000
12	Napa	Napa County Transportation and Planning Agency	Medium Bus	2017-00	2017	\$70,000	\$14,000	\$70,000
13	Napa	Napa County Transportation and Planning Agency	Medium Bus	2017-00	2017	\$70,000	\$14,000	\$70,000
14	SF	Institute on Aging	Large Bus	2017-00	2017	\$76,500	\$15,300	\$76,500
15	SF	Institute on Aging	Large Bus	2017-00	2017	\$76,500	\$15,300	\$76,500
16	SF	Institute on Aging	Large Bus	2017-00	2017	\$76,500	\$15,300	\$76,500
17	SF	Institute on Aging	Large Bus	2017-00	2017	\$76,500	\$15,300	\$76,500
18	SF	Institute on Aging	Large Bus	2017-00	2017	\$76,500	\$15,300	\$76,500
19	SF	Institute on Aging	Video Surveillance System (12)	2017-00	2017	\$10,200	\$2,040	\$10,200
20	SF	North and South of Market Adult Day Health Corp. (SteppingStones)	Medium Bus	2017-00	2017	\$70,000	\$14,000	\$70,000
21	SF	North and South of Market Adult Day Health Corp. (SteppingStones)	Medium Bus	2017-00	2017	\$70,000	\$14,000	\$70,000
22	SF	On Lok Senior Health Services	Small Bus	2017-00	2017	\$63,000	\$12,600	\$63,000
23	SF	On Lok Senior Health Services	Small Bus	2017-00	2017	\$63,000	\$12,600	\$63,000
24	SF	On Lok Senior Health Services	Small Bus	2017-00	2017	\$63,000	\$12,600	\$63,000
25	SF	On Lok Senior Health Services	Small Bus	2017-00	2017	\$63,000	\$12,600	\$63,000
26	SF	On Lok Senior Health Services	Small Bus	2017-00	2017	\$63,000	\$12,600	\$63,000
27	SF	On Lok Senior Health Services	Small Bus	2017-00	2017	\$63,000	\$12,600	\$63,000
28	SF	On Lok Senior Health Services	Small Bus	2017-00	2017	\$63,000	\$12,600	\$63,000
29	SOL	Milestones	Small Bus	2017-00	2017	\$63,000	\$12,600	\$63,000
30	SOL	Milestones	Large Bus	2017-00	2017	\$76,500	\$15,300	\$76,500
31	SOL	Milestones	Larger Bus	2017-00	2017	\$108,000	\$21,600	\$108,000
Total Grouped Listing						\$3,251,389	\$1,022,278	\$3,251,389

* Toll credits do not count towards the total project cost.

**GL: Lifeline Cycle 4 - 5307 JARC Set-aside
(TIP ID - REG150004)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR 5307 JARC PROGRAM - CYCLE 4 LIFELINE (FY13-FY16) PROGRAM OF PROJECTS (REG150004)
As Updated with TIP Revision 2017-00

						Federal Share by Urbanized Area (UA) and Apportionment Year				Total Federal	Total Local Share	Total Project Cost
						FY 2013	FY 2014	FY 2015	FY 2016			
No.	County	Project Sponsor	Project	Project Description	Program Year	5307/JARC	5307/JARC	5307/JARC	5307/JARC	5307/JARC		
1	ALA	AC Transit	Preservation of Existing Services in Communities of Concern	Restructure and/or continue existing service on Lines 31, 40, 45, 62, 98, 800 and 801. Request is for 3 years of service.	2017		453,484	477,871	485,516	1,416,871	1,416,871	2,833,742
2	ALA	City of Oakland (via AC Transit)	City of Oakland Broadway Shuttle	The Broadway Shuttle currently operates Monday-Thursday 7am-10pm; Friday 7am-1am; and Saturday 6pm-1am, every 10-15 minutes. Request is for 3 years of program operations.	2017		129,742	136,719	138,907	405,368	405,368	810,736
3	ALA	LAVTA	WHEELS Route 14 Operating Assistance	Route 14 operations. Request is for 2 years of service.	2017	31,800	32,239	32,239	32,755	129,033	129,033	258,066
4	CC	County Connection (CCCTA)	Preserve Operations in Community of Concern	Maintain existing service on Routes 11, 14, 16, 18, 19, 311, 314, 316.	2017		124,656	124,656	126,650	375,962	375,962	751,924
5	CC	Tri Delta Transit	Route 200 and 201	Provide continued and expanded service between Bay Point (Community of Concern) and central Concord and Martinez.	2017		89,765	127,649	129,691	347,105	347,105	694,210
6	CC	AC Transit	Preserve Operations in Community of Concern	Maintain existing service on Lines 71, 76, 376, 800.	2017		87,387	78,362	79,615	245,364	245,364	490,728
7	CC	WestCAT	C3 Operations	Increase frequency on Route C3, which operates between Hercules Transit Center and Contra Costa College in San Pablo.	2017		87,387	78,362	79,614	245,363	245,363	490,726
8	NAP	NCTPA	Operating Assistance	Continue VINE Transit fixed route service.	2017	71,632	5,954	5,954	7,117	90,657	90,657	181,314
9	NAP	City of Napa (via NCTPA)	Tulocay Creek Bridge/Trail Completion	Pave three-quarter mile of Class 1 multi-use trail between new Tulocay Creek bicycle/pedestrian bridge and Riverfront Green Park at Soscol & Third.	2017		40,000	40,000	40,000	120,000	30,000	150,000
10	NAP	City of Calistoga (via NCTPA)	Pedestrian Safety Enhancement	Installation of crosswalk and in-pavement crosswalk lighting with advanced warning flashing beacons on Lincoln Avenue at Brannan Street-Wappo Avenue.	2017		26,667	26,667	26,666	80,000	20,000	100,000
11	SF	SFMTA	Expanding Late Night Transit Service to Communities in Need	Improve late-night Owl transit service in key communities of concern for three years.	2017		340,740	358,104	363,834	1,062,678	1,062,678	2,125,356
12	SM	SamTrans	Expansion of Fixed Route 122	Expand Route 122 service; add approximately 5.4 hours to daily weekday and Saturday service and 1.1 hours for Sunday service.	2017		140,890	148,070	150,439	439,400	439,400	878,800
13	SM	SamTrans	Fixed Route Bus Procurement	Replace the articulated bus fleet, which has reached the end of its useful life.	2017		88,244	92,741	94,225	275,209	68,802	344,011
14	SC	Peninsula Family Service (via VTA)	Vehicle Loan Program - Santa Clara County	Provide low-interest auto loans to individuals who are unable to access affordably priced consumer loan financing.	2017		228,657	228,657	232,315	689,629	689,629	1,379,258
15	SC	Outreach & Escort, Inc. (via VTA)	Family Transportation Services	Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-	2017	61,111	61,954	61,954	62,945	247,964	1,308,909	2,617,818
16	SOL	Fairfield and Suisun Transit	Sustaining Route 30 Saturday Service	Continue funding Route 30 bus service on Saturdays between Fairfield and the City of Davis, serving Vacaville and Dixon along the route.	2017	20,716	21,003	21,003	21,338	84,060	84,060	168,120
17	SOL	Fairfield and Suisun Transit	ADA Local Taxi Scrip Program	Provide a subsidized taxi fare program for seniors over age 60 and ADA qualified residents of Fairfield and Suisun City.	2017	73,935	74,955	74,955	76,155	300,000	300,000	600,000
18	SOL	SolTrans	Sustaining Route 2 (SCC-Vallejo)	Provide continued funding of the Solano Community College/SolTrans Bus Project (SolTrans Route 2).	2017	138,107	140,014	140,014	142,254	560,389	560,389	1,120,778
19	SOL	Fairfield and Suisun Transit	Sustaining Route 20	Fund Route 20, which provides intercity service between Fairfield and Vacaville.	2017	41,073	41,640	41,640	42,306	166,659	166,659	333,318
20	SON	Petaluma Transit	Weekend Service	Support continued fixed route bus service on Saturday and Sunday for two years.	2017	18,960	19,222	19,222	19,530	76,934	76,934	153,868
21	SON	Santa Rosa CityBus	Lifeline Vehicle Replacement	Project includes partial funding for the replacement of up to ten (10) fixed route buses in the aging Santa Rosa CityBus fleet.	2017		6,473	77,397	78,636	162,506	40,627	203,133

						Federal Share by Urbanized Area (UA) and Apportionment Year				Total Federal	Total Local Share	Total Project Cost	
No.	County	Project Sponsor	Project	Project Description	Program Year	FY 2013	FY 2014	FY 2015	FY 2016				
						5307/JARC	5307/JARC	5307/JARC	5307/JARC	5307/JARC			
22	SON	Sonoma County Transit	CNG Bus Purchase	Assist with the purchase of two compressed natural gas (CNG) transit coaches.	2017	12,640	12,815 4,863	12,815 58,153	13,020 59,083	51,290 122,099	43,347	216,736	
						Antioch UA	-	89,765	127,649	129,691	347,105		
						Concord UA	-	124,656	124,656	126,650	375,962		
						Fairfield UA	94,651	95,958	95,958	97,493	384,060		
						Gilroy-Morgan Hill UA	61,111	61,954	61,954	62,945	247,964		
						Livermore UA	31,800	32,239	32,239	32,755	129,033		
						Napa UA	71,632	72,621	72,621	73,783	290,657		
						Petaluma UA	31,600	32,037	32,037	32,550	128,224		
						San Francisco-Oakland UA	-	1,327,874	1,370,229	1,392,150	4,090,253		
						San Jose UA	-	580,429	580,429	589,716	1,750,574		
						Santa Rosa UA	-	11,336	135,550	137,719	284,605		
						Vacaville UA	41,073	41,640	41,640	42,306	166,659		
						Vallejo UA	138,107	140,014	140,014	142,254	560,389		
						Total	469,974	2,610,523	2,814,976	2,860,012	8,755,485	8,147,157	16,902,642

**GL: JARC Small UA and Rural – FY12
(TIP ID – VAR130002)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR JARC SMALL UA & RURAL PROGRAM - CYCLE 7 (FY12) PROGRAM OF PROJECTS (VAR130002)

As Amended into the TIP with Revision 17-00

No.	County	Subrecipient	Description	Program Year	Total Grant Award			Total Project Cost
					Federal Share	Toll Credits*	Local Share	
1	SOL	Solano Transportation Authority	Mobility Management to coordinate existing services in a countywide effort to improve mobility and access to transportation options for low income residents of Solano County.	2017	\$ 179,200	\$ -	\$ 44,800	\$ 224,000
2	SC	Outreach & Escort, Inc.	Mobility Management project expanding the community resource entries in Outreach Online Community Search System to better provide mobility options human service providers.	2017	\$ 43,200	\$ -	\$ 10,800	\$ 54,000
3	SOL	Solano County Transit (SolTrans)	Operating Assistance for the continued funding of the Solano Community College/SolTrans Bus Project providing transit bus service to and from the Solano College Vallejo campus.	2017	\$ 200,000	\$ -	\$ 200,000	\$ 400,000
4	SON	City of Petaluma	Operating Assistance for the Petaluma Transit "Primetime" (night) Service expansion project to add reliable and cost effective service at the end of existing service days.	2017	\$ 37,533	\$ -	\$ 37,533	\$ 75,066
5	SON	City of Petaluma	Mobility Management project with focused outreach and marketing efforts to the Latino community living in Petaluma.	2017	\$ 16,000	\$ -	\$ 16,000	\$ 32,000
Total					\$ 475,933	\$ -	\$ 309,133	\$ 785,066

* Toll Credits do not count toward the total cost of the project

**GL: New Freedom Small UA and Rural –
FY12
(TIP ID – VAR130003)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR NEW FREEDOM SMALL UA & RURAL PROGRAM - CYCLE 7 (FY12) PROGRAM OF PROJECTS (VAR130003)

As Amended into the TIP with Revision 17-00

No.	County	Subrecipient	Description	Program Year	Total Grant Award			Total Project Cost
					Federal Share	Toll Credits*	Local Share	
1	SOL	Solano Transportation Authority	Mobility Management for the One-Stop Transportation Call Center, which is an expansion of the Solano Napa Commuter Information call center.	2017	\$ 175,000	\$ 35,000	\$ -	\$ 175,000
2	SOL	Faith in Action	Operating Assistance for transportation services in the City of Fairfield's Cordelia Village at the juncture of I-680 and I-80.	2017	\$ 102,675	\$ 51,338	\$ -	\$ 102,675
3	SC	Outreach & Escort, Inc.	Mobility Management to improve access to travel training to individuals with developmental disabilities and others.	2017	\$ 64,680	\$ 12,936	\$ -	\$ 64,680
4	SOL	Solano Transportation Authority	Operating Assistance for the Intercity Taxi Scrip Program providing curb-to-curb service for disabled persons.	2017	\$ 100,000	\$ -	\$ 100,000	\$ 200,000
5	SON	City of Petaluma	Mobility Management to expand the training program that identifies customers who would benefit from travel training, reach out to them, and offer customized training.	2017	\$ 42,470	\$ 8,494	\$ -	\$ 42,470
6	NAP	Napa County Transportation and Planning Agency	Operating Assistance for the Volunteer Driver Reimbursement Program that will fill the gap in transportation for individuals that require lifeline transportation for medical appointments.	2017	\$ 100,000		\$ 100,000	\$ 200,000
Total					\$ 584,825	\$ 107,768	\$ 200,000	\$ 784,825

*Toll Credits do not count toward the total cost of the project

**GL: New Freedom Large UA – FY12
(TIP ID – VAR130005)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR NEW FREEDOM PROGRAM - FY2012 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS (VAR130005)

As Updated with TIP Revision 17-00

No.	County	Subrecipient	Project			Total Federal Share	Local Share	Total Project Cost
			Name	Description	Program Year			
MTC Grant (Subrecipients + Admin & Technical Assistance)								
1	SON	Sonoma County Area Agency on Aging	Sonoma Access Coordinated Transportation Services (SACTS)	This initiative serves to enhance countywide coordinated transportation services and mobility management. SACTS includes the Sonoma Access One Call/One Click transportation resource center, engaging the community partner consortium, conducting outreach, education, and coordinating activities to enhance and create innovative transportation options.	2017	\$ 89,572	\$ 33,740	\$ 123,312
2	SC	Outreach & Escort Inc.	Above & Beyond through Coordination (ABC) Project	Provides one call/one click access to a range of transportation options.	2017	\$ 446,731	\$ 613,851	\$ 1,060,582
3	REG	Center for Independent Living	Mobility Matters: A Mobility Management Hub Project	Mobility Management project to coordinate a family of services at the consumer level to increase the use of transit related services by people with disabilities. The project will coordinate travel training, adaptive technology consultations; assistance with completing regional transit card applications; information and referral; mobility device training; mobility management partners coordination; openstreetmap.org for Alameda County; education activities; safety workshops; travel training smartphone app; trip planning; wheelchair securement.	2017	\$ 358,745	\$ 127,172	\$ 485,917
4	CC	City of Richmond	R-Transit \$5 Same Day 24/7 Transportation Service	Continues R-Transit pilot \$5 same day 24/7 transportation service with wheelchair accessible vehicles for residents with disabilities and seniors living in specified areas of western Contra Costa County.	2017	\$ 37,500	\$ 262,500	\$ 300,000
5	REG	Senior Helpline Services	Rides for Seniors and Transportation Information & Referrals	SHS provides free one-on-one, escorted, door-through-door rides for medical care and basic necessities to otherwise homebound seniors in Contra Costa and Alameda counties, as well as transportation information and referral services.	2017	\$ 166,055	\$ 166,055	\$ 332,110
6	CC	Lamorinda Spirit Van Program, City of Lamorinda	Lamorinda Spirit Van Program for Fragile Elderly and Disabled Seniors	The Lamorinda Spirit Van Program provides seniors, age 60 and up (primarily serving ages 80 to 100), with transportation to essential errands including: medical/personal appointments, shopping, the nutrition program, and special events. We are a door to and through door semi-escorted service, operating with volunteers and part-time paid employees.	2017	\$ 51,974	\$ 218,408	\$ 270,382
7	CC	Rehabilitation Services of Northern California	Mt. Diablo Mobilizer	The Mt. Diablo Mobilizer provides door-through-door transportation to health and social services for frail low-income seniors and others with disabilities, as well as trips to grocery shopping and other basic needs.	2017	\$ 32,722	\$ 32,722	\$ 65,444
8	REG	Metropolitan Transportation Commission	Roadmap Study	The Roadmap Study will document next steps toward implementation of the mobility management and coordination strategies recommended in the Coordinated Public Transit—Human Services Transportation Plan Update for the Bay Area.	2017	\$ 100,166	\$ -	\$ 100,166
9	REG	Metropolitan Transportation Commission	Administration and Technical Assistance	MTC has set aside five percent of the region's large UA apportionment for program administration costs including administration, planning and technical assistance.	2017	\$ 100,166	\$ -	\$ 100,166
<i>Subtotal - MTC Grant (Subrecipients + Administration)</i>						\$ 1,383,631	\$ 1,454,448	\$ 2,838,079
Direct Recipient Grants								
10	SM	SamTrans	Peninsula Rides Mobility Management Activities	Expansion and enhancement of mobility management activities of the Senior Mobility Initiative, including MM website; support for personalized I&R; expanding volunteer driver program; establishing a Veterans Mobility Corps; updating the mobility guide.	2017	\$ 102,746	\$ 277,111	\$ 379,857
11	ALA	AC Transit	Marketing Mobility Management Through 211	Market and publicize the Alameda County 211 website and toll free service, which houses the most extensive and detailed database of paratransit information in Alameda County. Coordinated mobility management will be provided by 211 staff, including detailed and targeted transportation recommendations for seniors and the disabled.	2017	\$ 240,000	\$ 60,000	\$ 300,000
12	MAR	Marin Transit	Expanded Coordination of Transportation Resources & Services to Isolated Populations	Expanded Coordination of Transportation Resources: creates and evaluates plans to encourage non-profit transportation providers to coordinate services and improves taxi service. Services to Isolated Populations: expands group and individual travel training programs, and funds a pilot "traditional model" volunteer driver program to provide escorted transportation.	2017	\$ 160,436	\$ 129,131	\$ 289,567
13	CC	County Connection (CCCTA)	Contra Costa Mobility Management Program Implementation	Implement Phase II and III of the recommendations listed in the Contra Costa County Mobility Management Plan. This includes the formation of a mobility management oversight board, the retention of a mobility manager, and beginning coordination with existing agencies within the County	2017	\$ 100,000	\$ 87,500	\$ 187,500
14	ALA	Livermore-Amador Valley Transportation Authority (LAVTA)	LAVTA Paratransit Project 2014	A reimbursement based system, offering a taxicab ride as a more flexible transportation alternative to traditional paratransit: Same day, 24-hour service, direct routing transportation.	2017	\$ 16,500	\$ 16,500	\$ 33,000
<i>Subtotal - Direct Recipient Grants</i>						\$ 619,682	\$ 570,242	\$ 1,189,924
Total Grouped Listing						\$ 2,003,313	\$ 2,024,690	\$ 4,028,003

**GL: FTA 5311 Program Fiscal Year 2015-16
(TIP ID – VAR150001)**

Last updated with TIP Revision 17-00

FTIP Back-up List for FTA Section 5311 FY 2016 Rural Area Formula Program TIP ID: VAR150001

As Updated with TIP Revision 17-00

No.	County	Subrecipient	Project Description	TIP Program Year	Federal Share	Local Share	Total Project Cost	
Section 5311								
1	SOL	City of Dixon	Operating Assistance (Readi-Ride)	2017	\$183,266	\$381,206	\$564,472	
2	SOL	Fairfield and Suisun Transit	Operating Assistance (Route 30)	2017	\$100,000	\$229,003	\$329,003	
3	ALA	Livermore Amador Valley Transit Authority	Operating Assistance (Routes 2, 11, 12, 20)	2017	\$41,460	\$35,267	\$76,727	
4	MAR	Marin County Transit District	Operating Assistance (West Marin Stagecoach)	2017	\$200,063	\$170,181	\$370,244	
5	NAP	Napa County Transportation and Planning Agency	Operating Assistance (Northern Napa County)	2017	\$200,991	\$170,971	\$371,962	
6	SOL	City of Rio Vista	Operating Assistance (Delta Breeze)	2017	\$105,000	\$290,700	\$395,700	
7	SM	San Mateo County Transit District	Operating Assistance (Coastside Demand Response; Route 17)	2017	\$148,815	\$126,587	\$275,402	
8	SON	Sonoma County Transit	Vehicle Replacements	2017	\$460,430	\$62,853	\$523,283	
9	SC	Santa Clara Valley Transportation Authority	Operating Assistance (Route 68)	2017	\$76,355	\$64,950	\$141,305	
Total Grouped Listing						\$1,516,380	\$1,531,718	\$3,048,098

**GL: Pavement Resurfacing and/or
Rehabilitation – Federal Discretionary
Programs
(TIP ID- VAR150002)**

Last updated with the 2017 TIP Update

Grouped Listing: Pavement Resurfacing and/or Rehabilitation - Federal Discretionary Programs

Project Name	Program Year	State	County	Cong. District	Primary Fund Source	Project Description	Category	FLMA Region	FLMA Unit	Phase	Delivered by	Total Program Amount (range)	Match Funding Source	Total Project Cost
CALIFORNIA														
CA FTFW/FLAP DOED 10(3) LA RIVIERE MARSH BRIDGE & MARSHLANDS ROAD	FY16	CA	Alameda	CA-17	FLAP	Reconstruct 0.5 mile from Thornton Avenue to Don Edwards NWR visitor center and replace LaRiviere Marsh Bridge.	4R	FWS-R8	Don Edwards SF Bay NWR	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000	FLTP	\$4,600,000
CA FTNP GOGA PRES 1(15) GOLDEN GATE NRA TUNNEL PRESERVATION	FY16	CA	Marin	CA-2	FLTP	Repair Baker Barry Tunnel Lining	Other	NPS-PWR	Golden Gate NRA	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000		\$2,000,000
CA FLAP MRN CR107(1) MUIR WOODS ROAD	FY18	CA	Marin	CA-2	FLAP	Rehabilitation of a 2.48 mile long segment of Muir Woods Road that connects the national park entrance to CA Highway 1.	4R	NPS-PWR	Muir Woods NM	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000	Marin County	\$5,000,000

**GL: Bicycle and Pedestrian Facilities –
Federal Discretionary Programs
(TIP ID- VAR150003)**

Last updated with 2017 TIP Update

Grouped Listing: Bicycle and Pedestrian Facilities - Federal Discretionary Programs

Project Name	Program Year	State	County	Cong. District	Primary Fund Source	Project Description	Category	FLMA Region	FLMA Unit	Phase	Delivered by	Total Program Amount (range)	Match Funding Source	Total Project Cost
CALIFORNIA														
CA FLAP SF TR95(1) SOUTH OCEAN BEACH TRAIL	FY18	CA	San Francisco	CA-12	FLAP	Construct a multi-use trail and active transportation facility at South Ocean Beach	Other	NPS-PWR	Golden Gate NRA	Preliminary Engineering	CFLHD	Between \$1,000,000 and \$5,000,000	SF Rec & Park Dept	\$2,000,000

**GL: Safety Improvements –
Safe Routes to School (SRTS) Program
(TIP ID – VAR170001)**

Last updated with 2017 TIP Update

MPO: Metropolitan Transportation Commission

Backup List Updated On: 2/9/2016

Unique Project ID	HR3 Eligibility*	District	Agency	MPO	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds	Other/Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2016/17	Federal Funds Programmed in 2017/18	Federal Funds Programmed in 2018/19	Federal Funds Programmed in 2019/20	Federal Funds Programmed under "Beyond"
SRTS3-04-006		4	East Palo Alto	MTC	Fordham St. between Notre Dame Ave. and Purdue Ave.; Bay Rd. between Newbridge St. and SR 109 (University Ave.); Pulgas Ave./Runnymede St.; Pulgas Ave. between O'Conner St. and Myrtle St.	Construct sidewalks, curbs and gutters; install LED in-pavement crosswalk lights	\$ 579,700	\$ 579,700	\$ -	\$ 42,000	\$ 537,700	\$ -	\$ -	\$ -	\$ -
MTC							\$ 579,700	\$ 579,700	\$ -	\$ 42,000	\$ 537,700	\$ -	\$ -	\$ -	\$ -

**GL: Safety Improvements – Highway Safety
Improvement Program
(TIP ID – VAR170002)**

Last updated with 2017 TIP Update

**Highway Safety Improvement Program (HSIP)
2017 FTIP Back-Up List for Association of Metropolitan Transportation Commission, sorted by District, Agency and Unique Project ID**

MPO: Backup List Updated On:					MTC 2/3/2016										
Unique Project ID	HR3 Eligibility	District	Agency	MPO	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds Includes Toll Credits Effective Until 9/30/16 for Cycle 6 Projects (HSIP6)	Other/Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2014/15*	Federal Funds Programmed in 2015/16*	Federal Funds Programmed in 2016/17	Federal Funds Programmed in 2017/18	Federal Funds Programmed under "Beyond"
HSIP4-04-010		4	Alameda	MTC	Park St. between Park St. Draw Br. and Encinal Ave. (SR 61)	Install left-turn phasing and advance flashing beacons; upgrade signal operations	\$964,300	\$733,400	\$230,900	\$126,350	\$607,050				
HRRR1-04-031	HR3	4	Alameda County	MTC	Patterson Pass Rd. at PM 6.4 in unincorporated Alameda County	Widen or Improve Shoulder	\$909,000	\$818,100	\$90,900	\$100,800	\$717,300				
HSIP6-04-001		4	Alameda County	MTC	Various locations throughout unincorporated Alameda County	Construct sidewalks, curb ramps, curb extensions, curb and gutter; Restriping; Install flashing beacons	\$1,023,400	\$1,023,333	\$67			\$1,023,333			
HSIP7-04-001	No	4	Benicia	MTC	The intersection of East 5th Street and Vecino Street, and along East 5th Street between I-780 and Vecino Street	Construct a bulb-out and crosswalk with flashing beacons on East 5th Street @ Vecino Street and extend the eastern sidewalk of East 5th Street to I-780 along with adding two new roadway lights	\$470,600	\$423,540	\$47,060				\$423,540		
HSIP7-04-002	No	4	Benicia	MTC	The intersection of Military West, West 7th Street, Carolina Drive, and Buena Vista	Replace traffic signal to add protected lefts on Military West; upgrade five (5) pedestrian crosswalks, and upgrade controller cabinet	\$281,200	\$253,080	\$28,120				\$253,080		
HSIP6-04-002		4	Campbell	MTC	On Harriet Ave between McCoy Ave and San Tomas Aquino Rd	Install traffic signals, signs, striping, and pavement markings, sidewalks, curb and gutter, curb ramps, and other safety improvements	\$574,400	\$567,733	\$6,667	\$59,400		\$508,333			
HSIP7-04-003	No	4	City of San Leandro	MTC	The intersection of Davis Street with Carpentier Street	Install pedestrian activated or HAWK signal, accessible pedestrian signal equipment; improve street lighting features and signing & striping for crosswalks; and upgrade disabled curb ramps	\$299,300	\$254,405	\$44,895				\$254,405		
HRRR2-04-028	HR3	4	Contra Costa County	MTC	Marsh Creek Road from 2.0 to 2.5 miles west of Deer Valley Road	Realign and widen roadway and shoulders; relocate utilities; improve highway signage and drainage	\$1,738,889	\$1,520,000	\$218,889	\$150,000	\$1,370,000				
HSIP5-04-004	HR3	4	Contra Costa County	MTC	Byron Hwy /Camino Diablo Rd.	Install traffic signal and turning lanes; upgrade railroad crossings and shoulders	\$2,182,100	\$900,000	\$1,282,100			\$900,000			
HSIP5-04-005		4	Contra Costa County	MTC	Alhambra Valley Rd. between Rancho La Boca Rd. and Ferndale Rd.	Remove guardrail, construct paved shoulders, flatten adjacent slope, install traffic calming measures, remove roadside obstacles, and install striping, pavement markings and warning signs.	\$858,000	\$600,000	\$258,000	\$90,000		\$510,000			
HSIP7-04-004	No	4	Contra Costa County	MTC	Various roadways located in the unincorporated Bay Point area	Bay Point Sign Upgrade Project: Replacement of existing regulatory and warning signs	\$479,900	\$479,900					\$479,900		
HSIP7-04-005	No	4	Contra Costa County	MTC	On San Pablo Dam Road between Appian Way and Clark Road, within the unincorporated El Sobrante area.	Construct curb, gutter, and sidewalk	\$906,300	\$613,920	\$292,380					\$613,920	
HSIP7-04-006	No	4	Contra Costa County	MTC	Byron Highway between Byron Hot Springs Road and Contra Costa/Alameda County Line, within the unincorporated Byron area.	Restripe centerline with double yellow no passing lines, install centerline rumble strips, and upgrade signs	\$515,000	\$515,000					\$515,000		
HSIP7-04-007	No	4	Contra Costa County	MTC	Located on Marsh Creek Road between the city limits of Clayton and Brentwood. The project length is approximately 14 miles.	Install centerline rumble strips/stripes; Add lighting at Deer Valley Road and Marsh Creek Road intersection	\$1,268,000	\$1,268,000						\$1,268,000	
HSIP5-04-006		4	El Cerrito	MTC	Arlington Blvd./Brewster Dr.	Construct sidewalks, curb ramps, bulb-outs, curb and gutter, and shoulders; install speed feedback signs, sharrows, signs, striping, pavement markers	\$264,400	\$237,800	\$26,600	\$40,050	\$197,750				
HSIP6-04-004		4	Fairfield	MTC	N Texas St /Acacia St	Upgrade traffic signals and ramps; Install protected left-turn phasing	\$151,400	\$128,778	\$22,622			\$128,778			
HSIP6-04-005		4	Fairfield	MTC	On Travis Blvd between I-80 EB Off Ramp and Sunset Ave	Install pavement markings	\$246,600	\$234,000	\$12,600			\$234,000			

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**Highway Safety Improvement Program (HSIP)
2017 FTIP Back-Up List for Association of Metropolitan Transportation Commission, sorted by District, Agency and Unique Project ID**

MPO: Backup List Updated On:					MTC 2/3/2016										
Unique Project ID	HR3 Eligibility	District	Agency	MPO	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds Includes Toll Credits Effective Until 9/30/16 for Cycle 6 Projects (HSIP6)	Other/Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2014/15*	Federal Funds Programmed in 2015/16*	Federal Funds Programmed in 2016/17	Federal Funds Programmed in 2017/18	Federal Funds Programmed under "Beyond"
HSIP7-04-008	No	4	Fremont	MTC	On Washington Boulevard from Fremont Boulevard to Interstate 680	Construct curb bulb-out with rectangular rapid flashing beacons(RRFB), install buffered bike lane striping, radar feedback signs, and APS/countdown pedestrian signal heads	\$517,600	\$465,840	\$51,760				\$465,840		
HSIP6-04-006		4	Hayward	MTC	Mission Blvd/Blanche St, Huntwood Way/Gading Rd	Install traffic signals; Install HAWK signal	\$440,000	\$440,000				\$440,000			
HSIP6-04-007		4	Healdsburg	MTC	Healdsburg Ave/Front St-Kennedy Lane, Intersection is west of and immediately adjacent to the historic Healdsburg Ave (20C0065)	Install traffic signals	\$253,000	\$253,000					\$253,000		
HSIP7-04-009	No	4	Lafayette	MTC	On southbound Taylor Boulevard near Pleasant Hill Road	Install guard rail/median barrier and high-friction surface treatment	\$111,500	\$100,350	\$11,150				\$100,350		
HSIP7-04-010	No	4	Marin County	MTC	Lucas Valley Road at PM 5.08	Improve roadway curve alignment at Mile Post 5.08	\$1,350,000	\$1,207,500	\$142,500					\$1,207,500	
HSIP7-04-011	No	4	Marin County	MTC	Arterials and rural collector roadways	Sign inventory, roadway safety sign audit and signing upgrade project	\$605,000	\$544,500	\$60,500				\$544,500		
HSIP7-04-012	No	4	Marin County	MTC	Panoramic Highway between Mile Post 6.7 and 8.8	Install guardrail (1500 ft.)and install additional curve warning and chevron signs	\$482,600	\$434,340	\$48,260				\$434,340		
HSIP7-04-013	No	4	Marin County	MTC	Sir Francis Drake Boulevard between Mile Post 8.60 and 9.53	Install dynamic variable speed warning signs at two locations for the downhill traffic, additional curve warning signs and skid resistant pavement resurfacing	\$1,183,000	\$1,064,700	\$118,300				\$1,064,700		
HSIP6-04-008		4	Mill Valley	MTC	On Camino Alto between Miller Ave and E. Blithedale Ave	Install bike lanes, striping, signs; upgrade traffic signal	\$396,000	\$395,889	\$111				\$395,889		
HSIP6-04-009	HR3	4	Napa County	MTC	Various locations on Butts Canyon Rd, Hagen Rd/Old Sonoma Rd	Install High Friction Surface Treatment	\$335,500	\$335,444	\$56				\$335,444		
HSIP6-04-010	HR3	4	Napa County	MTC	Various locations on Silverado Trail, Deer Park Rd And Sanitarium Rd	Install guardrail	\$360,100	\$360,000	\$100			\$360,000			
HSIP5-04-010		4	Novato	MTC	Olive Ave. from Samrose Dr. to the city limits	Widen roadway; apply slurry seal; install bike lanes	\$779,400	\$701,300	\$78,100	\$125,200	\$576,100				
HSIP5-04-011		4	Oakland	MTC	W. MacArthur Blvd. between Market St. and Telegraph Ave.	Modify traffic signals and striping; install protected left-turn phasing; construct left-turn lane (remove median islands)	\$1,087,800	\$699,400	\$388,400	\$124,900		\$574,500			
HSIP5-04-012		4	Oakland	MTC	98th Ave. Corridor (including intersections with MacArthur Blvd., Bancroft Ave., Sunnyside St., Holly St., International Blvd., D St., E St., Medford Ave., San Leandro St., Pippin St., Walter Ave. and Edes Ave.)	Install advanced "dilemma zone" detection, crosswalks, speed feedback signs; construct bulb-outs	\$939,500	\$656,900	\$282,600	\$99,300		\$557,600			
HSIP5-04-013		4	Oakland	MTC	Market St. between 45th St. and Arlington Ave.	Install bike lanes and striping; upgrade traffic signals; reconfigure intersection; construct sidewalks, curb and gutter	\$921,200	\$643,700	\$277,500	\$103,300		\$540,400			
HSIP6-04-011		4	Oakland	MTC	On Grand Ave between Park View Terrace and Euclid Ave	Upgrade crosswalks: signing, striping, pedestrian signals, bulb-outs, and raised medians	\$648,500	\$636,756	\$11,744	\$104,200		\$532,556			
HSIP6-04-012		4	Oakland	MTC	9th St/Madison St, 8th St/Jackson St, 8th St/Madison St, 8th St/Oak St, 7th St/Madison St	Upgrade traffic signals	\$770,200	\$666,867	\$103,333	\$58,200			\$608,667		

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**Highway Safety Improvement Program (HSIP)
2017 FTIP Back-Up List for Association of Metropolitan Transportation Commission, sorted by District, Agency and Unique Project ID**

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HSIP7-04-015	No	4	Oakland	MTC	Market Street between 4th and 7th Sts & 18 to 19 Sts: Intersections at Market St at 14, 16, 21 Sts; San Pablo Avenue at 32, Brockhurst, and 34 Sts	Stripe and sign bike improvements on Market between 4-7 Sts and 18-19 Sts; install uncontrolled crosswalk enhancements, such as RRFBS, ladder striping, raised bulb-outs, and raised median refuges at multiple locations	\$1,584,300	\$1,425,870	\$158,430					\$1,425,870	
HSIP7-04-017	No	4	Oakland	MTC	Signalized intersections in Downtown: 10th/Oak, 10th/Jackson, 10th/Harrison, 11th/Jackson, 11th/Harrison, 12th/Franklin, 12th Ped Signal, 13th/Franklin, 17th/Franklin, 19th/Franklin	Upgrade existing deficient signals for pedestrian safety to include countdown signals accessible pedestrian signals	\$565,600	\$509,040	\$56,560				\$509,040		
HSIP5-04-014		4	Petaluma	MTC	Lakeville Hwy. (SR 116)/Pine View Way	Intersection channelization; install raised medians, signs, striping, and pavement markings	\$206,000	\$185,400	\$20,600	\$43,200	\$142,200				
HSIP7-04-018	No	4	Pittsburg	MTC	On West Leland Road Corridor between Railroad Avenue and Montevideo Drive	Install dynamic/variable speed warning signs and centerline rumble strips	\$376,800	\$376,800					\$376,800		
HSIP7-04-019	No	4	Pittsburg	MTC	9 signalized intersections on West Leland Road Corridor between Railroad Avenue and Bailey Road and 2 signalized intersections on Railroad/California Ave. and E. Leland and Loveridge Ave	Provide protected left turn and raised pavement markers and striping through intersection	\$265,900	\$265,900					\$265,900		
HSIP7-04-020	No	4	Pittsburg	MTC	On West Leland Road Corridor between Railroad Avenue and Bailey Road	Provide High Friction Surface Treatment at 3 curves and 2 intersection approaches on West Leland Corridor	\$608,800	\$547,920	\$60,880					\$547,920	
HSIP5-04-016A		4	San Francisco	MTC	Sloat Blvd. (SR 35)/Everglade Dr.; Sloat Blvd./23rd Ave.	Construct bulb-outs and curb ramps; install medians and flashing beacons	\$665,200	\$496,000	\$169,200	\$136,800	\$359,200				
HSIP6-04-014		4	San Francisco	MTC	7 intersections various locations on S Van Ness Ave	Upgrade traffic signals; Install pedestrian countdown heads; Construct curb ramps	\$1,630,000	\$1,600,900	\$29,100	\$261,900			\$1,339,000		
HSIP6-04-015		4	San Francisco	MTC	9 intersections various locations on Polk St	Upgrade traffic signals; install curb ramps and pedestrian countdown heads	\$1,575,000	\$1,546,900	\$28,100	\$252,900		\$1,294,000			
HSIP7-04-021	No	4	San Francisco	MTC	Up to 345 intersections at various locations in the northeast quadrant of San Francisco.	The project will retune up to 345 traffic signals in the northeast quadrant of San Francisco, which includes 251 intersections in the North of Market (NOMA) area and 94 intersections in the South of Market (SOMA) area	\$3,741,900	\$3,741,900						\$3,741,900	
HSIP5-04-017		4	San Jose	MTC	North First St. between the bike path adjoining SR 237 and Brokaw Rd.	Install tubular markers (to demarcate bike lanes), green pavement surface treatment (to enhance bike lane visibility), pavement markings (stop bars and bike boxes)	\$1,005,000	\$900,000	\$105,000	\$100,000	\$800,000				
HSIP5-04-018		4	San Jose	MTC	Park Ave. between Hedding St. and South Market St.	Install tubular markers (to demarcate bike lanes), pavement surface treatment (to enhance bike lane visibility), sharrows, pavement markings (stop bars and bike boxes)	\$785,100	\$704,000	\$81,100	\$110,300	\$593,700				
HSIP6-04-016		4	San Jose	MTC	On Ocala Ave between Daytona Dr and E Capitol Expressway	Install traffic signals; Construct sidewalk and raised median	\$1,352,100	\$1,064,922	\$287,178	\$149,700		\$915,222			
HSIP7-04-022	No	4	San Jose	MTC	On McLaughlin Avenue between Interstate 280 and Capitol Expressway.	Install flashing beacons, bulb-outs, enhanced crosswalks, median island, additional streetlights, and general improvements	\$2,793,300	\$2,513,970	\$279,330					\$2,513,970	
HSIP5-04-019		4	San Leandro	MTC	Bancroft Ave./Sybil Ave.	Upgrade traffic signals; install protected left-turn phasing; construct sidewalks, curb ramps, curb and gutter	\$498,800	\$448,800	\$50,000	\$69,300	\$379,500				
HSIP6-04-017		4	San Rafael	MTC	S Grand Ave/W 2nd St	Upgrade traffic signals, including: signal hardware, widen sidewalk, construct curb ramps and other safety improvements	\$580,700	\$548,556	\$32,144	\$63,000			\$485,556		
HSIP5-04-021	HR3	4	Santa Clara County	MTC	Uvas Rd. (County Road G8) from Croy Rd. to 0.7 miles N of Casa Loma Rd.	Widen shoulders; install guardrail	\$1,224,500	\$900,000	\$324,500	\$166,500	\$733,500				

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MPO: Backup List Updated On:					MTC 2/3/2016										
Unique Project ID	HR3 Eligibility	District	Agency	MPO	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds Includes Toll Credits Effective Until 9/30/16 for Cycle 6 Projects (HSIP6)	Other/Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2014/15*	Federal Funds Programmed in 2015/16*	Federal Funds Programmed in 2016/17	Federal Funds Programmed in 2017/18	Federal Funds Programmed under "Beyond"
HSIP5-04-022	HR3	4	Santa Clara County	MTC	Stevens Canyon Rd. from Mt. Eden Rd. to 0.68 miles S of Ricardo Rd.	Widen and pave shoulders; install guardrail	\$800,000	\$720,000	\$80,000	\$125,100	\$594,900				
HSIP5-04-023	HR3	4	Santa Clara County	MTC	Clayton Rd. from 0.52 miles E of Fall Ave. to Mt. Hamilton Rd. (SR 130)	Widen shoulders	\$500,000	\$380,000	\$120,000	\$50,000	\$330,000				
HSIP6-04-018		4	Santa Clara County	MTC	On Watsonville Rd between Uvas Rd and approx 0.18 miles south of Santa Teresa Blvd	Widen and pave shoulders	\$1,500,000	\$1,477,000	\$23,000	\$207,000		\$1,270,000			
HSIP6-04-019		4	Santa Clara Valley Transportation Authority	MTC	On Capitol Expressway between Eastridge Loop and Tully Rd, Capitol Expressway/Eastridge Loop	Install sidewalk, crosswalk and a median fence; upgrade traffic signal	\$1,270,600	\$1,136,844	\$133,756	\$262,400			\$874,444		
HSIP6-04-020		4	Santa Rosa	MTC	114 intersections throughout the City of Santa Rosa	Install crosswalks, signs, markings, and Rectangular Rapid Flashing Beacons (RRFB). Construct pedestrian refuge islands and curb ramps	\$998,000	\$981,167	\$16,833	\$149,500		\$831,667			
HSIP5-04-024	HR3	4	Solano County	MTC	Midway Rd. between SR 80 and Porter Rd.; Sievers Rd. between Halley Rd. and Stevenson Bridge Rd.	Widen and pave shoulders	\$999,500	\$899,400	\$100,100	\$55,000	\$844,400				
HSIP5-04-025	HR3	4	Solano County	MTC	Pleasants Valley Rd. between Foothill Rd. and Cantelow Rd.	Widen and pave shoulders	\$997,200	\$897,400	\$99,800	\$90,000	\$807,400				
HSIP5-04-026	HR3	4	Solano County	MTC	Eighteen (17) curve locations in Solano County	Install guardrail	\$220,000	\$198,000	\$22,000	\$18,000	\$180,000				
HSIP6-04-021		4	Solano County	MTC	On Cordelia Rd between Thomasson Lane and Hale Ranch Rd, on Lake Herman Rd from 0.3 mile west of Sky Valley Rd to 0.7 mile east of Sky Valley Rd	Construct 4' paved shoulders	\$752,900	\$743,516	\$9,384	\$81,360		\$662,156			
HSIP6-04-022		4	Solano County	MTC	On Hartley Rd between Midway Rd and Allendale Rd, On Rockville Rd from Abernathy Rd to 1.0 mile east	Construct 4' paved shoulders	\$1,038,200	\$1,029,650	\$8,550	\$75,150		\$954,500			
HSIP6-04-023	HR3	4	Solano County	MTC	On Putah Creek Rd. between Martinez Lane to 2.0 miles WEST, and on Dixon Ave. West from Jahn Rd. to 2.0 miles EAST	Construct 5-ft paved shoulders on Putah creek Rd. and 4-ft paved shoulders on Dixon Ave. West	\$1,080,500	\$1,074,644	\$5,856	\$52,200		\$1,022,444			
HRRR2-04-022	HR3	4	Sonoma County	MTC	Adobe Road at East Washington Street	Install traffic signal; add turn lanes; widen roadway and shoulders	\$2,695,000	\$900,000	\$1,795,000	\$49,500	\$850,500				
HSIP5-04-027		4	South San Francisco	MTC	Mission Rd./Evergreen Dr.	Install traffic signals	\$355,200	\$310,000	\$45,200	\$68,000	\$242,000				
HSIP6-04-024		4	South San Francisco	MTC	Junipero Serra Blvd/King Dr	Install/upgrade traffic signal mast arms, speed feedback sign, left turn phasing, turn pockets, curb ramps, sidewalks, striping and medians	\$943,800	\$943,667	\$133		\$943,667				
HSIP6-04-025	HSIPL	4	Suisun City	MTC	Walters Rd/Pintail Dr	Install traffic signals and protected left-turn phasing; upgrade curb ramps, striping, pavement markings, signs, lane reconfiguration, and landscaping & irrigation	\$433,300	\$425,233	\$8,067	\$71,900		\$353,333			
HSIP7-04-023	No	4	Suisun City	MTC	1) Sunset Avenue between Highway 12 and a point approximately 300 feet north of Railroad Avenue East. 2) Walters Road between Highway 12 and E. Tabor Avenue.	Install traffic signal post with left turn arrow, and widen the Railroad Avenue East approach. Replace existing pedestrian head modules with pedestrian head modules that include walking countdown sequence. Install Signal Ahead advance warning signs.	\$249,000	\$224,100	\$24,900			\$224,100			
HSIP7-04-024	No	4	Suisun City	MTC	Eastbound State Route 12 between Pennsylvania Avenue and Marina Boulevard.	Installation of advance warning beacon system with controller and vehicle detection devices	\$180,000	\$162,000	\$18,000			\$162,000			

* Funds programmed in FY2014/15, FY2015/16 and Prior shown here for informational purposes only as these funds are included in VAR110007 for federal programming purposes

**Highway Safety Improvement Program (HSIP)
2017 FTIP Back-Up List for Association of Metropolitan Transportation Commission, sorted by District, Agency and Unique Project ID**

MPO:					MTC										
Backup List Updated On:					2/3/2016										
Unique Project ID	HR3 Eligibility	District	Agency	MPO	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds Includes Toll Credits Effective Until 9/30/16 for Cycle 6 Projects (HSIP6)	Other/Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2014/15*	Federal Funds Programmed in 2015/16*	Federal Funds Programmed in 2016/17	Federal Funds Programmed in 2017/18	Federal Funds Programmed under "Beyond"
HSIP5-04-028		4	Sunnyvale	MTC	Mathilda Ave./Maude Ave.	Upgrade traffic signals; install speed feedback sign	\$343,600	\$284,100	\$59,500	\$47,000	\$237,100				
HSIP5-04-029		4	Sunnyvale	MTC	Sunnyvale-Saratoga Rd./Fremont Ave.	Upgrade traffic signals; install speed feedback sign	\$308,600	\$230,100	\$78,500	\$25,000	\$205,100				
HSIP7-04-025	No	4	Sunnyvale	MTC	Intersection of Mathilda Avenue and Indio Way in the City of Sunnyvale.	Modify traffic signals to convert existing pedestal-mounted traffic signals to mast arm, installation of countdown pedestrian signals for all approaches and installation of left turn lanes and phase	\$500,000	\$450,000	\$50,000				\$450,000		
HSIP7-04-026	No	4	Sunnyvale	MTC	Intersection of West Remington Drive at Michelangelo Drive	Install pedestrian crossing with enhanced safety features (In-Roadway Warning Lights Pedestrian System); upgrade warning and regulatory signs, and installation/upgrade intersection lighting	\$214,700	\$214,700	\$0				\$214,700		
HSIP5-04-030		4	Union City	MTC	Alvarado Rd. (Niles Rd.) between Decoto Rd. and Mann Ave.	Install crosswalks, flashing beacons, and median fencing	\$388,600	\$349,600	\$39,000	\$62,010	\$287,590				
HSIP6-04-026		4	Union City	MTC	Alvarado-Niles Rd/Almaden Blvd, Alvarado-Niles Rd/Medallion Dr, Alvarado-Niles Rd/Central Av, Alvarado-Niles Rd/Royal Ann Dr, Alvarado-Niles Road/Western Av, and Alvarado Blvd/Dyer St	Upgrade traffic signals; Install lighting	\$969,000	\$968,778	\$222			\$968,778			
HSIP7-04-027	No	4	Union City	MTC	Intersections of Whipple Road/Central Avenue and Decoto Road/Perry Road.	Upgrade visibility/safety of existing traffic signals by removal of pedestal mounted signal heads, install new mast arms to accommodate additional signal head installation, install new street lights on the mast arm poles and related improvements	\$437,700	\$437,700					\$437,700		
				Total(MTC)			\$61,948,089	\$53,391,952	\$8,556,137	\$4,024,420	\$11,055,290	\$15,525,267	\$11,467,895	\$11,319,080	\$0

* Funds programmed in FY2014/15, FY2015/16 and Prior shown here for informational purposes only as these funds are included in VAR110007 for federal programming purposes

**Highway Safety Improvement Program (HSIP)
2017 FTIP Back-Up List for Association of Metropolitan Transportation Commission, sorted by District, Agency and Unique Project ID**

MPO:					MTC										
Backup List Updated On:					2/3/2016										
Unique Project ID	HR3 Eligibility	District	Agency	MPO	Project Location	Description of Work	Current Total Project Cost Estimate	Current Programmed Federal Funds Includes Toll Credits Effective Until 9/30/16 for Cycle 6 Projects (HSIP6)	Other/Local Funds	Federal Funds Programmed under "Prior"	Federal Funds Programmed in 2014/15*	Federal Funds Programmed in 2015/16*	Federal Funds Programmed in 2016/17	Federal Funds Programmed in 2017/18	Federal Funds Programmed under "Beyond"
Individually Listed HSIP Funded Projects															
TIP ID: ALA150042															
HSIP7-04-014	No	4	Oakland	MTC	Telegraph Avenue corridor between 29th Street and 45th Street	Stripe and sign road diet with buffered bike lanes between 29th and 41st Sts; install signal modifications at 29th and 45th Sts; install uncontrolled crosswalk enhancements, painted bulb-outs, and painted median refuges	\$1,493,900	\$1,344,510	\$149,390				\$1,344,510		
TIP ID: ALA150043															
HSIP7-04-016	No	4	Oakland	MTC	Shattuck Avenue at 49 St, 51St, 59th St, Alacraz Ave; Claremont Avenue between Telegraph Avenue and Clifton Street	Sign and stripe road diet with bike lanes on Claremont; uncontrolled crosswalk enhancements with ladder crosswalk, RRFBs, bulb-out, and/or median refuges at multiple locations; protected left-turn at Shattuck/Alcatraz	\$1,560,100	\$1,404,090	\$156,010					\$1,404,090	
TIP ID: CC-130013															
HSIP5-04-002		4	Concord	MTC	Various locations in the City of Concord	Upgrade existing traffic signals, install new traffic signals, and related improvements including ADA upgrades	\$2,029,700	\$1,826,300	\$203,400	\$253,600		\$1,572,700			
TIP ID: CC-130047															
HSIP6-04-013		4	Richmond	MTC	On 37th St between Cerrillo Ave and Center Ave	Install bike lanes and pedestrian countdown head; Upgrade traffic signals; Road diet (reduce travel lanes)	\$368,600	\$318,444	\$50,156			\$318,444			
TIP ID: CC-150011															
HSIP5-04-015		4	Pleasant Hill	MTC	Contra Costa Blvd. between Harriet Dr. and Beth Dr.	Install bike lanes and safety lighting; construct sidewalks	\$1,494,300	\$900,000	\$594,300		\$900,000				
TIP ID: MRN070002															
HSIP5-04-009		4	Mill Valley	MTC	Miller Ave. between Millwood St. and Sunnyside Ave.	Construct sidewalks; install bike lanes	\$435,400	\$391,600	\$43,800			\$391,600			
TIP ID: SCL070050 - Archived															
HSIP4-04-004		4	Saratoga	MTC	SR 9 (Saratoga-Los Gatos Rd.) between Fruitvale Ave. and Lexington Dr.	Construct pedestrian pathway, curbs, and curb ramps; install crosswalks, signs, and striping	\$1,084,000	\$900,000	\$184,000		\$900,000				
TIP ID: SOL110037															
HSIP5-04-031		4	Vallejo	MTC	Sonoma Blvd. (SR 29) between Florida St. and Georgia St.	Implement "road diet" (reduce travel lanes from 4 to 3, add a two-way left-turn lane or median, and add bike lanes)	\$492,012	\$365,068	\$126,944	\$51,660		\$313,408			

* Funds programmed in FY2014/15, FY2015/16 and Prior shown here for informational purposes only as these funds are included in VAR110007 for federal programming purposes

**GL: Pavement Resurfacing and/or
Rehabilitation on the State Highway System
– Highway Maintenance
(TIP ID – VAR170004)**

Last updated with 2017 TIP Update

FTIP Back-Up List for Highway Maintenance Projects - Grouped Listing (VAR170004)
 For 2016/2017 Program Year

District	Agency	EA5	Project ID #	MPO	* Project Location	Project Description	Total Project Cost	Other/Local Funds	Funds to be Programmed for PE Support Costs	Funds to be Programmed in R/W Support costs	Funds to be Programmed in Construction Support	Latest Estimated Construction Capital Value in Contract	FTIP Program Year	National Highway System (Y/N)	Fund Source	County	Route	Back Post Mile	Ahead Post Mile	Comments	FF/\$1 Job	Lane-Miles
04	Caltrans	04-1K0401	0416000182	MTC	In Santa Clara County, in San Jose from West Julian Street Undercrossing to Route 87/880	Maintenance Asphalt Overlay	\$3,359,000		\$420,000	\$1,000	\$438,000	\$2,500,000	2016/17	Y	NHS	SCL	87	6.1	7.51		FF	9
04	Caltrans	04-1K1001	0416000188	MTC	In Solano County on Route 12 in Fairfield and Suisun City from 0.1 mile west of Chadbourne Road to 0.4 mile east of Walters Road	Maintenance Asphalt Overlay	\$6,179,000		\$773,000	\$1,000	\$805,000	\$4,600,000	2016/17	Y	NHS	SOL	12	L2.1	7.9		FF	23
04	Caltrans	04-2K1301	0416000366	MTC	In Alameda County, In Oakland, From Route 580/24 Separation to Golden Gate Avenue Undercrossing	Maintenance Asphalt Overlay	\$6,316,000		\$790,000	\$1,000	\$825,000	\$4,700,000	2016/17	Y	NHS	ALA	24	R1.8	R4.5		\$1	24

**GL: Safety Improvements –
SHOPP Mobility Program
(TIP ID – VAR170005)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP -MOBILITY PROJECTS (VAR170005)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
SHOPP - Mobility												
04	Alameda	VAR	0	In various counties, on various routes, at various locations. On-call service contract to restore non-operational Transportation Management System elements.	4J370	16543	2017/18	201.315	\$ 4,800	\$ -	\$ 16,000	\$ 20,800
04	San Francisco	1	R0.7/5.9	In the City and County of San Francisco, from Junipero Serra Boulevard to Lake Street. Upgrade and interconnect traffic signals.	0J700	0481V	2017/18	201.315	\$ 1,840	\$ 115	\$ 4,628	\$ 6,583
TOTALS FY 2017/2018									\$ 6,640	\$ 115	\$ 20,628	\$ 27,383
04	Alameda	880	14.7	In Hayward, at 500 feet north of Industrial Parkway West. Install weigh-in-motion system in both directions. (G13 Contingency Project)	2J320	1482G	2018/19	201.321	\$ 1,184	\$ 5	\$ -	\$ 1,189
TOTALS FY 2018/2019									\$ 1,184	\$ 5	\$ -	\$ 1,189
04	Alameda	80	1.9/4.0	In Emeryville and Oakland, from San Francisco-Oakland Bay Bridge Toll Plaza to north of Powell Street; also in Oakland on Routes 580 and 880, at various locations. Upgrade/replace Transportation Management System elements.	2J830	1483H	2019/20	201.315	\$ 2,824	\$ 12	\$ 5,135	\$ 7,971
04	Alameda	580	R30.8/46.5	In and near Oakland and San Leandro, from Route 238 to Route 80. Install and upgrade Transportation Management System elements.	3J050	1487A	2019/20	201.315	\$ 9,050	\$ 10	\$ 17,970	\$ 27,030
04	Sonoma	37	2.6	Near Vallejo, at east of Route 121. Replace Weigh In Motion (WIM) systems.	1A210	0763L	2019/20	201.321	\$ 1,272	\$ 10	\$ 2,110	\$ 3,392
TOTALS FY 2019/2020									\$ 13,146	\$ 32	\$ 25,215	\$ 38,393
SHOPP - Mobility NEW REQUESTED TOTAL									\$ 20,970	\$ 152	\$ 45,843	\$ 66,965

**GL: Pavement Resurfacing/Rehabilitation –
SHOPP Roadway Preservation
(TIP ID – VAR170006)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP -ROADWAY PRESERVATION PROJECTS (VAR170006)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
SHOPP - Roadway Preservation												
04	Alameda	680	M0.0/M4.0	In Fremont, from south of Scott Creek Road to Auto Mall Parkway. Rehabilitate roadway.	3G602	0587J	2016/17	201.120	\$ 5,850	\$ 10	\$ 16,500	\$ 22,360
04	Alameda	680	M4.0/R12.4	In and near Fremont, from Auto Mall Parkway to Koopman Road. Rehabilitate roadway.	3G601	0587E	2016/17	201.120	\$ 6,713	\$ 10	\$ 18,860	\$ 25,583
04	Alameda	880	11.9/27.5	Near Union City, from 0.4 mile north of Fremont Boulevard overcrossing to A Street undercrossing; also from 0.1 mile south of Washington Avenue overcrossing to south of High Street undercrossing. Rehabilitate pavement. (G13 Contingency Project)	4H580	0483W	2016/17	201.121	\$ 3,520	\$ 40	\$ -	\$ 3,560
04	Napa	29	13.5/25.5	In and near Napa and Yountville, from north of Trancas Street/Redwood Road to Mee Lane. Rehabilitate pavement.	4H200	0378E	2016/17	201.121	\$ 4,545	\$ 95	\$ 17,100	\$ 21,740
04	San Francisco	101	T4.7/6.7	In San Francisco, from Mission Street to Lombard Street. Rehabilitate pavement. (Financial Contribution Only)	3E601	0832J	2016/17	201.121	\$ 210	\$ -	\$ 7,300	\$ 7,510
04	San Mateo	1	37.9/R48.0	In and near Montara, Pacifica and Daly cities, from 1.3 miles north of 2nd Street to Sullivan Avenue overcrossing. Rehabilitate pavement.	4H210	0636S	2016/17	201.121	\$ 2,800	\$ 50	\$ 15,163	\$ 18,013
TOTALS FY 2016/2017									\$ 23,638	\$ 205	\$ 74,923	\$ 98,766
04	Alameda	880	28.5/29.0	In Oakland, from 23rd to 29th Street. Rehabilitate roadway.	1A683	0044Q	2017/18	201.120	\$ 4,210	\$ 100	\$ 8,000	\$ 12,310
04	Alameda	580	R30.8/R41.5	In San Leandro and Oakland, from Routes 580/238 Separation to Fruitvale Avenue undercrossing. Rehabilitate pavement. (G13 Contingency Project)	27010	0135A	2017/18	201.121	\$ 3,626	\$ 57	\$ -	\$ 3,683
04	San Francisco	1	R0.0/R6.9	In San Francisco, from Route 280 to Ruckman Avenue undercrossing. Rehabilitate roadway. (G13 Contingency Project)	4C130	0585E	2017/18	201.121	\$ 1,648	\$ 180	\$ -	\$ 1,828
04	San Francisco	101	6.7/8.1	In the city and county of San Francisco, from Van Ness Avenue to Lyon Street. Rehabilitate pavement.	3E602	0480T	2017/18	201.121	\$ 1,566	\$ 200	\$ 3,495	\$ 5,261
TOTALS FY 2017/2018									\$ 11,050	\$ 537	\$ 11,495	\$ 23,082

FTIP BACK-UP LIST FOR SHOPP -ROADWAY PRESERVATION PROJECTS (VAR170006)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
04	Alameda	580	0.0/7.8	Near Livermore, from San Joaquin county line to east of Greenville overcrossing; also on Route 205 (PM 0.0/1.0) from San Joaquin county line to Midway Road undercrossing. Environmental mitigation for EA 3G590.	3G59C	8315X	2018/19	201.122	\$ 150	\$ 2,100	\$ -	\$ 2,250
04	San Francisco	1	6.3/6.6	In the City and County of San Francisco, from north of Lake Street to south of Route 101 at the McArthur Tunnel. Replace existing lighting system with LED lighting system.	3J300	1490A	2018/19	201.170	\$ 1,475	\$ 5	\$ 3,956	\$ 5,436
04	Santa Clara	82	9.8/14.4	In San Jose, from McKendrie Street to Lawrence Expressway. Pavement rehabilitation.	4J280	1490C	2018/19	201.121	\$ 2,495	\$ 70	\$ 10,711	\$ 13,276
04	Santa Clara	280	11.5/20.6	In and Near Los Altos, Los Altos Hills, and Palo Alto, from Foothill Boulevard to north of Sand Hill Road (also, in San Mateo County PM R0.0/R2.1). Pavement rehabilitation.	3J320	0449A	2018/19	201.121	\$ 11,846	\$ 50	\$ 47,574	\$ 59,470
04	Sonoma	101	29.3/R54.3	In and near Windsor, Healdsburg, and Cloverdale, from Old Redwood Highway to 2 miles south of Mendocino County line. Roadway rehabilitation.	0J642	1482F	2018/19	201.122	\$ 18,944	\$ 10	\$ 63,151	\$ 82,105
TOTALS FY 2018/2019									\$ 34,910	\$ 2,235	\$ 125,392	\$ 162,537
04	Alameda	680	R12.4/R21.9	In and near Pleasanton and Dublin, from north of Route 84 to Alcosta Boulevard. Roadway rehabilitation.	0J620	0481P	2019/20	201.122	\$ 32,200	\$ 75	\$ 109,853	\$ 142,128
04	Contra Costa	242	R0.0/R3.4	In Concord, from Route 680 to Route 4. Pavement rehabilitation.	26980	0269H	2019/20	201.121	\$ 3,740	\$ 15	\$ 11,774	\$ 15,529
04	Marin	1	22.8/31.2	Near Point Reyes Station and Olema, from Olema Creek Bridge to north of Cypress Road; also, near Tomales, from south of Tomales-Petaluma Road to south of Valley Ford Road (PM 45.0/50.5). Pavement rehabilitation.	1J960	1480A	2019/20	201.121	\$ 4,180	\$ 517	\$ 13,783	\$ 18,480
04	San Mateo	1	0.0/10.6	Near Pescadero, from Santa Cruz County Line to south of Bean Hollow Road. Pavement rehabilitation.	0C930	0622B	2019/20	201.121	\$ 3,611	\$ 10	\$ 11,671	\$ 15,292
04	San Mateo	101	16.5/23.0	In the cities of Burlingame, Millbrae, San Bruno and South San Francisco, from Broadway to Oyster Point Boulevard. Pavement rehabilitation.	3J060	1487J	2019/20	201.121	\$ 4,158	\$ 100	\$ 16,500	\$ 20,758

FTIP BACK-UP LIST FOR SHOPP -ROADWAY PRESERVATION PROJECTS (VAR170006)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
04	Santa Clara	17	2.8/13.9	In and near Los Gatos, Campbell and San Jose, from Hebard Way to Route 280. Pavement rehabilitation. (G13 Contingency Project)	1J970	1480B	2019/20	201.121	\$ 4,650	\$ 20	\$ -	\$ 4,670
04	Sonoma	12	35.1/38.9	In and near Sonoma, from Vallejo Avenue to east of Leveroni Road/Napa Road. Pavement rehabilitation.	1J360	0488K	2019/20	201.121	\$ 2,486	\$ 5	\$ 6,208	\$ 8,699
TOTALS FY 2019/2020									\$ 55,025	\$ 742	\$ 169,789	\$ 225,556
SHOPP - Roadway NEW REQUESTED TOTAL									\$ 124,623	\$ 3,719	\$ 381,599	\$ 509,941

**GL: Safety Improvements – SHOPP Collision
Reduction Program
(TIP ID – VAR170007)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP - COLLISION REDUCTION PROJECTS (VAR170007)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
SHOPP - Collision Reduction												
04	Alameda	80	4.6/5.7	In Berkeley, from Potter Street/Ashby Avenue on-ramp to University Avenue off-ramp. Replace metal beam guard rail with concrete barrier.	4G230	1003J	2016/17	201.015	\$ 1,022	\$ 50	\$ 1,800	\$ 2,872
04	Alameda	VAR	0	In Alameda and Contra Costa counties, on various routes at various intersection locations. Enhance pedestrian crossings.	0J000	0820P	2016/17	201.015	\$ 1,070	\$ 10	\$ 2,466	\$ 3,546
04	Alameda	880	20.4/22.9	In San Leandro, between Washington Avenue and Marina Boulevard. Pave side slope areas.	4H010	0085X	2016/17	201.235	\$ 1,190	\$ 5	\$ 2,864	\$ 4,059
04	Alameda	VAR	0	On Route 13, between 4.3 and 10.1 miles; also on Route 24 between 1.8 and 6.0 miles. Pave beyond gore areas.	4G970	0481F	2016/17	201.235	\$ 1,350	\$ 5	\$ 1,519	\$ 2,874
04	Contra Costa	4	0.0/T31.5	Near Concord, on Route 4 from Route 80 to Route 160; also on Route 24 east of Caldecott Tunnel to Route 680. Place vegetation control, Maintenance Vehicle Pullout (MVP) and pave beyond gore.	4G980	0481D	2016/17	201.235	\$ 1,980	\$ 5	\$ 4,925	\$ 6,910
04	Marin	1	3.1/50.5	In Marin County, near Tamalpais-Homestead Valley, from 0.2 mile west of Erica Road to Valley Ford Road; also in Napa County, on Route 29, from PM 48.0 to PM 48.6. Install centerline rumble strips.	4H870	0487P	2016/17	201.010	\$ 3,350	\$ 5	\$ 5,061	\$ 8,416
04	Napa	29	11.4	In Napa, at northbound ramps and 1st Street. Construct roundabout.	2J100	1488P	2016/17	201.010	\$ 1,394	\$ 280	\$ 3,780	\$ 5,454
04	Napa	29	11.9	In Napa, on southbound on-ramp from Solano Avenue to Route 29. Construct concrete barrier.	4G490	0116Q	2016/17	201.015	\$ 900	\$ 10	\$ 1,242	\$ 2,152
04	San Francisco	VAR	0	In San Francisco County, on Routes 35 and 82 at various locations; also in Santa Clara County, on Routes 82, 130, and 152 at various locations. Install pedestrian crosswalk safety enhancements.	4H751	0158G	2016/17	201.015	\$ 2,896	\$ 80	\$ 4,650	\$ 7,626
04	San Mateo	82	13.7	Near Burlingame and Hillsborough city limits, at the intersection of Route 82 and Floribunda Avenue. Install left turn signal.	1G020	0686	2016/17	201.010	\$ 3,296	\$ 1,765	\$ 2,253	\$ 7,314
04	Santa Clara	152	0.0/5.2	In Santa Clara, from Hecker pass to Uvas Creek. Environmental species mitigation.	2A252	0483R	2016/17	201.010	\$ 500	\$ 2,000	\$ 1	\$ 2,501

FTIP BACK-UP LIST FOR SHOPP - COLLISION REDUCTION PROJECTS (VAR170007)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
04	Santa Clara	152	13.8/14.7	Near Gilroy, from 0.6 mile west to 0.2 mile east of the Prunedale Avenue intersection. Construct shoulders, install rumble strips and soft median barrier.	1G870	0730F	2016/17	201.010	\$ 2,616	\$ 441	\$ 4,660	\$ 7,717
04	Santa Clara	237	R0.0/R0.2	In Mountain View, from El Camino Real (Route 82) to east of Church Street. Install median barrier.	2J660	1482M	2016/17	201.010	\$ 995	\$ 50	\$ 2,352	\$ 3,397
04	Santa Clara	280	14.9	In Los Altos, on northbound off-ramp at El Monte Avenue. Realign off-ramp.	4H880	0211Z	2016/17	201.010	\$ 730	\$ 10	\$ 868	\$ 1,608
04	Santa Clara	82	R11.3/13.6	In the city of Santa Clara, from Harrison Street to Alpine Avenue at various locations. Install pedestrian crosswalk safety enhancements. (Financial Contribution Only)	4H752	0158H	2016/17	201.015	\$ 104	\$ -	\$ 766	\$ 870
04	Santa Clara	152	6.1/R35.2	In and near Gilroy, from 1.1 miles east of Watsonville Road to Merced County line. Install rumble strips.	4H860	0487N	2016/17	201.015	\$ 720	\$ 6	\$ 1,632	\$ 2,358
04	Santa Clara	880	1.3/1.4	In San Jose, on northbound Route 880 off-ramp to westbound Bascom Avenue; also on southbound Route 880 off-ramp to Bascom Avenue. Construct concrete median barriers.	1G860	0730C	2016/17	201.015	\$ 991	\$ 53	\$ 1,830	\$ 2,874
04	Santa Clara	85	2.0/4.5	In San Jose, from Cottle Road to south of Route 85/87 Separation at various locations. Pave between edge of shoulder and sound wall.	4G990	0085V	2016/17	201.235	\$ 980	\$ 5	\$ 2,075	\$ 3,060
04	Santa Clara	101	17.8/41.1	In Santa Clara, San Mateo and San Francisco Counties, on various routes, various locations. Upgrade pump houses.	4G950	0086X	2016/17	201.235	\$ 1,020	\$ 5	\$ 1,980	\$ 3,005
04	Santa Clara	101	R28.5/40.7	Near San Jose, from Blossom Hill Road to Trimble Road at various locations. Pave beyond gore areas.	4H000	0085Y	2016/17	201.235	\$ 756	\$ 10	\$ 2,181	\$ 2,947
04	Solano	80	1.1/R25.1	In and near Vallejo, Fairfield and Vacaville, from Route 29 to Alamo Drive; also in Vallejo on Route 37 at Route 80 (PM R11.45). Install roadside safety improvements.	4G960	0481C	2016/17	201.235	\$ 1,170	\$ 15	\$ 2,573	\$ 3,758
04	Sonoma	12	17.7/18.2	In Santa Rosa, from Farmers Lane to Brush Creek Road. Install concrete median barrier and Midwest Guardrail System.	4G220	0775F	2016/17	201.010	\$ 2,780	\$ 55	\$ 5,415	\$ 8,250

FTIP BACK-UP LIST FOR SHOPP - COLLISION REDUCTION PROJECTS (VAR170007)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
04	Sonoma	101	R33.5/R43.4	In and near Healdsburg, from Grant Avenue undercrossing to Canyon Road undercrossing at various locations. Upgrade electroliers.	4G480	0780G	2016/17	201.010	\$ 900	\$ 10	\$ 1,090	\$ 2,000
TOTALS FY 2016/2017									\$ 32,710	\$ 4,875	\$ 57,983	\$ 95,568
04	Alameda	92	R4.0/R5.5	In Hayward, from west of Clawiter Road to west of Hesperian Boulevard. Install safety lighting and upgrade lighting.	2J440	1482K	2017/18	201.010	\$ 1,913	\$ 10	\$ 2,556	\$ 4,479
04	Alameda	123	2.8	In Berkeley, at Bancroft Way. Install traffic signal.	1J700	0481X	2017/18	201.010	\$ 945	\$ 20	\$ 673	\$ 1,638
04	Alameda	238	R14.5/16.7	In and near San Lorenzo, from east of Mission Boulevard to 0.4 mile west of Hesperian Boulevard. Install and upgrade safety lighting.	2J670	1482N	2017/18	201.010	\$ 2,600	\$ 10	\$ 3,268	\$ 5,878
04	Alameda	880	20.9	In San Leandro at the southbound off-ramp to southbound Route 238. Improve safety visibility by installing lighting and improving signs.	1J010	0488J	2017/18	201.010	\$ 968	\$ 10	\$ 765	\$ 1,743
04	Alameda	VAR	0	In Alameda and Contra Costa Counties on various routes at various locations. Apply high friction surface treatment.	1J370	0488M	2017/18	201.010	\$ 3,494	\$ 25	\$ 6,715	\$ 10,234
04	Contra Costa	4	0	In and near Concord, from Route 680 to east of Bailey Road at three locations. Install safety lighting, high reflective striping and markings.	2J000	1480F	2017/18	201.010	\$ 2,532	\$ 217	\$ 3,933	\$ 6,682
04	Contra Costa	24	1.0/R2.5	In Orinda and Lafayette, from east of the Caldecott Tunnel to east of Camino Pablo and at Acalanes Road (PM R4.2/R4.99); also in Oakland on Route 13, at Redwood Road (PM 5.2/5.5). Install safety lighting.	1J990	1418C	2017/18	201.010	\$ 1,700	\$ 313	\$ 2,955	\$ 4,968
04	Contra Costa	680	13.9/22.7	In and near Walnut Creek, Pleasant Hill, and Concord, from Olympic Boulevard to Arthur Road. Install safety lighting.	0K840	1496B	2017/18	201.010	\$ 4,925	\$ 100	\$ 18,943	\$ 23,968
04	Marin	101	4.7/5.6	Near Mill Valley, from Redwood Highway Frontage Road to Route 131 (Tiburon Boulevard). Install concrete barrier.	4H980	0820K	2017/18	201.010	\$ 3,865	\$ 30	\$ 5,514	\$ 9,409
04	Napa	121	0.7	Near Napa, at Huichica Creek (PM 0.75). Roadway widening.	4G210	0775G	2017/18	201.010	\$ 3,870	\$ 220	\$ 8,700	\$ 12,790

FTIP BACK-UP LIST FOR SHOPP - COLLISION REDUCTION PROJECTS (VAR170007)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
04	San Mateo	VAR	0	On Routes 92, 101 and 280 in Daly City, San Bruno and San Mateo at four locations. Wet pavement conditions safety improvements.	3J900	1489C	2017/18	201.010	\$ 1,686	\$ 25	\$ 3,970	\$ 5,681
04	Santa Clara	152	0.0/6.2	Near Gilroy, at various locations from Pole Line Road to Burchell Road. Planting and environmental mitigation.	2A251	0483Q	2017/18	201.010	\$ 935	\$ 1,000	\$ 1,100	\$ 3,035
04	Santa Clara	152	16.2/19.5	Near Gilroy, from Old Lake Road to San Felipe Road. Environmental species mitigation.	2A442	0485Q	2017/18	201.010	\$ 600	\$ 913	\$ 1	\$ 1,514
04	Solano	12	19.2	Near Rio Vista, at the intersection of Route 12 and Route 113. Install roundabout.	4G560	8060A	2017/18	201.010	\$ 1,800	\$ 71	\$ 4,671	\$ 6,542
04	Solano	80	30.6/38.4	In and near Vacaville and Dixon, from west of Gibson Canyon Creek Bridge to Curry Road. Upgrade median barrier.	4A110	0876B	2017/18	201.010	\$ 5,000	\$ 10	\$ 14,700	\$ 19,710
04	Sonoma	101	22.4	In Sonoma County on Routes 12, 101, 116 and 121 at various locations; also, in Napa County on Route 128 near Calistoga from PM 0.5 to 1.0. Place high friction surface treatment.	1J020	0481W	2017/18	201.010	\$ 1,050	\$ 5	\$ 2,295	\$ 3,350
04	Sonoma	116	31.0/31.3	Near Sebastopol, at the intersection of Route 116 and Llano Road. Construct left-turn and merge lanes.	4G380	0817Q	2017/18	201.010	\$ 2,440	\$ 75	\$ 4,645	\$ 7,160
TOTALS FY 2017/2018									\$ 40,323	\$ 3,054	\$ 85,404	\$ 128,781
04	Alameda	84	10.8/18.0	In Fremont, from Route 238 (Mission Boulevard) to Route 680. Widen shoulders, install traffic signals and upgrade barriers.	2A332	0076B	2018/19	201.010	\$ 18,300	\$ 2,000	\$ 19,500	\$ 39,800
04	Alameda	13	VAR	In various cities, on Routes 13, 61, and 123 at various locations; also in Contra Costa County, on Route 123, at Eureka Avenue. Crosswalk safety enhancements.	0J470	0488Q	2018/19	201.015	\$ 2,328	\$ 260	\$ 3,320	\$ 5,908
04	Alameda	13	VAR	In various cities, on various routes, at various locations. Crosswalk safety enhancements.	3J110	1487Q	2018/19	201.015	\$ 2,572	\$ 50	\$ 4,040	\$ 6,662
04	Alameda	84	VAR	In Oakland, San Leandro, Hayward and Fremont on Routes 84, 92, 112, 185 and 238 at various locations. Crosswalk safety enhancements.	1J600	0448R	2018/19	201.015	\$ 1,586	\$ 150	\$ 2,803	\$ 4,539

FTIP BACK-UP LIST FOR SHOPP - COLLISION REDUCTION PROJECTS (VAR170007)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
04	Alameda	185	VAR	In Oakland, San Leandro, Hayward, Union City and Fremont on Routes 185, 238, and 262 at various locations. Crosswalk safety enhancements.	3J190	1487P	2018/19	201.015	\$ 1,716	\$ 10	\$ 1,711	\$ 3,437
04	Alameda	880	4.8/11.3	In Fremont, from north of Auto Mall Parkway to south of Fremont Boulevard at various locations. Highway worker safety improvements.	2J810	1483N	2018/19	201.235	\$ 2,464	\$ 10	\$ 4,918	\$ 7,392
04	San Francisco	1	VAR	In the City of San Francisco, on Routes 1, 35, 80, 101 and 280 at various locations. Crosswalk safety enhancements.	3J890	1489B	2018/19	201.015	\$ 2,359	\$ 5	\$ 7,060	\$ 9,424
04	San Mateo	280	R0.2/R3.4	In and near Woodside, at various locations (also Santa Clara County PM 20.4); also in the City and County of San Francisco on Route 101 at San Bruno Avenue off-ramp (PM 1.7). Construct maintenance worker safety improvements.	0J670	0481J	2018/19	201.235	\$ 2,200	\$ 10	\$ 2,678	\$ 4,888
04	Santa Clara	680	M0.0/M9.9	In San Jose and Milpitas, from Route 101 to Scott Creek Road at various locations. Construct maintenance worker safety improvements.	0J660	0481T	2018/19	201.235	\$ 3,190	\$ 10	\$ 8,814	\$ 12,014
04	Sonoma	12	9.5/31.3	In various cities on Routes 12, 101, and 116 at various locations; also in Marin County on Route 101 at various locations. Highway worker safety improvements.	0J680	0480E	2018/19	201.235	\$ 1,452	\$ 10	\$ 2,190	\$ 3,652
TOTALS FY 2018/2019									\$ 38,167	\$ 2,515	\$ 57,034	\$ 97,716
04	Contra Costa	80	0.0/14.1	In various cities from the Alameda County line to the Solano County line; also on Route 242, 580, and 680 at various locations. Construct maintenance worker safety improvements	2J820	1483P	2019/20	201.235	\$ 1,789	\$ 5	\$ 2,630	\$ 4,424
04	Santa Clara	152	21.8/R35.2	Near Gilroy, from east of Dunne Street/San Felipe Road to the Merced County line. Place median barrier.	0J800	0480K	2019/20	201.010	\$ 4,433	\$ 60	\$ 10,984	\$ 15,477
TOTALS FY 2019/2020									\$ 6,222	\$ 65	\$ 13,614	\$ 19,901
SHOPP - Collision Reduction NEW REQUESTED TOTAL									\$ 117,422	\$ 10,509	\$ 214,035	\$ 341,966

**GL: Emergency Relief –
SHOPP Emergency Response Program
(TIP ID – VAR170008)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP -EMERGENCY RESPONSE PROJECTS (VAR170008)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
SHOPP - Emergency Response												
04	Alameda	880	2.4	In Fremont, at Warren Avenue. Install pressure grouting.	1SS43	0070A	2016/17	201.131	\$ 3,014	\$ 80	\$ 6,016	\$ 9,110
04	Marin	1	2.2	Near Mill Valley, at 0.2 mile north of Loring Avenue. Provide drainage system and install rock slope protection.	1SS58	0312T	2016/17	201.131	\$ 1,200	\$ 55	\$ 1,639	\$ 2,894
04	Marin	1	6.6	Near Muir Beach, 0.3 mile north of Seacape Drive. Construct tie-back wall. (G13 Contingency Project)	3S900	0713F	2016/17	201.131	\$ 3,934	\$ 285	\$ -	\$ 4,219
04	Marin	1	8.1	Near Muir Beach, at Cold Stream Road. Construct retaining wall. (G13 Contingency Project)	4S660	0308J	2016/17	201.131	\$ 2,039	\$ 100	\$ -	\$ 2,139
04	Marin	1	7.7/7.8	Near Muir Beach, 0.2 mile north of Cold Stream Fire Road. Construct tie-back wall. (G13 Contingency Project)	3S910	0713G	2016/17	201.131	\$ 3,152	\$ 157	\$ -	\$ 3,309
04	Marin	101	10.1	In San Rafael, at the Route 101/580 interchange. Repair sinking pavement and drainage systems.	2J480	1487B	2016/17	201.131	\$ 1,241	\$ 10	\$ 2,661	\$ 3,912
04	San Mateo	1	4.2/4.4	Near Ano Nuevo Park, at Rossi Road. Repair slipout.	4G650	0045Q	2016/17	201.131	\$ 1,810	\$ 100	\$ 2,800	\$ 4,710
04	Sonoma	1	19.6	In San Mateo County in the city of Millbrae, off highway 280, 0.1 miles west of Larkspur Drive. Replace and upgrade North and South Larkspur pumps and electrical controls.	4S920	1770A	2016/17	201.131	\$ 2,476	\$ 100	\$ 1,450	\$ 4,026
TOTALS FY 2016/2017									\$18,866	\$ 887	\$ 14,566	\$ 34,319
04	Alameda	13	4.9	In Oakland, at 0.1 mile south of Carson Street. Plant establishment and biological monitoring.	4J260	1490H	2017/18	201.131	\$ 290	\$ -	\$ 200	\$ 490
04	Contra Costa	4	48.1/48.3	Near Discovery Bay, at 0.1 mile west of Old River Bridge. Construct retaining walls to repair storm damage slip-outs.	2J590	1484C	2017/18	201.131	\$ 1,328	\$ 5	\$ 2,527	\$ 3,860
04	Contra Costa	680	11.5/11.8	Near Alamo, on southbound of Route 680, between Rudgear Road and Livorna Road. Repair slide.	0J380	0482S	2017/18	201.131	\$ 2,865	\$ 100	\$ 4,559	\$ 7,524
04	Marin	1	0.3	Near Mill Valley, at Tennessee Valley Road. Repair roadway slip-out.	2J560	1485J	2017/18	201.131	\$ 1,320	\$ 5	\$ 1,211	\$ 2,536
04	Marin	1	24.7	Near Olema, 1.8 miles south of Olema. Replace culvert with a bridge.	4S780	0315D	2017/18	201.131	\$ 3,600	\$ 90	\$ 2,650	\$ 6,340

FTIP BACK-UP LIST FOR SHOPP -EMERGENCY RESPONSE PROJECTS (VAR170008)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
04	Napa	121	14.8	Near Napa, at 1.5 miles south of Wooden Valley Road. Install rock bolts and flexible cable mesh to mitigate rockfall.	3J740	1488Q	2017/18	201.131	\$ 1,035	\$ 144	\$ 891	\$ 2,070
04	Napa	121	20.5/20.7	Near the city of Napa, at south of Route 128. Embankment stabilization and culvert repair.	2J570	1485Q	2017/18	201.131	\$ 1,136	\$ 65	\$ 1,822	\$ 3,023
04	San Mateo	1	0.3	Near Pigeon Point, at 0.3 mile north of the Santa Cruz County line. Construct rock slope protection (RSP) and install drainage system.	0J210	0482K	2017/18	201.131	\$ 770	\$ 40	\$ 740	\$ 1,550
04	San Mateo	92	6.0	Near San Mateo, east of Route 35. Construct rock slope protection (RSP).	0J140	0482D	2017/18	201.131	\$ 1,025	\$ 65	\$ 615	\$ 1,705
04	Santa Clara	101	R5.1	In Gilroy, at 0.5 mile north of Monterey Road. Fill voids under pavement and repair eroded embankment slope.	2J460	1485C	2017/18	201.131	\$ 548	\$ 10	\$ 564	\$ 1,122
04	Sonoma	1	22.5	Near Jenner, at 2.4 miles north of Route 116. Repair fire damaged retaining wall.	1J750	1481A	2017/18	201.131	\$ 810	\$ 10	\$ 1,370	\$ 2,190
04	Sonoma	1	15.1/15.8	Near Camet, 0.1 mile north of Del Sol Road. Realign roadway.	0A020	0748E	2017/18	201.131	\$12,070	\$ 3,000	\$ 21,800	\$ 36,870
04	Sonoma	1	24.3/24.4	Near Jenner, at 1.5 miles south of Myers Grade Road. Repair roadway slip-outs.	2J540	1485P	2017/18	201.131	\$ 2,380	\$ 150	\$ 3,880	\$ 6,410
04	Sonoma	37	0.3	Near Novato, at the Petaluma River Bridge No. 27-0013. Restore eastern bridge approach settlement.	2J500	1487C	2017/18	201.131	\$ 850	\$ 10	\$ 1,505	\$ 2,365
04	Sonoma	101	9.0	Near Petaluma, north of Pepper Road. Repair slide.	0J100	0481B	2017/18	201.131	\$ 882	\$ 100	\$ 694	\$ 1,676
04	Sonoma	101	33.5	In and near Healdsburg, at Old Redwood Highway/Grant Undercrossing Bridge No. 20-0067L/R. Upgrade drainage elements and restore erosion and settlement damage.	2J550	1485H	2017/18	201.131	\$ 2,110	\$ 40	\$ 3,850	\$ 6,000
TOTALS FY 2017/2018									\$33,019	\$ 3,834	\$ 48,878	\$ 85,731
SHOPP - ER NEW REQUESTED TOTAL									\$ 51,885	\$ 4,721	\$ 63,444	\$ 120,050

**GL: Safety Improvements – SHOPP Mandates
Program
(TIP ID – VAR170009)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP -MANDATES PROJECTS (VAR170009)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$,1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
SHOPP - Mandates												
04	Alameda	580	R41.4/R41.5	In Oakland, between Fruitvale Avenue/Champion Street and Harold Street /Montana Street. Upgrade sidewalk and curb ramps.	4H260	0133H	2016/17	201.378	\$ 1,115	\$ 10	\$ 1,956	\$ 3,081
04	Marin	101	0.0/4.0	In Sausalito, Corte Madera, Larkspur, and Tiburon, on Routes 101 and 131 at various locations. Upgrade curb ramps, driveways and sidewalks.	3G210	2119Q	2016/17	201.361	\$ 1,206	\$ 351	\$ 1,682	\$ 3,239
04	Napa	29	36.9/38.0	In Calistoga, on Route 29 from postmile 36.9 to 38.0 at various locations; also on Route 128 from postmile 4.0 to 4.5 at various locations. Construct ADA ramps.	3G140	0371Q	2016/17	201.361	\$ 1,675	\$ 561	\$ 1,422	\$ 3,658
TOTALS FY 2016/2017									\$ 3,996	\$ 922	\$ 5,060	\$ 9,978
04	Marin	1	0.0/0.8	In Almonte, near Route 101 off-ramp to Route 1; also from Coyote Creek to Flamingo Road. Upgrade pedestrian facilities.	2G690	0434H	2017/18	201.378	\$ 1,900	\$ 700	\$ 1,976	\$ 4,576
04	San Francisco	1	6.0	In the city of San Francisco, at Presidio National Park. Water quality improvements.	1A905	1067C	2017/18	201.335	\$ 1,070	\$ 1,050	\$ 710	\$ 2,830
04	Sonoma	116	26.6/26.9	In Sebastopol, from Keating Avenue to Willow Street; also from McKinley Street to Joe Rodora Trail. Upgrade curb ramps, driveways and sidewalks.	1G840	0730E	2017/18	201.378	\$ 1,340	\$ 140	\$ 2,790	\$ 4,270
TOTALS FY 2017/2018									\$ 4,310	\$ 1,890	\$ 5,476	\$ 11,676
04	Alameda	13	12.1/13.4	In Berkeley, from Shattuck Avenue to 7th Street. Upgrade curb ramps and sidewalks.	2G482	0124L	2018/19	201.378	\$ 2,213	\$ 125	\$ 3,500	\$ 5,838
04	Alameda	13	T9.8/10.8	In Oakland and Berkeley, from Hiller Drive to Claremont Avenue at various locations. Upgrade ADA facilities. (G13 Contingency Project)	2G660	0144A	2018/19	201.378	\$ 1,750	\$ 200	\$ -	\$ 1,950
04	Santa Clara	85	18.0/24.1	In Cupertino, Sunnyvale and Mountain View, from Stevens Creek Boulevard to Route 101; also in various cities, on Route 80 (PM 2.5/8.0), at various locations. Install and/or upgrade existing curb ramps and pedestrian facilities to ADA standards.	2G730	0434G	2018/19	201.361	\$ 1,649	\$ 50	\$ 1,853	\$ 3,552
TOTALS FY 2018/2019									\$ 5,612	\$ 375	\$ 5,353	\$ 11,340

FTIP BACK-UP LIST FOR SHOPP -MANDATES PROJECTS (VAR170009)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
04	Alameda	13	10.8/12.1	In Berkeley, from Claremont Avenue to west of Shattuck Avenue. Upgrade curb ramps and repair sidewalks to meet ADA standards.	2G460	0124M	2019/20	201.378	\$ 1,660	\$ 120	\$ 1,389	\$ 3,169
04	Alameda	185	3.3/9.8	In Oakland and San Leandro, from Plaza Drive to 55th Avenue; also in Contra Costa County, in El Cerrito on Route 123 (PM 0.18/0.29) and in Pleasant Hill on Route 680 (PM 16.85), at various locations. Reinstall and/or upgrade existing curb ramps and sidewalks to ADA standards.	1G910	0091P	2019/20	201.378	\$ 1,653	\$ 50	\$ 2,252	\$ 3,955
04	San Mateo	280	7.0/7.7	Near Redwood City, north of Edgewood Road; also on Route 84 from Hildebrand Road to north of La Honda Creek Bridge (PM 9.4/10.0). Stabilize soil and erosion control to mitigate for storm water quality.	0J720	1487G	2019/20	201.335	\$ 2,278	\$ 204	\$ 2,008	\$ 4,490
04	Sonoma	116	8.5/10.5	Near Monte Rio and Cloverdale, on Routes 116 and 128; also in Marin County, on Route 101, at 0.4 mile north of Sir Francis Drake Boulevard (PM 9.25). Stabilized soil and erosion control to mitigate for storm water quality.	2J840	1487F	2019/20	201.335	\$ 2,090	\$ 370	\$ 2,816	\$ 5,276
TOTALS FY 2019/2020									\$ 7,681	\$ 744	\$ 8,465	\$ 16,890
SHOPP - Mandates NEW REQUESTED TOTAL									\$ 21,599	\$ 3,931	\$ 24,354	\$ 49,884

**GL: Bridge Rehabilitation and
Reconstruction – SHOPP Program
(TIP ID – VAR170010)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP - BRIDGE PRESERVATION PROJECTS (VAR170010)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
SHOPP - Bridge Preservation												
04	Alameda	580	44.3	In Oakland, at Oakland Avenue Undercrossing No. 33-0288. Rehabilitate bridge deck.	4G790	0135Q	2016/17	201.110	\$ 2,536	\$ 5	\$ 5,300	\$ 7,841
04	Contra Costa	242	R1.6	In Concord, at Buchanan Field Viaduct No. 28-0186. Rehabilitate bridge.	4G810	0250B	2016/17	201.110	\$ 1,515	\$ 80	\$ 1,520	\$ 3,115
04	Contra Costa	580	5.8	In Richmond, at Scofield Avenue Undercrossing No. 28-140L/R. Seismic retrofit.	4G890	0086R	2016/17	201.113	\$ 2,715	\$ 280	\$ 4,280	\$ 7,275
04	Marin	101	15.4	Near San Rafael on Route 101 at Miller Creek Bridge No. 27-0004. Scour mitigation.	4G871	0487Q	2016/17	201.111	\$ 860	\$ 50	\$ 965	\$ 1,875
04	Napa	29	47.0/47.2	Near Calistoga, at Troutdale Creek Bridge No. 21-0004. Plant establishment.	4A09A	0382E	2016/17	201.111	\$ 175	\$ 5	\$ 100	\$ 280
04	Napa	128	R7.4	Near Rutherford, at Conn Creek Bridge No. 21-0021. Replace bridge.	1G430	0587H	2016/17	201.111	\$ 3,160	\$ 20	\$ 7,165	\$ 10,345
04	San Mateo	1	44.0	In Pacifica, at San Jose avenue Pedestrian Overcrossing No. 35-0240. Replace bridge.	4G850	0681Q	2016/17	201.110	\$ 1,450	\$ 5	\$ 3,662	\$ 5,117
04	Santa Clara	85	R20.0	Near Sunnyvale, at Stevens Creek Bridge No. 37-0185, 0.2 mile north of Fremont Avenue undercrossing. Overlay southbound deck with polyester concrete and overlay northbound deck with reinforced concrete.	4G830	0440Q	2016/17	201.110	\$ 1,532	\$ 10	\$ 4,319	\$ 5,861
04	Santa Clara	152	6.1/6.5	Near Gilroy, at Uvas Creek. Required environmental species mitigation for bridge replacement project EA 04-44880.	44884	0487M	2016/17	201.111	\$ 330	\$ -	\$ 800	\$ 1,130
TOTALS FY 2016/2017									\$ 14,273	\$ 455	\$ 28,111	\$ 42,839
04	Alameda	84	13.0/13.6	In Fremont, at Alameda Creek Bridge No. 33-36. Replace bridge. (G13 Contingency Project)	16030	0084B	2017/18	201.110	\$ 9,299	\$ 275	\$ -	\$ 9,574
04	Alameda	580	R26.8/R27.2	In Castro Valley, on eastbound East Castro Valley Boulevard Undercrossing No. 33-0235L. Replace bridge deck.	4G800	0130B	2017/18	201.110	\$ 2,788	\$ 27	\$ 4,000	\$ 6,815
04	Alameda	880	10.7	In Fremont, at Crandall Creek Bridge No. 33-0273. Seismic retrofit. (G13 Contingency Project)	4G880	0086Q	2017/18	201.113	\$ 1,476	\$ 20	\$ -	\$ 1,496

FTIP BACK-UP LIST FOR SHOPP - BRIDGE PRESERVATION PROJECTS (VAR170010)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
04	Alameda	238	R14.6	Between Livermore and Hayward, at East Connector Separation Bridge No. 33-0524F, N238/S880 Connector Bridge No. 33-0540G and I-580 Arroyo Seco Bridge No. 33-0066. Bridge maintenance.	4H080	0448E	2017/18	201.119	\$ 2,552	\$ 20	\$ 5,849	\$ 8,421
04	Marin	101	10.6/10.9	In San Rafael, from Route 101 northbound off-ramp to 2nd Street at San Rafael Harbor Bridge No. 27-0033. Replace bridge.	4G820	0350H	2017/18	201.110	\$ 2,430	\$ 570	\$ 7,264	\$ 10,264
04	Marin	1	33.4	Near Point Reyes Station, at Millerton Gulch Bridge No. 27-0114. Repair damaged embankment and construct retaining wall.	0J570	0480C	2017/18	201.119	\$ 3,710	\$ 450	\$ 4,020	\$ 8,180
04	Napa	128	19.7/20.7	Near Napa, at Capell Creek Bridge No. 21-0078. Rehabilitate bridge.	4G840	0830B	2017/18	201.110	\$ 5,276	\$ 239	\$ 12,710	\$ 18,225
04	Napa	121	6.4	In Napa, at Tulucay Creek Bridge No. 21-0003. Repair bridge girders.	4G920	0086U	2017/18	201.119	\$ 1,455	\$ 262	\$ 2,170	\$ 3,887
04	San Francisco	101	2.0	Near San Francisco, at Alemany Circle Undercrossing No. 34-0033. Rehabilitate bridge. (G13 Contingency Project)	3G620	0587D	2017/18	201.110	\$ 5,420	\$ 20	\$ -	\$ 5,440
04	Santa Clara	9	4.9	Near Saratoga, at Saratoga Creek Bridge No. 37-0074. Replace bridge.	3G630	0386F	2017/18	201.110	\$ 4,522	\$ 6,779	\$ 11,668	\$ 22,969
04	Solano	80	13.9	Near Fairfield, at Dan Wilson Creek Bridge No. 23-0006. Rehabilitate bridge.	3G690	8315N	2017/18	201.110	\$ 2,092	\$ 145	\$ 2,600	\$ 4,837
04	Sonoma	12	25.8/33.3	In and near Sonoma, at Sonoma Creek Bridge No. 20-0027, Stuart Creek Bridge No. 20-0025 and Hooker Creek Bridge No. 20-0030. Scour mitigation.	4H050	0269M	2017/18	201.111	\$ 2,750	\$ 150	\$ 6,800	\$ 9,700
TOTALS FY 2017/2018									\$ 43,770	\$ 8,957	\$ 57,081	\$ 109,808
04	Marin	1	28.5	Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023. Replace bridge. (G13 Contingency Project)	0G642	0756K	2018/19	201.113	\$ 4,385	\$ 2,691	\$ -	\$ 7,076

FTIP BACK-UP LIST FOR SHOPP - BRIDGE PRESERVATION PROJECTS (VAR170010)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
04	San Francisco	101	4.1/R5.1	In the City and County of San Francisco, at the Central Viaduct (No. 34-0077) from south of 17th Street to S. Van Ness Avenue ; also, on Route 80 at the Bayshore Viaduct (No. 34-0088) from Route 101 to 4th Street (PM 3.9/4.8). Paint superstructure steel members. (G13 Contingency Project)	2J800	1483S	2018/19	201.110	\$ 12,000	\$ 62	\$ -	\$ 12,062
04	Solano	84	12.1/12.2	Near Rio Vista, at Miner Slough Bridge No. 23-0035. Replace bridge. (G13 Contingency Project)	0G660	0886	2018/19	201.110	\$ 5,688	\$ 2,884	\$ -	\$ 8,572
04	Solano	80	1.8/4.4	In Vallejo, from Magazine Street Overcrossing (No. 23-0066) to Redwood Street Overcrossing (No. 23-0114). Increase vertical clearance at six overcrossing structures.	0J710	0481R	2018/19	201.322	\$ 6,037	\$ 10	\$ 15,951	\$ 21,998
TOTALS FY 2018/2019									\$ 28,110	\$ 5,647	\$ 15,951	\$ 49,708
04	Alameda	580	R8.0	Near Livermore, near Greenville Road at Greenville Overhead Bridge No. 33-0121R. Rehabilitate westbound structure.	0J520	0480J	2019/20	201.110	\$ 2,620	\$ 140	\$ 5,979	\$ 8,739
04	Alameda	880	11.3/12.3	In Fremont, from 0.5 mile south to 0.5 mile north of Patterson Slough Bridge No. 33-0250 (PM 11.8). Bridge rehabilitation. (G13 Contingency Project)	0J530	0480A	2019/20	201.110	\$ 4,884	\$ 427	\$ -	\$ 5,311
04	Alameda	84	17.2	Near Sunol, at Arroyo De La Laguna Bridge No. 33-0043. Bridge scour mitigation and bridge rail upgrade.	0J550	0481M	2019/20	201.111	\$ 6,739	\$ 5	\$ 6,970	\$ 13,714
04	Contra Costa	580	1.2	In Richmond, at Stege Drain Bridge No. 28-0091. Bridge rehabilitation.	2J720	1482Q	2019/20	201.110	\$ 2,569	\$ 5	\$ 5,828	\$ 8,402
04	Napa	121	18.6	Near Napa, at Capell Creek Bridge No. 21-0064. Bridge rehabilitation.	4J210	1489K	2019/20	201.110	\$ 2,060	\$ 225	\$ 2,440	\$ 4,725
04	Napa	29	39.1	Near Calistoga, at Garnett Creek Bridge No. 21-0005. Bridge preventative maintenance.	2J880	1483E	2019/20	201.119	\$ 3,850	\$ 317	\$ 1,100	\$ 5,267
04	Napa	29	32.1/42.8	In and near Saint Helena and Calistoga, at Mill Creek Bridge No. 21-0056, Garnett Creek Branch Bridge No. 21-0111, and No Name Creek Bridge No. 21-0100. Bridge preventive maintenance.	2J770	1482P	2019/20	201.119	\$ 2,696	\$ 495	\$ 2,844	\$ 6,035

FTIP BACK-UP LIST FOR SHOPP - BRIDGE PRESERVATION PROJECTS (VAR170010)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
04	Santa Clara	101	VAR	In various cities, on Routes 101 and 237 at various locations. Bridge rail upgrade at 8 locations. (G13 Contingency Project)	0J560	0481H	2019/20	201.112	\$ 4,080	\$ 30	\$ -	\$ 4,110
04	Santa Clara	280	R2.9/17.8	In San Jose, at Bird Avenue Overcrossing Bridge No. 37-0267 (PM R2.78); also in Los Altos Hills at Arastradero Road Undercrossing Bridge No. 37-0251 L/R (PM 17.8). Bridge seismic restoration.	2J750	1483K	2019/20	201.113	\$ 2,794	\$ 90	\$ 2,414	\$ 5,298
04	Santa Clara	VAR	VAR	In various cities on various routes at Saratoga Creek Bridge, Carnadero Creek Bridge, San Francisco Creek Bridge, San Tomas Aquino Creek Bridge, and Bodfish Creek Bridge. Bridge preventative maintenance.	2J780	1482R	2019/20	201.119	\$ 2,294	\$ 10	\$ 2,391	\$ 4,695
04	Solano	80	14.6	Near Fairfield, at Suisun Creek Bridge No. 23-0007. Scour mitigation.	4G872	0487R	2019/20	201.111	\$ 2,070	\$ 5	\$ 760	\$ 2,835
04	Solano	80	1.1/34.5	In and near Vallejo, Dixon and Vacaville, at Route 80/29 Separation Bridge No. 23-0087, McCune Creek Bridge No. 23-0084 L/R and Horse Creek Bridge No. 23-0077 L. Bridge preventative maintenance.	0J600	0480N	2019/20	201.119	\$ 2,816	\$ 423	\$ 1,379	\$ 4,618
TOTALS FY 2019/2020									\$ 39,472	\$ 2,172	\$ 32,105	\$ 73,749
SHOPP - Bridge NEW REQUESTED TOTAL									\$ 125,625	\$ 17,231	\$ 133,248	\$ 276,104

**GL: Shoulder Improvements –
SHOPP Roadside Preservation Program
(TIP ID- VAR170011)**

As Updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP - ROADSIDE PRESERVATION PROJECTS (VAR170011)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

Dist	County	Route	PM	Location/Description	EA	PPNO	FY	Prog Code (20.XX.)	Support	RW	CON	TOTAL
SHOPP - Roadside												
04	Sonoma	116	0.0/46.8	In various cities, from Route 1 to Route 101; also in Alameda, Marin, Napa, and Sonoma counties, on various routes, at various locations. Advance banking credits for environmental mitigation. Financial Contribution Only (FCO).	4J120	1490B	2016/17	201.240	\$ 600	\$ 5,000	\$ -	\$ 5,600
TOTALS FY 2016/2017									\$ 600	\$ 5,000	\$ -	\$ 5,600
SHOPP - Roadside NEW REQUESTED TOTAL									\$ 600	\$ 5,000	\$ -	\$ 5,600

**GL: Highway Bridge Program
(TIP ID – VAR170012)**

Last updated with 2017 TIP Update

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

3/29/2016, 10:46 AM

- Notes:
- 1) This is the FTIP lump sum “backup” list for HBP funded projects. Please see the Local Assistance web site for the most current listings:

http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html
 - 2) The purpose of this list is to show which projects being advanced by local agencies have met the eligibility requirements of the federal Highway Bridge Program and have been prioritized for funding by the Department in cooperation with local agencies for funding.
 - 3) Contractual funding levels are determined at time of federal authorization/obligation for given phase of work. For details see Chapter 3 of the Local Assistance Procedures Manual.
 - 4) For FTIP/FSTIP purposes, Federal Highway Bridge Program (HBP) funding constraint is managed by Caltrans.
 - 5) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
 - 6) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
 - 7) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.
 - 8) Corrections to this report should be addressed to the District Local Assistance Engineer:

<http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Alameda County 4301 BRIDGE NO. 33C0448, ARROYO ROAD OVER DRY CREEK, 1 MILE SW OF WETMORE. Replace existing two-lane bridge with a new two-lane bridge. 10/1/2015: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			430,000						430,000
R/W					100,000				100,000
CON								1,272,600	1,272,600
Total			430,000		100,000			1,272,600	1,802,600
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			430,000		100,000			1,272,600	1,802,600
Local Match									
LSSRP Bond									
Local AC									
Total			430,000		100,000			1,272,600	1,802,600
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			430,000						430,000
Local Match									
LSSRP Bond									
Local AC									
Total			430,000						430,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					100,000				100,000
Local Match									
LSSRP Bond									
Local AC									
Total					100,000				100,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,272,600	1,272,600
Local Match									
LSSRP Bond									
Local AC									
Total								1,272,600	1,272,600

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Albany 4157 BRIDGE NO. 33C0184, BUCHANAN ST OVER UP RR, BNSF RY, & AMTRAK, NEAR I-80. Bridge preventive maintenance project.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			40,000						40,000
R/W					4,000				4,000
CON								291,300	291,300
Total			40,000		4,000			291,300	335,300
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			35,412		3,541			257,888	296,841
Local Match			4,588		459			33,412	38,459
LSSRP Bond									
Local AC									
Total			40,000		4,000			291,300	335,300
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			35,412						35,412
Local Match			4,588						4,588
LSSRP Bond									
Local AC									
Total			40,000						40,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					3,541				3,541
Local Match					459				459
LSSRP Bond									
Local AC									
Total					4,000				4,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								257,888	257,888
Local Match								33,412	33,412
LSSRP Bond									
Local AC									
Total								291,300	291,300

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Bay Area Rapid Transit Authority 4206 BRIDGE NO. BART 7, A line Lake Merritt to Coliseum Seismic Retrofit of BART bridges over public roads (25 bridges)

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE									
R/W									
CON		4,174,636							4,174,636
Total		4,174,636							4,174,636
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		3,695,805							3,695,805
Local Match		478,831							478,831
LSSRP Bond									
Local AC									
Total		4,174,636							4,174,636
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		3,695,805							3,695,805
Local Match		478,831							478,831
LSSRP Bond									
Local AC									
Total		4,174,636							4,174,636

Project #:
6000(058)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Fremont 3865 BRIDGE NO. 33C0017, OLD CANYON RD OVER ALAMEDA CREEK, 0.1 MI NE/O SR 84. Scour Countermeasure project. 9/28/2011: Toll Credits programmed for PE & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	280,000								280,000
R/W									
CON			980,000						980,000
Total	280,000		980,000						1,260,000

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	280,000		980,000						1,260,000
Local Match									
LSSRP Bond									
Local AC									
Total	280,000		980,000						1,260,000

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	280,000								280,000
Local Match									
LSSRP Bond									
Local AC									
Total	280,000								280,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			980,000						980,000
Local Match									
LSSRP Bond									
Local AC									
Total			980,000						980,000

Project #: 5322(050)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Oakland 3413 BRIDGE NO. 33C0028, ADELIN ST, OVER UP RR,BNSF,AMTRAK,EMBARC, JUST S OF 3RD ST. Voluntary Seismic retrofit only, no lanes being added.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	632,000								632,000
R/W			80,000						80,000
CON								2,120,000	2,120,000
Total	632,000		80,000					2,120,000	2,832,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	559,510		70,824					1,876,836	2,507,170
Local Match	72,490		9,176					243,164	324,830
LSSRP Bond									
Local AC									
Total	632,000		80,000					2,120,000	2,832,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	559,510								559,510
Local Match	72,490								72,490
LSSRP Bond									
Local AC									
Total	632,000								632,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			70,824						70,824
Local Match			9,176						9,176
LSSRP Bond									
Local AC									
Total			80,000						80,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,876,836	1,876,836
Local Match								243,164	243,164
LSSRP Bond									
Local AC									
Total								2,120,000	2,120,000

Project #: 5012(103)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Oakland 2116 BRIDGE NO. 33C0148, 23RD AVENUE, OVER UP RR, BNSF, AMTRAK, BARTD, S OF EAST 12TH ST., BRIDGE NO. LSSRP Seismic Retrofit

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	1,098,386								1,098,386
R/W		950,000							950,000
CON							10,025,000		10,025,000
Total	1,098,386	950,000					10,025,000		12,073,386
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	972,401	841,035					8,875,133		10,688,569
Local Match	125,985								125,985
LSSRP Bond	-0	108,965					1,149,868		1,258,833
Local AC									
Total	1,098,386	950,000					10,025,000		12,073,386
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	972,401								972,401
Local Match	125,985								125,985
LSSRP Bond									
Local AC									
Total	1,098,386								1,098,386
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		841,035							841,035
Local Match									
LSSRP Bond		108,965							108,965
Local AC									
Total		950,000							950,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							8,875,133		8,875,133
Local Match									
LSSRP Bond	-0						1,149,868		1,149,868
Local AC									
Total							10,025,000		10,025,000

Project #:
5012(028)
5012(092)
5012(130)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Oakland 2130 BRIDGE NO. 33C0215, LEIMERT BLVD, OVER SAUSAL CREEK, 0.1 MI E OF PARK BLVD. LSSRP Seismic Retrofit

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	750,000		723,000						1,473,000
R/W					250,000				250,000
CON							7,553,466		7,553,466
Total	750,000		723,000		250,000		7,553,466		9,276,466
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	663,975		640,072		221,325		6,687,083		8,212,455
Local Match	86,025		82,928						168,953
LSSRP Bond					28,675		866,383		895,058
Local AC									
Total	750,000		723,000		250,000		7,553,466		9,276,466
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	663,975		640,072						1,304,047
Local Match	86,025		82,928						168,953
LSSRP Bond									
Local AC									
Total	750,000		723,000						1,473,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					221,325				221,325
Local Match									
LSSRP Bond					28,675				28,675
Local AC									
Total					250,000				250,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							6,687,083		6,687,083
Local Match									
LSSRP Bond							866,383		866,383
Local AC									
Total							7,553,466		7,553,466

Project #:

5012(025)
5012(124)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Oakland 3304 PM00002, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Oakland. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	Project #:
PE	829,000	517,000	360,000						1,706,000	5012(083)
R/W										5012(108)
CON	2,970,335			1,661,985				1,081,315	5,713,635	5012(109)
Total	3,799,335	517,000	360,000	1,661,985				1,081,315	7,419,635	5012(111)
										5012(112)
										5012(121)
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$	3,363,551	457,700	318,708	1,471,355				957,288	6,568,603	
Local Match	435,784	59,300	41,292	190,630				124,027	851,032	
LSSRP Bond										
Local AC										
Total	3,799,335	517,000	360,000	1,661,985				1,081,315	7,419,635	
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$	733,914	457,700	318,708						1,510,322	
Local Match	95,086	59,300	41,292						195,678	
LSSRP Bond										
Local AC										
Total	829,000	517,000	360,000						1,706,000	
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$	2,629,638			1,471,355				957,288	5,058,281	
Local Match	340,697			190,630				124,027	655,354	
LSSRP Bond										
Local AC										
Total	2,970,335			1,661,985				1,081,315	5,713,635	

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Pleasanton 4002 BRIDGE NO. 33C0132, BERNAL AVE OVER ARROYO DE LA LAGUNA, 0.15 MI E/O FOOTHILL RD. Clean and apply protective coating system to the steel members of entire structure.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	101,750	177,139							278,889
R/W									
CON		1,450,222							1,450,222
Total	101,750	1,627,361							1,729,111
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	90,079	156,821		1,283,882					1,530,782
Local Match	11,671	186,658							198,329
LSSRP Bond									
Local AC		1,283,882		-1,283,882					
Total	101,750	1,627,361							1,729,111
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	90,079	156,821							246,900
Local Match	11,671	20,318							31,989
LSSRP Bond									
Local AC									
Total	101,750	177,139							278,889
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				1,283,882					1,283,882
Local Match		166,340							166,340
LSSRP Bond									
Local AC		1,283,882		-1,283,882					
Total		1,450,222							1,450,222

Project #: 5101(028)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Pleasanton 3994 BRIDGE NO. PM00079, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Pleasanton. See Caltrans Local Assistance HBP website for backup list of projects.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	161,300								161,300
R/W									
CON		803,700							803,700
Total	161,300	803,700							965,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	142,799	711,516							854,315
Local Match	18,501	92,184							110,686
LSSRP Bond									
Local AC									
Total	161,300	803,700							965,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	142,799								142,799
Local Match	18,501								18,501
LSSRP Bond									
Local AC									
Total	161,300								161,300
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		711,516							711,516
Local Match		92,184							92,184
LSSRP Bond									
Local AC									
Total		803,700							803,700

Project #: 5101(027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Pleasanton 4256 BRIDGE NO. PM00119, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Pleasanton. See Caltrans Local Assistance HBP web site for backup list of bridges

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			90,000						90,000
R/W									
CON					255,500				255,500
Total			90,000		255,500				345,500
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			79,677		226,194				305,871
Local Match			10,323		29,306				39,629
LSSRP Bond									
Local AC									
Total			90,000		255,500				345,500
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			79,677						79,677
Local Match			10,323						10,323
LSSRP Bond									
Local AC									
Total			90,000						90,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					226,194				226,194
Local Match					29,306				29,306
LSSRP Bond									
Local AC									
Total					255,500				255,500

Project #: 5101(029)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Concord 3392 PM00023, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	810,225								810,225
R/W									
CON		771,178		3,006,840					3,778,018
Total	810,225	771,178		3,006,840					4,588,243
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	717,292	682,724		2,661,955					4,061,972
Local Match	92,933	88,454		344,885					526,271
LSSRP Bond									
Local AC									
Total	810,225	771,178		3,006,840					4,588,243
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	717,292								717,292
Local Match	92,933								92,933
LSSRP Bond									
Local AC									
Total	810,225								810,225
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		682,724		2,661,955					3,344,679
Local Match	-0	88,454		344,885					433,339
LSSRP Bond									
Local AC									
Total		771,178		3,006,840					3,778,018

Project #:
5135(039)
5135(048)
5135(049)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Contra Costa County 1175 BRIDGE NO. 28C0024, ORWOOD ROAD, OVER INDIAN SLOUGH, 2 MI E BYRON HIGHWAY. Replace 2 lane bridge with new 2 lane bridge. 4/5/2010: Toll Credits programmed for R/W & Con.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	1,025,000		525,000						1,550,000
R/W	100,000		76,000						176,000
CON		8,372,700	2,849,200						11,221,900
Total	1,125,000	8,372,700	3,450,200						12,947,900

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	920,000	8,372,700	3,345,200						12,637,900
Local Match	205,000		105,000						310,000
LSSRP Bond									
Local AC									
Total	1,125,000	8,372,700	3,450,200						12,947,900

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	820,000		420,000						1,240,000
Local Match	205,000		105,000						310,000
LSSRP Bond									
Local AC									
Total	1,025,000		525,000						1,550,000

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	100,000		76,000						176,000
Local Match									
LSSRP Bond									
Local AC									
Total	100,000		76,000						176,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		8,372,700	2,849,200						11,221,900
Local Match									
LSSRP Bond									
Local AC									
Total		8,372,700	2,849,200						11,221,900

Project #: 5928(045)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Contra Costa County 1677 BRIDGE NO. 28C0121, BYRON HWY, OVER CALIFORNIA AQUEDUCT, 1.4 MI NW ALA C.L.. Replace existing 2 lane bridge with new 2 lane bridge

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	300,000	375,000							675,000
R/W					75,000				75,000
CON								10,525,000	10,525,000
Total	300,000	375,000			75,000			10,525,000	11,275,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	265,590	331,988			66,398			9,317,783	9,981,758
Local Match	34,410	43,013			8,603			1,207,218	1,293,243
LSSRP Bond									
Local AC									
Total	300,000	375,000			75,000			10,525,000	11,275,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	265,590	331,988							597,578
Local Match	34,410	43,013							77,423
LSSRP Bond									
Local AC									
Total	300,000	375,000							675,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					66,398				66,398
Local Match					8,603				8,603
LSSRP Bond									
Local AC									
Total					75,000				75,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								9,317,783	9,317,783
Local Match								1,207,218	1,207,218
LSSRP Bond									
Local AC									
Total								10,525,000	10,525,000

Project #: 5928(104)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Contra Costa County 3727 BRIDGE NO. 28C0141, MARSH CREEK RD OVER MARSH CREEK, 1.8 MI E MORGAN TERITY RD. Replace existing two lane bridge with two lane bridge,

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	379,625	200,000							579,625
R/W			120,000						120,000
CON								2,875,000	2,875,000
Total	379,625	200,000	120,000					2,875,000	3,574,625
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	336,082	177,060	106,236					2,545,238	3,164,616
Local Match	43,543	22,940	13,764	-0				329,763	410,009
LSSRP Bond									
Local AC									
Total	379,625	200,000	120,000					2,875,000	3,574,625
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	336,082	177,060							513,142
Local Match	43,543	22,940							66,483
LSSRP Bond									
Local AC									
Total	379,625	200,000							579,625
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			106,236						106,236
Local Match			13,764						13,764
LSSRP Bond									
Local AC									
Total			120,000						120,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								2,545,238	2,545,238
Local Match				-0				329,763	329,763
LSSRP Bond									
Local AC									
Total								2,875,000	2,875,000

Project #: 5928(107)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Contra Costa County 3957 BRIDGE NO. 28C0143, MARSH CREEK RD, OVER MARSH CREEK, 7.3 MI E MORGAN TERITY RD combined with BRIDGE NO. 28C0145, MARSH CREEK RD, OVER MARSH CREEK, 3 MI E DEER VALLEY ROAD . Replace two existing 2-lane brides with two new 2-lane bridges.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE		1,040,500							1,040,500
R/W					300,000				300,000
CON								5,827,800	5,827,800
Total		1,040,500			300,000			5,827,800	7,168,300
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		921,155			265,590			5,159,351	6,346,096
Local Match		119,345			34,410			668,449	822,204
LSSRP Bond									
Local AC									
Total		1,040,500			300,000			5,827,800	7,168,300
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		921,155							921,155
Local Match		119,345							119,345
LSSRP Bond									
Local AC									
Total		1,040,500							1,040,500
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					265,590				265,590
Local Match					34,410				34,410
LSSRP Bond									
Local AC									
Total					300,000				300,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								5,159,351	5,159,351
Local Match								668,449	668,449
LSSRP Bond									
Local AC									
Total								5,827,800	5,827,800

Project #: 5928(125)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Contra Costa County 829 BRIDGE NO. 28C0376, CANAL RD, OVER CONTRA COSTA CANAL, 0.5 MI W OF BAILEY RD. Replace existing two lane bridge with two lane bridge. 4/1/2010: Toll Credits programmed for PE, R/W, & Con.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	444,475								444,475
R/W			70,000						70,000
CON								1,582,000	1,582,000
Total	444,475		70,000					1,582,000	2,096,475

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	444,475		70,000					1,582,000	2,096,475
Local Match									
LSSRP Bond									
Local AC									
Total	444,475		70,000					1,582,000	2,096,475

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	444,475								444,475
Local Match									
LSSRP Bond									
Local AC									
Total	444,475								444,475

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			70,000						70,000
Local Match									
LSSRP Bond									
Local AC									
Total			70,000						70,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,582,000	1,582,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,582,000	1,582,000

Project #: 5928(108)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Contra Costa County 4299 BRIDGE NO. 28C0442, MARSH DRIVE OVER WALNUT CREEK, 0.2 MI W OF SOLANO WAY. Replace existing two-lane bridge with a new two-lane bridge, Minor seismic contribution.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			1,180,000						1,180,000
R/W					240,000				240,000
CON							6,608,000		6,608,000
Total			1,180,000		240,000		6,608,000		8,028,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			1,044,654		212,472		5,850,062		7,107,188
Local Match			135,346		27,528		528,538		691,412
LSSRP Bond							229,400		229,400
Local AC									
Total			1,180,000		240,000		6,608,000		8,028,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			1,044,654						1,044,654
Local Match			135,346						135,346
LSSRP Bond									
Local AC									
Total			1,180,000						1,180,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					212,472				212,472
Local Match					27,528				27,528
LSSRP Bond									
Local AC									
Total					240,000				240,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							5,850,062		5,850,062
Local Match							528,538		528,538
LSSRP Bond							229,400		229,400
Local AC									
Total							6,608,000		6,608,000

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Danville 4288 BRIDGE NO. 28C0335, LA GONDA WAY, OVER SAN RAMON CREEK, AT DANVILLE BLVD. Widen existing two-lane bridge to include standard lane width, shoulder and sidewalk. (No added capacity)

Project #:

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			600,000						600,000
R/W					100,000				100,000
CON								3,061,520	3,061,520
Total			600,000		100,000			3,061,520	3,761,520
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			531,180		88,530			2,710,364	3,330,074
Local Match			68,820		11,470			351,156	431,446
LSSRP Bond									
Local AC									
Total			600,000		100,000			3,061,520	3,761,520
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			531,180						531,180
Local Match			68,820						68,820
LSSRP Bond									
Local AC									
Total			600,000						600,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					88,530				88,530
Local Match					11,470				11,470
LSSRP Bond									
Local AC									
Total					100,000				100,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								2,710,364	2,710,364
Local Match								351,156	351,156
LSSRP Bond									
Local AC									
Total								3,061,520	3,061,520

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Moraga 4070 BRIDGE NO. 28C0137, CANYON RD OVER W BRANCH SAN LEANDRO CR, 2.4 MI N ALA C.L.. Replace existing 2-lane bridge with new 2-lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	467,500	243,375							710,875
R/W					100,000				100,000
CON								3,980,900	3,980,900
Total	467,500	243,375			100,000			3,980,900	4,791,775
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	413,878	215,460			88,530			3,524,291	4,242,158
Local Match	53,622	27,915			11,470			456,609	549,617
LSSRP Bond									
Local AC									
Total	467,500	243,375			100,000			3,980,900	4,791,775
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	413,878	215,460							629,338
Local Match	53,622	27,915							81,537
LSSRP Bond									
Local AC									
Total	467,500	243,375							710,875
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					88,530				88,530
Local Match					11,470				11,470
LSSRP Bond									
Local AC									
Total					100,000				100,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,524,291	3,524,291
Local Match								456,609	456,609
LSSRP Bond									
Local AC									
Total								3,980,900	3,980,900

Project #: 5415(011)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Orinda 2073 BRIDGE NO. 28C0330, MINER RD, OVER SAN PABLO CREEK, AT CAMINO PABLO. LSSRP Seismic Retrofit

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	127,000		195,000						322,000
R/W					33,604				33,604
CON								1,148,000	1,148,000
Total	127,000		195,000		33,604			1,148,000	1,503,604
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	112,433		172,634		29,750			1,016,324	1,331,141
Local Match	14,567	-0	22,367						36,933
LSSRP Bond					3,854			131,676	135,530
Local AC									
Total	127,000		195,000		33,604			1,148,000	1,503,604
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	112,433		172,634						285,067
Local Match	14,567	-0	22,367						36,933
LSSRP Bond									
Local AC									
Total	127,000		195,000						322,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					29,750				29,750
Local Match									
LSSRP Bond					3,854				3,854
Local AC									
Total					33,604				33,604
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,016,324	1,016,324
Local Match									
LSSRP Bond								131,676	131,676
Local AC									
Total								1,148,000	1,148,000

Project #: 5444(010)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Orinda 2074 BRIDGE NO. 28C0331, BEAR CREEK RD, OVER SAN PABLO CREEK, 0.2 MI E CAMINO PABLO. LSSRP Seismic Retrofit

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE									
R/W									
CON								150,000	150,000
Total								150,000	150,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								132,795	132,795
Local Match									
LSSRP Bond								17,205	17,205
Local AC									
Total								150,000	150,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								132,795	132,795
Local Match									
LSSRP Bond								17,205	17,205
Local AC									
Total								150,000	150,000

Project #: 5444(007)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Pinole 4318 BRIDGE NO. 28C0062, SAN PABLO AVE, OVER BNSF RY AND AMTRAK, JUST W/O HERCULES AVE. Replace existing four-lane bridge with a new four-lane bridge, Chien Wu, 12/24/2015 9:57:52 AM.

New!

Project #:

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE				893,000					893,000
R/W					100,000				100,000
CON								15,773,800	15,773,800
Total				893,000	100,000			15,773,800	16,766,800
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				790,573	88,530			13,964,545	14,843,648
Local Match				102,427	11,470			1,809,255	1,923,152
LSSRP Bond									
Local AC									
Total				893,000	100,000			15,773,800	16,766,800
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				790,573					790,573
Local Match				102,427					102,427
LSSRP Bond									
Local AC									
Total				893,000					893,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					88,530				88,530
Local Match					11,470				11,470
LSSRP Bond									
Local AC									
Total					100,000				100,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								13,964,545	13,964,545
Local Match								1,809,255	1,809,255
LSSRP Bond									
Local AC									
Total								15,773,800	15,773,800

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Pittsburg 2061 BRIDGE NO. 28C0165, NORTH PARKSIDE DR, OVER WILLOW PASS ROAD, OVER WILLOW PASS RD.. LSSRP Seismic Retrofit and Bridge Preventive Maintenance work.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	229,200		10,000						239,200
R/W									
CON								467,500	467,500
Total	229,200		10,000					467,500	706,700
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	202,911		8,853					413,878	625,642
Local Match	26,289		1,147					20,933	48,369
LSSRP Bond								32,690	32,690
Local AC									
Total	229,200		10,000					467,500	706,700
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	202,911		8,853						211,764
Local Match	26,289		1,147						27,436
LSSRP Bond									
Local AC									
Total	229,200		10,000						239,200
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								413,878	413,878
Local Match								20,933	20,933
LSSRP Bond								32,690	32,690
Local AC									
Total								467,500	467,500

Project #:

5127(005)
5127(024)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Pleasant Hill 4336 BRIDGE NO. PM00141, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Pleasant Hill. See Caltrans Local Assistance HBP website for backup list of projects.

New!

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE				60,000					60,000
R/W									
CON						166,800			166,800
Total				60,000		166,800			226,800
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				53,118		147,668			200,786
Local Match				6,882		19,132			26,014
LSSRP Bond									
Local AC									
Total				60,000		166,800			226,800
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				53,118					53,118
Local Match				6,882					6,882
LSSRP Bond									
Local AC									
Total				60,000					60,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$						147,668			147,668
Local Match						19,132			19,132
LSSRP Bond									
Local AC									
Total						166,800			166,800

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Richmond 4057 BRIDGE NO. PM00093, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Richmond. See Caltrans Local Assistance HBP website for backup list of projects.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE		50,000							50,000
R/W									
CON					2,150,000				2,150,000
Total		50,000			2,150,000				2,200,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		44,265			1,903,395				1,947,660
Local Match		5,735			246,605				252,340
LSSRP Bond									
Local AC									
Total		50,000			2,150,000				2,200,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		44,265							44,265
Local Match		5,735							5,735
LSSRP Bond									
Local AC									
Total		50,000							50,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					1,903,395				1,903,395
Local Match					246,605				246,605
LSSRP Bond									
Local AC									
Total					2,150,000				2,150,000

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

San Pablo 4337 BRIDGE NO. 28C0057, SAN PABLO AVE OVER SAN PABLO CREEK, AT ROAD 20. Replace existing 6-lane bridge with a new 6-lane bridge, Chien Wu, 3/3/2016 10:07:10 AM.

New!

Project #:

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE				940,000					940,000
R/W					200,000				200,000
CON								8,312,920	8,312,920
Total				940,000	200,000			8,312,920	9,452,920
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				832,182	177,060			7,359,428	8,368,670
Local Match				107,818	22,940			953,492	1,084,250
LSSRP Bond									
Local AC									
Total				940,000	200,000			8,312,920	9,452,920
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				832,182					832,182
Local Match				107,818					107,818
LSSRP Bond									
Local AC									
Total				940,000					940,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					177,060				177,060
Local Match					22,940				22,940
LSSRP Bond									
Local AC									
Total					200,000				200,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								7,359,428	7,359,428
Local Match								953,492	953,492
LSSRP Bond									
Local AC									
Total								8,312,920	8,312,920

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

San Pablo 4353 BRIDGE NO. 28C0326, GIANT HWY OVER SAN PABLO CREEK, AT PARR BLVD. Preventive maintenance to include deck methacrylate and joint replacement work, Chien Wu, 3/22/2016 10:16:46 AM. New!

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE				50,000					50,000
R/W									
CON								389,620	389,620
Total				50,000				389,620	439,620
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				44,265				344,931	389,196
Local Match				5,735				44,689	50,424
LSSRP Bond									
Local AC									
Total				50,000				389,620	439,620
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				44,265					44,265
Local Match				5,735					5,735
LSSRP Bond									
Local AC									
Total				50,000					50,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								344,931	344,931
Local Match								44,689	44,689
LSSRP Bond									
Local AC									
Total								389,620	389,620

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Walnut Creek 4233 BRIDGE NO. 28C0052, BANCROFT RD, OVER WALNUT CREEK, 0.1 MI N DAVID ST. Bridge Rehabilitation. Widen existing two-lane bridge to two-lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			485,000						485,000
R/W					100,000				100,000
CON								1,557,403	1,557,403
Total			485,000		100,000			1,557,403	2,142,403
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			429,371		88,530			1,378,769	1,896,669
Local Match			55,630		11,470			178,634	245,734
LSSRP Bond									
Local AC									
Total			485,000		100,000			1,557,403	2,142,403
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			429,371						429,371
Local Match			55,630						55,630
LSSRP Bond									
Local AC									
Total			485,000						485,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					88,530				88,530
Local Match					11,470				11,470
LSSRP Bond									
Local AC									
Total					100,000				100,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,378,769	1,378,769
Local Match								178,634	178,634
LSSRP Bond									
Local AC									
Total								1,557,403	1,557,403

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Walnut Creek 4234 BRIDGE NO. 28C0075, SOUTH MAIN ST, OVER LAS TRAMPAS CREEK, 0.1 MI S OLYMPIC BLVD. Replace existing 5-lane bridge with a new 5-lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			615,000						615,000
R/W					100,000				100,000
CON								4,265,184	4,265,184
Total			615,000		100,000			4,265,184	4,980,184
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			544,460		88,530			3,775,967	4,408,957
Local Match			70,541		11,470			489,217	571,227
LSSRP Bond									
Local AC									
Total			615,000		100,000			4,265,184	4,980,184
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			544,460						544,460
Local Match			70,541						70,541
LSSRP Bond									
Local AC									
Total			615,000						615,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					88,530				88,530
Local Match					11,470				11,470
LSSRP Bond									
Local AC									
Total					100,000				100,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,775,967	3,775,967
Local Match								489,217	489,217
LSSRP Bond									
Local AC									
Total								4,265,184	4,265,184

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Fairfax 662 BRIDGE NO. 27C0008, MEADOW WAY, OVER SAN ANSELMO CREEK, IN FAIRFAX. Replace FO 1 lane timber bridge with wider 1 lane bridge. 4/5/2010: Toll Credits programmed for Con.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	150,000	749,500							899,500
R/W									
CON						2,464,000			2,464,000
Total	150,000	749,500				2,464,000			3,363,500
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	132,795	663,532				2,464,000			3,260,327
Local Match	17,205	85,968							103,173
LSSRP Bond									
Local AC									
Total	150,000	749,500				2,464,000			3,363,500
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	132,795	663,532							796,327
Local Match	17,205	85,968							103,173
LSSRP Bond									
Local AC									
Total	150,000	749,500							899,500
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$						2,464,000			2,464,000
Local Match									
LSSRP Bond									
Local AC									
Total						2,464,000			2,464,000

Project #: 5277(025)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Fairfax 4062 BRIDGE NO. 27C0142, AZALEA AVE OVER FAIRFAX CREEK, IN FAIRFAX. Replace existing 2-lane bridge with new 2-lane bridge.
3/6/2013: Toll credits used for PE. Toll credits used for CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE		15,000	400,450						415,450
R/W									
CON								1,911,070	1,911,070
Total		15,000	400,450					1,911,070	2,326,520
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		15,000	400,450					1,911,070	2,326,520
Local Match									
LSSRP Bond									
Local AC									
Total		15,000	400,450					1,911,070	2,326,520
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		15,000	400,450						415,450
Local Match									
LSSRP Bond									
Local AC									
Total		15,000	400,450						415,450
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,911,070	1,911,070
Local Match									
LSSRP Bond									
Local AC									
Total								1,911,070	1,911,070

Project #: 5277(028)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Fairfax 2052 BRIDGE NO. 27C0144, CREEK ROAD, OVER SAN ANSELMO CREEK, IN FAIRFAX. LSSRP Seismic Retrofit 7/8/2013 and Preventive Maintenance: Toll credits used for PE. 12/3/2014: Toll credits used for CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	700,994	95,300							796,294
R/W									
CON							1,515,700		1,515,700
Total	700,994	95,300					1,515,700		2,311,994
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	700,994	95,300					1,515,700		2,311,994
Local Match									
LSSRP Bond									
Local AC									
Total	700,994	95,300					1,515,700		2,311,994
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	700,994	95,300							796,294
Local Match									
LSSRP Bond									
Local AC									
Total	700,994	95,300							796,294
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							1,515,700		1,515,700
Local Match									
LSSRP Bond									
Local AC									
Total							1,515,700		1,515,700

Project #: 5277(027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Fairfax 4019 BRIDGE NO. PM00083, Bridge Preventive Maintenance Program (BPMP) various bridges in the Town of Fairfax. See Caltrans Local Assistance HBP website for backup list of projects.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	Project #:
PE	355,835	69,585							425,420	5277(026)
R/W										
CON				524,600					524,600	
Total	355,835	69,585		524,600					950,020	
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$	315,021	61,604		464,428					841,053	
Local Match	40,814	7,981		60,172					108,967	
LSSRP Bond										
Local AC										
Total	355,835	69,585		524,600					950,020	
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$	315,021	61,604							376,624	
Local Match	40,814	7,981							48,796	
LSSRP Bond										
Local AC										
Total	355,835	69,585							425,420	
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$				464,428					464,428	
Local Match				60,172					60,172	
LSSRP Bond										
Local AC										
Total				524,600					524,600	

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Larkspur 1480 BRIDGE NO. 27C0028, BON AIR RD, OVER CORTE MADERA CREEK, .5 MI SW SR FRANCIS DRK B. Replace 2 lane bridge with new 2 lane bridge with class 1 bikeway.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	2,312,000	1,824,000	350,000						4,486,000
R/W									
CON					19,800,000				19,800,000
Total	2,312,000	1,824,000	350,000		19,800,000				24,286,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,849,600	1,459,200	280,000		17,528,940				21,117,740
Local Match	462,400	364,800	70,000		2,271,060				3,168,260
LSSRP Bond									
Local AC									
Total	2,312,000	1,824,000	350,000		19,800,000				24,286,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,849,600	1,459,200	280,000						3,588,800
Local Match	462,400	364,800	70,000						897,200
LSSRP Bond									
Local AC									
Total	2,312,000	1,824,000	350,000						4,486,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					17,528,940				17,528,940
Local Match					2,271,060				2,271,060
LSSRP Bond									
Local AC									
Total					19,800,000				19,800,000

Project #: 5166(015)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Marin County 3891 BRIDGE NO. 27C0051, SAN ANTONIO RD OVER SOUTH SAN ANTONIO CREEK, 0.6 MI N OF S.H. 101. Replace existing two lane bridge with two lane bridge. 1/3/2012: Toll Credits programmed for PE, R/W & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	821,000								821,000
R/W					90,000				90,000
CON								4,597,600	4,597,600
Total	821,000				90,000			4,597,600	5,508,600
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	821,000				90,000			4,597,600	5,508,600
Local Match									
LSSRP Bond									
Local AC									
Total	821,000				90,000			4,597,600	5,508,600
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	821,000								821,000
Local Match									
LSSRP Bond									
Local AC									
Total	821,000								821,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					90,000				90,000
Local Match									
LSSRP Bond									
Local AC									
Total					90,000				90,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								4,597,600	4,597,600
Local Match									
LSSRP Bond									
Local AC									
Total								4,597,600	4,597,600

Project #: 5927(104)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Marin County 3998 BRIDGE NO. 27C0098, NICASIO VAL RD, OVER ARROYO NICASIO, NEAR LUCAS VALLEY RD. Replace existing two-lane bridge with new two-lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	426,000	130,300							556,300
R/W					190,152				190,152
CON								2,385,600	2,385,600
Total	426,000	130,300			190,152			2,385,600	3,132,052
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	377,138	115,355			168,342			2,111,972	2,772,806
Local Match	48,862	14,945			21,810			273,628	359,246
LSSRP Bond									
Local AC									
Total	426,000	130,300			190,152			2,385,600	3,132,052
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	377,138	115,355							492,492
Local Match	48,862	14,945							63,808
LSSRP Bond									
Local AC									
Total	426,000	130,300							556,300
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					168,342				168,342
Local Match					21,810				21,810
LSSRP Bond									
Local AC									
Total					190,152				190,152
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								2,111,972	2,111,972
Local Match								273,628	273,628
LSSRP Bond									
Local AC									
Total								2,385,600	2,385,600

Project #: 5927(097)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Marin County 3996 BRIDGE NO. 27C0104, SIR FRANCIS DRAKE OVER OLEMA CREEK, 0.32 MI W SH 1. Replace existing two-lane bridge with new two-lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	296,000		242,800						538,800
R/W					210,552				210,552
CON								1,657,600	1,657,600
Total	296,000		242,800		210,552			1,657,600	2,406,952
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	262,049		214,951		186,402			1,467,473	2,130,875
Local Match	33,951		27,849		24,150			190,127	276,077
LSSRP Bond									
Local AC									
Total	296,000		242,800		210,552			1,657,600	2,406,952
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	262,049		214,951						477,000
Local Match	33,951		27,849						61,800
LSSRP Bond									
Local AC									
Total	296,000		242,800						538,800
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					186,402				186,402
Local Match					24,150				24,150
LSSRP Bond									
Local AC									
Total					210,552				210,552
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,467,473	1,467,473
Local Match								190,127	190,127
LSSRP Bond									
Local AC									
Total								1,657,600	1,657,600

Project #: 5927(099)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Marin County 3995 BRIDGE NO. 27C0107, MUIR WOODS RD OVER REDWOOD CREEK, 2.0 MI N OF SR 1. Replace existing two-lane bridge with new two-lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	270,000		259,000						529,000
R/W					159,485				159,485
CON							1,474,500		1,474,500
Total	270,000		259,000		159,485		1,474,500		2,162,985
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	239,031		229,293		141,192		1,305,375		1,914,891
Local Match	30,969		29,707		18,293		169,125		248,094
LSSRP Bond									
Local AC									
Total	270,000		259,000		159,485		1,474,500		2,162,985
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	239,031		229,293						468,324
Local Match	30,969		29,707						60,676
LSSRP Bond									
Local AC									
Total	270,000		259,000						529,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					141,192				141,192
Local Match					18,293				18,293
LSSRP Bond									
Local AC									
Total					159,485				159,485
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							1,305,375		1,305,375
Local Match							169,125		169,125
LSSRP Bond									
Local AC									
Total							1,474,500		1,474,500

Project #: 5927(098)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Marin County 3892 BRIDGE NO. 27C0135, MOUNT LASSEN DR OVER MILLER CREEK, 0.06 MI N LUCAS VALLEY RD. Bridge Preventive Maintenance Program project to correct soil erosion. 1/4/2012: Toll Credits programmed for PE & CON. 9/28/2015: Toll credits used for R/W.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	63,250		243,550						306,800
R/W					81,252				81,252
CON								354,200	354,200
Total	63,250		243,550		81,252			354,200	742,252
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	63,250		243,550		81,252			354,200	742,252
Local Match									
LSSRP Bond									
Local AC									
Total	63,250		243,550		81,252			354,200	742,252
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	63,250		243,550						306,800
Local Match									
LSSRP Bond									
Local AC									
Total	63,250		243,550						306,800
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					81,252				81,252
Local Match									
LSSRP Bond									
Local AC									
Total					81,252				81,252
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								354,200	354,200
Local Match									
LSSRP Bond									
Local AC									
Total								354,200	354,200

Project #: 5927(100)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Novato 3524 BRIDGE NO. 27C0021, GRANT AVE OVER NOVATO CREEK, IN NOVATO. Bridge rehabilitation no additional lanes added.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	200,000	200,000							400,000
R/W									
CON							1,993,373		1,993,373
Total	200,000	200,000					1,993,373		2,393,373
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	177,060	177,060					1,764,733		2,118,853
Local Match	22,940	22,940					228,640		274,520
LSSRP Bond									
Local AC									
Total	200,000	200,000					1,993,373		2,393,373
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	177,060	177,060							354,120
Local Match	22,940	22,940							45,880
LSSRP Bond									
Local AC									
Total	200,000	200,000							400,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							1,764,733		1,764,733
Local Match							228,640		228,640
LSSRP Bond									
Local AC									
Total							1,993,373		1,993,373

Project #: 5361(023)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Ross 4359 BRIDGE NO. 27C0050, SIR FRANCIS DRAKE, OVER CORTE MADERA CREEK, 3.0 MI E OF SR 101. Bridge Rehabilitation. Widen existing two-lane bridge to current standards (non-capacity increasing), Chien Wu, 3/25/2016 10:44:19 AM. New!

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE				950,000					950,000
R/W									
CON								2,450,000	2,450,000
Total				950,000				2,450,000	3,400,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				841,035				2,168,985	3,010,020
Local Match				108,965				281,015	389,980
LSSRP Bond									
Local AC									
Total				950,000				2,450,000	3,400,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				841,035					841,035
Local Match				108,965					108,965
LSSRP Bond									
Local AC									
Total				950,000					950,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								2,168,985	2,168,985
Local Match								281,015	281,015
LSSRP Bond									
Local AC									
Total								2,450,000	2,450,000

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Ross 4355 BRIDGE NO. 27C0072, GLENWOOD AVE, OVER ROSS CREEK, IN THE CITY OF ROSS. Bridge rehabilitation Widen existing two-lane bridge to current standards (non-capacity increasing). Chien Wu, 3/22/2016 1:52:07 PM.

New!

Project #:

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE				675,000					675,000
R/W									
CON								1,708,000	1,708,000
Total				675,000				1,708,000	2,383,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				597,578				1,512,092	2,109,670
Local Match				77,423				195,908	273,330
LSSRP Bond									
Local AC									
Total				675,000				1,708,000	2,383,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				597,578					597,578
Local Match				77,423					77,423
LSSRP Bond									
Local AC									
Total				675,000					675,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,512,092	1,512,092
Local Match								195,908	195,908
LSSRP Bond									
Local AC									
Total								1,708,000	1,708,000

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Ross 3997 BRIDGE NO. 27C0074, WINSHIP ROAD OVER CORTE MADERA CREEK, IN THE CITY OF ROSS. Replace existing two-lane bridge with new two-lane bridge. 3/25/2014: Toll credits used for PE, R/W and CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	655,700								655,700
R/W					60,000				60,000
CON								1,613,640	1,613,640
Total	655,700				60,000			1,613,640	2,329,340
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	655,700				60,000			1,613,640	2,329,340
Local Match									
LSSRP Bond									
Local AC									
Total	655,700				60,000			1,613,640	2,329,340
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	655,700								655,700
Local Match									
LSSRP Bond									
Local AC									
Total	655,700								655,700
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					60,000				60,000
Local Match									
LSSRP Bond									
Local AC									
Total					60,000				60,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,613,640	1,613,640
Local Match									
LSSRP Bond									
Local AC									
Total								1,613,640	1,613,640

Project #: 5176(008)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Ross 4361 BRIDGE NO. 27C0078, SHADY LANE, OVER ROSS CREEK, NEAR LOCUST ST. Bridge Rehabilitation. Widen existing two-lane bridge to current standards (non-capacity increasing), Chien Wu, 3/25/2016 11:01:54 AM.

New!

Project #:

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE				675,000					675,000
R/W									
CON								1,708,000	1,708,000
Total				675,000				1,708,000	2,383,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				597,578				1,512,092	2,109,670
Local Match				77,423				195,908	273,330
LSSRP Bond									
Local AC									
Total				675,000				1,708,000	2,383,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				597,578					597,578
Local Match				77,423					77,423
LSSRP Bond									
Local AC									
Total				675,000					675,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,512,092	1,512,092
Local Match								195,908	195,908
LSSRP Bond									
Local AC									
Total								1,708,000	1,708,000

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Ross 4360 BRIDGE NO. 27C0149, NORWOOD AVE, OVER ROSS CREEK, 0.1 MI N SHADY LN IN ROSS. Bridge Rehabilitation. Widen existing two-lane bridge to current standards (non-capacity increasing), Chien Wu, 3/25/2016 10:52:20 AM. New!

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE				675,000					675,000
R/W									
CON								1,708,000	1,708,000
Total				675,000				1,708,000	2,383,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				597,578				1,512,092	2,109,670
Local Match				77,423				195,908	273,330
LSSRP Bond									
Local AC									
Total				675,000				1,708,000	2,383,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				597,578					597,578
Local Match				77,423					77,423
LSSRP Bond									
Local AC									
Total				675,000					675,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,512,092	1,512,092
Local Match								195,908	195,908
LSSRP Bond									
Local AC									
Total								1,708,000	1,708,000

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

San Anselmo 3906 BRIDGE NO. 27C0080, MADRONE AVE OVER SAN ANSELMO CR, IN SAN ANSELMO. Bridge replacement. Replace existing two lane bridge with two lane bridge widened to accommodate standard lanes, shoulders and sidewalks.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	664,000								664,000
R/W									
CON								1,751,400	1,751,400
Total	664,000							1,751,400	2,415,400
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	587,839							1,550,514	2,138,354
Local Match	76,161							200,886	277,046
LSSRP Bond									
Local AC									
Total	664,000							1,751,400	2,415,400
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	587,839								587,839
Local Match	76,161								76,161
LSSRP Bond									
Local AC									
Total	664,000								664,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,550,514	1,550,514
Local Match								200,886	200,886
LSSRP Bond									
Local AC									
Total								1,751,400	1,751,400

Project #: 5159(018)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

San Anselmo 3905 BRIDGE NO. 27C0153, NOKOMIS AVE OVER SAN ANSELMO CREEK, 300 N MADRONE AVE. Bridge Replacement. Replace existing two lane bridge with two lane bridge to accommodate standard lanes, shoulders and sidewalks. 2/15/2012: Toll Credits programmed for PE & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	670,000								670,000
R/W									
CON							1,726,200		1,726,200
Total	670,000						1,726,200		2,396,200
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	670,000						1,726,200		2,396,200
Local Match									
LSSRP Bond									
Local AC									
Total	670,000						1,726,200		2,396,200
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	670,000								670,000
Local Match									
LSSRP Bond									
Local AC									
Total	670,000								670,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							1,726,200		1,726,200
Local Match									
LSSRP Bond									
Local AC									
Total							1,726,200		1,726,200

Project #: 5159(017)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

San Anselmo 4044 BRIDGE NO. PM00090, Bridge Preventive Maintenance Program (BPMP) various bridges in the Town of San Anselmo. See Caltrans Local Assistance HBP website for backup list of projects.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			464,736						464,736
R/W									
CON						1,264,624			1,264,624
Total			464,736			1,264,624			1,729,360
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			411,431			1,119,572			1,531,002
Local Match			53,305			145,052			198,358
LSSRP Bond									
Local AC									
Total			464,736			1,264,624			1,729,360
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			411,431						411,431
Local Match			53,305						53,305
LSSRP Bond									
Local AC									
Total			464,736						464,736
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$						1,119,572			1,119,572
Local Match						145,052			145,052
LSSRP Bond									
Local AC									
Total						1,264,624			1,264,624

Project #: 5159(022)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

San Rafael 4272 BRIDGE NO. 27C0148, SOUTHRN HEIGHTS BL, OVER HILLSIDE, JCT MEYER RD IN SAN RAFAEL. Replace existing one-lane bridge with a new one-lane bridge. 3/4/2015: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			245,000						245,000
R/W					40,000				40,000
CON								1,332,000	1,332,000
Total			245,000		40,000			1,332,000	1,617,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			245,000		40,000			1,332,000	1,617,000
Local Match									
LSSRP Bond									
Local AC									
Total			245,000		40,000			1,332,000	1,617,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			245,000						245,000
Local Match									
LSSRP Bond									
Local AC									
Total			245,000						245,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					40,000				40,000
Local Match									
LSSRP Bond									
Local AC									
Total					40,000				40,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,332,000	1,332,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,332,000	1,332,000

Project #: 5043(038)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Calistoga 3986 BRIDGE NO. 21C0115, BERRY ST OVER NAPA RIVER, CALISTOGA. Replace two-lane bridge with new two-lane bridge. 9/26/2012: Toll Credits programmed for PE & CON. 9/27/2012: Toll credits used for R/W.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	319,000	205,390							524,390
R/W			164,000						164,000
CON					2,420,600				2,420,600
Total	319,000	205,390	164,000		2,420,600				3,108,990
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	319,000	205,390	164,000		2,420,600				3,108,990
Local Match									
LSSRP Bond									
Local AC									
Total	319,000	205,390	164,000		2,420,600				3,108,990
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	319,000	205,390							524,390
Local Match									
LSSRP Bond									
Local AC									
Total	319,000	205,390							524,390
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			164,000						164,000
Local Match									
LSSRP Bond									
Local AC									
Total			164,000						164,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					2,420,600				2,420,600
Local Match									
LSSRP Bond									
Local AC									
Total					2,420,600				2,420,600

Project #: 5061(007)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa 4210 BRIDGE NO. PM00111, Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Napa. See Caltrans Local Assistance HBP website for backup list of projects.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			79,855						79,855
R/W									
CON					361,947				361,947
Total			79,855		361,947				441,802
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			70,696		320,432				391,127
Local Match			9,159		41,515				50,675
LSSRP Bond									
Local AC									
Total			79,855		361,947				441,802
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			70,696						70,696
Local Match			9,159						9,159
LSSRP Bond									
Local AC									
Total			79,855						79,855
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					320,432				320,432
Local Match					41,515				41,515
LSSRP Bond									
Local AC									
Total					361,947				361,947

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa County 4063 BRIDGE NO. 21C0056, DRY CR RD OVER DRY CREEK, 0.8 MI W MT VEEDER RD. Replace existing 2-lane bridge with new 2-lane bridge plus realignment of roadway. 3/6/2013: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	379,500		420,500						800,000
R/W					250,000				250,000
CON							4,500,000		4,500,000
Total	379,500		420,500		250,000		4,500,000		5,550,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	379,500		420,500		250,000		4,500,000		5,550,000
Local Match									
LSSRP Bond									
Local AC									
Total	379,500		420,500		250,000		4,500,000		5,550,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	379,500		420,500						800,000
Local Match									
LSSRP Bond									
Local AC									
Total	379,500		420,500						800,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					250,000				250,000
Local Match									
LSSRP Bond									
Local AC									
Total					250,000				250,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							4,500,000		4,500,000
Local Match									
LSSRP Bond									
Local AC									
Total							4,500,000		4,500,000

Project #: 5921(061)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa County 817 BRIDGE NO. 21C0069, OAKVILLE CROSS RD, OVER NAPA RIVER, 0.5 MI N/E SR 29. Replace 2 lane bridge with new 2 lane bridge.
7/21/2011: Toll credits used for R/W. Toll credits used for CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	685,000		864,196						1,549,196
R/W									
CON		3,388,006	1,988,791						5,376,797
Total	685,000	3,388,006	2,852,987						6,925,993

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	548,000	3,388,006	2,680,148						6,616,154
Local Match	137,000		172,839						309,839
LSSRP Bond									
Local AC									
Total	685,000	3,388,006	2,852,987						6,925,993

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	548,000		691,357						1,239,357
Local Match	137,000		172,839						309,839
LSSRP Bond									
Local AC									
Total	685,000		864,196						1,549,196

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		3,388,006	1,988,791						5,376,797
Local Match									
LSSRP Bond									
Local AC									
Total		3,388,006	1,988,791						5,376,797

Project #: 5921(010)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa County 4066 BRIDGE NO. 21C0074, BERRYESSA-KNOXVILLE OVER ETICUERA CREEK, 7.8 MI N/O POPE CYN ROAD. Replace existing 2-lane bridge with new 2-lane bridge. 3/6/2013: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE							500,000		500,000
R/W								150,000	150,000
CON								3,000,000	3,000,000
Total							500,000	3,150,000	3,650,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							500,000	3,150,000	3,650,000
Local Match									
LSSRP Bond									
Local AC									
Total							500,000	3,150,000	3,650,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							500,000		500,000
Local Match									
LSSRP Bond									
Local AC									
Total							500,000		500,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								150,000	150,000
Local Match									
LSSRP Bond									
Local AC									
Total								150,000	150,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,000,000	3,000,000
Local Match									
LSSRP Bond									
Local AC									
Total								3,000,000	3,000,000

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa County 4068 BRIDGE NO. 21C0075, CHILES-POPE VLY RD OVER CHILES CREEK, 2.1 MI N OF S.R. 128. Replace existing 2-lane bridge with new 2-lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	81,500		668,500						750,000
R/W					50,000				50,000
CON								4,500,000	4,500,000
Total	81,500		668,500		50,000			4,500,000	5,300,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	72,152		591,823		44,265			3,983,850	4,692,090
Local Match	9,348		76,677		5,735			516,150	607,910
LSSRP Bond									
Local AC									
Total	81,500		668,500		50,000			4,500,000	5,300,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	72,152		591,823						663,975
Local Match	9,348		76,677						86,025
LSSRP Bond									
Local AC									
Total	81,500		668,500						750,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					44,265				44,265
Local Match					5,735				5,735
LSSRP Bond									
Local AC									
Total					50,000				50,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,983,850	3,983,850
Local Match								516,150	516,150
LSSRP Bond									
Local AC									
Total								4,500,000	4,500,000

Project #: 5921(060)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa County 4067 BRIDGE NO. 21C0077, CONN VALLEY RD OVER CONN CREEK, 4.1 MI E SILVERADO TRAIL. Replace existing 2-lane bridge with new 2-lane bridge. 3/6/2013: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE						500,000			500,000
R/W								150,000	150,000
CON								3,000,000	3,000,000
Total						500,000		3,150,000	3,650,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$						500,000		3,150,000	3,650,000
Local Match									
LSSRP Bond									
Local AC									
Total						500,000		3,150,000	3,650,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$						500,000			500,000
Local Match									
LSSRP Bond									
Local AC									
Total						500,000			500,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								150,000	150,000
Local Match									
LSSRP Bond									
Local AC									
Total								150,000	150,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,000,000	3,000,000
Local Match									
LSSRP Bond									
Local AC									
Total								3,000,000	3,000,000

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa County 4064 BRIDGE NO. 21C0088, SODA CYN RD OVER SODA CREEK, 3.1 MI N SILVERADO TRAIL. Replace existing 2-lane bridge with new 2-lane bridge. 3/6/2013: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE						500,000			500,000
R/W								150,000	150,000
CON								3,000,000	3,000,000
Total						500,000		3,150,000	3,650,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$						500,000		3,150,000	3,650,000
Local Match									
LSSRP Bond									
Local AC									
Total						500,000		3,150,000	3,650,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$						500,000			500,000
Local Match									
LSSRP Bond									
Local AC									
Total						500,000			500,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								150,000	150,000
Local Match									
LSSRP Bond									
Local AC									
Total								150,000	150,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,000,000	3,000,000
Local Match									
LSSRP Bond									
Local AC									
Total								3,000,000	3,000,000

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

Peninsula Joint Powers Board 2149 BRIDGE NO. 34C0051, CALTRAIN & UP RR OVER QUINT ST, BETW JERROLD/OAKDALE. Demolish existing bridge and replace with earth berm. LSSRP Seismic Retrofit (STP) participation.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE									
R/W									
CON								1,728,149	1,728,149
Total								1,728,149	1,728,149
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,529,930	1,529,930
Local Match									
LSSRP Bond								198,219	198,219
Local AC									
Total								1,728,149	1,728,149
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,529,930	1,529,930
Local Match									
LSSRP Bond								198,219	198,219
Local AC									
Total								1,728,149	1,728,149

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco 4004 BRIDGE NO. 34C0024, THIRD STREET OVER ISLAIS CREEK, JUST N/O CARGO WAY. Rehabilitate bridge. No added lane capacity. (High Cost Project agreement required)

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	3,400,000								3,400,000
R/W									
CON								20,000,000	20,000,000
Total	3,400,000							20,000,000	23,400,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	3,010,020							17,706,000	20,716,020
Local Match	389,980							2,294,000	2,683,980
LSSRP Bond									
Local AC									
Total	3,400,000							20,000,000	23,400,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	3,010,020								3,010,020
Local Match	389,980								389,980
LSSRP Bond									
Local AC									
Total	3,400,000								3,400,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								17,706,000	17,706,000
Local Match								2,294,000	2,294,000
LSSRP Bond									
Local AC									
Total								20,000,000	20,000,000

Project #: 5934(168)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County 4282 BRIDGE NO. 34C0025, THIRD ST OVER CHINA BASIN, S OF BERRY ST. Rehabilitate existing bridge, Work includes rehabilitating bridge deck and corroded members, painting, counterweight and fender pile repairs. (No added lane capacity). High Cost Project agreement needed for this project for construction to be moved into the FTIP.

Change!

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			750,000				2,979,212		3,729,212
R/W					350,000				350,000
CON								21,624,404	21,624,404
Total			750,000		350,000		2,979,212	21,624,404	25,703,616
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			663,975		309,855		2,637,496	19,144,085	22,755,411
Local Match			86,025		40,145		341,716	2,480,319	2,948,205
LSSRP Bond									
Local AC									
Total			750,000		350,000		2,979,212	21,624,404	25,703,616
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			663,975				2,637,496		3,301,471
Local Match			86,025				341,716		427,741
LSSRP Bond									
Local AC									
Total			750,000				2,979,212		3,729,212
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					309,855				309,855
Local Match					40,145				40,145
LSSRP Bond									
Local AC									
Total					350,000				350,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								19,144,085	19,144,085
Local Match								2,480,319	2,480,319
LSSRP Bond									
Local AC									
Total								21,624,404	21,624,404

Project #: 5934(177)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County Transportation Authority 3546 BRIDGE NO. 01CA0001, Adjacent to westbound on-ramp to SFOBB on the west side of Yerba Buena Island . Seismic Retrofit

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	247,337	99,992							347,329
R/W									
CON								771,325	771,325
Total	247,337	99,992						771,325	1,118,654
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	218,967	88,523						682,854	990,344
Local Match	28,370	11,469							39,839
LSSRP Bond								88,471	88,471
Local AC									
Total	247,337	99,992						771,325	1,118,654
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	218,967	88,523							307,490
Local Match	28,370	11,469							39,839
LSSRP Bond									
Local AC									
Total	247,337	99,992							347,329
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								682,854	682,854
Local Match									
LSSRP Bond								88,471	88,471
Local AC									
Total								771,325	771,325

Project #: 6272(024)

This project has been split out to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (TIP ID SF 070027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County Transportation Authority 3547 BRIDGE NO. 01CA0002, 01CA0003, and 01CA0006 Starting on the westbound I-80 on-ramp, 250' from entrance to SFOPB on the west side of Yerba Buena Island three bridges to be demolished and replace with retaining walls and roadway realignments for structure #2 and #6 and bridge replacement for structure #3.. Seismic Retrofit. High cost project agreement must be signed.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	4,271,570	5,999,830							10,271,400
R/W	550,000				300,000				850,000
CON					46,939,842				46,939,842
Total	4,821,570	5,999,830			47,239,842				58,061,242
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	4,268,536	5,311,649			265,590			41,555,842	51,401,618
Local Match	489,949	688,181			5,384,000			-5,384,000	1,178,130
LSSRP Bond	63,085				34,410			5,384,000	5,481,495
Local AC					41,555,842			-41,555,842	
Total	4,821,570	5,999,830			47,239,842				58,061,242
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	3,781,621	5,311,649							9,093,270
Local Match	489,949	688,181							1,178,130
LSSRP Bond									
Local AC									
Total	4,271,570	5,999,830							10,271,400
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	486,915				265,590				752,505
Local Match									
LSSRP Bond	63,085				34,410				97,495
Local AC									
Total	550,000				300,000				850,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								41,555,842	41,555,842
Local Match					5,384,000			-5,384,000	
LSSRP Bond								5,384,000	5,384,000
Local AC					41,555,842			-41,555,842	
Total					46,939,842				46,939,842

Project #: 6272(026)

This project has been split out to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (TIP ID SF-070027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County Transportation Authority 3549 Br No. 01CA0004, on Treasure Island Rd, 1640' West of SFOBB. Seismic Retrofit

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	609,325	184,833							794,158
R/W									
CON								4,129,621	4,129,621
Total	609,325	184,833						4,129,621	4,923,779
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	539,435	163,633						3,655,953	4,359,022
Local Match	69,890	21,200							91,090
LSSRP Bond		0						473,668	473,668
Local AC									
Total	609,325	184,833						4,129,621	4,923,779
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	539,435	163,633							703,068
Local Match	69,890	21,200							91,090
LSSRP Bond									
Local AC									
Total	609,325	184,833							794,158
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,655,953	3,655,953
Local Match									
LSSRP Bond								473,668	473,668
Local AC									
Total								4,129,621	4,129,621

Project #: 6272(028)

This project has been split out to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (TIP ID SF 070027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County Transportation Authority 3554 BRIDGE NO. 01CA0008, On Treasure Island Rd, 1450' West of SFOBB. Seismic Retrofit

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	274,355	29,956							304,311
R/W									
CON								679,438	679,438
Total	274,355	29,956						679,438	983,749
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	242,886	26,520						601,506	870,913
Local Match	31,469	3,436							34,904
LSSRP Bond								77,932	77,932
Local AC									
Total	274,355	29,956						679,438	983,749
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	242,886	26,520							269,407
Local Match	31,469	3,436							34,904
LSSRP Bond									
Local AC									
Total	274,355	29,956							304,311
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								601,506	601,506
Local Match									
LSSRP Bond								77,932	77,932
Local AC									
Total								679,438	679,438

Project #: 6272(032)

This project has been split out to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (TIP ID SF 070027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County Transportation Authority 3552 BRIDGE NO. 01CA007A, On Treasure Island Rd, 1000' West of SFOBB. Seismic Retrofit

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	169,797	6,127							175,924
R/W									
CON								312,850	312,850
Total	169,797	6,127						312,850	488,774
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	150,321	5,424						276,966	432,712
Local Match	19,476	703							20,178
LSSRP Bond		0						35,884	35,884
Local AC									
Total	169,797	6,127						312,850	488,774
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	150,321	5,424							155,746
Local Match	19,476	703							20,178
LSSRP Bond									
Local AC									
Total	169,797	6,127							175,924
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								276,966	276,966
Local Match									
LSSRP Bond								35,884	35,884
Local AC									
Total								312,850	312,850

Project #: 6272(030)

This project has been split out to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (TIP ID SF 070027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County Transportation Authority 3553 BRIDGE NO. 01CA007B, On Treasure Island Rd, 1300' West of SFOBB. Seismic Retrofit

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	215,930	26,333							242,263
R/W									
CON								507,328	507,328
Total	215,930	26,333						507,328	749,591
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	191,163	23,313						449,137	663,613
Local Match	24,767	3,020							27,788
LSSRP Bond								58,191	58,191
Local AC									
Total	215,930	26,333						507,328	749,591
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	191,163	23,313							214,475
Local Match	24,767	3,020							27,788
LSSRP Bond									
Local AC									
Total	215,930	26,333							242,263
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								449,137	449,137
Local Match									
LSSRP Bond								58,191	58,191
Local AC									
Total								507,328	507,328

Project #: 6272(031)

This project has been split out to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (TIP ID SF 070027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Half Moon Bay 3561 BRIDGE NO. 35C0025, MAIN ST OVER PILARCITOS CREEK, 0.25 MI S/O S.H. 92. Replace existing 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	1,351,800								1,351,800
R/W					200,000				200,000
CON								6,310,000	6,310,000
Total	1,351,800				200,000			6,310,000	7,861,800
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,196,749				177,060			5,586,243	6,960,052
Local Match	155,051				22,940			723,757	901,748
LSSRP Bond									
Local AC									
Total	1,351,800				200,000			6,310,000	7,861,800
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,196,749								1,196,749
Local Match	155,051								155,051
LSSRP Bond									
Local AC									
Total	1,351,800								1,351,800
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					177,060				177,060
Local Match					22,940				22,940
LSSRP Bond									
Local AC									
Total					200,000				200,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								5,586,243	5,586,243
Local Match								723,757	723,757
LSSRP Bond									
Local AC									
Total								6,310,000	6,310,000

Project #: 5357(006)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Redwood City 3617 BRIDGE NO. 35C0074L, BRIDGE DR PARKWAY OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PKWY. Preventive Maintenance.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	75,000								75,000
R/W									
CON								244,300	244,300
Total	75,000							244,300	319,300
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	66,398							216,279	282,676
Local Match	8,603							28,021	36,624
LSSRP Bond									
Local AC									
Total	75,000							244,300	319,300
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	66,398								66,398
Local Match	8,603								8,603
LSSRP Bond									
Local AC									
Total	75,000								75,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								216,279	216,279
Local Match								28,021	28,021
LSSRP Bond									
Local AC									
Total								244,300	244,300

Project #: 5029(024)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Redwood City 3618 BRIDGE NO. 35C0074R, BRIDGE DR PARKWAY OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PKWY. Preventive Maintenance.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	75,000								75,000
R/W									
CON								244,300	244,300
Total	75,000							244,300	319,300
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	66,398							216,279	282,676
Local Match	8,603							28,021	36,624
LSSRP Bond									
Local AC									
Total	75,000							244,300	319,300
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	66,398								66,398
Local Match	8,603								8,603
LSSRP Bond									
Local AC									
Total	75,000								75,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								216,279	216,279
Local Match								28,021	28,021
LSSRP Bond									
Local AC									
Total								244,300	244,300

Project #: 5029(025)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Redwood City 3398 PM00029, Planning of the bridge preventive maintenance program by Redwood City. (PLANNING ONLY - for developing projects lists - NOT for project development.)

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	30,000								30,000
R/W									
CON									
Total	30,000								30,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	26,559								26,559
Local Match	3,441								3,441
LSSRP Bond									
Local AC									
Total	30,000								30,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	26,559								26,559
Local Match	3,441								3,441
LSSRP Bond									
Local AC									
Total	30,000								30,000

Project #: 5029(027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Redwood City 4018 BRIDGE NO. PM00082, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Redwood City. See Caltrans Local Assistance HBP website for backup list of projects.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	26,250								26,250
R/W									
CON				78,750					78,750
Total	26,250			78,750					105,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	23,239			69,717					92,957
Local Match	3,011			9,033					12,044
LSSRP Bond									
Local AC									
Total	26,250			78,750					105,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	23,239								23,239
Local Match	3,011								3,011
LSSRP Bond									
Local AC									
Total	26,250								26,250
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				69,717					69,717
Local Match				9,033					9,033
LSSRP Bond									
Local AC									
Total				78,750					78,750

Project #: 5029(032)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

San Mateo 3428 BRIDGE NO. 35C0077, BERMUDA DR, OVER FIESTA CHANNEL, SOUTH OF FIESTA DRIVE. Bridge Rehabilitation. No added lane capacity.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	698,125								698,125
R/W									
CON								1,680,000	1,680,000
Total	698,125							1,680,000	2,378,125
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	618,050							1,487,304	2,105,354
Local Match	80,075							192,696	272,771
LSSRP Bond									
Local AC									
Total	698,125							1,680,000	2,378,125
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	618,050								618,050
Local Match	80,075								80,075
LSSRP Bond									
Local AC									
Total	698,125								698,125
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,487,304	1,487,304
Local Match								192,696	192,696
LSSRP Bond									
Local AC									
Total								1,680,000	1,680,000

Project #: 5102(033)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

San Mateo County 3464 BRIDGE NO. 35C0043, SKYLINE BLVD, OVER CRYSTAL SPRINGS DAM/SM C, 0.2 MI S CRYSTAL SPRNG RD. Construct replacement bridge. No added lane capacity. 6/6/2011: Toll credits used for PE & Con.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	114,404								114,404
R/W									
CON		13,000,000							13,000,000
Total	114,404	13,000,000							13,114,404

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	114,404	3,000,000	10,000,000						13,114,404
Local Match									
LSSRP Bond									
Local AC		10,000,000	-10,000,000						
Total	114,404	13,000,000							13,114,404

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	114,404								114,404
Local Match									
LSSRP Bond									
Local AC									
Total	114,404								114,404

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		3,000,000	10,000,000						13,000,000
Local Match									
LSSRP Bond									
Local AC		10,000,000	-10,000,000						
Total		13,000,000							13,000,000

Project #: 5935(053)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

San Mateo County 3466 PM00041, Bridge Preventive Maintenance Program, various locations within the County of San Mateo. See Caltrans Local Assistance HBP website for backup list of bridges.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	100,000	61,020							161,020
R/W									
CON				712,500					712,500
Total	100,000	61,020		712,500					873,520

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	88,530	54,021		630,776					773,327
Local Match	11,470	6,999		81,724					100,193
LSSRP Bond									
Local AC									
Total	100,000	61,020		712,500					873,520

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	88,530	54,021							142,551
Local Match	11,470	6,999							18,469
LSSRP Bond									
Local AC									
Total	100,000	61,020							161,020

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				630,776					630,776
Local Match				81,724					81,724
LSSRP Bond									
Local AC									
Total				712,500					712,500

Project #:

5935(062)
5935(069)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

San Mateo County 3921 BRIDGE NO. PM00067, Bridge Preventive Maintenance Program, various locations in San Mateo County. See Caltrans Local Assistance HBP web site for for backup list of bridges.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	Project #:
PE		119,000							119,000	
R/W										
CON				391,000					391,000	
Total		119,000		391,000					510,000	
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$		105,351		346,152					451,503	
Local Match		13,649		44,848					58,497	
LSSRP Bond										
Local AC										
Total		119,000		391,000					510,000	
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$		105,351							105,351	
Local Match		13,649							13,649	
LSSRP Bond										
Local AC										
Total		119,000							119,000	
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total	
Fed \$				346,152					346,152	
Local Match				44,848					44,848	
LSSRP Bond										
Local AC										
Total				391,000					391,000	

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

South San Francisco 3573 BRIDGE NO. 35C0044, S AIRPORT BLVD OVER SAN BRUNO CANAL, NORTH OF NORTH ACCESS RD. Replace existing 7 lane bridge with new 7 lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	407,500		125,000						532,500
R/W			80,000						80,000
CON					4,080,000				4,080,000
Total	407,500		205,000		4,080,000				4,692,500
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	360,760		181,487		3,612,024				4,154,270
Local Match	46,740		23,514		467,976				538,230
LSSRP Bond									
Local AC									
Total	407,500		205,000		4,080,000				4,692,500
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	360,760		110,663						471,422
Local Match	46,740		14,338						61,078
LSSRP Bond									
Local AC									
Total	407,500		125,000						532,500
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			70,824						70,824
Local Match			9,176						9,176
LSSRP Bond									
Local AC									
Total			80,000						80,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					3,612,024				3,612,024
Local Match					467,976				467,976
LSSRP Bond									
Local AC									
Total					4,080,000				4,080,000

Project #: 5177(030)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Woodside 3790 BRIDGE NO. 35C0055, PORTOLA RD OVER ALEMBIQUE CR, 0.25 MI E OF SH 84. Replace existing two lane bridge with two lane bridge to accomodate standard lanes and shoulders.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	188,760		250,000						438,760
R/W					30,000				30,000
CON								1,057,056	1,057,056
Total	188,760		250,000		30,000			1,057,056	1,525,816

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	167,109		221,325		26,559			935,812	1,350,805
Local Match	21,651		28,675		3,441			121,244	175,011
LSSRP Bond									
Local AC									
Total	188,760		250,000		30,000			1,057,056	1,525,816

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	167,109		221,325						388,434
Local Match	21,651		28,675						50,326
LSSRP Bond									
Local AC									
Total	188,760		250,000						438,760

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					26,559				26,559
Local Match					3,441				3,441
LSSRP Bond									
Local AC									
Total					30,000				30,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								935,812	935,812
Local Match								121,244	121,244
LSSRP Bond									
Local AC									
Total								1,057,056	1,057,056

Project #: 5333(012)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Woodside 3793 BRIDGE NO. 35C0122, MOUNTAIN HOME RD OVER BEAR CREEK, 0.3 MI S OF S.H. 84. Rehabilitate bridge, widen to accommodate standard lanes and shoulders. No added lane capacity.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	107,428		300,000						407,428
R/W					20,000				20,000
CON								601,600	601,600
Total	107,428		300,000		20,000			601,600	1,029,028
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	95,106		265,590		17,706			532,596	910,998
Local Match	12,322		34,410		2,294			69,004	118,030
LSSRP Bond									
Local AC									
Total	107,428		300,000		20,000			601,600	1,029,028
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	95,106		265,590						360,696
Local Match	12,322		34,410						46,732
LSSRP Bond									
Local AC									
Total	107,428		300,000						407,428
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					17,706				17,706
Local Match					2,294				2,294
LSSRP Bond									
Local AC									
Total					20,000				20,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								532,596	532,596
Local Match								69,004	69,004
LSSRP Bond									
Local AC									
Total								601,600	601,600

Project #: 5333(013)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Woodside 3791 BRIDGE NO. 35C0123, KINGS MOUNTAIN RD OVER WEST UNION CREEK, 0.05 MI E TRIPP RD. Rehabilitate bridge, widen to accommodate standard lanes, shoulders and bike lane. No added lane capacity

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	135,090		280,000						415,090
R/W					20,000				20,000
CON								756,290	756,290
Total	135,090		280,000		20,000			756,290	1,191,380
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	119,595		247,884		17,706			669,544	1,054,729
Local Match	15,495		32,116		2,294			86,746	136,651
LSSRP Bond									
Local AC									
Total	135,090		280,000		20,000			756,290	1,191,380
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	119,595		247,884						367,479
Local Match	15,495		32,116						47,611
LSSRP Bond									
Local AC									
Total	135,090		280,000						415,090
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					17,706				17,706
Local Match					2,294				2,294
LSSRP Bond									
Local AC									
Total					20,000				20,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								669,544	669,544
Local Match								86,746	86,746
LSSRP Bond									
Local AC									
Total								756,290	756,290

Project #: 5333(014)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Woodside 4291 BRIDGE NO. 35C0190, OLD LA HONDA ROAD OVER DRAINAGE SWALE, 0.1 MI. W. OF PORTOLA RD. Replace existing two-lane bridge with a new two-lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			310,000						310,000
R/W					100,000				100,000
CON								835,000	835,000
Total			310,000		100,000			835,000	1,245,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			274,443		88,530			739,226	1,102,199
Local Match			35,557		11,470			95,775	142,802
LSSRP Bond									
Local AC									
Total			310,000		100,000			835,000	1,245,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			274,443						274,443
Local Match			35,557						35,557
LSSRP Bond									
Local AC									
Total			310,000						310,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					88,530				88,530
Local Match					11,470				11,470
LSSRP Bond									
Local AC									
Total					100,000				100,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								739,226	739,226
Local Match								95,775	95,775
LSSRP Bond									
Local AC									
Total								835,000	835,000

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Cupertino 4309 BRIDGE NO. PM00132, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Cupertino. See Caltrans Local Assistance HBP web site for backup list of bridges.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			161,500						161,500
R/W									
CON					483,650				483,650
Total			161,500		483,650				645,150
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			142,976		428,175				571,151
Local Match			18,524		55,475				73,999
LSSRP Bond									
Local AC									
Total			161,500		483,650				645,150
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			142,976						142,976
Local Match			18,524						18,524
LSSRP Bond									
Local AC									
Total			161,500						161,500
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					428,175				428,175
Local Match					55,475				55,475
LSSRP Bond									
Local AC									
Total					483,650				483,650

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Gilroy 4200 BRIDGE NO. PM00109, Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Gilroy. See Caltrans Local Assistance HBP website for backup list of projects.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			28,000						28,000
R/W									
CON					128,800				128,800
Total			28,000		128,800				156,800
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			24,788		114,027				138,815
Local Match			3,212		14,773				17,985
LSSRP Bond									
Local AC									
Total			28,000		128,800				156,800
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			24,788						24,788
Local Match			3,212						3,212
LSSRP Bond									
Local AC									
Total			28,000						28,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					114,027				114,027
Local Match					14,773				14,773
LSSRP Bond									
Local AC									
Total					128,800				128,800

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Los Altos 1596 BRIDGE NO. 37C0115, FREMONT AVENUE, OVER PERMANENTE CREEK, NEAR FOOTHILL EXPWY. Project scope has changed to replacement since it is more cost effective. Existing 2-lane bridge will be replace with new 2-lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	486,000								486,000
R/W									
CON		1,675,000	825,613						2,500,613
Total	486,000	1,675,000	825,613						2,986,613

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	388,800	1,482,878	730,915						2,602,593
Local Match	97,200	192,123	94,698						384,020
LSSRP Bond									
Local AC									
Total	486,000	1,675,000	825,613						2,986,613

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	388,800								388,800
Local Match	97,200								97,200
LSSRP Bond									
Local AC									
Total	486,000								486,000

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		1,482,878	730,915						2,213,793
Local Match		192,123	94,698						286,820
LSSRP Bond									
Local AC									
Total		1,675,000	825,613						2,500,613

Project #: 5309(004)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Palo Alto 3722 BRIDGE NO. 37C0223, NEWELL RD OVER SAN FRANCISQUITO CR, NEAR WOODLAND AVE. Replace existing two-lane bridge with a new two-lane bridge conforming to current standards.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	689,265	485,544							1,174,809
R/W					113,000				113,000
CON								3,221,940	3,221,940
Total	689,265	485,544			113,000			3,221,940	4,509,749

Project #:

5100(017)

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	610,206	429,852			100,039			2,852,383	3,992,481
Local Match	79,059	55,692	0		12,961			369,557	517,268
LSSRP Bond									
Local AC									
Total	689,265	485,544			113,000			3,221,940	4,509,749

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	610,206	429,852							1,040,058
Local Match	79,059	55,692							134,751
LSSRP Bond									
Local AC									
Total	689,265	485,544							1,174,809

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					100,039				100,039
Local Match					12,961				12,961
LSSRP Bond									
Local AC									
Total					113,000				113,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								2,852,383	2,852,383
Local Match			0					369,557	369,557
LSSRP Bond									
Local AC									
Total								3,221,940	3,221,940

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

San Jose 3330 BRIDGE NO. 37C0033, SANTA CLARA ST, OVER COYOTE CREEK, 0.8 MI W OF SH 101. Replace existing 4 lane bridge with new 4 lane bridge

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	50,000		835,000						885,000
R/W									
CON								4,424,000	4,424,000
Total	50,000		835,000					4,424,000	5,309,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	44,265		739,226					3,916,567	4,700,058
Local Match	5,735		95,775					507,433	608,942
LSSRP Bond									
Local AC									
Total	50,000		835,000					4,424,000	5,309,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	44,265		739,226						783,491
Local Match	5,735		95,775						101,510
LSSRP Bond									
Local AC									
Total	50,000		835,000						885,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,916,567	3,916,567
Local Match								507,433	507,433
LSSRP Bond									
Local AC									
Total								4,424,000	4,424,000

Project #: 5005(089)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

San Jose 3429 BRIDGE NO. 37C0757, NOBEL AVE, OVER PENITENCIA CREEK, PENITENCIA CREEK RD. Replace existing 2 lane bridge with new 2 lane bridge 4/5/2010: Toll Credits programmed for PE & Con.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			450,000						450,000
R/W									
CON								1,856,250	1,856,250
Total			450,000					1,856,250	2,306,250
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			450,000					1,856,250	2,306,250
Local Match									
LSSRP Bond									
Local AC									
Total			450,000					1,856,250	2,306,250
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			450,000						450,000
Local Match									
LSSRP Bond									
Local AC									
Total			450,000						450,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,856,250	1,856,250
Local Match									
LSSRP Bond									
Local AC									
Total								1,856,250	1,856,250

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 3477 BRIDGE NO. 37C0028, CURTNER AVE, OVER CURTNER AVE, AT CURTNER AVE. Bridge preventive maintenance. No added capacity.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	70,000								70,000
R/W									
CON			294,583						294,583
Total	70,000		294,583						364,583

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	61,971		260,794						322,765
Local Match	8,029		33,789						41,818
LSSRP Bond									
Local AC									
Total	70,000		294,583						364,583

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	61,971								61,971
Local Match	8,029								8,029
LSSRP Bond									
Local AC									
Total	70,000								70,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			260,794						260,794
Local Match			33,789						33,789
LSSRP Bond									
Local AC									
Total			294,583						294,583

Project #: 5937(155)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 3478 BRIDGE NO. 37C0053, SAN TOMAS EXPWY, OVER LOS GATOS CREEK, 0.01 MI N SH 17. Bridge preventive maintenance. No added capacity.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	145,000								145,000
R/W									
CON			1,888,317						1,888,317
Total	145,000		1,888,317						2,033,317
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	128,369		1,671,727						1,800,096
Local Match	16,632		216,590						233,221
LSSRP Bond									
Local AC									
Total	145,000		1,888,317						2,033,317
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	128,369								128,369
Local Match	16,632								16,632
LSSRP Bond									
Local AC									
Total	145,000								145,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			1,671,727						1,671,727
Local Match			216,590						216,590
LSSRP Bond									
Local AC									
Total			1,888,317						1,888,317

Project #: 5937(156)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 3480 BRIDGE NO. 37C0081, CENTRAL EXPRESSWAY, OVER SAN TOMAS EXPWY, AT SAN TOMAS EXPWY. Bridge preventive maintenance. No added capacity.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	60,000								60,000
R/W									
CON			114,850						114,850
Total	60,000		114,850						174,850
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	53,118		101,677						154,795
Local Match	6,882		13,173						20,055
LSSRP Bond									
Local AC									
Total	60,000		114,850						174,850
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	53,118								53,118
Local Match	6,882								6,882
LSSRP Bond									
Local AC									
Total	60,000								60,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			101,677						101,677
Local Match			13,173						13,173
LSSRP Bond									
Local AC									
Total			114,850						114,850

Project #: 5937(158)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 1710 BRIDGE NO. 37C0094, UVAS RD, OVER UVAS CREEK, 0.6 MI S/O CROY RD. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	750,000		350,000						1,100,000
R/W			60,000						60,000
CON								4,894,485	4,894,485
Total	750,000		410,000					4,894,485	6,054,485
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	663,975		362,973					4,333,088	5,360,036
Local Match	86,025		47,027					561,397	694,449
LSSRP Bond									
Local AC									
Total	750,000		410,000					4,894,485	6,054,485
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	663,975		309,855						973,830
Local Match	86,025		40,145						126,170
LSSRP Bond									
Local AC									
Total	750,000		350,000						1,100,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			53,118						53,118
Local Match			6,882						6,882
LSSRP Bond									
Local AC									
Total			60,000						60,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								4,333,088	4,333,088
Local Match								561,397	561,397
LSSRP Bond									
Local AC									
Total								4,894,485	4,894,485

Project #: 5937(123)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 1711 BRIDGE NO. 37C0095, UVAS RD, OVER LITTLE UVAS CREEK, 0.2 MI N/O CROY RD. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	1,105,000		545,000						1,650,000
R/W			40,000						40,000
CON								9,900,000	9,900,000
Total	1,105,000		585,000					9,900,000	11,590,000

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	978,257		517,901					8,764,470	10,260,627
Local Match	126,744		67,100					1,135,530	1,329,373
LSSRP Bond									
Local AC									
Total	1,105,000		585,000					9,900,000	11,590,000

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	978,257		482,489						1,460,745
Local Match	126,744		62,512						189,255
LSSRP Bond									
Local AC									
Total	1,105,000		545,000						1,650,000

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			35,412						35,412
Local Match			4,588						4,588
LSSRP Bond									
Local AC									
Total			40,000						40,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								8,764,470	8,764,470
Local Match								1,135,530	1,135,530
LSSRP Bond									
Local AC									
Total								9,900,000	9,900,000

Project #: 5937(124)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 1709 BRIDGE NO. 37C0096, UVAS RD, OVER LLAGAS CREEK, 1.0 MI N/O OAK GLEN AV. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	790,000		390,000						1,180,000
R/W		60,000	240,000						300,000
CON								4,400,000	4,400,000
Total	790,000	60,000	630,000					4,400,000	5,880,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	699,387	53,118	557,739					3,895,320	5,205,564
Local Match	90,613	6,882	72,261					504,680	674,436
LSSRP Bond									
Local AC									
Total	790,000	60,000	630,000					4,400,000	5,880,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	699,387		345,267						1,044,654
Local Match	90,613		44,733						135,346
LSSRP Bond									
Local AC									
Total	790,000		390,000						1,180,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		53,118	212,472						265,590
Local Match		6,882	27,528						34,410
LSSRP Bond									
Local AC									
Total		60,000	240,000						300,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,895,320	3,895,320
Local Match								504,680	504,680
LSSRP Bond									
Local AC									
Total								4,400,000	4,400,000

Project #: 5937(106)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 1221 BRIDGE NO. 37C0159, ALAMITOS RD, OVER ALAMITOS CREEK, 0.8 MI S OF ALMADEN. Replace 2 lane bridge with new 2 lane bridge.
4/5/2010: Toll Credits programmed for R/W & Con.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	930,000								930,000
R/W		200,000							200,000
CON				5,195,264					5,195,264
Total	930,000	200,000		5,195,264					6,325,264

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	744,000	200,000		5,195,264					6,139,264
Local Match	186,000								186,000
LSSRP Bond									
Local AC									
Total	930,000	200,000		5,195,264					6,325,264

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	744,000								744,000
Local Match	186,000								186,000
LSSRP Bond									
Local AC									
Total	930,000								930,000

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		200,000							200,000
Local Match									
LSSRP Bond									
Local AC									
Total		200,000							200,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$				5,195,264					5,195,264
Local Match									
LSSRP Bond									
Local AC									
Total				5,195,264					5,195,264

Project #: 5937(058)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 189 BRIDGE NO. 37C0172, NEW AVE, OVER RED FOX CREEK, 1.6 MI N LEAVESLY ROAD. Bridge Replacement 4/5/2010: Toll Credits programmed for PE & Con. 10/3/2011: Toll credits used for R/W. Replace two-lane with two-lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	500,000		250,000						750,000
R/W					25,000				25,000
CON								3,800,000	3,800,000
Total	500,000		250,000		25,000			3,800,000	4,575,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	500,000		250,000		25,000			3,800,000	4,575,000
Local Match									
LSSRP Bond									
Local AC									
Total	500,000		250,000		25,000			3,800,000	4,575,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	500,000		250,000						750,000
Local Match									
LSSRP Bond									
Local AC									
Total	500,000		250,000						750,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					25,000				25,000
Local Match									
LSSRP Bond									
Local AC									
Total					25,000				25,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,800,000	3,800,000
Local Match									
LSSRP Bond									
Local AC									
Total								3,800,000	3,800,000

Project #: 5937(182)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 3481 BRIDGE NO. 37C0182, CENTRAL EXPWY, OVER WOLFE ROAD, CENTRAL EXPRESSWAY. Bridge preventive maintenance. No added capacity.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	60,000								60,000
R/W									
CON			36,200						36,200
Total	60,000		36,200						96,200

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	53,118		32,048						85,166
Local Match	6,882		4,152						11,034
LSSRP Bond									
Local AC									
Total	60,000		36,200						96,200

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	53,118								53,118
Local Match	6,882								6,882
LSSRP Bond									
Local AC									
Total	60,000								60,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			32,048						32,048
Local Match			4,152						4,152
LSSRP Bond									
Local AC									
Total			36,200						36,200

Project #: 5937(159)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 3482 BRIDGE NO. 37C0198, LAWRENCE EXPWY, OVER SP/UP FRENCH ST SANZENO, 0.25 MI SOUTH KIFER RD. Bridge preventive maintenance. No added capacity.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	100,000								100,000
R/W									
CON			1,085,260						1,085,260
Total	100,000		1,085,260						1,185,260
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	88,530		960,781						1,049,311
Local Match	11,470	0	124,479						135,949
LSSRP Bond									
Local AC									
Total	100,000		1,085,260						1,185,260
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	88,530								88,530
Local Match	11,470								11,470
LSSRP Bond									
Local AC									
Total	100,000								100,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			960,781						960,781
Local Match		0	124,479						124,479
LSSRP Bond									
Local AC									
Total			1,085,260						1,085,260

Project #: 5937(160)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 3483 BRIDGE NO. 37C0346, JUNIPERO SERRA BLD, OVER SAN FRANCISQUITO CREEK, WEST OF ALPINE ROAD. Bridge preventive maintenance. No added capacity.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	60,000								60,000
R/W									
CON			221,505						221,505
Total	60,000		221,505						281,505
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	53,118		196,098						249,216
Local Match	6,882		25,407						32,289
LSSRP Bond									
Local AC									
Total	60,000		221,505						281,505
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	53,118								53,118
Local Match	6,882								6,882
LSSRP Bond									
Local AC									
Total	60,000								60,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			196,098						196,098
Local Match	0		25,407						25,407
LSSRP Bond									
Local AC									
Total			221,505						221,505

Project #:
5937(161)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4300 BRIDGE NO. 37C0501, ALAMITOS RD OVER HERBERT CREEK, 0.7 MI W OF HICKS RD. Replace existing one-lane bridge with a new two-lane bridge (non-capacity increasing), 9/28/2015: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			730,000						730,000
R/W					25,000				25,000
CON						3,236,083			3,236,083
Total			730,000		25,000	3,236,083			3,991,083
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			730,000		25,000	3,236,083			3,991,083
Local Match									
LSSRP Bond									
Local AC									
Total			730,000		25,000	3,236,083			3,991,083
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			730,000						730,000
Local Match									
LSSRP Bond									
Local AC									
Total			730,000						730,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					25,000				25,000
Local Match									
LSSRP Bond									
Local AC									
Total					25,000				25,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$						3,236,083			3,236,083
Local Match									
LSSRP Bond									
Local AC									
Total						3,236,083			3,236,083

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4280 BRIDGE NO. 37C0502, ALAMITOS RD OVER HERBERT CREEK, 0.9 MI SW OF JCT HICKS RD. Replace existing one-lane bridge with a new two-lane bridge.(non capacity increasing) 10/20/2015: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			600,000						600,000
R/W					35,000				35,000
CON								3,013,020	3,013,020
Total			600,000		35,000			3,013,020	3,648,020
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			600,000		35,000			3,013,020	3,648,020
Local Match									
LSSRP Bond									
Local AC									
Total			600,000		35,000			3,013,020	3,648,020
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			600,000						600,000
Local Match									
LSSRP Bond									
Local AC									
Total			600,000						600,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					35,000				35,000
Local Match									
LSSRP Bond									
Local AC									
Total					35,000				35,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,013,020	3,013,020
Local Match									
LSSRP Bond									
Local AC									
Total								3,013,020	3,013,020

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4281 BRIDGE NO. 37C0503, ALAMITOS RD OVER HERBERT CREEK, 1.1 MI SW JET OF HICK RD. Replace existing one-lane bridge with a new two-lane bridge, (not capacity increasing) 10/20/2015: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			600,000						600,000
R/W					40,000				40,000
CON								3,024,220	3,024,220
Total			600,000		40,000			3,024,220	3,664,220
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			600,000		40,000			3,024,220	3,664,220
Local Match									
LSSRP Bond									
Local AC									
Total			600,000		40,000			3,024,220	3,664,220
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			600,000						600,000
Local Match									
LSSRP Bond									
Local AC									
Total			600,000						600,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					40,000				40,000
Local Match									
LSSRP Bond									
Local AC									
Total					40,000				40,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,024,220	3,024,220
Local Match									
LSSRP Bond									
Local AC									
Total								3,024,220	3,024,220

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4277 BRIDGE NO. 37C0506, ALDERCROFT HTS RD OVER HOOKER CREEK, 2.12 MI S LOS GATOS SC RD. Replace existing one-lane bridge with a new two-lane bridge, (not capacity increasing) 10/20/2015: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			600,000						600,000
R/W					50,000				50,000
CON								3,181,000	3,181,000
Total			600,000		50,000			3,181,000	3,831,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			600,000		50,000			3,181,000	3,831,000
Local Match									
LSSRP Bond									
Local AC									
Total			600,000		50,000			3,181,000	3,831,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			600,000						600,000
Local Match									
LSSRP Bond									
Local AC									
Total			600,000						600,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					50,000				50,000
Local Match									
LSSRP Bond									
Local AC									
Total					50,000				50,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,181,000	3,181,000
Local Match									
LSSRP Bond									
Local AC									
Total								3,181,000	3,181,000

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4276 BRIDGE NO. 37C0507, ALDERCROFT HTS RD OVER LOS GATOS CREEK, 2.12 MI S LOS GATOS SC RD. Replace existing one-lane bridge to a new two-lane bridge,(not capacity increasing) 10/20/2015: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			600,000						600,000
R/W					50,000				50,000
CON								3,645,000	3,645,000
Total			600,000		50,000			3,645,000	4,295,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			600,000		50,000			3,645,000	4,295,000
Local Match									
LSSRP Bond									
Local AC									
Total			600,000		50,000			3,645,000	4,295,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			600,000						600,000
Local Match									
LSSRP Bond									
Local AC									
Total			600,000						600,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					50,000				50,000
Local Match									
LSSRP Bond									
Local AC									
Total					50,000				50,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,645,000	3,645,000
Local Match									
LSSRP Bond									
Local AC									
Total								3,645,000	3,645,000

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4275 BRIDGE NO. 37C0508, ALDERCROFT HTS RD OVER LOS GATOS CREEK, 2.38 MI S LOS GATOS SC RD. Replace existing one-lane bridge with a new two-lane bridge, (not capacity increasing) 10/20/2015: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			600,000						600,000
R/W					50,000				50,000
CON								4,000,000	4,000,000
Total			600,000		50,000			4,000,000	4,650,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			600,000		50,000			4,000,000	4,650,000
Local Match									
LSSRP Bond									
Local AC									
Total			600,000		50,000			4,000,000	4,650,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			600,000						600,000
Local Match									
LSSRP Bond									
Local AC									
Total			600,000						600,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					50,000				50,000
Local Match									
LSSRP Bond									
Local AC									
Total					50,000				50,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								4,000,000	4,000,000
Local Match									
LSSRP Bond									
Local AC									
Total								4,000,000	4,000,000

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4278 BRIDGE NO. 37C0515, BERTRAM RD OVER ALAMITOS CREEK, NEAR ALMADEN RD. Replace existing one-lane bridge with a new two-lane bridge, (not capacity increasing) 10/20/2015: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			650,000						650,000
R/W					50,000				50,000
CON								4,300,000	4,300,000
Total			650,000		50,000			4,300,000	5,000,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			650,000		50,000			4,300,000	5,000,000
Local Match									
LSSRP Bond									
Local AC									
Total			650,000		50,000			4,300,000	5,000,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			650,000						650,000
Local Match									
LSSRP Bond									
Local AC									
Total			650,000						650,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					50,000				50,000
Local Match									
LSSRP Bond									
Local AC									
Total					50,000				50,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								4,300,000	4,300,000
Local Match									
LSSRP Bond									
Local AC									
Total								4,300,000	4,300,000

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 1378 BRIDGE NO. 37C0574, STEVENS CYN RD, OVER STEVENS CREEK, 2.5 MI SW/O MT EDEN RD. Replace 2 lane bridge with new 2 lane bridge. 4/1/2010: Toll Credits programmed for R/W, & Con.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	600,000								600,000
R/W									
CON		2,321,600							2,321,600
Total	600,000	2,321,600							2,921,600

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	531,180	2,321,600							2,852,780
Local Match	68,820								68,820
LSSRP Bond									
Local AC									
Total	600,000	2,321,600							2,921,600

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	531,180								531,180
Local Match	68,820								68,820
LSSRP Bond									
Local AC									
Total	600,000								600,000

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		2,321,600							2,321,600
Local Match									
LSSRP Bond									
Local AC									
Total		2,321,600							2,321,600

Project #: 5937(107)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 1377 BRIDGE NO. 37C0575, STEVENS CYN RD, OVER STEVENS CREEK, 2.7 MI SW/O MT EDEN RD. Replace 2 lane bridge with new 2 lane bridge. 4/1/2010: Toll Credits programmed for R/W, & Con.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	600,000								600,000
R/W									
CON		2,733,000							2,733,000
Total	600,000	2,733,000							3,333,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	531,180	2,733,000							3,264,180
Local Match	68,820								68,820
LSSRP Bond									
Local AC									
Total	600,000	2,733,000							3,333,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	531,180								531,180
Local Match	68,820								68,820
LSSRP Bond									
Local AC									
Total	600,000								600,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		2,733,000							2,733,000
Local Match									
LSSRP Bond									
Local AC									
Total		2,733,000							2,733,000

Project #: 5937(109)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Saratoga 932 BRIDGE NO. 37C0114 & 37C0113, QUITO RD, OVER SAN TOMAS CREEK, NORTH AND SOUTH OF OLD ADOBE RD. Replace 2 lane bridges with new 2 lane bridges.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	839,500								839,500
R/W		400,000							400,000
CON								3,490,001	3,490,001
Total	839,500	400,000						3,490,001	4,729,501
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	671,600	354,120						3,089,698	4,115,418
Local Match	167,900	45,880						400,303	614,083
LSSRP Bond									
Local AC									
Total	839,500	400,000						3,490,001	4,729,501
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	671,600								671,600
Local Match	167,900								167,900
LSSRP Bond									
Local AC									
Total	839,500								839,500
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		354,120							354,120
Local Match		45,880							45,880
LSSRP Bond									
Local AC									
Total		400,000							400,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								3,089,698	3,089,698
Local Match								400,303	400,303
LSSRP Bond									
Local AC									
Total								3,490,001	3,490,001

Project #: 5332(004)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Saratoga 1793 BRIDGE NO. 37C0294, 4TH ST, OVER SARATOGA CREEK, NEAR BASIN WAY. Replace deck, railings, widen lanes & shoulders, new sidewalks. No added lane capacity.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	105,000								105,000
R/W					10,000				10,000
CON								435,000	435,000
Total	105,000				10,000			435,000	550,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	92,957				8,853			385,106	486,915
Local Match	12,044				1,147			49,895	63,085
LSSRP Bond									
Local AC									
Total	105,000				10,000			435,000	550,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	92,957								92,957
Local Match	12,044								12,044
LSSRP Bond									
Local AC									
Total	105,000								105,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					8,853				8,853
Local Match					1,147				1,147
LSSRP Bond									
Local AC									
Total					10,000				10,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								385,106	385,106
Local Match								49,895	49,895
LSSRP Bond									
Local AC									
Total								435,000	435,000

Project #: 5332(020)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Sunnyvale 3215 BRIDGE NO. 37C0254, MTN VIEW-ALVISO RD, OVER CALABAZAS CREEK, NEAR HWY 237. Replace 2 lane bridge with 2 lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	1,343,000		100,000						1,443,000
R/W			1,000,000						1,000,000
CON								7,520,000	7,520,000
Total	1,343,000		1,100,000					7,520,000	9,963,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,188,958		973,830					6,657,456	8,820,244
Local Match	154,042		126,170					862,544	1,142,756
LSSRP Bond									
Local AC									
Total	1,343,000		1,100,000					7,520,000	9,963,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,188,958		88,530						1,277,488
Local Match	154,042		11,470						165,512
LSSRP Bond									
Local AC									
Total	1,343,000		100,000						1,443,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			885,300						885,300
Local Match			114,700						114,700
LSSRP Bond									
Local AC									
Total			1,000,000						1,000,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								6,657,456	6,657,456
Local Match								862,544	862,544
LSSRP Bond									
Local AC									
Total								7,520,000	7,520,000

Project #: 5213(040)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Sunnyvale 3262 BRIDGE NO. 37C0765, FAIROAKS AVE, OVER CALTRAIN, UP RR, HENDY AVE. Bridge rehabilitation. No adding lane capacity.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	2,941,000								2,941,000
R/W		1,985,000							1,985,000
CON					16,468,000				16,468,000
Total	2,941,000	1,985,000			16,468,000				21,394,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	2,603,667	1,757,321				14,579,120			18,940,108
Local Match	337,333	227,680			1,888,880				2,453,892
LSSRP Bond									
Local AC					14,579,120	-14,579,120			
Total	2,941,000	1,985,000			16,468,000				21,394,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	2,603,667								2,603,667
Local Match	337,333								337,333
LSSRP Bond									
Local AC									
Total	2,941,000								2,941,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		1,757,321							1,757,321
Local Match		227,680							227,680
LSSRP Bond									
Local AC									
Total		1,985,000							1,985,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$						14,579,120			14,579,120
Local Match					1,888,880				1,888,880
LSSRP Bond									
Local AC					14,579,120	-14,579,120			
Total					16,468,000				16,468,000

Project #: 5213(039)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Solano County 1498 BRIDGE NO. 23C0092, STEVENSON BR RD, OVER PUTAH CREEK, SOL/YOL CO LINE. Bridge rehabilitation. No adding lane capacity.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	1,300,000								1,300,000
R/W			500,000						500,000
CON							6,372,000		6,372,000
Total	1,300,000		500,000				6,372,000		8,172,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,040,000		442,650				5,641,132		7,123,782
Local Match	260,000		57,350				730,868		1,048,218
LSSRP Bond									
Local AC									
Total	1,300,000		500,000				6,372,000		8,172,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,040,000								1,040,000
Local Match	260,000								260,000
LSSRP Bond									
Local AC									
Total	1,300,000								1,300,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			442,650						442,650
Local Match			57,350						57,350
LSSRP Bond									
Local AC									
Total			500,000						500,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							5,641,132		5,641,132
Local Match							730,868		730,868
LSSRP Bond									
Local AC									
Total							6,372,000		6,372,000

Project #: 5923(059)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Solano County 3438 BRIDGE NO. 23C0096, PLEASANTS VALLEY ROAD, OVER MILLER CANYON CREEK, 7.0 MI N FOOTHILL DR. Rehabilitate existing very narrow 2 lane bridge and restripe to 1 lane. Construct new 1 lane bridge adjacent to existing bridge. No added lane capacity.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	500,000								500,000
R/W					150,000				150,000
CON								2,750,000	2,750,000
Total	500,000				150,000			2,750,000	3,400,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	442,650				132,795			2,434,575	3,010,020
Local Match	57,350				17,205			315,425	389,980
LSSRP Bond									
Local AC									
Total	500,000				150,000			2,750,000	3,400,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	442,650								442,650
Local Match	57,350								57,350
LSSRP Bond									
Local AC									
Total	500,000								500,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					132,795				132,795
Local Match					17,205				17,205
LSSRP Bond									
Local AC									
Total					150,000				150,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								2,434,575	2,434,575
Local Match								315,425	315,425
LSSRP Bond									
Local AC									
Total								2,750,000	2,750,000

Project #: 5923(096)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Vacaville 3944 BRIDGE NO. 23C0011, BUCK AVE OVER ALAMO CREEK, 0.1 MI E OF ALAMO AVE. Replace existing two-lane bridge with a new two-lane bridge. Change!

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	476,500		140,000						616,500
R/W					20,000				20,000
CON								2,700,000	2,700,000
Total	476,500		140,000		20,000			2,700,000	3,336,500

Project #:

5094(057)
5094(066)

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	421,845		123,942		17,706			2,390,310	2,953,803
Local Match	54,655		16,058	0	2,294			309,690	382,697
LSSRP Bond									
Local AC									
Total	476,500		140,000		20,000			2,700,000	3,336,500

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	421,845		123,942						545,787
Local Match	54,655		16,058						70,713
LSSRP Bond									
Local AC									
Total	476,500		140,000						616,500

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					17,706				17,706
Local Match					2,294				2,294
LSSRP Bond									
Local AC									
Total					20,000				20,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								2,390,310	2,390,310
Local Match				0				309,690	309,690
LSSRP Bond									
Local AC									
Total								2,700,000	2,700,000

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Vacaville 3943 BRIDGE NO. 23C0236, ALDRIDGE RD OVER PUTAH SOUTH CANAL, 500 W EUBANKS DR .
 10/22/2015: Replace existing 2-lane bridge with new 2-lane bridge. Widen bridge for lane and shoulder widths. No added capacity. 5/9/2012:
 Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	454,000		126,000						580,000
R/W					30,000				30,000
CON								1,639,000	1,639,000
Total	454,000		126,000		30,000			1,639,000	2,249,000

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	454,000		126,000		30,000			1,639,000	2,249,000
Local Match									
LSSRP Bond									
Local AC									
Total	454,000		126,000		30,000			1,639,000	2,249,000

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	454,000		126,000						580,000
Local Match									
LSSRP Bond									
Local AC									
Total	454,000		126,000						580,000

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					30,000				30,000
Local Match									
LSSRP Bond									
Local AC									
Total					30,000				30,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,639,000	1,639,000
Local Match									
LSSRP Bond									
Local AC									
Total								1,639,000	1,639,000

Project #:
 5094(058)
 5094(065)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Vallejo 2041 BRIDGE NO. 23C0152, SACRAMENTO ST, OVER US NAVY RR, BTWN ILLINOIS FARRAGUT ST. Scope changed to replacement. Replace existing two-lane bridge with a new two-lane bridge. No added lane capacity. Seismic funds used for portion of the project. Change!

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	800,000								800,000
R/W					200,000				200,000
CON								3,347,000	3,347,000
Total	800,000				200,000			3,347,000	4,347,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	708,240				177,060			2,963,099	3,848,399
Local Match	91,760				22,940			165,397	280,097
LSSRP Bond								218,504	218,504
Local AC									
Total	800,000				200,000			3,347,000	4,347,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	708,240								708,240
Local Match	91,760								91,760
LSSRP Bond									
Local AC									
Total	800,000								800,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					177,060				177,060
Local Match					22,940				22,940
LSSRP Bond									
Local AC									
Total					200,000				200,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								2,963,099	2,963,099
Local Match								165,397	165,397
LSSRP Bond								218,504	218,504
Local AC									
Total								3,347,000	3,347,000

Project #:

5030(011)
5030(056)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Vallejo 4240 BRIDGE NO. 23C0248, G STREET, OVER NAPA RIVER, 1 MILE WEST OF SR 29. Bridge Preventive Maintenance (Painting, applying Methacrylate, piles and boards of fender system repairs, replacing anodes at Piers 26 and 27).

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE			365,000	129,280					494,280
R/W									
CON								5,148,750	5,148,750
Total			365,000	129,280				5,148,750	5,643,030
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			323,135	114,452				4,558,188	4,995,774
Local Match			41,866	14,828				590,562	647,256
LSSRP Bond									
Local AC									
Total			365,000	129,280				5,148,750	5,643,030
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			323,135	114,452					437,586
Local Match			41,866	14,828					56,694
LSSRP Bond									
Local AC									
Total			365,000	129,280					494,280
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								4,558,188	4,558,188
Local Match								590,562	590,562
LSSRP Bond									
Local AC									
Total								5,148,750	5,148,750

Project #: 5030(060)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Vallejo 3469 BRIDGE NO. 23C0258, West end of Mare Island Causeway. Replace existing timber bridge. No added lane capacity.

Project #:
5030(054)

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	616,400								616,400
R/W									
CON		2,496,133	181,647						2,677,780
Total	616,400	2,496,133	181,647						3,294,180

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	545,699	2,209,827	160,812						2,916,338
Local Match	70,701	286,306	20,835						377,842
LSSRP Bond									
Local AC									
Total	616,400	2,496,133	181,647						3,294,180

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	545,699								545,699
Local Match	70,701								70,701
LSSRP Bond									
Local AC									
Total	616,400								616,400

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$									
Local Match	0								0
LSSRP Bond									
Local AC									
Total									0

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		2,209,827	160,812						2,370,639
Local Match		286,306	20,835						307,141
LSSRP Bond									
Local AC									
Total		2,496,133	181,647						2,677,780

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Petaluma 3570 BRIDGE NO. 20C0045, WASHINGTON ST OVER PETALUMA RIVER, NEAR DOWNTOWN PETALUMA. Voluntary seismic retrofit project.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	250,000		626,000						876,000
R/W									
CON								1,300,000	1,300,000
Total	250,000		626,000					1,300,000	2,176,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	221,325		554,198					1,150,890	1,926,413
Local Match	28,675		71,802					149,110	249,587
LSSRP Bond									
Local AC									
Total	250,000		626,000					1,300,000	2,176,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	221,325		554,198						775,523
Local Match	28,675		71,802						100,477
LSSRP Bond									
Local AC									
Total	250,000		626,000						876,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								1,150,890	1,150,890
Local Match								149,110	149,110
LSSRP Bond									
Local AC									
Total								1,300,000	1,300,000

Project #: 5022(050)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma 3643 BRIDGE NO. 20C0497, CHASE ST OVER NATHANSON CREEK, 0.1 MI E SR 12 SONOMA. Replace existing two lane bridge with two lane bridge widened to accommodate shoulders and sidewalks.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	411,079								411,079
R/W		90,000							90,000
CON					1,809,266				1,809,266
Total	411,079	90,000			1,809,266				2,310,345

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	363,928	79,677			1,601,743				2,045,348
Local Match	47,151	10,323			207,523				264,997
LSSRP Bond									
Local AC									
Total	411,079	90,000			1,809,266				2,310,345

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	363,928								363,928
Local Match	47,151								47,151
LSSRP Bond									
Local AC									
Total	411,079								411,079

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		79,677							79,677
Local Match		10,323							10,323
LSSRP Bond									
Local AC									
Total		90,000							90,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					1,601,743				1,601,743
Local Match					207,523				207,523
LSSRP Bond									
Local AC									
Total					1,809,266				1,809,266

Project #: 5114(016)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 1160 BRIDGE NO. 20C0017, WATMAUGH ROAD, OVER SONOMA CREEK, 0.3 MI W HWY 12. Replace 2 lane bridge with new 2 lane bridge.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	900,000		225,000						1,125,000
R/W					150,000				150,000
CON						5,000,000			5,000,000
Total	900,000		225,000		150,000	5,000,000			6,275,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	796,770		199,193		132,795	4,426,500			5,555,258
Local Match	103,230		25,808		17,205	522,971			669,214
LSSRP Bond						50,529			50,529
Local AC									
Total	900,000		225,000		150,000	5,000,000			6,275,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	796,770		199,193						995,963
Local Match	103,230		25,808						129,038
LSSRP Bond									
Local AC									
Total	900,000		225,000						1,125,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					132,795				132,795
Local Match					17,205				17,205
LSSRP Bond									
Local AC									
Total					150,000				150,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$						4,426,500			4,426,500
Local Match						522,971			522,971
LSSRP Bond						50,529			50,529
Local AC									
Total						5,000,000			5,000,000

Project #: 5920(092)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 1999 BRIDGE NO. 20C0018, BOHEMIAN HWY, OVER RUSSIAN RIVER, AT MONTE RIO. Replace the two lane bridge with a new two lane bridge as LSSRP Seismic Retrofit strategy.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	200,000	2,777,500							2,977,500
R/W					300,000				300,000
CON							16,674,000		16,674,000
Total	200,000	2,777,500			300,000		16,674,000		19,951,500

Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	177,060	2,458,921			265,590		14,761,492		17,663,063
Local Match	22,940	318,579							341,519
LSSRP Bond					34,410		1,912,508		1,946,918
Local AC									
Total	200,000	2,777,500			300,000		16,674,000		19,951,500

PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	177,060	2,458,921							2,635,981
Local Match	22,940	318,579							341,519
LSSRP Bond									
Local AC									
Total	200,000	2,777,500							2,977,500

R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					265,590				265,590
Local Match									
LSSRP Bond					34,410				34,410
Local AC									
Total					300,000				300,000

CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							14,761,492		14,761,492
Local Match									
LSSRP Bond							1,912,508		1,912,508
Local AC									
Total							16,674,000		16,674,000

Project #: 5920(135)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 2007 BRIDGE NO. 20C0139, WOHLER RD, OVER MARK WEST CREEK, NEAR RIVER RD. Bridge Replacement, no added lane capacity 4/5/2010:
Toll Credits programmed for R/W & Con. LSSRP

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	765,000		475,000						1,240,000
R/W	100,000								100,000
CON							4,816,885		4,816,885
Total	865,000		475,000				4,816,885		6,156,885
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	712,000		380,000				4,816,885		5,908,885
Local Match	153,000		95,000						248,000
LSSRP Bond									
Local AC									
Total	865,000		475,000				4,816,885		6,156,885
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	612,000		380,000						992,000
Local Match	153,000		95,000						248,000
LSSRP Bond									
Local AC									
Total	765,000		475,000						1,240,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	100,000								100,000
Local Match									
LSSRP Bond									
Local AC									
Total	100,000								100,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							4,816,885		4,816,885
Local Match									
LSSRP Bond									
Local AC									
Total							4,816,885		4,816,885

Project #: 5920(056)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 2011 BRIDGE NO. 20C0155, WOHLER RD, OVER RUSSIAN RIVER, 1.5 MI FROM RIVER RD. LSSRP Seismic Retrofit. 11/13/2012: Toll credits used for PE.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	750,000								750,000
R/W									
CON		4,200,000							4,200,000
Total	750,000	4,200,000							4,950,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	750,000		3,718,260						4,468,260
Local Match		481,740	-481,740						
LSSRP Bond			481,740						481,740
Local AC		3,718,260	-3,718,260						
Total	750,000	4,200,000							4,950,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	750,000								750,000
Local Match									
LSSRP Bond									
Local AC									
Total	750,000								750,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$									
Local Match									
LSSRP Bond									
Local AC									
Total									
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$			3,718,260						3,718,260
Local Match		481,740	-481,740						
LSSRP Bond			481,740						481,740
Local AC		3,718,260	-3,718,260						
Total		4,200,000							4,200,000

Project #: 5920(137)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 3626 BRIDGE NO. 20C0227, GEYSERS RD, OVER FRASIER CREEK, 20.4 MI N OF ST HWY 128. Replace deficient 2-lane bridge with new 2-lane bridge meeting current geometrics standards. 9/14/2010: Toll credits for all phases.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	125,000	686,250							811,250
R/W					80,000				80,000
CON								4,543,000	4,543,000
Total	125,000	686,250			80,000			4,543,000	5,434,250
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	125,000	686,250			80,000			4,543,000	5,434,250
Local Match									
LSSRP Bond									
Local AC									
Total	125,000	686,250			80,000			4,543,000	5,434,250
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	125,000	686,250							811,250
Local Match									
LSSRP Bond									
Local AC									
Total	125,000	686,250							811,250
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					80,000				80,000
Local Match									
LSSRP Bond									
Local AC									
Total					80,000				80,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								4,543,000	4,543,000
Local Match									
LSSRP Bond									
Local AC									
Total								4,543,000	4,543,000

Project #: 5920(129)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 2017 BRIDGE NO. 20C0248, LAMBERT BRIDGE RD, OVER DRY CREEK, 0.4 MI W OF DRY CREEK RD. Replace one-lane bridge with two-lane bridge. Formerly LSSRP Seismic Retrofit 11/10/2010: Toll credits used for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	1,068,750								1,068,750
R/W					65,000				65,000
CON							5,985,000		5,985,000
Total	1,068,750				65,000		5,985,000		7,118,750
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,068,750				65,000		5,985,000		7,118,750
Local Match									
LSSRP Bond									
Local AC									
Total	1,068,750				65,000		5,985,000		7,118,750
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,068,750								1,068,750
Local Match									
LSSRP Bond									
Local AC									
Total	1,068,750								1,068,750
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					65,000				65,000
Local Match									
LSSRP Bond									
Local AC									
Total					65,000				65,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							5,985,000		5,985,000
Local Match									
LSSRP Bond									
Local AC									
Total							5,985,000		5,985,000

Project #: 5920(138)

This project has been split out to the individually listed Replace Lambert Bridge over Dry Creek project (TIP ID SON090026)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 1827 BRIDGE NO. 20C0262, BOYES BLVD, OVER SONOMA CREEK, JUST EAST OF RIVERSIDE DR. Replace 2 lane bridge with 2 lane bridge with LBSRP contribution.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	987,369		500,000						1,487,369
R/W	550,000								550,000
CON							5,070,000		5,070,000
Total	1,537,369		500,000				5,070,000		7,107,369
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	1,276,810		400,000				4,488,471		6,165,281
Local Match	260,559		100,000				507,720		868,278
LSSRP Bond							73,809		73,809
Local AC									
Total	1,537,369		500,000				5,070,000		7,107,369
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	789,895		400,000						1,189,895
Local Match	197,474		100,000						297,474
LSSRP Bond									
Local AC									
Total	987,369		500,000						1,487,369
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	486,915								486,915
Local Match	63,085								63,085
LSSRP Bond									
Local AC									
Total	550,000								550,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							4,488,471		4,488,471
Local Match							507,720		507,720
LSSRP Bond							73,809		73,809
Local AC									
Total							5,070,000		5,070,000

Project #: 5920(059)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 3615 BRIDGE NO. 20C0324, O'DONNELL LANE OVER CALABAZAS CREEK, NEAR ARNOLD DRIVE. Rehabilitate existing historic bridge.
9/8/2010: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	75,000		225,000						300,000
R/W					10,000				10,000
CON								800,000	800,000
Total	75,000		225,000		10,000			800,000	1,110,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	75,000		225,000		10,000			800,000	1,110,000
Local Match									
LSSRP Bond									
Local AC									
Total	75,000		225,000		10,000			800,000	1,110,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	75,000		225,000						300,000
Local Match									
LSSRP Bond									
Local AC									
Total	75,000		225,000						300,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					10,000				10,000
Local Match									
LSSRP Bond									
Local AC									
Total					10,000				10,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								800,000	800,000
Local Match									
LSSRP Bond									
Local AC									
Total								800,000	800,000

Project #: 5920(130)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 4237 BRIDGE NO. 20C0326, FRANZ VALLEY SCH RD, OVER FRANZ CREEK, JUST N/O FRANZ RD. Replace existing 2-lane bridge with new 2-lane bridge. Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE		500,750							500,750
R/W					100,000				100,000
CON							2,804,200		2,804,200
Total		500,750			100,000		2,804,200		3,404,950
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		500,750			100,000		2,804,200		3,404,950
Local Match									
LSSRP Bond									
Local AC									
Total		500,750			100,000		2,804,200		3,404,950
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		500,750							500,750
Local Match									
LSSRP Bond									
Local AC									
Total		500,750							500,750
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					100,000				100,000
Local Match									
LSSRP Bond									
Local AC									
Total					100,000				100,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							2,804,200		2,804,200
Local Match									
LSSRP Bond									
Local AC									
Total							2,804,200		2,804,200

Project #: 5920(149)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 4197 BRIDGE NO. 20C0406, RIVER ROAD OVER GILL CREEK, 2.0 MI NW OF SR 128. Replace existing two-lane bridge with new two-lane bridge.
Chien Wu, 3/14/2014 2:55:46 PM. 3/20/2014: Toll Credits programmed for PE, R/W, & CON.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	868,250								868,250
R/W					65,000				65,000
CON								4,862,220	4,862,220
Total	868,250				65,000			4,862,220	5,795,470
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	868,250				65,000			4,862,220	5,795,470
Local Match									
LSSRP Bond									
Local AC									
Total	868,250				65,000			4,862,220	5,795,470
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	868,250								868,250
Local Match									
LSSRP Bond									
Local AC									
Total	868,250								868,250
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					65,000				65,000
Local Match									
LSSRP Bond									
Local AC									
Total					65,000				65,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$								4,862,220	4,862,220
Local Match									
LSSRP Bond									
Local AC									
Total								4,862,220	4,862,220

Project #: 5920(144)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 2020 BRIDGE NO. 20C0407, WEST DRY CREEK RD, OVER PENA CREEK, 0.7 MI NW YOAKIM BR RD. Replace one-lane bridge with two-lane bridge. Formerly LSSRP Seismic Retrofit 4/26/2010: Toll Credits programmed for PE, R/W & Con.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE	540,000		260,000						800,000
R/W					250,000				250,000
CON							4,000,000		4,000,000
Total	540,000		260,000		250,000		4,000,000		5,050,000
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	540,000		260,000		250,000		4,000,000		5,050,000
Local Match									
LSSRP Bond									
Local AC									
Total	540,000		260,000		250,000		4,000,000		5,050,000
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	540,000		260,000						800,000
Local Match									
LSSRP Bond									
Local AC									
Total	540,000		260,000						800,000
R/W Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					250,000				250,000
Local Match									
LSSRP Bond									
Local AC									
Total					250,000				250,000
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$							4,000,000		4,000,000
Local Match									
LSSRP Bond									
Local AC									
Total							4,000,000		4,000,000

Project #: 5920(139)

This project has been split out to the individually listed Replace West Dry Creek Bridge over Pena Creek project (TIP ID SON090027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 4165 BRIDGE NO. PM00101, Bridge Preventive Maintenance Program (BPMP) for various bridges in the County of Sonoma. See Caltrans Local Assistance HBP website for backup list of projects.

Phase Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
PE		182,642							182,642
R/W									
CON					547,925				547,925
Total		182,642			547,925				730,567
Fund Source Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		161,693			485,078				646,771
Local Match		20,949			62,847				83,796
LSSRP Bond									
Local AC									
Total		182,642			547,925				730,567
PE Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$		161,693							161,693
Local Match		20,949							20,949
LSSRP Bond									
Local AC									
Total		182,642							182,642
CON Summary:	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$					485,078				485,078
Local Match					62,847				62,847
LSSRP Bond									
Local AC									
Total					547,925				547,925

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

MPO Summary: Metropolitan Transportation Commission

Number of Projects: 132

Totals:

	Prior	14/15	15/16	16/17	17/18	18/19	19/20	Beyond	Total
Fed \$	50,493,313	46,996,114	45,880,485	16,591,888	33,883,690	26,972,943	77,858,963	274,708,273	573,385,667
Local Match	6,207,961	4,015,821	2,190,088	1,310,213	11,047,574	687,156	2,506,606	15,616,651	43,582,070
LSSRP Bond	63,085	108,965	481,740		101,349	50,529	4,231,967	6,716,437	11,754,072
Local AC		15,002,142	-13,718,260	-1,283,882	56,134,963	-14,579,120		-41,555,842	
Total for all Phases	56,764,359	66,123,041	34,834,053	16,618,219	101,167,575	13,131,507	84,597,536	255,485,519	628,721,809

Modifications Made to Programming Totals

Back-up Listing Total

Source	Prior	FY15	FY16	FY17	FY18	FY19	FY20	Beyond	Total
Fed \$	\$50,493,313	\$46,996,114	\$45,880,485	\$16,591,888	\$33,883,690	\$26,972,943	\$77,858,963	\$274,708,273	\$573,385,669
Local Match	\$6,207,961	\$4,015,821	\$2,190,088	\$1,310,213	\$11,047,574	\$687,156	\$2,506,606	\$15,616,651	\$43,582,070
LSSRP Bond	\$63,085	\$108,965	\$481,740		\$101,349	\$50,529	\$4,231,967	\$6,716,437	\$11,754,072
Local AC		\$15,002,142	-\$13,718,260	-\$1,283,883	\$56,134,963	-\$14,579,120		-\$41,555,842	
Total for all Phases	\$56,764,359	\$66,123,042	\$34,834,053	\$16,618,218	\$101,167,576	\$13,131,508	\$84,597,536	\$255,485,519	\$628,721,811

Funds Removed as Programmed in Individual Listings

Source	Prior	FY15	FY16	FY17	FY18	FY19	FY20	Beyond	Total
Fed \$	\$9,863,829	\$5,619,062	\$260,000		\$580,590		\$9,985,000	\$47,222,258	\$73,530,739
Local Match	\$972,039	\$728,009			\$5,384,000			-\$5,384,000	\$1,700,048
LSSRP Bond	\$97,495				\$34,410			\$6,118,146	\$6,250,051
Local AC					\$41,555,842			-\$41,555,842	
Total for all Phases	\$10,933,363	\$6,347,071	\$260,000		\$47,554,842		\$9,985,000	\$6,400,562	\$81,480,838

Total Funding for VAR170012

Source	Prior	FY15	FY16	FY17	FY18	FY19	FY20	Beyond	Total
Fed \$	\$40,629,484	\$41,377,052	\$45,620,485	\$16,591,888	\$33,303,100	\$26,972,943	\$67,873,963	\$227,486,015	\$499,854,930
Local Match	\$5,235,922	\$3,287,812	\$2,190,088	\$1,310,213	\$5,663,574	\$687,156	\$2,506,606	\$21,000,651	\$41,882,022
LSSRP Bond	-\$34,410	\$108,965	\$481,740		\$66,939	\$50,529	\$4,231,967	\$598,291	\$5,504,021
Local AC		\$15,002,142	-\$13,718,260	-\$1,283,883	\$14,579,121	-\$14,579,120			
Total for all Phases	\$45,830,996	\$59,775,971	\$34,574,053	\$16,618,218	\$53,612,734	\$13,131,508	\$74,612,536	\$249,084,957	\$547,240,973

Note: Negative amounts not programmed in FMS; Funding for FY 2012/13 through FY 2015/16 for project phases that have been completed is programmed on VAR110045

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2017 TIP Detail

Projects Compliant with Americans with Disabilities Act (ADA) Requirements



Projects Compliant with Americans with Disabilities Act (ADA) Requirements

SI No.	TIP ID	Sponsor	County	Key Stations/ Systemwide	Project Name	Project Description
1	ALA110032	BART	Alameda	Downtown Berkeley BART	Downtown Berkeley BART Plaza/Transit Area Imps.	In Berkeley: Area around Downtown Berkeley BART Station: Streetscape improvements; design/construction of custom bus shelter, canopy design for 5 secondary BART entries and construction of one; retrofit design for BART rotunda
2	ALA150004	AC Transit	Alameda	Broadway/ International/ E 14th corridor from Oakland to San Leandro	AC Transit: East Bay Bus Rapid Transit	Alameda County: Along Broadway/ International/E 14th corridor from Oakland to San Leandro: Implement BRT including 34 stations, transit signal priority, level-boarding, shelters, off-board ticketing, real-time information, and security cameras
3	ALA990077	LAVTA	Alameda	Systemwide	LAVTA: ADA Paratransit Operating Subsidy	LAVTA: ADA Paratransit Operating Subsidy
4	CC-110082	BART	Contra Costa	Walnut Creek BART	Walnut Creek BART TOD Access Improvements	Walnut Creek: In the vicinity of the Walnut Creek BART Station: construct public access improvements that are part of the proposed transit-oriented development
5	CC-130006	Concord	Contra Costa	Concord BART	Concord BART Station Bike/Ped Access Improvements	Concord: Near the Downtown Concord BART Station: Implement bike/ped access improvements including road diets, buffered bike lanes (0.7 mi), Class 2 bike lanes (0.6 mi), and Class 3 bike routes (0.1 mi), and improvements at three un-signalized crosswalks
6	CC-070046	El Cerrito	Contra Costa	El Cerrito Del Norte BART	Del Norte Area TOD Complete Street Imps	El Cerrito del Norte BART Station Area: Complete Streets improvements to access, circulation and safety for bicyclists, pedestrians, local and regional bus, rapid bus, and automobile connections to BART
7	CC-150020	ECCTA	Contra Costa	Systemwide	ECCTA: Non-ADA Paratransit to FR Incentive Program	ECCTA: Systemwide: Use outreach, travel training and fare incentives to move non-ADA paratransit users to FR service

Projects Compliant with Americans with Disabilities Act (ADA) Requirements (cont'd)

SI No.	TIP ID	Sponsor	County	Key Stations/ Systemwide	Project Name	Project Description
8	CC-130045	CCCTA	Contra Costa	Systemwide	CCCTA: Access Improvements Implementation	CCCTA: Various bus stops system-wide: Implement bicycle and pedestrian access improvements identified in County Connection's Access Improvement Study
9	CC-150008	CCCTA	Contra Costa	Systemwide	CCCTA: Replace 3 Paratransit Vans	CCCTA: Replace 3 paratransit vans that have reached the end of their useful life
10	SOL110025	SolTrans	Solano	Systemwide	SolTrans: ADA Paratransit Operating Subsidy	SolTrans: ADA Paratransit Operating Subsidy

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2017 TIP Detail

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



Air Quality Exempt Codes (cont.)

Exempt Code	Description of Exempt Code
4.03	Planning activities conducted pursuant to titles 23 and 49 U.S.C.
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 – 65

2017 TIP Detail

TIP Revision Process and Procedures



Metropolitan Transportation Commission 2015 Transportation Improvement Program (TIP) Revision Process and Procedures

The following is an excerpt from the Public Participation Plan (MTC Resolution No. 3821—see Appendix A-3). The Public Participation Plan was updated on December 15, 2010 following approval of the 2011 TIP to address changes in the MTC advisory committee structure, Title VI requirements, and technical changes in other areas. Furthermore, on June 3, 2011, FHWA and FTA issued changes to the FSTIP/TIP Administrative Modifications and Amendment Procedures. The TIP Revision Process and Procedures have been updated to incorporate provisions in the updated Public Participation Plan and the updated FSTIP/TIP Administrative Modifications and Amendment Procedures. These procedures are attached and posted on the internet at: <http://www.mtc.ca.gov/funding/tip/>

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. From time to time, circumstances dictate that revisions be made to the TIP between updates. MTC will consider such revisions when the circumstances prompting the change are compelling, and the change will not adversely affect transportation-air quality conformity or negatively impact the financial constraint findings of the TIP. These regulations can be viewed on MTC's website at <http://www.mtc.ca.gov/funding/tip/tiprevisionprocedures.pdf>.

In addition to a TIP update, revisions to the TIP may occur as TIP Amendments, TIP Administrative Modifications, or TIP Technical Corrections. The criteria for Administrative Modifications and Amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration, Federal Transit Administration, and Caltrans agreed on Amendment and Administrative Modification Guidelines on November 17, 2008 and revised these guidelines on June 3, 2011. The guidelines are posted online at: www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/amend_mod_procedures_approv_al.pdf. Further explanation about TIP updates and how the types of revisions are processed are shown in the narrative below and table that follows.

- **TIP Update**

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. An update of the TIP is required at least once every four years. Because all projects included in the TIP are consistent with the RTP, MTC's extensive public outreach for development of the RTP is reflected in the TIP as well. The TIP implements, in the short-term, the financially constrained element of the RTP and is responsive to comments received during the development of the RTP. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757 (see Appendix A-53).

- **TIP Amendment**

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost or project/project phase initiation date; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Administrative Modification**

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or conformity determination.

- **TIP Technical Correction**

Technical corrections may be made by MTC staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; or changes to correct simple errors or omissions including data entry errors. These technical corrections cannot significantly impact the cost, scope, or schedule within the TIP period, nor will they be

subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

Updating and Revising the Transportation Improvement Program (TIP)

TIP Update
<p>❶ Notify public of opportunities to participate via U.S. mail; use appropriate lists within MTC's database, including list of Regional Transportation Plan participants Also notify the public using such methods as local media outlets; electronic-mailings to stakeholder and advocacy groups; the TIP-INFO Notification (e-mail); or via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.</p>
<p>❷ Notify Bay Area Partnership technical committees or working groups Conduct Intergovernmental consultation, as appropriate.</p>
<p>❸ Release Draft TIP for 30-day public review and comment period</p> <ul style="list-style-type: none">▪ Draft TIP available for viewing in MTC Library; and mailed to major libraries throughout the Bay Area▪ Posted on MTC website for public review and comment <p>Extend public review period by 5-days if final TIP differs significantly from draft TIP and the changes are considered material differences.</p>
<p>❹ Respond to significant comments; MTC's response compiled into an appendix in the final TIP.</p>
<p>❺ Review by an MTC standing committee, typically the Programming & Allocations Committee (a public meeting); referral to Commission.</p>
<p>❻ Adoption by Commission at a public meeting. Approval by Caltrans. Approval by Federal Highway and Federal Transit Administrations (FHWA/FTA).</p>
<p>❼ Notify the public about the Commission's action with electronic mailings, including via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.</p>

TIP Amendment
<p>❶ Notify public via TIP-INFO Notification (e-mail) or other electronic notification methods.</p>
<p>❷ Notify Bay Area Partnership technical committees or working groups Available for viewing in MTC Library Posted on MTC website for public review</p>
<p>❸</p> <ul style="list-style-type: none"> • Amendments deleting or adding a project or changing an existing project that is subject to a new air quality conformity analysis: <ul style="list-style-type: none"> ○ 30-day public review and comment period, with review by an MTC standing committee at a public meeting; and ○ Approval by the full Commission at a public meeting. • Amendments deleting or adding a project that is <i>not</i> subject to an air quality conformity analysis (such as a roadway rehabilitation): <ul style="list-style-type: none"> ○ Review and approval by an MTC standing committee or the full Commission at a public meeting. • An amendment changing an existing project that is not subject to an air quality conformity analysis, or changing an existing grouped project listing (such as the highway bridge program), or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues: <ul style="list-style-type: none"> ○ Approval by the MTC Executive Director or designee, following 5-day notice on MTC's website, or ○ Review and approval by an MTC standing committee or the full Commission at a public meeting.
<p>❹ Approval by Caltrans Approval by FHWA/FTA</p> <p>Notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.</p>

TIP Administrative Modification
<p>❶ No public review.</p>
<p>❷ Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration or Federal Transit Administration), or Caltrans</p>
<p>❸ After approval, notify Bay Area Partnership technical committees or working groups.</p>
<p>❹ After approval:</p> <ul style="list-style-type: none"> • post in MTC Library • post on MTC website • notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.

TIP Technical Correction
❶ No public review.
❷ Technical corrections by staff.
❸ No approval required.

Federal Transit Administration Program of Projects Public Participation Requirements

Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307 funds must meet. This Public Participation Plan follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements of the Section 5307 Program.

TIP Revision Request Submittal

To request a TIP revision, a project sponsor must log onto MTC's Fund Management System (FMS), MTC's web based programming application tool. The project sponsor identifies the project that needs to be amended, makes the necessary changes and submits the proposal to MTC for review. Likewise, to propose a new project, the project sponsor creates a new project and submits the project proposal to MTC using FMS.

MTC staff reviews the submitted application or amendment proposal for compliance with federal regulations, statute, and regional polices, including funding completeness, impacts to air quality, financial constraint and for compliance with other federal, state and regional requirements before forwarding the submitted application or amendment for approval.

If the proposal is found not to conform to the guidelines (revision process guidelines; fund specific guidelines; Air Quality and conformity regulations), it is sent back to the project sponsor. Generally, changes that require a new Air Quality conformity analysis, as determined through the

Interagency Consultation process, are held until the next TIP update. (See page 34 of the Public Participation Plan in Appendix A-3.)

Revision Approval Authority

Staff have the authority to make technical corrections, and the Executive Director and/or a Deputy Director has signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by the California Department of Transportation (Caltrans) and to forward TIP amendments once approved by the Commission to the appropriate state and federal agencies for review and approval.

Fund Management

Federal funds are to be programmed in the TIP, up to the apportionment level for that fiscal year for that fund source, 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), or awarded in a FTA grant. This ensures proper management of federal Obligation Authority (OA) against program apportionment levels within the region and ensures that OA is available for projects that are programmed in a particular fiscal year.

It is the responsibility of the project sponsor to ensure the funds can be used within the deadlines established by regional, state and federal requirements and that the provisions of MTC's regional project funding-delivery policy can be met (MTC Resolution No. 3606). It is also the responsibility of the project sponsor 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.

Contact

For questions on the TIP revision process contact either:

Adam Crenshaw

(510) 817-5794

acrenshaw@mtc.ca.gov

A copy of this document is available on the Internet at: <http://www.mtc.ca.gov/funding/tip/>

Attachment: FSTIP/FTIP Amendment and Administrative Modification Procedures



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

June 3, 2011

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA

Doc ID: 62,530

Mr. Malcolm Dougherty, Acting Caltrans Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. 82
For Rachel Falsetti, Division of Transportation Programming

SUBJECT: Revised Federal – Federal Statewide Transportation Improvement Program
(FSTIP) and Federal Transportation Improvement Program (FTIP) Amendment
and Administrative Modification Procedures

In our letter dated November 17, 2008, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provided the California Department of Transportation (Caltrans) procedures on the FSTIP/FTIP Administration Modification and Amendment process.

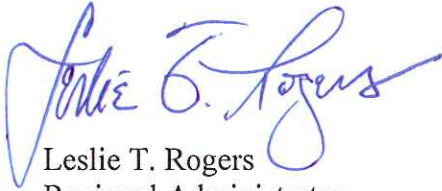
Working in coordination with Caltrans, FTA and FHWA have revised the FSTIP/FTIP Administration Modification and Amendment Procedures. The enclosed revised procedures provide much more flexibility, and in the spirit of FHWA's Every Day Counts Initiative, should shorten project delivery time by allowing for fewer formal amendments which generally take longer to process.

The revised procedures detail what specific types of programming changes to the FSTIP/FTIPs may be made as administrative modifications, for which approval has been delegated to the State, and what changes must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) as well as clarify the parameters of an administrative modification.

Throughout the FSTIP/FTIP Administration Modification and Amendment Procedures update process, the FHWA and FTA have been very pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program. More specifically, the FHWA and FTA extend great appreciation to Caltrans Office of Federal Transportation Management Program Chief, Mr. Muhaned Aljabiry and his staff.



If you have any questions regarding the attached procedures, please contact Ray Sukys, FTA, at 415-744-2802 (Raymond.Sukys@dot.gov) or Sue Kiser, FHWA, at 916-498-5009 (Sue.Kiser@dot.gov).



Leslie T. Rogers
Regional Administrator
Federal Transit Administration

Sincerely,



For
Robert F. Tally Jr.
Acting Division Administrator
Federal Highway Administration

Enclosure

cc: (e-mail)

Muhaned Aljabiry, Caltrans Programming

Abhijit Bagde, Caltrans Programming

Ray Sukys, FTA

Ted Matley, FTA

Scott Carson, FHWA

Cecilia Crenshaw, FHWA

Jermaine Hannon, FHWA

Wade Hobbs, FHWA

Sue Kiser, FHWA

Aimee Kratovil, FHWA

Michael Morris, FHWA

Stew Sonnenberg, FHWA

Joseph Vaughn, FHWA

JRH/km

FSTIP/FTIP Administrative Modifications and Amendments Procedures

The following procedures are applicable for processing amendments and administrative modifications to the Federal – Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the MPOs in accordance with 23 CFR 450, and the required interagency consultation or coordination is accomplished and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modifications:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through administrative modifications:

- i. Revise description of a project or a grouped project listing without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the funding amount listed for a project or a project phase. Additional funding is limited to the lesser of 40 percent of the total project cost or \$10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modification and stated in the supporting documentation, See Table below for examples;

(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint, if a MPO has processed only Administrative Modifications for a period of six months or more.)

Initial Project Cost	New Project Cost	Total Sum Increase	% Change in Cost	% Change < or = 40%	Total Sum Increased is < or = \$10M	Type of Amendment (Formal or Administrative)
\$1,000,000	\$1,400,000	\$400,000	40%	Yes	Yes	Administrative
\$10,000,000	\$15,000,000	\$5,000,000	50%	No	Yes	Formal
\$500,000,000	\$510,000,000	\$10,000,000	2%	Yes	Yes	Administrative
\$100,000	\$140,000	\$40,000	40%	Yes	Yes	Administrative
\$400,000	\$1,000,000	\$600,000	150%	No	Yes	Formal
\$2,500,000	\$3,000,000	\$500,000	20%	Yes	Yes	Administrative

- iii. Program Preliminary Engineering (PE) phase, provided the Right of Way and/or Construction phase(s) are already programmed in the current

FSTIP/FTIP and additional funding amounts stay within the limits specified in Section ii.

(Note: Activities done prior to Federal Authorization are not eligible for Federal participation.)

- iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or a phase, and the affected project phase is still fully funded.
- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted EPSP in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.
- x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- xi. Add or delete a project or projects from a grouped project listing, provided the funding amount stays within the limits specified in Section ii.
- xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.
- xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via an administrative modification provided there is no change in the original scope or cost. Program the project using fund type "FTA 5307 (FHWA Transfer Funds)" in the FSTIP/FTIP.
- xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and type of the prior year funds.
- xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

2. Amendments:

Amendments are all other modifications to the FSTIP/FTIP that are not included under administrative modifications and shall be approved in accord with the provisions of 23

CFR 450.326 for each metropolitan area in the State, and in accord with the provisions of 23 CFR 450.216 for the non-metropolitan area.

3. Procedures:

a. Administrative Modifications:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such a case, no Caltrans approval of administrative modifications is required. If the MPO Board has delegated the authority to the Executive Director to approve administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once approved by the MPO, the administrative modification will be deemed part of the FSTIP. The MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of MPO's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of that MPO's delegation.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If the MPO Board has delegated the authority to the Executive Director to sign off on administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the administrative modification to Caltrans, FHWA, and FTA. In addition, the MPO must demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Once approved by Caltrans, the administrative modification will be deemed part of the FSTIP since no Federal action is required. Caltrans will notify FHWA and FTA of the approved administrative modification.

(Note: If it is found that an approved administrative modification does not meet the criteria of an administrative modification, FHWA and FTA reserves the right to reject that administrative modification and require a formal amendment.)

b. Amendments:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA and/or FTA in accordance with 23 CFR 450 and the July 15, 2004 MOU between FHWA – California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once

approved by Caltrans, the amendment will be forwarded to FHWA and/or FTA for federal approval. Once approved by FHWA and/or FTA, the amendment will be deemed part of the FSTIP. The FHWA and/or FTA approval letter and respective Conformity Determination will be addressed to Caltrans, with copies sent to the MPO.

4. Consultation:

If a question arises regarding the interpretation of what constitutes an administrative modification or an amendment, Caltrans, the MPO, FHWA and/or FTA will consult with each other to resolve the question. If after consultation the parties disagree, the final decision rests with FTA, for transit projects, and FHWA, for highway projects.

Any exception to these procedures is allowed only through consultation among MPOs, Caltrans, and FHWA/FTA. FTA, for transit projects, and FHWA, for highway projects, will have the final decision whether or not such an exception is granted.

APPENDIX A – 66

2017 TIP Detail

**San Francisco Bay Area Air Quality
Conformity Protocol**

MTC Resolution No. 3757



Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee

ABSTRACT

Resolution No. 3757

This Resolution approves the "San Francisco Bay Area Transportation Air Quality Conformity Protocol," listed as Attachment A (conformity procedures) and Attachment B (interagency consultation procedures), for determining the conformity of the Regional Transportation Plan and Transportation Improvement Program with federal air quality plans and procedures. These two Attachments constitute the "Conformity SIP" for the San Francisco Bay Area (the conformity portion of the State Implementation Plan (SIP)).

This Resolution will be submitted to the California Air Resources Board (ARB) and the U.S. Environmental Protection Agency (EPA) for approval as revisions to the California State Implementation Plan (SIP), which governs transportation conformity and decisions in the San Francisco Bay Area.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee

Re: Approval of San Francisco Bay Area Transportation Air Quality Conformity Protocol

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3757

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, the Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments (ABAG) and MTC are collectively responsible for developing and implementing various portions of the federal air quality plans in the San Francisco Bay Area; and

WHEREAS, prior to adopting or amending the long-range Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), MTC must first determine that these plans and programs conform to the federal air quality plan for the San Francisco Bay Area (termed the State Implementation Plan, or SIP) using procedures established by the U.S. Environmental Protection Agency (EPA); and

WHEREAS, the three agencies have prepared a protocol for determining transportation air quality conformity in compliance with Federal regulation entitled: San Francisco Bay Area Transportation Air Quality Conformity Protocol (“the Protocol”), which includes certain conformity procedures relating to transportation plans, programs, and projects and the interagency consultation procedures, attached hereto as Attachment A and Attachment B, respectively, and incorporated herein as though set forth at length; and

WHEREAS, the three agencies have revised the Protocol to reflect the most recent guidance provided by the U.S. EPA; and

WHEREAS, Federal regulations for amending the SIP require a public hearing prior to adoption or changes to the Protocol, and the BAAQMD and ABAG have delegated authority to MTC to hold a public hearing on the Protocol as proposed herein; and

WHEREAS, MTC held a duly noticed public hearing on June 9, 2006; and

WHEREAS, at the conclusion of the public hearing, the Protocol was referred back to the three respective agencies along with the public comments and staff recommendations that each agency adopt the new Protocol; and

WHEREAS, the Protocol must be submitted to the California Air Resources Board (ARB) for review and subsequent submittal to the U.S. Environmental Protection Agency (EPA) for revision of the California State Implementation Plan (SIP), now therefore be it

RESOLVED, that the Protocol to be included in the Conformity SIP are approved for submission to CARB and to EPA; and, be it further

RESOLVED, that the MTC staff may make minor adjustments, as necessary, to the Protocol in the Conformity SIP in response to ARB and EPA comments; and, be it further

RESOLVED, that this resolution supercedes MTC Resolution No. 3075.

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.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee

Attachment A
Resolution No. 3757
Page 1 of 1

SAN FRANCISCO BAY AREA TRANSPORTATION AIR QUALITY CONFORMITY PROTOCOL

Conformity Procedures

Current federal law does not require that EPA's detailed procedures for determining the conformity of plans, programs and projects be included in the Conformity SIP. Therefore, Part 93 of MTC's conformity procedures (MTC Resolution 3075), which includes verbatim EPA's transportation conformity regulation from 40 CFR Part 93, is deleted in entirety, with the exception of sections 93.122(a)(4)(ii) and 93.125(c)(see below).

In accordance with 40 CFR section 93.122(a)(4)(ii), prior to making a conformity determination on the RTP or TIP, MTC will not include emissions reduction credits from any control measures that are not included in the RTP or TIP and that do not require a regulatory action in the regional emissions analysis used in the conformity analysis unless MTC or FHWA/FTA obtains written commitments, as defined in 40 CFR section 93.101, from the appropriate entities to implement those control measures. The written commitments to implement those control measures must be fulfilled by the appropriate entities.

In accordance with 40 CFR section 93.125(c), prior to making a project-level conformity determination for a transportation project, FHWA/FTA must obtain from the project sponsor and/or operator written commitments, as defined in 40 CFR section 93.101, to implement any project-level mitigation or control measures in the construction or operation of the project identified as conditions for NEPA approval. The written commitments to implement those project-level mitigation or control measures must be fulfilled by the appropriate entities. Prior to making a conformity determination on the RTP or TIP, MTC will ensure the project design concept and scope are appropriately identified in the regional emissions analysis used in the conformity analysis.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee

Attachment B
Resolution No. 3757
Page 1 of 15

SAN FRANCISCO BAY AREA TRANSPORTATION AIR QUALITY CONFORMITY PROTOCOL

Interagency Consultation Procedures

I. General

These procedures implement the interagency consultation process for the nine-county San Francisco Bay Area, and include procedures to be undertaken by the Metropolitan Transportation Commission (MTC), California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), State and local air agencies and U.S. EPA, before making transportation conformity determinations on the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Air quality planning in the Bay Area is the joint responsibility of the Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD).

Air Quality Conformity Task Force

To conduct consultation, staff involved in conformity issues for their respective agencies will participate in an Air Quality Conformity Task Force, hereafter referred to as the "Conformity Task Force." The Conformity Task Force is open to all interested agencies, but will include staff of:

- Federal agencies: FHWA, FTA, EPA
- State DOT: Caltrans
- Regional planning agencies: MTC, ABAG
- County transportation agencies: all CMAs,
- State and local air quality agencies: California Air Resources Board and BAAQMD
- Transit operators

MTC will maintain a directory for the current membership of the Conformity Task Force. MTC will chair the Conformity Task Force and will consult with members of the Conformity Task Force to determine items for meeting agendas and will transmit all meeting materials. Agendas and other meeting material will generally be transmitted seven days in advance of meetings, or on occasion, distributed at the meetings. MTC will prepare summary minutes of each meeting. Any member of the Conformity Task Force listed above can request MTC to call a meeting of this group to discuss issues under the purview of the Conformity Task Force as described below,

including whether certain events would trigger the need to make a new conformity determination for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Persons of any organizational level in the member agencies may attend meetings of the Conformity Task Force. All meetings of the Conformity Task Force will be open to the public.

Meeting frequency will be at least quarterly, unless there is consensus among the federal and state transportation agencies and air quality agencies to meet less frequently. MTC will also consult with these agencies to determine which items may not require a face-to-face meeting and could be handled via conference call or email.

II. Consultation on Regional Transportation Plan (RTP) and RTP Amendments

a. RTP Consultation Structure and Process

The mechanism for developing the RTP and for reviewing RTP documents is through The Bay Area Partnership or its successor. MTC is responsible for convening meetings of The Bay Area Partnership and its subcommittees.

The Bay Area Partnership, hereafter referred to as the “Partnership”, was established in 1991 by MTC as a strategic alliance to advise and implement the mandates of the Intermodal Surface Transportation Efficiency Act of 1991. The Partnership includes representatives of all federal, state and local transportation agencies involved in developing and implementing transportation policies and programs in the nine-county San Francisco Bay Area as well as other regional agencies, such as the BAAQMD, ABAG, and Bay Conservation and Development Commission (BCDC). The Conformity Task Force member agencies, including EPA and ARB, are represented on the Partnership, and therefore the Conformity Task Force member agencies may participate directly in the Partnership process. MTC maintains a directory of the current membership of the Partnership. Partnership membership changes are frequent and expected. The current membership of the Conformity Task Force will be included in the Partnership directory.

Early in the RTP development process, MTC will develop a schedule for key activities and meetings leading up to the adoption of the RTP. In developing the draft RTP, MTC brings important RTP-related issues to the Partnership for discussion and feedback. MTC is responsible for transmitting all materials used for these discussions to the Partnership prior to the meetings, or on occasion, may distribute materials at the meetings. All materials that are relevant to interagency consultation, such as the RTP schedule, important RTP-related issues, and draft RTP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur with RTP amendments although amendments to the RTP are few and infrequent.

Public involvement in development of the RTP and RTP Amendments will be provided in accordance with MTC’s adopted public involvement procedures. Key RTP supporting documents are posted on MTC’s Web site for reference.

Policy decisions and actions pertaining to the RTP are the responsibility of MTC and will be made through MTC's Commission and its standing committee structure. The MTC standing committee currently in charge of the RTP is the Planning Committee, but changes to committee names can be expected from time to time. Comments received on important RTP-related issues and materials will be reviewed and considered by MTC staff in preparation of issuing a draft and final RTP for public review. MTC staff will respond to all significant comments, and the comments and response to comments will be made available for discussion with the Planning Committee and the Commission. MTC will transmit RTP-related materials to be discussed at the Planning Committee and Commission meetings to the Conformity Task Force prior to the meeting, or on occasion, may distribute materials at the meetings. Staff and policy board members of Conformity Task Force agencies may participate in these meetings.

b. Agency Roles and Responsibilities. Development of the RTP will be a collaborative process with agencies participating through participation the Partnership and/or MTC Commission and its standing committees. The following are the expected participation of key agencies in RTP development and review.

Agency	Roles
MTC	As the MPO for the San Francisco Bay Area, MTC develops, coordinates, circulates and provides for public involvement prior to adopting the RTP. Develops supporting technical documents, environmental documents, public information and other supplemental reports related to RTP. Prepares conformity analysis for RTP and makes conformity findings prior to adoption. Includes funding for TCMs in RTP. MTC Commission will act as the final policy body in the development and adoption of the RTP.
ABAG	Adopts long-range land use and demographic projections for the Bay Area. Provides detailed demographic data to MTC for travel forecasting and regional emissions analysis.
California DOT (Caltrans)	Project initiator for all state highway projects in the MTC region. Works directly with MTC in providing and reviewing detailed technical programming information. Defines the design concept and scope of projects in the RTP to conduct regional emissions analysis. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects. Conducts project level CO and PM hotspot analyses. Identifies and commits to project level CO and PM mitigation measures, as required. Implements TCMs for which Caltrans is responsible in a timely fashion.
California ARB	Develops, solicits input on and adopts motor vehicle emissions factors; seeks EPA approval for their use in conformity analyses.
BAAQMD	Reviews and comments on all aspects of the conformity determinations for the RTP.
EPA	Administers and provides guidance on the Clean Air Act and Transportation Conformity regulations. Determines adequacy of motor vehicle emissions budget used for making RTP conformity findings. Reviews and comments on conformity determinations for the RTP.

Agency	Roles
Local Municipalities	Local municipalities propose projects for inclusion in the RTP and provide related information on design concept and scope for all regionally significant projects, including facilities where detailed design features have not yet been decided. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects that would affect a new conformity analysis. Conducts project level CO and PM hotspot analyses. Identifies and commits to project level mitigation measures for CO and PM, as required. Implement TCMs for which local governments have responsibility in a timely fashion.
Local Transportation Agencies (CMAs, Transit Operators)	Project initiators for certain road and transit projects. See above Local Municipalities.
FHWA/FTA	FHWA and FTA consult with EPA on finding that the RTP conforms to the SIP. Provide guidance on transportation planning regulations. Ensure that all transportation planning and transportation conformity requirements contained in 23 CFR Part 450 and 40 CFR Part 93, respectively, are met.

* While these are the key areas and agencies involved in the development of the RTP, participation in the RTP process by other agencies may occur.

c. Consultation on RTP and RTP Amendment Conformity Analysis

Consultation on the assumptions and approach to the conformity analysis of the RTP or RTP Amendment will occur during the preparation of the draft RTP or RTP Amendment. MTC typically starts discussing the assumptions and approach to the conformity analysis with the Conformity Task Force at least two to three months prior to the conformity analysis being conducted. Early in the RTP or RTP Amendment development process, MTC will consult with the Conformity Task Force on, at a minimum, the following topics:

- Travel forecasting and modeling assumptions
- Latest planning assumptions
- Motor vehicle emission factors to be used in conformity analysis
- Appropriate analysis years
- Key regionally significant projects assumed in the transportation network and the year of operation
- Status of TCM implementation
- Financial constraints and other requirements that affect conformity pursuant to Federal Statewide and Metropolitan Planning regulations.
- Reliance on a previous regional emissions analysis
- The need for an Interim RTP (in the event of a conformity lapse)

The preparation of the draft conformity analysis will typically begin after public review of the draft RTP or RTP Amendment since there may be changes to projects and programs resulting from further public input. MTC will transmit the results of the draft conformity analysis to the

Conformity Task Force prior to releasing the draft conformity analysis for public review. The Conformity Task Force will respond promptly to MTC staff with any comments. The draft conformity analysis will be available for public review at least 30 days prior to any final action by MTC on the final conformity analysis and RTP or RTP Amendment. MTC will consult with the Conformity Task Force, as needed, in preparing written responses to significant comments on the draft conformity analysis. The draft conformity analysis will be reviewed by the MTC standing committee responsible for the RTP and will be referred to the Commission for approval. Members of the public can comment on the draft conformity analysis in writing or in person at MTC meetings prior to the close of the 30-day public review period. After the Commission approves the final conformity analysis, MTC will provide the final conformity analysis to FHWA/FTA for joint review as required by 40 CRF 93.104 and 23 CRF 450.322 of the FHWA/FTA Statewide and Metropolitan Planning Rule. Copies of the final conformity analysis will also be transmitted to the Conformity Task Force and made available in the MTC/ABAG Library and MTC's Web site.

III. Consultation on Transportation Improvement Program (TIP) and TIP Amendments

a. TIP Consultation Structure and Process

Similar to the RTP development, the mechanism for developing the TIP or TIP Amendments is through the Partnership or its successor. MTC is responsible for convening meetings of the Partnership and its subcommittees. These meetings are open to the public.

The Partnership includes representatives of all federal, state and local transportation agencies involved in developing and implementing transportation policies and programs in the nine-county San Francisco Bay Area as well as other regional agencies, such as the BAAQMD, ABAG, and BCDC. The Conformity Task Force member agencies, including EPA and ARB, are represented on the Partnership, and therefore the Conformity Task Force member agencies may participate directly in the Partnership process.

Early in the TIP development process, MTC will develop a schedule for key activities and meetings leading up to the adoption of the TIP. In developing the draft TIP, MTC brings important TIP-related issues to the Partnership for discussion and feedback. MTC is responsible for transmitting all materials used for these discussions to the Partnership prior to the meetings, or on occasion, may distribute materials at the meetings. All materials that are relevant to interagency consultation, such as the TIP schedule, important TIP-related issues, and draft TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for TIP Amendments requiring an air quality conformity determination.

Public involvement in development of the TIP or TIP Amendments will be provided in accordance with MTC's adopted public involvement procedures. Key TIP supporting documents are posted on MTC's Web site for reference.

Policy decisions and actions pertaining to the TIP are the responsibility of MTC and will be made through MTC's Commission and its standing committee structure. The MTC standing committee

currently in charge of the TIP is the Programming and Allocations Committee, but changes to committee names can be expected from time to time. Comments received on important TIP-related issues and materials will be reviewed and considered by MTC staff in preparation of issuing a draft and final TIP for public review. MTC staff will respond to all significant comments, and the comments and response to comments will be made available for discussion with the Programming and Allocations Committee and the Commission. MTC will transmit TIP-related materials to be discussed at the Programming and Allocations Committee and Commission meetings to the Conformity Task Force prior to the meeting, or on occasion, may distribute materials at the meetings. Staff and policy board members of Conformity Task Force agencies may participate in these meetings.

b. Agency Roles and Responsibilities

Development of the TIP will be a collaborative process with agencies participating through the Partnership or its successor. The following are the expected participation of key agencies in TIP development and review:

Agency	Roles
MTC	As MPO for the San Francisco Bay Area, MTC develops, coordinates, circulates and provides for public involvement prior to adopting the TIP. Develops supporting technical documents and memorandum. Ensures projects in the TIP are consistent with the RTP. Ensures project sponsors have written commitments to any CO or PM mitigation measures required as conditions to NEPA process, prior to funding approval. Prepares conformity analysis for the TIP and makes conformity findings prior to adoption. Includes funding for TCMs in the TIP to ensure timely implementation. MTC Commission will act as the final policy body in the development of the TIP, prior to submittal to Caltrans, FHWA and FTA.
ABAG	Adopts long-range land use and demographic projections for the Bay Area. Provides detailed demographic data to MTC for travel forecasting and regional emissions analysis.
California DOT (Caltrans)	Project initiator for all state highway projects in the MTC region. As such, works directly with MTC in providing and reviewing detailed technical programming information. Defines the design concept and scope of projects in the TIP to conduct regional emissions analysis and provides costs. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects. Conducts project level CO and PM hotspot analyses. Identifies and commits to certain CO and PM mitigation measures, as required. Implements TCMs for which Caltrans is responsible in a timely fashion.
California ARB	Develops, solicits input on and adopts motor vehicle emissions factors. Seeks EPA approval for their use in conformity analyses
BAAQMD	Reviews and comments on all aspects of the conformity determinations for the TIP.
EPA	Administers and provides guidance on the Clean Air Act and transportation conformity regulations. Determines adequacy of motor vehicle emissions budget used for making TIP conformity findings. Reviews and comments on conformity determinations for the TIP.

Agency	Roles
Local Municipalities	Local municipalities propose projects for inclusion in the TIP. Responsible for informing MTC of design concept and scope and costs of all regionally significant projects, including non-FHWA/FTA funded projects when the project sponsor is a recipient of federal funds. Provides design concept and scope for facilities where detailed design features have not yet been decided. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of any regionally significant projects that would affect a new conformity analysis. Ensures regionally significant projects are in a conforming RTP and TIP (or otherwise meet the requirements of EPA conformity regulations, Sec. 93.121) prior to local approval action. Conducts project level CO and PM hotspot analyses. Identifies and commits to project level mitigation measures for CO and PM, as required. Implement TCMs for which local governments have responsibility in a timely fashion.
Local Transportation Agencies (CMAs, Transit Operators)	Project initiators for certain road and transit projects. See above Local Municipalities.
FHWA/FTA	FHWA and FTA consult with EPA on finding that the TIP conforms to the SIP. Provide guidance on transportation planning regulations. Ensure that all transportation planning and transportation conformity requirements contained in 23 CFR Part 450 and 40 CFR Part 93, respectively, are met.

* While these are the key areas and agencies involved in the development of the TIP, participation in the TIP process by other agencies may occur.

c. Consultation and Notification Procedures for Conformity Analysis of TIP and TIP Amendments

Adoption of a new TIP will occur at intervals specified in federal planning requirements, whereas TIP Amendments can be expected to occur much more frequently. Consultation on the assumptions and approach to the conformity analysis of the TIP or TIP Amendment will occur during the preparation of the draft TIP or TIP Amendment. MTC typically starts discussing the assumptions and approach to the conformity analysis with the Conformity Task Force at least two to three months prior to the conformity analysis being conducted. When preparing a new TIP, MTC will consult with the Conformity Task Force on the same topics listed for the RTP (see Section II.c.), as well as the additional topics listed below:

- Identification of exempt projects in the TIP
- Identification of exempt projects which should be treated as non exempt
- Determination of projects which are regionally significant (both FHWA/FTA and non FHWA/FTA funded projects)
- Development of an Interim TIP (in the event of a conformity lapse)

For TIP Amendments, MTC will consult with the Conformity Task Force as identified below:

Consultation Required in Situations Requiring a Conformity Determination, Including But Not Limited To:

- Add a regionally significant project to the TIP when it has already been appropriately accounted for in the regional emissions analysis for the RTP
- Add a non-regionally significant project to the TIP
- Add non-exempt, regionally significant project that has not been accounted for in the regional emissions analysis
- Change in non-exempt, regionally significant project that is not consistent with the design concept and scope or the conformity analysis years

In addition, notification at the beginning of the public comment period is required for major amendments that add/delete exempt project or project phases to/from the TIP and add environmental studies for non-exempt project to the TIP.

Some changes to an adopted TIP do not require consultation or notification of these changes to federal or state agencies.

No Consultation Required:

According to FHWA/FTA/Caltrans *Procedures for Minor Modification to the FSTIP*, minor change amendments are revisions to project descriptions that do not affect the scope or conflict with the environmental documents, funding revisions that are no more than \$2 million but not more than 20% of the total project cost, changes to fund sources, changes to project lead agency, changes that split or combine projects with no scope or funding changes, changes to required information for grouped projects and adding or deleting projects from grouped project listings. Per the *Procedures for Minor Modification to the FSTIP*, these types of changes are considered administrative actions and do not require any public notification or consultation.

The preparation of the draft conformity analysis will typically begin during the public review period and be completed when all changes to the proposed listing of projects and programs in the draft TIP or TIP Amendment have been finalized. MTC will transmit the results of the draft conformity analysis to the Conformity Task Force prior to releasing the draft conformity analysis for public review. The Conformity Task Force will respond promptly to MTC staff with any comments. The draft conformity analysis will be available for public review at least 30 days prior to any final action by MTC on the final conformity analysis and TIP or TIP Amendment. MTC will consult with the Conformity Task Force, as needed, in preparing written responses to significant comments on the draft conformity analysis. The draft conformity analysis will be reviewed by the MTC standing committee responsible for the TIP and will be referred to the Commission for approval. Members of the public can comment on the draft conformity analysis in writing or in person at MTC meetings prior to the close of the 30-day public review period. After the Commission approves the final conformity analysis, MTC will provide the final conformity analysis to FHWA/FTA for joint review as required by 40 CRF 93.104 and 23 CRF 450.322 of the FHWA/FTA Statewide and Metropolitan Planning Rule. Copies of the final

conformity analysis will also be transmitted to the Conformity Task Force and made available in the MTC/ABAG Library and MTC's Web site.

IV. State Implementation Plan (SIP) Consultation Process

a. SIP Consultation Structure and Process

The BAAQMD, MTC and ABAG have co-lead responsibilities for preparing the SIP. The SIP will normally be developed through a series of workshops, technical meetings, and public involvement forums independent of the Conformity Task Force; however, all Conformity Task Force agencies will be provided with all information and every opportunity to fully participate in the development of the SIP. The BAAQMD will provide and update schedules for SIP development that will be available to all agencies and the public. Public involvement will be in accordance with the BAAQMD's public involvement procedures. Key documents will be posted on BAAQMD's website. SIP development will normally cover inventory development, determination of emission reductions necessary to achieve and/or maintain federal air quality standards, transportation and other control strategies that may be necessary to achieve these standards, contingency measures, and other such technical documentation as required. The SIP will include a process to develop and evaluate transportation control measures as may be suggested by the co-lead agencies, other agencies, and the public.

MTC will consult with the BAAQMD and ARB in providing the travel activity data used to develop the on-road motor vehicle emissions inventory. If new transportation control strategies are necessary to achieve and/or maintain federal air quality standards, MTC will evaluate and receive public comment on potential new measures through the SIP consultation process administered by the BAAQMD. This SIP process will define the motor vehicle emissions budget (MVEB), and its various components, that will be used for future conformity determinations of the RTP and TIP. Prior to publishing the draft SIP, the Conformity Task Force will have an opportunity to review and comment on the proposed MVEB.

The BAAQMD will circulate the draft SIP for public review, and all comments will be responded to in writing prior to adoption of the SIP by the co-lead agencies. The Boards of the co-lead agencies will formally adopt the submittal. The BAAQMD will then transmit the adopted submittal, along with the public notice, public hearing transcript and a summary of comments and responses, to the ARB.

b. Agency Roles and Responsibilities

The following provides a summary on the roles and responsibilities of the different agencies with involvement in development and review of SIP submittals dealing with TCMs or emissions budgets.

Agency	Responsibilities
MTC	MTC is a co-lead agency for development of the SIP. Responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agencies' comments, and preparing public hearing transcripts and responding to public comments. MTC is responsible for developing regional travel demand forecasts used in the SIP emissions inventory and analysis of new TCMs. MTC develops, analyzes, and monitors and reports on implementation of federal TCMs. MTC participates in public workshops and hearings on the SIP. MTC will provide final SIP documents to the Conformity Task Force and place copies in MTC's library.
ABAG	ABAG is a co-lead agency for development of the SIP. Responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agency comments, and preparing public hearing transcripts and responding to public comments. ABAG's responsibilities include developing regional economic, land use and population forecasts used in developing SIP inventories. ABAG participates in public workshops and hearings on SIP submittals
California DOT (Caltrans)	Caltrans participates through various meetings, workshops, and hearings that are conducted by the co-lead agencies.
California ARB	ARB participates in the SIP development process in the Bay Area. ARB receives the Bay Area's SIP submittals, and upon approval, transmits them to EPA. Concurs with TCM substitution in the SIP.
BAAQMD	BAAQMD is responsible for air quality monitoring, preparation and maintenance of detailed and comprehensive emissions inventories, and other air quality planning and control responsibilities. BAAQMD is responsible for air quality planning in the region. Its responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agencies' comments, and preparing public hearing transcripts and responding to public comments. BAAQMD organizes and participates in public workshops and hearings on SIP submittals.
EPA	EPA receives the Bay Area's SIP submittals from the California ARB, and has the responsibility to act on them in a timely manner. EPA directly influences the content of the submittals through regulations implementing the federal Clean Air Act. EPA also has the opportunity to influence the submittals through various meetings, workshops, and hearings that are conducted by the co-lead agencies. Provides guidance on the Clean Air Act. Determines adequacy of motor vehicle emissions budget used for making RTP/TIP conformity findings. Concurs with TCM substitution in the SIP.
Local Municipalities	Local municipalities will also participate through various meetings, workshops, and hearings that are conducted by the co-lead agencies.
Local Transportation Agencies (CMAs and Transit Operators)	CMAs and transit operators participate through various meetings, workshops, and hearings that are conducted by the co-lead agencies. CMAs represent the collective transportation interests of cities and counties, and, in certain cases, other local agencies.
FHWA/FTA	Provide guidance on transportation planning regulations. Opportunities to participate in the SIP are as noted above.

V. Consultation process for model assumptions, design and data collection

Consultation on model assumptions, design and data collection will take place through two forums ⁽¹⁾:

Group	Role/Focus	Approximate Meeting Frequency
Conformity Task Force	Feedback on regional travel demand forecast model development and assumptions. Consultation on regional emission models and assumptions. Feedback on CO and PM hot spot analysis models developed by others	Quarterly, unless consensus to meet less frequently
Model Coordination Working Group of the Partnership	Consultation on regional travel model data collection, analysis, forecasting assumptions, and model development and calibration.	At the call of the Chair.

⁽¹⁾ Membership and meeting frequency changes are regular and expected. Committee structure is subject to change as new committees are formed or as additional committees are included in modeling consultation.

The Model Coordination Working Group focuses on regional transportation model development and coordination. The Working Group or its successor, among other duties, provides a process for consulting on the design, schedule and funding of research and data collection efforts and on development and upgrades to the regional travel demand forecast model maintained by MTC. MTC staff coordinates meetings and helps prepare agenda items. Agendas and packets are generally mailed out one week prior to each meeting. Participation is open to all interested agencies, including members of the Conformity Task Force and the public.

Significant modeling issues that affect or pertain to conformity determinations of the RTP and TIP will be brought by MTC to the Conformity Task Force for discussion prior to any conformity analysis that requires the use of the MTC travel demand forecast model. Any member of the Conformity Task Force can independently request information from MTC concerning specific issues associated with the MTC model design or assumptions, and MTC staff will make the information available.

Models for analysis of localized CO and PM10 hot spots have been developed by others, and the Conformity Task Force does not have any direct role in their development or application. The Conformity Task Force may:

1. Periodically review and participate with Caltrans and other agencies as appropriate in the update of these models and procedures.
2. Refer project sponsors to the most up to date guidance on hot spot analyses.

VI. Project Level Conformity Determinations for Carbon Monoxide (CO)

All project-level conformity determinations are the responsibility of FHWA and FTA. Project sponsors should use the most recent Caltrans procedures for CO analysis approved by CARB and the EPA. In accordance with Government Code 66518 and 66520, MTC will determine the following:

1. That FHWA or FTA has approved the project-level CO conformity analysis which is included in the project's environmental document.
2. That the design concept and scope of the project has not changed significantly from that used by MTC in its regional emissions analysis of the RTP or the TIP.

The Conformity Task Force may periodically review and participate with Caltrans and other agencies as appropriate in the update of the Caltrans procedures for CO analysis, and provide technical guidance to project sponsors who use these procedures.

VII. Monitoring of Transportation Control Measures (TCMs)

The periodic conformity analyses for the RTP and TIP will include updates of the implementation of TCMs in the applicable SIP. The Conformity Task Force may request more frequent updates, as needed.

Prior to conducting a new conformity analysis for an RTP or TIP, MTC will document the status of TCMs that have not been completed, by comparing progress to the implementation steps in the SIP. Where TCM emissions reductions are included as part of the MVEB, MTC will also estimate the portion of emission reductions that have been achieved. If there are funding or scheduling issues for a TCM, MTC will describe the steps being undertaken to overcome these obstacles, including means to ensure that funding agencies are giving these TCM maximum priority. MTC may propose substitution of a new TCM for all or a portion of an existing TCM that is experiencing implementation difficulties (see below).

VIII. Substitution of TCMs in the SIP

After consultation with the Conformity Task Force, MTC may recommend and proceed with the substitution of a new TCM in the SIP to overcome implementation difficulties with an existing TCM(s). The substitution will take place in accordance with MTC's adopted TCM substitution procedures, which provide for full public involvement. In the event of possible discrepancies between MTC's TCM Substitution Procedures and those in SAFETEA (Public Law 109-59), the provisions of SAFETEA will govern.

IX. Other Conformity Task Force Processes and Procedures

Interagency consultation procedures for specific conformity issues are described below:

1. Defining regionally significant projects: Regionally significant projects are defined as a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs and would normally be included in the coded network for the regional transportation demand forecast model, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. MTC's travel model roadway network may also include other types of facilities for reasons of functionality or connectivity that would not normally be considered regionally significant. MTC will periodically review with the Conformity Task Force the types of facilities and projects that are coded in the network but which MTC recommends should not be classified as regionally significant (and which therefore would not trigger a new regional emissions analysis if amended into the TIP). MTC will document the decisions of the Task Force for future reference. The Task Force will also consider projects that would not be found regionally significant according to the modeling definition above, but should be treated as regionally significant for conformity purposes.
2. Determination of significant change in project design concept and scope: Project sponsors should provide timely notice to MTC of any change in the design concept or scope of any regionally significant project in the RTP and TIP. MTC will consider a significant change in design concept and scope to be one that would alter the coding of the project in the transportation network associated with the regional travel model. When a project(s) have a change in design concept and scope from that assumed in the most recent conformed TIP and RTP, MTC will not normally consider revisions to the RTP or TIP if such a revision requires a new regional emissions analysis for the entire Plan and TIP. MTC will evaluate projects that may be considered to have a change in design concept and scope and will consult with the Conformity Task Force prior to advising the project sponsor as to how MTC intends to proceed with any request to amend the RTP and/or TIP.
3. Determining if exempt projects should be treated as non-exempt: MTC will identify all projects in the TIP that meet the definition of an exempt project, as defined in the Conformity regulations. MTC will provide a list of exempt projects to the Conformity Task Force for review prior to releasing the draft TIP for public comment. If any member of the Conformity Task Force believes an exempt project has potentially adverse emission impacts or interferes with TCM implementation, they can bring their concern to the Conformity Task Force for review and resolution. If it is determined by the Conformity Task Force that the project should be considered non exempt, MTC will notify the project sponsor of this determination and make appropriate changes to the conformity analysis, as required.
4. Treatment of non-FHWA/FTA regionally significant projects: Any recipient of federal funding is required to disclose to MTC the design concept and scope of regionally significant

projects that do not use FHWA or FTA funds. MTC will request that Caltrans and local agencies identify all such projects prior to conducting a new conformity analysis for the RTP or TIP. As part of the conformity analysis, MTC will also include a written response to any significant comment received about whether any project or projects of this type are adequately accounted for in the regional emissions analysis.

5. Projects that can advance during a conformity lapse. In the event of a conformity lapse, MTC will convene the Conformity Task Force to identify projects in the RTP and TIP that may move forward. MTC will also consult the Conformity Task Force on the process for preparing an Interim RTP and TIP.
6. Addressing activities and emissions that cross MPO boundaries: When a project that is not exempt is proposed in another MPO's Plan or TIP crosses MTC's boundaries, MTC will review the project with the Conformity Task Force to determine appropriate methods for addressing the emissions impact of the project in MTC's conformity analysis, consistent with EPA's conformity regulations.

MTC's planning area includes a portion of Solano County, which is in the Sacramento air basin. The Sacramento Area Council of Governments (SACOG) is the MPO for this planning area. MTC and SACOG, in consultation with Caltrans, the State Air Resources Board, and the Governor's Office, have developed and signed a Memorandum of Understanding for undertaking conformity analysis in eastern Solano County.

X. Conflict Resolution

Conflicts between State agencies, ABAG, MTC or BAAQMD that arise during consultation will be resolved as follows:

- 1 A statement of the nature of the conflict will be prepared and agreed to by the Conformity Task Force.
3. Staff of the affected agencies will meet in a good faith effort to resolve the conflict in a manner acceptable to all parties.
4. If the staff is unsuccessful, the Executive Directors or their designee of any state agency and all other parties to the conflict shall meet to resolve differences in a manner acceptable to all parties.
5. The parties to the conflict will determine when the 14-day clock (see below) starts.
6. Following these steps, the State Air Resources Board has 14 days to appeal to the Governor after Caltrans or MTC has notified the State Air Resources Board that either party plans to proceed with their conformity decision or policy that is the source of the conflict. If the State air agency appeals to the Governor, the final conformity

determination must have the concurrence of the Governor. If the State Air Resources Board does not appeal to the Governor within 14 days, the MTC or State Department of Transportation may proceed with the final conformity determination. The Governor may delegate his or her role in this process, but not to the head or staff of the State or local air agency, State department of transportation, State transportation commission or board, or an MPO.

XI. Public Consultation Procedures

MTC will follow its adopted public involvement procedures when making conformity determinations on transportation plans, and programs. These procedures establish a proactive public involvement process which provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by MTC at the beginning of the public comment period and prior to taking formal action on a conformity determination for the RTP and TIP, consistent with these requirements and those of 23 CFR 450.316(b). Meetings of the Conformity Task Force and Partnership are open to the public. Any charges imposed for public inspection and copying should be consistent with the fee schedule contained in 49 CFR 7.95. These agencies shall also provide opportunity for public involvement in conformity determinations for projects where otherwise required by law.

APPENDIX A – 67

2017 TIP Detail

Congestion Management Process Update



2010 Congestion Management Process Update

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

August 18, 2010

I) Background

SAFETEA-LU Requirements for a CMP

The requirements for development of a Congestion Management Process (CMP) were originally established by the federal Intermodal Surface Transportation Efficiency Act of 1991 (the CMP was referred to as the Congestion Management System (CMS). In 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continued the requirement that the Metropolitan Planning Organization (MPO) complete a CMP. The CMP requirements challenge regions to develop performance based planning processes that are based on collaboration among transportation interests, specifically focused on congestion management.

The National Highway System (NHS) Bill of 1995 placed the implementation of CMS and the other ISTEA management systems at the discretion of the states. However, subsequent amendments to the metropolitan planning rules and management and monitoring system regulations clearly specify that the planning process in transportation management areas (TMAs), metropolitan areas with population greater than 200,000, is still required to include a CMS. This remains true under SAFETEA-LU (Sections 23 CFR 450.320 and 23 CFR 500.105 as amended December 19, 1997 and April 1, 1997 respectively) Thus, the CMS requirement still applies to the Bay Area. In addition, the NHS revisions did not affect the original provisions that Federal funds may not be programmed in a carbon monoxide and/or ozone non-attainment TMA for any highway project that will result in a significant increase in single-occupant-vehicle capacity unless the project is based on an approved CMS. (Section 23 CFR 450.320 (b) and 23 USC 134 (l)) The deadline for compliance under the revised regulations was October 1, 1997.

The Partnership Approach

Though the NHS Bill generated a brief period of uncertainty about the nature of the CMP requirement in the Bay Area, the region's approach and commitment have remained consistent since MTC first developed an approach in cooperation with the Bay Area Partnership in 1994. Our strategy is to begin by recognizing the diverse efforts already in place to address congestion management and mobility in the regional, county-wide, and local transportation planning processes in the Bay Area. Rather than create a new system, we build on this existing foundation and focused on improving MTC's and the region's tool kit to manage the Bay Area's transportation system.

County Congestion Management Programs

The Bay Area workplan for the CMP is based on a review of federal and state CMP requirements in relation to existing and developing regional, county-wide, and local transportation planning processes. The Regional Transportation Plan, using the congestion management programs and the short range transit plans as major building blocks, is the unifying process and document for transportation planning in the region. The State Implementation Plan, airport and seaport plans, corridor studies, and the major investment study process supplement the RTP to form the foundation of activities supporting the Bay Area's CMP.

County congestion management plans developed under California law comprise some of the main building blocks for the region's federally required CMP and establish specific requirements for the content and development process for county Congestion Management process, for the relationship between the metropolitan planning process, for county monitoring and other responsibilities, and for the responsibilities of MTC as the regional transportation planning agency.

State statutes also specify particular responsibilities involving county Congestion Management Programs for the regional transportation agency, in the Bay Area, MTC. These responsibilities include review of the consistency of the county Congestion Management Program with the RTP, evaluation of the consistency and compatibility of in the Bay Area, and inclusion of the county Congestion Management Program projects in the Regional Transportation Improvement Program (RTIP).

In 1996, the California legislature allowed counties to opt out of the state CMP requirement (AB 2419 (Bowler) Chapter 293, Statutes of 1996). All but two (Sonoma and Napa counties) Bay Area counties have chosen to continue to prepare state congestion management plans under California law.

The other main building blocks of the federally required CMP support the county congestion management plans and fill gaps for the two counties, Sonoma and Napa. These planning efforts include: (1) freeway congestion monitoring conducted annually by MTC and Caltrans on all congested freeways; (2) development of countywide transportation plans in all nine counties, which include performance measures, needs assessments, and identification and evaluation of potential improvements; and (3) other regional planning initiatives including the Freeway Performance Initiative corridor studies and Corridor System Management Plans, which document congestion, include performance measures, identify and evaluate potential improvements.

Under Federal law, a Transportation Management Area (TMA) that is a non-attainment area for ozone may program funds to projects that significantly increase capacity for single-occupancy vehicles only if those improvements are identified in a CMP. Historically, the Bay Area's long-range regional transportation plans (RTPs) and hence the region's transportation improvement programs (TIPs) have included very few projects that significantly increase capacity for single-occupancy vehicles. Of \$218 billion in the current plan, *Transportation 203*, 81% is for maintenance and operations, 14% for transit expansion, and 3% for roadway expansion. MTC takes care to track how projects in the RTP and TIP have emerged through the planning process. Projects listed in the RTP are required to provide project level details including purpose, scope, goals, and the planning processes in which they were identified and evaluated, including county congestion management plans and/or corridor studies. Once in the RTP, projects are further evaluated through the scenario evaluation and cost/benefit analysis for project performance against quantitative evaluation criteria based on performance objectives as well as a qualitative policy assessment criteria based on RTP goals.

Focus Tasks

The CMP also identifies focus tasks so as to direct our efforts to achievable results and address areas where our work can be strengthened. CMP focus tasks are projects and studies arising from diverse, established activities addressing congestion management and mobility in the regional framework illustrated in Appendix A. Several of the focus tasks rely on the efforts of multiple Partner agencies. This report reviews the focus tasks from previous years and identifies new focus tasks for 2010.

Restriction on Programming Federal Funds to Highway Projects

The CMP requirements specify that federal funds may not be programmed for any project that expands capacity for single occupancy vehicles in an ozone, carbon monoxide, or PM_{2.5} non-attainment area unless the project is based on an approved CMP.

The Bay Area pollutant designations are as follows:

- **Ozone:** In June 2004, EPA designated the Bay Area as nonattainment for the national 8-hour ozone standard set in 1997. In March 2008, EPA lowered the ozone standard to 0.75 parts per million. In March 2009, the California Air Resources Board recommended to EPA that the Bay Area be designated as nonattainment for this revised 2008 ozone standard. However, EPA has not taken action on this designation because EPA is in the process of reconsidering the 2008 ozone standard and intends to complete this reconsideration by August 31, 2010. EPA expects to set area designations to the revised 2010 8-hour ozone standard in March 2011.
- **Carbon Monoxide:** In April 1998, EPA designated the Bay Area as a maintenance area for the national 8-hour carbon monoxide standard.
- **PM_{2.5}:** In December 2009, EPA designated the Bay Area as nonattainment for the national 24-hour PM_{2.5} standard.

Regardless of the region's attainment status, it is MTC practice to document the planning context of all projects included in the financially constrained regional transportation plan in the Project Notebook produced with each long range plan update. Specifically, the Project Notebook documents the plans and studies from which the project evolved and the other alternatives considered. Thus the planning context of any project programmed by MTC can be reviewed by tracing that project back to the long range plan. Appendix A of this document illustrates how various plans and studies fit into the regional CMP.

Periodic Update

In order to learn from our experience and apply lessons learned, MTC prepares an update is prepared periodically, approximately every two years, to provide an overview of the CMP efforts, evaluate the previous focus tasks, and define new focus tasks for the year to come. This report represents the sixth update since the establishment of the Bay Area CMP. Section 1 summarizes accomplishments from focus tasks identified in CMP updates since 1994. Section 2 identifies focus tasks for 2010.

Section 1 1994-95 Focus Tasks

<u>Focus Task (1994-95)</u>	<u>Accomplishments</u>
1) <u>Develop MIS implementation procedures</u>	<p>“Regional criteria for screening pipeline projects for MIS requirements.” (Dec. 1994)</p> <p>“Regional MIS Process and Procedures.” (May 1996)</p>
2) <u>Performance Measures:</u> Explore user oriented performance indicators for evaluating projects and investment alternatives	<p>David Jones study of regional performance Indicators. (June 1995)</p> <p>Summary of Bay Area Performance Measures. (Nov. 1995)</p> <p>Ongoing</p>
3) <u>Improve coordination of data documentation, integration, and travel demand models</u>	<p>“Data Integration Project Catalog.” (Mar. 1996)</p> <p>“Data Integration Project Issues.” (Aug. 1996)</p> <p>“Regional Model Coordination Study.” (Dec. 1995)</p> <p>Ongoing meetings of the Bay Area Travel Model User Community (BATMUC) and associated WWW site: http://tech.groups.yahoo.com/group/batmuc/ (2005 to Present)</p>
4) <u>Metropolitan Transportation System (MTS) Management Strategy:</u> Develop a Partnership approach toward corridor and operational strategies	<p>Phase 1 of Management Strategy, including 8 corridor management workshops. (May 1995)</p> <p>Specific efforts addressed in later focus tasks.</p>
5) <u>Traveler Information:</u> Improve transportation information services to users	<p>Initiated efforts to get TOS freeway sensors working reliably to provide information to TravInfo®. TOS functionality continues to be limited. See items related to 511 and TOS in future focus tasks.</p> <p>Began with TRANSTAR data bases in 1994-1995. Transitioned to web-based Take Transit Trip Planner. (2001-2002)</p> <p>Take Transit Trip Planner will include all Bay Area operators by summer 2003.</p> <p>Continued in later years</p>
6) <u>Evaluate the effectiveness of the Freeway Service Patrol</u>	<p>Final report issued (summer 1995)</p>

Section 1 1996-97 Focus Tasks

<u>Focus Task (1996-97)</u>	<u>Accomplishments</u>
1) <u>Transportation System Performance Measures:</u> Identify customer-oriented performance measures and appropriate uses for them at the regional level.	Developed performance measures. (Spring 1997) Developed a pilot project to field-test methods for collecting travel time. (Dec. 1997) Continued in later years.
2) <u>Regional Arterial Program:</u> Promote implementation of programs that improve operation of the region's arterial street network: 1) Regional Traffic Signalization and Operations Program (RTSOP) program provides funding to jurisdictions to implement capital programs, especially multi-jurisdictional & new technology projects; 2) Traffic Engineering Technical Assistance Program (TETAP) program provides technical assistance to local jurisdictions lacking expertise in operations improvements.	Launched Regional Signal Timing Program (RSTP) to provide technical assistance to local jurisdictions for retiming traffic signals, including transit signal priority (2004). Retimed over 3,400 signals in the Bay Area under RSTP (2004-2009). Funded over 235 projects under TETAP (1993-2007). Continued development and expansion of smart corridors in Silicon Valley, East Bay, and San Francisco (2006). Over 92 RTSOP projects funded (1993-1997) and over 170 TETAP projects funded. (2003) RTSOP rolled into TETAP (1998). Identified 14 arterial management strategies. (fall 1997) Developed prototype Arterial Inventory Database to track inventory of signal equipment. (spring 2000 - summer 2002) Implemented Concept of Operations Requirement for multi-jurisdictional signal projects. (fall 1999) Launched Program for Arterial System Synchronization (PASS) with a regional emphasis replacing the RSTP (2010). PASS 2010/11 cycle with 13 projects with over 350 signals selected for signal coordination including services like Incident Management flush plans, Traffic Responsive timing plans and Transit Signal Priority.
3) <u>Carquinez Bridge Reconstruction/Operations:</u> Ensure that plans to reconstruct the westbound span and the subsequent operations plans are consistent with the region's commitment to transit and HOV operations as well as the larger framework for management of the I-80 corridor.	Final Environmental Impact Statement issued. (Jan. 1998) Construction of the new bridge, which will accommodate one HOV lane and three mixed-flow lanes westbound on I-80, began in January 2000. The new bridge opened to traffic in November 2003.

Focus Task (1996-97)

Accomplishments

- 4) **Electronic Toll Collection (ETC):** Balance the ETC efficiency objectives with gateway functions of toll plazas and with the region's commitment to an HOV program.
- ETC operational on all lanes on Carquinez Bridge. (1998)
 - HOV bypass included to preserve travel time advantage over SOV. (Aug. 1997)
 - ETC operational in at least one lane of every toll bridge. (Dec. 2000)
 - Installation completed in all toll lanes. (Oct. 2001)
 - Increased number of ETC only lanes from 7 in 2001 to 14 in 2006 and ETC marketshare increased from 20% in 2001 to 42% in 2006.
 - 7 more ETC only lanes added in 2007 and plaza lane configuration and signing modified to improve traffic flow to the ETC lanes.
 - Opened first high-speed ETC Open Road Tolling (ORT) lanes at new Benicia-Martinez Bridge (Aug. 2007)
 - Replaced mini-toll plaza at Bay Bridge with an ORT lane to improve traffic operations for ETC vehicles (Sept. 2009)
 - Upgraded violation enforcement system to increase the quality and quantity of readable license plate images on violations (Oct. 2009)
 - 1 more ETC only lane added in 2010 at the Richmond-San Rafael Bridge in improve traffic operations in ETC lanes.
- 5) **HOV Plan and Support Programs:** Meet MTC requirements to define a strategy for assessing, operating, improving, and expanding the regional HOV system.
- HOV Master Plan Update adopted (Nov. 1997)
 - I-580 HOV lanes converted to mixed flow per HOV Plan recommendation. (1999)
 - 350 HOV lane miles in operation (Jan. 2003) up from 270 HOV lane miles in 1997.
 - 2003 HOV Master Plan Update complete in 2003.
 - MTC initiated the Regional High-Occupancy/Toll (HOT) Lane Network Feasibility Study in 2005. The HOT lane network is based on the existing and planned HOV system. See 2007 Focus Tasks.

Focus Task (1996-97)

Accomplishments

- 6) Regional Strategy for Transportation Demand Management Programs (Regional Rideshare Program): Coordinate TDM/ridesharing activities and focus on the most effective programs.

MTC assumed responsibility for Regional Rideshare Program. (FY 1995-96)
Entered into a 6-year contract for Regional Rideshare Program Services (FY 05/06-10/11) and increased advisory role of county congestion management agencies (CMAs) and the BAAQMD (2000)
Launched new online ridematching, trip tracker and incentives system (May, 2009)
Formed Technical Advisory Committee (CMAs, BAAQMD, and TDM practitioners), which provides ongoing strategic direction for the program. (Early 2003 - present)
Delegated employer transportation services to county agencies that are willing and able to provide these services in their respective jurisdictions. (July, 2005 - present)
Committed \$16 million in CMAQ and BAAQMD funds for a contractor to operate the program plus an additional \$2.2 million in CMAQ for three counties to provide rideshare services from FY 05-06 through FY 10-11

- 7) Emergency Response Program: Develop a formal plan for coordinated regional response among transportation agencies following a major earthquake.

Developed the Trans Response Plan (Fall 1997) that defines the roles, responsibilities and procedures for implementing a comprehensive transportation response.
Assisted Caltrans and transit operators in developing agency Emergency Operating Plans (1998).
Developed the Regional Transportation Emergency Management Plan (Spring 2008).
Led the development of the Regional Transportation Public Information Interagency Joint Information System-Center Procedures (Winter 2008).
Updated the San Francisco Bay Area Transit Operators Mutual Aid Agreement (Winter 2008).
Continued to conduct annual regionwide emergency preparedness exercises with Caltrans, transit operators, and county operational areas in response to a natural or man-made terrorist event (2010).

Section 1 1998 Focus Tasks

<u>Focus Task (1998)</u>	<u>Accomplishments</u>
1) <u>Transportation System Performance Measures:</u> explore methods for collecting travel time data	Conducted study of data collection methods. (March 1999) Continued in later focus tasks.
2) <u>Support I-80 corridor operational analysis</u> in relation to the opening of the HOV/express bus lane (MTS Management Strategy ¹)	Completed 6-month report on HOV lane performance. (July 1998) Completed I-80 HOV Lane and Transit and Ridesharing Service and Monitoring Plan. (August 1998) Ongoing work on the I-80 Integrated Corridor Management Project in conjunction with Caltrans and the Alameda County CMA (2010)
3) <u>Support Alameda County I-880 corridor operational analysis</u> (MTS Management Strategy ¹)	Analysis completed. (1999) Ramp meters along I- 880 in Alameda County turned on between 1996 and 1999. Refer to 2005 Focus Tasks
4) <u>Support San Mateo 101 corridor operational analysis</u> (MTS Management Strategy ¹)	Analysis completed. (March 1999) Additional analysis completed under the Freeway Performance Initiative Corridor Studies. Refer to 2007 Focus Tasks.
5) <u>Facilitate corridor management teams</u> (MTS Management Strategy ¹)	Partners completed 17 sketch level corridor management plans to identify potential projects for STP/CMAQ funding targeted toward system management. (Nov. 1998)
6) <u>Evaluate effectiveness of operational investments</u> (MTS Management Strategy ¹)	Before-and-after study completed for El Camino signal interconnect. (July 1998) Completed evaluation plan for Silicon Valley Smart Corridor project. (April 1998) Continued in later focus tasks.
7) <u>I-680 (Sunol Grade) Phase 2 MIS</u>	Final report completed. (May 2001) Follow-up Value Pricing Study completed (2003) The I-680 High-Occupancy/Toll (HOT) Lane is scheduled to open in 2010, consistent with AB 2032.

¹ See 1994-95 Focus Tasks.

Focus Task (1998)

Accomplishments

8) Field integration work on traffic operations system (TOS) loop detector monitoring stations

TravInfo® installed non-intrusive surveillance units to demonstrate feasibility as alternative to loop detectors. (1999)
Caltrans' Detector Fitness Program increased number of monitoring stations on-line to 600 in late 2000.
Caltrans detector data integrated into statewide PeMS and 511 Drive Times in 2004.
Deployment of detectors to increase PeMS coverage

Section 1 1999 Focus Tasks

<u>Focus Task (1999)</u>	<u>Accomplishments</u>
1) <u>Transportation System Performance Measures</u>	Implementation on hold in 1999. See 2001-2002 focus tasks.
2) <u>Traveler Information</u> : design, operate and maintain TravInfo@ system	See 511 Traveler information in 2001-02 focus tasks.
3) <u>Develop Regional ITS Architecture</u> : The architecture will help identify needs, ensure compatibility of ITS systems, and guide regional ITS investments	See 2001-2002 focus tasks.
4) <u>Conduct Route 24/Caldecott Tunnel Corridor Study</u> : Major investment study exploring alternatives to increase capacity for the reverse peak commute	Completed study. (2001) Caltrans began work on the EIR/EIS for fourth bore. (Nov. 2002) Caltrans to begin construction of fourth bore (2009) Hwy 24 Freeway Corridor Study (2011)
5) <u>Facilitate corridor management teams</u> (MTS Management Strategy ²)	Supported efforts of 5 freeway-arterial Smart Corridor teams to secure funds, retain consultant assistance. Refer to Freeway Performance Initiative in 2007 Focus Tasks.
6) <u>Support development of Concept of Operations Reports for arterial signal projects</u> (MTS Management Strategy ²)	Continued development of interim center-to-center communications system, including a Concept of Operations, to allow data and video exchange between smart corridors and the Caltrans traffic management center (2007). Using TETAP funds, prepared Concepts of Operations for 8 corridor management projects. (1999)

² See 1994-95 Focus Tasks.

7) Evaluate effectiveness of operational investments
(MTS Management Strategy²)

Completed before and after evaluations of signal coordination conducted under Regional Signal Timing Program (2004 - 2009) – see also 1996-1997, item 2, Regional Arterial Program.

Completed before and after evaluations of transit signal priority and bus rapid transit projects for San Pablo Avenue in East Bay (2005) and El Camino Real in Peninsula and South Bay (2006).

Completed before and after evaluations of I-880 ramp metering. (Fall 2000) and Ala-580 ramp metering (2004)

Silicon Valley SMART corridor Evaluation performed by FHWA. (2000)

El Camino Interconnect final ‘after study’ schedule. (Spring 2001)

Completed before and after evaluations of SM 101 ramp metering

Section 1 2001-2002 Focus Tasks

<u>Focus Task (2001-2002)</u>	<u>Accomplishments</u>
1) <u>Transportation System Performance Measures: Develop performance monitoring program and use performance measurement in the RTP</u>	Conducted system-level performance analysis for the 2001 RTP. (Aug. 2001) Develop first regional state of the system report with information on performance of the existing transportation system. (Dec. 2002) This report will be updated annually. See 2003 Focus Tasks.
2) <u>Develop Regional ITS Architecture and Strategic Deployment/Integration Plan</u>	Completed the Phase 1 "State of ITS in the Bay Area" (April 2003). Completed Phase 2 "Bay Area Regional ITS Architecture & Strategic Plan" (October 2004). Completed first update of Bay Area ITS Regional Architecture (December 2007).
3) <u>Address near term staffing needs for the TOS/TMC (MTS Management Strategy³)</u>	Identified need for 20 additional positions in 2000. Attempts to secure funds through budget change order and state budget earmark unsuccessful in 2001 and 2002. Caltrans attempting to sustain past staffing levels for TOS/TMC despite budget crisis.
4) <u>Freeway Management Concept of Operations (MTS Management Strategy³)</u>	MTC, CHP and Caltrans developed Concept of Operations. (October 2000 - July 2002) These agencies are implementing the Action Plan, and as of 2007, have completed 8 of the 17 near-term items in the action plan, and are currently working on 5 others.
5) <u>Regional Express Bus Program</u>	\$40 Million allocated by CTC (completed in 2007). All vehicles are in service. Performance is monitored through the Regional Measure 2 process (ongoing).
6) <u>San Francisco Bay Crossings Study</u>	Final Report complete. (July 2002) Feasibility Study of reversible lane of San Mateo-Hayward Bridge (2003). Several near-term recommendations were funded in Regional Measure 2.
<hr style="border: none; border-top: 1px solid black; margin: 10px 0;"/>	
See 2003 focus tasks.	

³ See 1994-95 Focus Tasks.

Focus Task (2001-2002)

Accomplishments

7) 511 Traveler Information

Launched 511 traveler information telephone system. (Fall 2002)
Launched companion 511.org website. (Fall 2002)
511 Driving Times feature in operation March 2004.
Coverage expanded in July 2004, with plans for further expansion in 2005 and 2006.
See 2005 Focus Tasks.

Section 1 2003 Focus Tasks

<u>Focus Task (2003)</u>	<u>Accomplishments</u>
1) <u>System Management and Operations Blueprint</u> (Builds on efforts featured as past focus tasks related to MTS Management Strategy ⁴)	“Regional Operations Strategy” (ROS), which provides a comprehensive summary of the region’s current policies, programs and investments related to managing the transportation system, and outlines opportunities for future strategies was adopted with <u>Transportation 2030 Plan</u> .
2) <u>Transportation Corridor Concept Reports (TCCRs) and Traffic Operations Strategies (TOPs)</u> (Builds on efforts featured as past focus tasks related to Facilitate Corridor Management Teams – 1998 and 1998)	Caltrans developed 4-panel maps sets for 24 corridors and “Ideal Sequencing Schematics” for 5 corridors, which were shared with MTC and CMAs. (2003) Caltrans and CMAs used information developed to coordinate Transportation 2030 project submittals. (Fall 2003 and Spring 2004) In conjunction with this effort, Caltrans has participated in ABAG’s Smart Growth Working Group and Corridor Planning Program, the East 14 th Street/International Boulevard corridor team, and numerous regional studies. In 2004, Caltrans began a demo project for I-880 corridor to advance the partnership between planning and operations in comprehensive corridor planning. See 2005 and 2007 Focus Tasks (Freeway Performance Initiative 2010) (CSMP).
3) <u>San Mateo Bridge Reversible Lanes Feasibility Study</u>	Study found that reductions in westbound AM delay on the bridge would be offset by increased delay at the SR 92/US 101 interchange. (Fall 2003)

⁴ See 1994-95 Focus Tasks.

Focus Task (2003)

Accomplishments

4) Regional Goods Movement Study

Phase I included identification of Federal reauthorization issues for goods movement; data on commodity flows and future trends; goods movement cluster and economic impact analysis; and land use and community impact analysis. (Fall 2003)

Phase II completed in 2004 identified projects for Transportation 2030 Plan with goods movement benefits and identified legislative approaches to address goods movement issues.

A study to evaluate the impact of land use decisions on goods movement is underway.

This was one of the recommendations of the Regional Goods Movement Study.

See 2007 Focus Tasks.

5) Air Quality Management Initiatives

Episodic reduced transit fares: LAVTA offered free rides on Spare the Air days in summer 2003. Free morning commutes were offered on BART and LAVTA in 2004. In 2005, the free morning commute program expanded to add about 20 Bay Area transit systems. In summer 2006, the program was modified to offer free transit, all-day, on 26 Bay Area transit systems. In 2007, the program was further modified to offer free transit all day on Bay Area buses and light-rail but on BART, Caltrain, the ACE trains and the Golden Gate, Vallejo and Alameda ferries, transit was free until 1:00 p.m. In 2008, 30 Bay Area transit operators offered one free transit day on Thursday, June 19. The free transit program is no longer implemented.

Transit station cars: Program on-hold due to uncertain status of state funding (2010)

Focus Task (2003)

Accomplishments

6) System Performance Monitoring - State of the System Report

MTC and Caltrans released the first State of the System report in 2002.

Since then, reports have been released annually through 2009.

Starting in 2008, the report is becoming more web-oriented. MTC Staff have begun uploading current data as it becomes available. This up-to-date web resource is expected to replace the published report.

Count program completed in 2003 and 2004 (traffic counts and bicycle and pedestrian counts).

This program was discontinued in 2005 due to the cost of compiling comprehensive data.

7) RTP Performance Measures

Commission adopted performance measures for Transportation 2030 project evaluation (June 2003). Staff evaluated more than 400 projects prior to adoption of the Transportation 2030 Plan.

MTC staff conducted a scenario performance assessment and project-level assessment during development of the Transportation 2035 Plan. The Plan includes specific, quantitative performance objectives for each Goal. Key findings are that pricing, land use, technology and cultural shifts will be required to meet the aggressive performance objectives. A benefit-cost assessment was performed for approximately 60 of the largest projects. All projects were evaluated qualitatively. The results were used to help define investment priorities. Staff will conduct a similar evaluation for the Regional Transportation Plan/Sustainable Communities Strategy to be adopted in 2013.

8) I-80/I-680/I-780 Major Investment and Corridor Study

Developed a long-range, multi-modal transportation plan for the I-80/I-680 and I-780 corridors in Solano County. The plan identifies highway, transit and park and ride improvements recommended for mid- and long- term implementation.

Study completed in July 2004.

Section 1 2005 Focus Tasks

<u>Focus Task (2005)</u>	<u>Accomplishments</u>
1. I-880 Corridor System Management Study	Document Review/Data Collection I-880 Simulation Model Draft Base Performance Assessment Draft Investment Scenarios/ Strategies Draft Corridor Management Plan Finalize Corridor Management Plan Demonstration in June 2010
2. Interim Center-to-Center Program	The MOU was fully executed in January 2005. Contractor given Notice to Proceed with Initial Build of C2C software in February 2005, and implemented initial build for November 2005 ITS World Congress. Contractor about to begin the system acceptance phase, scheduled to be completed late 2010.
3. I-580 FAIR Lanes Study	Study completed. Findings indicate a High-Occupancy/Toll (HOT) lane may be feasible and beneficial in the I-580 corridor. A modest program offering credits to low-income travelers would not adversely affect the HOT lane. A program offering credit to all travelers would jeopardize HOT lane operations. (August 2005).
4. Santa Clara County High Occupancy Toll (HOT) Lanes Feasibility Study	The initial feasibility assessment was completed in November 2004. In 2005, a more detailed operational assessment and financial assessment recommended development of HOT lanes on US 101 and SR 85. Santa Clara Valley Transportation Authority (VTA) continues with project development and environmental studies on these two corridors, consistent with AB 2032 (Winter 2006). VTA has an expected open date of 2013 for the SR-85 HOT lane if capital funding can be identified.

Focus Task (2005)

Accomplishments

5. Transit Oriented Development Study

The Study assesses the opportunities, benefits and barriers for increased levels of TOD in the San Francisco Bay Area, and helped define MTC's policies in support of Bay Area TODs, specifically, policies for conditioning regional discretionary funds for Resolution 3434 transit expansion projects on the demonstration of supportive land use policies by local governments. The final report and briefing book are available on line at http://www.mtc.ca.gov/planning/smart_growth/tod/TOD_Book.pdf

The original report was updated in 2007 with no changes made to the policy. The policy is next expected to be updated in 2011.

In 2009/10 staff completed a study of housing choice and the implications for TOD, *Choosing Where We Live*

http://www.mtc.ca.gov/planning/smart_growth/tod/5-10/Briefing_Book-Choosing_Where_We_Live.pdf

6. Bay Area Regional Rail Plan

MTC, BART, Caltrain, and California High-Speed Rail Authority are the study partners. The study identified alternative networks for improving and expanding the regional rail system and for including a high-speed train entry from the Bay Area to the Central Valley. In addition, the study will look at benefits and risks for changing institutional governance structures. The final study was adopted by MTC in September 2007.

Analysis and preliminary implementation plan for leveraging system assets

7. 511 Traveler Information System Enhancements

Install 53 additional readers at sites throughout the region to collect traffic data and improve the quality of data provided to 511 users.

Enhance 511 phone and web dissemination systems in response to user feedback (ongoing).

Implement and evaluate design changes to the 511 telephone system to support delivery of real-time transit information for five MUNI light rail routes (2008).

8. 580/680/84 Triangle Analysis Study

Analysis narrowed down to two alternatives with phasing and implementation plan (2007).

Planning level traffic analysis

Benefit cost analysis to prioritize recommended improvements

Phasing and implementation strategy for the I-580, I-680 and Rte 84

Focus Task (2005)

Accomplishments

9. Peninsula Gateway 2020 Study

Public outreach strategy

Operational Analysis

Conceptual Definition of Alternatives

Refer to 2007 Focus Tasks.

Section 1 2007 Focus Tasks

<u>Focus Task (2007)</u>	<u>Accomplishments</u>
1. Peninsula Gateway 2020 Study	<p>Public outreach strategy</p> <p>Operational Analysis</p> <p>Conceptual Definition of Alternatives</p> <p>Further analysis of selected project alternatives conducted through the Willow/University Traffic Study (2010)</p>
2. Regional High-Occupancy/Toll (HOT) Lanes Network Feasibility Study	<p>MTC, in cooperation with partner agencies, has completed a series of feasibility and implementation studies including: capital cost estimate, O&M cost estimate, draft phasing concept, Concept of Operations.</p> <p>The Commission approved inclusion of the Regional Express Lanes Network in the Transportation 2035 Plan and MTC and BATA sponsored authorization legislation in 2009. This legislation has not been enacted.</p> <p>MTC, Caltrans, CHP and the county CMAs meet regularly to discuss issues related to planning and operation of the first HOT lanes (authorized under AB 2032). This forum may serve as a model for future coordination for the larger network (2010).</p>
3. Regional Goods Movement	<p>MTC, in cooperation with partner agencies including the Ports of Oakland, Sacramento and Stockton, and MPOs and CMAs from the Bay Area and Central Valley developed a Northern California Trade Corridors Improvement Fund program of projects to the CTC for funding. The Northern California coalition was able to secure \$825 million towards key goods movement projects in Northern California. The projects are now being developed and implemented by project sponsors (2004).</p> <p>Completed study that analyzed the impacts projected land use changes might have on the goods movement system, focused primarily on truck traffic along major corridors (completed 2007 with 2009 update).</p>
4. Open Road Tolling	<p>Removed 8 of 17 cash toll booths at the Benicia-Martinez toll bridge and replaced with 3 free flow toll lanes, plus shoulders, and installed Open Road Toll system equipment in these lanes (2007).</p>

Focus Task (2007)

Accomplishments

5. I-80 Interregional Smart Growth Study
Final report prepared demonstrating various development scenarios for Interstate 80 communities in cooperation with the Sacramento Area Council of Governments (SACOG) (2007)
http://www.mtc.ca.gov/planning/smart_growth/I-80_corridor.htm

6. VII Test Bed
Operated the California VII Test Bed with partner Caltrans and the following stakeholders: Automotive Research Laboratories, UC Berkeley PATH Program and the Collision Avoidance Metrics Partnership (CAMP). (2007 – 2008)
Deployed 12 roadside VII units on US-101 and SR 82 in San Mateo and Santa Clara counties and developed VII applications that showcased the value of VII including: Traveler Information, In-vehicle signage, Curve Overspeed Warning and Intersection Signal Violation Warning (Cooperative Intersection Collision Avoidance Systems). (2007 - 2008)
Completed National VII Proof of Concept testing for urban canyon, hilly terrain, and tolling. (2008)
Integrated California VII Test Bed with the National VII network. (2008)

7. Freeway Performance Initiative Corridor Studies
Completed first set of corridor-level studies to serve as the building blocks of a freeway strategic plan for the Bay Area.
Identified existing and future congestion problems with their causes for each corridor, and developed and prioritized appropriate congestion mitigation strategies to address those problems.

8. Real Time Transit Information
Established a regional real-time transit data clearinghouse to collect real-time information in a standard regional format from participating transit agencies (2008)
Disseminate real-time transit information for three Bay Area transit agencies to the public via the region's 511 phone system, 511.org, a personalized 511 service at my511.org, SMS texting, on regional signs at the Embarcadero BART/MUNI station, and via a public data feed. We will continue to expand the system as new agencies share their data with MTC (2008 Muni, 2009 BART and 2010 WestCAT)

Focus Task (2007)

9. SFCTA Mobility, Access and Pricing Study

Accomplishments

Identified technically feasible congestion pricing scenarios for San Francisco.

Made a recommendation to pursue a pilot program within the next three years which would provide a proof-of-concept of system technologies and institutional capacities and opportunity to measure and monitor benefits and impacts in a real-world setting.

Will launch a final round of outreach summer 2010 to share findings and gather feedback on the idea of a demonstration program.

Should there be public and Board support, the next step would include system engineering and design for a pilot demonstration; legislative action to establish pricing authority and institutional arrangements; and environmental clearance (2010).

Section 2 2010 Focus Tasks

Focus Task	Committee/Agency	Project Goals	Near Term Products (in 2010)
1. Regional Transportation Plan/Sustainable Communities Strategy (2013 Adoption)	MTC, ABAG, and Joint Policy Committee	<ul style="list-style-type: none"> • Prepare the Regional Transportation Plan, which includes the Sustainable Communities Strategies (as mandated by Senate Bill 375) to tie transportation and land use planning as a way to reduce Greenhouse gases • Identify key transportation, housing and land use policy considerations as part of the RTP/SCS • Identify transportation investments that will address regional transportation network needs and supports development patterns in the SCS 	<ul style="list-style-type: none"> • Identification of performance targets, including: <ul style="list-style-type: none"> • Greenhouse Emission Reduction Target (as defined by the California Air Resources Board) • Housing Target • Economic/Environment/Equity Performance Targets • Identification of Draft Scenarios for Evaluation
2. Freeway Performance Initiative Studies	Caltrans, CMAs and MTC	<ul style="list-style-type: none"> • Complete corridor-level studies to serve as the building blocks of a freeway strategic plan for the Bay Area. • Identify existing and future congestion problems with their causes for each corridor, and develop and prioritize appropriate congestion mitigation strategies to address those problems. 	<ul style="list-style-type: none"> • Complete second set of corridor-level studies • Commence additional analysis of interchanges (SM 92/101 I/C & SCL 101/880 I/C) and HOV & Express Conversion (SM 101)

Focus Task	Committee/Agency	Project Goals	Near Term Products (in 2010)
3. Corridor System Management Plan and Corridor Plans	Caltrans, CMAAs and MTC	<ul style="list-style-type: none"> The CSMP is a requirement by CTC for all corridors that receive CMIA funding to implement capital improvement projects, with the intent to ensure there is a plan in place to preserve the mobility gains of the CMIA-funded projects Development of CP's and/or CSMP's for all 56 State Routes in the Bay Area 	<ul style="list-style-type: none"> Nine CSMPs for the Bay Area being developed and submitted to the CTC in 2010 Completion of CP's for States Routes 29, 37, 84, 152, 238, 505, and 780
4. Regional Express Lanes Network	Caltrans, CHP, CMAAs and MTC	<ul style="list-style-type: none"> Develop a regional network of express lanes by converting existing HOV lanes to express lanes and closing gaps and extending the system. The Express Lane Network is included in the Transportation 2035 Plan as core strategy to improve mobility and reduce delay and motor vehicle emissions. 	<ul style="list-style-type: none"> Develop consensus on a strategy to seek authority to implement the Regional Express Lane Network under current law Execute a cooperative agreement between MTC and Caltrans for development of a project initiation document for the Regional Network Initiate work on a program delivery strategy that will explore innovative delivery and finance approaches
5. Urban Partnership Program (UPP) IntelliDrive Technologies for HOT Lane Operations	MTC Operations Committee	<ul style="list-style-type: none"> Design/build/operate a testbed on the I-680 HOT lane corridor in order to demonstrate the technical feasibility of using IntelliDriveSM technologies for the primary use case of toll collection, and if feasible, for the use case of traveler information. 	<ul style="list-style-type: none"> Selection of contractor Project Management Plan Demonstration Test Plan
6. Automated Freeway Congestion Data	MTC, Caltrans	<ul style="list-style-type: none"> Transition from vehicle probe runs to an automated data collection system utilizing the PeMS system. 	<ul style="list-style-type: none"> Report congestion for the Bay Area using automated data Reduce the amount of vehicle probe runs

Focus Task	Committee/Agency	Project Goals	Near Term Products (in 2010)
7. Tolling and Pricing Evaluation	BATA Oversight Committee	<ul style="list-style-type: none"> • Assess the success of a congestion pricing strategy on the Bay Bridge by charging a higher toll during the weekday peak commute periods and a lower toll during non-peak periods. <p>Assess the impacts of a new carpool toll on carpool usage, occupancy, and violations on all Bay Area state-owned bridges</p> <p>Assess impacts of changes in travel on energy use and CO2 emissions, accounting for changes in vehicle miles traveled (VMT), mode share, vehicle occupancy, vehicle type and fuel used.</p>	<ul style="list-style-type: none"> • Data collection of “before implementation” conditions, including toll plaza volumes, travel time, vehicle occupancy, casual carpool volumes, transbay transit ridership, etc. • Working paper on traffic impacts and toll plaza operations.
8. Transit Sustainability Project	Commission Select Committee on Transit Sustainability; Project Steering Committee	<ul style="list-style-type: none"> • To establish a framework and implementation plan for a more robust, financially viable transit system that is both cost-effective and customer-focused. The TSP will include a comprehensive, fact-based analysis of the existing system focused on service design and delivery, financial viability, and decision-making structures. The analysis will also acknowledge the role external factors play in the long-term viability of the transit system, such as land use and transportation pricing, which are critically important as the region grapples with preparing the Sustainable Communities Strategy required by SB 375 (Calif. Statutes 2008, Chapter 728). 	<ul style="list-style-type: none"> • Initial findings from financial analysis. • Regional service analysis will be underway in 2010, with some preliminary findings in 2010.

Appendix A: Framework for Bay Area CMP Activities

Partner Plans & Programs CMP Components	Unifying Approach	Regional Transportation Plan (RTP) and the EIR - MTC -	Transportation System Monitoring Program - Partnership -	Short Range Transit Plan (SRTP) -Transit Operators -	SIP/ Bay Area Clean Air Plan - MTC/ BAAQMD -	Congestion Management Programs (CMPs) and Countywide Transportation Plans - CMAs-	Corridor Studies/ Major Investment Studies - Affected Partners -	Regional Airport System Plan - Bay Area Airports, MTC & ABAG -	San Francisco Bay Area Seaport Plan -Bay Area Seaports MTC & BCDC -
System Definition	Regional transportation system (includes intermodal transfer points and non-motorized network)	Regional transportation system	Regional transportation system	Transit Systems	Air basin of regulation	CMP systems (State Highways and major arterials)	Freeway, highway, and transit facilities and services in the corridor	All public use general aviation, air carrier and military aviation in the region	Public use and military seaports
Performance Measures	Continue to explore and evaluate alternative performance measures through the Partnership	System level analysis (RTP EIR): average travel times, access to jobs, vehicle trips, VMT, vehicle emissions Project level analysis (Transportation 2030): measures to be determined	Indicators of mobility and accessibility, safety and state of repair. Emphasis is on presenting information in one place in an easy-to-understand format	Ridership, service miles, service hours, cost per hour, on time performance, dependability, load factors, safety, accessibility, customer service/ information	Bay Area Air Quality Plan Standards: based on Federal and State Clear Air Acts including VMT, AVR, & emissions budgets	LOS as trigger to deficiencies for CMPs, multimodal measures must be used, proposing & evaluating projects. Performance measures in Countywide Plans	Developed based on regional and local transportation policies and needs	Peak hour, demand supply ratio, ground access	Tonnage and numbers of containers, berth requirements, measures of ground access (e.g. levels/ extent of congestion on major access routes)
Data Collection & System Monitoring	Use of all sources as available and as documented by the Data Integration Project	Caltrans and CMA observed traffic counts and speeds, transit ridership, ridesharing, census data, RIDES Commuter Profile, and MTC Bay Area Travel Survey	Use existing data collected by Caltrans, CHP, CMAs, transit operators, and MTC. Supplemental data collection to fill gaps.	National Transit Database (NTDB), State Controller's Report, MTC Reporting System, & performance audits	Air quality monitoring, VMT, vehicle trips, speeds, occupancy rates, TCM status	CMP monitoring process, Caltrans Congestion Monitoring, CMA models, performance monitoring (optional)	Use of all available sources, including Caltrans, MCA, transit operators, and MTC data and modeling as available and applicable	MTC Air Passenger Survey, Caltrans Acoustic Counter, 5010 Inspections, Airport Manager's Report	Pacific Maritime Assoc. Annual Report, Port of Oakland statistics, Maritime Administration
Identification of Proposed Strategies	Major Investment Studies, CMPs, SRTPs, GPs, Management Strategy	RTP goals and policies, local general planning processes, CMP CIPs, SRTPs	Occurs through other planning activities	RTP goals and policies, capital replacement plan, transit operator goals/ interpretation coordination program	Clean Air Plan	CIPs of each CMP and the Countywide Plans	Cooperative analysis of transportation conditions, problems and opportunities, roles and responsibilities for capital and operating improvements	Airport System Plan, Capital Improvement Program	Seaport Plan, Port Priority Use Areas and Marine Terminals Designation
Evaluation of Proposed Strategies	RTP financial element, EIRs for RTP, CMPS, Public Review Processes	RTP EIR, Partnership and public review processes; Transportation 2030 project-evaluation Individual project	Occurs through other planning activities	RTP EIR, Partnership and Public Review Processes Planning assessments of	RTP EIR, RTP conformity analysis, Clean Air Plan EIR	Countywide Plan modeling and evaluation, CMP-CIP & environ review processes, then through the RTP, and its EIR	Cooperative evaluation of proposed strategies Individual project dvpt. & review	Airport Systems Plan Alternatives Evaluation	Military Base Evaluation process.

Partner Plans & Programs	Unifying Approach	Regional Transportation Plan (RTP) and the EIR	Transportation System Monitoring Program	Short Range Transit Plan (SRTP)	SIP/ Bay Area Clean Air Plan	Congestion Management Programs (CMPs) and Countywide Transportation Plans	Corridor Studies/ Major Investment Studies	Regional Airport System Plan	San Francisco Bay Area Seaport Plan
CMP Components		- MTC -	- Partnership -	-Transit Operators -	- MTC/ BAAQMD -	- CMAs-	- Affected Partners -	- Bay Area Airports, MTC & ABAG -	-Bay Area Seaports MTC & BCDC -
		dvpt. & review		transit operators, multimodal fund programming process, project dvpt. & review, performance audits		process Multimodal fund priority setting process, project dvpt. & review	MIS guidelines		
Implementation of Proposed Strategies * Programming * Project delivery	RTIP/TIP Tip Monitoring Program	RTIP/TIP Tip Monitoring Program	Occurs through other planning activities	Transit operator capital & operating program, RTIP/TIP Monitoring, Productivity Improvement Program	RTIP/TIP Transportation Control Measures	RTP/RTIP/TIP County sales tax programs	RTP/RTIP/TIP TIP Monitoring Program	Funding is through the FAA. ABAG monitors implementation through the Regional Clearinghouse	Seaport Plan, BCDC acts on permit applications. MTC monitors through CEQA documents
Evaluation of the Effectiveness of Implemented Strategies	Analysis of expected impacts in RTP/CMP/SRTP forecasting. Process to evaluate observed impacts to be developed	RTP EIR - travel time and volume measures, transit use, hwy. delay, ridesharing	Effectiveness of some improvements will be evident in future State of the System Reports	RTP EIR, Productivity Improvement Program, Transit Planning Assessment, NTDB, performance audits	RTP/TIP conformity process for regional & corridor analysis, RTP EIR, & specific EIR & res. 2270 process for individual, major projects	Countywide and CMP modeling assesses impact of strategies on performance measures	RTP EIR - travel time and volume measures, transit use, hwy. delay,	RASP environmental study - includes aviation and ground access measures	SFBA Seaport Plan Environmental Assessment
Sustainable Communities Strategy	Analysis of how the pattern of development and transportation can reduce Greenhouse Gases	Regional Transportation Plan	Occurs through other planning activities	RTP goals and polices, TLC program					

APPENDIX A – 68

2017 TIP Detail

System Maintenance



**Appendix A-68: Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)**

Note: Updated in November, 2012 to account for committed revenue forecasted to be derived from Measure T, the Napa countywide sales tax measure.

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Alameda	\$ 401,550	\$ 131,951	\$ 533,501	\$ 342,853	\$ 77,807	\$ 112,841
Alameda	\$ 143,609	\$ 208,120	\$ 351,729	\$ 79,780	\$ 77,568	\$ 194,381
Albany	\$ 33,223	\$ 46,976	\$ 80,199	\$ 37,899	\$ 1,881	\$ 40,419
Berkeley	\$ 240,376	\$ 298,396	\$ 538,772	\$ 252,875	\$ 10,908	\$ 274,989
Dublin	\$ 80,298	\$ 134,740	\$ 215,039	\$ 52,058	\$ 72,531	\$ 90,450
Emeryville	\$ 18,409	\$ 28,225	\$ 46,635	\$ 46,635	\$ -	\$ -
Fremont	\$ 609,282	\$ 602,007	\$ 1,211,289	\$ 293,217	\$ 217,075	\$ 700,998
Hayward	\$ 273,343	\$ 422,549	\$ 695,892	\$ 311,932	\$ 89,195	\$ 294,765
Livermore	\$ 262,988	\$ 235,451	\$ 498,439	\$ 112,194	\$ 192,100	\$ 194,144
Newark	\$ 104,585	\$ 122,484	\$ 227,068	\$ 34,256	\$ 79,793	\$ 113,019
Oakland	\$ 939,983	\$ 1,188,587	\$ 2,128,570	\$ 254,974	\$ 353,994	\$ 1,519,601
Piedmont	\$ 27,547	\$ 31,082	\$ 58,629	\$ 42,207	\$ 4,059	\$ 12,363
Pleasanton	\$ 206,360	\$ 195,154	\$ 401,514	\$ 84,414	\$ 147,073	\$ 170,027
San Leandro	\$ 238,826	\$ 229,575	\$ 468,401	\$ 160,529	\$ 32,192	\$ 275,680
Union City	\$ 134,865	\$ 207,140	\$ 342,005	\$ 41,764	\$ 120,838	\$ 179,404
COUNTY TOTAL	\$ 3,715,245	\$ 4,082,437	\$ 7,797,682	\$ 2,147,587	\$ 1,477,014	\$ 4,173,081

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Contra Costa	\$ 501,667	\$ 184,797	\$ 686,463	\$ 262,042	\$ 261,428	\$ 162,993
Antioch	\$ 293,307	\$ 282,419	\$ 575,726	\$ 342,876	\$ 61,183	\$ 171,666
Brentwood	\$ 141,563	\$ 144,872	\$ 286,435	\$ 132,170	\$ 111,080	\$ 43,185
Clayton	\$ 41,138	\$ 30,254	\$ 71,392	\$ 20,701	\$ 24,409	\$ 26,282
Concord	\$ 356,026	\$ 347,370	\$ 703,395	\$ 523,356	\$ 15,437	\$ 164,603
Danville	\$ 128,291	\$ 120,259	\$ 248,550	\$ 109,900	\$ 54,716	\$ 83,934
El Cerrito	\$ 39,815	\$ 65,315	\$ 105,130	\$ 28,654	\$ 32,216	\$ 44,260
Hercules	\$ 47,102	\$ 68,150	\$ 115,252	\$ 27,244	\$ 69,203	\$ 18,805
Lafayette	\$ 71,711	\$ 67,181	\$ 138,892	\$ 39,989	\$ 43,261	\$ 55,642
Martinez	\$ 116,532	\$ 101,186	\$ 217,718	\$ 100,673	\$ 18,403	\$ 98,642
Moraga	\$ 78,156	\$ 45,074	\$ 123,230	\$ 23,606	\$ 23,233	\$ 76,391
Oakley	\$ 93,553	\$ 98,379	\$ 191,932	\$ 56,746	\$ 54,606	\$ 80,580
Orinda	\$ 85,272	\$ 49,308	\$ 134,580	\$ 70,953	\$ 0	\$ 63,627
Pinole	\$ 54,594	\$ 53,969	\$ 108,564	\$ 22,235	\$ 35,109	\$ 51,220
Pittsburg	\$ 185,106	\$ 179,301	\$ 364,408	\$ 199,257	\$ 18,610	\$ 146,542
Pleasant Hill	\$ 98,536	\$ 93,405	\$ 191,941	\$ 77,913	\$ 27,529	\$ 86,500
Richmond	\$ 306,526	\$ 291,526	\$ 598,052	\$ 375,227	\$ 24,720	\$ 198,105
San Pablo	\$ 34,311	\$ 88,678	\$ 122,989	\$ 52,568	\$ 23,905	\$ 46,517
San Ramon	\$ 159,508	\$ 179,006	\$ 338,514	\$ 338,514	\$ -	\$ -
Walnut Creek	\$ 278,631	\$ 183,764	\$ 462,395	\$ 110,172	\$ 179,888	\$ 172,336
COUNTY TOTAL	\$ 3,111,346	\$ 2,674,212	\$ 5,785,558	\$ 2,914,794	\$ 1,078,936	\$ 1,791,829

**Appendix A-68: Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)**

Note: Updated in November, 2012 to account for committed revenue forecasted to be derived from Measure T, the Napa countywide sales tax measure.

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Marin	\$ 291,920	\$ 117,194	\$ 409,113	\$ 318,430	\$ -	\$ 90,683
Belvedere	\$ 5,462	\$ 6,003	\$ 11,465	\$ 5,950	\$ 9,947	\$ -
Corte Madera	\$ 27,772	\$ 27,091	\$ 54,863	\$ 11,522	\$ 18,943	\$ 24,398
Fairfax	\$ 22,778	\$ 20,677	\$ 43,455	\$ 9,599	\$ 18,247	\$ 15,609
Larkspur	\$ 52,846	\$ 34,217	\$ 87,063	\$ 14,906	\$ 8,722	\$ 63,435
Mill Valley	\$ 61,485	\$ 39,036	\$ 100,521	\$ 61,779	\$ 14,815	\$ 23,928
Novato	\$ 164,662	\$ 147,259	\$ 311,921	\$ 112,265	\$ 87,565	\$ 112,091
Ross	\$ 10,711	\$ 6,684	\$ 17,396	\$ 8,337	\$ 4,572	\$ 4,486
San Anselmo	\$ 36,828	\$ 35,172	\$ 72,000	\$ 21,808	\$ 3,897	\$ 46,296
San Rafael	\$ 147,960	\$ 162,342	\$ 310,301	\$ 54,490	\$ 155,678	\$ 100,133
Sausalito	\$ 15,300	\$ 20,964	\$ 36,264	\$ 8,791	\$ 3,382	\$ 24,091
Tiburon	\$ 27,107	\$ 24,839	\$ 51,946	\$ 26,795	\$ 7,213	\$ 17,937
COUNTY TOTAL	\$ 864,832	\$ 641,477	\$ 1,506,309	\$ 654,672	\$ 332,981	\$ 523,087

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Napa	\$ 566,818	\$ 124,507	\$ 691,325	\$ 310,070	\$ 194,709	\$ 186,545
American Canyon	\$ 63,203	\$ 46,465	\$ 109,668	\$ 68,257	\$ 37,054	\$ 4,357
Calistoga	\$ 20,608	\$ 14,821	\$ 35,428	\$ 17,029	\$ 21,015	\$ -
Napa	\$ 381,033	\$ 217,454	\$ 598,487	\$ 247,585	\$ 173,725	\$ 177,178
St Helena	\$ 46,006	\$ 16,587	\$ 62,593	\$ 31,121	\$ 31,129	\$ 343
Yountville	\$ 9,448	\$ 8,989	\$ 18,437	\$ 30,933	\$ -	\$ -
COUNTY TOTAL	\$ 1,087,116	\$ 428,822	\$ 1,515,938	\$ 704,995	\$ 457,632	\$ 368,422

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
San Francisco	\$ 2,415,717	\$ 2,362,721	\$ 4,778,438	\$ 2,298,843	\$ 487,602	\$ 1,991,992

**Appendix A-68: Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)**

Note: Updated in November, 2012 to account for committed revenue forecasted to be derived from Measure T, the Napa countywide sales tax measure.

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of San Mateo	\$ 204,119	\$ 87,793	\$ 291,912	\$ 256,014	\$ 25,102	\$ 10,797
Atherton	\$ 32,226	\$ 20,848	\$ 53,074	\$ 53,074	\$ -	\$ -
Belmont	\$ 79,612	\$ 73,156	\$ 152,768	\$ 19,835	\$ 44,857	\$ 88,076
Brisbane	\$ 27,521	\$ 11,020	\$ 38,541	\$ 16,976	\$ 14,282	\$ 7,283
Burlingame	\$ 70,718	\$ 80,980	\$ 151,698	\$ 47,004	\$ 133,488	\$ -
Colma	\$ 17,614	\$ 4,518	\$ 22,132	\$ 19,676	\$ 7,730	\$ -
Daly City	\$ 124,793	\$ 299,124	\$ 423,917	\$ 71,269	\$ 102,874	\$ 249,774
East Palo Alto	\$ 74,539	\$ 92,522	\$ 167,062	\$ 55,897	\$ 15,030	\$ 96,134
Foster City	\$ 51,998	\$ 84,781	\$ 136,779	\$ 47,874	\$ 36,347	\$ 52,558
Half Moon Bay	\$ 36,074	\$ 36,902	\$ 72,976	\$ 15,910	\$ 7,986	\$ 49,081
Hillsborough	\$ 54,712	\$ 31,841	\$ 86,553	\$ 29,244	\$ 31,486	\$ 25,823
Menlo Park	\$ 90,329	\$ 88,827	\$ 179,156	\$ 179,156	\$ -	\$ -
Millbrae	\$ 69,361	\$ 60,629	\$ 129,990	\$ 15,726	\$ 36,346	\$ 77,918
Pacifica	\$ 122,892	\$ 111,585	\$ 234,476	\$ 52,265	\$ 37,529	\$ 144,682
Portola Valley	\$ 25,424	\$ 13,040	\$ 38,464	\$ 21,690	\$ 11,653	\$ 5,121
Redwood City	\$ 208,144	\$ 216,838	\$ 424,982	\$ 109,769	\$ 139,146	\$ 176,067
San Bruno	\$ 119,419	\$ 122,246	\$ 241,665	\$ 57,482	\$ 37,554	\$ 146,629
San Carlos	\$ 110,416	\$ 80,464	\$ 190,881	\$ 42,016	\$ 48,291	\$ 100,573
San Mateo	\$ 182,496	\$ 269,185	\$ 451,681	\$ 191,319	\$ 60,132	\$ 200,230
South San Francisco	\$ 173,483	\$ 181,799	\$ 355,281	\$ 108,672	\$ 70,169	\$ 176,440
Woodside	\$ 53,392	\$ 15,836	\$ 69,228	\$ 29,336	\$ 59,296	\$ -
COUNTY TOTAL	\$ 1,929,281	\$ 1,983,937	\$ 3,913,217	\$ 1,440,204	\$ 919,297	\$ 1,607,188

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Santa Clara	\$ 589,845	\$ 180,208	\$ 770,053	\$ 351,431	\$ 185,789	\$ 232,834
Campbell	\$ 108,343	\$ 112,769	\$ 221,112	\$ 64,944	\$ 68,210	\$ 87,959
Cupertino	\$ 177,170	\$ 155,743	\$ 332,913	\$ 115,960	\$ 82,665	\$ 134,288
Gilroy	\$ 156,362	\$ 143,588	\$ 299,951	\$ 45,537	\$ 105,557	\$ 148,857
Los Altos	\$ 81,463	\$ 79,658	\$ 161,121	\$ 115,505	\$ 25,198	\$ 20,418
Los Altos Hills	\$ 45,649	\$ 24,955	\$ 70,604	\$ 58,577	\$ 7,275	\$ 4,751
Los Gatos	\$ 117,212	\$ 85,010	\$ 202,222	\$ 87,619	\$ 32,350	\$ 82,253
Milpitas	\$ 202,092	\$ 197,475	\$ 399,567	\$ 79,213	\$ 91,475	\$ 228,878
Monte Sereno	\$ 11,807	\$ 10,118	\$ 21,925	\$ 3,786	\$ 32,137	\$ -
Morgan Hill	\$ 136,426	\$ 111,074	\$ 247,500	\$ 27,441	\$ 118,286	\$ 101,773
Mountain View	\$ 179,511	\$ 209,163	\$ 388,674	\$ 89,991	\$ 126,760	\$ 171,923
Palo Alto	\$ 239,837	\$ 180,518	\$ 420,355	\$ 188,274	\$ 74,197	\$ 157,884
San Jose	\$ 2,989,820	\$ 2,823,588	\$ 5,813,408	\$ 1,484,396	\$ 1,447,318	\$ 2,881,693
Santa Clara	\$ 288,251	\$ 327,957	\$ 616,207	\$ 253,638	\$ 204,096	\$ 158,473
Saratoga	\$ 121,571	\$ 88,308	\$ 209,879	\$ 57,441	\$ 86,563	\$ 65,874
Sunnyvale	\$ 330,769	\$ 387,625	\$ 718,394	\$ 349,845	\$ 150,824	\$ 217,725
COUNTY TOTAL	\$ 5,776,128	\$ 5,117,758	\$ 10,893,886	\$ 3,373,599	\$ 2,838,700	\$ 4,695,585

**Appendix A-68: Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)**

Note: Updated in November, 2012 to account for committed revenue forecasted to be derived from Measure T, the Napa countywide sales tax measure.

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Solano	\$ 341,161	\$ 163,624	\$ 504,785	\$ 139,082	\$ 164,145	\$ 201,558
Benicia	\$ 139,473	\$ 77,514	\$ 216,987	\$ 16,498	\$ 77,653	\$ 122,835
Dixon	\$ 63,647	\$ 48,588	\$ 112,234	\$ 5,743	\$ 53,569	\$ 52,922
Fairfield	\$ 372,162	\$ 292,423	\$ 664,585	\$ 105,943	\$ 254,985	\$ 303,658
Rio Vista	\$ 38,621	\$ 22,973	\$ 61,594	\$ 5,561	\$ 6,222	\$ 49,811
Suisun City	\$ 96,729	\$ 79,932	\$ 176,661	\$ 35,647	\$ 44,208	\$ 96,806
Vacaville	\$ 315,437	\$ 268,550	\$ 583,987	\$ 119,146	\$ 214,291	\$ 250,549
Vallejo	\$ 538,854	\$ 335,146	\$ 874,000	\$ 60,220	\$ 183,505	\$ 630,276
COUNTY TOTAL	\$ 1,906,084	\$ 1,288,751	\$ 3,194,835	\$ 487,841	\$ 998,578	\$ 1,708,415

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
County of Sonoma	\$ 1,963,525	\$ 385,667	\$ 2,349,192	\$ 205,983	\$ 655,279	\$ 1,487,931
Cloverdale	\$ 48,938	\$ 23,834	\$ 72,772	\$ 35,563	\$ 14,581	\$ 22,629
Cotati	\$ 36,903	\$ 20,633	\$ 57,536	\$ 2,671	\$ 23,464	\$ 31,401
Healdsburg	\$ 75,664	\$ 32,928	\$ 108,593	\$ 37,195	\$ 21,641	\$ 49,757
Petaluma	\$ 366,131	\$ 161,180	\$ 527,311	\$ 52,213	\$ 162,551	\$ 341,547
Rohnert Park	\$ 160,679	\$ 119,773	\$ 280,452	\$ 48,869	\$ 102,300	\$ 129,283
Santa Rosa	\$ 839,670	\$ 451,064	\$ 1,290,734	\$ 601,141	\$ 209,447	\$ 480,146
SEBASTOPOL	\$ 33,256	\$ 21,922	\$ 55,177	\$ 16,748	\$ 22,875	\$ 15,555
Sonoma	\$ 47,555	\$ 27,814	\$ 75,369	\$ 2,028	\$ 50,928	\$ 22,413
Windsor	\$ 126,193	\$ 74,393	\$ 200,586	\$ 200,586	\$ 86,066	\$ 93,661
COUNTY TOTAL	\$ 3,698,515	\$ 1,319,208	\$ 5,017,723	\$ 994,268	\$ 1,349,131	\$ 2,674,323

Jurisdiction	Pavement Needs	Non- Pavement Needs	Total System Preservation Needs	Committed Revenue	Plan Bay Area Investment Strategy*	Remaining System Preservation Needs to Meet Performance Target
Alameda	\$ 3,715,245	\$ 4,082,437	\$ 7,797,682	\$ 2,147,587	\$ 1,477,014	\$ 4,173,081
Contra Costa	\$ 3,111,346	\$ 2,674,212	\$ 5,785,558	\$ 2,914,794	\$ 1,078,936	\$ 1,791,829
Marin	\$ 864,832	\$ 641,477	\$ 1,506,309	\$ 654,672	\$ 332,981	\$ 523,087
Napa	\$ 1,087,116	\$ 428,822	\$ 1,515,938	\$ 704,995	\$ 457,632	\$ 368,422
San Francisco	\$ 2,415,717	\$ 2,362,721	\$ 4,778,438	\$ 2,298,843	\$ 487,602	\$ 1,991,992
San Mateo	\$ 1,929,281	\$ 1,983,937	\$ 3,913,217	\$ 1,440,204	\$ 919,297	\$ 1,607,188
Santa Clara	\$ 5,776,128	\$ 5,117,758	\$ 10,893,886	\$ 3,373,599	\$ 2,838,700	\$ 4,695,585
Solano	\$ 1,906,084	\$ 1,288,751	\$ 3,194,835	\$ 487,841	\$ 998,578	\$ 1,708,415
Sonoma	\$ 3,698,515	\$ 1,319,208	\$ 5,017,723	\$ 994,268	\$ 1,349,131	\$ 2,674,323
REGION	\$ 24,504,263	\$ 19,899,322	\$ 44,403,585	\$ 15,016,804	\$ 9,939,872	\$ 19,533,922

**Investment Strategy is functionally equivalent to LSR investments in Transportation 2035. Plan would provide funds to maintain current conditions of Pavement. Actual distribution of funds will be subject to OneBayArea Grant county distribution.*

APPENDIX A – 69

2017 TIP Detail

Caltrans 2017 FTIP Development Checklist and Development Guidance



2017 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

I. Timeline:

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- The *Draft* 2017 FTIP at the start of the FTIP public review period but not later than **September 1, 2016**.
- Three copies of the *Final* 2017 FTIP, along with any amendments and administrative modifications to the 2017 FTIP by **September 30, 2016**.
- Web-link to the Final 2017 FTIP and amendments by **September 30, 2016**.

II. FTIP Package Submittal:

Verify the FTIP package includes the following:

- Project Listings
 - Projects that are Transportation Control Measures (TCMs) are identified
- Detailed listings for highway and transit grouped projects (back-up listings)
- Signed board resolution that addresses the following:
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450
 - Consistency with the Regional Transportation Plan (RTP) ____ (e.g. 2030)
 - Financial constraint – the enclosed financial summary affirms availability of funding
 - Meets Air Quality Conformity
 - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan (SIP)
 - Completion of the public participation process in accordance with the MPO's Public Participation Plan (PPP)
- Project listings included in the Final 2017 FTIP are available in the California Transportation Improvement Program System (CTIPS)
- Financial Summary
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically (Template is posted at <http://www.dot.ca.gov/hq/transprog/oftmp.htm>)
- Air quality conformity analysis and determination
- PPP/Interagency Consultation
- Expedited Project Selection Procedures (EPSP) documentation
- Three copies of the Final 2017 FTIP mailed to:

**California Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001
Attention: Muhaned Aljabiry**

APPENDIX A – 69

2017 TIP Detail

Caltrans 2017 FTIP Development Checklist and Development Guidance



2017 Federal Transportation Improvement Program (FTIP) Development Guidance

This guidance is not intended to supersede federal regulations. FTIPs must comply with all applicable metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450.

I. Update to the California State Statutes

Government Code 65074

Caltrans is required by state statute to submit the Federal Statewide Transportation Improvement Program (FSTIP) to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) by December 1 of each even-numbered year.

Streets and Highways Codes 18.6 and 182.7

MPOs are required to submit FTIPs to Caltrans by October 1 of each even-numbered year.

II. Timeline

- a) Submit two copies of the draft 2017 FTIP to Caltrans at the start of the public review period, but not later than September 1, 2016. Except for the signed board resolution, all items listed in the 2017 FTIP Checklist must be included.
- b) Submit the final FTIP to Caltrans by September 30, 2016. Note: Only FTIPs received by the deadline will be included in the draft 2017 FSTIP to FHWA/FTA. Caltrans will not process late FTIPs until after the approval of the 2017 FSTIP, which is expected on 12/16/2016. These FTIPs will be posted separately for 14-days to comply with the FSTIP's Public Participation Plan (PPP).

Amendments and/or administrative modifications

Any amendment and/or administrative modification to the board-adopted FTIP received before September 30, 2016, will be included as part of the draft 2017 FSTIP. Note: MPOs with delegated authority from Caltrans may only approve administrative modifications to the 2017 FTIP, and not to the 2017 FSTIP during this time. Amendments and/or administrative modifications not received by September 30, 2016, will be processed after the 2017 FSTIP is approved.

III. Maintenance and Operations Costs

Include in the FTIP's financial plan an analysis of revenues dedicated for maintaining and operating the federal-aid system, including the basis for calculation. Address any anticipated shortfall in available revenues and describe plans to deal with the gap.

IV. Satisfying Public participation requirement for development of the Program of Projects (POP) for FTA 5307 Program through FTIP Development

The FTIP's public involvement process can be used to satisfy the public participation requirement for the development of the POP for the FTA 5307 program. In such case, the transit recipient shall coordinate with the MPO, and ensure the public knows that it is using the public participation plan associated with FTIP to satisfy the public hearing requirements for the POP. MPO must ensure that the FTIP explicitly states that public involvement activities and time established for public review and comment for the FTIP will satisfy the POP requirements of the FTA 5307 Program.

V. Project Listings

a) Verify planning studies (non-transportation capital) are included in the Overall Work Program. They do not need to be listed in the FTIP.

b) Program funding for each phase of a project in the year of obligation (E-76).

c) Include Grouped Project Listing: See the guidance for grouping projects in air quality nonattainment or maintenance areas for further information, located here:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listing_s.pdf

For MPO areas and Rural non-MPO counties that are classified as air quality attainment (SBCAG, AMBAG, and Shasta), refer to 23CFR771.117 (c) and (d) for additional information on projects that can be classified as "Categorical Exception (CE)." For those areas, projects that are not considered regionally significant and qualify as CE may be grouped together. MPOs are responsible for determining if projects are eligible for inclusion in the grouped project listing. Note: FTA-funded projects can be grouped, provided the detailed project list is made available to FTA and the public. The detailed project list must be included in the FTIP (and in the FTIP amendment) when it is circulated for public review.

d) Include projects in the FSTIP that need environmental approval, even if no funds are identified within the four years of the FTIP. Reference the Regional Transportation Plan (RTP), the project completion date, and add the following language to the project description:

1) "Project included in the FTIP for environmental approval."

e) Provide the following information for each project:

1) Sufficient description (i.e., type of work, termini, and length) to identify the project. (See the section below for more information.)

2) Total project cost based on the latest estimates which may extend beyond the four years of the FTIP. Cost estimates must use an inflation rate to reflect the "year of expenditure dollars" based on reasonable financial principals and assumptions, and be included in the financial plan. Projects in air quality nonattainment and maintenance areas can be included in the first two years of the FTIP and FSTIP only if funds are "available" or "committed."

3) The amount of federal funds proposed to be obligated during each program year (for the first year, this includes the proposed category of federal funds

and source(s) of non-federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of federal funds and source(s) of non-federal funds).

- 4) Required non-federal matching funds.
- 5) Implementing agency.
- 6) Corresponding RTP number or RTP page number. MPOs that use CTIPS to develop their FTIPs may use the “Project Title, Location & Description” field or the “MPO Comments” field to include the RTP information.

Highway Projects (State Highways/Local Roads) Description Format

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with “East, West, North, or South of.” f) <i>In Bakersfield:</i> g) <i>South of Bakersfield</i>
Limits:	Project limits can be stated as from one road to another. Other boundary landmarks, such as rivers, creeks, state parks, freeway overcrossings, can be used in-lieu of streets or roads. h) <i>Between 1st Street and Pine Boulevard;</i> i) <i>North of Avenal Creed to South of Route 33;</i> j) <i>At Rock Creek Bridge;</i>
Improvement:	Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity). <ul style="list-style-type: none"> • <i>Rehabilitate roadway.</i> • <i>Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.</i> • <i>Construct left turn lane.</i>
Example: In Bakersfield: Between 1 st Street and Pine Boulevard; rehabilitate roadway.	

Transit Project Description Format

Description Formula: [(Location :) + (Limits) + (;) + (Improvement)]	
Location:	For work at spot locations for large (statewide) transit agencies: The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with “East, West, North, or South of.” k) <i>In Bakersfield:</i> l) <i>North of Bakersfield:</i> Otherwise: Skip this step.
Limits:	For work at spot locations (all agencies):

	<p>Name of the station, description of facility, name the rail corridor for the project etc.</p> <p>m) <i>Lafayette BART Station;</i> n) <i>The Daly City Yard, adjacent to the Coloma Station;</i> o) <i>San Joaquin Corridor;</i> Otherwise: Skip this step.</p>
Improvement:	<p>Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity.</p> <ul style="list-style-type: none"> • <i>Construct a station.</i> • <i>Construct a child care facility.</i> • <i>Track and signal improvements.</i> <p>Projects that apply to entire transit agency jurisdiction – describe activity</p> <ul style="list-style-type: none"> • <i>Purchase of 59 buses -- 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement).</i> • <i>Para-transit van leasing.</i> • <i>Operating assistance for Sacramento Regional Transit.</i>
Example:	<p>North of Bakersfield: San Joaquin Corridor – Track and signal improvements. Lafayette BART Station; construct a child care facility. Operating assistance for Sacramento Regional Transit.</p>

VI. Use of Toll Credits

Federal-aid highway projects typically require sponsors to provide non-federal funds as match to federal funds. However, at the MPO’s discretion, a project may be funded without the required non-federal match using Toll Credit (TC) provisions. The non-federal share match requirement can be met by applying an equal amount of TCs and therefore *allow a project to be funded at 100% federal* for federally participating costs. TCs can be used for the four-year duration of the 2017 FTIPs for state and local highway and for transit projects. Note: The use of TCs does not generate additional federal funding and is limited to the non-federal match required for the federal apportionments available in any given year.

Toll Credits may be used for the following programs:

STIP	Projects with the construction cost (excluding support costs) and/or the right of way cost (excluding support costs) greater than \$1 million are eligible to receive TCs.	STIP AC
SHOPP	All SHOPP projects shall be programmed with 100% SHOPP AC	SHOPP AC
Highway Maintenance	All projects shall be programmed with 100% federal funds (STP or NHS) using TCs.	STP or NHS
HBP – Off System Projects	TCs are to be used for the “Off federal aid system” projects.	HBP
HBP – On System projects	TCs can be used for the “On federal aid system” projects using other eligible federal funds.	Eligible federal funds (e.g. CMAQ, RSTP)
HSIP	TCs can be used for projects from the local safety programs using other eligible federal funds	Eligible federal funds (e.g. CMAQ, RSTP)
*CMAQ and RSTP	Projects may be programmed with TCs at MPO’s discretion.	CMAQ,RSTP
FTA – Funded Projects	Projects funded from the formula programs are eligible to receive TCs. Below are the eligible programs. <ul style="list-style-type: none"> • 5307 including CMAQ and RSTP FTA transfer projects • 5309 • 5310 • 5311 including CMAQ and RSTP FTA transfer projects • 5316 • 5317 • 5337 • 5339 	Various

* Notate in the FTIP the “Use of TCs” in the project description for CMAQ and RSTP-funded projects.

Note: TCs shall not be used if the non-federal matching requirement has already been met with other non-federal funds

VII. 2016 State Transportation Improvement Program (STIP)

The total project cost and all funding, including non-STIP funding, must be shown in the FTIP. (Note: If a phase is programmed outside of the 2017 FSTIP period, then the total project cost can be shown in the MPO comment section or in the project description field in CTIPS). When a STIP project is transferred from the STIP into the FTIP in CTIPS through the “CTIPS Transfer Mechanism,” right of way support and construction support costs will be added to the corresponding capital costs. Ensure projects are programmed using the appropriate “STIP-RIP/IIP” fund type. Projects with the construction cost (excluding support costs) and/or the right of way cost (excluding support costs) greater than \$1 million are eligible to receive TCs. TCs shall not be used if the non-federal matching requirement has already been met with other non-federal funds (e.g. Proposition 1B, local funds).

MPOs may choose one of the following options for programming STIP projects:

- a) **Recommended Option:** Use the California Transportation Commission (CTC) adopted 2016 STIP.
- b) Use CTC staff recommendations.
- c) Use the county and interregional shares information from the Revised 2016 STIP Fund Estimate (FE).
http://www.dot.ca.gov/hq/transprog/ctcbooks/2016/0116/Yellow_Items/Tab18_4.17.pdf
- d) Program only existing projects from the 2014 STIP that are to be re-programmed in the 2016 STIP.

Note: For the first three years of the 2017 FTIP, program only existing projects from the 2014 STIP that are to be re-programmed in the 2016 STIP. Program new STIP projects, if any, in the fourth year of the 2017 FTIP. The total programmed STIP funding in 2017 FTIP must be constrained to the available STIP targets for the region per FE.

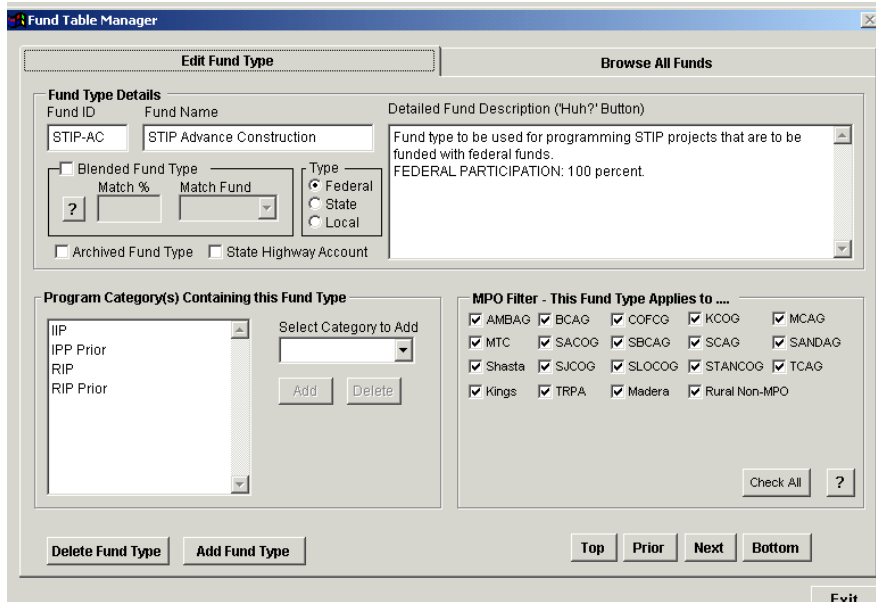
Note: Options b, c, and d, will require the MPO to process an amendment to align the FTIP with the 2016 STIP once the CTC adopts the 2016 STIP. The FTIP amendment must be submitted to Caltrans by **September 30, 2016**.

Timeline:

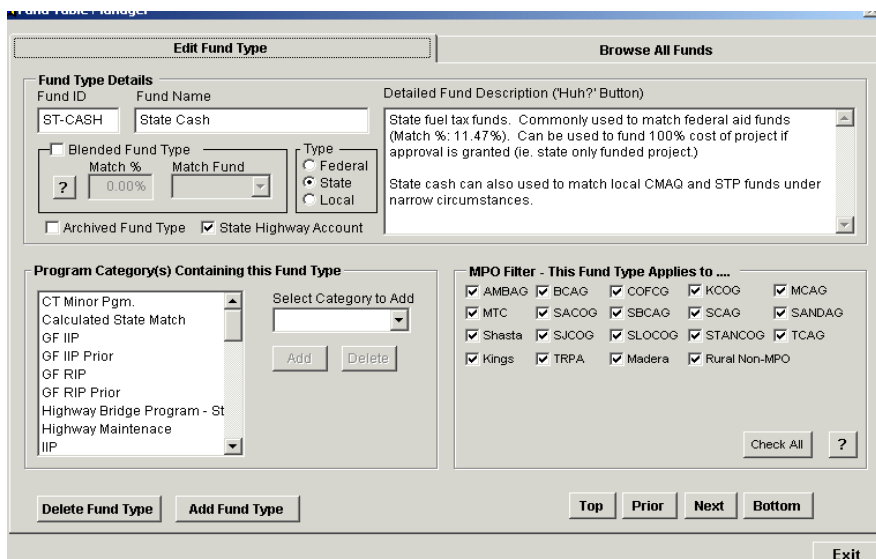
- ✓ April 22, 2016 – CTC staff recommendations for the 2016 STIP projects are expected to be released.
- ✓ May 18, 2016 – CTC adoption of the 2016 STIP.
- ✓ June 2016 – The 2016 STIP will be available in CTIPS for transfer into the FTIPs.

Projects that are eligible to receive TCs, STIP – IIP or RIP funding portion of the project (including all support and capital costs) must be programmed with 100% “STIP-AC” fund type.

Any non-STIP project funding (e.g. Proposition 1B, local funds) must be programmed consistent with the STIP funding details in CTIPS.



Projects with construction costs (excluding support costs) and/or the right of way cost (excluding support costs) of less than \$1 million, all STIP – IIP or RIP funding portion must be programmed with 100% “STATE CASH.”



Projects multi-funded with federally eligible Local Assistance funding such as CMAQ, HPP, etc, shall program all STIP funds with 100% “STIP—AC.”

VIII. 2016 State Highway Operation and Protection Program (SHOPP)

For non-attainment areas, projects that are not exempt from air quality conformity determination must be listed individually in the FTIP. For attainment areas, projects that are not classified as Categorical Exclusion (CE) must be listed individually in the FTIP.

- Program all projects with 100% “SHOPP AC” fund type using TCs.
- Verify in the financial summary that the total revenue is equal to the total programmed.

Note: MPOs are responsible for determining if a project can be classified as non-exempt or CE. Contact the District FTIP Coordinators if more information, such as a detailed project scope, is needed to make that determination.

Timeline:

- ✓ January 31, 2016 – Caltrans to submit proposed 2016 SHOPP to the CTC.
- ✓ March 2016 – CTC adoption of the 2016 SHOPP.
- ✓ July 1, 2016 – The 2016 SHOPP will be available in CTIPS for transfer into the FTIPs.
- ✓ After July 1, 2016 – Caltrans will provide the SHOPP Grouped Project Listings.

The screenshot shows the 'Fund Table Manager' application window. The 'Edit Fund Type' tab is active, displaying details for the 'SHOPPAC' fund type. The 'Fund Name' is 'SHOPP Advance Construction (AC)' and the 'Detailed Fund Description' is 'State funds used to advance SHOPP projects.' The 'Type' is set to 'State'. The 'Program Category(s) Containing this Fund Type' list includes categories like 'SHOPP - Bridge Preservation' and 'SHOPP - Collision Reductior'. The 'MPO Filter' section shows a grid of checkboxes for various MPOs, all of which are checked. The interface includes buttons for 'Delete Fund Type', 'Add Fund Type', 'Top', 'Prior', 'Next', 'Bottom', and 'Exit'.

IX. Various State and Federal Programs

Programming information for various federal-aid programs is posted on:

http://www.dot.ca.gov/hq/transprog/federal/var_fed_state_prog.htm

X. California Transportation Improvement System (CTIPS)

Draft FTIP Module - User's Guide is available here:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/draft-ftip-users032612.pdf

CTIPS Fund Table is available here:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/ctips-fund-sum-list.pdf

APPENDIX A – 70

2017 TIP Detail

Single Line Project Listing Reports:

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Metropolitan Transportation Commission
TIP Project Listing by County
Draft 2017 TIP: FY16/17 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Project Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Funding
Alameda	AC Transit	Transit	AC Transit: East Bay Bus Rapid Transit	Alameda County: Along Broadway/ International/E 14th corridor from Oakland to San Leandro: Implement BRT including 34 stations, transit signal priority, level-boarding, shelters, off-board ticketing.	Expansion	ALA150004	\$ 2,000,000	\$ 181,251,242
Alameda	AC Transit	Transit	AC Transit: Facilities Upgrade	AC Transit: Agency's facilities & equipment upgrades.	Maintenance / Rehabilitation	ALA010034	\$ -	\$ 55,663,370
Alameda	AC Transit	Transit	AC Transit State of Good Repair Program	AC Transit: The project is intended to bring AC Transit's revenue fleet up to a SGR by implementing new SGR process and software in order to reduce operating costs.	Maintenance / Rehabilitation	ALA110008	\$ -	\$ 7,403,000
Alameda	AC Transit	Transit	AC Transit: Procure (27) 60' Artic Hybrid Buses	AC Transit: Purchase 27 60-foot diesel-electric hybrid articulated buses with dual-side doors for BRT service to replace older 60-foot articulated buses	Maintenance / Rehabilitation	ALA130002	\$ -	\$ 27,878,932
Alameda	AC Transit	Transit	AC Transit: Purchase (10) Double-Deck Diesel Buses	AC Transit: Purchase (10) Double-Deck Diesel Buses to replace buses in existing fleet	Maintenance / Rehabilitation	ALA150038	\$ -	\$ 8,610,000
Alameda	AC Transit	Transit	AC Transit: Purchase (10) 40' Buses-Fuel Cell ZEB	AC Transit: Replace 10 40ft urban diesel buses with Zero-emission fuel cell buses	Maintenance / Rehabilitation	ALA150039	\$ -	\$ 12,797,000
Alameda	AC Transit	Transit	AC Transit: Replace (10) 40ft Urban Buses-Diesels	AC Transit: Replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with diesels	Maintenance / Rehabilitation	ALA150040	\$ -	\$ 5,300,000
Alameda	AC Transit	Transit	AC Transit: Replace (29) 60' Artic Buses - Diesels	AC Transit: Replace 29 60ft artic urban diesel buses with diesels	Maintenance / Rehabilitation	ALA150041	\$ -	\$ 24,969,000
Alameda	AC Transit	Transit	AC Transit: PM - Exchange for 40ft Fuel Cell ZEB	AC Transit: Preventive maintenance program, including maintenance of buses and facilities. Project is in exchange for local funds to replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with Zero-	Maintenance / Rehabilitation	ALA150045	\$ -	\$ 5,936,700
Alameda	AC Transit	Transit	AC Transit: Paratransit Van Replacement	AC Transit: Amortized cost of replacing vans used for AC Transit paratransit service. Vans are operated and replaced by paratransit contractor. FTA funds programmed annually in lieu of programming for	Maintenance / Rehabilitation	ALA990052	\$ -	\$ 20,024,565
Alameda	AC Transit	Transit	AC Transit: ADA Paratransit Assistance	AC Transit: ADA Paratransit Operating Subsidy.	Operations	ALA990076	\$ -	\$ 113,010,160
Alameda	AC Transit	Transit	AC Transit: South County Corridors	AC Transit: South Alameda County Major Corridors: Travel time improvements including Adaptive Traffic Control Systems, corridor-wide Transit Signal Priority, signal coordination and relocation of key bus	System Management	ALA150020	\$ -	\$ 5,647,804
Alameda	ACE	Transit	ACE Track Improvements.	ACE: From Stockton to San Jose: Corridor improvements for signaling, grade crossing, track and other cost associated	Maintenance / Rehabilitation	ALA010056	\$ -	\$ 17,161,681
Alameda	ACE	Transit	ACE Preventative Maintenance	ACE Rail - Preventative maintenance activities for ACE service and associated equipment, functions, and facilities.	Maintenance / Rehabilitation	ALA110099	\$ -	\$ 3,224,251
Alameda	ACTC	Local Road	Alameda County Safe Routes to School	Alameda County: Countywide SR2S Program including education & outreach in various K-12 schools, ridesharing, & project development.	System Management	ALA110033	\$ 1,213,000	\$ 11,144,070

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Alameda	ACTC	Public Lands / Trails	East Bay Greenway	Alameda County: BART alignment from Lake Merritt BART station to the South Hayward BART station. Install a primarily Class I facility that generally follows BART alignment, a distance of approximately 16	Expansion	ALA150008	\$ 1,250,000	\$ 40,250,000
Alameda	ACTC	State Highway	SR 84 Expressway Widening	In Livermore: Widen Route 84 from Jack London Blvd. to Pigeon Pass.	Expansion	ALA050014	\$ 10,000,000	\$ 120,319,000
Alameda	ACTC	State Highway	I-880 North Safety Improvements	Oakland: I-880 between 23rd Ave to 29th Ave; Reconfigure Interchange, including new ramps.	Expansion	ALA050019	\$ 1,661,000	\$ 108,630,000
Alameda	ACTC	State Highway	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	I-880 Corridor: From Marina Blvd in San Leandro to Hegenberger in Oakland; Construct new SB HOV lanes and reconstruction of interchanges at Marina Blvd and Davis St. and soundwall construction.	Expansion	ALA070042	\$ 1,040,000	\$ 117,114,000
Alameda	ACTC	State Highway	I-880/Industrial Parkway West Interchange	At I-880/Industrial Parkway West , reconstruct interchange, add on/off-ramp lanes, widen ramp lanes, provide HOV bypass lanes and routine accommodation for bicyclists and pedestrians.	Expansion	ALA110002	\$ 3,000,000	\$ 53,641,000
Alameda	ACTC	State Highway	I-680 NB HOV/HOT Lane	Route I-680: from South of Auto Mall Parkway to State Route 84 in Alameda County, construct NB HOV/HOT Lane.	Expansion	ALA130034	\$ 96,510,000	\$ 198,198,000
Alameda	ACTC	State Highway	Route 84 widening, Pigeon Pass to I-680	In Alameda County: On SR-84 from Pigeon Pass to I-680 (PM 17.9/22.0): Widen roadway from 2 lanes to 4 lanes; On I-680 from SR 84 to north of Andrade Creek: Construct aux lane: On I-680: extend NB	Expansion	ALA150001	\$ 4,000,000	\$ 220,000,000
Alameda	ACTC	State Highway	State Route 262 (Mission Blvd) Improvements	In Fremont: Mission Blvd/I-680 IC: widen Mission Blvd to 3 lanes each direction through IC, rebuild the NB and SB I-680 on and off ramps	Expansion	ALA170001	\$ 2,000,000	\$ 20,120,000
Alameda	ACTC	State Highway	I-80/Ashby Avenue Interchange Improvements	Alameda County: I-80/Ashby IC: Reconstruct the interchange including constructing new bridge, two roundabouts and bike/bed improvements	Expansion	ALA170002	\$ 3,500,000	\$ 53,560,000
Alameda	ACTC	State Highway	I-880/West Winton Avenue Interchange	In Hayward: At I-880/West Winton Avenue I/C: Reconstruct I/C including reconfiguration of eastbound to southbound on ramp and new connection to Southland Mall Drive	Expansion	ALA170004	\$ 5,000,000	\$ 21,000,000
Alameda	ACTC	State Highway	I-880/Whipple Road Interchange Improvements	In Union City/Hayward: at I-880/Whipple Rd Interchange: Implement full interchange improvements including northbound off-ramp, surface street improvements and realignment, and bike/bed	Expansion	ALA170005	\$ 3,000,000	\$ 60,000,000
Alameda	ACTC	State Highway	I-580/680 Interchange HOV/HOT Widening	Alameda County: On I-580 between Hacienda Dr. and San Ramon/Foothill Road and on I-680 between Stoneridge Dr. and Amado: Widen to add one HOV/HOT lane for WB 580 to SB 680 and NB 680 to EB	Expansion	ALA170008	\$ 2,000,000	\$ 186,000,000
Alameda	ACTC	State Highway	Widen I-680 NB and SB for EL from SR-84 to Alcosta	Alameda County: Northbound and southbound I-680 from Route 84 to Alcosta Boulevard: Widen for express lanes	Expansion	ALA170009	\$ 1,500,000	\$ 322,000,000

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Alameda	ACTC	State Highway	I-880 NB HOV/HOT: North of Hacienda to Hegenberger	Alameda County: I-880 in the northbound direction from north of Hacienda Ave to Hegenberger Road: Widen to provide one HOV/express lane	Expansion	ALA170010	\$ 1,500,000	\$ 221,000,000
Alameda	ACTC	State Highway	East-West Connector in Fremont & Union City	In Fremont & Union City: From I-880 to Route 238; Construct new 4-lane roadway and widen existing roadways. Project is phased	Expansion	ALA978004	\$ 2,000,000	\$ 196,080,000
Alameda	ACTC	State Highway	Truck Parking Facilities in North County (Phase I)	Alameda County: Provide safe parking facilities in north part of Alameda County.	System Management	ALA090018	\$ 2,000,000	\$ 2,000,000
Alameda	ACTC	State Highway	Corridor Mobility Program & Adaptive Ramp Metering	Central Alameda County: I-880/ I-238/ I-580. Install monitoring and signalization I-880, I-238 and I-580.	System Management	ALA090019	\$ 7,429,000	\$ 47,000,000
Alameda	ACTC/Oak/A la	State Highway	Oakland/Alameda Freeway Access Project	Oakland: Between Oak Street and Union Street; Reconfigure interchange and intersections to improve connections between I-880, the Posey and Webster tubes and the downtown Oakland area.	System Management	ALA070009	\$ 4,500,000	\$ 83,000,000
Alameda	Alameda	Local Road	Cross Alameda Trail (includes SRTS component)	City of Alameda: between Webster St and Sherman St: construct a new trail with an on-street portion.	Expansion	ALA150007	\$ -	\$ 2,521,000
Alameda	Alameda	Local Road	Alameda City Complete Streets	City of Alameda: Various Locations: Rehabilitate pavement and make minor improvements to stormwater, bike/ped, and transit facilities	Maintenance / Rehabilitation	ALA130022	\$ -	\$ 829,000
Alameda	Alameda County	Local Road	Alameda: Vasco Road Safety Improvements	Livermore: On Vasco Road from 1,000' South of Dalton Ave to CC County line; Realign roadway, provide standard shoulder widths, install median barriers and add truck-climbing lanes. (Total length of	Expansion	ALA030002	\$ 2,000,000	\$ 56,858,000
Alameda	Alameda County	Local Road	Ashland Avenue Bicycle/Ped Improvements	Ashland, Unincorporated Alameda County: Ashland Avenue between E.Lewelling Blvd and East 14th St: Widen sidewalk, Install Class II Bicycle lanes and ped lighting	Expansion	ALA150028	\$ -	\$ 910,000
Alameda	Alameda County	Local Road	Estuary Bridges Seismic Retrofit and Repairs	Oakland: Seismic retrofit and repairs of 3 Oakland Estuary bridges	Maintenance / Rehabilitation	ALA090022	\$ 3,700,000	\$ 4,400,000
Alameda	Alameda County	Local Road	Fruitvale Ave Roadway Bridge Retrofit	Alameda County: Retrofit Fruitvale Roadway Bridge a lifeline facility	Maintenance / Rehabilitation	ALA090023	\$ 1,500,000	\$ 2,500,000
Alameda	Alameda County	Local Road	Alameda Co-Variou Streets and Roads Preservation	Unincorporated Alameda County: Various roadways including Grove Way,Lake Chabot Rd,A St,Vasco Rd, and Liberty St: Rehabilitate pavement	Maintenance / Rehabilitation	ALA130018	\$ -	\$ 2,147,000
Alameda	Alameda County	Local Road	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.	System Management	ALA010003	\$ 1,500,000	\$ 3,000,000
Alameda	Alameda County	Local Road	Cherryland/Ashland/Castro Valley/Fairview Sidwklmp	Cherryland, Ashland, Castro Valley, Fairview, San Lorenzo and other Unincorporated Areas of Alameda County: Sidewalk improvements in the vicinity of Schools within unincorporated Alameda County area.	System Management	ALA050035	\$ 1,376,000	\$ 8,666,510
Alameda	Alameda County	Local Road	Niles Canyon Rd (SR 84)/Pleas-Sunol Rd Inter. Imps	In Sunol Area: At Niles Canyon Rd(SR 84), Pleasanton Sunol Rd and Paloma Rd intersection: intersection improvements at the four corners including installation of a traffic signal, shoulder improvements	System Management	ALA150002	\$ 2,000,000	\$ 2,500,000

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Alameda	Alameda County	Local Road	Be Oakland, Be Active	Oakland: Citywide: Promote walking and cycling in 41 of Oakland Unified School District's most disadvantaged schools.	System Management	ALA150006	\$ -	\$ 988,000
Alameda	Alameda County	Local Road	Safe Routes to School, Unincorporated Alameda Co.	In Unincorporated Alameda County: Various schools: Bicycle and pedestrian education for children walking and biking to school.	System Management	ALA150026	\$ -	\$ 668,000
Alameda	Albany	Local Road	Complete Streets for San Pablo Ave/Buchanan St.	Albany: San Pablo Ave and Buchanan St: Implement Complete Streets elements including curb extensions, high visibility crosswalks, medians, pedestrian signals and gateway improvements	System Management	ALA150011	\$ -	\$ 3,527,000
Alameda	BAIFA	Tollway	ALA-880 Express Lanes	In Alameda/Santa Clara Counties: On I-880 from Hegenberger to Dixon Landing (Southbound) and Dixon Landing to Lewelling (Northbound); Convert HOV lanes to express lanes. Project also references	System Management	ALA170006	\$ 58,500,000	\$ 77,900,000
Alameda	BART	Transit	Hayward Shop and Yard Expansion	Expansion of the Hayward Shop and Yard to accommodate additional rail vehicles for storage, maintenance and repair.	Expansion	ALA110003	\$ -	\$ 160,499,000
Alameda	BART	Transit	BART to Livermore Extension - Develop EIR/EIS	BART - Develop Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) for the BART to Livermore Extension Project (Proposed Project).	Expansion	ALA130007	\$ -	\$ 14,799,000
Alameda	BART	Transit	BART Metro Priority Track Elements	BART: In Lafayette, Dublin and Millbrae: Provide three critical track extensions in order to provide the BART system with additional operational flexibility and additional capacity, all within existing right-of-	Expansion	ALA130032	\$ 5,041,000	\$ 8,500,057
Alameda	BART	Transit	BART: Fare Collection Equipment	BART: Systemwide: Acquire and install fare collection equipment.	Maintenance / Rehabilitation	ALA090065	\$ -	\$ 33,344,786
Alameda	BART	Transit	MacArthur BART Plaza Remodel	Oakland: MacArthur BART Station: Renovate the entry plaza	Maintenance / Rehabilitation	ALA090068	\$ -	\$ 4,415,400
Alameda	BART	Transit	Downtown Berkeley BART Plaza/Transit Area Imps.	In Berkeley: Area around Downtown Berkeley BART Station: Streetscape improvements; design/construction of custom bus shelter, canopy design for 5 secondary BART entries and construction of one:	System Management	ALA110032	\$ 8,016,000	\$ 12,963,039
Alameda	BART	Transit	Bicycle Lockers at Capitol Corridor Stations	Capitol Corridor Joint Powers Authority (CCJPA): at Capitol Corridor Stations: Establish a bicycle storage standard for design(s), function, and procurement for secure bicycle storage	System Management	ALA110115	\$ -	\$ 581,000
Alameda	BART	Transit	Ladders of Opportunity - Careers in Transit	BART: Implement new Transit Career Ladders Training Program to improve training access for traditionally underrepresented individuals by developing streamlined pathways into transportation	System Management	ALA150030	\$ -	\$ 1,500,000
Alameda	Berkeley	Local Road	Shattuck Complete Streets and De-couplet	Berkeley: Shattuck Ave, Shattuck Square and Berkeley Square from Allston Way to University Ave intersection: Reconfigure travel lanes and parking, repair pavement and make other improvements	System Management	ALA130026	\$ 3,152,000	\$ 3,762,000

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Alameda	Berkeley	Local Road	Hearst Avenue Complete Streets	In Berkeley: Hearst St from Shattuck Ave to Gayley/La Loma: Implement access and safety improvements to Downtown Berkeley PDA for all modes, includes a road diet from Shattuck Ave to Euclid Ave	System Management	ALA130028	\$ -	\$ 3,411,000
Alameda	Berkeley	Local Road	LeConte Elementary Safe Routes to School Imps	Berkeley: Shattuck Ave between Ward St and Russell St: Pedestrian crossing improvements near LeConte School.	System Management	ALA150005	\$ -	\$ 771,000
Alameda	Berkeley	Local Road	goBerkeley Residential Shared Parking Pilot	In Berkeley: In residential areas adjacent to Southside/Telegraph and Elmwood goBerkeley program areas: Implement parking pricing pilot; In pilot areas: Implement TDM strategies and outreach focused on	System Management	ALA150049	\$ 1,420,000	\$ 1,420,000
Alameda	Berkeley	Public Lands / Trails	Bay Trail Shoreline Access Staging Area Project	City of Berkeley: Berkeley Marina, construct segment 3 of Bay Trail Extension, construct new public restroom, and renovate existing public parking area and windsurf staging area.	Expansion	ALA130035	\$ 1,859,000	\$ 2,139,635
Alameda	Berkeley	Public Lands / Trails	9th St Bicycle Blvd Extension Pathway Ph II	In Berkeley: Between the 9th Street Bicycle Boulevard (south of Heinz Avenue) and Murray Street: Install a shared-use path	Expansion	ALA150048	\$ 895,000	\$ 895,000
Alameda	Berkeley	State Highway	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	Expansion	ALA050079	\$ 5,146,000	\$ 26,131,741
Alameda	Caltrans	State Highway	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	Expansion	ALA978027	\$ -	\$ 131,304,000
Alameda	Caltrans	Tollway	SFOBB Maintenance Complex Ph 3 Training Facility	Near Oakland, at the San Francisco Oakland Bay Bridge Toll Plaza Building. Reconstruct maintenance complex training facilities.	Maintenance / Rehabilitation	ALA150021	\$ -	\$ 19,411,000
Alameda	Dublin	Local Road	Dougherty Road Widening	Dublin: Dougherty Road from Sierra Lane to North City Limit: Widen from 4 lanes to 6 lanes	Expansion	ALA130005	\$ 16,840,000	\$ 18,990,000
Alameda	Dublin	Local Road	Dublin Boulevard widening	In Dublin: Dublin Blvd between Sierra Court and Dublin Court: Widen from 4 lanes to 6 lanes.	Expansion	ALA130006	\$ 3,649,000	\$ 4,330,000
Alameda	Dublin	Local Road	Dublin Blvd. - North Canyons Pkwy Extension	Dublin: Between Dublin Boulevard and North Canyons Parkway: Build roadway extension	Expansion	ALA150003	\$ 400,000	\$ 12,400,000
Alameda	Dublin	Local Road	Dublin Boulevard Preservation	In Dublin: Dublin Boulevard between San Ramon Road and Village Parkway, Dublin Boulevard between San Ramon Road and Village Parkway: Pavement preservation	Maintenance / Rehabilitation	ALA130012	\$ -	\$ 729,000
Alameda	Emeryville	Local Road	Emeryville - Hollis Street Preservation	Emeryville: Hollis Street north of Powell Street, Hollis Street (63rd Street to Ocean Avenue), Hollis Street (65th Street to 66th Street), Hollis Street (66th Street to north of 67th Street [City Limits]): Rehabilitate	Maintenance / Rehabilitation	ALA130021	\$ 701,000	\$ 712,000
Alameda	Fremont	Local Road	Widen Kato Rd from Warren Avenue to Milmont Drive	In Fremont: Widen Kato Road from Warren Avenue to Milmont Drive. Widen Kato Road to four lanes and install bike lanes on both sides of the roadway and modify traffic signal at Kato Rd/Milmont Ave.	Expansion	ALA130001	\$ 2,000,000	\$ 12,690,000

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Alameda	Fremont	Local Road	Fremont City Center Multi-Modal Improvements	Fremont: Capital Ave from State St to Fremont Blvd: Construct roadway extension; Various locations around Fremont City Center and Fremont BART Station: Implement multi-modal improvements to	Expansion	ALA130025	\$ -	\$ 14,342,000
Alameda	Hayward	Local Road	Hayward - Industrial Boulevard Preservation	Hayward: Industrial Boulevard from Clawiter Road to 659 ft south of Depot Road: Pavement rehabilitation	Maintenance / Rehabilitation	ALA130013	\$ -	\$ 1,509,000
Alameda	Hayward	Local Road	City of Hayward Car Sharing Services	Hayward: Various locations: Obtain car sharing services in downtown Hayward and possible additional locations through a competitive RFP process.	System Management	ALA150022	\$ 245,880	\$ 245,880
Alameda	Hayward	State Highway	Rt 92/Clawiter/Whitesell Interchange Improvements	Hayward: Rt 92/Clawiter Rd. Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections.	Expansion	ALA090016	\$ 1,900,000	\$ 55,000,000
Alameda	Hayward	State Highway	I-880 Auxiliary lanes at Industrial Parkway	Hayward: Construct auxiliary lanes on I-880. NB between Industrial Pkwy and Alameda Creek and SB between Industrial Pkwy and Whipple Rd	Expansion	ALA090020	\$ 1,510,000	\$ 9,800,000
Alameda	Hayward	State Highway	I-880 NB and SB Auxiliary lanes	Hayward: NB and SB I-880 between West A and Winton. NB I-880 between A St and Paseo Grande.	Expansion	ALA090021	\$ 2,000,000	\$ 22,117,000
Alameda	LAVTA	Local Road	Wheels Individualized Marketing Program	LAVTA: Systemwide: Implement a multi-pronged marketing program directed at key subsets of the riding public with the goal of converting non-users to public transit passengers	System Management	ALA150051	\$ 478,798	\$ 478,798
Alameda	LAVTA	Transit	LAVTA: Preventive Maintenance	LAVTA: Preventive Maintenance Program for Agency Fleet.	Maintenance / Rehabilitation	ALA030030	\$ 1,590,625	\$ 13,282,783
Alameda	LAVTA	Transit	LAVTA: Bus Purchase-Low Floor	LAVTA: 40' Hybrids: Replace 4 2002-Low Floor Diesel Vehicles with 4 40' Hybrids.	Maintenance / Rehabilitation	ALA150014	\$ 2,860,000	\$ 2,860,000
Alameda	LAVTA	Transit	LAVTA: Bus Purchase-Over the Road	LAVTA: 40' Hybrids: Replace 4 2002- over the road Diesel vehicles with 4 40' Hybrids.	Maintenance / Rehabilitation	ALA150015	\$ 3,107,800	\$ 3,107,800
Alameda	LAVTA	Transit	LAVTA: Bus Purchase-7 Hybrids	LAVTA: 35' Hybrids: Replace 7 2003- Diesel vehicles with 1 40' Hybrid and 6 35' Hybrids	Maintenance / Rehabilitation	ALA150016	\$ 5,047,960	\$ 5,047,960
Alameda	LAVTA	Transit	LAVTA: 5 40' Hybrids	LAVTA: 40' Hybrids: Replace 5 2000 40'Diesel Vehicles with 5 40' Hybrids	Maintenance / Rehabilitation	ALA150017	\$ 3,884,750	\$ 3,884,750
Alameda	LAVTA	Transit	LAVTA: Replacement (10) 40' Hybrid Buses	LAVTA: Purchase 10 40' hybrid buses to replace diesel buses that have exceeded their useful life	Maintenance / Rehabilitation	ALA150031	\$ 7,902,750	\$ 7,902,750
Alameda	LAVTA	Transit	LAVTA: Replacement (10) 30' Hybrid Buses	LAVTA: Purchase ten (10) 30' hybrid buses to replace diesel buses that have exceeded their useful life	Maintenance / Rehabilitation	ALA150032	\$ 7,441,500	\$ 7,441,500
Alameda	LAVTA	Transit	LAVTA: Service Vehicles (2) Trucks	LAVTA: Purchase two service trucks for use in maintenance yard and along the Wheels bus lines.	Maintenance / Rehabilitation	ALA150033	\$ 102,000	\$ 102,000
Alameda	LAVTA	Transit	LAVTA: ADA Paratransit Operating Subsidy	LAVTA: ADA Paratransit Operating Subsidy	Operations	ALA990077	\$ 426,709	\$ 6,124,836
Alameda	LAVTA	Transit	Dublin Blvd Transit Performance Initiative	LAVTA: Dublin Blvd: Project includes implementing Adaptive Signal Control at 27 intersections, Transit Signal Priority, signal coordination, key bus stop improvements, updated customer interface portal.	System Management	ALA150019	\$ -	\$ 1,214,476
Alameda	LAVTA	Transit	LAVTA: Trapeze Upgrade	LAVTA: Purchase, install and operate upgrades/modules of the Trapeze operating system	System Management	ALA150034	\$ 162,500	\$ 162,500

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Alameda	LAVTA	Transit	LAVTA: Farebox Replacement	LAVTA: New Buses: Install farebox devices compliant with Clipper technology	System Management	ALA150035	\$ 497,803	\$ 497,803
Alameda	LAVTA	Transit	LAVTA: Service Vehicles (3) Road Supervisor	LAVTA: Purchase 3 vehicles for road supervisors' use when providing roadside assistance to the fixed-route fleet. These vehicle will be outfitted with tools and equipment necessary to perform	System Management	ALA150036	\$ 153,000	\$ 153,000
Alameda	LAVTA	Transit	LAVTA: Service Vehicles (4) shift trade	LAVTA: Purchase 4 vehicles for road supervisors' use when providing roadside assistance to the fixed-route fleet. These vehicles will be outfitted with tools and equipment necessary to perform	System Management	ALA150037	\$ 204,000	\$ 204,000
Alameda	Livermore	Local Road	Livermore TOD Study at I-580/SR84	In Livermore: Near I-580/SR84 I/C: Create a community-based transit-oriented development plan for local land uses and access improvements to complement a planned Phase 1 extension of the BART	System Management	ALA110120	\$ 497,386	\$ 497,386
Alameda	Livermore	Local Road	Livermore Marilyn Avenue Safe Routes to School	Livermore: Marilyn Avenue Elementary School: Safe Routes to School infrastructure improvements surrounding Marilyn Avenue Elementary School.	System Management	ALA150009	\$ -	\$ 405,384
Alameda	Livermore	Transit	Livermore Relocation and Restoration of R/R Depot	In Livermore: Relocation and rehabilitation of the Historic Depot building to a site adjacent to the UPRR tracks and the Downtown parking structure/LAVTA's Transit Center. No loss of existing transit hub	Maintenance / Rehabilitation	ALA130011	\$ 2,500,000	\$ 3,000,000
Alameda	MTC	Local Road	Bay Bridge Park	Bay Bridge Park in Alameda County, in Oakland at the Oakland Touchdown of the new East Span of the Bay Bridge (Project previously titled "SFOBB Gateway Park")	Expansion	ALA110104	\$ 11,000,000	\$ 16,500,000
Alameda	MTC	Local Road	Improved Bike/Ped Access to East Span of SFOBB	In Oakland: In the vicinity of the East Span of the San Francisco-Oakland Bay Bridge: Construct improved bicycle and pedestrian access. Project is phased.	Expansion	ALA130030	\$ 2,000,000	\$ 36,500,000
Alameda	MTC	Local Road	Regional Planning Activities and PPM - Alameda	Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	System Management	ALA170007	\$ 8,401,159	\$ 8,401,159
Alameda	Newark	Local Road	Central Avenue Railroad Overpass at UPRR	Newark: On Central Avenue at the Union Pacific Railroad tracks; Construct grade separation. No new lanes. Project is phased	System Management	ALA010052	\$ -	\$ 19,081,000
Alameda	Newark	Local Road	Enterprise Drive Complete Streets and Road Diet	Newark: Enterprise Drive between Filbert Street and approximately 350 feet west of Wells Avenue adjacent to the Dumbarton Transit Oriented Development plan area: Implement Road Diet and rehabilitate	System Management	ALA130027	\$ 748,000	\$ 760,000
Alameda	Oakland	Local Road	Oakland Waterfront Bay Trail	Oakland: From Emeryville border to San Leandro border; Construct new segments of the Bay Trail.	Expansion	ALA070039	\$ 600,000	\$ 38,399,000
Alameda	Oakland	Local Road	Lake Merritt to Bay Trail Bike/Ped Bridge	Oakland: Over Embarcadero and UPRR tracks under I880 between the Estuary and Lake Merritt along the Channel: Construct ADA accessible bicycle pedestrian bridge to link Bay Trail to Lake Merritt.	Expansion	ALA130003	\$ 1,000,000	\$ 16,212,000

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Alameda	Oakland	Local Road	7th Street West Oakland Transit Village, Phase II	In Oakland: On 7th Street between Wood Street and Peralta Street. Project includes road diet, bicycle lanes, sidewalk enhancement, pedestrian amenities, traffic signal mods, street and pedestrian lights.	Expansion	ALA130014	\$ 3,744,000	\$ 4,096,000
Alameda	Oakland	Local Road	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.	Expansion	ALA991081	\$ 10,000,000	\$ 17,790,000
Alameda	Oakland	Local Road	Oakland Complete Streets	In Oakland: Various federal aid eligible streets: Resurfacing and preventive maintenance including installation of ADA-compliant curb ramps, and installation (or reinstatement) of bikeway facilities	Maintenance / Rehabilitation	ALA130016	\$ -	\$ 4,351,000
Alameda	Oakland	Local Road	International Boulevard Improvement Project	Oakland: International Boulevard and East 12th Street corridor from 1st Avenue to Durant Avenue: Install pedestrian scale lighting along the corridor, repair sidewalk damage, and install curb ramps.	Maintenance / Rehabilitation	ALA150010	\$ 6,475,000	\$ 6,754,000
Alameda	Oakland	Local Road	Lake Merritt Improvement Project	In Oakland: Adjacent to Lake Merritt: Reconfigure roadways and construct paths, walls, structures, lighting, parking and landscaping; no added capacity	System Management	ALA110072	\$ 827,900	\$ 827,900
Alameda	Oakland	Local Road	Lake Merritt BART Bikeways	Oakland: Various Streets near the Lake Merritt BART Station: Implement road diets, install high quality bikeways and curb ramps, and resurface the street	System Management	ALA130015	\$ -	\$ 2,789,000
Alameda	Oakland	Local Road	Oakland - Peralta and MLK Blvd Streetscape Phase I	Oakland: Peralta St from 3rd St to 36th St and MLK Jr. Blvd. from West Grand to 40th St: Phase 1 components include bike lanes and racks, street lights, landscaping, new sidewalks and pedestrian	System Management	ALA130017	\$ -	\$ 6,639,000
Alameda	Oakland	Local Road	Lakeside Complete Streets and Road Diet	Oakland: Along Harrison Street and Lakeside Drive between 19th Street and Grand Avenue: implement road diet and install bike and pedestrian facilities	System Management	ALA130024	\$ -	\$ 13,705,000
Alameda	Oakland	Local Road	Laurel Access to Mills, Maxwell Park and Seminary	Oakland: MacArthur Boulevard from High St to Simmons St: Implement bicycle and pedestrian improvements	System Management	ALA150012	\$ 3,637,000	\$ 4,217,000
Alameda	Oakland	Local Road	Oakland Car Share and Outreach Program	Oakland: Citywide: Oakland's car sharing program will extend dedicated car sharing spaces into public right of way and conduct outreach to disadvantaged communities and low-income groups	System Management	ALA150023	\$ -	\$ 373,047
Alameda	Oakland	Local Road	Oakland: High/Ygnacio/Courtland Bike/Ped Imprvmnts	In Oakland: Intersection of High Street, Courtland Avenue and Ygnacio Avenue: Implement improvements for pedestrian and bicyclist safety	System Management	ALA150024	\$ -	\$ 1,241,000
Alameda	Oakland	Local Road	Oakland Safe Routes to Schools Various Locations	In Oakland: At six school locations: Implement crossing and access improvements for pedestrians and bicyclist	System Management	ALA150025	\$ -	\$ 1,496,000
Alameda	Oakland	Local Road	Oakland: Telegraph Ave Bike/Ped Imps and Road Diet	HSIP7-04-014: In Oakland: Telegraph Ave from 29th to 45th St: Install crosswalk enhancements, painted bulb-outs, and painted median refuges; from 29th to 41st St: Implement road diet with buffered	System Management	ALA150042	\$ 1,493,900	\$ 1,493,900

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Alameda	Oakland	Local Road	Oakland: Shattuck and Claremont Bike/Ped Imps	HSIP7-04-016 Oakland: On Claremont from Telegraph to Clifton: Implement road diet with bike lanes; Shattuck at 49th, 51st, 59th St, Alacraz: Construct crosswalk enhancements, RREBs, bulb-out.	System Management	ALA150043	\$ 1,560,100	\$ 1,560,100
Alameda	Oakland	Local Road	19th St BART to Lake Merritt Urban Greenway	In Oakland: Between Broadway and Harrison Street: Improvements include sidewalk widening and bulbouts, ped crossing improvements, bikelanes, new traffic signals and signal mods, street/ped lighting.	System Management	ALA150044	\$ 4,683,000	\$ 4,683,000
Alameda	Oakland	Local Road	Oakland: Telegraph Avenue Complete Streets	In Oakland, on Telegraph Avenue between 20th St and 41st St, implement complete street project inc. road diet, buffered bike lanes, ped crossing improvements, bulbouts, bus boarding islands, traffic.	System Management	ALA150047	\$ 4,914,000	\$ 4,914,000
Alameda	Oakland	Local Road	Oakland Parking and Mobility Management Project	Oakland: Montclair and select areas of Downtown: Implement demand-responsive parking management and transportation demand management initiatives	System Management	ALA150050	\$ 1,584,050	\$ 1,584,050
Alameda	Oakland	Port / Freight Rail	Oakland Army Base Infrastructure Improvements	In Oakland: At former Oakland Army Base: Implementing Army Base Infrastructure Master Plan including TCIF funded OHIT improvements implemented by City of Oakland. For the related Port project, see	Expansion	ALA110046	\$ 46,000,000	\$ 288,580,000
Alameda	Piedmont	Local Road	Piedmont Complete Streets (CS)	Piedmont: Highland Ave (Sierra to Mountain) and Moraga Ave (Pala to City Limits): Rehabilitate pavement and upgrade pedestrian, bicycle and transit facilities within the project boundaries	Maintenance / Rehabilitation	ALA130019	\$ -	\$ 560,000
Alameda	Pleasanton	Local Road	Pleasanton Complete Streets	Pleasanton: Valley Avenue from Bernal Ave to Hopyard Road and Hopyard Road from Black Avenue to Del Val Parkway: rehabilitate and resurface pavement and installing pedestrian improvements including	Maintenance / Rehabilitation	ALA130009	\$ 1,015,000	\$ 1,070,000
Alameda	Port of Oakland	Local Road	Port of Oakland: Roads, Rails and Tech (GoPort!)	In Oakland: OAB: Implement Go Port! Program: (1)7th St. Grade Separation & Roadway Improvements, separating truck traffic on 7th St from rail movements; (2) Middle Harbor Roadway Improvements; and	Expansion	ALA090027	\$ 28,000,000	\$ 237,000,000
Alameda	Port of Oakland	Port / Freight Rail	California Inter-regional Rail Intermodal Study	Port of Oakland: Study to determine the feasibility of a freight rail shuttle system between the Port and inland points in the Central Valley.	Expansion	ALA070054	\$ -	\$ 1,234,000
Alameda	Port of Oakland	Port / Freight Rail	Outer Harbor Intermodal Terminals (OHIT)	In Oakland: OHIT, a proposed intermodal rail complex, will be located on the former Oakland Army Base and adjacent land. This listing only includes segments implemented by the Port of Oakland. For City	Expansion	ALA090026	\$ -	\$ 106,000,000
Alameda	San Leandro	Local Road	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 and other traffic circulation	Expansion	ALA050002	\$ -	\$ 3,400,000
Alameda	San Leandro	Local Road	San Leandro Boulevard Preservation	San Leandro: San Leandro Blvd from Williams St to Hudson Ln: Pavement Preservation	Maintenance / Rehabilitation	ALA130008	\$ -	\$ 1,547,000

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Alameda	San Leandro	State Highway	I-880/SR 112 Overcrossing Replacement	San Leandro: at the I-880/SR 112 (Davis St.); Replace overcrossing and widening roadway including interchange landscaping and bridge architectural features.	Expansion	ALA070014	\$ 2,673,000	\$ 7,723,000
Alameda	San Leandro	State Highway	I-880/Marina Blvd Interchange and Overcrossing Rep	San Leandro: I-880/ Marina Blvd. Replace overcrossing and widening roadway plus ramp interchange reconfiguration, intersection improvements including interchange landscaping and bridge architectural	Expansion	ALA090012	\$ 2,000,000	\$ 25,900,000
Alameda	UCBerkeley	Local Road	UC Berkeley Parking Price Auction Study	Berkeley: UC Berkeley: Conduct study to determine the real value of parking of current parking permit holders who pay a discounted rate relative to commercially available parking	System Management	ALA150029	\$ -	\$ 211,485
Alameda	Union C Transit	Transit	Union City Transit Rehab Two (2) Transit Buses	Union City Transit: Rehabilitate two (2) compressed natural gas (CNG) buses from 2008 that are now at their mid-life service expectancy. The vehicles have the potential to serve the transit agency longer	Maintenance / Rehabilitation	ALA150046	\$ 512,500	\$ 512,500
Alameda	Union C Transit	Transit	Union City Transit: Single Point Login Terminals	Union City Transit: Systemwide Revenue Transit Vehicles: Implement Single Point Login Terminals, Including Equipment and Programming for Clipper Card.	Operations	ALA170003	\$ 23,255	\$ 23,255
Alameda	WETA	Transit	Central Bay Operations and Maintenance Facility	WETA: Construct a central bay operations and maintenance facility.	Expansion	ALA110001	\$ 19,000,000	\$ 69,896,000
Totals for Alameda County							\$ 479,203,325	\$ 4,330,452,945

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Contra Costa	AC Transit	Transit	AC Transit: Richmond Prkwy Transit Center	Richmond: Adjacent to I-80 at the Richmond Parkway Transit Center; rehabilitation park and ride facility, traffic light installation and restriping on Blume Dr	Expansion	CC-030001	\$ -	\$ 3,887,394
Contra Costa	Antioch	Local Road	Laurel Road Extension	Antioch: On Laurel Road between Hillcrest and SR4 Bypass; Construct new 4 lane divided extension.	Expansion	CC-070008	\$ 50,000	\$ 5,950,000
Contra Costa	Antioch	Local Road	Slatten Ranch Road Extension	Antioch: On Slatten Ranch Road between Hillcrest Avenue to Wicklow Road; Construct new 4 lane road.	Expansion	CC-070009	\$ 1,000,000	\$ 1,350,000
Contra Costa	BAIFA	Tollway	CC I-680 Southern Segment Express Lanes	In Contra Costa County: On I-680 between Alcosta Boulevard and Livorna Road (northbound) and between Alcosta Boulevard and Rudgear Road (southbound); Convert existing HOV lanes to express lanes.	System Management	CC-130043	\$ -	\$ 55,649,000
Contra Costa	BAIFA	Tollway	CC-680 Northern Segment Express Lane - Southbound	In Contra Costa County: On I-680 Southbound from Benicia-Martinez Toll Plaza to El Cerro; convert HOV to express lanes and add/modify express lane elements. Project also references RTP ID 230685	System Management	CC-170002	\$ 3,004,000	\$ 36,100,000
Contra Costa	BAIFA	Tollway	CC-680 Northern Segment Express Lane - Northbound	In Contra Costa County: On I-680 Northbound from Rudgear to Benicia-Martinez Bridge; convert HOV to express lanes, add express lane elements and provide operational improvements. Project also	System Management	CC-170003	\$ 2,000,000	\$ 31,900,000
Contra Costa	BART	Transit	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	Expansion	CC-050025	\$ -	\$ 459,911,000
Contra Costa	BART	Transit	eBART Railroad Avenue Station	Pittsburg: on eBART corridor at Railroad Ave: Design and construction of station	Expansion	CC-130002	\$ 11,900,000	\$ 13,400,000
Contra Costa	BART	Transit	Concord Yard Wheel Truing Facility	BART: Concord Yard: Construct a wheel truing facility which will house a dual-gauge wheel truing machine to service both BART and eBART vehicle wheels.	Maintenance / Rehabilitation	CC-150019	\$ 13,071,640	\$ 14,000,000
Contra Costa	BART	Transit	Walnut Creek BART TOD Access Improvements	Walnut Creek: In the vicinity of the Walnut Creek BART Station: construct public access improvements that are part of the proposed transit-oriented development	System Management	CC-110082	\$ 9,150,000	\$ 9,150,000
Contra Costa	BART	Transit	BART Station Modernization Program	All BART Stations: Implement station access improvements, upgrade of lighting, elevator, escalator, stairs, railings, station agent booth, roof, walls, painting, and noise reduction.	System Management	CC-130048	\$ -	\$ 221,976,567
Contra Costa	Brentwood	Local Road	SR4/Brentwood Boulevard Widening - North (Phase I)	Brentwood: Widen SR4/Brentwood Boulevard from 2 to 4 lanes; Phase I: From Havenwood Avenue to Homecoming Way, including widening of bridge over Marsh Creek. traffic signal modifications. and	Expansion	CC-070011	\$ 6,661,000	\$ 6,696,000
Contra Costa	Brentwood	Local Road	Lone Tree Way Undercrossing	Brentwood: On Lone Tree Way at the UPRR track; Construct 6-lane grade separation undercrossing.	Expansion	CC-070013	\$ -	\$ 18,990,000
Contra Costa	Brentwood	Local Road	John Muir Parkway Extension: Ph. II	Contra Costa County: John Muir Parkway northerly from Briones Valley Rd to a logical termini on Concord Avenue: Extend roadway(1 lane + 1 bike lane per direction).	Expansion	CC-070078	\$ -	\$ 4,900,000

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Contra Costa	CC County	Local Road	Kirker Pass Road NB Truck Climbing Lanes	Unincorporated Contra Costa County: On Kirker Pass Road from Clearbrook Drive to approximately 1,000 feet beyond the crest of Kirker Pass Road; Construct northbound truck climbing lane and paved	Expansion	CC-070075	\$ 14,185,000	\$ 17,400,000
Contra Costa	CC County	Local Road	Byron Highway - Vasco Road Connection	Contra Costa County: between Byron Highway and Vasco Road: Construct an east-west connection road	Expansion	CC-070081	\$ 950,000	\$ 4,650,000
Contra Costa	CC County	Local Road	Canal Road Bicycle and Pedestrian Facilities	CC County: Canal Rd from Bailey Rd to Loftus Rd: Construct east and west bound bike lanes and close sidewalk gaps (2,350 ft in total length) on the north side of Canal Rd. other improvements include	Expansion	CC-110084	\$ -	\$ 2,639,500
Contra Costa	CC County	Local Road	Bailey Road Bike and Pedestrian Improvements	Bay Point: Bailey Rd from Willow Pass Rd to SR 4: Improve bicycle and pedestrian accessibility. Improvements will expand sidewalks and construct uniform bike lanes to create a corridor conducive to all	Expansion	CC-130003	\$ 1,738,000	\$ 4,774,000
Contra Costa	CC County	Local Road	Port Chicago Hwy/Willow Pass Rd Bike Ped Upgrades	Bay Point: Near the intersection of Port Chicago Hwy and Willow Pass Rd: Install bike lane, sidewalk, curb and gutter, bike/ped access improvements, and intersection channelization	Expansion	CC-130027	\$ -	\$ 1,722,700
Contra Costa	CC County	Local Road	CC County - Rio Vista Elementary Ped Connection	Contra Costa County: On Pacifica Avenue between Mariners Cove Drive and Wharf Drive: Install sidewalks, bike lanes, flashing beacons, speed feedback sign, retaining wall and drainage improvements and	Expansion	CC-150010	\$ 725,000	\$ 905,000
Contra Costa	CC County	Local Road	Contra Costa County Various Streets & Road Preserv	CC County: Pleasant Hill Road (northbound Rancho View Dr to Reliez Valley Rd), Vasco Road (Walnut Blvd to Frisk Creek Bridge), and Byron Highway(Brentwood Blvd to Marsh Creek Rd): pavement	Maintenance / Rehabilitation	CC-130004	\$ -	\$ 3,428,000
Contra Costa	CC County	Local Road	Vasco Road Safety Improvements	Contra Costa County: Vasco Road from Walnut Blvd to the Alameda/Contra Costa County line: widen road and place concrete median barrier for 2.5 miles. Phase 1 completed a 1 mile widening segment.	System Management	CC-050030	\$ 2,500,000	\$ 33,529,083
Contra Costa	CC County	Local Road	Bailey Road-State Route 4 Interchange	In Bay Point: At the Bailey Road-State Route 4 interchange; modify ramps and Bailey Road to improve bicycle and pedestrian circulation. Project is phased.	System Management	CC-130001	\$ 4,480,000	\$ 5,195,000
Contra Costa	CCCTA	Transit	Replace Diesel Trolleys with Electric TrolleyBuses	CCCTA: Replace four diesel trolleys with electric trolleys and install the associated infrastructure	Maintenance / Rehabilitation	CC-110083	\$ -	\$ 5,400,000
Contra Costa	CCCTA	Transit	CCCTA - Replace 15 40' Buses	CCCTA: replace 15 40' Heavy Duty Diesel Transit Buses.	Maintenance / Rehabilitation	CC-110099	\$ -	\$ 8,223,450
Contra Costa	CCCTA	Transit	CCCTA - Replace 18 40' Buses	CCCTA: Replace 18 40' Heavy Duty Diesel Over the Road Buses that have reached the end of their useful life.	Maintenance / Rehabilitation	CC-110100	\$ -	\$ 11,496,482
Contra Costa	CCCTA	Transit	CCCTA: Replace 18 30' Buses	CCCTA: Replace 18 30' Heavy Duty Diesel buses that have reached the end of their useful life.	Maintenance / Rehabilitation	CC-150006	\$ -	\$ 8,560,800
Contra Costa	CCCTA	Transit	CCCTA: Replace 13 35' Buses	CCCTA: Replace 13 35' Heavy Duty Diesel Buses that have reached the end of their useful life.	Maintenance / Rehabilitation	CC-150007	\$ -	\$ 6,382,675
Contra Costa	CCCTA	Transit	CCCTA: Replace 3 Paratransit Vans	CCCTA: Replace 3 paratransit vans that have reached the end of their useful life.	Maintenance / Rehabilitation	CC-150008	\$ 369,000	\$ 369,000

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Contra Costa	CCCTA	Transit	CCCTA: ADA Paratransit Assistance	CCCTA: ADA Paratransit Assistance to transit agency.	Operations	CC-99T001	\$ -	\$ 14,869,892
Contra Costa	CCCTA	Transit	CCCTA: Access Improvements Implementation	CCCTA: Various bus stops system-wide: Implement bicycle and pedestrian access improvements identified in County Connection's Access Improvement Study.	System Management	CC-130045	\$ 574,100	\$ 778,650
Contra Costa	CCCTA	Transit	REMIX Software Implementation Project	County Connection: Systemwide: Integrate REMIX mapping software into County Connection's planning process.	System Management	CC-150012	\$ 40,281	\$ 40,281
Contra Costa	CCTA	Local Road	Mokelumne Trail Bike/Ped Overcrossing	Brentwood: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at State Route 4 in Brentwood.	Expansion	CC-070067	\$ 1,600,000	\$ 6,100,000
Contra Costa	CCTA	Local Road	CCTA - Carshare 4 All	Contra Costa and Alameda Counties: Richmond, El Cerrito, and Oakland: The program will expand carshare access at transit locations. The expansion of round-trip carsharing services will reduce car	System Management	CC-150009	\$ 1,218,012	\$ 1,218,012
Contra Costa	CCTA	Regional	SR 4 Integrated Corridor Management	Contra Costa County: Along SR 4 between I-80 in Hercules to the SR 4/SR 160 Interchange in the City of Antioch: Implement Integrated Corridor Management along corridor.	System Management	CC-150013	\$ 200,000	\$ 15,350,000
Contra Costa	CCTA	State Highway	I-680/SR 4 I/C Reconstruction - Phases 1, 2, 4 & 5	At I-680/SR4: Reconstruct I-680/SR4 I/C, provide 2 lane direct connector from NB 680 to WB SR4 w/slip ramps at Pacheco Blvd, and 2 lane direct EB SR4 to SB I-680. Phases 1, 2, 4 & 5. Env Doc covers all	Expansion	CC-010023	\$ 4,129,000	\$ 369,316,000
Contra Costa	CCTA	State Highway	I-680 SB HOV Lane Completion	Contra Costa County: I-680 from North Main Street to Livorna in the southbound direction: Construct a HOV lane	Expansion	CC-050028	\$ 72,257,000	\$ 81,742,000
Contra Costa	CCTA	State Highway	I-680 NB HOV Lane Extension	Walnut Creek/Pleasant Hill/Concord: On I-680 between Main St and SR242; Extend Northbound HOV lanes.	Expansion	CC-070022	\$ 7,000,000	\$ 48,000,000
Contra Costa	CCTA	State Highway	Reconstruct I-80/San Pablo Dam Rd Interchange	San Pablo: I-80/San Pablo Dam Rd I/C: Reconstruct I/C-relocating WB El Portal on-ramp to the full I/C northwards, providing access to McBryde through a new road from SPDR I/C, and replacing Riverside	Expansion	CC-070035	\$ 16,300,000	\$ 118,928,000
Contra Costa	CCTA	State Highway	SR4: Balfour Road Interchange	Brentwood: Balfour Road/SR4; Construct new interchange.	Expansion	CC-070053	\$ 40,550,000	\$ 46,400,000
Contra Costa	CCTA	State Highway	SR 239 - New State Highway Study	SR 239 between SR4 in Brentwood and I-205 in Tracy: Conduct environmental and design studies to create a new alignment for SR239 and develop corridor improvements from Brentwood to Tracy.	Expansion	CC-110066	\$ 5,871,002	\$ 29,244,335
Contra Costa	CCTA	State Highway	I-680 / SR 4 Interchange Reconstruction - Phase 3	In Pacheco: At the I 680/Route 4 interchange: Widen SR4 in the median to provide a third lane in each direction from Morello Avenue to Port Chicago (SR242). Work includes widening of bridges within	Expansion	CC-130046	\$ 27,610,000	\$ 65,090,000
Contra Costa	Clayton	Local Road	Clayton Various Streets Preservation	Clayton: Keller Ridge Dr from Eagle Peak Ave to Elk Dr.: Rehabilitate roadway	Maintenance / Rehabilitation	CC-130030	\$ 437,000	\$ 477,000
Contra Costa	Concord	Local Road	Commerce Avenue Extension	Concord: Commerce Avenue over Pine Creek to Waterworld Parkway; Extend roadway.	Expansion	CC-070026	\$ -	\$ 8,500,000

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Contra Costa	Concord	Local Road	Ygnacio Valley/Kirker Pass Roads Widening	Concord: Ygnacio Valley / Kirker Pass Roads from Michigan Boulevard to Cowell Road: widen from 4 lanes to 6 lanes	Expansion	CC-090026	\$ 1,800,000	\$ 12,000,000
Contra Costa	Concord	Local Road	Concord BART Station Bike/Ped Access Improvements	Concord: Near the Downtown Concord BART Station: Implement bike/ped access improvements including road diets, buffered bike lanes (0.7 mi), Class 2 bike lanes (0.6 mi), and Class 3 bike routes (0.1	Expansion	CC-130006	\$ 1,138,000	\$ 1,371,000
Contra Costa	Concord	Local Road	Detroit Avenue Bicycle and Pedestrian Improvements	Concord: Detroit Ave between Clayton Rd and Monument Blvd: Complete Streets improvements including bike lanes and bike routes; pavement rehabilitation; street lighting improvements; sidewalk gap	Expansion	CC-130011	\$ -	\$ 2,639,000
Contra Costa	Concord	Local Road	Concord Various Street Preservation	Concord: Concord Blvd (Port Chicago Hwy to 6th Street) and Arnold Industrial Way (Port Chicago Hwy to approximately 1100 ft westerly) Grind and replace the top 2.5" of asphalt concrete and upgrade	Maintenance / Rehabilitation	CC-130012	\$ -	\$ 1,127,000
Contra Costa	Concord	Local Road	Concord Clayton Road/Treat Blvd Intersection Imps.	Concord: Clayton Rd and Treat Blvd: Constructing geometric improvements and upgrade traffic signal to improve operational efficiency and increase capacity	System Management	CC-090023	\$ -	\$ 2,680,000
Contra Costa	Concord	Local Road	Concord New and Upgraded Signals at Various Loc	Concord: Various Locations: Upgrade existing traffic signals, install new traffic signals, and related improvements including ADA upgrades. Includes installing an actuated Bike/Ped Traffic Signal at Oak	System Management	CC-130013	\$ -	\$ 2,633,233
Contra Costa	Danville	Local Road	Vista Grande Street Pedestrian Improvements/SR2S	Danville: Vista Grande Street between Camino Tassajara and Diablo Road/Vista Grande Elementary School: Construct separated asphalt concrete pathway and safety enhancements to provide direct ped/bike	Expansion	CC-130038	\$ 178,000	\$ 207,275
Contra Costa	Danville	Local Road	San Ramon Valley Blvd Lane Addition and Overlay	In Danville: On San Ramon Blvd between Jewel Terrace and Podva Rd; Lane addition and rehabilitate roadway.	Expansion	CC-170001	\$ 953,046	\$ 953,046
Contra Costa	Danville	Local Road	Crow Canyon/Camino Tassajara Intersection Imps	Danville: Camino Tassajara, fr Sycamore Valley Rd to Eastern Town limits & Crow Canyon, fr Camino Tassajara to Southern town limits: pavement rehab incl. signal, drainage, spot Sidewalk, curb/gutter &	Maintenance / Rehabilitation	CC-050075	\$ 1,308,100	\$ 6,091,375
Contra Costa	Danville	Local Road	Diablo Road Imps. - Green Valley to Avenida Neuva	On Diablo Road: add EB left turn pocket at Clydesdale Dr; drainage improvements; replacement of 1300 LF retaining wall between Green Valley Rd and Clydesdale Dr; overlay; replace guardrail.	Maintenance / Rehabilitation	CC-090001	\$ 3,500,000	\$ 4,160,000
Contra Costa	Danville	Local Road	Danville Various Streets and Roads Preservation	Danville: Sycamore Valley Road from Camino Ramon to San Ramon Valley Boulevard including the bus loop within the adjoining Park-and-Ride Lot, and El Cerro Boulevard from El Pintado Road to La Gonda	Maintenance / Rehabilitation	CC-130023	\$ 896,000	\$ 1,055,000
Contra Costa	EB Reg Park Dis	Local Road	Atlas Road - New Bridge and Roadway Extension	Richmond. Point Pinole Regional Shoreline; Extend Atlas road and construct new 2 lane road bridge with a separated ped/bike trail across UPRR tracks.	Expansion	CC-070063	\$ 1,141,139	\$ 10,583,497

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Contra Costa	EB Reg Park Dis	Public Lands / Trails	Breuner Marsh Restoration and Public Access	City of Richmond: Breuner Marsh at Point Pinole Regional Shoreline Park: Implement public access improvements including a staging area and associated bicycle and pedestrian access improvements	Expansion	CC-130049	\$ -	\$ 5,945,000
Contra Costa	EB Reg Park Dis	Public Lands / Trails	SF Bay Trail, Pinole Shores to Bay Front Park	Pinole: Between Pinole Shores and Bayfront Park, approximately 0.5-mile: Construct a section of the San Francisco Bay Trail. Project is phased	Expansion	CC-130050	\$ 5,821,000	\$ 7,621,686
Contra Costa	EB Reg Park Dis	Public Lands / Trails	Contra Costa Parks Bike/Ped Trail Improvements	Contra Costa County: Various County Parks; Various bicycle and pedestrian trail improvements. Construction will be done in different phases.	Maintenance / Rehabilitation	CC-070033	\$ 151,831	\$ 950,921
Contra Costa	ECCTA	Transit	ECCTA: Transit Bus Replacements	Tri-Delta Transit: Replace 80 transit vehicles with similar vehicles and procure 30 MDT terminals	Maintenance / Rehabilitation	CC-070092	\$ 719,263	\$ 45,112,367
Contra Costa	ECCTA	Transit	Tri-Delta: ADA Operating Assistance	Tridelta: Operating assistance to fund ADA Set Aside requirement	Operations	CC-030035	\$ -	\$ 7,662,559
Contra Costa	ECCTA	Transit	ECCTA: Non-ADA Paratransit to FR Incentive Program	ECCTA: Systemwide: Use outreach, travel training and fare incentives to move non-ADA paratransit users to FR service	System Management	CC-150020	\$ 1,021,621	\$ 1,021,621
Contra Costa	El Cerrito	Public Lands / Trails	Ohlone Greenway Station Area Bike/Ped Improvements	El Cerrito: On Ohlone Greenway at El Cerrito del Norte & Plaza BART Stations & at intersections of Hill, Cutting, Central & Fairmount, widen path & improve ped & bike facilities: at three nodes along length	Expansion	CC-130024	\$ -	\$ 3,919,000
Contra Costa	El Cerrito	State Highway	Del Norte Area TOD Complete Street Imps	El Cerrito del Norte BART Station Area: Complete Streets improvements to access, circulation and safety for bicyclists, pedestrians, local and regional bus, rapid bus, and automobile connections to BART	System Management	CC-070046	\$ 1,059,400	\$ 9,600,000
Contra Costa	Hercules	Local Road	Hercules-Refugio Valley Road Pavement Preservation	In Hercules: Refugio Valley Road from Sycamore Avenue to Redwood Road: Resurface roadway	Maintenance / Rehabilitation	CC-130040	\$ -	\$ 1,182,000
Contra Costa	Hercules	Transit	Hercules Intercity Rail Station	In Hercules: From I-80/SR-4 to the future train station: Extend John Muir Pkwy to provide direct access including Bayfront Bridge over Refugio Creek, Bay Trail West Gap Closure, Refugio Creek Restoration	Expansion	CC-030002	\$ 2,919,000	\$ 33,486,000
Contra Costa	Martinez	Local Road	Martinez Various Streets and Roads Preservation	Martinez: Various Streets and Roads: Rehab and perform preventative pavement maintenance to roadways and modify curb ramps to meet current ADA standards	Maintenance / Rehabilitation	CC-130025	\$ 1,185,000	\$ 1,285,000
Contra Costa	Martinez	Transit	Martinez Intermodal Station Parking Expansion	Martinez: At the Martinez Intermodal Station: Expand parking from 175 spaces to 600 spaces. Project includes adding a pedestrian and a vehicular bridge to access the parking lot	Expansion	CC-030004	\$ 9,100,000	\$ 20,000,000
Contra Costa	Moraga	Local Road	Moraga Rd SRTS Bicycle and Ped Improvements	In Moraga: On Moraga Road between Campolindo High School and St. Mary's Road: Install pedestrian and bicycle facilities, including trails, sidewalks, crossings and bicycle facilities.	Expansion	CC-130037	\$ -	\$ 127,000

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Contra Costa	Moraga	Local Road	Moraga Various Streets and Roads Preservation	Moraga: Moraga Road from St Marys Road to Draeger Drive: Perform pavement base repairs; mill and place 2" asphalt concrete; adjust utility frame to grade; install shoulder backing; replace striping and	Maintenance / Rehabilitation	CC-130020	\$ -	\$ 801,000
Contra Costa	MTC	Local Road	Regional Planning Activities and PPM - CC County	Contra Costa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	System Management	CC-170004	\$ 6,422,553	\$ 6,422,553
Contra Costa	Oakley	Local Road	Oakley Various Streets and Roads Preservation	Oakley: Various streets and roadways: Rehabilitate roadway including striping	Maintenance / Rehabilitation	CC-130031	\$ -	\$ 1,165,000
Contra Costa	Oakley	Local Road	Main Street (Previously SR4) Realignment in Oakley	Oakley: On Main St (previously State Route 4) from west of Vintage Parkway to east of 2nd St; Realign roadway, sidewalks, curb, gutters, etc. including traffic calming and signals. No additional automobile	System Management	CC-070065	\$ 1,961,000	\$ 2,311,000
Contra Costa	Pinole	Local Road	Pinole - San Pablo Avenue Preservation	Pinole: San Pablo Avenue from Pinole Shores Drive to Sunnyview Drive: Pavement Resurface, and miscellaneous concrete repairs to curbs and gutter	Maintenance / Rehabilitation	CC-130015	\$ -	\$ 805,000
Contra Costa	Pittsburg	Transit	Pittsburg Multimodal Transit Station Access Imps.	In Pittsburg: At the Northeast corner of Railroad Ave and California Ave: Construct a Kiss-n-Ride lot, add a right-turn lane on California Ave and improve multi-modal access to eBART station.	Expansion	CC-130039	\$ 1,300,000	\$ 1,514,000
Contra Costa	Pleasant Hill	Local Road	Boyd Road/Elinora Drive SRTS Sidewalk Installation	Pleasant Hill: Along north side of Boyd Road (between Horten Ct and Liahona Ct) and east side of Elinora Dr (between Gladys Dr to Gregory Ln): Install concrete sidewalk, new curb/gutter, driveway conform	Expansion	CC-130029	\$ -	\$ 575,000
Contra Costa	Pleasant Hill	Local Road	Contra Costa Blvd. Improvement (Beth to Harriet)	HSIP5-04-015 In Pleasant Hill: On Contra Costa Blvd between Beth Drive and Harriet Drive: Installation of new sidewalk, bike lanes, traffic signal, landscaping and street lighting.	Expansion	CC-150011	\$ -	\$ 2,951,900
Contra Costa	Pleasant Hill	Local Road	Golf Club Rd Roundabout and Bike/Ped Improvements	Pleasant Hill: Golf Club Rd from CC Canal Regional Trail to east of Old Quarry Rd, Old Quarry Rd from Golf Club Rd to Chilpancingo Pkwy: Install bike/ped imprvmnts, construct roundabout, and rehab	System Management	CC-130005	\$ -	\$ 5,514,000
Contra Costa	Richmond	Local Road	37th Street Bicycle & Pedestrian Improvements	Richmond: On 37th St from Cerritto Ave to Center Ave: Install bike lanes and pedestrian countdown heads and upgrade traffic signals; On 37th from Barrett to Chanslor: Implement road diet with one lane	Expansion	CC-130047	\$ -	\$ 400,444
Contra Costa	Richmond	Local Road	Richmond Local Streets and Roads Preservation	Richmond: Various Streets and Roads: Rehabilitate pavement and install curb ramps	Maintenance / Rehabilitation	CC-130026	\$ -	\$ 3,723,000
Contra Costa	Richmond	Local Road	Richmond Transit Village: Nevin Imps BART-19th	On Nevin Ave bet 19th St and the BART Station, ped and bicycle street enhancements incl reconstruction of east entrance to the BART station, wide sidewalk, curb ramps, enhanced crosswalks, lighting.	System Management	CC-110007	\$ -	\$ 8,382,235
Contra Costa	Richmond	Local Road	The Yellow Brick Road in Richmond's Iron Triangle	Richmond: Various locations outlined in the the Yellow Brick Road Plan: Implement bike/ped improvements	System Management	CC-150016	\$ 6,452,000	\$ 6,452,000

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Contra Costa	Richmond	State Highway	I-80/Central Avenue Interchange Modification	I-80/Central Ave; Ph1 Construct new signals and CMS's to redirect I-80 WB on-ramp traffic during weekend peak periods to I-580. Ph2 connect Pierce to San Mateo to relocate signal at Pierce/Central Ave	Expansion	CC-050076	\$ 10,074,000	\$ 24,660,000
Contra Costa	San Pablo	Local Road	Rumrill Blvd Complete Streets Improvements	In San Pablo: Along Rumrill Boulevard between San Pablo Avenue to the North and Costa Avenue to the South; Complete Streets Improvements and road diet	ENHANCEMENT	CC-150017	\$ 5,610,000	\$ 5,610,000
Contra Costa	San Pablo	Local Road	San Pablo Avenue Bicycle and Ped Improvements	San Pablo and Richmond: On San Pablo Avenue between Rumrill Blvd and Hilltop Drive: Construct sidewalks and bicycle lanes, modify existing signals to accommodate new striping (no additional	Expansion	CC-130032	\$ 5,978,000	\$ 6,823,000
Contra Costa	San Ramon	Local Road	Bollinger Canyon Road Widening (Alcosta to SRVB)	San Ramon: Bollinger Canyon Road between Alcosta Blvd and San Ramon Valley Blvd: Widen from six to eight lanes. Project is phased.	Expansion	CC-090019	\$ 1,707,371	\$ 10,612,855
Contra Costa	Walnut Creek	Local Road	Walnut Creek - North Main Street Preservation	Walnut Creek: North Main Street from San Luis Road to Geary Road: Rehabilitate roadway and upgrade traffic signal equipment to detect bicycles	Maintenance / Rehabilitation	CC-130033	\$ -	\$ 921,000
Contra Costa	Walnut Creek	Local Road	Walnut Creek-Parking Guidance System Pilot	Walnut Creek: Downtown core area: Implement Parking Guidance System connected to all public parking in downtown core area.	System Management	CC-150018	\$ 933,000	\$ 933,000
Contra Costa	WCCTA	Transit	WCCTA: Preventive Maintenance Program	WestCat: Operating assistance to aid agency with preventive maintenance activities of its fleet.	Maintenance / Rehabilitation	CC-030025	\$ -	\$ 2,508,911
Contra Costa	WCCTA	Transit	WestCAT: Replacement of (10) Paratransit Cut-Aways	WestCat: Paratransit vans: Replace (10) 2008 29ft cutaway style Paratransit Vans with (10) similar style vans	Maintenance / Rehabilitation	CC-150001	\$ -	\$ 1,230,000
Contra Costa	WCCTA	Transit	WestCAT: Purchase of (10) Radio systems	WestCat: Radio systems: Purchase of (10) Radio systems for (10) Cut Away Van's	Maintenance / Rehabilitation	CC-150002	\$ -	\$ 10,000
Contra Costa	WCCTA	Transit	WestCAT: Purchase of (2) Electronic Fareboxes	WestCat: Fareboxes: Purchase of (2) Fast Fare Electronic Fareboxes	Maintenance / Rehabilitation	CC-150003	\$ -	\$ 35,623
Contra Costa	WCCTA	Transit	WestCAT: Replace (1) 2003 40ft Revenue Vehicle	WestCAT: Replace (1) 2003 40 foot revenue vehicle with similar (1) 40 foot revenue vehicle	Maintenance / Rehabilitation	CC-150004	\$ -	\$ 534,025
Contra Costa	WCCTA	Transit	WestCAT: Replace (1) 40ft Rev. Vehicle with 45ft	WestCat: Replace (1) 2003 40 foot Revenue Vehicle with (1) 45 foot vehicle	Maintenance / Rehabilitation	CC-150005	\$ -	\$ 622,175
Contra Costa	WCCTA	Transit	WestCAT: Replace (1) 1998 40 ft Vehicle	WCCTA: Replace (1) 1998 Revenue Vehicle with (1) 40 ft Revenue Vehicle	Maintenance / Rehabilitation	CC-150014	\$ -	\$ 530,000
Contra Costa	WCCTA	Transit	WestCat: ADA Paratransit Operating Subsidy	WestCat: ADA Paratransit Operating Subsidy	Operations	CC-990045	\$ -	\$ 2,441,717
Contra Costa	WCCTA	Transit	WestCAT: Purchase (1) Fast Fare Electronic Farebox	WestCAT: Purchase and Install (1) FastFare Electronic Farebox for (1) 40 ft Revenue Vehicle	System Management	CC-150015	\$ -	\$ 17,811
Contra Costa	WCCTA	Transit	WestCAT - AVL System with APC Element.	Western Contra Costa Transit Authority (WestCAT): Systemwide: Purchase and install a new AVL system including automatic passenger counting (APC)	System Management	CC-150021	\$ 394,513	\$ 394,513
Contra Costa	WETA	Transit	Richmond Ferry Service	WETA: Implement new ferry transit service between Richmond and San Francisco.	Expansion	CC-070062	\$ 1,000,000	\$ 61,370,815
Totals for Contra Costa County							\$ 324,293,872	\$ 2,148,275,978

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Marin	Fairfax	Local Road	Parkade Circulation and Safety Improvements	Fairfax: Between Sir Francis Drake Boulevard, Pacheco Avenue, Claus Drive and Broadway: Improve bicycle, pedestrian, transit, and vehicular circulation and safety around and through the Parkade in	System Management	MRN130009	\$ 310,000	\$ 400,000
Marin	GGBHTD	Tollway	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.	Maintenance / Rehabilitation	MRN050018	\$ 99,752,404	\$ 137,252,404
Marin	GGBHTD	Tollway	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.	Maintenance / Rehabilitation	MRN970016	\$ 3,740,000	\$ 273,157,373
Marin	GGBHTD	Tollway	Golden Gate Bridge-Suicide Deterrent SafetyBarrier	Golden Gate Bridge: Build suicide deterrent system. Including design & Environmental analysis, plus analysis of alternatives & wind tunnel tests to ensure the feasibility of designs and build deterrent	System Management	MRN050019	\$ 47,000,000	\$ 153,000,000
Marin	GGBHTD	Transit	Larkspur Ferry Terminal Parking Garage	In Larkspur: At the Larkspur Ferry Terminal (LFT): construct a new three story parking structure	Expansion	MRN130001	\$ 500,000	\$ 4,000,000
Marin	GGBHTD	Transit	GGBHTD: Bldg Ridership to Meet Capacity Campaign	Golden Gate Bridge, Highway and Transportation District: Systemwide: Begin several marketing campaigns in the next year focusing on promoting Golden Gate Transit and Golden Gate Ferry use	Expansion	MRN150006	\$ 237,637	\$ 437,640
Marin	GGBHTD	Transit	ACIS Radio Communications System	GGBHTD: Replace radio communications system on agency's bus fleet.	Maintenance / Rehabilitation	MRN010035	\$ 935,885	\$ 21,600,048
Marin	GGBHTD	Transit	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.	Maintenance / Rehabilitation	MRN030010	\$ -	\$ 38,295,992
Marin	GGBHTD	Transit	GGBHTD: Facilities Rehabilitation	GGBHTD: Rehabilitate agency's maintenance and operating facilities and replace heavy duty operating and maintenance equipment.	Maintenance / Rehabilitation	MRN050025	\$ -	\$ 19,889,622
Marin	GGBHTD	Transit	GGBHTD: Replace 7 - 40' Diesel Buses	GGBHTD: Replace seven (7) 40' Diesel Buses	Maintenance / Rehabilitation	MRN110045	\$ -	\$ 3,760,007
Marin	GGBHTD	Transit	MS Sonoma Ferry Boat Refurbishment	GGBHTD: MS Sonoma: Refurbish 38-year old ferry vessel	Maintenance / Rehabilitation	MRN150005	\$ 12,333,739	\$ 20,665,042
Marin	GGBHTD	Transit	GGBHTD Ferry Major Components Rehab	GGBHTD: Systemwide: Ferry Rehab, replace major ferry components such as navigation systems, dry-dock, hull, interior, life saving equipment, propulsion and other ferry components.	Maintenance / Rehabilitation	MRN150014	\$ 3,375,000	\$ 3,375,000
Marin	GGBHTD	Transit	GGBHTD Ferry Propulsion Systems Replacement	GGBHTD: Systemwide: Ferry propulsion systems: replacement of power distribution systems, propellers, engines, generators, gear boxes, etc. for Golden Gate Ferry vessels.	Maintenance / Rehabilitation	MRN150015	\$ -	\$ 625,000
Marin	GGBHTD	Transit	Ferry channel & berth dredging	Golden Gate Ferry: From San Francisco to Marin County; Dredge ferry channel and berth.	Maintenance / Rehabilitation	MRN990017	\$ -	\$ 26,144,027
Marin	GGBHTD	Transit	GGBHTD - Transit Systems Enhancements	GGBHTD: Systemwide: systems, technology and communication enhancements to transit fleet and facilities.	System Management	MRN130015	\$ -	\$ 2,264,125

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Marin	GGBHTD	Transit	GGBHTD: On-Board Bus and Ferry Surveys	GGBHTD: Systemwide: Conduct survey of bus and ferry passengers to collect ridership and socioeconomic data, required to support equity analyses for Title VI for fare or major service changes.	System Management	MRN150007	\$ 454,729	\$ 454,729
Marin	Marin County	Local Road	Non-motorized Transp. Pilot Program - Marin County	Marin County; Various locations; Lump sum Non-motorized Transportation Pilot Program. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Expansion	MRN050033	\$ -	\$ 11,341,139
Marin	Marin County	Local Road	Non-motorized Transp. Projects - Marin County	Marin County; Various locations; Bicycle & pedestrian improvement projects	Expansion	MRN090049	\$ -	\$ 1,238,181
Marin	Marin County	Local Road	Miller Creek Road Bike Lanes and Ped Improvements	In Marin County: On Miller creek road, Add Class 2 Bicycle Lanes by restriping road and intersection improvements at Miller Creek and Marinwood Avenue to enhance pedestrian and cyclist safety	Expansion	MRN110033	\$ -	\$ 407,000
Marin	Marin County	Local Road	Mountain View Rd Bridge Replacement - 27C0154	Marin County: On Mountain View Rd. over San Geronimo Creek (Bridge No. 27C0154) near the intersection with Sir Francis Drake Blvd: Replace existing one-lane bridge with a new two-lane bridge	Expansion	MRN110035	\$ 72,952	\$ 1,487,112
Marin	Marin County	Local Road	Marin Parklands Visitor Access, Phase 2	Marin Parklands: Pacific Way bridge at Big Lagoon: Reconstruct bridge and widen to add bike lanes. No added motor-vehicle capacity	Maintenance / Rehabilitation	MRN070019	\$ 3,410,000	\$ 4,446,000
Marin	Marin County	Local Road	Donahue Street Road Rehabilitation Project	Marin County: Donahue St from Drake Ave. to Bridge Blvd. and Bridge Blvd. from Donahue St. to Bridgeway: Rehabilitate roadway; Donahue St. at Terners Dr. and at Bridge Blvd: Upgrade traffic signal	Maintenance / Rehabilitation	MRN130010	\$ 1,094,600	\$ 1,216,600
Marin	Marin County	Local Road	North Civic Center Drive Improvements	In San Rafael: On Civic Center Drive from Merrydale Overcrossing/Scettrini Drive to Judge Haley Drive: Construct bike/ped improvements	System Management	MRN130007	\$ -	\$ 2,800,000
Marin	Marin County	Public Lands / Trails	Mill Valley-Sausalito Pathway Preservation	Marin County: Mill Valley-Sausalito multiuse pathway from East Blithedale Avenue to Almonte Boulevard in Mill Valley: Rehabilitate multi-use path	Maintenance / Rehabilitation	MRN130014	\$ 230,000	\$ 640,000
Marin	MCTD	Transit	MCTD Preventive Maintenance	Marin Transit: Systemwide: Bus Transit Preventative maintenance	Maintenance / Rehabilitation	MRN110040	\$ 153,780	\$ 411,843
Marin	MCTD	Transit	MCTD: On Board Vehicle Equipment	MCTD: Farebox: Install fareboxes on 62 paratransit vehicles and Dial-A-Ride vehicles. Replace fareboxes on 18 fixed route vehicles	Maintenance / Rehabilitation	MRN150003	\$ -	\$ 377,075
Marin	MCTD	Transit	MCTD - Relocate Transit Maint. Facility - PE only	In Marin County: Relocate contractor maintenance facilities in a centralized location, including bus parking and three maintenance bays. This project listing includes only the PE phase of this project.	Maintenance / Rehabilitation	MRN150010	\$ 600,000	\$ 600,000
Marin	MCTD	Transit	MCTD- Replace 2 Shuttle Vehicles	MCTD: Replace two fixed route shuttle buses that are beyond their useful life.	Maintenance / Rehabilitation	MRN150011	\$ -	\$ 244,000
Marin	MCTD	Transit	MCTD - Replace 13 -40ft Buses	MCTD: Replace 13 40ft vehicles that are beyond their useful life	Maintenance / Rehabilitation	MRN150012	\$ 9,634,000	\$ 9,634,000
Marin	MCTD	Transit	MCTD - Emergency Radio System	MCTD: Replace radio system on fixed route shuttles and rural service to meet emergency radio requirements.	Maintenance / Rehabilitation	MRN150013	\$ -	\$ 348,000

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Marin	MCTD	Transit	Marin Transit Low Income Youth Pass Program	Marin Transit: Provide low-income youth free bus passes. Other local funds are made available for this project by applying STP/CMAQ funding available through the TPI program to MRN110040	Operations	MRN110041	\$ 153,850	\$ 564,724
Marin	MCTD	Transit	MCTD: ADA Paratransit Assistance	MCTD: ADA Paratransit Assistance to transit agency.	Operations	MRN110047	\$ -	\$ 3,886,026
Marin	Mill Valley	Local Road	Mill Valley - Miller Avenue Rehabilitation	HSIP5-04-009 - Mill Valley: Miller Avenue between Sunnyside Ave and Almonte Blvd: Pavement resurfacing, reconstruction of bicycle lanes, modifications to traffic islands, and improvements to sidewalk	Maintenance / Rehabilitation	MRN070002	\$ -	\$ 7,150,000
Marin	Mill Valley	Public Lands / Trails	Bayfront Park Recreational Bay Access Pier Rehab	Mill Valley: Bayfront Park: Construct trail connector to Bay Trail and waterfront including a reconstruction of the pier	Maintenance / Rehabilitation	MRN130012	\$ 150,000	\$ 223,000
Marin	MTC	Local Road	Regional Planning Activities and PPM - Marin	Marin: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	System Management	MRN170001	\$ 4,729,181	\$ 4,729,181
Marin	MTC	Tollway	Richmond-San Rafael Bridge Access Improvements	In Contra Costa and Marin Counties: On I-580/Richmond-San Rafael Bridge: Convert existing shoulders to an automobile travel lane (EB) and a bike/ped path, construct bike/ped path in Contra Costa	Expansion	MRN150009	\$ 5,000,000	\$ 73,584,000
Marin	Novato	Local Road	Novato Boulevard Widening, Diablo to Grant	Novato: Novato Blvd between Diablo and Grant Ave.: Improvements to roadway including including widening existing two/three lanes to four lanes and adding turn lanes, bike lanes, curbs, and sidewalks	Expansion	MRN070006	\$ 2,000,000	\$ 8,973,932
Marin	Novato	Local Road	DeLong Avenue and Ignacio Boulevard Resurfacing	Novato: At the DeLong Avenue and Ignacio Boulevard interchanges: Reconstruct the bridge deck approaches with appropriate conforms and improved pavement surfaces to improve vehicular, pedestrian	Maintenance / Rehabilitation	MRN130011	\$ -	\$ 975,000
Marin	Novato	Local Road	Vineyard Road Improvements	Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement maintenance, install bicycle lanes, and property owner-funded frontage improvements.	Maintenance / Rehabilitation	MRN170002	\$ 921,782	\$ 1,005,757
Marin	Ross	Local Road	Bolinas Avenue and Sir Francis Drake Intersection	Ross: On Sir Francis Drake Blvd from Winship Ave through the 100 block and on Bolinas Ave from Sir Francis Drake Blvd to Shady Ln: Rehabilitate pavement and replace the traffic signal	Maintenance / Rehabilitation	MRN130006	\$ 310,000	\$ 340,000
Marin	San Anselmo	Local Road	San Anselmo - Center Blvd Bridge Replace (27C0079)	San Anselmo: Center Blvd Bridge over San Anselmo Creek, at Sycamore Ave: Replace existing 2 lane bridge with 3 lane bridge	Expansion	MRN110032	\$ 4,757,000	\$ 5,817,000
Marin	San Anselmo	Public Lands / Trails	Sunny Hill Ridge and Red Hill Trails	In San Anselmo: Near Sunny Hill and Red Hill: Construct three miles of hiking trails	Expansion	MRN130013	\$ 80,000	\$ 160,000
Marin	San Rafael	Local Road	San Rafael - Non-motorized Transport Pilot Program	San Rafael: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	Expansion	MRN070009	\$ -	\$ 3,055,680

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Marin	San Rafael	Local Road	Grand Avenue Bicycle Pedestrian Improvements	San Rafael: Grand Ave across the San Rafael Canal: Construct bridge and sidewalk improvements for bicyclists and pedestrians	Expansion	MRN150008	\$ 1,706,000	\$ 1,756,000
Marin	San Rafael	Local Road	San Rafael Various Streets and Roads Preservation	San Rafael: Point San Pedro Rd from 600' north of Biscayne Dr to Riviera Dr and Del Presidio Blvd from Manual T. Freitas Parkway to Las Gallinas Ave: Resurface roadway	Maintenance / Rehabilitation	MRN130004	\$ -	\$ 594,000
Marin	San Rafael	Local Road	San Rafael Transit Center Pedestrian Access Imps.	San Rafael: In the vicinity of the Bettini Transit Center and the future SMART station: Upgrade existing traffic signal equipment to be compliant with rail and improve pedestrian facilities	System Management	MRN130005	\$ -	\$ 2,675,000
Marin	Sausalito	Local Road	Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps	Sausalito: Highway 101 Off Ramp/Bridgeway/Gate 6 Intersection: Improve bicycle traffic	System Management	MRN110010	\$ 185,000	\$ 285,000
Marin	TAM	Local Road	Central Marin Ferry Access Improvements	Central Marin: From the southern terminus of the Cal Park Hill path connecting to the east/west path adjacent to E. Sir Francis Drake Blvd.	Expansion	MRN050014	\$ -	\$ 16,612,000
Marin	TAM	Local Road	TAM - Non-motorized Transportation Pilot Program	Marin County: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage.	System Management	MRN070017	\$ -	\$ 160,000
Marin	TAM	Local Road	TAM - Car Share Canal	Marin County: Car Share CANAL is a Pilot Project to Integrate Transit, focused on Environmental Justice, Mobility, Immigration Support and Climate Protection Education. This is a non infrastructure project.	System Management	MRN150004	\$ -	\$ 143,750
Marin	TAM	State Highway	US 101 / Greenbrae Interchange Corridor Imps.	Marin: US 101 Greenbrae I/C Corridor Improvements: Sir Francis Drake To Tamalpais; Reconfigure interchange and close a gap in the non-motorized transportation network	Expansion	MRN050001	\$ 15,700,000	\$ 154,800,000
Marin	TAM	State Highway	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.	Expansion	MRN050034	\$ -	\$ 353,219,000
Marin	TAM	State Highway	Highway 101 Landscaping for Gap Closure Project	In Marin County, On Highway 101, Landscaping for the Gap Closure Project.	System Management	MRN110034	\$ -	\$ 1,655,000
Totals for Marin County							\$ 219,527,539	\$ 1,382,876,009

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Napa	American Canyon	Local Road	Eucalyptus Drive Realignment Complete Streets	American Canyon: Eucalyptus Dr. from Theresa Rd to Hwy 29: Extend roadway and reconfigure intersection of Eucalyptus Dr and Hwy 29 and Eucalyptus Drive and Theresa Road. Create complete street	Expansion	NAP110029	\$ 2,015,600	\$ 4,524,000
Napa	American Canyon	Local Road	Devlin Road and Vine Trail Extension	American Canyon: Devlin Road from the southern terminus 2,500 feet south to Green Island Road: Construct roadway extension and Class I multipurpose path	Expansion	NAP130006	\$ 2,585,000	\$ 2,882,000
Napa	Calistoga	State Highway	SR 128 and Petrified Forest Intersection Imp	In Calistoga: On SR 128 and Petrified Forest Road, convert 4-way stop controlled intersection to a traffic signal.	System Management	NAP150001	\$ 650,000	\$ 650,000
Napa	Caltrans	State Highway	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.	Expansion	NAP010008	\$ -	\$ 115,135,000
Napa	Caltrans	State Highway	Hwy 29 Grayson Ave. Signal Construction	In St. Helena: At the intersection of Hwy 29 and Grayson Ave: Install three way signal with ADA ramp upgrades	System Management	NAP130007	\$ -	\$ 466,006
Napa	MTC	Local Road	Regional Planning Activities and PPM - Napa	Napa: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	System Management	NAP170001	\$ 4,592,181	\$ 4,592,181
Napa	Napa	Local Road	California Boulevard Roundabouts	City of Napa: At at First Street/ California Blvd. and Second Street/ California Blvd: Construct roundabouts Caltrans: Construct roundabout at Northbound off-ramp of SR 29 and First Street	System Management	NAP110028	\$ 9,578,793	\$ 10,619,793
Napa	Napa	Public Lands / Trails	Highway 29/Napa Creek Bicycle Path Upgrade	Napa: On the North side of Napa Creek under Highway 29: Construct a Class 1 bicycle and pedestrian path	Expansion	NAP130004	\$ -	\$ 525,000
Napa	Napa County	Local Road	Silverado Trail Phase H Rehab	County of Napa: On Silverado Trail from Howell Mtn to Zinfandel (Phase H); rehabilitate roadway retaining existing Class II bicycle lanes	Maintenance / Rehabilitation	NAP110023	\$ 1,627,189	\$ 1,683,189
Napa	Napa County	Local Road	Hardin Rd Bridge Replacement - 21C0058	Napa County: On Harding Rd at Maxwell Creek, 1.6M SE of Pope Cyn Rd: Replace existing one lane bridge with new 2-lane bridge to meet standards	Maintenance / Rehabilitation	NAP110026	\$ 900,000	\$ 3,900,000
Napa	Napa County	Local Road	Loma Vista Dr Bridge Replacement - 21C0080	Napa County: Loma Vista Dr over Soda Creek, 1.4 miles north of Silverado Trail: replace existing one lane bridge with new two lane bridge to meet standards	Maintenance / Rehabilitation	NAP110027	\$ 600,000	\$ 3,600,000
Napa	Napa County	Local Road	Airport Boulevard Rehabilitation	In Napa County: On Airport Boulevard between SR 29 and Napa County Airport: Rehabilitate roadway and retrofit curb ramps at 3 intersections, retaining existing Class II bicycle lanes.	Maintenance / Rehabilitation	NAP130003	\$ -	\$ 1,916,500
Napa	Napa County	Local Road	Silverado Trail Phase G Rehab	County of Napa: On Silverado Trail from Calistoga to Larkmead (Phase G); rehabilitate roadway retaining existing Class II bicycle lanes	Maintenance / Rehabilitation	NAP130009	\$ -	\$ 2,829,000
Napa	Napa County	Local Road	Garnett Bridge Greenwood Ave	In Napa County: On Greenwood Avenue between Myrtledale Road and SR 29 over Garnett Creek; replace one lane bridge damaged in earthquake with a two lane bridge	Maintenance / Rehabilitation	NAP150002	\$ 200,000	\$ 6,050,000

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Napa	Napa County	Local Road	Silverado Trail Yountville-Napa Safety Improvement	In Napa County: On Silverado Trail at Yountville Crossroad: Construct intersection safety improvements; On Silverado Trail between Yountville and Napa: Install rumble strips	System Management	NAP130010	\$ -	\$ 168,000
Napa	Napa Vine	Transit	Park & Ride Lots in Napa County	Napa County: American Canyon, and Calistoga/St. Helena/Yountville : Construct Park and Ride Lots.	Expansion	NAP050009	\$ -	\$ 5,030,000
Napa	NVTA	Local Road	Napa Valley Vine Trail Design and Construction	Napa County: Various locations: Design and construction of individual segments of Vine Trail.	Expansion	NAP110014	\$ -	\$ 8,692,569
Napa	NVTA	Local Road	Napa Valley Vine Trail Calistoga-St. Helena Seg.	In Napa County: From Calistoga to St. Helena: Construct multi-use trail	Expansion	NAP150003	\$ 8,856,000	\$ 9,206,000
Napa	NVTA	State Highway	SR 12/29/221 Soscol Junction Interchange Study	In Napa County, study alternatives to construct new southbound Route 221 to southbound Route 29 flyover (including auxiliary lane to Route 12/Route 29). TIP project is for ENV and PSE only.	Expansion	NAP090003	\$ -	\$ 6,300,000
Napa	NVTA	Transit	NVTA: Replace Rolling Stock	NVTA: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet.	Maintenance / Rehabilitation	NAP090005	\$ -	\$ 14,728,090
Napa	NVTA	Transit	NVTA Equipment Replacement and Upgrades	NVTA: Napa Vine service area: Replacement and upgrades to transit equipment	Maintenance / Rehabilitation	NAP090008	\$ 103,645	\$ 2,488,992
Napa	NVTA	Transit	NVTA: ADA Operating Assistance	Napa: ADA operating assistance for paratransit service	Operations	NAP030004	\$ -	\$ 473,448
Napa	NVTA	Transit	Napa Vine Operating Assistance	Napa Vine: Operating assistance to support transit routes and services.	Operations	NAP970010	\$ -	\$ 40,476,726
Napa	NVTA	Transit	Napa: Bus Stop Improvements	Napa Vine: Various bus stop improvements throughout the Napa County transit service areas. Add City/County Bus Passenger Amenities especially ADA Bus Stop Improvements.	System Management	NAP030005	\$ -	\$ 782,485
Napa	Yountville	Public Lands / Trails	Hopper Creek Pedestrian Bridge and Path Project	Yountville: Along Hopper Creek from Oak Circle Open Space to Mission St: Construct multi-use pathway and a pedestrian bridge across Hopper Creek	Expansion	NAP130008	\$ 500,000	\$ 500,000
Totals for Napa County							\$ 32,208,408	\$ 248,218,979

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San Francisco	BART	Transit	BART/MUNI Direct Connection Platform	BART/MUNI: Powell Street Station: Provide a direct connection between BART & MUNI.	Expansion	SF-050014	\$ 3,000,000	\$ 3,000,000
San Francisco	BART	Transit	Regional Real-Time Transit Information at BART	In downtown Oakland and downtown San Francisco: at six key intermodal BART stations: add additional real time transit information displays	System Management	SF-110044	\$ -	\$ 4,400,000
San Francisco	MTC	Local Road	Regional Planning Activities and PPM - SF County	San Francisco: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	System Management	SF-170002	\$ 5,628,854	\$ 5,628,854
San Francisco	Port of SF	Local Road	Pier 70 19th Street & Illinois Street Sidewalk	San Francisco: 19th St from Illinois St to approximately 600' east: Construct new 19th St roadway and bike/ped improvements; On Illinois Street from 18th and 19th: construct new sidewalk and other	Expansion	SF-130021	\$ 2,850,000	\$ 3,220,000
San Francisco	Port of SF	Transit	Mission Bay Ferry Terminal	San Francisco: At the eastern terminus of 16th St: Construct new ferry landing to service San Francisco Mission Bay and Central Waterfront as a part of the Bay area ferry transit system	Expansion	SF-170001	\$ 2,000,000	\$ 17,540,000
San Francisco	Port of SF	Transit	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	System Management	SF-070009	\$ 1,000,000	\$ 5,350,000
San Francisco	SF County TA	Local Road	Treasure Is/Yerba Buena Is Street Improvements	On Treasure Island: Implement Treasure Island/Yerba Buena Island street network Project includes a new street network, traffic calming, bike & pedestrian improvements, streetscape and transit/shuttle	Expansion	SF-130004	\$ 7,000,000	\$ 47,960,000
San Francisco	SF County TA	Local Road	Integrated Public-Private Partnership TDM Program	San Francisco: Implement pilot TDM strategies: (a) parking cash-out programs and TDM related approaches, and (b) Muni Partners shuttle coordination and expansion. Includes program evaluation	System Management	SF-110011	\$ 10,000	\$ 1,034,894
San Francisco	SF County TA	Local Road	Treasure Island Congestion Pricing Program	San Francisco: Treasure Island: Implement Congestion Pricing Program. project is phased	System Management	SF-110049	\$ 2,110,000	\$ 8,735,000
San Francisco	SF County TA	Local Road	SF Downtown Congestion Pricing (NE Cordon)	San Francisco: In the northeast part of the city bounded by Laguna, Guerrero, and 18th St: Implement or pilot a mobility improvement and congestion pricing program charging a peak hour toll (capped at	System Management	SF-130017	\$ 2,000,000	\$ 104,200,000
San Francisco	SF County TA	Local Road	Quint-Jerrold Connector Road	San Francisco: From Oakdale Ave to Jerrold Ave: Provide an alternate access route between Oakdale and Jerrold Avenues and across the Caltrain tracks, to be coordinated with Caltrain's Quint Street Bridge	System Management	SF-150008	\$ 2,491,900	\$ 10,040,448
San Francisco	SF County TA	Local Road	SB I-280 Off-Ramp at Ocean Ave Realignment	San Francisco: I-280/Ocean Avenue Interchange: Realign the southbound I-280 off-ramp to Ocean Avenue into a T intersection with a new signal on Ocean Avenue	System Management	SF-150013	\$ 2,000,000	\$ 5,600,000

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San Francisco	SF County TA	State Highway	HOV Lanes on US 101 in SF - Project Development	San Francisco: US 101 from SF county line to Cesar Chavez: Planning, Preliminary Engineering, and Environmental to convert one existing lane in each direction to HOV lanes	Expansion	SF-130008	\$ 2,000,000	\$ 2,000,000
San Francisco	SF County TA	State Highway	Yerba Buena Island (YBI) Ramp Improvements	San Francisco: On east side of the Yerba Buena Island Tunnel at SFOBB; Rehabilitate existing deficient bridges on the west side of the Island.	Maintenance / Rehabilitation	SF-070027	\$ 58,692,881	\$ 239,028,521
San Francisco	SF County TA	State Highway	US 101 Doyle Drive Replacement	San Francisco: US 101 (Doyle Drive) from Lombard Street/Richardson Avenue to Route 1 Interchange; Replace/rehabilitate roadway.	Maintenance / Rehabilitation	SF-991030	\$ 84,800,000	\$ 1,986,736,569
San Francisco	SF County TA	Transit	Geary Bus Rapid Transit	Muni: On Geary Boulevard; Design and implement a BRT project.	Expansion	SF-070004	\$ 20,300,654	\$ 183,700,000
San Francisco	SF County TA	Transit	Oakdale Caltrain Station	San Francisco: Oakdale near Palou: Planning, preliminary engineering, and environmental work for a new Caltrain station and transit service adjustments to serve station.	Expansion	SF-090011	\$ 750,000	\$ 800,000
San Francisco	SF County TA	Transit	Construct Treasure Island Bus Terminal Facility	San Francisco: Treasure Island: Construct Treasure Island Bus Terminal Facility	Expansion	SF-130010	\$ 2,590,000	\$ 2,790,000
San Francisco	SF County TA	Transit	Treasure Island Pricing Mobility Improvements	In Treasure Island: Pricing Program Mobility Improvements including Transit Capital and maintenance improvements. The project is phased	System Management	SF-130005	\$ 4,000,000	\$ 23,500,000
San Francisco	SF County TA	Transit	San Francisco Travel Smart Rewards Pilot Program	In San Francisco: Undertake a pilot program to mitigate congestion on BART by incentivizing riders to shift travel times	System Management	SF-150012	\$ -	\$ 635,000
San Francisco	SF DPW	Local Road	John Yehall Chin Safe Routes to School	In San Francisco: 4 intersections near 350 Broadway Street: Construct curb extensions and a raised crosswalk.	ENHANCEMENT	SF-150001	\$ 1,497,000	\$ 1,895,433
San Francisco	SF DPW	Local Road	Bayview Transportation Improvements	In San Francisco: From US 101 to the Hunters Point Shipyard along: 25th, I280-Illinois; Cesar Chavez, US101-Illinois; Illinois, 25th-Cargo; Cargo, Illinois-Jennings; Jennings, Cargo-Evans; Evans, Cesar	Expansion	SF-010038	\$ 1,000,000	\$ 36,150,000
San Francisco	SF DPW	Local Road	Harney Way Roadway Widening	In San Francisco: Harney Way from US 101 to Jamestown: Improvements including right-of-way engineering, land acquisition for future widening of roadway, design, landscaping and sidewalk	Expansion	SF-090004	\$ 12,525,000	\$ 24,050,000
San Francisco	SF DPW	Local Road	Hunters Pt Shipyard and Candlestick Pt Local Roads	In San Francisco: Hunters Point Shipyard and Candlestick Point: Implement new local streets to support multi-modal mixed use development. The project is phased.	Expansion	SF-110006	\$ 5,000,000	\$ 338,150,000
San Francisco	SF DPW	Local Road	Southeast Waterfront Transportation Improvements	San Francisco: Between HP Shipyard and Candlestick Pt: improve roadways to facilitate 5-mile, multi-modal corridor, connecting project area with the Bayshore Intermodal Station. Project development and	Expansion	SF-130006	\$ 100,049,237	\$ 253,323,900

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San Francisco	SF DPW	Local Road	HOPE SF Street Grid Phase 1	In San Francisco: Hunters View in Southeast at the intersections of Evans and Middle Point Road: realign existing streets and add new streets at public housing sites to improve transit, walking, and biking.	Expansion	SF-130007	\$ 2,000,000	\$ 10,000,000
San Francisco	SF DPW	Local Road	Great Highway Restoration	San Francisco: Great Highway: From Sloat to Skyline Hwy: Ph 1. Restore and stabilize roadway, stop bluff slides, and protect infrastructure. Phase 2. Implement road diet by closing remaining SB lane and	Maintenance / Rehabilitation	SF-110005	\$ 3,029,600	\$ 6,825,700
San Francisco	SF DPW	Local Road	SF- Better Market Street Transportation Elements	In San Francisco: Market St from Steuart St to Octavia Blvd: improve roadway, including resurfacing, sidewalk and transit boarding improvements, transit connections, traffic signals, transportation	System Management	SF-130001	\$ 2,000,000	\$ 206,400,000
San Francisco	SF DPW	Local Road	SF- Second Street Complete Streets and Road Diet	In San Francisco: On Second Street between Market and King; Design and construct a complete streets project including the removal of a vehicular travel lane from Market to Townsend	System Management	SF-130011	\$ 12,511,778	\$ 14,488,175
San Francisco	SF DPW	Local Road	SF- Broadway Chinatown Complete Streets	In San Francisco: On Broadway between Columbus and the Broadway Tunnel; Design and construct a complete street project.	System Management	SF-130014	\$ -	\$ 8,199,752
San Francisco	SF DPW	State Highway	Lombard Street Vision Zero Project	In San Francisco: On Lombard/US-101 between Broderick St and Franklin St; Install curb extensions and other pedestrian safety and transit features. Project is phased.	System Management	SF-150016	\$ 6,164,000	\$ 10,932,000
San Francisco	SFDPH	Local Road	SF SRTS Non-Infrastructure Program	In San Francisco: Countywide: Expansion of the existing San Francisco SRTS education and outreach program.	System Management	SF-130018	\$ 191,000	\$ 1,630,000
San Francisco	SFDPH	Local Road	San Francisco Safe Routes to School (ATP)	San Francisco: Citywide: Implement effective policy, education, enforcement and outreach strategies to increase walking, biking, transit, and carpooling for ALL students in school years 2015-17.	System Management	SF-150003	\$ -	\$ 990,000
San Francisco	SFDPH	Local Road	SF Safe Routes to School 2017-2019	San Francisco: Citywide: Implement a pilot proposal that includes innovative educational, encouragement, and evaluation activities and deliverables to increase safe walking and biking by schoolchildren	System Management	SF-150017	\$ 2,544,372	\$ 2,544,372
San Francisco	SFMTA	Local Road	Mission Bay/UCSF Multi-Modal Transportation Imps.	San Francisco: Mission Bay: street additions, connections, realignments, improvements and enhancements; widen I-280/Mariposa off-ramp; and construct a transit loop for the T-third light rail line.	Expansion	SF-110002	\$ 2,000,000	\$ 49,692,000
San Francisco	SFMTA	Local Road	Linked Priced Electric Bikesharing	In San Francisco and select Bay Area cities: Apply ITS technology and differential pricing with the colocation of shared electric bicycles within City CarShare's existing systems	Expansion	SF-110037	\$ -	\$ 1,880,277
San Francisco	SFMTA	Local Road	Implement Parkmerced Street Network	In San Francisco: Implement Parkmerced Street Network (includes a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle	Expansion	SF-130002	\$ 1,000,000	\$ 47,960,000

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San Francisco	SFMTA	Local Road	Twin Peaks Connectivity Planning	San Francisco: on Twin Peaks: Develop a conceptual design that will improve access for people who walk or bicycle on Twin Peaks.	Expansion	SF-130022	\$ -	\$ 190,589
San Francisco	SFMTA	Local Road	Mansell Corridor Complete Streets	San Francisco: Mansell Ave from University to Brazil and Persia St from Brazil to Dublin: Implement complete streets improvements, including reduced, separated and relocated vehicular lanes, and bike/ped	System Management	SF-130015	\$ -	\$ 6,555,411
San Francisco	SFMTA	Local Road	Eddy and Ellis Traffic Calming Improvement Project	San Francisco: On Eddy St between Leavenworth and Cyril Magnin and on Ellis St between Jones and Cyril Magnin: Convert one-way streets to two-way streets and implement pedestrian and traffic calming	System Management	SF-130019	\$ 1,344,926	\$ 1,709,926
San Francisco	SFMTA	Local Road	San Francisco Safer Streets Campaign	San Francisco: Citywide: Provide high-visibility enforcement and education to reduce injuries and fatalities, caused by vehicles speeding, to people who walk and bicycle, and increase the number of people	System Management	SF-150002	\$ -	\$ 2,000,000
San Francisco	SFMTA	Local Road	SFMTA Station-Area Ped and Bicycle Access Imp.	San Francisco: Citywide within fixed guideway station area radii (per FTA eligibility): Improvements to pedestrian and bicycle access to the transportation stop/station.	System Management	SF-150004	\$ -	\$ 1,250,000
San Francisco	SFMTA	Local Road	San Francisco Citywide Bicycle Wayfinding	San Francisco: Citywide: Implement an effective bicycle wayfinding signage system throughout San Francisco. This system will increase ridership by improving both the comfort of riding and the ability to	System Management	SF-150009	\$ -	\$ 1,145,000
San Francisco	SFMTA	Local Road	San Francisco Vision Zero Safety Investment	San Francisco: along the Van Ness Corridor: Implement pedestrian and safety improvements including pedestrian bulbouts, pedestrian scale lighting, pedestrian countdown signals, ADA curb ramps, and	System Management	SF-150011	\$ 4,584,000	\$ 5,037,000
San Francisco	SFMTA	State Highway	SFGO-Corridor Management	Focused on the US 101 /Van Ness and Market Street corridors; Install new communications network and advanced traffic signal control systems with elements citywide.	System Management	SF-070030	\$ 2,000,000	\$ 56,871,092
San Francisco	SFMTA	Transit	SF Muni Third St LRT Phase 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.	Expansion	SF-010037	\$ 185,669,294	\$ 1,578,000,000
San Francisco	SFMTA	Transit	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.	Expansion	SF-070003	\$ 342,912	\$ 68,530,000
San Francisco	SFMTA	Transit	Van Ness Avenue Bus Rapid Transit	Muni: On Van Ness Avenue from Mission to Lombard; Design and implement a BRT project. Project is phased. Project also references RTP IDs 240745 and 240471	Expansion	SF-070005	\$ 39,790,213	\$ 195,000,000
San Francisco	SFMTA	Transit	Additional Light Rail Vehicles to Expand Muni Rail	SFMTA: Procure 20 expansion light rail vehicles (LRVs).	Expansion	SF-090012	\$ 2,000,000	\$ 136,470,000
San Francisco	SFMTA	Transit	Transit Center in Hunters Point	Muni: Transit Center in Hunters Point; Construct 10 bays, Low-level platform, Operator restroom, bus shelters. Electrical ductbank for MUNI power. etc	Expansion	SF-090016	\$ 2,000,000	\$ 22,000,000

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San Francisco	SFMTA	Transit	Oakdale-Palou Interim High Capacity Bus Corridor	Muni: Transit Preferential improvements for the Palou Avenue corridor, including bus bulbs, up to six traffic signals with transit signal priority, new bus shelters and pedestrian safety treatments.	Expansion	SF-090018	\$ -	\$ 22,000,000
San Francisco	SFMTA	Transit	Extended Trolleybus Service into Hunters Point	SFMTA: Procure 10 electric trolley vehicles and construct 1 mile overhead wire infrastructure to extend High-Capacity Bus Service from existing transit corridor in the Bayview to Hunters Point. (24	Expansion	SF-090019	\$ -	\$ 51,000,000
San Francisco	SFMTA	Transit	Geneva Harney BRT Infrastructure: Central Segment	SFMTA: From Executive Park/Harney Way under US 101 to SF/Daly City line on Geneva Avenue: Construct bus rapid transit facilities	Expansion	SF-090020	\$ 8,785,000	\$ 43,000,000
San Francisco	SFMTA	Transit	Geneva Harney BRT Infrastructure: Eastern Segment	SFMTA: Bayview and Hunters Point: from Executive Park/Harney Way to Hunters Point Transit Center via Candlestick/Hunters Pt. Shipyard development: Construct extension of Geneva Harney BRT. Project	Expansion	SF-090023	\$ 3,000,000	\$ 98,115,000
San Francisco	SFMTA	Transit	19th Ave. & Parkmerced M-Line Realignment	In San Francisco: Extend light rail corridor into Parkmerced development project, add three new light rail stations and facilities. Add rail track and operator support facilities.	Expansion	SF-130003	\$ 2,000,000	\$ 80,940,000
San Francisco	SFMTA	Transit	SFMTA: Purchase 60 foot expansion motor coaches	SFMTA: Purchase 35 60 foot expansion motor coaches	Expansion	SF-130020	\$ -	\$ 41,744,033
San Francisco	SFMTA	Transit	SFMTA: Wayside Fare Collection Equipment	Muni: Replacement of life-expired fare collection equipment.	Maintenance / Rehabilitation	SF-030013	\$ -	\$ 41,315,741
San Francisco	SFMTA	Transit	SFMTA: Train Control & Trolley Signal Rehab/Replace	SFMTA: Rehabilitate or replace elements of the Wayside/Central Train Control & trolley Signal Systems.	Maintenance / Rehabilitation	SF-050024	\$ -	\$ 65,519,952
San Francisco	SFMTA	Transit	Light Rail Vehicle Overhaul Program	Muni: Systematic overhaul of all light rail vehicles components in agency fleet.	Maintenance / Rehabilitation	SF-050034	\$ 6,037,401	\$ 67,531,300
San Francisco	SFMTA	Transit	SFMTA: Trolley Coach Replacement	SFMTA: Replace 60, 1994 60' articulated Trolley Coaches with either Motor Coaches or Trolley Coaches.	Maintenance / Rehabilitation	SF-070045	\$ -	\$ 118,217,563
San Francisco	SFMTA	Transit	SF Muni - Preventive Maintenance	SF Muni - Preventive Maintenance	Maintenance / Rehabilitation	SF-090031	\$ -	\$ 15,092,543
San Francisco	SFMTA	Transit	SFMTA: Paratransit Vehicle Replacements	SFMTA: Paratransit service across San Francisco; preserve service and replace 67 paratransit vehicles	Maintenance / Rehabilitation	SF-090035	\$ -	\$ 11,793,126
San Francisco	SFMTA	Transit	SFMTA Transportation Asset Management System	San Francisco: SFMTA will implement an Enterprise Asset Management (EAM) system to inventory all of its major assets. By using an EAM system, SFMTA will be able to store data on age, condition, and	Maintenance / Rehabilitation	SF-110010	\$ -	\$ 20,033,000

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San Francisco	SFMTA	Transit	SFMTA: Replace 58 40' Neoplan Buses	SFMTA: Replace 58 40' Neoplan Buses originally in service in 2002 with 58 40' hybrid buses.	Maintenance / Rehabilitation	SF-110050	\$ -	\$ 41,529,092
San Francisco	SFMTA	Transit	SFMTA - Replacement of 40' Motor Coaches	SFMTA: 40' Neoplan Buses: Replace 40' Neoplan Buses originally in service in 2002 with (85) 40' hybrid buses.	Maintenance / Rehabilitation	SF-150005	\$ 29,788,693	\$ 87,340,719
San Francisco	SFMTA	Transit	SFMTA Replacement of 60' Motor Coaches	SFMTA: 60' Neoplan Buses: Replace 98 60' Neoplan Buses diesel buses originally in service in 2002 with 98 60' hybrid buses.	Maintenance / Rehabilitation	SF-150006	\$ 29,788,693	\$ 122,017,424
San Francisco	SFMTA	Transit	SFMTA Farebox Replacement	SFMTA: Systemwide: Refurbish or purchase existing fareboxes and necessary support equipment to improve reliability, functionality, and the overall customer experience.	Maintenance / Rehabilitation	SF-150007	\$ -	\$ 4,186,000
San Francisco	SFMTA	Transit	SFMTA 30' Motor Coach Mid-Life Overhaul	SFMTA: Approximately 86 hybrid coaches: Perform midlife overhauls	Maintenance / Rehabilitation	SF-150014	\$ -	\$ 16,407,408
San Francisco	SFMTA	Transit	SFMTA: Replacement of 40' Trolley Coaches	SFMTA: Replace approximately 21 40' ETI electric trolley buses originally in service in 2002 with 21 40' electric trolley buses.	Maintenance / Rehabilitation	SF-150015	\$ -	\$ 25,000,000
San Francisco	SFMTA	Transit	SF Muni Rail Replacement Program	SFMTA: Systemwide - Phased design and replacement of trackway and related systems serving light rail and cable car lines.	Maintenance / Rehabilitation	SF-95037B	\$ -	\$ 199,564,568
San Francisco	SFMTA	Transit	SFMTA: 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.	Maintenance / Rehabilitation	SF-970073	\$ -	\$ 24,790,969
San Francisco	SFMTA	Transit	SFMTA: Trolley Overhead Recon. Program	San Francisco: LRT: Phased design and replacement of the overhead wires and related traction power system serving light rail and trolley coach lines.	Maintenance / Rehabilitation	SF-970170	\$ -	\$ 165,760,918
San Francisco	SFMTA	Transit	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. Phase 2 will construct a Maintenance	Maintenance / Rehabilitation	SF-990004	\$ -	\$ 120,985,021
San Francisco	SFMTA	Transit	Cable Car Traction Power & Guideway Rehab	SFMTA: Cable Car Traction Power and Guideway Rehab; Repair various guideway and infrastructure & make improvements to the cable car system.	Maintenance / Rehabilitation	SF-99T002	\$ -	\$ 71,990,416
San Francisco	SFMTA	Transit	SFMTA: 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.	Operations	SF-990022	\$ -	\$ 217,049,051
San Francisco	SFMTA	Transit	SFMTA: Muni Forward Capital Implementation Program	SFMTA: Design and construction of investments focused on reliability improvements, travel time reductions, and Muni route updates. This is a phased project.	System Management	SF-090032	\$ 5,754,000	\$ 172,360,000
San Francisco	SFMTA	Transit	SFMTA: 8X Customer First Program	San Francisco: 8X line: Implement Transit Corridor Improvements including colorizing existing dedicated transit lanes, TSP, wayfinding improvements and transit arrival prediction sign, vehicle branding.	System Management	SF-110045	\$ -	\$ 11,637,000

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San Francisco	SFMTA	Transit	Global Positioning System	Muni: Global Positioning System, Central Control, and Radio system replacement project.	System Management	SF-990003	\$ -	\$ 35,926,594
San Francisco	TBJPA	Transit	Transbay Term/Caltrain Downtown Ext - Ph.1	San Francisco: Transbay Transit Center; Replacement and expansion of the terminal at the present site.	Expansion	SF-010015	\$ 360,000,000	\$ 2,259,400,000
San Francisco	TBJPA	Transit	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	San Francisco: Transbay Terminal; Extend Caltrain commuter rail service from Fourth/Townsend to Transbay Transit Center.	Expansion	SF-050002	\$ 562,396,285	\$ 1,925,411,000
San Francisco	TBJPA	Transit	Transbay Transit Center - TIFIA Loan Debt Service	San Francisco, Transbay Transit Center: TIFIA Loan debt service for Phase 1 & 2. Update annual debt service amounts based on TIFIA loan agreement.	Expansion	SF-070029	\$ 20,442,117	\$ 1,075,060,625
San Francisco	WETA	Transit	WETA: Replace Ferry Vessels	WETA: Fund the replacement of all existing ferry vessels for WETA when the vessels reach the end of their useful life of 25 years.	Maintenance / Rehabilitation	SF-110053	\$ 14,312,000	\$ 40,488,682
Totals for San Francisco County							\$1,634,771,810	\$13,038,977,658

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Santa Clara	Gilroy	Local Road	Gilroy New Ronan Channel and Lions Creek Trails	In City of Gilroy: On Ronan channel levee from Sixth St to Leavesley Rd and Lions Creek levee from Kern to Tapestry Dr. build bicycle pedestrian trails.	Expansion	SCL110032	\$ 1,169,000	\$ 1,929,000
Santa Clara	Morgan Hill	Local Road	Monterey Road Preservation	In Morgan Hill: On Monterey Road between East Dunne Avenue and East Middle Avenue; resurface roadway.	Maintenance / Rehabilitation	SCL130043	\$ 1,558,000	\$ 1,711,000
Santa Clara	Mountain View	State Highway	Mountain View El Camino Real Streetscape Study	In Mountain View: On El Camino Real within the City Limits; Develop detailed designs for sidewalks, crosswalks, lighting, landscaping, bicycle facilities and bus stops. Project will not lead directly to	System Management	SCL150017	\$ 300,000	\$ 300,000
Santa Clara	MTC	Local Road	Regional Planning Activities and PPM - Santa Clara	Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	System Management	SCL170001	\$ 9,485,470	\$ 9,485,470
Santa Clara	Palo Alto	Local Road	Arastradero Road Schoolscape/Multiuse Trail	In Palo Alto: Along the south side of Arastradero Road between the Hetch Hetchy Los Altos Pathway and Miranda Avenue: Reconstruct the sidewalk to a multi-use trail to support Safe Routes to School	Expansion	SCL130034	\$ 1,306,000	\$ 1,502,000
Santa Clara	Palo Alto	Local Road	Palo Alto - Citywide Traffic Signal upgrade	In Palo Alto: Replace the City's existing traffic signal central system and up to 35 traffic signal field controllers with associated communications gear.	System Management	SCL050091	\$ 458,000	\$ 503,000
Santa Clara	Palo Alto	State Highway	Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge	Palo Alto: Where US 101 crosses Adobe Creek: Construct Bike/Ped Bridge. Project is phased	Maintenance / Rehabilitation	SCL130041	\$ 4,000,000	\$ 13,000,000
Santa Clara	San Jose	Local Road	Bay Trail Reach 9 & 9B	In San Jose: Near Gold Street to the existing San Tomas Aquino Creek Trail; Design and construct 1.2 miles of commuter/transportation trail, pedestrian bridge, and underpasses with safety and	Expansion	SCL050082	\$ 163,000	\$ 8,538,000
Santa Clara	San Jose	Local Road	San Jose Charcot Avenue Extension Over I-880	San Jose: Charcot Avenue Extension over I-880; Extend new 2-lane roadway with bike lanes and sidewalks providing new multi-modal connection to the North San Jose employment center.	Expansion	SCL090003	\$ 1,000,000	\$ 30,200,000
Santa Clara	San Jose	Local Road	Coleman Avenue Widening from I-880 to Taylor St.	In San Jose: Coleman Ave from I880 to Taylor St: Widen from 4 to 6 lanes.	Expansion	SCL090005	\$ 3,000,000	\$ 13,000,000
Santa Clara	San Jose	Local Road	San Jose - Autumn Street Extension	In San Jose: Autumn St between Julian Street and San Carlos Street: Widen, partially realign, and extend Autumn Street to adequately accommodate projected traffic demand.	Expansion	SCL110006	\$ -	\$ 17,300,000
Santa Clara	San Jose	Local Road	San Jose: Los Gatos Creek Reach 5 Underpass	In San Jose: Los Gatos Creek Trail between Auzerais Ave and Montgomery/Bird Ave. Construct Los Gatos Creek Trail (Reach 5b/c).	Expansion	SCL110029	\$ 1,000,000	\$ 5,050,000
Santa Clara	San Jose	Local Road	San Jose - Meridian Bike/Ped Improvements	San Jose: Meridian between Auzerais and Douglas: Install new bicycle lanes and sidewalks; Meridian and Auzerais: Modify signal; Douglas and Meridian: Install new traffic signal; Both intersections: Install	Expansion	SCL130004	\$ 1,299,000	\$ 1,674,000

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Santa Clara	San Jose	Local Road	St. Johns Bikeway and Pedestrian Improvements	In San Jose: On St. John St from N. Montgomery St to N. First St and along N. Almaden Blvd between W. Julian St and Carlyle St: Improve bicycle and pedestrian facilities including gap filling and signal	Expansion	SCL130011	\$ -	\$ 3,376,000
Santa Clara	San Jose	Local Road	East San Jose Bikeways	East San Jose: Various locations: make improvements to the bikeway network including the installation of new bikeways, traffic calming features, public bike racks, bike-friendly signal detection and	Expansion	SCL130016	\$ 2,000,000	\$ 2,532,000
Santa Clara	San Jose	Local Road	Downtown San Jose Bike Lanes and De-couplet	In San Jose: Convert one-way couplets to two-way streets; reduce lanes; add bike lanes along each segment: 1) 10th/11th Streets, 2) Almaden/Vine, and 3) 2nd/3rd Streets. Project is phased.	System Management	SCL090004	\$ 1,000,000	\$ 22,815,000
Santa Clara	San Jose	Local Road	San Jose Citywide SRTS Program	San Jose: Near various schools: Implement bike/ped improvements such as traffic control and guide signs, enhanced crosswalks and other improvements that encourage bicycling and walking to school.	System Management	SCL130006	\$ 1,133,450	\$ 1,307,000
Santa Clara	San Jose	Local Road	Jackson Ave Bicycle and Pedestrian Improvements	In San Jose: Jackson Ave between McKee Rd and Alum Rock Ave: Construct pedestrian safety and transit access enhancements including two new traffic signals and the modification of one existing signal.	System Management	SCL130007	\$ -	\$ 1,899,000
Santa Clara	San Jose	Local Road	San Jose Pedestrian Oriented Traffic Signals	In San Jose: At various key intersections: implement traffic signal controlled crossings. This project is phased.	System Management	SCL130010	\$ 1,012,800	\$ 3,798,000
Santa Clara	San Jose	Local Road	North 1st Street Urban Village Plan	In the City of San Jose: North 1st Street Urban Village area: Create a land use plan, Implementation guidelines and policies.	System Management	SCL150020	\$ 456,743	\$ 456,743
Santa Clara	San Jose	Local Road	Berryessa BART Urban Village Plan	In San Jose: Around the Berryessa BART Station: Create new plans that will facilitate higher density uses and incentivize a mix of uses around the BART Station currently under construction.	System Management	SCL150021	\$ 409,420	\$ 409,420
Santa Clara	San Jose	Public Lands / Trails	Coyote Creek Trail (Hwy 237-Story Rd)	In San Jose: from Highway 237 to Story Road; Master plan entire system, design and construction of the trail.	Expansion	SCL050083	\$ 6,183,530	\$ 41,468,630
Santa Clara	San Jose	State Highway	US 101 / Blossom Hill I/C Reconst & Road Widening	San Jose: US-101/Blossom Hill Rd interchange; widen Blossom Hill Road and reconstruct interchange to provide an additional lane in each direction, including the bridge structure over US-101 plus other	Expansion	SCL030006	\$ 1,583,000	\$ 15,000,000
Santa Clara	San Jose	State Highway	US 101 / Mabury New Interchange	In San Jose: US 101/Mabury interchange; Construct full interchange.	Expansion	SCL070004	\$ -	\$ 20,750,000
Santa Clara	San Jose	Transit	San Jose International Airport People Mover	In San Jose: Provide an automated transit service that connects the San Jose Mineta International Airport to VTA's Guadalupe LRT, Caltrain and future BART stations as well as provide circulation within the	Expansion	SCL090019	\$ 2,000,000	\$ 508,000,000
Santa Clara	Santa Clara Co	Local Road	Montague Expwy Widening - Trade Zone-I-680	In Santa Clara County: Widen Montague Expressway between Trade Zone and I-680.	Expansion	SCL090017	\$ 3,000,000	\$ 15,540,000

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Santa Clara	Santa Clara Co	Local Road	San Tomas Expressway Widening	In Santa Clara County: Widen San Tomas Expressway between El Camino Real and Williams Road including adding sidewalks. Project is phased.	Expansion	SCL110007	\$ 2,000,000	\$ 56,100,000
Santa Clara	Santa Clara Co	Local Road	East San Jose Pedestrian Improvements	East San Jose: Various Roads: Fill in sidewalk gaps and provide ADA enhancements within existing rights-of-way	Expansion	SCL110121	\$ -	\$ 2,727,754
Santa Clara	Santa Clara Co	Local Road	San Tomas Aquino Spur Multi-Use Trail Phase 2	In Santa Clara: From El Camino Real/SR 82 to Homestead Road: Construct San Tomas Aquino Spur Trail Phase 2	Expansion	SCL130022	\$ -	\$ 4,994,000
Santa Clara	Santa Clara Co	Local Road	San Tomas Expressway Box Culvert Rehabilitation	In Santa Clara: Design, environmental clearance, and construction for rehabilitating the box culvert under San Tomas Expressway.	Maintenance / Rehabilitation	SCL090002	\$ -	\$ 10,416,061
Santa Clara	Santa Clara Co	Local Road	Isabel Bridge Replacement (37C0089)	In Santa Clara County: Isabel Bridge (Bridge No. 37C0089) on San Antonio Valley Road, 8.3 miles east of Kincaid Rd: Replace existing one lane bridge with a two-lane bridge	Maintenance / Rehabilitation	SCL110108	\$ 4,800,000	\$ 5,930,000
Santa Clara	Santa Clara Co	Local Road	Capitol Expressway ITS and Bike/Ped Improvements	In San Jose: Capitol Expressway: Upgrade traffic signals and ITS infrastructure and install pedestrian sensors and bike detection at all intersections to allow traffic responsive and adaptive signal timing and	System Management	SCL130037	\$ 7,992,637	\$ 9,426,637
Santa Clara	Santa Clara Co	Local Road	Gilroy Moves!	Santa Clara County: Gilroy: Non-infrastructure education and encouragement services to promote walking and biking in Gilroy.	System Management	SCL150015	\$ -	\$ 1,876,000
Santa Clara	Saratoga	Local Road	Prospect Rd Complete Streets	Saratoga: Prospect Road between Saratoga/Sunnyvale Rd and Lawrence Expressway and on Saratoga Ave between Highway 85 to the City Limits to the north (Lawrence Expressway): Reduce roads width to	System Management	SCL130026	\$ 4,500,000	\$ 4,765,000
Santa Clara	Saratoga	State Highway	Saratoga Village Sidewalk Rehabilitation	In Saratoga: Along Big Basin Way between 6th street and Hwy 9: Rehabilitate sidewalk.	Maintenance / Rehabilitation	SCL130027	\$ 182,990	\$ 201,990
Santa Clara	Sunnyvale	Local Road	Fair Oaks Avenue Bikeway and Street Enhancements	In Sunnyvale: Various Locations on Fair Oaks Avenue: Construct bike lanes and complete sidewalk enhancements and rehabilitation to improve pedestrian safety.	Expansion	SCL130029	\$ 1,036,244	\$ 1,210,100
Santa Clara	Sunnyvale	Local Road	Sunnyvale/Saratoga Traffic Signal, Bike/Ped Safety	In Sunnyvale: On Sunnyvale-Saratoga Road at Mathilda: Upgrade the existing traffic signal and install new ramps, bike detection and ped signals.	System Management	SCL130028	\$ 524,000	\$ 614,065
Santa Clara	Sunnyvale	Local Road	Maude Avenue Bikeway and Streetscape	Sunnyvale: On Maude Avenue between Mathilda Avenue and Fair Oaks Avenue: Install medians, modify roadway geometry and stripe bike lanes.	System Management	SCL130030	\$ 695,000	\$ 830,000
Santa Clara	Sunnyvale	Local Road	Sunnyvale SRTS Ped Infrastructure Improvements	In Sunnyvale: At 17 school sites: Install pedestrian enhancements for school route intersections	System Management	SCL130032	\$ 1,569,000	\$ 1,899,968
Santa Clara	Sunnyvale	Public Lands / Trails	Sunnyvale East and West Channel Multi-Use Trails	In Sunnyvale: Various locations on the Sunnyvale East Channel: construct multi-use paved trails.	Expansion	SCL130031	\$ 4,345,000	\$ 4,745,000
Santa Clara	VTA	Local Road	Santa Clara Caltrain Station Bike/Ped Tunnel	In Santa Clara: extend a grade-separated pedestrian tunnel at the Santa Clara Caltrain station.	Expansion	SCL090031	\$ -	\$ 14,397,813

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Santa Clara	VTA	Local Road	Local PDA Planning - Santa Clara	Santa Clara County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs).	System Management	SCL110125	\$ 2,804,816	\$ 4,656,511
Santa Clara	VTA	Local Road	SR 237/US 101/Mathilda Interchange Modifications	In Sunnyvale: Modify US 101/Mathilda and SR 237/Mathilda interchanges to relieve congestion and improve local circulation.	System Management	SCL130001	\$ 4,000,000	\$ 40,000,000
Santa Clara	VTA	State Highway	I-880 Coleman Avenue I/C Reconfiguration	In San Jose: I-880@Coleman; Reconst. Coleman Ave. bridge & realign, reconst. all ramps accessing I-880; add new direct connector ramp to SB I-880 from Airport & Newhall plus landscaping (Garvey)	Expansion	SCL010019	\$ -	\$ 78,044,150
Santa Clara	VTA	State Highway	New SR152 Alignment Study	Santa Clara/ San Benito counties: Complete PA&ED for new alignment of SR152 between US101 and SR156 in Santa Clara and San Benito counties.	Expansion	SCL090016	\$ -	\$ 10,000,000
Santa Clara	VTA	State Highway	SR 85 Express Lanes	In Santa Clara County: Implement roadway pricing on SR 85 carpool lane from US 101 in San Jose to US 101 in Mountain View.	Expansion	SCL090030	\$ 15,200,000	\$ 176,000,000
Santa Clara	VTA	State Highway	Santa Clara County - US 101 Express Lanes	In Santa Clara County: From Dunne Avenue in Morgan Hill to San Mateo County line in Palo Alto: Implement roadway pricing on US 101 carpool lane	Expansion	SCL110002	\$ 2,000,000	\$ 431,000,000
Santa Clara	VTA	State Highway	SR 237 Express Lanes: Zanker Rd to Mathilda Ave	In Santa Clara County: Implement roadway pricing on SR 237 carpool lane.	Expansion	SCL110008	\$ -	\$ 30,000,000
Santa Clara	VTA	State Highway	SR 237 Express Lanes : Mathilda Avenue to SR 85	In Santa Clara County: Build new HOV/express lanes on SR 237 between Mathilda Avenue and SR 85.	Expansion	SCL130002	\$ 5,200,000	\$ 83,790,000
Santa Clara	VTA	State Highway	I-880 Stevens Creek Landscaping	In San Jose, at the I-880/Stevens Creek interchange provide landscaping.	System Management	SCL130044	\$ 3,000,000	\$ 3,871,139
Santa Clara	VTA	State Highway	I-680 Soundwalls - Capitol Expwy to Mueller Ave	San Jose: on I-680 corridor between Capitol Expressway and Mueller Avenue: Construct soundwalls	System Management	SCL150001	\$ 4,361,000	\$ 4,456,000
Santa Clara	VTA	State Highway	I-280/Winchester Study	In San Jose: I-280/Winchester Interchange: Conduct planning activities to identify and evaluate improvements in the vicinity of the I-280/Winchester Boulevard interchange.	System Management	SCL150014	\$ -	\$ 1,000,000
Santa Clara	VTA	Transit	BART - Berryessa to San Jose Extension	BART: Extend BART from Berryessa Station to San Jose and Santa Clara. (Please see expanded project description for more details.)	Expansion	BRT030001	\$ 18,672,000	\$ 3,962,300,000
Santa Clara	VTA	Transit	Capitol Expressway LRT Extension- Phase II	In the East Valley: The Capitol Avenue light rail line from the existing Alum Rock Transit Center to a rebuilt Eastridge Transit Center (2.6 miles): provide light rail extension	Expansion	SCL050009	\$ -	\$ 293,900,000
Santa Clara	VTA	Transit	LRT Extension to Vasona Junction	In Campbell: Extend the light-rail line from the existing Winchester Station to a new Vasona Junction Station, near Route 85.	Expansion	SCL090040	\$ 1,000,000	\$ 176,000,000
Santa Clara	VTA	Transit	BART - Warm Springs to Berryessa Extension	In Santa Clara County: This project will extend BART from Warm Springs to the future Berryessa Station in San Jose, California.	Expansion	SCL110005	\$ 373,776,177	\$ 2,521,899,512

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Santa Clara	VTA	Transit	El Camino Real Bus Rapid Transit	In Santa Clara County: Implement Bus Rapid Transit improvements on El Camino Real/The Alameda including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines.	Expansion	SCL110009	\$ -	\$ 233,700,000
Santa Clara	VTA	Transit	VTA: Stevens Creek Bus Rapid Transit	In Santa Clara County: Stevens Creek corridor: Implement Bus Rapid Transit improvements including dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium BRT	Expansion	SCL110010	\$ 7,200,000	\$ 161,506,653
Santa Clara	VTA	Transit	Montague Expy Ped Bridge at Milpitas BART	In Milpitas: At Milpitas BART Station: Over Montague Expressway: Construct a pedestrian bridge	Expansion	SCL130040	\$ 3,127,251	\$ 12,747,143
Santa Clara	VTA	Transit	VTA: Standard & Small Bus Replacement	VTA: Standard and Small Bus Replacement	Maintenance / Rehabilitation	SCL050001	\$ -	\$ 210,897,748
Santa Clara	VTA	Transit	VTA: Rail Replacement Program	VTA: Rail Replacement Program throughout the Light Rail system (no rail expansion).	Maintenance / Rehabilitation	SCL050002	\$ -	\$ 30,048,963
Santa Clara	VTA	Transit	VTA: Rail Substation Rehab/Replacement	VTA: Guadalupe Light Rail Corridor; Rehabilitate electrical elements (such as disconnect switches, DC breakers, etc.) of traction power substations.	Maintenance / Rehabilitation	SCL050049	\$ -	\$ 25,642,352
Santa Clara	VTA	Transit	VTA: TP OCS Rehab & Replacement	VTA: Rehabilitate and replace overhead catenary system (OCS) and associated components	Maintenance / Rehabilitation	SCL090044	\$ -	\$ 9,084,940
Santa Clara	VTA	Transit	VTA: Light Rail Bridge and Structure - SG Repair	Various Locations: Light rail bridge and structure defect investigation and repair. Stabilization measures to address Hamilton structure settlement.	Maintenance / Rehabilitation	SCL110099	\$ -	\$ 1,700,000
Santa Clara	VTA	Transit	VTA: Kinkisharyo LRV Overhaul Program	VTA: Scheduled overhaul of Kinkisharyo Light Rail Vehicles.	Maintenance / Rehabilitation	SCL110100	\$ -	\$ 1,287,000
Santa Clara	VTA	Transit	VTA: Light Rail Track Crossovers and Switches	VTA: In the light rail system: Add light rail crossovers and switches to priority areas where crossovers are not currently available to enhance operational flexibility.	Maintenance / Rehabilitation	SCL110104	\$ -	\$ 4,420,648
Santa Clara	VTA	Transit	VTA Train to Wayside Communication System Upgrade	VTA: Communications: Upgrade the existing DOS based train-to-wayside communications (TWC) system to a Windows based system while keeping the original system's operational functionality.	Maintenance / Rehabilitation	SCL150005	\$ -	\$ 250,000
Santa Clara	VTA	Transit	VTA: Preventive Maintenance	VTA: Preventive Maintenance of agency's fleet.	Maintenance / Rehabilitation	SCL990046	\$ -	\$ 596,267,531
Santa Clara	VTA	Transit	VTA: ADA Operating Set Aside	VTA: ADA operating assistance set aside.	Operations	SCL050046	\$ -	\$ 48,629,844
Santa Clara	VTA	Transit	VTA: Photovoltaic Solar Panel Alternative Energy	VTA: On the Berryessa BART Station: parking structure: Install photovoltaic solar panels	System Management	SCL090041	\$ -	\$ 937,500
Santa Clara	VTA	Transit	VTA: Back-up Power for Elevated Stations	VTA: Various elevated stations: Replace the generators and automatic power bypass switch for elevated stations on the Guadalupe Light Rail line.	System Management	SCL150006	\$ -	\$ 400,000
Santa Clara	VTA	Transit	VTA Track Intrusion Abatement	VTA: Various locations along trackway: Installation of fencing, barriers, signage, flashing signs, and pavement markings.	System Management	SCL150008	\$ -	\$ 4,000,000
Santa Clara	VTA	Transit	VTA: N 1st Street LR Speed Improvements	VTA: North First Street: Implement light rail service and reliability improvements including fencing and signal timing	System Management	SCL150011	\$ -	\$ 500,000

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Santa Clara	VTA	Transit	Peery Park Rides	In Sunnyvale: Peery Park area: Implement flexible transit service as part of a trip reduction strategy	System Management	SCL150018	\$ 2,080,000	\$ 2,080,000
Totals for Santa Clara County							\$ 513,583,528	\$10,022,696,285
San Mateo	BART	Transit	BART: Preventive Maintenance	BART: Systemwide; Preventive Maintenance	Maintenance / Rehabilitation	SM-050005	\$ -	\$ 33,214,367
San Mateo	BART	Transit	Daly City BART Station Intermodal Improvements	Daly City: At Daly City BART Station: Improve transit operations; pedestrian & bicycle access; and safety & patron experience	System Management	SM-130029	\$ 550,000	\$ 1,100,000
San Mateo	Belmont	Local Road	Ralston Avenue Pedestrian Route Improvements	Belmont: Ralston Ave. between South Rd. and Chula Vista Ave. (near Notre Dame de Namur University): Install pedestrian improvements	Expansion	SM-130017	\$ -	\$ 320,000
San Mateo	Belmont	Local Road	Old County Road Bicycle/Pedestrian Improvements	Belmont: Old County Road from Ralston Ave to the Belmont/San Carlos City Limits: Implement bike and pedestrian route improvements	Expansion	SM-130018	\$ -	\$ 350,000
San Mateo	Belmont	Local Road	Belmont Village Specific/Implementation Plan	Belmont: Belmont Village PDA: Development of an Implementation Plan	System Management	SM-150004	\$ -	\$ 550,000
San Mateo	Brisbane	State Highway	US 101/Candlestick Interchange	In San Mateo County: U.S. 101/Candlestick Point Interchange - Reconfigure interchange to allow for safer and better flow of traffic	System Management	SM-090004	\$ 400,000	\$ 13,890,000
San Mateo	Burlingame	Local Road	Carolán Ave Complete Streets and Road Diet	Burlingame: Carolán Ave between Broadway and Oak Grove Ave: Implement road diet by converting a 4-lane roadway into a 2-lane roadway with a center turn lane, Class II bike lanes, and intersection	System Management	SM-130021	\$ 986,000	\$ 1,160,000
San Mateo	Caltrain	Transit	Caltrain South Terminal Phase II and III	Phase II of this project is to construct an additional mainline track and new signal controls just north of Diridon Station. Phase III is to install an additional mainline track and signal controls just south of	Expansion	SM-070008	\$ 14,000,000	\$ 15,500,000
San Mateo	Caltrain	Transit	Caltrain Electrification	Caltrain: From San Francisco to Gilroy: Electrification of the caltrain corridor from San Francisco to Tamien, including catenary poles, wires, power supply, track and signals, and Electric Multiple Units	Maintenance / Rehabilitation	SF-010028	\$ 425,727,108	\$ 1,612,000,000
San Mateo	Caltrain	Transit	San Mateo Bridges Replacement	City of San Mateo: Caltrain Corridor - Reconstruct existing Poplar, Santa Inez, Monte Diablo and Tilton railroad grade separation structures, including replacing the bridge decks, project is phased	Maintenance / Rehabilitation	SM-010054	\$ -	\$ 42,577,106
San Mateo	Caltrain	Transit	Caltrain: ADA Operating Set-aside	Caltrain: ADA Paratransit Operating assistance set-aside	Operations	SM-050040	\$ -	\$ 1,541,857
San Mateo	Caltrain	Transit	Caltrain Control Point Installation	Caltrain mainline: In San Carlos: Install a new control point (rail crossover)	System Management	SM-130026	\$ -	\$ 4,975,566
San Mateo	Caltrain	Transit	Caltrain Off-peak Marketing Campaign	Caltrain: Systemwide: Undertake a marketing campaign targeting off-peak ridership	System Management	SM-130027	\$ -	\$ 50,000
San Mateo	Caltrain	Transit	Map Based Real-Time Train Display for Caltrain.com	Caltrain: Provide map based real-time displays for customers on caltrain.com, and provide open-data for third-party developers.	System Management	SM-150007	\$ -	\$ 50,000

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San Mateo	CCAG	Local Road	San Mateo Countywide ITS Improvements	San Mateo County: County-wide; ITS improvements at various locations in San Mateo County.	System Management	SM-070002	\$ 4,298,000	\$ 4,298,000
San Mateo	CCAG	Local Road	San Mateo County SR2S Program	San Mateo County: Countywide: Provide modularized safe routes to school programs and projects that focuses on education, encouragement, evaluation and enforcement components to all interested	System Management	SM-110022	\$ -	\$ 4,892,000
San Mateo	CCAG	Local Road	Local PDA Planning - San Mateo	San Mateo County Various Agencies: Planning assistance to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs) focused on	System Management	SM-110067	\$ -	\$ 342,000
San Mateo	CCAG	State Highway	US 101 HOV/ HOT from Santa Clara to I-380	In San Mateo County: On US 101 between the Santa Clara County Line (P.M. 20.6 in SCL)and I-380: Install an HOV or Express Lane. Project also references RTP ID 240466.	Expansion	SM-150017	\$ 8,500,000	\$ 167,899,000
San Mateo	CCAG	State Highway	Dumbarton Bridge to US101 Connection Study	East Palo Alto: Dumbarton Bridge at US 101; Study of various connections between the Dumbarton Bridge and Highway 101. SAFETEA Farmark HPP #3062 (\$400K)	System Management	SM-070029	\$ 478,000	\$ 478,000
San Mateo	CCAG	State Highway	Improve US 101 operations near Rte 92	City of San Mateo:On US 101; Operational improvements near Route 92	System Management	SM-090014	\$ 2,411,000	\$ 24,339,000
San Mateo	Daly City	Local Road	Daly City Central Corridor Bike/Ped Safety Imprmnt	In Daly City: On Junipero Serra Blvd and Eastmoor Ave/San Pedro Rd/E Market St/Guad Cyn Pkwy: Install bike and ped improvements; In Daly City/Uninc San Mateo County: On west side of Mission St/El	Expansion	SM-150012	\$ 2,276,000	\$ 2,276,000
San Mateo	Daly City	Local Road	John Daly Boulevard Bicycle /Ped Improvements	Daly City: On John Daly Blvd between Top of the Hill - Mission Street transit hub and the Daly City BART Station at Delong Street and Los Banos Ave: Implement bike/ped improvements	System Management	SM-130011	\$ -	\$ 1,540,000
San Mateo	East Palo Alto	Local Road	US-101 Pedestrian/Bicycle Overcrossing	East Palo Alto: Between Clarke Avenue and Newell Road: Install a Pedestrian/Bicycle Overcrossing of US-101 to connect the west-side with the east-side of East Palo Alto for safe pedestrian/bicycle access.	Expansion	SM-130028	\$ 8,600,000	\$ 9,200,000
San Mateo	East Palo Alto	Local Road	Bay Rd Bicycle/Ped Improvements Phase II & III	E. Palo Alto: On Bay Rd btw Clarke/Illinois & Tara Rd (Ph II) & btw Tara Rd & Bay Trail (Ph. III);Improvements including resurface, streetscape, bike lanes, & other improvements.HPP #706 (remainder	Maintenance / Rehabilitation	SM-070004	\$ 11,678,750	\$ 12,955,550
San Mateo	East Palo Alto	Local Road	US 101 University Ave Interchange Improvements	E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St; Construct Bike Lane, modify NB and SB off-ramps and intersections with overcrossing with no new lanes for off-ramps. HPP	System Management	SM-070006	\$ 6,057,000	\$ 7,007,000
San Mateo	Half Moon Bay	State Highway	SR 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.	Expansion	SM-010002	\$ 600,000	\$ 5,300,000

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San Mateo	Half Moon Bay	State Highway	Route 1 improvements in Half Moon Bay	In Half Moon Bay: On Route 1; Improve safety on Route 1, including adding protected left and right turn lanes at Route 1, adding through lanes on Route 1 at signalized intersections, and constructing new	Expansion	SM-090015	\$ 2,600,000	\$ 7,050,000
San Mateo	Menlo Park	Local Road	Menlo Park-Variou Streets Bike /Ped Improvements	Menlo Park: Various locations: Implement bicycle and pedestrian safety improvements	System Management	SM-130008	\$ -	\$ 602,260
San Mateo	Menlo Park	Local Road	Menlo Park - Willow Rd Traffic Signal Modification	In Menlo Park: On Willow Road between Middlefield Road and Hamilton Avenue, modification of 9 traffic signals.	System Management	SM-130023	\$ -	\$ 301,000
San Mateo	Menlo Park	State Highway	US 101 / Willow Road Interchange Reconstruction	Menlo Park: US 101 at Willow Road Interchange; Reconstruct and reconfigure interchange (No additional travel lanes).	Maintenance / Rehabilitation	SM-010047	\$ 44,400,000	\$ 56,052,000
San Mateo	Millbrae	Local Road	US 101 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.	Expansion	SM-050053	\$ 1,062,000	\$ 3,062,000
San Mateo	Millbrae	Local Road	Millbrae Various Streets and Roads Preservation	Millbrae: Various Locations: Rehabilitate and replace pavement and miscellaneous concrete improvements including installing wheel chair curb ramps.	Maintenance / Rehabilitation	SM-130009	\$ -	\$ 505,000
San Mateo	Millbrae	Local Road	Millbrae Priority Development Area Specific Plan	Millbrae: PDAs Citywide: Update the current Millbrae Transit Station Area PDA and expand PDA to also include El Camino Real Corridor.	System Management	SM-150001	\$ -	\$ 650,000
San Mateo	MTC	Local Road	Regional Planning Activities and PPM - San Mateo	San Mateo: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	System Management	SM-170002	\$ 5,455,181	\$ 5,455,181
San Mateo	Pacifica	Local Road	Manor Drive Overcrossing and Milagra On Ramp	In Pacifica: Hwy 1 and Manor Drive I/C: Widen the existing overcrossing; Hwy 1 and Milagra: Construct a new on-ramp; Both intersections: install signals	Expansion	SM-170004	\$ 1,000,000	\$ 17,000,000
San Mateo	Pacifica	Local Road	Palmetto Avenue Streetscape	In Pacifica: Palmetto Avenue from Bella Vista Avenue to Clarendon Road: Pavement rehabilitation and pedestrian sidewalk improvements.	System Management	SM-130016	\$ 2,330,000	\$ 2,450,000
San Mateo	Pacifica	State Highway	SR 1 - Fassler to Westport Drive Widening	In Pacifica: Route 1 between Fassler Ave. & Westport Dr.; Add an additional lane in each direction.	Expansion	SM-050001	\$ 15,073,000	\$ 50,550,000
San Mateo	Redwood City	Local Road	Blomquist Street Extension	In Redwood City: On Blomquist Street; extend from Seaport Blvd to Bair Island Road. Project may be phased.	Expansion	SM-090007	\$ 1,600,000	\$ 17,600,000
San Mateo	Redwood City	Local Road	Middlefield Rd and Woodside Rd Intersection Improv	In Redwood City: At the intersection of Middlefield Rd and Woodside Rd; modify intersection to provide pedestrian facilities.	Expansion	SM-110065	\$ 424,924	\$ 509,924
San Mateo	Redwood City	Local Road	Middlefield Road Bicycle / Ped Improvements	In Redwood City: on Middlefield Road between Main Street and MacArthur Avenue; Modify roadway and utilities as needed to widen sidewalks and improve bike and pedestrian amenities. No vehicle travel	Expansion	SM-130022	\$ 6,110,000	\$ 6,650,000
San Mateo	Redwood City	Local Road	Redwood City Various Streets Overlay	Redwood City: On Whipple Ave from Upland Rd to El Camino Real, Whipple Ave from US101 to Veterans Blvd, and Veterans Blvd from US101 to Whipple Ave: Rehabilitate the roadway, add new striping, and	Maintenance / Rehabilitation	SM-130002	\$ -	\$ 648,000

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San Mateo	Redwood City	Local Road	Redwood City Dwntrn Transit Area Impvmnts- Streetcar	In Redwood City: Downtown: Planning study of Sequoia Station and streetcar feasibility	System Management	SM-150003	\$ -	\$ 550,000
San Mateo	Redwood City	State Highway	US 101 / Woodside Interchange Improvement	Redwood City: US101/Woodside; Reconstruct and reconfigure interchange.	Expansion	SM-050027	\$ 7,390,000	\$ 49,110,000
San Mateo	SamTrans	State Highway	SR 82 - 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.	System Management	SM-050051	\$ -	\$ 4,499,023
San Mateo	SamTrans	Transit	SAMTRANS: Preventive Maintenance	SamTrans: Preventative maintenance program for agency fleet.	Maintenance / Rehabilitation	SM-030023	\$ -	\$ 55,612,819
San Mateo	SamTrans	Transit	Facility/Equipment Rehabilitation/Replacement	SAMTRANS: Operating/maintenance facility/equip rehabilitation/replacement, including the provision of facility improvements for admin, maintenance, and operations at the Central Administrative facility.	Maintenance / Rehabilitation	SM-070049	\$ -	\$ 1,752,780
San Mateo	SamTrans	Transit	Samtrans - Replace 62 1998 Gillig Buses	Samtrans: Replace 62-40' 1998 Gillig Buses, which have exceeded their useful life.	Maintenance / Rehabilitation	SM-110062	\$ -	\$ 35,629,968
San Mateo	SamTrans	Transit	SAMTRANS: Replacement of Articulated Bus Fleet	SAMTRANS: 60' articulated buses: Replace up to 55 2002 60' NABI diesel articulated buses that have exceeded their useful life.	Maintenance / Rehabilitation	SM-110068	\$ -	\$ 57,716,190
San Mateo	SamTrans	Transit	SAMTRANS: Replacement of 2003 Gillig Buses	SAMTRANS: 40' Gillig buses: Replacement of 60 2003 40' Gillig Buses that have reached the end of their useful life.	Maintenance / Rehabilitation	SM-150005	\$ -	\$ 33,432,757
San Mateo	SamTrans	Transit	SamTrans - Replacement of Non-Rev Vehicles	SamTrans: Non-revenue vehicles: Replace (15) non-revenue service support vehicles	Maintenance / Rehabilitation	SM-150008	\$ -	\$ 770,000
San Mateo	SamTrans	Transit	SamTrans - Replacement of Cutaway Buses	SamTrans: Readi-Wheels Paratransit service: Purchase replacement cutaway buses	Maintenance / Rehabilitation	SM-150010	\$ -	\$ 1,098,000
San Mateo	SamTrans	Transit	SamTrans - Purchase of Replacement Minivans	SamTrans: Purchase ten new replacement minivans used for ADA Paratransit service	Maintenance / Rehabilitation	SM-150011	\$ -	\$ 510,000
San Mateo	SamTrans	Transit	SAMTRANS: ADA Paratransit Operating Subsidy	SamTrans: ADA Paratransit Operating Subsidy.	Operations	SM-990026	\$ -	\$ 10,591,685
San Mateo	SamTrans	Transit	Reconfiguration of San Carlos Transit Center	San Carlos Transit Center: Reconfigure and rehabilitate the current transit center to facilitate improved safety and connections between SamTrans fixed-route bus service, Caltrain commuter rail, local	System Management	SM-110054	\$ -	\$ 4,984,465
San Mateo	SamTrans	Transit	SamTrans Service Plan (SSP)	SamTrans: System-wide: Offset a reduction in price for the Day Pass by \$1.00 and install new signage for new and modified bus routes	System Management	SM-130025	\$ -	\$ 992,536
San Mateo	San Bruno	Local Road	San Bruno Transit Corridor Pedestrian Imps	San Bruno: El Camino Real from San Bruno Avenue to Sneath Lane, San Bruno Avenue from El Camino Real to Huntington Avenue and Huntington Avenue from San Bruno Avenue to Sneath Lane. Streetscape	System Management	SM-110012	\$ -	\$ 502,500

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San Mateo	San Bruno	Local Road	San Bruno Ave Street Medians Improvements	San Bruno: San Bruno Ave from Elm Ave to I-280: Implement pedestrian improvement including curb ramps, speed radar display signs, demolish existing landscape and replace and replace existing spray	System Management	SM-130019	\$ 830,230	\$ 860,230
San Mateo	San Bruno	State Highway	SR-35 (Skyline Blvd) Widening from I-280 to Sneath	Widens Skyline Blvd. (SR 35) between I-280 and Sneath Lane. It is currently the last portion of what is otherwise a four lane roadway along Skyline Blvd. The project widens approximately 1.3 miles of the	Expansion	SM-170003	\$ 500,000	\$ 4,450,000
San Mateo	San Carlos	Local Road	US 101 Holly Pedestrian/Bicycle Overcrossing	San Carlos: At the US-101/Holly St Interchange: Construct a grade-separated multipurpose path that will connect pedestrian and bicyclist on the west side of Highway 101 to the east side of Highway 101	Expansion	SM-150009	\$ 1,550,000	\$ 7,450,000
San Mateo	San Carlos	State Highway	San Carlos Streetscape and Ped Improvments	San Carlos: Around the intersection of El Camino Real and Arroyo Ave: Grand Boulevard Initiatives (GBI), implement bike/ped improvements and bus pad and add pedestrian activation to a mid-block signal	Expansion	SM-130012	\$ -	\$ 1,150,200
San Mateo	San Carlos	State Highway	US101/Holly Interchange modification	City of San Carlos: At Holly St./ 101 Interchange Modification;Widen east bound to north bound ramp to two lanes and eliminate north bound to west bound loop	System Management	SM-090008	\$ 12,700,000	\$ 16,200,000
San Mateo	San Mateo	Local Road	Mount Diablo Ave. Rehabilitation	In the City of San Mateo: Monte Diablo Avenue from N Quebec St to N Kingston St.: Rehabilitation of local streets and roads and addition of ADA compliant curb ramps, bicycle improvements and pedestrian	Maintenance / Rehabilitation	SM-130004	\$ -	\$ 325,000
San Mateo	San Mateo	Local Road	North Central Pedestrian Improvement Program	North Central San Mateo: Various locations south of Cypress Avenue: pedestrian infrastructure improvements including new curb ramps, crosswalks, curb extensions, lighting, and advanced stop bars	System Management	SM-110064	\$ -	\$ 1,554,485
San Mateo	San Mateo	Local Road	San Mateo Citywide Crosswalk Improvements	City of San Mateo: Various locations citywide: Install new high visibility crosswalks or upgrade existing crosswalks	System Management	SM-130020	\$ 368,000	\$ 433,000
San Mateo	San Mateo	Local Road	City of San Mateo SR2S Program	City of San Mateo: Within a 0.1 to 0.5 mile radius around each of the 15 elementary and middle schools in the City: Develop and Implement a Safe Routes to School Program	System Management	SM-150002	\$ -	\$ 2,515,000
San Mateo	San Mateo	Local Road	City of San Mateo Car Sharing Program	City of San Mateo: Citywide: Expansion of car sharing services in the City of San Mateo	System Management	SM-150006	\$ -	\$ 265,152
San Mateo	San Mateo	Local Road	San Mateo Downtown Parking Tech Implementation	In San Mateo: Various Locations Downtown: Replace existing parking meters, and pay stations and install parking availability signs at City facilities.	System Management	SM-150016	\$ 2,000,000	\$ 2,000,000
San Mateo	San Mateo	State Highway	SR92/EI Camino Real (SR82) Ramp Modifications	San Mateo: At the SR92/EI Camino Real (SR82) interchange: Modify existing on/off rampsto improve the ingress and egress of the interchange.	System Management	SM-110047	\$ 23,895,000	\$ 28,100,000
San Mateo	San Mateo Co	Local Road	Semicircular Rd Bicycle / Ped Access Improvements	San Mateo County: On Semicircular Road between Middlefield Road and 5th Avenue; Replace existing sidewalk with ADA compliant sidewalk and install sharrows and school crossing signs: four nearby	System Management	SM-130015	\$ -	\$ 403,460

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San Mateo	San Mateo Co	Local Road	RWC 2020 Sustainable Transportation Encouragement	San Mateo County: In and around Redwood City: Safe Routes to School walk and bike audits, encouragement and education programs and community-wide transportation mode share change evaluation.	System Management	SM-150013	\$ 966,000	\$ 966,000

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San Mateo	San Mateo Co	Public Lands / Trails	Midcoast Multi-Modal Trail	San Mateo County: On Highway 1 from Alto Avenue in Miramar to Coronado Street in El Granada: Construct 3,750 feet of multi-use trail	Expansion	SM-130032	\$ 565,000	\$ 6,565,000
San Mateo	San Mateo Co	State Highway	Hwy 1 Congestion throughput and safety improvement	In San Mateo County along 7 miles of Highway 1 between Pacifica in the north and Half Moon Bay in the south; Install raised medians, left turn lanes, acceleration lanes, and pedestrian crossings	ENHANCEMENT	SM-170001	\$ 1,650,000	\$ 7,150,000
San Mateo	San Mateo County	Local Road	Safe Routes to School for Health and Wellness	San Mateo County: Countywide: Implement a non-infrastructure educational program to increase the number of children who bike and walk to school with a focus on long term sustainability. Other State	System Management	SM-150014	\$ 1,045,000	\$ 1,045,000
San Mateo	SF City/County	Public Lands / Trails	Southern Skyline Blvd. Ridge Trail Extension	San Mateo County: On the east side of SR-35 "Upper Skyline Blvd" between the intersection of Hwy 92 and Hwy 35 southward approximately 6 miles to the SFPUC Peninsula Watershed: Construct Southern	Expansion	SM-130031	\$ 3,000,000	\$ 14,700,000
San Mateo	SMCTA	State Highway	US 101 Aux lanes from Sierra Point to SF Cnty Line	San Mateo County: On US 101 from Sierra Point to SF County Line; Construct auxiliary lanes or managed lanes. Project also references RTP ID 240060 for managed lanes	Expansion	SM-090009	\$ 8,800,000	\$ 74,800,000
San Mateo	SSF	Local Road	SSF Linden/Spruce Ave Traffic Calming Improvements	In South San Francisco: On Linden Avenue from California Ave to Miller Avenue and on Spruce Ave from Maple Ave to Lux Ave: install pedestrian/bicycling safety improvements including a class 3 bikeway	ENHANCEMENT	SM-150015	\$ 993,000	\$ 1,038,000
San Mateo	SSF	Local Road	SSF Citywide Sidewalk Gap Closure Project	South San Francisco: Various Streets: closes gaps in the existing pedestrian infrastructure	Expansion	SM-130003	\$ 357,000	\$ 404,000
San Mateo	SSF	State Highway	US 101/Produce Avenue Interchange	South San Francisco: On US Highway 101 from Utah Avenue on the east side to the vicinity of Produce Avenue on the west side: Construct a local interchange	Expansion	SM-110003	\$ 2,000,000	\$ 130,090,000
San Mateo	SSF	State Highway	SSF Grand Blvd Project: Chestnut to Arroyo	South San Francisco: El Camino Real between Chestnut Ave/Westborough Blvd to Arroyo Ave: Design and construct improved pedestrian crossings with corner bulbouts, median refuges, expanded bus stop	System Management	SM-130013	\$ 961,000	\$ 1,131,000
San Mateo	SSF	State Highway	SSF Grand Blvd Project: Kaiser Way to McLellan	South San Francisco: Along El Camino Real between Kaiser Way and McLellan Drive: Implement bike and pedestrian enhancements, street trees, rain gardens and median landscaping as well as	System Management	SM-130030	\$ 2,539,000	\$ 2,539,000
San Mateo	WETA	Transit	WETA: Redwood City Ferry Service	WETA: Redwood City; Implement ferry transit service between Redwood City and San Francisco	Expansion	SM-110002	\$ -	\$ 15,000,000
Totals for San Mateo County							\$ 638,726,193	\$ 2,715,778,061

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Solano	Dixon	Local Road	Dixon SR2S Infrastructure Improvements	Dixon: Various locations along safe routes to schools: Implement pedestrian and bicycle improvements	System Management	SOL130012	\$ 112,956	\$ 124,956
Solano	Fairfield	Transit	Fairfield/Vacaville Intermodal Rail Station	In Fairfield: Capitol Corridor; Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot, bike and other station facilities. Project is phased.	Expansion	SOL030002	\$ 1,557,857	\$ 80,591,461
Solano	Fairfield	Transit	Fairfield Transportation Center - Phase 3	In Fairfield: Fairfield Transportation Center; Construct second parking structure with approximately 600 automobile parking spaces and access improvements.	Expansion	SOL110007	\$ 600,000	\$ 8,323,000
Solano	F-S Transit	Transit	Fairfield Transit: 2 Gillig Bus Replacements	Fairfield-Suisun Transit: Replace two 1996 Gillig buses with two new 40' transit hybrid buses	Maintenance / Rehabilitation	SOL110041	\$ 1,393,264	\$ 1,393,264
Solano	F-S Transit	Transit	Fairfield-Suisun Transit: Operating Assistance	Fairfield-Suisun Transit: Operating Assistance to support transit operations.	Operations	SOL010006	\$ 744,432	\$ 59,575,654
Solano	MTC	Local Road	Regional Planning Activities and PPM - Solano	Solano: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	System Management	SOL170001	\$ 4,998,181	\$ 4,998,181
Solano	MTC	State Highway	I-80 Express Lanes - Fairfield & Vacaville Ph I&II	I-80 in Solano County from Red Top Rd to I-505: Convert existing HOV to HOT & Construct new HOT lanes from Air Base Parkway to I-505. Project also references RTP ID 230660	Expansion	SOL110001	\$ 2,000,000	\$ 236,800,000
Solano	Rio Vista	State Highway	SR 12 crossing with updated lighting	In Rio Vista: At SR12 crossing: Install new updated lighted crosswalk	System Management	SOL130014	\$ -	\$ 230,330
Solano	Solano County	Local Road	Cordelia Hills Sky Valley	Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominantly	Expansion	SOL070012	\$ -	\$ 2,750,000
Solano	Solano County	Local Road	Suisun Valley Bicycle and Pedestrian Imps	Solano County: At Mankas Corner: Construct staging area with bicycle and pedestrian improvements; At Various Locations in Solano County: Add a Class II bike lane to enhance bike access to areas	Expansion	SOL130007	\$ 1,297,200	\$ 7,577,400
Solano	Solano County	State Highway	Redwood-Fairgrounds Dr Interchange Imps	Solano County: I-80/Redwood St. I/C and SR 37/Fairgrounds Dr. I/C: Implement I/C and safety improvements; Fairgrounds Dr. between Redwood St. and SR 37 (2.1 lane miles): Remove left turn lane and	Expansion	SOL090015	\$ 924,259	\$ 96,370,000
Solano	SolTrans	Transit	SolTrans: Preventive Maintenance	SolTrans: Preventive maintenance of vehicles and equipment necessary for the maintenance of federally funded assets.	Maintenance / Rehabilitation	SOL070032	\$ -	\$ 3,020,851
Solano	SolTrans	Transit	SolTrans: Bus Maintenance Facility Renovation	SolTrans: Bus Maintenance Facility SolTrans: Bus Maintenance Facility Renovation, Construction of Compressed Natural Gas Facility and Upgrading electrical infrastructure for future electric bus charging	Maintenance / Rehabilitation	SOL090033	\$ -	\$ 4,171,748
Solano	SolTrans	Transit	Bus Replacement (Alternative Fuel)	SolTrans: Replace eight 45' MCI commuter coaches as they reach their useful life.	Maintenance / Rehabilitation	SOL090034	\$ -	\$ 6,954,725
Solano	SolTrans	Transit	Bus Replacement (Commuter)	SolTrans: Replace 45' diesel commuter buses which have reached the end of their useful service life with 45' compressed natural gas buses.	Maintenance / Rehabilitation	SOL130019	\$ -	\$ 2,178,227

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Solano	SolTrans	Transit	SolTrans: ADA Paratransit Operating Subsidy	SolTrans: ADA Paratransit Operating Subsidy	Operations	SOL110025	\$ 405,430	\$ 3,095,665
Solano	SolTrans	Transit	SolTrans: Operating Assistance	Solano County Transit: Operating Assistance	Operations	SOL110040	\$ -	\$ 26,177,668
Solano	STA	Local Road	Jepson: Vanden Road from Peabody to Leisure Town	Jepson Parkway segment: Vanden Road project from Peabody Road to Leisure Town Road.	Expansion	SOL110003	\$ 19,376,000	\$ 30,455,855
Solano	STA	Local Road	Jepson: Walters Rd Ext - Peabody Rd Widening	Jepson Parkway segment: Walters Road Extension - Peabody Widening.	Expansion	SOL110004	\$ -	\$ 13,431,000
Solano	STA	Local Road	Jepson: Leisure Town Road from Vanden to Commerce	Jepson Parkway segment: Leisure Town Road from Vanden Road to Commerce. Project is phased	Expansion	SOL110005	\$ 23,061,800	\$ 28,068,400
Solano	STA	Local Road	Jepson: Leisure Town Road (Commerce to New Ulatis)	Reconstruct and widen Leisure, from 900 feet South of Commerce Place to South of New Ulatis Creek	Expansion	SOL110006	\$ 3,296,000	\$ 12,321,842
Solano	STA	Local Road	Ingraining Walking & Rolling into School Culture	Solano County: Countywide: Implement a two pronged approach to ingrain a culture of walking & rolling within 15 selected schools. The project is a collaboration between STA and Solano County Dept. of	Operations	SOL150001	\$ -	\$ 388,000
Solano	STA	Local Road	Solano Safe Routes to School Program	In Solano County, Countywide: Implement Countywide Solano Safe Routes to School Program, including Planning, Education, and Encouragement events and materials.	System Management	SOL110019	\$ 40,683	\$ 2,327,589
Solano	STA	Local Road	STA SR2S Infrastructure & Non-infrastructure	Solano County: At 7 schools: Implement pedestrian infrastructure improvements; At 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo: Providing education outreach	System Management	SOL150004	\$ 3,467,000	\$ 3,467,000
Solano	STA	State Highway	I-80/I-680/SR 12 Interchange Project	Fairfield: Improve I-80/I-680/Route 12 I/C(Ph 1), including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local I/C and build	Expansion	SOL070020	\$ -	\$ 717,920,000
Solano	STA	State Highway	SR12/Church Rd Intersection Improvements	Rio Vista: At SR12/Church Rd. Intersection: Add Standard Shoulders, EB Left Turn Lane, WB Acceleration Lane (720 ft) and Deceleration Lane (300 ft), Remove Trees in Clear Recovery Zone	System Management	SOL150003	\$ 510,000	\$ 4,800,000
Solano	Suisun City	Local Road	Driftwood Drive Path	Suisun City: Along S. Driftwood Dr from Marina Blvd to Josiah Cir, along E. Josiah Cir between Driftwood Dr and Whispering Bay Ln, and along E. Whispering Bay Ln from Josiah Cir to approx 200 ft south of	Expansion	SOL130020	\$ -	\$ 635,800
Solano	Vacaville	Local Road	Allison Bicycle / Ped Improvements	Vacaville: On Allison Drive from Nut Tree Parkway to Ulatis Creek: Install bike/ped infrastructure improvements, landscaping and a marquee sign	Expansion	SOL130005	\$ 435,000	\$ 510,600
Solano	Vacaville	State Highway	I-505/Vaca Valley Off-Ramp and Intersection Imprv.	Vacaville: I-505 at Vaca Valley Pkwy: Widen the southbound I-505 off-ramp at Vaca Valley Parkway to provide left turn storage and signalize the southbound ramps at the intersection of Vaca Valley	Expansion	SOL090001	\$ -	\$ 1,540,000

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Solano	Vacaville	Transit	Vacaville Intermodal Station - Phase 2	In Vacaville: Construction of a 137 stall surface parking lot.	Expansion	SOL110009	\$ -	\$ 11,210,000
Solano	Vacaville	Transit	Vacaville Transit: Operating Assistance	Vacaville Transit: Operating Assistance	Operations	SOL010007	\$ -	\$ 19,468,833
Solano	Vacaville	Transit	Transit Marketing and Public Outreach	Vacaville: Citywide: Marketing and public outreach of City Coach transit benefits	System Management	SOL130017	\$ 215,388	\$ 215,388
Solano	Vallejo	Local Road	SR2T - Curtola Bike Path	Vallejo: On Curtola Pkwy between Lemon Street and Solano Avenue: Improve bike path	Expansion	SOL150002	\$ -	\$ 847,179
Solano	Vallejo	Local Road	Vallejo Downtown Streetscape	Vallejo: Various streets in the downtown area. Pedestrian enhancements including traffic calming, restriping, parking, signs, brick pavers, street furniture and art. Project is phased	System Management	SOL110035	\$ 1,060,765	\$ 4,289,000
Solano	Vallejo	Local Road	Vallejo SRTS Infrastructure Improvements	In Vallejo: In the vicinity of Wardlaw Elementary School: Implement safety improvements including striping and signage improvements	System Management	SOL130015	\$ -	\$ 282,228
Solano	Vallejo	State Highway	I-80 / American Canyon Rd overpass Improvements	Vallejo: American Canyon Road overpass at Hwy. 80; capacity and safety improvements.	Expansion	SOL990018	\$ 200,000	\$ 5,230,000
Solano	Vallejo	State Highway	Sonoma Boulevard Improvements HSIP5-04-031	Vallejo: Sonoma Blvd between Georgia St and Florida St: Implement road diet - reduce travel lanes from 4 to 3, add a two-way left-turn lane or median, and add bike lanes	System Management	SOL110037	\$ -	\$ 412,402
Totals for Solano County							\$ 65,696,215	\$ 1,402,154,246

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Sonoma	Caltrans	State Highway	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	In Santa Rosa: On 6th St. between Morgan St and Davis St: the construction of 280 feet of roadway with two new travel lanes and a westbound left turn lane; from SR 12 to Steele Lane: follow-up	Expansion	SON010001	\$ -	\$ 6,063,000
Sonoma	Cloverdale	Local Road	Cloverdale - Safe Routes to School Phase 2	Cloverdale: Various Locations: Construct sidewalks and add Class II bike lanes	Expansion	SON130016	\$ 250,000	\$ 417,044
Sonoma	Cotati	Local Road	Cotati - Old Redwood Highway S. Preservation	In Cotati: On Old Redwood Highway, between East Cotati and Myrtle Avenue; rehabilitate roadway and add pedestrian features.	Maintenance / Rehabilitation	SON130008	\$ -	\$ 300,000
Sonoma	Healdsburg	Local Road	Healdsburg Pedestrian Safety and Access Improvmnts	In Healdsburg: Install pedestrian safety crossing improvements adjacent to high school on Powell Ave. Install ADA improvements connecting high school and junior high school to library (Powell Ave. Prince	System Management	SON110054	\$ 253,672	\$ 338,672
Sonoma	MTC	Local Road	Regional Planning Activities and PPM - Sonoma	Sonoma County: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	System Management	SON170002	\$ 5,164,181	\$ 5,164,181
Sonoma	NBFS	Transit	Ferry Service to Port Sonoma	SW Sonoma County; Port Sonoma; Construct multi-modal transit facility linking Ferry service to passenger rail, bus service, and auto traffic (Env. Phase Only).	Expansion	SON070013	\$ 23,171,000	\$ 23,171,000
Sonoma	Petaluma	Local Road	Petaluma Complete Streets	In Petaluma: On Lakeville St from E. Washington St to Caulfield Ln and on East D St from the D St Bridge to Lakeville St: Rehabilitate the roadway, including striping for Class 2 Bike Lanes and adding ADA	Maintenance / Rehabilitation	SON130002	\$ -	\$ 2,088,000
Sonoma	Petaluma	Transit	Petaluma Transit: AVL System	Petaluma Transit: Purchase and install Automatic Vehicle Location (AVL) System on all vehicles in Petaluma Transit fixed route fleet.	Maintenance / Rehabilitation	SON090030	\$ -	\$ 671,931
Sonoma	Petaluma	Transit	Petaluma: Purchase 2 Paratransit Cutaways FY13	In Petaluma: Purchase two (2) paratransit vans for Petaluma Paratransit. One van replaces an older van in the current fleet and one van is for an expansion of the fleet.	Maintenance / Rehabilitation	SON110051	\$ -	\$ 167,330
Sonoma	Petaluma	Transit	Petaluma: Replace 2 Paratransit Cutaways FY14	In Petaluma: Replace two (2) paratransit vans for Petaluma Paratransit	Maintenance / Rehabilitation	SON110052	\$ -	\$ 171,895
Sonoma	Petaluma	Transit	Petaluma Transit: Purchase (1) Fixed Route Bus	Petaluma Transit: 40' hybrid bus: Purchase (1) new 40' Diesel Electric Hybrid Low Floor Standard Transit Bus for Petaluma Transit, replaces (1) 2003 Chevy C5500 29' medium duty bus that expended its	Maintenance / Rehabilitation	SON150004	\$ -	\$ 776,950
Sonoma	Petaluma	Transit	Petaluma Transit: (3) Digital Two-Way Radios	Petaluma Transit: Radios: Purchase (3) Digital Two-Way Radios for (3) new Fixed Route Buses for Petaluma Transit (goes with bus replacement project in FY 15 and FY 16).	Maintenance / Rehabilitation	SON150005	\$ -	\$ 1,845
Sonoma	Petaluma	Transit	Petaluma Transit: Purchase (2) Fixed Route Buses	Petaluma Transit: (2) 35' hybrid buses: Purchase (2) new 35' Diesel Electric Hybrid Low Floor Standard Transit Bus for Petaluma Transit, replaces (2) 2003 Chevy C5500 29' medium duty buses that have	Maintenance / Rehabilitation	SON150014	\$ -	\$ 1,452,000

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Sonoma	Petaluma	Transit	Petaluma Transit: ADA Set-Aside	Petaluma Transit: Annual ADA Set-Aside	Operations	SON150007	\$ -	\$ 208,638
Sonoma	Petaluma	Transit	Petaluma Transit: Transit Signal Priority System	In Petaluma: Various intersections: Upgrade existing traffic signals to replace existing or install new Transit Signal Priority hardware on intersections within the City of Petaluma. Project is phased.	System Management	SON130020	\$ 108,790	\$ 528,318
Sonoma	Petaluma	Transit	Petaluma Transit: Clipper Equip for Fixed Route Buses	Petaluma Transit: On 3 new Fixed Route buses: Install Clipper fare equipment	System Management	SON150015	\$ -	\$ 18,000
Sonoma	Petaluma	Transit	Petaluma Transit: Comm Equip for 3 Fixed Route Buses	Petaluma Transit: On three (3) new Fixed Route Buses: Purchase and Install Automated Vehicle Locaton (AVL) and Transit Signal Priority Equipment	System Management	SON150016	\$ -	\$ 34,055
Sonoma	Rohnert Park	Local Road	Rohnert Park Various Streets Preservation	In Rohnert Park: On Rohnert Park Expressway from State Farm Drive to Snyder Lane: Rehabilitation of roadway including digouts and overlay. Existing lane configuration and existing Class 2 bike lanes will	Maintenance / Rehabilitation	SON130009	\$ -	\$ 1,454,000
Sonoma	Rohnert Park	Local Road	Rohnert Park Streetscape and Pedestrian Imps	Rohnert Park: At Various locations in the Central Rohnert Park PDA: Install pedestrian and bike facility improvements	System Management	SON130007	\$ 500,000	\$ 620,000
Sonoma	Santa Rosa	Local Road	Santa Rosa Cmpltd Sts Road Diet on Transit Corridor	Santa Rosa: On transit corridors within two Priority Development Areas (Mendocino Ave/Santa Rosa Ave Corridor and Downtown Station Area) and in Communities of Concern: Rehabilitate roadway and	Maintenance / Rehabilitation	SON130017	\$ 2,460,000	\$ 2,860,000
Sonoma	Santa Rosa	Local Road	Downtown Santa Rosa Streetscape	Santa Rosa: Third St between Morgan and B St: Implement pedestrian improvements to channelize pedestrians to use the north side of Thrid Street at Morgan STreet and at B Street: On Santa Rosa Avenue	System Management	SON130006	\$ -	\$ 807,000
Sonoma	Santa Rosa	Local Road	Jennings Ave Bike & Ped RR Crossing Corridor	In Santa Rosa: At Jennings Ave and SMART railroad tracks: Construct a bicycle and pedestrian crossing and develop a Safe Routes to School service program focusing on education and awareness for the	System Management	SON150003	\$ 1,578,000	\$ 1,761,000
Sonoma	Santa Rosa	State Highway	US 101 Hearn Ave Interchange	Santa Rosa: US 101/Hearn Avenue over-crossing/interchange: Replace the US 101/Hearn Avenue over-crossing/interchange with a new over crossing/interchange including bike lanes, sidewalks, and re-	System Management	SON150006	\$ 6,850,000	\$ 34,650,000
Sonoma	Santa Rosa Bus	Transit	Santa Rosa City Bus Replacement Bus Purchase	Santa Rosa CityBus: Purchase 5 Hybrid Electric Replacement Buses and 4 clean diesel buses to replace aging fixed route buses to replace fixed route buses	Maintenance / Rehabilitation	SON070020	\$ -	\$ 5,612,652
Sonoma	Santa Rosa Bus	Transit	Santa Rosa CityBus: Preventative Maintenance	Santa Rosa CityBus: Preventative Maintenance program for agency fleet	Maintenance / Rehabilitation	SON090024	\$ -	\$ 10,306,938
Sonoma	Santa Rosa Bus	Transit	Santa Rosa Bus: Bus Replacement Purchase	Santa Rosa Bus: 40' Fixed Route Vehicle: Replace an aging 40' fixed route diesel bus for operation purposes.	Maintenance / Rehabilitation	SON150008	\$ -	\$ 1,986,041
Sonoma	Santa Rosa Bus	Transit	SRCityBus Non-Revenue Vehicle and Capital Equipmnt	Santa Rosa City Bus: At Transit Mall: Implement transit enhancements and purchase a replacement non-revenue vehicle	Maintenance / Rehabilitation	SON150017	\$ -	\$ 70,000

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Sonoma	SantaRosa Bus	Transit	SR City Bus: Garage Hoist for Bus Repairs	Santa Rosa City Bus: Purchase a garage hoist for repairs of the buses	Maintenance / Rehabilitation	SON150018	\$ -	\$ 360,000
Sonoma	SantaRosa Bus	Transit	Santa Rosa CityBus: Operating Assistance	Santa Rosa CityBus: Operating Assistance to Transit Agency	Operations	SON090023	\$ -	\$ 23,244,068
Sonoma	SantaRosa Bus	Transit	Implementation of Reimagining CityBus	Santa Rosa CityBus: Systemwide: Operating Assistance for implementing Reimagining CityBus	Operations	SON150019	\$ 176,652	\$ 176,652
Sonoma	SantaRosa Bus	Transit	Santa Rosa City Bus: Transit Enhancements	Santa Rosa: Various Locations: Upgrade and improve transit facilities including amenities, accessibility, ADA compliance, pedestrian and bicycle access	System Management	SON030012	\$ -	\$ 480,580
Sonoma	Son Co Reg Park	Local Road	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).	Expansion	SON070008	\$ -	\$ 817,000
Sonoma	Son Co Reg Park	Local Road	Central Sonoma Valley Trail	In the unincorporated area of Sonoma County, construct 0.42 miles of a Class I bike trail. 1)Larson Park to Flowery Elementary School and 2) along Verano Avenue from Sonoma Creek to Main Street	Expansion	SON110050	\$ 425,000	\$ 625,000
Sonoma	Son Co TA	Local Road	Santa Rosa Car Share	Santa Rosa: Various locations: Establish nine car share vehicles at four pods.	System Management	SON150010	\$ 390,130	\$ 390,130
Sonoma	Son Co TA	State Highway	Son 101 HOV - Steele Lane to Windsor (North)	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 and implement landscaping.	Expansion	SON010019	\$ -	\$ 122,299,440
Sonoma	Son Co TA	State Highway	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	Petaluma-Rohnert Park: US 101 Btw Old Redwood Hwy in Petaluma & Rohnert Park Expwy: widening roadway from 4 to 6 lanes for HOV and implement landscaping	Expansion	SON010024	\$ -	\$ 134,952,000
Sonoma	Son Co TA	State Highway	US 101 Marin/Sonoma Narrows (Sonoma)	Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma, convert expressway to freeway, construct NB auxillary lane between Lakeville Highway and East Washington Street.	Expansion	SON070004	\$ 827,000	\$ 373,527,000
Sonoma	Son Co TA	State Highway	US 101 Airport I/C (North B)	In Sonoma County: Replace Airport Blvd overcrossing and reconstruct interchange with US 101. Improve operations between Airport and Fulton. Construct soundwalls. (Project is the second phase of the	System Management	SON090005	\$ -	\$ 42,808,000
Sonoma	Son Co TA	State Highway	Highway 116/121 Intersection Improvement Project	In Sonoma County: At the intersection of State Routes 116 and 121, and Bonneau Road: Improve intersection	System Management	SON150009	\$ 2,000,000	\$ 26,100,000
Sonoma	Son Co Transit	Transit	Sonoma Co Transit: Preventive Maintenance Program	Sonoma County Transit: Preventive maintenance program for agency fleet.	Maintenance / Rehabilitation	SON030005	\$ -	\$ 16,369,402
Sonoma	Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Purchase	Sonoma County Transit: Replace five 40' Orion V CNG transit coaches with five 40' CNG Low-Floor transit coaches.	Maintenance / Rehabilitation	SON110049	\$ -	\$ 2,059,100
Sonoma	Son Co Transit	Transit	Sonoma County Transit: Replacement CNG Buses	Sonoma County Transit: Replace two 40-foot compressed natural gas (CNG)-fueled buses.	Maintenance / Rehabilitation	SON150012	\$ 827,189	\$ 827,189
Sonoma	Son Co Transit	Transit	Sonoma County Transit: Replace 2006 CNG Buses	Sonoma County Transit: Replace Two 40-foot CNG-fueled buses.	Maintenance / Rehabilitation	SON150013	\$ 96,026	\$ 1,108,569

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Sonoma	Son Co Transit	Transit	Sonoma County Transit: Bus Stop Improvement	Sonoma County Transit: Throughout the service area: Acquire and install new bus stop shelters plus other improvements to bus stops	System Management	SON050021	\$ -	\$ 151,699
Sonoma	Sonoma County	Local Road	Laughlin Bridge over Mark West Crk 20C0246	Mark West Creek Bridge: Laughlin Rd/Brickway Blvd Extension; Construct new 2 lane bridge.	Expansion	SON050001	\$ 800,000	\$ 14,245,000
Sonoma	Sonoma County	Local Road	Replace Lambert Bridge over Dry Creek 20C0248	HBP: In Sonoma: Replace existing through truss bridge (Bridge No. 20C0248, Lambert Bridge Road, Over Dry Creek, 0.4 Mi W of Dry Creek Rd.), that is in poor condition and has seismic deficiencies with	Expansion	SON090026	\$ 6,050,000	\$ 7,218,750
Sonoma	Sonoma County	Local Road	Replace West Dry Creek Bridge over Pena Ck 20C0407	In Sonoma: Replace existing four span T-beam concrete bridge (Bridge No. 20C0407, West Dry Creek Rd, Over Pena Creek, 0.7 Mi NW Yoakim Br Rd.) that is one-lane, seismically deficient and in poor	Expansion	SON090027	\$ 4,250,000	\$ 5,050,000
Sonoma	Sonoma County	Local Road	Replace Hauser Bridge over Gualala River 20C0240	In Sonoma: Bridge No.20C0240, Hauser Road Bridge over South Fork Gualala River, 5 Mi east of Seaview Road. Replace existing one-lane bridge with a new two-lane bridge	Expansion	SON110025	\$ 5,544,000	\$ 6,584,000
Sonoma	Sonoma County	Local Road	Rehab King Ridge Bridge over Austin Crk 20C0433	In Sonoma County: On King Ridge Road, 2.3mi North of Fort Ross Road; rehabilitate one-lane bridge to 2 lanes and scour countermeasure	Maintenance / Rehabilitation	SON070026	\$ 85,000	\$ 4,275,400
Sonoma	Sonoma County	Local Road	Replace Geysers Bridge over Sulpher Crk 20C0005	In Sonoma County: Bridge replacement: single lane bridges in Sonoma County with two lane bridge (Geysers Road Bridge 20C0005)	Maintenance / Rehabilitation	SON090001	\$ 6,866,964	\$ 8,075,351
Sonoma	Sonoma County	Local Road	Replace Chalk Hill Bridge over Maacama Crk 20C0242	In Sonoma County - Replace existing bridge no. 20C0242, on Chalk Hill Rd, Over Maacama Creek, 1 Mi S of HWY (spandrel arch bridge with approach spans with new bridge)	Maintenance / Rehabilitation	SON090025	\$ 200,000	\$ 6,772,709
Sonoma	Sonoma County	Local Road	Replace Bohan Dillon Bridge over Gualala 20C0435	In Sonoma: Bridge No.20C0435, Bohan Dillon Road over South Fork Gualala River, 0.1 Mi N Fort Ross Road. Replace existing one-lane bridge with a new two-lane bridge	Maintenance / Rehabilitation	SON110024	\$ 30,000	\$ 2,070,000
Sonoma	Sonoma County	Local Road	Replace Freestone Flat Bridge over Salmon 20C0440	In Sonoma: Bridge No.20C0440, Freestone Flat Road Bridge over Salmon Creek, 0.2 Mi E. Bohemian Way. Replace existing one-lane bridge with a new two-lane bridge	Maintenance / Rehabilitation	SON110026	\$ 150,000	\$ 4,022,500
Sonoma	Sonoma County	Local Road	Sonoma County Various Streets & Roads Preservation	Sonoma County: Various locations: Rehabilitate pavement	Maintenance / Rehabilitation	SON130010	\$ 3,377,000	\$ 3,815,000
Sonoma	Sonoma County	Local Road	Bodega Highway Pavement Rehabilitation	Bodega Hwy, beginning at the intersection of Sexton Lane and ending at the Sebastopol City Limits. The Project length is approximately 2 miles. The scope of work will include pavement rehabilitation.	Maintenance / Rehabilitation	SON130015	\$ 1,130,000	\$ 1,190,000
Sonoma	Sonoma County	Local Road	Sonoma County - Safe Routes to School Program	Sonoma County: Countywide: Comprehensive safe routes to school program to shift mode away from single family vehicular trips to bicycle/pedestrian/carpooling.	System Management	SON130014	\$ -	\$ 1,558,000

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Sonoma	Sonoma County	Local Road	PDA Planning - Springs Area Plan	Sonoma Valley Springs Area: Planning to revitalize the area into a pedestrian and transit oriented mixed use corridor.	System Management	SON150001	\$ -	\$ 508,300
Sonoma	Sonoma County	Local Road	PDA Planning - Airport Station/Specific Plan Amend	Sonoma County: Near the proposed Sonoma Marin Area Rail Transit Airport station: Develop a new station area plan and update of the 1984 Airport Industrial Area Specific Plan <u>in order to transform the</u>	System Management	SON150002	\$ -	\$ 395,347
Sonoma	Sonoma County	Local Road	Sonoma SRTS High School Pilot	In Sonoma County: Countywide: Safe routes to school high school pilot program to shift mode away from single family vehicular trips to bicycle/pedestrian/carpooling/bussing.	System Management	SON150011	\$ -	\$ 872,000
Sonoma	Windsor	Local Road	Jaguar Way/Windsor Road Bicycle /Ped Improvements	In Windsor: Around the intersection of Jaguar Way and Windsor Road, the entrance to Windsor High School: Install a traffic signal and construct approximately 300 feet of <u>Class II bicycle lanes and sidewalk.</u>	System Management	SON130003	\$ -	\$ 1,398,000
Sonoma	Windsor	Local Road	Conde Ln/Johnson St Pedestrian Improvements	In Town of Windsor: At the intersection of Conde Lane and Johnson Street: Realign intersection to eliminate stop signs on Conde Lane. Johnson Street becomes right in and right out only. <u>Add RREB</u>	System Management	SON130012	\$ 522,000	\$ 605,000
Sonoma	Windsor	Local Road	Bell Rd/Market St/Windsor River Rd Ped Improvement	In Windsor: At the intersection of Bell Road-Market Street and Windsor River Road: Install a traffic signal and install <u>pedestrian and bicycle signal equipment.</u>	System Management	SON130013	\$ 632,500	\$ 715,500
Sonoma	Windsor	Local Road	Windsor River Road/Windsor Road/NWPRR Intersection	In Windsor: Windsor River Road/Windsor Road/SMART intersection: Rail crossing safety improvements, multi-use path, pedestrian and vehicle traffic improvements.	System Management	SON170001	\$ 2,000,000	\$ 8,800,000
Totals for Sonoma County							\$ 76,715,104	\$ 926,167,176

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Regional	ACE	Transit	ACE Positive Train Control	ACE System-wide: Install an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways.	System Management	REG110044	\$ 1,040,057	\$ 34,325,357
Regional	BAIFA	Tollway	Regional Express Lane Network	Region-wide: Program-level project costs to support the Regional Express Lane Network deployment including: Program costs (planning, coordination, & management); <u>Centralized toll system costs:</u>	System Management	REG130004	\$ 16,000,000	\$ 78,011,000
Regional	BART	Transit	BART Train Control Renovation	BART: Replace obsolete elements and subsystems of the train control system.	Maintenance / Rehabilitation	BRT030004	\$ -	\$ 219,977,289
Regional	BART	Transit	BART: Traction Power System Renovation	BART: System wide: Replace obsolete elements and subsystems of the traction power system to maintain and <u>improve reliability and safety</u>	Maintenance / Rehabilitation	BRT030005	\$ -	\$ 183,325,000
Regional	BART	Transit	BART: Rail, Way and Structures Program	BART: Systemwide; Replace worn out mainline rail and <u>make other timely reinvestments in way.</u>	Maintenance / Rehabilitation	BRT97100B	\$ -	\$ 191,331,407
Regional	BART	Transit	BART Car Exchange (Preventive Maintenance)	BART: Preventive maintenance program, including maintenance of rail cars and other system components in exchange for local funds to the BART car replacement <u>reserve.</u>	Maintenance / Rehabilitation	REG050020	\$ -	\$ 674,384,612
Regional	BART	Transit	BART: Railcar Procurement Program	BART: Procure 790 Railcars (includes the replacement of 669 Railcars)	Maintenance / Rehabilitation	REG090037	\$ 508,371,000	\$ 2,028,072,421
Regional	BART	Transit	ADA Paratransit Capital Accessibility Improve	BART: At various stations: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile <u>stair tread replacement</u>	System Management	BRT99T01B	\$ -	\$ 40,815,777
Regional	BART	Transit	Transit-Oriented Development Pilot Planning Progra	Oakland and San Francisco: Develop a comprehensive TOD strategy that fills the remaining gaps in transportation management and development implementation in the <u>Transbay corridor</u>	System Management	REG150005	\$ -	\$ 1,420,000
Regional	Caltrain	Transit	Caltrain: Revenue Vehicle Rehab Program	Caltrain: Systemwide: The Revenue Vehicle Rehab Program provides overhauls and repairs/replacements to key components of the Caltrain rolling stock to maintain it in <u>a state of good repair and to extend</u>	Maintenance / Rehabilitation	REG090051	\$ -	\$ 8,596,186
Regional	Caltrain	Transit	Caltrain: Systemwide Track Rehab & Related Struct.	Caltrain: Replace jointed rail and upgrade existing main line track and related civil structures on the Caltrain Corridor.	Maintenance / Rehabilitation	SM-03006B	\$ -	\$ 118,315,614
Regional	Caltrain	Transit	Caltrain: Signal/Communication Rehab. & Upgrades	Caltrain: Systemwide: Rehabilitate existing signal system and upgrade/replace communication equipment.	Maintenance / Rehabilitation	SM-050041	\$ -	\$ 40,168,743
Regional	Caltrain	Transit	Caltrain Station Management Toolbox	Caltrain: Systemwide: Develop tools to plan for transit-oriented development and multi-modal access improvements along the corridor. (Other Federal funds are <u>FTA TOD Planning Program funds</u>)	OTHER	REG150006	\$ -	\$ 750,000

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Regional	Caltrain	Transit	Caltrain Positive Train Control System	CBOSS/PTC is an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways. The FRA has mandated PTC be in place by	System Management	REG110030	\$ -	\$ 231,000,000
Regional	Caltrans	Transit	Oakland to San Jose Double Track (Segment 2A)	Between Oakland and San Jose: On UPRR Niles subdivision from MP 6 to MP 35, and the Coast subdivision MP 13 to MP 35, and on the Caltrain Right of Way MP 44 to MP 48: Construct a second mainline	Expansion	REG150001	\$ 700,000	\$ 7,700,000
Regional	Caltrans	Transit	GL: 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.	Maintenance / Rehabilitation	REG110042	\$ 7,920,511	\$ 7,920,511
Regional	Caltrans	Transit	GL: Elderly&Persons with Disability Prog FY13-FY14	Region-Wide: Elderly & persons with Disabilities. Prog Lump Sum Listing; Project incl. Veh. replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126 Exempt Table 2	Maintenance / Rehabilitation	REG150003	\$ 11,999,571	\$ 11,999,571
Regional	Caltrans	Transit	GL: FTA Non-Urbanized Formula Program	GL: FTA Section 5311 Non-Urbanized Formula Program, Non-ITS portion. Projects include capital and operating assistance, capital and preventive maintenance. Projects consistent with 40 CFR Part 93.126.	Operations	REG110041	\$ 15,083,064	\$ 15,083,064
Regional	Caltrans	Transit	GL: FTA 5311 Rural Area FY15	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	Operations	REG150002	\$ 3,056,936	\$ 3,056,936
Regional	MTC	Local Road	Regional Bicycle Sharing Program	Regionwide: various locations: Implement a bikesharing program	Expansion	REG110010	\$ -	\$ 27,140,650
Regional	MTC	Local Road	Regional Streets and Roads Program	Regionwide: Regional Streets and Roads Program including providing assistance to Bay Area agencies to implement & maintain computerized pavement management system (PMS), implementing PTAP	Maintenance / Rehabilitation	REG090039	\$ 2,147,000	\$ 17,059,000
Regional	MTC	Local Road	Regional Arterial Operations & Signal Timing Prog	Regional: Develop plans to guide arterial investments, and provide project management and traffic engineering/tech assistance (including procuring traffic signal & comm. equipment and	System Management	REG090046	\$ 2,000,000	\$ 17,160,000
Regional	MTC	Local Road	Transit Oriented Affordable Housing	Bay Area Region: Establish a land acquisition and land banking financing fund to maximize the production of affordable housing near transit stations	System Management	REG130005	\$ -	\$ 20,000,000
Regional	MTC	Local Road	Regional Planning Activities and PPM - MTC	Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM)	System Management	REG170001	\$ 12,754,000	\$ 12,754,000
Regional	MTC	Regional	511 Traveler Information	Provides multimodal, accurate, reliable, and accessible traveler information on multiple dissemination platforms; serves as the go-to source during major disruptions and emergencies; and supports MTC	System Management	REG090042	\$ 9,960,000	\$ 104,020,000

Metropolitan Transportation Commission
TIP Project Listing by County
Draft 2017 TIP: FY16/17 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Project Description	Purpose	TIP ID	Current 4-Year TIP Funding	Total Funding
Regional	MTC	Regional	Climate Initiatives Program Public Education	Climate Initiatives Program: Regionwide, community-based social marketing campaign & support for programs to encourage sustainable transportation behavioral changes to reduce criteria pollutants and	System Management	REG090065	\$ 452,000	\$ 12,395,432
Regional	MTC	Regional	Electric Vehicle Funding Strategies	Region-wide: Support the deployment of electric vehicles in the Bay Area including approaches such as infrastructure, outreach, and other supportive strategies.	System Management	REG110011	\$ -	\$ 2,333,000
Regional	MTC	State Highway	Freeway Performance Initiative (FPI)	Regionwide: Design, implement and maintain ramp metering, Traffic Operation Systems (TOS), and other Freeway Performance Initiative (FPI) projects on major congested freeways throughout the region.	System Management	REG090003	\$ 20,119,000	\$ 332,825,638
Regional	MTC	State Highway	Incident Management Program	Regionwide: Manage congestion by implementing strategies to enhance mobility and safety, and reduce the impacts of traffic incidents, including advanced transportation management technologies and	System Management	REG090044	\$ 13,845,000	\$ 33,192,000
Regional	MTC	State Highway	Transportation Management Systems	Regionwide: Implement a collective approach to freeway operations and management, including field devices that monitor travel conditions and disseminate information; response to freeway incidents; and	System Management	REG170002	\$ 3,000,000	\$ 3,000,000
Regional	MTC	State Highway	511 Carpool and Vanpool Programs	Regional: Operate Carpool and Vanpool Programs	System Management	REG170003	\$ 2,900,000	\$ 19,300,000
Regional	MTC	Tollway	Toll Bridge Maintenance	Region-wide: Seven state-owned toll bridges: routine maintenance of bridge facilities	Maintenance / Rehabilitation	REG130001	\$ 48,000,000	\$ 96,000,000
Regional	MTC	Tollway	Toll Bridge Rehabilitation Program	Bay Area: On 7 state-owned toll bridges: Rehabilitation program	Maintenance / Rehabilitation	REG130002	\$ 260,000,000	\$ 892,091,906
Regional	MTC	Transit	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.	Expansion	MTC050021	\$ -	\$ 20,000,000
Regional	MTC	Transit	GL: JARC FY 09 - FY 10 - Large UA	GL: JARC FY 09 - FY 10 - Large UA. Various JARC projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Operations	REG090002	\$ 19,275,469	\$ 19,275,469
Regional	MTC	Transit	GL: JARC FY11-FY12 Large UA	GL: JARC FY11-FY12 Large UA. Various JARC projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Operations	REG110032	\$ 6,091,418	\$ 6,091,418
Regional	MTC	Transit	GL: 5307 JARC Set-aside FY13-FY14 Large UA	GL: 5307 JARC Set-aside FY13 Large UA. Various 5307 (former JARC) projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Operations	REG110039	\$ 6,389,078	\$ 6,389,078
Regional	MTC	Transit	GL: Lifeline Cycle 4 5307 JARC	GL: 5307 JARC Set-aside FY13 Small UA and FY14-FY16 Large and Small UA. Various 5307 (former JARC) projects in large and small urbanized areas. Project is consistent with 40 CFR Part 93.126 Exempt	Operations	REG150004	\$ 16,902,642	\$ 16,902,642
Regional	MTC	Transit	Transit Commute Benefits Promotion	San Francisco Bay Area: Region wide: Project to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit.	System Management	MTC050001	\$ -	\$ 5,000,000

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Regional	MTC	Transit	Real-time Transit Information Program	San Francisco Bay Area: Regionwide; Provide real-time transit information to riders at transit stops or via telephone, <u>wireless or internet communication.</u>	System Management	MTC050020	\$ 1,000,000	\$ 21,000,000
Regional	MTC	Transit	Clipper Fare Collection System	San Francisco Bay Area: Regionwide; Design, build, operate and maintain the Clipper fare collection system. <u>Note: Translink became Clipper on 6/16/10.</u>	System Management	REG090045	\$ 6,250,000	\$ 133,533,455
Regional	MTC	Transit	GL: FY10 JARC Mobility Management	GL: Mobility Management. Various mobility management projects in the SFO, Concord and San Jose large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128. <u>Exempt Tables 2 & 3.</u>	System Management	REG110028	\$ 974,455	\$ 974,455
Regional	MTC-SAFE	State Highway	FSP and Call Box Program	Regionwide: Manage congestion by preventing and/or addressing minor & major highway incidents/events <u>including FSP and Call Box.</u>	System Management	REG130003	\$ 2,000,000	\$ 20,962,000
Regional	WETA	Transit	Ferry Service - Berkeley/Albany	WETA: Berkeley/Albany: Provide ferry service from Berkeley/Albany to San Francisco.	Expansion	MTC050027	\$ 5,032,346	\$ 10,331,346
Regional	WETA	Transit	SF Ferry Terminal/Berthing Facilities	WETA: San Francisco: At the Ferry Terminal; Construct additional ferry docking/berthing facilities in the South Basin to improve ferry access and support WETA <u>berthing/maintenance operational needs.</u>	Expansion	MTC050029	\$ 4,907,654	\$ 79,975,854
Regional	WETA	Transit	Treasure Island Ferry Service	Treasurer Island: Implement new ferry transit service between Treasure Island and San Francisco/East Bay <u>locations.</u>	Expansion	REG070003	\$ -	\$ 1,000,000
Regional	WETA	Transit	WETA: Ferry Channel & Berth Dredging	WETA: Various service areas: Dredge ferry channel, ferry basin and berth	Maintenance / Rehabilitation	REG090054	\$ -	\$ 3,295,000
Regional	WETA	Transit	WETA: Ferry Propulsion System Replacement	WETA: Ongoing: A mid-life overhaul is scheduled when a ferry reaches approximately 12.5 years of service life. Equipment service hours and specific vessel needs may <u>affect the timing of the projects.</u>	Maintenance / Rehabilitation	REG090055	\$ 3,600,000	\$ 30,817,000
Regional	WETA	Transit	WETA: Ferry Major Component Rehab/Replacement	WETA: Ferry vessels are required to undergo periodic haul-out and rehabilitation work to remain in working order over <u>their 25-year life.</u>	Maintenance / Rehabilitation	REG090057	\$ 9,896,417	\$ 20,780,014
Regional	WETA	Transit	WETA: Fixed Guideway Connectors	WETA: Various locations: This project will replace/rehab fixed guideway connectors such as floats, floating barges, <u>ramps and gangways throughout the system.</u>	Maintenance / Rehabilitation	REG090067	\$ 106,435	\$ 7,125,552
Regional	WETA	Transit	WETA: Facilities Rehabilitation	WETA: Various Locations: Rehabilitate ferry facilities in order to maintain existing transit services.	Maintenance / Rehabilitation	REG110020	\$ -	\$ 330,514
Various	BAIFA	Tollway	ALA/CC-80 and Bay Bridge Approach Express Lanes	In Alameda/Contra Costa counties; On I-80 from the Carquinez Bridge to Powell and the Bay Bridge Approaches; Convert HOV lanes to express lanes. Project <u>also references RTP IDs 230657 and 240741</u>	System Management	VAR170003	\$ -	\$ 98,300,000
Various	Caltrans	Local Road	GL: Safety Improvements - SRTS	GL: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder imprvmts, increasing sight dist, traffic control devices, <u>signals, Pavement marking, Lighting</u>	Expansion	VAR170001	\$ 537,700	\$ 579,700

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Various	Caltrans	Local Road	GL: Bridge Rehab/Recon. - Local Hwy Bridge Program	GL: Local Bridge Rehab/Recon. - Local Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories.	Maintenance / Rehabilitation	VAR170012	\$ 173,837,999	\$ 422,922,956
Various	Caltrans	Public Lands / Trails	GL: Bike and Ped Facilities - Fed Discretionary	Regionwide: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	Expansion	VAR150003	\$ 2,000,000	\$ 2,000,000
Various	Caltrans	Public Lands / Trails	GL: Pavement Resurf and/or Rehab-Fed Discretionary	Regionwide: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation	Maintenance / Rehabilitation	VAR150002	\$ 5,000,000	\$ 11,600,000
Various	Caltrans	State Highway	GL: Pavement Resurfing/Rehab SHS - Highway Maint	GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or	Maintenance / Rehabilitation	VAR170004	\$ 15,854,000	\$ 15,854,000
Various	Caltrans	State Highway	GL: Pavement Resurf./Rehab - SHOPP Roadway Presv.	Regionwide: Various Locations: Projects consistent with 40CFR93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125). Widening narrow	Maintenance / Rehabilitation	VAR170006	\$ 509,941,000	\$ 509,941,000
Various	Caltrans	State Highway	GL: Emergency Repair - SHOPP Emergency Response	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories	Maintenance / Rehabilitation	VAR170008	\$ 120,050,000	\$ 120,050,000
Various	Caltrans	State Highway	GL: Bridge Rehab and Reconstruction - SHOPP	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes).	Maintenance / Rehabilitation	VAR170010	\$ 276,104,000	\$ 276,104,000
Various	Caltrans	State Highway	GL: Shoulder Imprv - SHOPP Roadside Preservation	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing, Safety roadside rest areas	Maintenance / Rehabilitation	VAR170011	\$ 5,600,000	\$ 5,600,000
Various	Caltrans	State Highway	GL: Highway Safety Improvement Program	GL: Safety Imprv - Highway Safety Improvement Program. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories.	System Management	VAR170002	\$ 24,530,157	\$ 24,530,157
Various	Caltrans	State Highway	GL: Safety Improvements - SHOPP Mobility Program	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	System Management	VAR170005	\$ 66,965,000	\$ 66,965,000
Various	Caltrans	State Highway	GL: Safety Imprv. - SHOPP Collision Reduction	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	System Management	VAR170007	\$ 341,966,000	\$ 341,966,000
Various	Caltrans	State Highway	GL: Safety Improvements - SHOPP Mandates	Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories	System Management	VAR170009	\$ 49,884,000	\$ 49,884,000
Various	MTC	Transit	GL: JARC FY12 Small UA & Rural	GL: JARC FY12 Small UA & Rural. Various JARC projects in small urbanized areas and nonurbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3.	Operations	VAR130002	\$ 785,066	\$ 785,066
Various	MTC	Transit	GL: New Freedom FY12 Small UA & Rural	Regional: Various Cycle 7 (FY12) New Freedom projects in small urbanized and rural areas.	Operations	VAR130003	\$ 784,825	\$ 784,825

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Various	MTC	Transit	GL: New Freedom FY12 Large UA	GL: New Freedom FY2012 Large UA. Various Cycle 5 (FY12) New Freedom projects in large urbanized areas	Operations	VAR130005	\$ 4,028,003	\$ 4,028,003
Various	MTC	Transit	GL: FTA 5311 Rural Area FY16	GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2	Operations	VAR150001	\$ 3,048,098	\$ 3,048,098
Various	SMART	Transit	Sonoma Marin Area Rail Corridor	Between Sonoma and Marin Counties: Implement passenger rail service and non-motorized pathway on NWP rail line. Project also references RTP ID 22001	Expansion	SON090002	\$ -	\$ 578,573,145
Totals for Multiple Counties							\$2,622,689,901	\$ 8,422,824,861
Grand Total							\$6,607,415,895	\$44,638,422,198

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County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Alameda	AC Transit	Transit	AC Transit: East Bay Bus Rapid Transit	Expansion	ALA150004	6	\$ 950,000	\$ 550,000	\$ 1,500,000	\$ 3,000,000
Alameda	AC Transit	Transit	AC Transit: Facilities Upgrade	Maint/Rehab	ALA010034	21	-	-	\$ 55,663,370	\$ 55,663,370
Alameda	AC Transit	Transit	AC Transit State of Good Repair Program	Maint/Rehab	ALA110008	6	\$ 4,200,000	\$ 2,235,000	\$ 12,646,000	\$ 19,081,000
Alameda	AC Transit	Transit	AC Transit: Procure (27) 60' Artic Hybrid Buses	Maint/Rehab	ALA130002	7	-	-	\$ 17,161,681	\$ 17,161,681
Alameda	AC Transit	Transit	AC Transit: Purchase (10) Double-Deck Diesel I	Maint/Rehab	ALA150038	2	\$ 2,352,000	\$ 7,480,000	\$ 47,026,000	\$ 56,858,000
Alameda	AC Transit	Transit	AC Transit: Purchase (10) 40' Buses-Fuel Cell z	Maint/Rehab	ALA150039	3	-	-	\$ 13,282,783	\$ 13,282,783
Alameda	AC Transit	Transit	AC Transit: Replace (10) 40ft Urban Buses-Dies	Maint/Rehab	ALA150040	2	\$ 683,800	\$ 800,000	\$ 1,916,200	\$ 3,400,000
Alameda	AC Transit	Transit	AC Transit: Replace (29) 60' Artic Buses - Dies	Maint/Rehab	ALA150041	2	\$ 12,000,000	\$ 24,821,000	\$ 83,498,000	\$ 120,319,000
Alameda	AC Transit	Transit	AC Transit: PM - Exchange for 40ft Fuel Cell Z	Maint/Rehab	ALA150045	2	\$ 11,697,000	\$ 20,499,000	\$ 76,434,000	\$ 108,630,000
Alameda	AC Transit	Transit	AC Transit: Paratransit Van Replacement	Maint/Rehab	ALA990052	22	\$ 2,167,600	\$ 37,000	\$ 6,461,910	\$ 8,666,510
Alameda	AC Transit	Transit	AC Transit: ADA Paratransit Assistance	Operations	ALA990076	28	\$ 7,967,967	\$ 1,475,000	\$ 16,688,774	\$ 26,131,741
Alameda	AC Transit	Transit	AC Transit: South County Corridors	SysMgmt	ALA150020	3	\$ 8,100,000	\$ 10,200,000	\$ 64,700,000	\$ 83,000,000
Alameda	ACE	Transit	ACE Track Improvements.	Maint/Rehab	ALA010056	20	\$ 1,223,000	-	\$ 6,500,000	\$ 7,723,000
Alameda	ACE	Transit	ACE Preventative Maintenance	Maint/Rehab	ALA110099	8	\$ 4,168,000	-	\$ 34,231,000	\$ 38,399,000
Alameda	ACTC	Local Road	Alameda County Safe Routes to School	SysMgmt	ALA110033	11	\$ 14,451,000	\$ 1,603,000	\$ 101,060,000	\$ 117,114,000
Alameda	ACTC	Public Lands/Trl	East Bay Greenway	Expansion	ALA150008	3	\$ 1,234,000	-	-	\$ 1,234,000
Alameda	ACTC	State Highway	SR 84 Expressway Widening	Expansion	ALA050014	12	\$ 1,000,000	\$ 500,000	\$ 24,400,000	\$ 25,900,000
Alameda	ACTC	State Highway	I-880 North Safety Improvements	Expansion	ALA050019	18	\$ 4,200,000	\$ 6,600,000	\$ 44,200,000	\$ 55,000,000
Alameda	ACTC	State Highway	I-880 SB HOV Lanes - Marina Blvd to Hegenbei	Expansion	ALA070042	15	\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 2,000,000
Alameda	ACTC	State Highway	I-880/Industrial Parkway West Interchange	Expansion	ALA110002	4	\$ 146,000	-	\$ 46,854,000	\$ 47,000,000
Alameda	ACTC	State Highway	I-680 NB HOV/HOT Lane	Expansion	ALA130034	3	\$ 1,510,000	\$ 250,000	\$ 8,040,000	\$ 9,800,000
Alameda	ACTC	State Highway	Route 84 widening, Pigeon Pass to I-680	Expansion	ALA150001	2	\$ 2,000,000	\$ 2,257,000	\$ 17,860,000	\$ 22,117,000
Alameda	ACTC	State Highway	State Route 262 (Mission Blvd) Improvements	Expansion	ALA170001	1	\$ 400,000	\$ 300,000	\$ 3,700,000	\$ 4,400,000
Alameda	ACTC	State Highway	I-80/Ashby Avenue Interchange Improvements	Expansion	ALA170002	1	\$ 1,500,000	\$ 500,000	\$ 500,000	\$ 2,500,000
Alameda	ACTC	State Highway	I-880/West Winton Avenue Interchange	Expansion	ALA170004	1	\$ 13,800,000	-	\$ 92,200,000	\$ 106,000,000
Alameda	ACTC	State Highway	I-880/Whipple Road Interchange Improvements	Expansion	ALA170005	1	\$ 25,000,000	\$ 1,000,000	\$ 211,000,000	\$ 237,000,000
Alameda	ACTC	State Highway	I-580/680 Interchange HOV/HOT Widening	Expansion	ALA170008	1	-	-	\$ 33,344,786	\$ 33,344,786
Alameda	ACTC	State Highway	Widen I-680 NB and SB for EL from SR-84 to Al	Expansion	ALA170009	1	\$ 636,000	-	\$ 3,779,400	\$ 4,415,400
Alameda	ACTC	State Highway	I-880 NB HOV/HOT: North of Hacienda to Hege	Expansion	ALA170010	1	\$ 1,156,000	-	\$ 68,740,000	\$ 69,896,000
Alameda	ACTC	State Highway	East-West Connector in Fremont & Union City	Expansion	ALA978004	14	\$ 7,000,000	\$ 7,675,000	\$ 38,966,000	\$ 53,641,000
Alameda	ACTC	State Highway	Truck Parking Facilities in North County (Phase	SysMgmt	ALA090018	6	\$ 5,000,000	\$ 7,000,000	\$ 148,499,000	\$ 160,499,000
Alameda	ACTC	State Highway	Corridor Mobility Program & Adaptive Ramp Me	SysMgmt	ALA090019	6	-	-	\$ 7,403,000	\$ 7,403,000
Alameda	ACTC/Oak/Ala	State Highway	Oakland/Alameda Freeway Access Project	SysMgmt	ALA070009	9	\$ 963,000	-	\$ 12,000,039	\$ 12,963,039
Alameda	Alameda	Local Road	Cross Alameda Trail (includes SRTS componen	Expansion	ALA150007	3	-	-	\$ 11,144,070	\$ 11,144,070
Alameda	Alameda	Local Road	Alameda City Complete Streets	Maint/Rehab	ALA130022	3	\$ 26,239,000	-	\$ 262,341,000	\$ 288,580,000
Alameda	Alameda County	Local Road	Alameda: Vasco Road Safety Improvements	Expansion	ALA030002	22	-	-	\$ 827,900	\$ 827,900
Alameda	Alameda County	Local Road	Ashland Avenue Bicycle/Ped Improvements	Expansion	ALA150028	3	-	-	\$ 3,224,251	\$ 3,224,251
Alameda	Alameda County	Local Road	Estuary Bridges Seismic Retrofit and Repairs	Maint/Rehab	ALA090022	6	\$ 5,500,000	-	\$ 11,000,000	\$ 16,500,000
Alameda	Alameda County	Local Road	Fruitvale Ave Roadway Bridge Retrofit	Maint/Rehab	ALA090023	5	\$ 25,000	-	\$ 556,000	\$ 581,000
Alameda	Alameda County	Local Road	Alameda Co-Variou Streets and Roads Preser	Maint/Rehab	ALA130018	4	\$ 497,386	-	-	\$ 497,386
Alameda	Alameda County	Local Road	Crow Canyon Safety Improvements	SysMgmt	ALA010003	11	\$ 400,000	-	\$ 12,290,000	\$ 12,690,000
Alameda	Alameda County	Local Road	Cherryland/Ashland/CastroValley/Fairview Sidw	SysMgmt	ALA050035	26	-	-	\$ 27,878,932	\$ 27,878,932
Alameda	Alameda County	Local Road	Niles Canyon Rd (SR 84)/Pleas-Sunol Rd Inter.	SysMgmt	ALA150002	2	\$ 3,718,000	\$ 325,000	\$ 12,169,000	\$ 16,212,000
Alameda	Alameda County	Local Road	Be Oakland, Be Active	SysMgmt	ALA150006	2	\$ 2,150,000	\$ 1,240,000	\$ 15,600,000	\$ 18,990,000
Alameda	Alameda County	Local Road	Safe Routes to School, Unincorporated Alamed	SysMgmt	ALA150026	3	\$ 681,000	\$ 381,000	\$ 3,268,000	\$ 4,330,000
Alameda	Albany	Local Road	Complete Streets for San Pablo Ave/Buchanan	SysMgmt	ALA150011	2	\$ 14,799,000	-	-	\$ 14,799,000
Alameda	BAIFA	Tollway	ALA-880 Express Lanes	SysMgmt	ALA170006	1	\$ 71,000	-	\$ 1,476,000	\$ 1,547,000
Alameda	BART	Transit	Hayward Shop and Yard Expansion	Expansion	ALA110003	6	\$ 55,000	-	\$ 1,015,000	\$ 1,070,000
Alameda	BART	Transit	BART to Livermore Extension - Develop EIR/EI	Expansion	ALA130007	3	\$ 500,000	-	\$ 2,500,000	\$ 3,000,000
Alameda	BART	Transit	BART Metro Priority Track Elements	Expansion	ALA130032	4	\$ 91,000	-	\$ 638,000	\$ 729,000
Alameda	BART	Transit	BART: Fare Collection Equipment	Maint/Rehab	ALA090065	10	\$ 80,000	-	\$ 1,429,000	\$ 1,509,000
Alameda	BART	Transit	MacArthur BART Plaza Remodel	Maint/Rehab	ALA090068	10	\$ 352,000	-	\$ 3,744,000	\$ 4,096,000
Alameda	BART	Transit	Downtown Berkeley BART Plaza/Transit Area Ir	SysMgmt	ALA110032	9	\$ 305,000	-	\$ 2,484,000	\$ 2,789,000
Alameda	BART	Transit	Bicycle Lockers at Capitol Corridor Stations	SysMgmt	ALA110115	8	\$ 528,000	-	\$ 3,823,000	\$ 4,351,000
Alameda	BART	Transit	Ladders of Opportunity - Careers in Transit	SysMgmt	ALA150030	2	\$ 480,000	-	\$ 6,159,000	\$ 6,639,000

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County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Alameda	Berkeley	Local Road	Shattuck Complete Streets and De-couplet	SysMgmt	ALA130026	4	\$ 113,000	\$ -	\$ 2,034,000	\$ 2,147,000
Alameda	Berkeley	Local Road	Hearst Avenue Complete Streets	SysMgmt	ALA130028	4	\$ 27,000	\$ -	\$ 533,000	\$ 560,000
Alameda	Berkeley	Local Road	LeConte Elementary Safe Routes to School Impr	SysMgmt	ALA150005	2	\$ 10,000	\$ 1,000	\$ 701,000	\$ 712,000
Alameda	Berkeley	Local Road	goBerkeley Residential Shared Parking Pilot	SysMgmt	ALA150049	2	\$ 170,000	\$ -	\$ 659,000	\$ 829,000
Alameda	Berkeley	Public Lands/Trl	Bay Trail Shoreline Access Staging Area Projec	Expansion	ALA130035	4	\$ 965,000	\$ -	\$ 12,740,000	\$ 13,705,000
Alameda	Berkeley	Public Lands/Trl	9th St Bicycle Blvd Extension Pathway Ph II	Expansion	ALA150048	2	\$ 943,000	\$ 5,300,000	\$ 8,099,000	\$ 14,342,000
Alameda	Berkeley	State Highway	I-80 Gilman Interchange Reconfiguration	Expansion	ALA050079	11	\$ 610,000	\$ -	\$ 3,152,000	\$ 3,762,000
Alameda	Caltrans	State Highway	I-880/SR 262 I/C and HOV lanes	Expansion	ALA978027	27	\$ 10,000	\$ 2,000	\$ 748,000	\$ 760,000
Alameda	Caltrans	Tollway	SFOBB Maintenance Complex Ph 3 Training Fa	Maint/Rehab	ALA150021	2	\$ 545,000	\$ -	\$ 2,866,000	\$ 3,411,000
Alameda	Dublin	Local Road	Dougherty Road Widening	Expansion	ALA130005	3	\$ 4,500,000	\$ -	\$ 32,000,000	\$ 36,500,000
Alameda	Dublin	Local Road	Dublin Boulevard widening	Expansion	ALA130006	3	\$ 3,752,000	\$ -	\$ 4,748,057	\$ 8,500,057
Alameda	Dublin	Local Road	Dublin Blvd. - North Canyons Pkwy Extension	Expansion	ALA150003	2	\$ 23,770,000	\$ 6,720,000	\$ 167,708,000	\$ 198,198,000
Alameda	Dublin	Local Road	Dublin Boulevard Preservation	Maint/Rehab	ALA130012	3	\$ 280,635	\$ -	\$ 1,859,000	\$ 2,139,635
Alameda	Emeryville	Local Road	Emeryville - Hollis Street Preservation	Maint/Rehab	ALA130021	4	\$ 23,590,000	\$ 30,500,000	\$ 165,910,000	\$ 220,000,000
Alameda	Fremont	Local Road	Widen Kato Rd from Warren Avenue to Milmont	Expansion	ALA130001	3	\$ 500,000	\$ 300,000	\$ 1,700,000	\$ 2,500,000
Alameda	Fremont	Local Road	Fremont City Center Multi-Modal Improvements	Expansion	ALA130025	4	\$ 400,000	\$ -	\$ 12,000,000	\$ 12,400,000
Alameda	Hayward	Local Road	Hayward - Industrial Boulevard Preservation	Maint/Rehab	ALA130013	3	\$ 67,166,409	\$ 1,500,000	\$ 112,584,833	\$ 181,251,242
Alameda	Hayward	Local Road	City of Hayward Car Sharing Services	SysMgmt	ALA150022	4	\$ 93,000	\$ -	\$ 678,000	\$ 771,000
Alameda	Hayward	State Highway	Rt 92/Clawiter/Whitesell Interchange Improvem	Expansion	ALA090016	5	\$ -	\$ -	\$ 988,000	\$ 988,000
Alameda	Hayward	State Highway	I-880 Auxiliary lanes at Industrial Parkway	Expansion	ALA090020	7	\$ 256,000	\$ -	\$ 2,265,000	\$ 2,521,000
Alameda	Hayward	State Highway	I-880 NB and SB Auxiliary lanes	Expansion	ALA090021	6	\$ 11,500,000	\$ 1,250,000	\$ 27,500,000	\$ 40,250,000
Alameda	LAVTA	Local Road	Wheels Individualized Marketing Program	SysMgmt	ALA150051	2	\$ 94,754	\$ -	\$ 310,630	\$ 405,384
Alameda	LAVTA	Transit	LAVTA: Preventive Maintenance	Maint/Rehab	ALA030030	18	\$ 279,000	\$ -	\$ 6,475,000	\$ 6,754,000
Alameda	LAVTA	Transit	LAVTA: Bus Purchase-Low Floor	Maint/Rehab	ALA150014	3	\$ 420,000	\$ 20,000	\$ 3,087,000	\$ 3,527,000
Alameda	LAVTA	Transit	LAVTA: Bus Purchase-Over the Road	Maint/Rehab	ALA150015	2	\$ 530,000	\$ 50,000	\$ 3,637,000	\$ 4,217,000
Alameda	LAVTA	Transit	LAVTA: Bus Purchase-7 Hybrids	Maint/Rehab	ALA150016	3	\$ -	\$ -	\$ 2,860,000	\$ 2,860,000
Alameda	LAVTA	Transit	LAVTA: 5 40' Hybrids	Maint/Rehab	ALA150017	2	\$ -	\$ -	\$ 3,107,800	\$ 3,107,800
Alameda	LAVTA	Transit	LAVTA: Replacement (10) 40' Hybrid Buses	Maint/Rehab	ALA150031	3	\$ -	\$ -	\$ 5,047,960	\$ 5,047,960
Alameda	LAVTA	Transit	LAVTA: Replacement (10) 30' Hybrid Buses	Maint/Rehab	ALA150032	2	\$ -	\$ -	\$ 3,884,750	\$ 3,884,750
Alameda	LAVTA	Transit	LAVTA: Service Vehicles (2) Trucks	Maint/Rehab	ALA150033	2	\$ 15,728	\$ -	\$ 1,198,748	\$ 1,214,476
Alameda	LAVTA	Transit	LAVTA: ADA Paratransit Operating Subsidy	Operations	ALA990077	24	\$ 564,781	\$ -	\$ 5,083,023	\$ 5,647,804
Alameda	LAVTA	Transit	Dublin Blvd Transit Performance Initiative	SysMgmt	ALA150019	5	\$ 4,036,000	\$ 20,000	\$ 15,355,000	\$ 19,411,000
Alameda	LAVTA	Transit	LAVTA: Trapeze Upgrade	SysMgmt	ALA150034	2	\$ -	\$ -	\$ 245,880	\$ 245,880
Alameda	LAVTA	Transit	LAVTA: Farebox Replacement	SysMgmt	ALA150035	2	\$ -	\$ -	\$ 373,047	\$ 373,047
Alameda	LAVTA	Transit	LAVTA: Service Vehicles (3) Road Supervisor	SysMgmt	ALA150036	2	\$ 113,000	\$ -	\$ 1,128,000	\$ 1,241,000
Alameda	LAVTA	Transit	LAVTA: Service Vehicles (4) shift trade	SysMgmt	ALA150037	2	\$ 260,000	\$ -	\$ 1,236,000	\$ 1,496,000
Alameda	Livermore	Local Road	Livermore TOD Study at I-580/SR84	SysMgmt	ALA110120	8	\$ -	\$ -	\$ 668,000	\$ 668,000
Alameda	Livermore	Local Road	Livermore Marilyn Avenue Safe Routes to Scho	SysMgmt	ALA150009	2	\$ 105,000	\$ -	\$ 805,000	\$ 910,000
Alameda	Livermore	Transit	Livermore Relocation and Restoration of R/R Dr	Maint/Rehab	ALA130011	5	\$ 211,485	\$ -	\$ -	\$ 211,485
Alameda	MTC	Local Road	Bay Bridge Park	Expansion	ALA110104	6	\$ -	\$ -	\$ 1,500,000	\$ 1,500,000
Alameda	MTC	Local Road	Improved Bike/Ped Access to East Span of SFC	Expansion	ALA130030	4	\$ -	\$ -	\$ 7,902,750	\$ 7,902,750
Alameda	MTC	Local Road	Regional Planning Activities and PPM - Alamed	SysMgmt	ALA170007	1	\$ -	\$ -	\$ 7,441,500	\$ 7,441,500
Alameda	Newark	Local Road	Central Avenue Railroad Overpass at UPRR	SysMgmt	ALA010052	12	\$ -	\$ -	\$ 102,000	\$ 102,000
Alameda	Newark	Local Road	Enterprise Drive Complete Streets and Road Di	SysMgmt	ALA130027	4	\$ -	\$ -	\$ 162,500	\$ 162,500
Alameda	Oakland	Local Road	Oakland Waterfront Bay Trail	Expansion	ALA070039	8	\$ -	\$ -	\$ 497,803	\$ 497,803
Alameda	Oakland	Local Road	Lake Merritt to Bay Trail Bike/Ped Bridge	Expansion	ALA130003	4	\$ -	\$ -	\$ 153,000	\$ 153,000
Alameda	Oakland	Local Road	7th Street West Oakland Transit Village, Phase	Expansion	ALA130014	4	\$ -	\$ -	\$ 204,000	\$ 204,000
Alameda	Oakland	Local Road	42nd Ave. & High St. I-880 Access Improv.	Expansion	ALA991081	14	\$ -	\$ -	\$ 8,610,000	\$ 8,610,000
Alameda	Oakland	Local Road	Oakland Complete Streets	Maint/Rehab	ALA130016	5	\$ -	\$ -	\$ 12,797,000	\$ 12,797,000
Alameda	Oakland	Local Road	International Boulevard Improvement Project	Maint/Rehab	ALA150010	2	\$ -	\$ -	\$ 5,300,000	\$ 5,300,000
Alameda	Oakland	Local Road	Lake Merritt Improvement Project	SysMgmt	ALA110072	6	\$ -	\$ -	\$ 24,969,000	\$ 24,969,000
Alameda	Oakland	Local Road	Lake Merritt BART Bikeways	SysMgmt	ALA130015	5	\$ 221,400	\$ -	\$ 1,272,500	\$ 1,493,900
Alameda	Oakland	Local Road	Oakland - Peralta and MLK Blvd Streetscape Pt	SysMgmt	ALA130017	3	\$ 201,000	\$ -	\$ 1,359,100	\$ 1,560,100
Alameda	Oakland	Local Road	Lakeside Complete Streets and Road Diet	SysMgmt	ALA130024	5	\$ 700,000	\$ -	\$ 3,983,000	\$ 4,683,000
Alameda	Oakland	Local Road	Laurel Access to Mills, Maxwell Park and Semin	SysMgmt	ALA150012	2	\$ -	\$ -	\$ 5,936,700	\$ 5,936,700
Alameda	Oakland	Local Road	Oakland Car Share and Outreach Program	SysMgmt	ALA150023	5	\$ -	\$ -	\$ 512,500	\$ 512,500

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
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County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Alameda	Oakland	Local Road	Oakland: High/Ygnacio/Courtland Bike/Ped Imp SysMgmt		ALA150024	3	\$ 877,000	\$ -	\$ 4,037,000	\$ 4,914,000
Alameda	Oakland	Local Road	Oakland Safe Routes to Schools Various Locati SysMgmt		ALA150025	3	\$ 152,677	\$ -	\$ 742,323	\$ 895,000
Alameda	Oakland	Local Road	Oakland: Telegraph Ave Bike/Ped Imps and Ro: SysMgmt		ALA150042	2	\$ -	\$ -	\$ 1,420,000	\$ 1,420,000
Alameda	Oakland	Local Road	Oakland: Shattuck and Claremont Bike/Ped Imp SysMgmt		ALA150043	2	\$ -	\$ -	\$ 1,584,050	\$ 1,584,050
Alameda	Oakland	Local Road	19th St BART to Lake Merritt Urban Greenway SysMgmt		ALA150044	2	\$ -	\$ -	\$ 478,798	\$ 478,798
Alameda	Oakland	Local Road	Oakland: Telegraph Avenue Complete Streets SysMgmt		ALA150047	2	\$ 3,500,000	\$ 400,000	\$ 16,220,000	\$ 20,120,000
Alameda	Oakland	Local Road	Oakland Parking and Mobility Management Proj SysMgmt		ALA150050	2	\$ 6,000,000	\$ 1,500,000	\$ 46,060,000	\$ 53,560,000
Alameda	Oakland	PORTFREIGHT	Oakland Army Base Infrastructure Improvement Expansion		ALA110046	4	\$ -	\$ -	\$ 23,255	\$ 23,255
Alameda	Piedmont	Local Road	Piedmont Complete Streets (CS)	Maint/Rehab	ALA130019	4	\$ 3,500,000	\$ 1,500,000	\$ 16,000,000	\$ 21,000,000
Alameda	Pleasanton	Local Road	Pleasanton Complete Streets	Maint/Rehab	ALA130009	4	\$ 7,000,000	\$ 3,325,000	\$ 49,675,000	\$ 60,000,000
Alameda	Port of Oakland	Local Road	Port of Oakland: Roads, Rails and Tech (GoPor	Expansion	ALA090027	7	\$ 19,400,000	\$ 1,500,000	\$ 57,000,000	\$ 77,900,000
Alameda	Port of Oakland	PORTFREIGHT	California Inter-regional Rail Intermodal Study	Expansion	ALA070054	9	\$ 8,401,159	\$ -	\$ -	\$ 8,401,159
Alameda	Port of Oakland	PORTFREIGHT	Outer Harbor Intermodal Terminals (OHIT)	Expansion	ALA090026	6	\$ 31,000,000	\$ 5,000,000	\$ 150,000,000	\$ 186,000,000
Alameda	San Leandro	Local Road	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	Expansion	ALA050002	8	\$ 41,500,000	\$ 5,000,000	\$ 275,500,000	\$ 322,000,000
Alameda	San Leandro	Local Road	San Leandro Boulevard Preservation	Maint/Rehab	ALA130008	4	\$ 31,500,000	\$ 15,000,000	\$ 174,500,000	\$ 221,000,000
Alameda	San Leandro	State Highway	I-880/SR 112 Overcrossing Replacement	Expansion	ALA070014	11	\$ 21,087,596	\$ 35,454,918	\$ 139,537,486	\$ 196,080,000
Alameda	San Leandro	State Highway	I-880/Marina Blvd Interchange and Overcrossing	Expansion	ALA090012	6	\$ 13,150,000	\$ 47,263,000	\$ 70,891,000	\$ 131,304,000
Alameda	UCBerkeley	Local Road	UC Berkeley Parking Price Auction Study	SysMgmt	ALA150029	2	\$ -	\$ -	\$ 20,024,565	\$ 20,024,565
Alameda	Union C Transit	Transit	Union City Transit Rehab Two (2) Transit Buses	Maint/Rehab	ALA150046	2	\$ -	\$ -	\$ 113,010,160	\$ 113,010,160
Alameda	Union C Transit	Transit	Union City Transit: Single Point Login Terminals	Operations	ALA170003	1	\$ -	\$ -	\$ 6,124,836	\$ 6,124,836
Alameda	WETA	Transit	Central Bay Operations and Maintenance Facilit	Expansion	ALA110001	10	\$ 1,800,000	\$ 5,990,000	\$ 10,000,000	\$ 17,790,000
Totals for Alameda County							\$ 528,798,377	\$ 265,823,918	\$ 3,535,830,650	\$4,330,452,945

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County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Contra Costa	AC Transit	Transit	AC Transit: Richmond Prkwy Transit Center	Expansion	CC-030001	16	\$ 15,672,000	\$ -	\$ 3,946,628,000	\$3,962,300,000
Contra Costa	Antioch	Local Road	Laurel Road Extension	Expansion	CC-070008	7	\$ 400,000	\$ -	\$ 219,577,289	\$ 219,977,289
Contra Costa	Antioch	Local Road	Slatten Ranch Road Extension	Expansion	CC-070009	6	\$ 1,722,000	\$ -	\$ 181,603,000	\$ 183,325,000
Contra Costa	BAIFA	Tollway	CC I-680 Southern Segment Express Lanes	SysMgmt	CC-130043	3	\$ -	\$ -	\$ 191,331,407	\$ 191,331,407
Contra Costa	BAIFA	Tollway	CC-680 Northern Segment Express Lane - Sou	SysMgmt	CC-170002	1	\$ -	\$ -	\$ 40,815,777	\$ 40,815,777
Contra Costa	BAIFA	Tollway	CC-680 Northern Segment Express Lane - Nort	SysMgmt	CC-170003	1	\$ 29,060,000	\$ 5,606,000	\$ 334,650,000	\$ 369,316,000
Contra Costa	BART	Transit	E-BART - East Contra Costa Rail Extension	Expansion	CC-050025	11	\$ 1,453,394	\$ -	\$ 2,434,000	\$ 3,887,394
Contra Costa	BART	Transit	eBART Railroad Avenue Station	Expansion	CC-130002	3	\$ 3,500,000	\$ 2,162,000	\$ 27,824,000	\$ 33,486,000
Contra Costa	BART	Transit	Concord Yard Wheel Truing Facility	Maint/Rehab	CC-150019	2	\$ 400,000	\$ 10,500,000	\$ 9,100,000	\$ 20,000,000
Contra Costa	BART	Transit	Walnut Creek BART TOD Access Improvement	SysMgmt	CC-110082	5	\$ -	\$ -	\$ 2,508,911	\$ 2,508,911
Contra Costa	BART	Transit	BART Station Modernization Program	SysMgmt	CC-130048	4	\$ -	\$ -	\$ 7,662,559	\$ 7,662,559
Contra Costa	Brentwood	Local Road	SR4/Brentwood Boulevard Widening - North	Expansion	CC-070011	7	\$ 58,600,000	\$ 106,390,000	\$ 294,921,000	\$ 459,911,000
Contra Costa	Brentwood	Local Road	Lone Tree Way Undercrossing	Expansion	CC-070013	7	\$ 8,485,000	\$ 1,000,000	\$ 72,257,000	\$ 81,742,000
Contra Costa	Brentwood	Local Road	John Muir Parkway Extension: Ph. II	Expansion	CC-070078	9	\$ 4,400,000	\$ 200,000	\$ 28,929,083	\$ 33,529,083
Contra Costa	CC County	Local Road	Kirker Pass Road NB Truck Climbing Lanes	Expansion	CC-070075	7	\$ 600,552	\$ 5,000	\$ 5,485,823	\$ 6,091,375
Contra Costa	CC County	Local Road	Byron Highway - Vasco Road Connection	Expansion	CC-070081	6	\$ 1,845,000	\$ 2,000,000	\$ 20,815,000	\$ 24,660,000
Contra Costa	CC County	Local Road	Canal Road Bicycle and Pedestrian Facilities	Expansion	CC-110084	4	\$ 900,000	\$ 50,000	\$ 5,000,000	\$ 5,950,000
Contra Costa	CC County	Local Road	Bailey Road Bike and Pedestrian Improvements	Expansion	CC-130003	4	\$ 350,000	\$ -	\$ 1,000,000	\$ 1,350,000
Contra Costa	CC County	Local Road	Port Chicago Hwy/Willow Pass Rd Bike Ped U	Expansion	CC-130027	6	\$ 635,000	\$ 169,000	\$ 5,892,000	\$ 6,696,000
Contra Costa	CC County	Local Road	CC County - Rio Vista Elementary Ped Connect	Expansion	CC-150010	3	\$ 2,010,000	\$ 1,500,000	\$ 15,480,000	\$ 18,990,000
Contra Costa	CC County	Local Road	Contra Costa County Various Streets & Road P	Maint/Rehab	CC-130004	4	\$ 6,000,000	\$ 1,000,000	\$ 41,000,000	\$ 48,000,000
Contra Costa	CC County	Local Road	Vasco Road Safety Improvements	SysMgmt	CC-050030	16	\$ 1,634,000	\$ 1,155,064	\$ 5,710,936	\$ 8,500,000
Contra Costa	CC County	Local Road	Bailey Road-State Route 4 Interchange	SysMgmt	CC-130001	4	\$ 72,000	\$ -	\$ 878,921	\$ 950,921
Contra Costa	CCCTA	Transit	Replace Diesel Trolleys with Electric TrolleyBus	Maint/Rehab	CC-110083	4	\$ 11,211,000	\$ 21,672,000	\$ 86,045,000	\$ 118,928,000
Contra Costa	CCCTA	Transit	CCCTA - Replace 15 40' Buses	Maint/Rehab	CC-110099	5	\$ 1,850,000	\$ 50,000	\$ 7,700,000	\$ 9,600,000
Contra Costa	CCCTA	Transit	CCCTA - Replace 18 40' Buses	Maint/Rehab	CC-110100	8	\$ 5,850,000	\$ 14,750,000	\$ 25,800,000	\$ 46,400,000
Contra Costa	CCCTA	Transit	CCCTA: Replace 18 30' Buses	Maint/Rehab	CC-150006	3	\$ 4,370,815	\$ -	\$ 57,000,000	\$ 61,370,815
Contra Costa	CCCTA	Transit	CCCTA: Replace 13 35' Buses	Maint/Rehab	CC-150007	2	\$ 2,116,700	\$ -	\$ 8,466,797	\$ 10,583,497
Contra Costa	CCCTA	Transit	CCCTA: Replace 3 Paratransit Vans	Maint/Rehab	CC-150008	2	\$ 300,000	\$ 50,000	\$ 1,961,000	\$ 2,311,000
Contra Costa	CCCTA	Transit	CCCTA: ADA Paratransit Assistance	Operations	CC-997001	22	\$ 600,000	\$ 1,000,000	\$ 4,500,000	\$ 6,100,000
Contra Costa	CCCTA	Transit	CCCTA: Access Improvements Implementation	SysMgmt	CC-130045	5	\$ 3,215,000	\$ 136,000	\$ 14,049,000	\$ 17,400,000
Contra Costa	CCCTA	Transit	REMIX Software Implementation Project	SysMgmt	CC-150012	3	\$ 405,000	\$ -	\$ 4,495,000	\$ 4,900,000
Contra Costa	CCTA	Local Road	Mokelumne Trail Bike/Ped Overcrossing	Expansion	CC-070067	8	\$ 500,000	\$ 450,000	\$ 3,700,000	\$ 4,650,000
Contra Costa	CCTA	Local Road	CCTA - Carshare 4 All	SysMgmt	CC-150009	4	\$ -	\$ -	\$ 45,112,367	\$ 45,112,367
Contra Costa	CCTA	REGION	SR 4 Integrated Corridor Management	SysMgmt	CC-150013	2	\$ 600,000	\$ 60,000	\$ 3,500,000	\$ 4,160,000
Contra Costa	CCTA	State Highway	I-680/SR 4 I/C Reconstruction - Phases 1, 2, 4 &	Expansion	CC-010023	14	\$ 1,756,439	\$ 235,300	\$ 8,621,116	\$ 10,612,855
Contra Costa	CCTA	State Highway	I-680 SB HOV Lane Completion	Expansion	CC-050028	11	\$ 280,000	\$ 300,000	\$ 2,100,000	\$ 2,680,000
Contra Costa	CCTA	State Highway	I-680 NB HOV Lane Extension	Expansion	CC-070022	8	\$ 800,000	\$ 1,000,000	\$ 10,200,000	\$ 12,000,000
Contra Costa	CCTA	State Highway	Reconstruct I-80/San Pablo Dam Rd Interchang	Expansion	CC-070035	13	\$ 615,235	\$ 5,000	\$ 7,762,000	\$ 8,382,235
Contra Costa	CCTA	State Highway	SR4: Balfour Road Interchange	Expansion	CC-070053	7	\$ 29,244,335	\$ -	\$ -	\$ 29,244,335
Contra Costa	CCTA	State Highway	SR 239 - New State Highway Study	Expansion	CC-110066	5	\$ -	\$ -	\$ 9,150,000	\$ 9,150,000
Contra Costa	CCTA	State Highway	I-680 / SR 4 Interchange Reconstruction - Phas	Expansion	CC-130046	6	\$ -	\$ -	\$ 5,400,000	\$ 5,400,000
Contra Costa	Clayton	Local Road	Clayton Various Streets Preservation	Maint/Rehab	CC-130030	5	\$ 885,500	\$ 44,000	\$ 1,710,000	\$ 2,639,500
Contra Costa	Concord	Local Road	Commerce Avenue Extension	Expansion	CC-070026	8	\$ -	\$ -	\$ 8,223,450	\$ 8,223,450
Contra Costa	Concord	Local Road	Ygnacio Valley/Kirker Pass Roads Widening	Expansion	CC-090026	6	\$ -	\$ -	\$ 11,496,482	\$ 11,496,482
Contra Costa	Concord	Local Road	Concord BART Station Bike/Ped Access Improv	Expansion	CC-130006	4	\$ 1,625,000	\$ 10,000	\$ 3,560,000	\$ 5,195,000
Contra Costa	Concord	Local Road	Detroit Avenue Bicycle and Pedestrian Improve	Expansion	CC-130011	6	\$ 1,500,000	\$ -	\$ 11,900,000	\$ 13,400,000
Contra Costa	Concord	Local Road	Concord Various Street Preservation	Maint/Rehab	CC-130012	5	\$ 1,123,000	\$ 115,000	\$ 3,536,000	\$ 4,774,000
Contra Costa	Concord	Local Road	Concord Clayton Road/Treat Blvd Intersection I	SysMgmt	CC-090023	6	\$ 220,000	\$ -	\$ 3,208,000	\$ 3,428,000
Contra Costa	Concord	Local Road	Concord New and Upgraded Signals at Various	SysMgmt	CC-130013	5	\$ 677,000	\$ 100,000	\$ 4,737,000	\$ 5,514,000
Contra Costa	Danville	Local Road	Vista Grande Street Pedestrian Improvements/	Expansion	CC-130038	6	\$ 213,000	\$ 20,000	\$ 1,138,000	\$ 1,371,000
Contra Costa	Danville	Local Road	San Ramon Valley Blvd Lane Addition and Over	Expansion	CC-170001	1	\$ 273,000	\$ 156,000	\$ 2,210,000	\$ 2,639,000
Contra Costa	Danville	Local Road	Crow Canyon/Camino Tassajara Intersection Ir	Maint/Rehab	CC-050075	15	\$ 103,000	\$ 42,000	\$ 982,000	\$ 1,127,000
Contra Costa	Danville	Local Road	Diablo Road Imps. - Green Valley to Avenida N	Maint/Rehab	CC-090001	5	\$ 400,520	\$ -	\$ 2,232,713	\$ 2,633,233
Contra Costa	Danville	Local Road	Danville Various Streets and Roads Preservatio	Maint/Rehab	CC-130023	4	\$ 45,000	\$ 10,000	\$ 750,000	\$ 805,000
Contra Costa	EB Reg Park Dis	Local Road	Atlas Road - New Bridge and Roadway Extensio	Expansion	CC-070063	7	\$ 92,000	\$ -	\$ 709,000	\$ 801,000

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County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Contra Costa	EB Reg Park Dis	Public Lands/Trl	Breuner Marsh Restoration and Public Access	Expansion	CC-130049	5	\$ 159,000	\$ -	\$ 896,000	\$ 1,055,000
Contra Costa	EB Reg Park Dis	Public Lands/Trl	SF Bay Trail, Pinole Shores to Bay Front Park	Expansion	CC-130050	6	\$ 535,000	\$ -	\$ 3,384,000	\$ 3,919,000
Contra Costa	EB Reg Park Dis	Public Lands/Trl	Contra Costa Parks Bike/Ped Trail Improvement	Maint/Rehab	CC-070033	10	\$ 100,000	\$ -	\$ 1,185,000	\$ 1,285,000
Contra Costa	ECCTA	Transit	ECCTA: Transit Bus Replacements	Maint/Rehab	CC-070092	21	\$ 300,000	\$ -	\$ 3,423,000	\$ 3,723,000
Contra Costa	ECCTA	Transit	Tri-Delta: ADA Operating Assistance	Operations	CC-030035	16	\$ 591,500	\$ -	\$ 1,131,200	\$ 1,722,700
Contra Costa	ECCTA	Transit	ECCTA: Non-ADA Paratransit to FR Incentive P	SysMgmt	CC-150020	2	\$ 127,450	\$ -	\$ 447,550	\$ 575,000
Contra Costa	El Cerrito	Public Lands/Trl	Ohlone Greenway Station Area Bike/Ped Improv	Expansion	CC-130024	5	\$ 40,000	\$ -	\$ 437,000	\$ 477,000
Contra Costa	El Cerrito	State Highway	Del Norte Area TOD Complete Street Imps	SysMgmt	CC-070046	9	\$ 134,000	\$ -	\$ 1,031,000	\$ 1,165,000
Contra Costa	Hercules	Local Road	Hercules-Refugio Valley Road Pavement Prese	Maint/Rehab	CC-130040	3	\$ 845,000	\$ -	\$ 5,978,000	\$ 6,823,000
Contra Costa	Hercules	Transit	Hercules Intercity Rail Station	Expansion	CC-030002	17	\$ 70,000	\$ -	\$ 851,000	\$ 921,000
Contra Costa	Martinez	Local Road	Martinez Various Streets and Roads Preservatio	Maint/Rehab	CC-130025	5	\$ 14,000	\$ -	\$ 113,000	\$ 127,000
Contra Costa	Martinez	Transit	Martinez Intermodal Station Parking	Expansion	CC-030004	8	\$ 29,275	\$ -	\$ 178,000	\$ 207,275
Contra Costa	Moraga	Local Road	Moraga Rd SRTS Bicycle and Ped Improvemen	Expansion	CC-130037	3	\$ 214,000	\$ -	\$ 1,300,000	\$ 1,514,000
Contra Costa	Moraga	Local Road	Moraga Various Streets and Roads Preservation	Maint/Rehab	CC-130020	3	\$ 30,000	\$ -	\$ 1,152,000	\$ 1,182,000
Contra Costa	MTC	Local Road	Regional Planning Activities and PPM - CC Cou	SysMgmt	CC-170004	1	\$ 9,841,000	\$ 383,000	\$ 45,425,000	\$ 55,649,000
Contra Costa	Oakley	Local Road	Oakley Various Streets and Roads Preservation	Maint/Rehab	CC-130031	3	\$ -	\$ -	\$ 778,650	\$ 778,650
Contra Costa	Oakley	Local Road	Main Street (Previously SR4) Realignment in O	SysMgmt	CC-070065	9	\$ 11,480,000	\$ 12,100,000	\$ 41,510,000	\$ 65,090,000
Contra Costa	Pinole	Local Road	Pinole - San Pablo Avenue Preservation	Maint/Rehab	CC-130015	4	\$ 39,000	\$ 5,000	\$ 356,444	\$ 400,444
Contra Costa	Pittsburg	Transit	Pittsburg Multimodal Transit Station Access Imp	Expansion	CC-130039	5	\$ 3,500,000	\$ -	\$ 218,476,567	\$ 221,976,567
Contra Costa	Pleasant Hill	Local Road	Boyd Road/Elinora Drive SRTS Sidewalk Install	Expansion	CC-130029	6	\$ 2,000,000	\$ -	\$ 3,945,000	\$ 5,945,000
Contra Costa	Pleasant Hill	Local Road	Contra Costa Blvd. Improvement (Beth to Harrie	Expansion	CC-150011	4	\$ 310,000	\$ -	\$ 7,311,686	\$ 7,621,686
Contra Costa	Pleasant Hill	Local Road	Golf Club Rd Roundabout and Bike/Ped Improv	SysMgmt	CC-130005	5	\$ -	\$ -	\$ 1,230,000	\$ 1,230,000
Contra Costa	Richmond	Local Road	37th Street Bicycle & Pedestrian Improvements	Expansion	CC-130047	5	\$ -	\$ -	\$ 10,000	\$ 10,000
Contra Costa	Richmond	Local Road	Richmond Local Streets and Roads Preservatio	Maint/Rehab	CC-130026	3	\$ -	\$ -	\$ 35,623	\$ 35,623
Contra Costa	Richmond	Local Road	Richmond Transit Village: Nevin Imps BART-19	SysMgmt	CC-110007	8	\$ -	\$ -	\$ 534,025	\$ 534,025
Contra Costa	Richmond	Local Road	The Yellow Brick Road in Richmond's Iron Trian	SysMgmt	CC-150016	2	\$ -	\$ -	\$ 622,175	\$ 622,175
Contra Costa	Richmond	State Highway	I-80/Central Avenue Interchange Modification	Expansion	CC-050076	10	\$ -	\$ -	\$ 8,560,800	\$ 8,560,800
Contra Costa	San Pablo	Local Road	Rumrill Blvd Complete Streets Improvements	ENHANCEMENT	CC-150017	2	\$ -	\$ -	\$ 6,382,675	\$ 6,382,675
Contra Costa	San Pablo	Local Road	San Pablo Avenue Bicycle and Ped Improveme	Expansion	CC-130032	4	\$ -	\$ -	\$ 369,000	\$ 369,000
Contra Costa	San Ramon	Local Road	Bollinger Canyon Road Widening (Alcosta to SF	Expansion	CC-090019	5	\$ 60,577	\$ 30,504	\$ 1,126,931	\$ 1,218,012
Contra Costa	Walnut Creek	Local Road	Walnut Creek - North Main Street Preservation	Maint/Rehab	CC-130033	3	\$ 180,000	\$ 125,000	\$ 600,000	\$ 905,000
Contra Costa	Walnut Creek	Local Road	Walnut Creek-Parking Guidance System Pilot	SysMgmt	CC-150018	2	\$ 144,000	\$ -	\$ 2,807,900	\$ 2,951,900
Contra Costa	WCCTA	Transit	WCCTA: Preventive Maintenance Program	Maint/Rehab	CC-030025	14	\$ -	\$ -	\$ 40,281	\$ 40,281
Contra Costa	WCCTA	Transit	WestCAT: Replacement of (10) Paratransit Cut-	Maint/Rehab	CC-150001	2	\$ 600,000	\$ -	\$ 14,750,000	\$ 15,350,000
Contra Costa	WCCTA	Transit	WestCAT: Purchase of (10) Radio systems	Maint/Rehab	CC-150002	2	\$ -	\$ -	\$ 530,000	\$ 530,000
Contra Costa	WCCTA	Transit	WestCAT: Purchase of (2) Electronic Fareboxes	Maint/Rehab	CC-150003	2	\$ -	\$ -	\$ 17,811	\$ 17,811
Contra Costa	WCCTA	Transit	WestCAT: Replace (1) 2003 40ft Revenue Vehi	Maint/Rehab	CC-150004	2	\$ 967,000	\$ -	\$ 5,485,000	\$ 6,452,000
Contra Costa	WCCTA	Transit	WestCAT: Replace (1) 40ft Rev. Vehicle with 4	Maint/Rehab	CC-150005	2	\$ 600,000	\$ -	\$ 5,010,000	\$ 5,610,000
Contra Costa	WCCTA	Transit	WestCAT: Replace (1) 1998 40 ft Vehicle	Maint/Rehab	CC-150014	2	\$ -	\$ -	\$ 933,000	\$ 933,000
Contra Costa	WCCTA	Transit	WestCat: ADA Paratransit Operating Subsidy	Operations	CC-990045	22	\$ 928,360	\$ -	\$ 13,071,640	\$ 14,000,000
Contra Costa	WCCTA	Transit	WestCAT: Purchase (1) Fast Fare Electronic Fa	SysMgmt	CC-150015	2	\$ -	\$ -	\$ 1,021,621	\$ 1,021,621
Contra Costa	WCCTA	Transit	WestCAT - AVL System with APC Element.	SysMgmt	CC-150021	2	\$ -	\$ -	\$ 394,513	\$ 394,513
Contra Costa	WETA	Transit	Richmond Ferry Service	Expansion	CC-070062	9	\$ 97,000	\$ 30,000	\$ 826,046	\$ 953,046
Totals for Contra Costa County							\$ 242,546,652	\$ 184,615,868	\$ 6,227,128,769	\$6,654,291,289

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
 Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Marin	Fairfax	Local Road	Parkade Circulation and Safety Improvements	SysMgmt	MRN130009	4	\$ 7,372,000	\$ 1,004,000	\$ 27,724,000	\$ 36,100,000
Marin	GGBHTD	Tollway	Golden Gate Bridge Seismic Retrofit, Phase 3B	Maint/Rehab	MRN050018	21	\$ 6,200,000	\$ 900,000	\$ 24,800,000	\$ 31,900,000
Marin	GGBHTD	Tollway	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	Maint/Rehab	MRN970016	26	\$ 6,422,553	\$ -	\$ -	\$ 6,422,553
Marin	GGBHTD	Tollway	Golden Gate Bridge-Suicide Deterrent SafetyBa	SysMgmt	MRN050019	14	\$ -	\$ -	\$ 2,441,717	\$ 2,441,717
Marin	GGBHTD	Transit	Larkspur Ferry Terminal Parking Garage	Expansion	MRN130001	3	\$ -	\$ -	\$ 14,869,892	\$ 14,869,892
Marin	GGBHTD	Transit	GGBHTD: Bldg Ridership to Meet Capacity Can	Expansion	MRN150006	4	\$ -	\$ -	\$ 21,600,048	\$ 21,600,048
Marin	GGBHTD	Transit	ACIS Radio Communications System	Maint/Rehab	MRN010035	20	\$ -	\$ -	\$ 38,295,992	\$ 38,295,992
Marin	GGBHTD	Transit	GGBHTD: Fixed Guideway Connectors	Maint/Rehab	MRN030010	18	\$ 14,233,000	\$ 600,000	\$ 139,967,000	\$ 154,800,000
Marin	GGBHTD	Transit	GGBHTD: Facilities Rehabilitation	Maint/Rehab	MRN050025	17	\$ 4,410,000	\$ -	\$ 12,202,000	\$ 16,612,000
Marin	GGBHTD	Transit	GGBHTD: Replace 7 - 40' Diesel Buses	Maint/Rehab	MRN110045	6	\$ -	\$ -	\$ 137,252,404	\$ 137,252,404
Marin	GGBHTD	Transit	MS Sonoma Ferry Boat Refurbishment	Maint/Rehab	MRN150005	4	\$ 7,000,000	\$ -	\$ 146,000,000	\$ 153,000,000
Marin	GGBHTD	Transit	GGBHTD Ferry Major Components Rehab	Maint/Rehab	MRN150014	3	\$ -	\$ -	\$ 19,889,622	\$ 19,889,622
Marin	GGBHTD	Transit	GGBHTD Ferry Propulsion Systems Replaceme	Maint/Rehab	MRN150015	2	\$ 6,663,835	\$ -	\$ 4,677,304	\$ 11,341,139
Marin	GGBHTD	Transit	Ferry channel & berth dredging	Maint/Rehab	MRN990017	25	\$ 37,532,000	\$ 41,284,000	\$ 274,403,000	\$ 353,219,000
Marin	GGBHTD	Transit	GGBHTD - Transit Systems Enhancements	SysMgmt	MRN130015	5	\$ 1,100,000	\$ 300,000	\$ 5,750,000	\$ 7,150,000
Marin	GGBHTD	Transit	GGBHTD: On-Board Bus and Ferry Surveys	SysMgmt	MRN150007	3	\$ 1,063,085	\$ -	\$ 7,910,847	\$ 8,973,932
Marin	Marin County	Local Road	Non-motorized Transp. Pilot Program - Marin Cr	Expansion	MRN050033	37	\$ 1,258,437	\$ -	\$ 1,797,243	\$ 3,055,680
Marin	Marin County	Local Road	Non-motorized Transp. Projects - Marin County	Expansion	MRN090049	11	\$ 100,000	\$ -	\$ 60,000	\$ 160,000
Marin	Marin County	Local Road	Miller Creek Road Bike Lanes and Ped Improve	Expansion	MRN110033	4	\$ 1,036,000	\$ -	\$ 3,410,000	\$ 4,446,000
Marin	Marin County	Local Road	Mountain View Rd Bridge Replacement - 27C01	Expansion	MRN110035	6	\$ 1,238,181	\$ -	\$ -	\$ 1,238,181
Marin	Marin County	Local Road	Marin Parklands Visitor Access, Phase 2	Maint/Rehab	MRN070019	10	\$ 100,000	\$ -	\$ 185,000	\$ 285,000
Marin	Marin County	Local Road	Donahue Street Road Rehabilitation Project	Maint/Rehab	MRN130010	4	\$ 1,060,000	\$ 1,250,000	\$ 3,507,000	\$ 5,817,000
Marin	Marin County	Local Road	North Civic Center Drive Improvements	SysMgmt	MRN130007	8	\$ 45,000	\$ -	\$ 362,000	\$ 407,000
Marin	Marin County	Public Lands/Trl	Mill Valley-Sausalito Pathway Preservation	Maint/Rehab	MRN130014	5	\$ 380,000	\$ -	\$ 1,275,000	\$ 1,655,000
Marin	MCTD	Transit	MCTD Preventive Maintenance	Maint/Rehab	MRN110040	8	\$ 503,600	\$ 72,952	\$ 910,560	\$ 1,487,112
Marin	MCTD	Transit	MCTD: On Board Vehicle Equipment	Maint/Rehab	MRN150003	3	\$ -	\$ -	\$ 411,843	\$ 411,843
Marin	MCTD	Transit	MCTD - Relocate Transit Maint. Facility - PE on	Maint/Rehab	MRN150010	3	\$ -	\$ -	\$ 564,724	\$ 564,724
Marin	MCTD	Transit	MCTD - Replace 2 Shuttle Vehicles	Maint/Rehab	MRN150011	2	\$ -	\$ -	\$ 3,760,007	\$ 3,760,007
Marin	MCTD	Transit	MCTD - Replace 13 -40ft Buses	Maint/Rehab	MRN150012	3	\$ -	\$ -	\$ 3,886,026	\$ 3,886,026
Marin	MCTD	Transit	MCTD - Emergency Radio System	Maint/Rehab	MRN150013	2	\$ 500,000	\$ -	\$ 3,500,000	\$ 4,000,000
Marin	MCTD	Transit	Marin Transit Low Income Youth Pass Program	Operations	MRN110041	7	\$ 42,000	\$ -	\$ 552,000	\$ 594,000
Marin	MCTD	Transit	MCTD: ADA Paratransit Assistance	Operations	MRN110047	6	\$ 475,000	\$ -	\$ 2,200,000	\$ 2,675,000
Marin	Mill Valley	Local Road	Mill Valley - Miller Avenue Rehabilitation	Maint/Rehab	MRN070002	10	\$ 30,000	\$ -	\$ 310,000	\$ 340,000
Marin	Mill Valley	Public Lands/Trl	Bayfront Park Recreational Bay Access Pier Reh	Maint/Rehab	MRN130012	4	\$ 840,000	\$ -	\$ 1,960,000	\$ 2,800,000
Marin	MTC	Local Road	Regional Planning Activities and PPM - Marin	SysMgmt	MRN170001	1	\$ 90,000	\$ -	\$ 310,000	\$ 400,000
Marin	MTC	Tollway	Richmond-San Rafael Bridge Access Improvem	Expansion	MRN150009	2	\$ 122,000	\$ -	\$ 1,094,600	\$ 1,216,600
Marin	Novato	Local Road	Novato Boulevard Widening, Diablo to Grant	Expansion	MRN070006	9	\$ 95,000	\$ -	\$ 880,000	\$ 975,000
Marin	Novato	Local Road	DeLong Avenue and Ignacio Boulevard Resurfa	Maint/Rehab	MRN130011	3	\$ 73,000	\$ -	\$ 150,000	\$ 223,000
Marin	Novato	Local Road	Vineyard Road Improvements	Maint/Rehab	MRN170002	1	\$ 80,000	\$ -	\$ 80,000	\$ 160,000
Marin	Ross	Local Road	Bolinas Avenue and Sir Francis Drake Intersect	Maint/Rehab	MRN130006	3	\$ 410,000	\$ -	\$ 230,000	\$ 640,000
Marin	San Anselmo	Local Road	San Anselmo - Center Blvd Bridge Replace (27)	Expansion	MRN110032	7	\$ -	\$ -	\$ 2,264,125	\$ 2,264,125
Marin	San Anselmo	Public Lands/Trl	Sunny Hill Ridge and Red Hill Trails	Expansion	MRN130013	4	\$ -	\$ -	\$ 377,075	\$ 377,075
Marin	San Rafael	Local Road	San Rafael - Non-motorized Transport Pilot Pro	Expansion	MRN070009	20	\$ -	\$ -	\$ 143,750	\$ 143,750
Marin	San Rafael	Local Road	Grand Avenue Bicycle Pedestrian Improvement	Expansion	MRN150008	3	\$ -	\$ -	\$ 20,665,042	\$ 20,665,042
Marin	San Rafael	Local Road	San Rafael Various Streets and Roads Preserv	Maint/Rehab	MRN130004	4	\$ -	\$ -	\$ 437,640	\$ 437,640
Marin	San Rafael	Local Road	San Rafael Transit Center Pedestrian Access In	SysMgmt	MRN130005	3	\$ -	\$ -	\$ 454,729	\$ 454,729
Marin	Sausalito	Local Road	Sausalito - Bridgeway/US 101 Off Ramp Bicycle	SysMgmt	MRN110010	5	\$ 50,000	\$ -	\$ 1,706,000	\$ 1,756,000
Marin	TAM	Local Road	Central Marin Ferry Access Improvements	Expansion	MRN050014	12	\$ 8,740,000	\$ 1,344,000	\$ 63,500,000	\$ 73,584,000
Marin	TAM	Local Road	TAM - Non-motorized Transportation Pilot Proq	SysMgmt	MRN070017	8	\$ 600,000	\$ -	\$ -	\$ 600,000
Marin	TAM	Local Road	TAM - Car Share Canal	SysMgmt	MRN150004	2	\$ -	\$ -	\$ 244,000	\$ 244,000
Marin	TAM	State Highway	US 101 / Greenbrae Interchange Corridor Impts	Expansion	MRN050001	10	\$ -	\$ -	\$ 9,634,000	\$ 9,634,000
Marin	TAM	State Highway	US 101 HOV Lanes - Marin-Sonoma Narrows (I	Expansion	MRN050034	15	\$ -	\$ -	\$ 348,000	\$ 348,000
Marin	TAM	State Highway	Highway 101 Landscaping for Gap Closure Proj	SysMgmt	MRN110034	5	\$ -	\$ -	\$ 3,375,000	\$ 3,375,000
Totals for Marin County							\$ 109,864,691	\$ 46,754,952	\$ 1,012,329,190	\$ 1,168,948,833

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Napa	American Canyon	Local Road	Eucalyptus Drive Realignment Complete Street	Expansion	NAP110029	7	\$ -	\$ -	\$ 625,000	\$ 625,000
Napa	American Canyon	Local Road	Devlin Road and Vine Trail Extension	Expansion	NAP130006	4	\$ 4,729,181	\$ -	\$ -	\$ 4,729,181
Napa	Calistoga	State Highway	SR 128 and Petrified Forest Intersection Imp	SysMgmt	NAP150001	2	\$ 83,975	\$ -	\$ 921,782	\$ 1,005,757
Napa	Caltrans	State Highway	SR 12 (Jamieson Canyon Road) Widening	Expansion	NAP010008	17	\$ -	\$ -	\$ 273,157,373	\$ 273,157,373
Napa	Caltrans	State Highway	Hwy 29 Grayson Ave. Signal Construction	SysMgmt	NAP130007	4	\$ -	\$ -	\$ 26,144,027	\$ 26,144,027
Napa	MTC	Local Road	Regional Planning Activities and PPM - Napa	SysMgmt	NAP170001	1	\$ 50,000	\$ -	\$ 4,950,000	\$ 5,000,000
Napa	Napa	Local Road	California Boulevard Roundabouts	SysMgmt	NAP110028	8	\$ -	\$ -	\$ 21,000,000	\$ 21,000,000
Napa	Napa	Public Lands/Trl	Highway 29/Napa Creek Bicycle Path Upgrade	Expansion	NAP130004	3	\$ -	\$ -	\$ 20,000,000	\$ 20,000,000
Napa	Napa County	Local Road	Silverado Trail Phase H Rehab	Maint/Rehab	NAP110023	7	\$ 2,615,000	\$ -	\$ 7,716,346	\$ 10,331,346
Napa	Napa County	Local Road	Hardin Rd Bridge Replacement - 21C0058	Maint/Rehab	NAP110026	7	\$ 2,500,000	\$ -	\$ 77,475,854	\$ 79,975,854
Napa	Napa County	Local Road	Loma Vista Dr Bridge Replacement - 21C0080	Maint/Rehab	NAP110027	7	\$ 14,495,000	\$ 15,856,000	\$ 84,784,000	\$ 115,135,000
Napa	Napa County	Local Road	Airport Boulevard Rehabilitation	Maint/Rehab	NAP130003	3	\$ -	\$ -	\$ 473,448	\$ 473,448
Napa	Napa County	Local Road	Silverado Trail Phase G Rehab	Maint/Rehab	NAP130009	5	\$ -	\$ -	\$ 782,485	\$ 782,485
Napa	Napa County	Local Road	Garnett Bridge Greenwood Ave	Maint/Rehab	NAP150002	4	\$ 365,000	\$ 2,200,000	\$ 2,465,000	\$ 5,030,000
Napa	Napa County	Local Road	Silverado Trail Yountville-Napa Safety Improver	SysMgmt	NAP130010	4	\$ 6,300,000	\$ -	\$ -	\$ 6,300,000
Napa	Napa Vine	Transit	Park & Ride Lots in Napa County	Expansion	NAP050009	8	\$ -	\$ -	\$ 14,728,090	\$ 14,728,090
Napa	NVTA	Local Road	Napa Valley Vine Trail Design and Construction	Expansion	NAP110014	14	\$ -	\$ -	\$ 2,488,992	\$ 2,488,992
Napa	NVTA	Local Road	Napa Valley Vine Trail Calistoga-St. Helena Sec	Expansion	NAP150003	2	\$ 1,239,000	\$ 7,735	\$ 7,445,834	\$ 8,692,569
Napa	NVTA	State Highway	SR 12/29/221 Soscol Junction Interchange Stuc	Expansion	NAP090003	7	\$ 56,000	\$ -	\$ 1,627,189	\$ 1,683,189
Napa	NVTA	Transit	NVTA: Replace Rolling Stock	Maint/Rehab	NAP090005	8	\$ 700,000	\$ 200,000	\$ 3,000,000	\$ 3,900,000
Napa	NVTA	Transit	NVTA Equipment Replacement and Upgrades	Maint/Rehab	NAP090008	14	\$ 500,000	\$ 100,000	\$ 3,000,000	\$ 3,600,000
Napa	NVTA	Transit	NVTA: ADA Operating Assistance	Operations	NAP030004	21	\$ 710,000	\$ 1,584,000	\$ 8,325,793	\$ 10,619,793
Napa	NVTA	Transit	Napa Vine Operating Assistance	Operations	NAP970010	34	\$ 1,767,600	\$ 776,000	\$ 1,980,400	\$ 4,524,000
Napa	NVTA	Transit	Napa: Bus Stop Improvements	SysMgmt	NAP030005	12	\$ 64,000	\$ -	\$ 1,852,500	\$ 1,916,500
Napa	Yountville	Public Lands/Trl	Hopper Creek Pedestrian Bridge and Path Proj	Expansion	NAP130008	3	\$ 100,000	\$ 40,000	\$ 385,000	\$ 525,000
Totals for Napa County							\$ 36,274,756	\$ 20,763,735	\$ 565,329,113	\$ 622,367,604

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Santa Clara	Gilroy	Local Road	Gilroy New Ronan Channel and Lions Creek Tr: Expansion	Expansion	SCL110032	6	\$ 1,708,000	\$ 125,000	\$ 13,167,000	\$ 15,000,000
Santa Clara	Morgan Hill	Local Road	Monterey Road Preservation	Maint/Rehab	SCL130043	3	\$ -	\$ -	\$ 210,897,748	\$ 210,897,748
Santa Clara	Mountain View	State Highway	Mountain View El Camino Real Streetscape Stu	SysMgmt	SCL150017	2	\$ -	\$ -	\$ 30,048,963	\$ 30,048,963
Santa Clara	MTC	Local Road	Regional Planning Activities and PPM - Santa C	SysMgmt	SCL170001	1	\$ 52,166,000	\$ 35,573,000	\$ 206,161,000	\$ 293,900,000
Santa Clara	Palo Alto	Local Road	Arastradero Road Schoolscape/Multiuse Trail	Expansion	SCL130034	3	\$ -	\$ -	\$ 48,629,844	\$ 48,629,844
Santa Clara	Palo Alto	Local Road	Palo Alto - Citywide Traffic Signal upgrade	SysMgmt	SCL050091	11	\$ -	\$ -	\$ 25,642,352	\$ 25,642,352
Santa Clara	Palo Alto	State Highway	Adobe Creek/ Highway 101 Bicycle Pedestrian I	Maint/Rehab	SCL130041	6	\$ 815,000	\$ 63,000	\$ 7,660,000	\$ 8,538,000
Santa Clara	San Jose	Local Road	Bay Trail Reach 9 & 9B	Expansion	SCL050082	9	\$ 3,877,630	\$ -	\$ 37,591,000	\$ 41,468,630
Santa Clara	San Jose	Local Road	San Jose Charcot Avenue Extension Over I-88C	Expansion	SCL090003	5	\$ 45,000	\$ -	\$ 458,000	\$ 503,000
Santa Clara	San Jose	Local Road	Coleman Avenue Widening from I-880 to Taylor	Expansion	SCL090005	5	\$ 500,000	\$ 1,000,000	\$ 19,250,000	\$ 20,750,000
Santa Clara	San Jose	Local Road	San Jose - Autumn Street Extension	Expansion	SCL110006	6	\$ 750,000	\$ -	\$ 9,666,061	\$ 10,416,061
Santa Clara	San Jose	Local Road	San Jose: Los Gatos Creek Reach 5 Underpass:	Expansion	SCL110029	5	\$ 1,000,000	\$ 1,200,000	\$ 28,000,000	\$ 30,200,000
Santa Clara	San Jose	Local Road	San Jose - Meridian Bike/Ped Improvements	Expansion	SCL130004	5	\$ 4,815,000	\$ 5,000,000	\$ 13,000,000	\$ 22,815,000
Santa Clara	San Jose	Local Road	St. Johns Bikeway and Pedestrian Improvement	Expansion	SCL130011	5	\$ 1,000,000	\$ 2,000,000	\$ 10,000,000	\$ 13,000,000
Santa Clara	San Jose	Local Road	East San Jose Bikeways	Expansion	SCL130016	6	\$ 10,000,000	\$ -	\$ -	\$ 10,000,000
Santa Clara	San Jose	Local Road	Downtown San Jose Bike Lanes and De-couple	SysMgmt	SCL090004	8	\$ 1,000,000	\$ 1,000,000	\$ 13,540,000	\$ 15,540,000
Santa Clara	San Jose	Local Road	San Jose Citywide SRTS Program	SysMgmt	SCL130006	5	\$ 55,575,000	\$ 33,400,000	\$ 419,025,000	\$ 508,000,000
Santa Clara	San Jose	Local Road	Jackson Ave Bicycle and Pedestrian Improveme	SysMgmt	SCL130007	5	\$ 29,300,000	\$ 1,000,000	\$ 145,700,000	\$ 176,000,000
Santa Clara	San Jose	Local Road	San Jose Pedestrian Oriented Traffic Signals	SysMgmt	SCL130010	7	\$ 2,150,597	\$ -	\$ 12,247,216	\$ 14,397,813
Santa Clara	San Jose	Local Road	North 1st Street Urban Village Plan	SysMgmt	SCL150020	2	\$ 23,000,000	\$ 2,000,000	\$ 151,000,000	\$ 176,000,000
Santa Clara	San Jose	Local Road	Berryessa BART Urban Village Plan	SysMgmt	SCL150021	2	\$ -	\$ -	\$ 937,500	\$ 937,500
Santa Clara	San Jose	Public Lands/Trl	Coyote Creek Trail (Hwy 237-Story Rd)	Expansion	SCL050083	10	\$ -	\$ -	\$ 9,084,940	\$ 9,084,940
Santa Clara	San Jose	State Highway	US 101 / Blossom Hill I/C Reconst & Road Wide	Expansion	SCL030006	8	\$ 55,100,000	\$ 6,100,000	\$ 369,800,000	\$ 431,000,000
Santa Clara	San Jose	State Highway	US 101 / Mabury New Interchange	Expansion	SCL070004	7	\$ 143,860,000	\$ 340,640,000	\$ 2,037,399,512	\$ 2,521,899,512
Santa Clara	San Jose	Transit	San Jose International Airport People Mover	Expansion	SCL090019	6	\$ 5,300,000	\$ -	\$ 12,000,000	\$ 17,300,000
Santa Clara	Santa Clara Co	Local Road	Montague Expwy Widening - Trade Zone-I-680	Expansion	SCL090017	5	\$ 8,740,000	\$ 1,700,000	\$ 45,660,000	\$ 56,100,000
Santa Clara	Santa Clara Co	Local Road	San Tomas Expressway Widening	Expansion	SCL110007	6	\$ 11,903,365	\$ -	\$ 18,096,635	\$ 30,000,000
Santa Clara	Santa Clara Co	Local Road	East San Jose Pedestrian Improvements	Expansion	SCL110121	7	\$ 23,900,000	\$ 3,600,000	\$ 206,200,000	\$ 233,700,000
Santa Clara	Santa Clara Co	Local Road	San Tomas Aquino Spur Multi-Use Trail Phase :	Expansion	SCL130022	4	\$ 16,100,000	\$ 2,000,000	\$ 143,406,653	\$ 161,506,653
Santa Clara	Santa Clara Co	Local Road	San Tomas Expressway Box Culvert Rehabilitat	Maint/Rehab	SCL090002	10	\$ 1,450,000	\$ 100,000	\$ 3,500,000	\$ 5,050,000
Santa Clara	Santa Clara Co	Local Road	Isabel Bridge Replacement (37C0089)	Maint/Rehab	SCL110108	10	\$ 760,000	\$ -	\$ 1,169,000	\$ 1,929,000
Santa Clara	Santa Clara Co	Local Road	Capitol Expressway ITS and Bike/Ped Improver	SysMgmt	SCL130037	6	\$ -	\$ -	\$ 1,700,000	\$ 1,700,000
Santa Clara	Santa Clara Co	Local Road	Gilroy Moves!	SysMgmt	SCL150015	3	\$ -	\$ -	\$ 1,287,000	\$ 1,287,000
Santa Clara	Saratoga	Local Road	Prospect Rd Complete Streets	SysMgmt	SCL130026	4	\$ -	\$ -	\$ 4,420,648	\$ 4,420,648
Santa Clara	Saratoga	State Highway	Saratoga Village Sidewalk Rehabilitation	Maint/Rehab	SCL130027	6	\$ 1,100,000	\$ 30,000	\$ 4,800,000	\$ 5,930,000
Santa Clara	Sunnyvale	Local Road	Fair Oaks Avenue Bikeway and Street Enhance	Expansion	SCL130029	5	\$ 320,000	\$ -	\$ 2,407,754	\$ 2,727,754
Santa Clara	Sunnyvale	Local Road	Sunnyvale/Saratoga Traffic Signal, Bike/Ped Sa	SysMgmt	SCL130028	6	\$ 4,656,511	\$ -	\$ -	\$ 4,656,511
Santa Clara	Sunnyvale	Local Road	Maude Avenue Bikeway and Streetscape	SysMgmt	SCL130030	4	\$ 9,000,000	\$ 2,000,000	\$ 29,000,000	\$ 40,000,000
Santa Clara	Sunnyvale	Local Road	Sunnyvale SRTS Ped Infrastructure Improveme	SysMgmt	SCL130032	4	\$ 20,500,000	\$ 3,500,000	\$ 59,790,000	\$ 83,790,000
Santa Clara	Sunnyvale	Public Lands/Trl	Sunnyvale East and West Channel Multi-Use Tr:	Expansion	SCL130031	5	\$ 375,000	\$ -	\$ 1,299,000	\$ 1,674,000
Santa Clara	VTA	Local Road	Santa Clara Caltrain Station Bike/Ped Tunnel	Expansion	SCL090031	7	\$ 173,550	\$ -	\$ 1,133,450	\$ 1,307,000
Santa Clara	VTA	Local Road	Local PDA Planning - Santa Clara	SysMgmt	SCL110125	11	\$ 665,000	\$ -	\$ 1,234,000	\$ 1,899,000
Santa Clara	VTA	Local Road	SR 237/US 101/Mathilda Interchange Modificati	SysMgmt	SCL130001	4	\$ 633,000	\$ -	\$ 3,165,000	\$ 3,798,000
Santa Clara	VTA	State Highway	I-880 Coleman Avenue I/C Reconfiguration	Expansion	SCL010019	18	\$ 478,000	\$ -	\$ 2,898,000	\$ 3,376,000
Santa Clara	VTA	State Highway	New SR152 Alignment Study	Expansion	SCL090016	7	\$ 457,000	\$ 75,000	\$ 2,000,000	\$ 2,532,000
Santa Clara	VTA	State Highway	SR 85 Express Lanes	Expansion	SCL090030	10	\$ 400,000	\$ -	\$ 4,594,000	\$ 4,994,000
Santa Clara	VTA	State Highway	Santa Clara County - US 101 Express Lanes	Expansion	SCL110002	5	\$ 260,000	\$ 5,000	\$ 4,500,000	\$ 4,765,000
Santa Clara	VTA	State Highway	SR 237 Express Lanes: Zanker Rd to Mathilda	Expansion	SCL110008	6	\$ 19,000	\$ -	\$ 182,990	\$ 201,990
Santa Clara	VTA	State Highway	SR 237 Express Lanes : Mathilda Avenue to SR	Expansion	SCL130002	3	\$ 90,065	\$ -	\$ 524,000	\$ 614,065
Santa Clara	VTA	State Highway	I-880 Stevens Creek Landscaping	SysMgmt	SCL130044	3	\$ 173,856	\$ -	\$ 1,036,244	\$ 1,210,100
Santa Clara	VTA	State Highway	I-680 Soundwalls - Capitol Expwy to Mueller Av	SysMgmt	SCL150001	2	\$ 135,000	\$ -	\$ 695,000	\$ 830,000
Santa Clara	VTA	State Highway	I-280/Winchester Study	SysMgmt	SCL150014	4	\$ 400,000	\$ -	\$ 4,345,000	\$ 4,745,000
Santa Clara	VTA	Transit	BART - Berryessa to San Jose Extension	Expansion	BRT030001	17	\$ 330,968	\$ -	\$ 1,569,000	\$ 1,899,968
Santa Clara	VTA	Transit	Capitol Expressway LRT Extension- Phase II	Expansion	SCL050009	13	\$ 196,000	\$ -	\$ 1,306,000	\$ 1,502,000
Santa Clara	VTA	Transit	LRT Extension to Vasona Junction	Expansion	SCL090040	5	\$ 1,434,000	\$ -	\$ 7,992,637	\$ 9,426,637
Santa Clara	VTA	Transit	BART - Warm Springs to Berryessa Extension	Expansion	SCL110005	10	\$ 841,000	\$ -	\$ 11,906,143	\$ 12,747,143

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Santa Clara	VTA	Transit	El Camino Real Bus Rapid Transit	Expansion	SCL110009	5	\$ 1,500,000	\$ -	\$ 11,500,000	\$ 13,000,000
Santa Clara	VTA	Transit	VTA: Stevens Creek Bus Rapid Transit	Expansion	SCL110010	7	\$ 153,000	\$ -	\$ 1,558,000	\$ 1,711,000
Santa Clara	VTA	Transit	Montague Expy Ped Bridge at Milpitas BART	Expansion	SCL130040	4	\$ 871,139	\$ -	\$ 3,000,000	\$ 3,871,139
Santa Clara	VTA	Transit	VTA: Standard & Small Bus Replacement	Maint/Rehab	SCL050001	22	\$ 826,000	\$ 355,000	\$ 3,275,000	\$ 4,456,000
Santa Clara	VTA	Transit	VTA: Rail Replacement Program	Maint/Rehab	SCL050002	21	\$ -	\$ -	\$ 250,000	\$ 250,000
Santa Clara	VTA	Transit	VTA: Rail Substation Rehab/Replacement	Maint/Rehab	SCL050049	16	\$ -	\$ -	\$ 400,000	\$ 400,000
Santa Clara	VTA	Transit	VTA: TP OCS Rehab & Replacement	Maint/Rehab	SCL090044	9	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000
Santa Clara	VTA	Transit	VTA: Light Rail Bridge and Structure - SG Repa	Maint/Rehab	SCL110099	4	\$ -	\$ -	\$ 500,000	\$ 500,000
Santa Clara	VTA	Transit	VTA: Kinkisharyo LRV Overhaul Program	Maint/Rehab	SCL110100	6	\$ 1,000,000	\$ -	\$ -	\$ 1,000,000
Santa Clara	VTA	Transit	VTA: Light Rail Track Crossovers and Switches	Maint/Rehab	SCL110104	7	\$ -	\$ -	\$ 1,876,000	\$ 1,876,000
Santa Clara	VTA	Transit	VTA Train to Wayside Communication System I	Maint/Rehab	SCL150005	2	\$ 300,000	\$ -	\$ -	\$ 300,000
Santa Clara	VTA	Transit	VTA: Preventive Maintenance	Maint/Rehab	SCL990046	41	\$ -	\$ -	\$ 2,080,000	\$ 2,080,000
Santa Clara	VTA	Transit	VTA: ADA Operating Set Aside	Operations	SCL050046	19	\$ 456,743	\$ -	\$ -	\$ 456,743
Santa Clara	VTA	Transit	VTA: Photovoltaic Solar Panel Alternative Energ	SysMgmt	SCL090041	7	\$ 409,420	\$ -	\$ -	\$ 409,420
Santa Clara	VTA	Transit	VTA: Back-up Power for Elevated Stations	SysMgmt	SCL150006	2	\$ 9,485,470	\$ -	\$ -	\$ 9,485,470
Santa Clara	VTA	Transit	VTA Track Intrusion Abatement	SysMgmt	SCL150008	3	\$ -	\$ -	\$ 596,267,531	\$ 596,267,531
Santa Clara	VTA	Transit	VTA: N 1st Street LR Speed Improvements	SysMgmt	SCL150011	2	\$ 403,898,301	\$ 84,038,000	\$ 1,771,463,699	\$2,259,400,000
Santa Clara	VTA	Transit	Peery Park Rides	SysMgmt	SCL150018	2	\$ 114,660,051	\$ -	\$ 1,497,339,949	\$1,612,000,000
Totals for Santa Clara County							\$ 1,031,013,666	\$ 526,504,000	\$ 8,296,234,469	\$9,853,752,135

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
 Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
San Francisco	BART	Transit	BART/MUNI Direct Connection Platform	Expansion	SF-050014	7	\$ 158,834,748	\$ 34,777,414	\$ 1,384,387,838	\$1,578,000,000
San Francisco	BART	Transit	Regional Real-Time Transit Information at BAR	SysMgmt	SF-110044	4	\$ 8,855,000	\$ 788,000	\$ 26,507,000	\$ 36,150,000
San Francisco	MTC	Local Road	Regional Planning Activities and PPM - SF Cou	SysMgmt	SF-170002	1	\$ -	\$ -	\$ 41,315,741	\$ 41,315,741
San Francisco	Port of SF	Local Road	Pier 70 19th Street & Illinois Street Sidewalk	Expansion	SF-130021	4	\$ 31,332,201	\$ 45,082,514	\$ 1,848,996,285	\$1,925,411,000
San Francisco	Port of SF	Transit	Mission Bay Ferry Terminal	Expansion	SF-170001	1	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
San Francisco	Port of SF	Transit	Embarcadero Corridor Transportation Improveme	SysMgmt	SF-070009	7	\$ -	\$ -	\$ 65,519,952	\$ 65,519,952
San Francisco	SF County TA	Local Road	Treasure Is/Yerba Buena Is Street Improvement	Expansion	SF-130004	4	\$ 706,419	\$ -	\$ 66,824,881	\$ 67,531,300
San Francisco	SF County TA	Local Road	Integrated Public-Private Partnership TDM Prog	SysMgmt	SF-110011	4	\$ 24,532,438	\$ -	\$ 43,997,562	\$ 68,530,000
San Francisco	SF County TA	Local Road	Treasure Island Congestion Pricing Program	SysMgmt	SF-110049	8	\$ 31,857,159	\$ -	\$ 151,842,841	\$ 183,700,000
San Francisco	SF County TA	Local Road	SF Downtown Congestion Pricing (NE Cordon)	SysMgmt	SF-130017	4	\$ 24,273,455	\$ -	\$ 170,726,545	\$ 195,000,000
San Francisco	SF County TA	Local Road	Quint-Jerrold Connector Road	SysMgmt	SF-150008	2	\$ 850,000	\$ -	\$ 4,500,000	\$ 5,350,000
San Francisco	SF County TA	Local Road	SB I-280 Off-Ramp at Ocean Ave Realignment	SysMgmt	SF-150013	2	\$ 21,821,686	\$ 5,350,002	\$ 211,856,833	\$ 239,028,521
San Francisco	SF County TA	State Highway	HOV Lanes on US 101 in SF - Project Developm	Expansion	SF-130008	3	\$ -	\$ -	\$ 1,075,060,625	\$1,075,060,625
San Francisco	SF County TA	State Highway	Yerba Buena Island (YBI) Ramp Improvements	Maint/Rehab	SF-070027	17	\$ 9,209,882	\$ -	\$ 47,661,210	\$ 56,871,092
San Francisco	SF County TA	State Highway	US 101 Doyle Drive Replacement	Maint/Rehab	SF-991030	37	\$ -	\$ -	\$ 118,217,563	\$ 118,217,563
San Francisco	SF County TA	Transit	Geary Bus Rapid Transit	Expansion	SF-070004	8	\$ 1,000,000	\$ 680,000	\$ 22,370,000	\$ 24,050,000
San Francisco	SF County TA	Transit	Oakdale Caltrain Station	Expansion	SF-090011	6	\$ 800,000	\$ -	\$ -	\$ 800,000
San Francisco	SF County TA	Transit	Construct Treasure Island Bus Terminal Facility	Expansion	SF-130010	5	\$ -	\$ -	\$ 136,470,000	\$ 136,470,000
San Francisco	SF County TA	Transit	Treasure Island Pricing Mobility Improvements	SysMgmt	SF-130005	4	\$ 3,400,000	\$ 2,900,000	\$ 15,700,000	\$ 22,000,000
San Francisco	SF County TA	Transit	San Francisco Travel Smart Rewards Pilot Proc	SysMgmt	SF-150012	2	\$ 3,000,000	\$ 2,000,000	\$ 17,000,000	\$ 22,000,000
San Francisco	SF DPW	Local Road	John Yehall Chin Safe Routes to School	ENHANCEMENT	SF-150001	2	\$ 700,000	\$ 2,000,000	\$ 48,300,000	\$ 51,000,000
San Francisco	SF DPW	Local Road	Bayview Transportation Improvements	Expansion	SF-010038	14	\$ 14,000,000	\$ -	\$ 29,000,000	\$ 43,000,000
San Francisco	SF DPW	Local Road	Harney Way Roadway Widening	Expansion	SF-090004	11	\$ 19,205,000	\$ -	\$ 78,910,000	\$ 98,115,000
San Francisco	SF DPW	Local Road	Hunters Pt Shipyard and Candlestick Pt Local R	Expansion	SF-110006	5	\$ -	\$ -	\$ 15,092,543	\$ 15,092,543
San Francisco	SF DPW	Local Road	Southeast Waterfront Transportation Improveme	Expansion	SF-130006	6	\$ 28,602,560	\$ -	\$ 143,757,440	\$ 172,360,000
San Francisco	SF DPW	Local Road	HOPE SF Street Grid Phase 1	Expansion	SF-130007	3	\$ -	\$ -	\$ 11,793,126	\$ 11,793,126
San Francisco	SF DPW	Local Road	Great Highway Restoration	Maint/Rehab	SF-110005	6	\$ 1,545,000	\$ -	\$ 48,147,000	\$ 49,692,000
San Francisco	SF DPW	Local Road	SF- Better Market Street Transportation Elemen	SysMgmt	SF-130001	3	\$ 898,000	\$ -	\$ 5,927,700	\$ 6,825,700
San Francisco	SF DPW	Local Road	SF- Second Street Complete Streets and Road	SysMgmt	SF-130011	5	\$ 2,050,000	\$ 30,000,000	\$ 306,100,000	\$ 338,150,000
San Francisco	SF DPW	Local Road	SF- Broadway Chinatown Complete Streets	SysMgmt	SF-130014	7	\$ 2,000,000	\$ -	\$ 18,033,000	\$ 20,033,000
San Francisco	SF DPW	State Highway	Lombard Street Vision Zero Project	SysMgmt	SF-150016	2	\$ -	\$ -	\$ 1,034,894	\$ 1,034,894
San Francisco	SFDPH	Local Road	SF SRTS Non-Infrastructure Program	SysMgmt	SF-130018	3	\$ 421,532	\$ -	\$ 1,458,745	\$ 1,880,277
San Francisco	SFDPH	Local Road	San Francisco Safe Routes to School (ATP)	SysMgmt	SF-150003	2	\$ 440,000	\$ -	\$ 3,960,000	\$ 4,400,000
San Francisco	SFDPH	Local Road	SF Safe Routes to School 2017-2019	SysMgmt	SF-150017	2	\$ 2,909,400	\$ -	\$ 8,727,600	\$ 11,637,000
San Francisco	SFMTA	Local Road	Mission Bay/UCSF Multi-Modal Transportation I	Expansion	SF-110002	5	\$ 6,147,000	\$ -	\$ 2,588,000	\$ 8,735,000
San Francisco	SFMTA	Local Road	Linked Priced Electric Bikes	Expansion	SF-110037	8	\$ -	\$ -	\$ 41,529,092	\$ 41,529,092
San Francisco	SFMTA	Local Road	Implement Parkmerced Street Network	Expansion	SF-130002	3	\$ -	\$ -	\$ 40,488,682	\$ 40,488,682
San Francisco	SFMTA	Local Road	Twin Peaks Connectivity Planning	Expansion	SF-130022	3	\$ 1,000,000	\$ 500,000	\$ 204,900,000	\$ 206,400,000
San Francisco	SFMTA	Local Road	Mansell Corridor Complete Streets	SysMgmt	SF-130015	4	\$ 500,000	\$ 500,000	\$ 46,960,000	\$ 47,960,000
San Francisco	SFMTA	Local Road	Eddy and Ellis Traffic Calming Improvement Prc	SysMgmt	SF-130019	5	\$ 2,000,000	\$ -	\$ 78,940,000	\$ 80,940,000
San Francisco	SFMTA	Local Road	San Francisco Safer Streets Campaign	SysMgmt	SF-150002	2	\$ 500,000	\$ 1,000,000	\$ 46,460,000	\$ 47,960,000
San Francisco	SFMTA	Local Road	SFMTA Station-Area Ped and Bicycle Access Ir	SysMgmt	SF-150004	3	\$ 1,000,000	\$ -	\$ 22,500,000	\$ 23,500,000
San Francisco	SFMTA	Local Road	San Francisco Citywide Bicycle Wayfinding	SysMgmt	SF-150009	3	\$ 200,000	\$ -	\$ 253,123,900	\$ 253,323,900
San Francisco	SFMTA	Local Road	San Francisco Vision Zero Safety Investment	SysMgmt	SF-150011	3	\$ 2,000,000	\$ -	\$ 8,000,000	\$ 10,000,000
San Francisco	SFMTA	State Highway	SFGO-Corridor Management	SysMgmt	SF-070030	15	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000
San Francisco	SFMTA	Transit	SF Muni Third St LRT Phase 2 - New Central St	Expansion	SF-010037	27	\$ 200,000	\$ 590,000	\$ 2,000,000	\$ 2,790,000
San Francisco	SFMTA	Transit	Historic Streetcar Extension to Fort Mason	Expansion	SF-070003	6	\$ 1,976,397	\$ -	\$ 12,511,778	\$ 14,488,175
San Francisco	SFMTA	Transit	Van Ness Avenue Bus Rapid Transit	Expansion	SF-070005	14	\$ 924,033	\$ -	\$ 7,275,719	\$ 8,199,752
San Francisco	SFMTA	Transit	Additional Light Rail Vehicles to Expand Muni R	Expansion	SF-090012	7	\$ 729,002	\$ -	\$ 5,826,409	\$ 6,555,411
San Francisco	SFMTA	Transit	Transit Center in Hunters Point	Expansion	SF-090016	5	\$ 300,000	\$ -	\$ 103,900,000	\$ 104,200,000
San Francisco	SFMTA	Transit	Oakdale-Palou Interim High-Capacity Bus Corri	Expansion	SF-090018	5	\$ -	\$ -	\$ 1,630,000	\$ 1,630,000
San Francisco	SFMTA	Transit	Extended Trolleybus Service into Hunters Point	Expansion	SF-090019	6	\$ 365,000	\$ -	\$ 1,344,926	\$ 1,709,926
San Francisco	SFMTA	Transit	Geneva Harney BRT Infrastructure: Central Sec	Expansion	SF-090020	5	\$ -	\$ -	\$ 41,744,033	\$ 41,744,033
San Francisco	SFMTA	Transit	Geneva Harney BRT Infrastructure: Eastern Se	Expansion	SF-090023	5	\$ 370,000	\$ -	\$ 2,850,000	\$ 3,220,000
San Francisco	SFMTA	Transit	19th Ave. & Parkmerced M-Line Realignment	Expansion	SF-130003	3	\$ 190,589	\$ -	\$ -	\$ 190,589
San Francisco	SFMTA	Transit	SFMTA: Purchase 60 foot expansion motor coa	Expansion	SF-130020	5	\$ 398,433	\$ -	\$ 1,497,000	\$ 1,895,433

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
 Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
San Francisco	SFMTA	Transit	SFMTA: Wayside Fare Collection Equipment	Maint/Rehab	SF-030013	19	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
San Francisco	SFMTA	Transit	SFMTA:Train Control & Trolley Signal Rehab/R	Maint/Rehab	SF-050024	15	\$ -	\$ -	\$ 990,000	\$ 990,000
San Francisco	SFMTA	Transit	Light Rail Vehicle Overhaul Program	Maint/Rehab	SF-050034	14	\$ -	\$ -	\$ 1,250,000	\$ 1,250,000
San Francisco	SFMTA	Transit	SFMTA: Trolley Coach Replacement	Maint/Rehab	SF-070045	17	\$ -	\$ -	\$ 87,340,719	\$ 87,340,719
San Francisco	SFMTA	Transit	SF Muni - Preventive Maintenance	Maint/Rehab	SF-090031	8	\$ -	\$ -	\$ 122,017,424	\$ 122,017,424
San Francisco	SFMTA	Transit	SFMTA: Paratransit Vehicle Replacements	Maint/Rehab	SF-090035	8	\$ -	\$ -	\$ 4,186,000	\$ 4,186,000
San Francisco	SFMTA	Transit	SFMTA Transportation Asset Management Syst	Maint/Rehab	SF-110010	4	\$ 1,266,448	\$ 1,914,000	\$ 6,860,000	\$ 10,040,448
San Francisco	SFMTA	Transit	SFMTA: Replace 58 40' Neoplan Buses	Maint/Rehab	SF-110050	9	\$ 199,000	\$ -	\$ 946,000	\$ 1,145,000
San Francisco	SFMTA	Transit	SFMTA - Replacement of 40' Motor Coaches	Maint/Rehab	SF-150005	5	\$ 453,000	\$ -	\$ 4,584,000	\$ 5,037,000
San Francisco	SFMTA	Transit	SFMTA Replacement of 60' Motor Coaches	Maint/Rehab	SF-150006	3	\$ -	\$ -	\$ 635,000	\$ 635,000
San Francisco	SFMTA	Transit	SFMTA Farebox Replacement	Maint/Rehab	SF-150007	3	\$ 1,250,000	\$ -	\$ 4,350,000	\$ 5,600,000
San Francisco	SFMTA	Transit	SFMTA 30' Motor Coach Mid-Life Overhaul	Maint/Rehab	SF-150014	2	\$ -	\$ -	\$ 16,407,408	\$ 16,407,408
San Francisco	SFMTA	Transit	SFMTA: Replacement of 40' Trolley Coaches	Maint/Rehab	SF-150015	2	\$ -	\$ -	\$ 25,000,000	\$ 25,000,000
San Francisco	SFMTA	Transit	SF Muni Rail Replacement Program	Maint/Rehab	SF-95037B	19	\$ 4,725,000	\$ -	\$ 6,207,000	\$ 10,932,000
San Francisco	SFMTA	Transit	SFMTA: Cable Car Vehicle Renovation Program	Maint/Rehab	SF-970073	24	\$ -	\$ -	\$ 2,544,372	\$ 2,544,372
San Francisco	SFMTA	Transit	SFMTA: Trolley Overhead Recon. Program	Maint/Rehab	SF-970170	29	\$ 8,000,000	\$ -	\$ 9,540,000	\$ 17,540,000
San Francisco	SFMTA	Transit	Islais Creek Motor Coach Facility	Maint/Rehab	SF-990004	18	\$ 5,628,854	\$ -	\$ -	\$ 5,628,854
San Francisco	SFMTA	Transit	Cable Car Traction Power & Guideway Rehab	Maint/Rehab	SF-99T002	21	\$ 1,500,000	\$ -	\$ 198,064,568	\$ 199,564,568
San Francisco	SFMTA	Transit	SFMTA: ADA Paratransit operating support	Operations	SF-990022	20	\$ -	\$ -	\$ 24,790,969	\$ 24,790,969
San Francisco	SFMTA	Transit	SFMTA: Muni Forward Capital Implementation f	SysMgmt	SF-090032	10	\$ 1,250,000	\$ -	\$ 164,510,918	\$ 165,760,918
San Francisco	SFMTA	Transit	SFMTA: 8X Customer First Program	SysMgmt	SF-110045	4	\$ -	\$ -	\$ 35,926,594	\$ 35,926,594
San Francisco	SFMTA	Transit	Global Positioning System	SysMgmt	SF-990003	20	\$ 4,190,335	\$ -	\$ 116,794,686	\$ 120,985,021
San Francisco	TBJPA	Transit	Transbay Term/Caltrain Downtown Ext - Ph.1	Expansion	SF-010015	18	\$ -	\$ -	\$ 217,049,051	\$ 217,049,051
San Francisco	TBJPA	Transit	Transbay Terminal/Caltrain Downtown Ext: Ph.	Expansion	SF-050002	10	\$ 88,271,723	\$ 83,774,909	\$ 1,814,689,937	\$ 1,986,736,569
San Francisco	TBJPA	Transit	Transbay Transit Center - TIFIA Loan Debt Ser	Expansion	SF-070029	7	\$ 1,000,000	\$ -	\$ 70,990,416	\$ 71,990,416
San Francisco	WETA	Transit	WETA: Replace Ferry Vessels	Maint/Rehab	SF-110053	9	\$ 600,000	\$ -	\$ 4,700,000	\$ 5,300,000
Totals for San Francisco County							\$ 532,379,294	\$ 211,856,839	\$ 10,040,641,525	#####

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County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
San Mateo	BART	Transit	BART: Preventive Maintenance	Maint/Rehab	SM-050005	11	\$ 8,480,000	\$ 3,172,000	\$ 44,400,000	\$ 56,052,000
San Mateo	BART	Transit	Daly City BART Station Intermodal Improvemen	SysMgmt	SM-130029	3	\$ 5,412,250	\$ -	\$ 37,164,856	\$ 42,577,106
San Mateo	Belmont	Local Road	Ralston Avenue Pedestrian Route Improvement	Expansion	SM-130017	3	\$ -	\$ -	\$ 55,612,819	\$ 55,612,819
San Mateo	Belmont	Local Road	Old County Road Bicycle/Pedestrian Improvemen	Expansion	SM-130018	3	\$ -	\$ -	\$ 118,315,614	\$ 118,315,614
San Mateo	Belmont	Local Road	Belmont Village Specific/Implementation Plan	SysMgmt	SM-150004	3	\$ 9,573,000	\$ 7,600,000	\$ 33,377,000	\$ 50,550,000
San Mateo	Brisbane	State Highway	US 101/Candlestick Interchange	SysMgmt	SM-090004	5	\$ -	\$ -	\$ 33,214,367	\$ 33,214,367
San Mateo	Burlingame	Local Road	Carolan Ave Complete Streets and Road Diet	SysMgmt	SM-130021	5	\$ 8,910,000	\$ 1,900,000	\$ 38,300,000	\$ 49,110,000
San Mateo	Caltrain	Transit	Caltrain South Terminal Phase II and III	Expansion	SM-070008	7	\$ -	\$ -	\$ 1,541,857	\$ 1,541,857
San Mateo	Caltrain	Transit	Caltrain Electrification	Maint/Rehab	SF-010028	15	\$ -	\$ -	\$ 40,168,743	\$ 40,168,743
San Mateo	Caltrain	Transit	San Mateo Bridges Replacement	Maint/Rehab	SM-010054	17	\$ 1,202,558	\$ -	\$ 3,296,465	\$ 4,499,023
San Mateo	Caltrain	Transit	Caltrain: ADA Operating Set-aside	Operations	SM-050040	16	\$ 1,062,000	\$ -	\$ 2,000,000	\$ 3,062,000
San Mateo	Caltrain	Transit	Caltrain Control Point Installation	SysMgmt	SM-130026	5	\$ 800,000	\$ -	\$ 3,498,000	\$ 4,298,000
San Mateo	Caltrain	Transit	Caltrain Off-peak Marketing Campaign	SysMgmt	SM-130027	4	\$ 2,239,300	\$ 96,250	\$ 10,620,000	\$ 12,955,550
San Mateo	Caltrain	Transit	Map Based Real-Time Train Display for Caltrain	SysMgmt	SM-150007	2	\$ 950,000	\$ -	\$ 6,057,000	\$ 7,007,000
San Mateo	CCAG	Local Road	San Mateo Countywide ITS Improvements	SysMgmt	SM-070002	10	\$ 1,500,000	\$ -	\$ 14,000,000	\$ 15,500,000
San Mateo	CCAG	Local Road	San Mateo County SR2S Program	SysMgmt	SM-110022	8	\$ 478,000	\$ -	\$ -	\$ 478,000
San Mateo	CCAG	Local Road	Local PDA Planning - San Mateo	SysMgmt	SM-110067	8	\$ -	\$ -	\$ 1,752,780	\$ 1,752,780
San Mateo	CCAG	State Highway	US 101 HOV/ HOT from Santa Clara to I-380	Expansion	SM-150017	2	\$ 890,000	\$ -	\$ 13,000,000	\$ 13,890,000
San Mateo	CCAG	State Highway	Dumbarton Bridge to US101 Connection Study	SysMgmt	SM-070029	8	\$ 100,000	\$ -	\$ 17,500,000	\$ 17,600,000
San Mateo	CCAG	State Highway	Improve US 101 operations near Rte 92	SysMgmt	SM-090014	7	\$ 3,500,000	\$ -	\$ 12,700,000	\$ 16,200,000
San Mateo	Daly City	Local Road	Daly City Central Corridor Bike/Ped Safety Impr	Expansion	SM-150012	2	\$ 9,800,000	\$ -	\$ 65,000,000	\$ 74,800,000
San Mateo	Daly City	Local Road	John Daly Boulevard Bicycle /Ped Improvement	SysMgmt	SM-130011	6	\$ 6,128,000	\$ -	\$ 18,211,000	\$ 24,339,000
San Mateo	East Palo Alto	Local Road	US-101 Pedestrian/Bicycle Overcrossing	Expansion	SM-130028	4	\$ 600,000	\$ 50,000	\$ 6,400,000	\$ 7,050,000
San Mateo	East Palo Alto	Local Road	Bay Rd Bicycle/Ped Improvements Phase II & II	Maint/Rehab	SM-070004	12	\$ -	\$ -	\$ 15,000,000	\$ 15,000,000
San Mateo	East Palo Alto	Local Road	US 101 University Ave Interchange Improvemer	SysMgmt	SM-070006	9	\$ 4,590,000	\$ -	\$ 125,500,000	\$ 130,090,000
San Mateo	Half Moon Bay	State Highway	SR 92 Shoulder Widening & Curve Correction	Expansion	SM-010002	16	\$ 81,500	\$ -	\$ 421,000	\$ 502,500
San Mateo	Half Moon Bay	State Highway	Route 1 improvements in Half Moon Bay	Expansion	SM-090015	7	\$ -	\$ -	\$ 4,892,000	\$ 4,892,000
San Mateo	Menlo Park	Local Road	Menlo Park-Variou Streets Bike /Ped Improven	SysMgmt	SM-130008	5	\$ 4,205,000	\$ -	\$ 23,895,000	\$ 28,100,000
San Mateo	Menlo Park	Local Road	Menlo Park - Willow Rd Traffic Signal Modificati	SysMgmt	SM-130023	4	\$ -	\$ -	\$ 4,984,465	\$ 4,984,465
San Mateo	Menlo Park	State Highway	US 101 / Willow Road Interchange Reconstruct	Maint/Rehab	SM-010047	21	\$ -	\$ -	\$ 35,629,968	\$ 35,629,968
San Mateo	Millbrae	Local Road	US 101 Millbrae Ave Bike/Ped Bridge	Expansion	SM-050053	8	\$ 146,700	\$ -	\$ 1,407,785	\$ 1,554,485
San Mateo	Millbrae	Local Road	Millbrae Various Streets and Roads Preservatio	Maint/Rehab	SM-130009	5	\$ 85,000	\$ -	\$ 424,924	\$ 509,924
San Mateo	Millbrae	Local Road	Millbrae Priority Development Area Specific Plai	SysMgmt	SM-150001	2	\$ 342,000	\$ -	\$ -	\$ 342,000
San Mateo	MTC	Local Road	Regional Planning Activities and PPM - San Ma	SysMgmt	SM-170002	1	\$ -	\$ -	\$ 57,716,190	\$ 57,716,190
San Mateo	Pacifica	Local Road	Manor Drive Overcrossing and Milagra On Ram	Expansion	SM-170004	1	\$ 20,000	\$ -	\$ 628,000	\$ 648,000
San Mateo	Pacifica	Local Road	Palmetto Avenue Streetscape	SysMgmt	SM-130016	3	\$ 47,000	\$ -	\$ 357,000	\$ 404,000
San Mateo	Pacifica	State Highway	SR 1 - Fassler to Westport Drive Widening	Expansion	SM-050001	10	\$ 15,000	\$ -	\$ 310,000	\$ 325,000
San Mateo	Redwood City	Local Road	Blomquist Street Extension	Expansion	SM-090007	5	\$ 103,260	\$ -	\$ 499,000	\$ 602,260
San Mateo	Redwood City	Local Road	Middlefield Rd and Woodside Rd Intersection In	Expansion	SM-110065	7	\$ 60,000	\$ -	\$ 445,000	\$ 505,000
San Mateo	Redwood City	Local Road	Middlefield Road Bicycle / Ped Improvements	Expansion	SM-130022	5	\$ 250,000	\$ -	\$ 1,290,000	\$ 1,540,000
San Mateo	Redwood City	Local Road	Redwood City Various Streets Overlay	Maint/Rehab	SM-130002	4	\$ 141,200	\$ -	\$ 1,009,000	\$ 1,150,200
San Mateo	Redwood City	Local Road	Redwood City Dwtwn Transit Area Impvmts-St	SysMgmt	SM-150003	3	\$ 170,000	\$ -	\$ 961,000	\$ 1,131,000
San Mateo	Redwood City	State Highway	US 101 / Woodside Interchange Improvement	Expansion	SM-050027	8	\$ 42,000	\$ -	\$ 361,460	\$ 403,460
San Mateo	SamTrans	State Highway	SR 82 - El Camino Real Grand Boulevard Initiat	SysMgmt	SM-050051	15	\$ 120,000	\$ -	\$ 2,330,000	\$ 2,450,000
San Mateo	SamTrans	Transit	SAMTRANS: Preventive Maintenance	Maint/Rehab	SM-030023	27	\$ 30,000	\$ -	\$ 290,000	\$ 320,000
San Mateo	SamTrans	Transit	Facility/Equipment Rehabilitation/Replacement	Maint/Rehab	SM-070049	13	\$ 15,000	\$ -	\$ 335,000	\$ 350,000
San Mateo	SamTrans	Transit	Samtrans - Replace 62 1998 Gillig Buses	Maint/Rehab	SM-110062	6	\$ 30,000	\$ -	\$ 830,230	\$ 860,230
San Mateo	SamTrans	Transit	SAMTRANS: Replacement of Articulated Bus Fl	Maint/Rehab	SM-110068	8	\$ 65,000	\$ -	\$ 368,000	\$ 433,000
San Mateo	SamTrans	Transit	SAMTRANS: Replacement of 2003 Gillig Buses	Maint/Rehab	SM-150005	3	\$ 174,000	\$ -	\$ 986,000	\$ 1,160,000
San Mateo	SamTrans	Transit	SamTrans - Replacement of Non-Rev Vehicles	Maint/Rehab	SM-150008	3	\$ 540,000	\$ -	\$ 6,110,000	\$ 6,650,000
San Mateo	SamTrans	Transit	SamTrans - Replacement of Cutaway Buses	Maint/Rehab	SM-150010	2	\$ 25,000	\$ -	\$ 276,000	\$ 301,000
San Mateo	SamTrans	Transit	SamTrans - Purchase of Replacement Minivans	Maint/Rehab	SM-150011	2	\$ -	\$ -	\$ 992,536	\$ 992,536
San Mateo	SamTrans	Transit	SAMTRANS: ADA Paratransit Operating Subsic	Operations	SM-990026	29	\$ 2,375,566	\$ -	\$ 2,600,000	\$ 4,975,566
San Mateo	SamTrans	Transit	Reconfiguration of San Carlos Transit Center	SysMgmt	SM-110054	5	\$ -	\$ -	\$ 50,000	\$ 50,000
San Mateo	SamTrans	Transit	SamTrans Service Plan (SSP)	SysMgmt	SM-130025	4	\$ 600,000	\$ -	\$ 8,600,000	\$ 9,200,000
San Mateo	San Bruno	Local Road	San Bruno Transit Corridor Pedestrian Imps	SysMgmt	SM-110012	7	\$ 550,000	\$ -	\$ 550,000	\$ 1,100,000

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
San Mateo	San Bruno	Local Road	San Bruno Ave Street Medians Improvements	SysMgmt	SM-130019	5	\$ -	\$ -	\$ 2,539,000	\$ 2,539,000
San Mateo	San Bruno	State Highway	SR-35 (Skyline Blvd) Widening from I-280 to Sn Expansion		SM-170003	1	\$ 2,800,000	\$ -	\$ 11,900,000	\$ 14,700,000
San Mateo	San Carlos	Local Road	US 101 Holly Pedestrian/Bicycle Overcrossing	Expansion	SM-150009	3	\$ 565,000	\$ -	\$ 6,000,000	\$ 6,565,000
San Mateo	San Carlos	State Highway	San Carlos Streetscape and Ped Improvements	Expansion	SM-130012	5	\$ 650,000	\$ -	\$ -	\$ 650,000
San Mateo	San Carlos	State Highway	US101/Holly Interchange modification	SysMgmt	SM-090008	5	\$ 405,000	\$ -	\$ 2,110,000	\$ 2,515,000
San Mateo	San Mateo	Local Road	Mount Diablo Ave. Rehabilitation	Maint/Rehab	SM-130004	3	\$ 550,000	\$ -	\$ -	\$ 550,000
San Mateo	San Mateo	Local Road	North Central Pedestrian Improvement Program	SysMgmt	SM-110064	6	\$ 550,000	\$ -	\$ -	\$ 550,000
San Mateo	San Mateo	Local Road	San Mateo Citywide Crosswalk Improvements	SysMgmt	SM-130020	4	\$ -	\$ -	\$ 33,432,757	\$ 33,432,757
San Mateo	San Mateo	Local Road	City of San Mateo SR2S Program	SysMgmt	SM-150002	2	\$ -	\$ -	\$ 265,152	\$ 265,152
San Mateo	San Mateo	Local Road	City of San Mateo Car Sharing Program	SysMgmt	SM-150006	2	\$ -	\$ -	\$ 50,000	\$ 50,000
San Mateo	San Mateo	Local Road	San Mateo Downtown Parking Tech Implement	SysMgmt	SM-150016	2	\$ -	\$ -	\$ 770,000	\$ 770,000
San Mateo	San Mateo	State Highway	SR92/El Camino Real (SR82) Ramp Modificatio	SysMgmt	SM-110047	10	\$ 1,000,000	\$ -	\$ 6,450,000	\$ 7,450,000
San Mateo	San Mateo Co	Local Road	Semicircular Rd Bicycle / Ped Access Improv	SysMgmt	SM-130015	4	\$ -	\$ -	\$ 1,098,000	\$ 1,098,000
San Mateo	San Mateo Co	Local Road	RWC 2020 Sustainable Transportation Encoura	SysMgmt	SM-150013	2	\$ -	\$ -	\$ 510,000	\$ 510,000
San Mateo	San Mateo Co	Public Lands/Trl	Midcoast Multi-Modal Trail	Expansion	SM-130032	3	\$ 300,000	\$ -	\$ 1,976,000	\$ 2,276,000
San Mateo	San Mateo Co	State Highway	Hwy 1 Congestion throughput and safety improv	ENHANCEMENT	SM-170001	1	\$ -	\$ -	\$ 966,000	\$ 966,000
San Mateo	San Mateo County	Local Road	Safe Routes to School for Health and Wellness	SysMgmt	SM-150014	2	\$ -	\$ -	\$ 1,045,000	\$ 1,045,000
San Mateo	SF City/County	Public Lands/Trl	Southern Skyline Blvd. Ridge Trail Extension	Expansion	SM-130031	4	\$ 325,000	\$ -	\$ 713,000	\$ 1,038,000
San Mateo	SMCTA	State Highway	US 101 Aux lanes from Sierra Point to SF Cnty	Expansion	SM-090009	5	\$ 150,000	\$ -	\$ 1,850,000	\$ 2,000,000
San Mateo	SSF	Local Road	SSF Linden/Spruce Ave Traffic Calming Improv	ENHANCEMENT	SM-150015	2	\$ 38,899,000	\$ -	\$ 129,000,000	\$ 167,899,000
San Mateo	SSF	Local Road	SSF Citywide Sidewalk Gap Closure Project	Expansion	SM-130003	5	\$ 1,650,000	\$ -	\$ 5,500,000	\$ 7,150,000
San Mateo	SSF	State Highway	US 101/Produce Avenue Interchange	Expansion	SM-110003	4	\$ 5,455,181	\$ -	\$ -	\$ 5,455,181
San Mateo	SSF	State Highway	SSF Grand Blvd Project: Chestnut to Arroyo	SysMgmt	SM-130013	3	\$ 850,000	\$ -	\$ 3,600,000	\$ 4,450,000
San Mateo	SSF	State Highway	SSF Grand Blvd Project: Kaiser Way to McLella	SysMgmt	SM-130030	3	\$ 1,000,000	\$ -	\$ 16,000,000	\$ 17,000,000
San Mateo	WETA	Transit	WETA: Redwood City Ferry Service	Expansion	SM-110002	4	\$ -	\$ -	\$ 10,591,685	\$ 10,591,685
Totals for San Mateo County							\$ 131,597,515	\$ 12,818,250	\$ 1,112,546,653	\$ 1,256,962,418

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Solano	Dixon	Local Road	Dixon SR2S Infrastructure Improvements	SysMgmt	SOL130012	5	\$ -	\$ -	\$ 59,575,654	\$ 59,575,654
Solano	Fairfield	Transit	Fairfield/Vacaville Intermodal Rail Station	Expansion	SOL030002	25	\$ -	\$ -	\$ 19,468,833	\$ 19,468,833
Solano	Fairfield	Transit	Fairfield Transportation Center - Phase 3	Expansion	SOL110007	5	\$ 6,168,164	\$ 1,890,000	\$ 72,533,297	\$ 80,591,461
Solano	F-S Transit	Transit	Fairfield Transit: 2 Gillig Bus Replacements	Maint/Rehab	SOL110041	9	\$ 175,000	\$ 2,525,000	\$ 50,000	\$ 2,750,000
Solano	F-S Transit	Transit	Fairfield-Suisun Transit: Operating Assistance	Operations	SOL010006	32	\$ 44,413,000	\$ 41,233,992	\$ 632,273,008	\$ 717,920,000
Solano	MTC	Local Road	Regional Planning Activities and PPM - Solano	SysMgmt	SOL170001	1	\$ -	\$ -	\$ 3,020,851	\$ 3,020,851
Solano	MTC	State Highway	I-80 Express Lanes - Fairfield & Vacaville Ph I&	Expansion	SOL110001	6	\$ 240,000	\$ -	\$ 1,300,000	\$ 1,540,000
Solano	Rio Vista	State Highway	SR 12 crossing with updated lighting	SysMgmt	SOL130014	5	\$ 6,691,098	\$ 26,000,000	\$ 63,678,902	\$ 96,370,000
Solano	Solano County	Local Road	Cordelia Hills Sky Valley	Expansion	SOL070012	10	\$ -	\$ -	\$ 4,171,748	\$ 4,171,748
Solano	Solano County	Local Road	Suisun Valley Bicycle and Pedestrian Imps	Expansion	SOL130007	3	\$ -	\$ -	\$ 6,954,725	\$ 6,954,725
Solano	Solano County	State Highway	Redwood-Fairgrounds Dr Interchange Imps	Expansion	SOL090015	9	\$ 30,800,000	\$ 4,000,000	\$ 202,000,000	\$ 236,800,000
Solano	SolTrans	Transit	SolTrans: Preventive Maintenance	Maint/Rehab	SOL070032	12	\$ 4,899,830	\$ 3,800,000	\$ 21,756,025	\$ 30,455,855
Solano	SolTrans	Transit	SolTrans: Bus Maintenance Facility Renovation	Maint/Rehab	SOL090033	12	\$ 1,454,000	\$ 1,304,000	\$ 10,673,000	\$ 13,431,000
Solano	SolTrans	Transit	Bus Replacement (Alternative Fuel)	Maint/Rehab	SOL090034	13	\$ 1,926,000	\$ 1,016,000	\$ 25,126,400	\$ 28,068,400
Solano	SolTrans	Transit	Bus Replacement (Commuter)	Maint/Rehab	SOL130019	5	\$ 995,250	\$ 893,000	\$ 10,433,592	\$ 12,321,842
Solano	SolTrans	Transit	SolTrans: ADA Paratransit Operating Subsidy	Operations	SOL110025	12	\$ 615,000	\$ -	\$ 7,708,000	\$ 8,323,000
Solano	SolTrans	Transit	SolTrans: Operating Assistance	Operations	SOL110040	12	\$ 2,077,000	\$ -	\$ 9,133,000	\$ 11,210,000
Solano	STA	Local Road	Jepson: Vanden Road from Peabody to Leisure	Expansion	SOL110003	8	\$ -	\$ -	\$ 2,327,589	\$ 2,327,589
Solano	STA	Local Road	Jepson: Walters Rd Ext - Peabody Rd Widening	Expansion	SOL110004	5	\$ -	\$ -	\$ 3,095,665	\$ 3,095,665
Solano	STA	Local Road	Jepson: Leisure Town Road from Vanden to Co	Expansion	SOL110005	9	\$ 233,000	\$ -	\$ 4,056,000	\$ 4,289,000
Solano	STA	Local Road	Jepson: Leisure Town Road (Commerce to New	Expansion	SOL110006	6	\$ 119,122	\$ -	\$ 293,280	\$ 412,402
Solano	STA	Local Road	Ingraining Walking & Rolling into School Culture	Operations	SOL150001	2	\$ -	\$ -	\$ 26,177,668	\$ 26,177,668
Solano	STA	Local Road	Solano Safe Routes to School Program	SysMgmt	SOL110019	8	\$ -	\$ -	\$ 1,393,264	\$ 1,393,264
Solano	STA	Local Road	STA SR2S Infrastructure & Non-infrastructure	SysMgmt	SOL150004	2	\$ 75,600	\$ -	\$ 435,000	\$ 510,600
Solano	STA	State Highway	I-80/I-680/SR 12 Interchange Project	Expansion	SOL070020	11	\$ 530,200	\$ -	\$ 7,047,200	\$ 7,577,400
Solano	STA	State Highway	SR12/Church Rd Intersection Improvements	SysMgmt	SOL150003	2	\$ 12,000	\$ -	\$ 112,956	\$ 124,956
Solano	Suisun City	Local Road	Driftwood Drive Path	Expansion	SOL130020	6	\$ 15,000	\$ -	\$ 215,330	\$ 230,330
Solano	Vacaville	Local Road	Allison Bicycle / Ped Improvements	Expansion	SOL130005	5	\$ 20,400	\$ 2,100	\$ 259,728	\$ 282,228
Solano	Vacaville	State Highway	I-505/Vaca Valley Off-Ramp and Intersection Im	Expansion	SOL090001	5	\$ -	\$ -	\$ 215,388	\$ 215,388
Solano	Vacaville	Transit	Vacaville Intermodal Station - Phase 2	Expansion	SOL110009	4	\$ -	\$ -	\$ 2,178,227	\$ 2,178,227
Solano	Vacaville	Transit	Vacaville Transit: Operating Assistance	Operations	SOL010007	22	\$ 50,000	\$ -	\$ 585,800	\$ 635,800
Solano	Vacaville	Transit	Transit Marketing and Public Outreach	SysMgmt	SOL130017	4	\$ -	\$ -	\$ 388,000	\$ 388,000
Solano	Vallejo	Local Road	SR2T - Curtola Bike Path	Expansion	SOL150002	2	\$ 85,000	\$ -	\$ 762,179	\$ 847,179
Solano	Vallejo	Local Road	Vallejo Downtown Streetscape	SysMgmt	SOL110035	9	\$ 1,110,000	\$ 70,000	\$ 3,620,000	\$ 4,800,000
Solano	Vallejo	Local Road	Vallejo SRTS Infrastructure Improvements	SysMgmt	SOL130015	6	\$ 422,000	\$ 18,000	\$ 3,027,000	\$ 3,467,000
Solano	Vallejo	State Highway	I-80 / American Canyon Rd overpass Improvem	Expansion	SOL990018	10	\$ 4,998,181	\$ -	\$ -	\$ 4,998,181
Solano	Vallejo	State Highway	Sonoma Boulevard Improvements HSIP5-04-03	SysMgmt	SOL110037	6	\$ 200,000	\$ -	\$ 5,030,000	\$ 5,230,000
Totals for Solano County							\$ 108,324,845	\$ 82,752,092	\$ 1,211,077,309	\$ 1,402,154,246

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
 Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Sonoma	Caltrans	State Highway	Son 101 HOV - SR 12 to Steele & Steele Lane I	Expansion	SON010001	20	\$ 2,923,000	\$ 173,000	\$ 2,967,000	\$ 6,063,000
Sonoma	Cloverdale	Local Road	Cloverdale - Safe Routes to School Phase 2	Expansion	SON130016	3	\$ 9,500,000	\$ 7,560,000	\$ 105,239,440	\$ 122,299,440
Sonoma	Cotati	Local Road	Cotati - Old Redwood Highway S. Preservation	Maint/Rehab	SON130008	3	\$ 13,407,000	\$ 8,333,000	\$ 113,212,000	\$ 134,952,000
Sonoma	Healdsburg	Local Road	Healdsburg Pedestrian Safety and Access Impr	SysMgmt	SON110054	6	\$ -	\$ -	\$ 16,369,402	\$ 16,369,402
Sonoma	MTC	Local Road	Regional Planning Activities and PPM - Sonoma	SysMgmt	SON170002	1	\$ -	\$ -	\$ 480,580	\$ 480,580
Sonoma	NBFS	Transit	Ferry Service to Port Sonoma	Expansion	SON070013	8	\$ 1,525,000	\$ 100,000	\$ 12,620,000	\$ 14,245,000
Sonoma	Petaluma	Local Road	Petaluma Complete Streets	Maint/Rehab	SON130002	4	\$ -	\$ -	\$ 151,699	\$ 151,699
Sonoma	Petaluma	Transit	Petaluma Transit: AVL System	Maint/Rehab	SON090030	6	\$ 27,663,493	\$ 20,524,000	\$ 325,339,507	\$ 373,527,000
Sonoma	Petaluma	Transit	Petaluma: Purchase 2 Paratransit Cutaways FY	Maint/Rehab	SON110051	6	\$ 119,000	\$ -	\$ 698,000	\$ 817,000
Sonoma	Petaluma	Transit	Petaluma: Replace 2 Paratransit Cutaways FY1	Maint/Rehab	SON110052	8	\$ 23,171,000	\$ -	\$ -	\$ 23,171,000
Sonoma	Petaluma	Transit	Petaluma Transit: Purchase (1) Fixed Route Bu	Maint/Rehab	SON150004	2	\$ -	\$ -	\$ 5,612,652	\$ 5,612,652
Sonoma	Petaluma	Transit	Petaluma Transit: (3) Digital Two-Way Radios	Maint/Rehab	SON150005	2	\$ 878,000	\$ 85,000	\$ 3,312,400	\$ 4,275,400
Sonoma	Petaluma	Transit	Petaluma Transit: Purchase (2) Fixed Route Bu	Maint/Rehab	SON150014	2	\$ 1,208,387	\$ 100,000	\$ 6,766,964	\$ 8,075,351
Sonoma	Petaluma	Transit	Petaluma Transit: ADA Set-Aside	Operations	SON150007	5	\$ 70,393,500	\$ 16,750,000	\$ 491,429,645	\$ 578,573,145
Sonoma	Petaluma	Transit	Petaluma Transit: Transit Signal Priority System	SysMgmt	SON130020	8	\$ 4,920,000	\$ 6,388,000	\$ 31,500,000	\$ 42,808,000
Sonoma	Petaluma	Transit	PetalumaTransit:Clipper Equip for FixedRoute E	SysMgmt	SON150015	2	\$ -	\$ -	\$ 23,244,068	\$ 23,244,068
Sonoma	Petaluma	Transit	PetalumaTransit:Comm Equip for 3 Fixed Route	SysMgmt	SON150016	3	\$ -	\$ -	\$ 10,306,938	\$ 10,306,938
Sonoma	Rohnert Park	Local Road	Rohnert Park Various Streets Preservation	Maint/Rehab	SON130009	3	\$ 572,709	\$ 200,000	\$ 6,000,000	\$ 6,772,709
Sonoma	Rohnert Park	Local Road	Rohnert Park Streetscape and Pedestrian Imps	SysMgmt	SON130007	4	\$ 1,168,750	\$ 65,000	\$ 5,985,000	\$ 7,218,750
Sonoma	Santa Rosa	Local Road	Santa Rosa Cmplt Sts Road Diet on Transit Cor	Maint/Rehab	SON130017	5	\$ 800,000	\$ 250,000	\$ 4,000,000	\$ 5,050,000
Sonoma	Santa Rosa	Local Road	Downtown Santa Rosa Streetscape	SysMgmt	SON130006	5	\$ -	\$ -	\$ 671,931	\$ 671,931
Sonoma	Santa Rosa	Local Road	Jennings Ave Bike & Ped RR Crossing Corridor	SysMgmt	SON150003	2	\$ 540,000	\$ 30,000	\$ 1,500,000	\$ 2,070,000
Sonoma	Santa Rosa	State Highway	US 101 Hearn Ave Interchange	SysMgmt	SON150006	2	\$ 990,000	\$ 50,000	\$ 5,544,000	\$ 6,584,000
Sonoma	SantaRosa Bus	Transit	Santa Rosa City Bus Replacement Bus Purcha	Maint/Rehab	SON070020	19	\$ 722,500	\$ 150,000	\$ 3,150,000	\$ 4,022,500
Sonoma	SantaRosa Bus	Transit	Santa Rosa CityBus: Preventative Maintenance	Maint/Rehab	SON090024	19	\$ -	\$ -	\$ 2,059,100	\$ 2,059,100
Sonoma	SantaRosa Bus	Transit	SantaRosa Bus: Bus Replacement Purchase	Maint/Rehab	SON150008	5	\$ 200,000	\$ -	\$ 425,000	\$ 625,000
Sonoma	SantaRosa Bus	Transit	SRCityBus Non-Revenue Vehicle and Capital E	Maint/Rehab	SON150017	2	\$ -	\$ -	\$ 167,330	\$ 167,330
Sonoma	SantaRosa Bus	Transit	SR City Bus: Garage Hoist for Bus Repairs	Maint/Rehab	SON150018	2	\$ -	\$ -	\$ 171,895	\$ 171,895
Sonoma	SantaRosa Bus	Transit	Santa Rosa CityBus: Operating Assistance	Operations	SON090023	17	\$ 65,000	\$ 20,000	\$ 253,672	\$ 338,672
Sonoma	SantaRosa Bus	Transit	Implementation of Reimagining CityBus	Operations	SON150019	2	\$ 270,000	\$ -	\$ 1,818,000	\$ 2,088,000
Sonoma	SantaRosa Bus	Transit	Santa Rosa City Bus: Transit Enhancements	SysMgmt	SON030012	29	\$ 188,000	\$ -	\$ 1,210,000	\$ 1,398,000
Sonoma	Son Co Reg Park	Local Road	Bodega Bay Trail Segments 1B and 1C	Expansion	SON070008	7	\$ 143,000	\$ -	\$ 664,000	\$ 807,000
Sonoma	Son Co Reg Park	Local Road	Central Sonoma Valley Trail	Expansion	SON110050	5	\$ 120,000	\$ -	\$ 500,000	\$ 620,000
Sonoma	Son Co TA	Local Road	Santa Rosa Car Share	SysMgmt	SON150010	3	\$ 50,000	\$ -	\$ 250,000	\$ 300,000
Sonoma	Son Co TA	State Highway	Son 101 HOV - Steele Lane to Windsor (North)	Expansion	SON010019	12	\$ 351,000	\$ -	\$ 1,103,000	\$ 1,454,000
Sonoma	Son Co TA	State Highway	Son 101 HOV - Redwood Hwy to Rohnert Park	Expansion	SON010024	13	\$ 438,000	\$ -	\$ 3,377,000	\$ 3,815,000
Sonoma	Son Co TA	State Highway	US 101 Marin/Sonoma Narrows (Sonoma)	Expansion	SON070004	18	\$ 83,000	\$ -	\$ 522,000	\$ 605,000
Sonoma	Son Co TA	State Highway	US 101 Airport I/C (North B)	SysMgmt	SON090005	6	\$ 83,000	\$ -	\$ 632,500	\$ 715,500
Sonoma	Son Co TA	State Highway	Highway 116/121 Intersection Improvement Pro	SysMgmt	SON150009	2	\$ -	\$ -	\$ 1,558,000	\$ 1,558,000
Sonoma	Son Co Transit	Transit	Sonoma Co Transit: Preventive Maintenance Pr	Maint/Rehab	SON030005	30	\$ 60,000	\$ -	\$ 1,130,000	\$ 1,190,000
Sonoma	Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Purc	Maint/Rehab	SON110049	9	\$ 66,454	\$ 100,590	\$ 250,000	\$ 417,044
Sonoma	Son Co Transit	Transit	Sonoma County Transit: Replacement CNG Bu	Maint/Rehab	SON150012	2	\$ 400,000	\$ 100,000	\$ 2,360,000	\$ 2,860,000
Sonoma	Son Co Transit	Transit	Sonoma County Transit: Replace 2006 CNG Bu	Maint/Rehab	SON150013	4	\$ 188,078	\$ -	\$ 340,240	\$ 528,318
Sonoma	Son Co Transit	Transit	Sonoma County Transit: Bus Stop Improvement	SysMgmt	SON050021	24	\$ 508,300	\$ -	\$ -	\$ 508,300
Sonoma	Sonoma County	Local Road	Laughlin Bridge over Mark West Crk 20C0246	Expansion	SON050001	17	\$ 395,347	\$ -	\$ -	\$ 395,347
Sonoma	Sonoma County	Local Road	Replace Lambert Bridge over Dry Creek 20C02	Expansion	SON090026	12	\$ 183,000	\$ -	\$ 1,578,000	\$ 1,761,000
Sonoma	Sonoma County	Local Road	Replace West Dry Creek Bridge over Pena Ck 2	Expansion	SON090027	14	\$ -	\$ -	\$ 776,950	\$ 776,950
Sonoma	Sonoma County	Local Road	Replace Hauser Bridge over Gualala River 20C	Expansion	SON110025	9	\$ -	\$ -	\$ 1,845	\$ 1,845
Sonoma	Sonoma County	Local Road	Rehab King Ridge Bridge over Austin Crk 20C0	Maint/Rehab	SON070026	15	\$ 4,100,000	\$ 1,600,000	\$ 28,950,000	\$ 34,650,000
Sonoma	Sonoma County	Local Road	Replace Geysers Bridge over Sulpher Crk 20CC	Maint/Rehab	SON090001	15	\$ -	\$ -	\$ 208,638	\$ 208,638
Sonoma	Sonoma County	Local Road	Replace Chalk Hill Bridge over Maacama Crk 2I	Maint/Rehab	SON090025	13	\$ -	\$ -	\$ 1,986,041	\$ 1,986,041
Sonoma	Sonoma County	Local Road	Replace Bohan Dillon Bridge over Gualala 20C	Maint/Rehab	SON110024	11	\$ 4,100,000	\$ -	\$ 22,000,000	\$ 26,100,000
Sonoma	Sonoma County	Local Road	Replace Freestone Flat Bridge over Salmon 20C	Maint/Rehab	SON110026	11	\$ -	\$ -	\$ 390,130	\$ 390,130
Sonoma	Sonoma County	Local Road	Sonoma County Various Streets & Roads Prese	Maint/Rehab	SON130010	3	\$ -	\$ -	\$ 872,000	\$ 872,000
Sonoma	Sonoma County	Local Road	Bodega Highway Pavement Rehabilitation	Maint/Rehab	SON130015	4	\$ -	\$ -	\$ 827,189	\$ 827,189
Sonoma	Sonoma County	Local Road	Sonoma County - Safe Routes to School Progr	SysMgmt	SON130014	8	\$ -	\$ -	\$ 1,108,569	\$ 1,108,569

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
 Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Sonoma	Sonoma County	Local Road	PDA Planning - Springs Area Plan	SysMgmt	SON150001	2	\$ -	\$ -	\$ 1,452,000	\$ 1,452,000
Sonoma	Sonoma County	Local Road	PDA Planning - Airport Station/Specific Plan Arr	SysMgmt	SON150002	2	\$ -	\$ -	\$ 18,000	\$ 18,000
Sonoma	Sonoma County	Local Road	Sonoma SRTS High School Pilot	SysMgmt	SON150011	3	\$ -	\$ -	\$ 34,055	\$ 34,055
Sonoma	Windsor	Local Road	Jaguar Way/Windsor Road Bicycle /Ped Improv	SysMgmt	SON130003	3	\$ -	\$ -	\$ 70,000	\$ 70,000
Sonoma	Windsor	Local Road	Conde Ln/Johnson St Pedestrian Improvements	SysMgmt	SON130012	4	\$ -	\$ -	\$ 360,000	\$ 360,000
Sonoma	Windsor	Local Road	Bell Rd/Market St/Windsor River Rd Ped Improv	SysMgmt	SON130013	4	\$ -	\$ -	\$ 176,652	\$ 176,652
Sonoma	Windsor	Local Road	Windsor River Road/Windsor Road/NWPRR Int	SysMgmt	SON170001	1	\$ 200,000	\$ -	\$ 8,600,000	\$ 8,800,000
Totals for Sonoma County							\$ 172,694,518	\$ 62,578,590	\$ 1,264,303,032	\$1,499,576,140

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Regional	ACE	Transit	ACE Positive Train Control	SysMgmt	REG110044	11	\$ 297,000	\$ 800,000	\$ 1,785,000	\$ 2,882,000
Regional	BAIFA	Tollway	Regional Express Lane Network	SysMgmt	REG130004	4	\$ 96,006	\$ 10,000	\$ 360,000	\$ 466,006
Regional	BART	Transit	BART Train Control Renovation	Maint/Rehab	BRT030004	22	\$ 100,000	\$ -	\$ 400,000	\$ 500,000
Regional	BART	Transit	BART: Traction Power System Renovation	Maint/Rehab	BRT030005	20	\$ 95,000	\$ -	\$ 2,734,000	\$ 2,829,000
Regional	BART	Transit	BART: Rail, Way and Structures Program	Maint/Rehab	BRT97100B	20	\$ 6,000	\$ -	\$ 162,000	\$ 168,000
Regional	BART	Transit	BART Car Exchange (Preventive Maintenance)	Maint/Rehab	REG050020	24	\$ 118,000	\$ 56,000	\$ 476,000	\$ 650,000
Regional	BART	Transit	BART: Railcar Procurement Program	Maint/Rehab	REG090037	11	\$ 650,000	\$ 200,000	\$ 5,200,000	\$ 6,050,000
Regional	BART	Transit	ADA Paratransit Capital Accessibility Improve	SysMgmt	BRT99T01B	15	\$ 432,000	\$ 60,000	\$ 8,714,000	\$ 9,206,000
Regional	BART	Transit	Transit-Oriented Development Pilot Planning Pr	SysMgmt	REG150005	2	\$ 4,592,181	\$ -	\$ -	\$ 4,592,181
Regional	Caltrain	Transit	Caltrain: Revenue Vehicle Rehab Program	Maint/Rehab	REG090051	14	\$ -	\$ -	\$ 40,476,726	\$ 40,476,726
Regional	Caltrain	Transit	Caltrain: Systemwide Track Rehab & Related S	Maint/Rehab	SM-03006B	18	\$ -	\$ -	\$ 674,384,612	\$ 674,384,612
Regional	Caltrain	Transit	Caltrain: Signal/Communication Rehab. & Upgr:	Maint/Rehab	SM-050041	21	\$ -	\$ -	\$ 1,000,000	\$ 1,000,000
Regional	Caltrain	Transit	Caltrain Station Management Toolbox	OTHER	REG150006	2	\$ -	\$ -	\$ 19,275,469	\$ 19,275,469
Regional	Caltrain	Transit	Caltrain Positive Train Control System	SysMgmt	REG110030	7	\$ 74,308,296	\$ 2,008,000	\$ 256,509,342	\$ 332,825,638
Regional	Caltrans	Transit	Oakland to San Jose Double Track (Segment 2)	Expansion	REG150001	2	\$ -	\$ -	\$ 2,028,072,421	\$ 2,028,072,421
Regional	Caltrans	Transit	GL: Elderly & Persons with Disability Program	Maint/Rehab	REG110042	7	\$ -	\$ -	\$ 17,059,000	\$ 17,059,000
Regional	Caltrans	Transit	GL: Elderly&Persons with Disability Prog FY13-	Maint/Rehab	REG150003	3	\$ -	\$ -	\$ 104,020,000	\$ 104,020,000
Regional	Caltrans	Transit	GL: FTA Non-Urbanized Formula Program	Operations	REG110041	8	\$ 18,347,000	\$ -	\$ 14,845,000	\$ 33,192,000
Regional	Caltrans	Transit	GL: FTA 5311 Rural Area FY15	Operations	REG150002	3	\$ 11,289,633	\$ -	\$ 122,243,822	\$ 133,533,455
Regional	MTC	Local Road	Regional Bicycle Sharing Program	Expansion	REG110010	12	\$ 2,500,000	\$ -	\$ 14,660,000	\$ 17,160,000
Regional	MTC	Local Road	Regional Streets and Roads Program	Maint/Rehab	REG090039	10	\$ -	\$ -	\$ 8,596,186	\$ 8,596,186
Regional	MTC	Local Road	Regional Arterial Operations & Signal Timing Pr	SysMgmt	REG090046	15	\$ -	\$ -	\$ 3,295,000	\$ 3,295,000
Regional	MTC	Local Road	Transit Oriented Affordable Housing	SysMgmt	REG130005	3	\$ -	\$ -	\$ 30,817,000	\$ 30,817,000
Regional	MTC	Local Road	Regional Planning Activities and PPM - MTC	SysMgmt	REG170001	1	\$ -	\$ -	\$ 20,780,014	\$ 20,780,014
Regional	MTC	REGION	511 Traveler Information	SysMgmt	REG090042	16	\$ 10,643,432	\$ -	\$ 1,752,000	\$ 12,395,432
Regional	MTC	REGION	Climate Initiatives Program Public Education	SysMgmt	REG090065	13	\$ -	\$ -	\$ 7,125,552	\$ 7,125,552
Regional	MTC	REGION	Electric Vehicle Funding Strategies	SysMgmt	REG110011	10	\$ 200,021	\$ 20,000	\$ 26,920,629	\$ 27,140,650
Regional	MTC	State Highway	Freeway Performance Initiative (FPI)	SysMgmt	REG090003	41	\$ 25,000	\$ -	\$ 2,308,000	\$ 2,333,000
Regional	MTC	State Highway	Incident Management Program	SysMgmt	REG090044	18	\$ -	\$ -	\$ 330,514	\$ 330,514
Regional	MTC	State Highway	Transportation Management Systems	SysMgmt	REG170002	1	\$ -	\$ -	\$ 974,455	\$ 974,455
Regional	MTC	State Highway	511 Carpool and Vanpool Programs	SysMgmt	REG170003	1	\$ 52,850,000	\$ -	\$ 178,150,000	\$ 231,000,000
Regional	MTC	Tollway	Toll Bridge Maintenance	Maint/Rehab	REG130001	3	\$ -	\$ -	\$ 6,091,418	\$ 6,091,418
Regional	MTC	Tollway	Toll Bridge Rehabilitation Program	Maint/Rehab	REG130002	3	\$ -	\$ -	\$ 6,389,078	\$ 6,389,078
Regional	MTC	Transit	Safe Routes to Transit	Expansion	MTC050021	7	\$ -	\$ -	\$ 15,083,064	\$ 15,083,064
Regional	MTC	Transit	GL: JARC FY 09 - FY 10 - Large UA	Operations	REG090002	12	\$ -	\$ -	\$ 7,920,511	\$ 7,920,511
Regional	MTC	Transit	GL: JARC FY11-FY12 Large UA	Operations	REG110032	9	\$ 2,000,000	\$ -	\$ 32,325,357	\$ 34,325,357
Regional	MTC	Transit	GL: 5307 JARC Set-aside FY13-FY14 Large UA	Operations	REG110039	6	\$ -	\$ -	\$ 96,000,000	\$ 96,000,000
Regional	MTC	Transit	GL: Lifeline Cycle 4 5307 JARC	Operations	REG150004	3	\$ -	\$ -	\$ 892,091,906	\$ 892,091,906
Regional	MTC	Transit	Transit Commute Benefits Promotion	SysMgmt	MTC050001	8	\$ -	\$ -	\$ 20,962,000	\$ 20,962,000
Regional	MTC	Transit	Real-time Transit Information Program	SysMgmt	MTC050020	8	\$ 28,437,000	\$ -	\$ 49,574,000	\$ 78,011,000
Regional	MTC	Transit	Clipper Fare Collection System	SysMgmt	REG090045	21	\$ -	\$ -	\$ 20,000,000	\$ 20,000,000
Regional	MTC	Transit	GL: FY10 JARC Mobility Management	SysMgmt	REG110028	6	\$ 700,000	\$ -	\$ 7,000,000	\$ 7,700,000
Regional	MTC-SAFE	State Highway	FSP and Call Box Program	SysMgmt	REG130003	6	\$ -	\$ -	\$ 3,056,936	\$ 3,056,936
Regional	WETA	Transit	Ferry Service - Berkeley/Albany	Expansion	MTC050027	17	\$ -	\$ -	\$ 11,999,571	\$ 11,999,571
Regional	WETA	Transit	SF Ferry Terminal/Berthing Facilities	Expansion	MTC050029	11	\$ -	\$ -	\$ 16,902,642	\$ 16,902,642
Regional	WETA	Transit	Treasure Island Ferry Service	Expansion	REG070003	6	\$ 1,420,000	\$ -	\$ -	\$ 1,420,000
Regional	WETA	Transit	WETA: Ferry Channel & Berth Dredging	Maint/Rehab	REG090054	12	\$ 750,000	\$ -	\$ -	\$ 750,000
Regional	WETA	Transit	WETA: Ferry Propulsion System Replacement	Maint/Rehab	REG090055	11	\$ 12,754,000	\$ -	\$ -	\$ 12,754,000
Regional	WETA	Transit	WETA: Ferry Major Component Rehab/Replace	Maint/Rehab	REG090057	18	\$ -	\$ -	\$ 3,000,000	\$ 3,000,000
Regional	WETA	Transit	WETA: Fixed Guideway Connectors	Maint/Rehab	REG090067	14	\$ -	\$ -	\$ 19,300,000	\$ 19,300,000
Regional	WETA	Transit	WETA: Facilities Rehabilitation	Maint/Rehab	REG110020	6	\$ 10,000,000	\$ 4,400,000	\$ 63,644,150	\$ 78,044,150
Various	BAIFA	Tollway	ALA/CC-80 and Bay Bridge Approach Express I	SysMgmt	VAR170003	1	\$ 5,164,181	\$ -	\$ -	\$ 5,164,181
Various	Caltrans	Local Road	GL: Safety Improvements - SRTS	Expansion	VAR170001	1	\$ -	\$ -	\$ 785,066	\$ 785,066
Various	Caltrans	Local Road	GL: Bridge Rehab/Recon. - Local Hwy Bridge P	Maint/Rehab	VAR170012	1	\$ -	\$ -	\$ 784,825	\$ 784,825
Various	Caltrans	Public Lands/Trl	GL: Bike and Ped Facilities - Fed Discretionary	Expansion	VAR150003	2	\$ -	\$ -	\$ 4,028,003	\$ 4,028,003
Various	Caltrans	Public Lands/Trl	GL: Pavement Resurf and/or Rehab-Fed Discre	Maint/Rehab	VAR150002	2	\$ -	\$ -	\$ 3,048,098	\$ 3,048,098

Metropolitan Transportation Commission
TIP Project Listing - Funding By Phase
Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	PE	ROW	CON	Total Funding
Various	Caltrans	State Highway	GL: Pavement Resurfacing/Rehab SHS - Highw Maint/Rehab		VAR170004	1	\$ -	\$ -	\$ 11,600,000	\$ 11,600,000
Various	Caltrans	State Highway	GL: Pavement Resurf./Rehab - SHOPP Roadw: Maint/Rehab		VAR170006	1	\$ -	\$ -	\$ 2,000,000	\$ 2,000,000
Various	Caltrans	State Highway	GL: Emergency Repair - SHOPP Emergency Rt Maint/Rehab		VAR170008	1	\$ -	\$ -	\$ 579,700	\$ 579,700
Various	Caltrans	State Highway	GL: Bridge Rehab and Reconstruction - SHOPF Maint/Rehab		VAR170010	1	\$ -	\$ -	\$ 24,530,157	\$ 24,530,157
Various	Caltrans	State Highway	GL: Shoulder Imprv - SHOPP Roadside Preserv. Maint/Rehab		VAR170011	1	\$ 19,600,000	\$ 3,000,000	\$ 75,700,000	\$ 98,300,000
Various	Caltrans	State Highway	GL: Highway Safety Improvement Program	SysMgmt	VAR170002	1	\$ -	\$ -	\$ 15,854,000	\$ 15,854,000
Various	Caltrans	State Highway	GL: Safety Improvements - SHOPP Mobility Prc	SysMgmt	VAR170005	1	\$ -	\$ -	\$ 66,965,000	\$ 66,965,000
Various	Caltrans	State Highway	GL: Safety Imprv. - SHOPP Collision Reduction	SysMgmt	VAR170007	1	\$ -	\$ -	\$ 509,941,000	\$ 509,941,000
Various	Caltrans	State Highway	GL: Safety Improvements - SHOPP Mandates	SysMgmt	VAR170009	1	\$ -	\$ -	\$ 341,966,000	\$ 341,966,000
Various	MTC	Transit	GL: JARC FY12 Small UA & Rural	Operations	VAR130002	4	\$ -	\$ -	\$ 120,050,000	\$ 120,050,000
Various	MTC	Transit	GL: New Freedom FY12 Small UA & Rural	Operations	VAR130003	4	\$ -	\$ -	\$ 49,884,000	\$ 49,884,000
Various	MTC	Transit	GL: New Freedom FY12 Large UA	Operations	VAR130005	3	\$ -	\$ -	\$ 276,104,000	\$ 276,104,000
Various	MTC	Transit	GL: FTA 5311 Rural Area FY16	Operations	VAR150001	3	\$ -	\$ -	\$ 5,600,000	\$ 5,600,000
Various	SMART	Transit	Sonoma Marin Area Rail Corridor	Expansion	SON090002	18	\$ -	\$ -	\$ 422,922,956	\$ 422,922,956
Totals for Multiple Counties							\$ 257,374,750	\$ 10,554,000	\$ 6,797,110,180	\$7,065,038,930
Grand Total							\$ 3,150,869,064	\$ 1,425,022,244	\$ 40,062,530,890	#####

Metropolitan Transportation Commission
TIP Project Listing - Funding by Funding Authority
 Draft 2017 TIP: FY16/17 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	Local	Regional	State	Federal	Total Funding
Alameda	AC Transit	TRANSIT	AC Transit: East Bay Bus Rapid Transit	EXPANSION	ALA150004	6	\$ 24,739,476	\$ 58,581,496	\$ 7,333,337	\$ 90,596,933	\$ 181,251,242
Alameda	AC Transit	TRANSIT	AC Transit: Facilities Upgrade	MAINT/REHAB	ALA010034	21	\$ 11,479,813	\$ 1,481,757	\$ 8,050,540	\$ 34,651,260	\$ 55,663,370
Alameda	AC Transit	TRANSIT	AC Transit State of Good Repair Program	MAINT/REHAB	ALA110008	6	\$ 1,480,600			\$ 5,922,400	\$ 7,403,000
Alameda	AC Transit	TRANSIT	AC Transit: Procure (27) 60' Artic Hybrid Buses	MAINT/REHAB	ALA130002	7	\$ 1,818,176	\$ 1,177,611	\$ 2,580,000	\$ 22,303,145	\$ 27,878,932
Alameda	AC Transit	TRANSIT	AC Transit: Purchase (10) Double-Deck Diesel	MAINT/REHAB	ALA150038	2	\$ 1,980,300	\$ 1,493,237		\$ 5,136,463	\$ 8,610,000
Alameda	AC Transit	TRANSIT	AC Transit: Purchase (10) 40' Buses-Fuel Cell	MAINT/REHAB	ALA150039	3	\$ 12,797,000				\$ 12,797,000
Alameda	AC Transit	TRANSIT	AC Transit: Replace (10) 40ft Urban Buses-Dies	MAINT/REHAB	ALA150040	2	\$ 2,129,000			\$ 4,081,000	\$ 5,300,000
Alameda	AC Transit	TRANSIT	AC Transit: Replace (29) 60' Artic Buses - Dies	MAINT/REHAB	ALA150041	2	\$ 5,742,870	\$ 18,472,132		\$ 753,998	\$ 24,969,000
Alameda	AC Transit	TRANSIT	AC Transit: PM - Exchange for 40ft Fuel Cell	MAINT/REHAB	ALA150045	2		\$ 4,957,547		\$ 979,153	\$ 5,936,700
Alameda	AC Transit	TRANSIT	AC Transit: Paratransit Van Replacement	MAINT/REHAB	ALA990052	22	\$ 3,745,250	\$ 494,915		\$ 15,784,400	\$ 20,224,565
Alameda	AC Transit	TRANSIT	AC Transit: ADA Paratransit Assistance	OPERATIONS	ALA990076	28	\$ 22,602,034			\$ 90,408,126	\$ 113,010,160
Alameda	AC Transit	TRANSIT	AC Transit: South County Corridors	SYSTEMGMT	ALA150020	3	\$ 647,804			\$ 5,000,000	\$ 5,647,804
Alameda	ACE	TRANSIT	ACE Track Improvements	MAINT/REHAB	ALA010056	20	\$ 5,137,861		\$ 5,000,000	\$ 7,023,820	\$ 17,161,681
Alameda	ACE	TRANSIT	ACE Preventative Maintenance	MAINT/REHAB	ALA110099	8	\$ 535,458			\$ 2,688,793	\$ 3,224,251
Alameda	ACTC	LOCAL ROAD	Alameda County Safe Routes to School	SYSTEMGMT	ALA110033	11	\$ 1,709,005			\$ 9,435,065	\$ 11,144,070
Alameda	ACTC	PUBLICLANDTR	East Bay Greenway	EXPANSION	ALA150008	3	\$ 37,594,000		\$ 2,656,000		\$ 40,250,000
Alameda	ACTC	STATE HWY	SR 84 Expressway Widening	EXPANSION	ALA050014	12	\$ 53,289,000		\$ 20,000,000	\$ 47,030,000	\$ 120,319,000
Alameda	ACTC	STATE HWY	I-880 North Safety Improvements	EXPANSION	ALA050019	18	\$ 17,010,000	\$ 10,000,000	\$ 79,833,000	\$ 1,787,000	\$ 108,630,000
Alameda	ACTC	STATE HWY	I-880 SB HOV Lanes - Marina Blvd to Hegenber	EXPANSION	ALA070042	15	\$ 13,794,000		\$ 94,600,000	\$ 8,720,000	\$ 117,114,000
Alameda	ACTC	STATE HWY	I-880/Industrial Parkway West Interchange	EXPANSION	ALA110002	4	\$ 53,641,000				\$ 53,641,000
Alameda	ACTC	STATE HWY	I-680 NB HOV/HOT Lane	EXPANSION	ALA130034	3	\$ 198,198,000				\$ 198,198,000
Alameda	ACTC	STATE HWY	Route 84 widening Pigeon Pass to I-680	EXPANSION	ALA150001	2	\$ 220,000,000				\$ 220,000,000
Alameda	ACTC	STATE HWY	State Route 262 (Mission Blvd) Improvements	EXPANSION	ALA170001	1	\$ 20,120,000				\$ 20,120,000
Alameda	ACTC	STATE HWY	I-80/Ashby Avenue Interchange Improvements	EXPANSION	ALA170002	1	\$ 53,560,000				\$ 53,560,000
Alameda	ACTC	STATE HWY	I-880/West Winton Avenue Interchange	EXPANSION	ALA170004	1	\$ 21,000,000				\$ 21,000,000
Alameda	ACTC	STATE HWY	I-880/Whipple Road Interchange Improvements	EXPANSION	ALA170005	1	\$ 60,000,000				\$ 60,000,000
Alameda	ACTC	STATE HWY	I-580/680 Interchange HOV/HOT Widening	EXPANSION	ALA170008	1	\$ 186,000,000				\$ 186,000,000
Alameda	ACTC	STATE HWY	Widen I-680 NB and SB for EL from SR-84 to Al	EXPANSION	ALA170009	1	\$ 322,000,000				\$ 322,000,000
Alameda	ACTC	STATE HWY	I-880 NB HOV/HOT: North of Hacienda to Hegen	EXPANSION	ALA170010	1	\$ 221,000,000				\$ 221,000,000
Alameda	ACTC	STATE HWY	East-West Connector in Fremont & Union City	EXPANSION	ALA978004	14	\$ 184,080,000			\$ 12,000,000	\$ 196,080,000
Alameda	ACTC	STATE HWY	Truck Parking Facilities in North County (Phase	SYSTEMGMT	ALA090018	6	\$ 2,000,000				\$ 2,000,000
Alameda	ACTC	STATE HWY	Corridor Mobility Program & Adaptive Ramp Met	SYSTEMGMT	ALA090019	6	\$ 47,000,000				\$ 47,000,000
Alameda	ACTC/Oak/Ala	STATE HWY	Oakland/Alameda Freeway Access Project	SYSTEMGMT	ALA070009	9	\$ 83,000,000				\$ 83,000,000
Alameda	Alameda	LOCAL ROAD	Cross Alameda Trail (includes SRTS componen	EXPANSION	ALA150007	3	\$ 290,000	\$ 2,231,000			\$ 2,521,000
Alameda	Alameda	LOCAL ROAD	Alameda City Complete Streets	MAINT/REHAB	ALA130022	3	\$ 194,000			\$ 635,000	\$ 829,000
Alameda	Alameda County	LOCAL ROAD	Alameda: Vasco Road Safety Improvements	EXPANSION	ALA030002	22	\$ 38,338,000	\$ 4,750,000	\$ 13,770,000		\$ 56,858,000
Alameda	Alameda County	LOCAL ROAD	Ashland Avenue Bicycle/Ped Improvements	EXPANSION	ALA150028	3	\$ 202,000	\$ 708,000			\$ 910,000
Alameda	Alameda County	LOCAL ROAD	Estuary Bridges Seismic Retrofit and Repairs	MAINT/REHAB	ALA090022	6	\$ 1,000,000	\$ 3,400,000			\$ 4,400,000
Alameda	Alameda County	LOCAL ROAD	Fruitvale Ave Roadway Bridge Retrofit	MAINT/REHAB	ALA090023	5	\$ 2,500,000				\$ 2,500,000
Alameda	Alameda County	LOCAL ROAD	Alameda Co-Variouious Streets and Roads Pre	MAINT/REHAB	ALA130018	4	\$ 247,000		\$ 1,900,000		\$ 2,147,000
Alameda	Alameda County	LOCAL ROAD	Crow Canyon Safety Improvements	SYSTEMGMT	ALA010003	11	\$ 2,500,000	\$ 500,000			\$ 3,000,000
Alameda	Alameda County	LOCAL ROAD	Cherryland/Ashland/CastroValley/Fairview Sidw	SYSTEMGMT	ALA050035	26	\$ 815,000	\$ 1,883,000	\$ 5,968,510		\$ 8,666,510
Alameda	Alameda County	LOCAL ROAD	Niles Canyon Rd (SR 84)/Pleas-Sunol Rd Inter.	SYSTEMGMT	ALA150002	2	\$ 2,500,000				\$ 2,500,000
Alameda	Alameda County	LOCAL ROAD	Be Oakland, Be Active	SYSTEMGMT	ALA150006	2		\$ 988,000			\$ 988,000
Alameda	Alameda County	LOCAL ROAD	Safe Routes to School, Unincorporated Alameda	SYSTEMGMT	ALA150026	3		\$ 668,000			\$ 668,000
Alameda	Albany	LOCAL ROAD	Complete Streets for San Pablo Ave/Buchanan	SYSTEMGMT	ALA150011	2	\$ 3,192,000	\$ 335,000			\$ 3,527,000
Alameda	BAIFA	TOLLWAY	ALA-880 Express Lanes	SYSTEMGMT	ALA170006	1		\$ 77,900,000			\$ 77,900,000
Alameda	BART	TRANSIT	Hayward Shop and Yard Expansion	EXPANSION	ALA110003	6	\$ 81,860,000	\$ 78,639,000			\$ 160,499,000
Alameda	BART	TRANSIT	BART to Livermore Extension - Develop EIR/EIS	EXPANSION	ALA130007	3	\$ 6,199,000	\$ 8,600,000			\$ 14,799,000
Alameda	BART	TRANSIT	BART Metro Priority Track Elements	EXPANSION	ALA130032	4	\$ 5,041,000			\$ 3,459,057	\$ 8,500,057
Alameda	BART	TRANSIT	BART: Fare Collection Equipment	MAINT/REHAB	ALA090065	10	\$ 6,668,958			\$ 26,675,828	\$ 33,344,786
Alameda	BART	TRANSIT	MacArthur BART Plaza Remodel	MAINT/REHAB	ALA090068	10	\$ 259,000	\$ 1,607,400	\$ 2,549,000		\$ 4,415,400
Alameda	BART	TRANSIT	Downtown Berkeley BART Plaza/Transit Area In	SYSTEMGMT	ALA110032	9	\$ 5,333,248	\$ 4,447,360		\$ 3,182,431	\$ 12,963,039
Alameda	BART	TRANSIT	Bicycle Lockers at Capitol Corridor Stations	SYSTEMGMT	ALA110115	8				\$ 581,000	\$ 581,000
Alameda	BART	TRANSIT	Ladders of Opportunity - Careers in Transit	SYSTEMGMT	ALA150030	2	\$ 750,000			\$ 750,000	\$ 1,500,000
Alameda	Berkeley	LOCAL ROAD	Shattuck Complete Streets and De-couplet	SYSTEMGMT	ALA130026	4	\$ 985,000		\$ 2,777,000		\$ 3,762,000
Alameda	Berkeley	LOCAL ROAD	Hearst Avenue Complete Streets	SYSTEMGMT	ALA130028	4	\$ 1,255,000		\$ 2,156,000		\$ 3,411,000
Alameda	Berkeley	LOCAL ROAD	LeConte Elementary Safe Routes to School Imp	SYSTEMGMT	ALA150005	2	\$ 89,000	\$ 682,000			\$ 771,000
Alameda	Berkeley	LOCAL ROAD	goBerkeley Residential Shared Parking Pilot	SYSTEMGMT	ALA150049	2	\$ 470,000		\$ 950,000		\$ 1,420,000
Alameda	Berkeley	PUBLICLANDTR	Bay Trail Shoreline Access Staging Area Project	EXPANSION	ALA130035	4	\$ 979,635	\$ 660,000	\$ 500,000		\$ 2,139,635
Alameda	Berkeley	PUBLICLANDTR	9th St Bicycle Blvd Extension Pathway Ph II	EXPANSION	ALA150048	2	\$ 45,000	\$ 850,000			\$ 895,000
Alameda	Berkeley	STATE HWY	I-80 Gilman Interchange Reconfiguration	EXPANSION	ALA050079	11	\$ 25,039,559		\$ 12,302	\$ 1,079,880	\$ 26,131,741
Alameda	Caltrans	STATE HWY	I-880/SR 262 I/C and HOV lanes	EXPANSION	ALA978027	27	\$ 85,438,000		\$ 35,054,000	\$ 10,812,000	\$ 131,304,000
Alameda	Caltrans	TOLLWAY	SFOBB Maintenance Complex Ph 3 Training Fa	MAINT/REHAB	ALA150021	2		\$ 19,411,000			\$ 19,411,000

Metropolitan Transportation Commission
TIP Project Listing - Funding by Funding Authority
 Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	Local	Regional	State	Federal	Total Funding	
Alameda	Dublin	LOCAL ROAD	Dougherty Road Widening	EXPANSION	ALA130005	3	\$ 18,990,000				\$ 18,990,000	
Alameda	Dublin	LOCAL ROAD	Dublin Boulevard widening	EXPANSION	ALA130006	3	\$ 4,330,000				\$ 4,330,000	
Alameda	Dublin	LOCAL ROAD	Dublin Blvd. - North Canyons Pkwy Extension	EXPANSION	ALA150003	2	\$ 12,400,000				\$ 12,400,000	
Alameda	Dublin	LOCAL ROAD	Dublin Boulevard Preservation	MAINT/REHAB	ALA130012	3	\$ 259,000		\$	470,000	\$ 729,000	
Alameda	Emeryville	LOCAL ROAD	Emeryville - Hollis Street Preservation	MAINT/REHAB	ALA130021	4	\$ 612,000		\$	100,000	\$ 712,000	
Alameda	Fremont	LOCAL ROAD	Widen Kato Rd from Warren Avenue to Milmont	EXPANSION	ALA130001	3	\$ 12,690,000				\$ 12,690,000	
Alameda	Fremont	LOCAL ROAD	Fremont City Center Multi-Modal Improvements	EXPANSION	ALA130025	4	\$ 8,487,000		\$	5,855,000	\$ 14,342,000	
Alameda	Hayward	LOCAL ROAD	Hayward - Industrial Boulevard Preservation	MAINT/REHAB	ALA130013	3	\$ 174,000		\$	1,335,000	\$ 1,509,000	
Alameda	Hayward	LOCAL ROAD	City of Hayward Car Sharing Services	SYSTEMGMT	ALA150022	4	\$ 45,400		\$	200,480	\$ 245,880	
Alameda	Hayward	STATE HWY	Rt 92/Clawiter/Whitesell Interchange Improve	EXPANSION	ALA090016	5	\$ 55,000,000				\$ 55,000,000	
Alameda	Hayward	STATE HWY	I-880 Auxiliary lanes at Industrial Parkway	EXPANSION	ALA090020	7	\$ 9,800,000				\$ 9,800,000	
Alameda	Hayward	STATE HWY	I-880 NB and SB Auxiliary lanes	EXPANSION	ALA090021	6	\$ 22,117,000				\$ 22,117,000	
Alameda	LAVTA	LOCAL ROAD	Wheels Individualized Marketing Program	SYSTEMGMT	ALA150051	2	\$ 55,000		\$	423,798	\$ 478,798	
Alameda	LAVTA	TRANSIT	LAVTA: Preventive Maintenance	MAINT/REHAB	ALA030030	18	\$ 4,918,426		\$	8,364,357	\$ 13,282,783	
Alameda	LAVTA	TRANSIT	LAVTA: Bus Purchase-Low Floor	MAINT/REHAB	ALA150014	3	\$ 514,800		\$	2,345,200	\$ 2,860,000	
Alameda	LAVTA	TRANSIT	LAVTA: Bus Purchase-Over the Road	MAINT/REHAB	ALA150015	2	\$ 621,560		\$	2,486,240	\$ 3,107,800	
Alameda	LAVTA	TRANSIT	LAVTA: Bus Purchase-7 Hybrids	MAINT/REHAB	ALA150016	3	\$ 908,600		\$	4,139,360	\$ 5,047,960	
Alameda	LAVTA	TRANSIT	LAVTA: 5 40' Hybrids	MAINT/REHAB	ALA150017	2	\$ 776,950		\$	3,107,800	\$ 3,884,750	
Alameda	LAVTA	TRANSIT	LAVTA: Replacement (10) 40' Hybrid Buses	MAINT/REHAB	ALA150031	3	\$ 1,580,550		\$	6,322,200	\$ 7,902,750	
Alameda	LAVTA	TRANSIT	LAVTA: Replacement (10) 30' Hybrid Buses	MAINT/REHAB	ALA150032	2	\$ 1,488,300		\$	5,953,200	\$ 7,441,500	
Alameda	LAVTA	TRANSIT	LAVTA: Service Vehicles (2) Trucks	MAINT/REHAB	ALA150033	2	\$ 20,400		\$	81,600	\$ 102,000	
Alameda	LAVTA	TRANSIT	LAVTA: ADA Paratransit Operating Subsidy	OPERATIONS	ALA990077	24	\$ 1,405,068		\$	4,719,768	\$ 6,124,836	
Alameda	LAVTA	TRANSIT	Dublin Blvd Transit Performance Initiative	SYSTEMGMT	ALA150019	5	\$ 205,036		\$	1,009,440	\$ 1,214,476	
Alameda	LAVTA	TRANSIT	LAVTA: Trapeze Upgrade	SYSTEMGMT	ALA150034	2	\$ 32,500		\$	130,000	\$ 162,500	
Alameda	LAVTA	TRANSIT	LAVTA: Farebox Replacement	SYSTEMGMT	ALA150035	2	\$ 99,561		\$	398,242	\$ 497,803	
Alameda	LAVTA	TRANSIT	LAVTA: Service Vehicles (3) Road Supervisor	SYSTEMGMT	ALA150036	2	\$ 30,600		\$	122,400	\$ 153,000	
Alameda	LAVTA	TRANSIT	LAVTA: Service Vehicles (4) shift trade	SYSTEMGMT	ALA150037	2	\$ 40,800		\$	163,200	\$ 204,000	
Alameda	Livermore	LOCAL ROAD	Livermore TOD Study at I-580/SR84	SYSTEMGMT	ALA110120	8	\$ 211,386		\$	286,000	\$ 497,386	
Alameda	Livermore	LOCAL ROAD	Livermore Marilyn Avenue Safe Routes to Schor	SYSTEMGMT	ALA150009	2	\$ 47,384	\$	358,000		\$ 405,384	
Alameda	Livermore	TRANSIT	Livermore Relocation and Restoration of R/R De	MAINT/REHAB	ALA130011	5	\$ 500,000		\$	2,500,000	\$ 3,000,000	
Alameda	MTC	LOCAL ROAD	Bay Bridge Park	EXPANSION	ALA110104	6	\$ 6,000,000	\$	10,500,000		\$ 16,500,000	
Alameda	MTC	LOCAL ROAD	Improved Bike/Ped Access to East Span of SFO	EXPANSION	ALA130030	4		\$	6,500,000	\$	30,000,000	\$ 36,500,000
Alameda	MTC	LOCAL ROAD	Regional Planning Activities and PPM - Alameda	SYSTEMGMT	ALA170007	1	\$ 711,159		\$	7,690,000	\$ 8,401,159	
Alameda	Newark	LOCAL ROAD	Central Avenue Railroad Overpass at UPRR	SYSTEMGMT	ALA010052	12	\$ 18,514,000		\$	567,000	\$ 19,081,000	
Alameda	Newark	LOCAL ROAD	Enterprise Drive Complete Streets and Road Diet	SYSTEMGMT	ALA130027	4	\$ 306,000		\$	454,000	\$ 760,000	
Alameda	Oakland	LOCAL ROAD	Oakland Waterfront Bay Trail	EXPANSION	ALA070039	8	\$ 35,193,000		\$	1,664,000	\$ 38,399,000	
Alameda	Oakland	LOCAL ROAD	Lake Merritt to Bay Trail Bike/Ped Bridge	EXPANSION	ALA130003	4	\$ 12,002,000		\$	4,210,000	\$ 16,212,000	
Alameda	Oakland	LOCAL ROAD	7th Street West Oakland Transit Village, Phase I	EXPANSION	ALA130014	4	\$ 808,000		\$	3,288,000	\$ 4,096,000	
Alameda	Oakland	LOCAL ROAD	42nd Ave. & High St. I-880 Access Improv.	EXPANSION	ALA991081	14	\$ 10,800,000		\$	6,990,000	\$ 17,790,000	
Alameda	Oakland	LOCAL ROAD	Oakland Complete Streets	MAINT/REHAB	ALA130016	5	\$ 500,000		\$	3,851,000	\$ 4,351,000	
Alameda	Oakland	LOCAL ROAD	International Boulevard Improvement Project	MAINT/REHAB	ALA150010	2	\$ 4,273,000		\$	2,481,000	\$ 6,754,000	
Alameda	Oakland	LOCAL ROAD	Lake Merritt Improvement Project	SYSTEMGMT	ALA110072	6			\$	827,900	\$ 827,900	
Alameda	Oakland	LOCAL ROAD	Lake Merritt BART Bikeways	SYSTEMGMT	ALA130015	5	\$ 2,218,000		\$	571,000	\$ 2,789,000	
Alameda	Oakland	LOCAL ROAD	Oakland - Peralta and MLK Blvd Streetscape Ph	SYSTEMGMT	ALA130017	3	\$ 1,187,000		\$	5,452,000	\$ 6,639,000	
Alameda	Oakland	LOCAL ROAD	Lakeside Complete Streets and Road Diet	SYSTEMGMT	ALA130024	5	\$ 4,505,000		\$	9,200,000	\$ 13,705,000	
Alameda	Oakland	LOCAL ROAD	Laurel Access to Mills, Maxwell Park and Semin	SYSTEMGMT	ALA150012	2	\$ 619,000		\$	3,598,000	\$ 4,217,000	
Alameda	Oakland	LOCAL ROAD	Oakland Car Share and Outreach Program	SYSTEMGMT	ALA150023	5	\$ 52,521		\$	320,526	\$ 373,047	
Alameda	Oakland	LOCAL ROAD	Oakland: High/Ygnacio/Courtland Bike/Ped Impr	SYSTEMGMT	ALA150024	3	\$ 113,000		\$	1,128,000	\$ 1,241,000	
Alameda	Oakland	LOCAL ROAD	Oakland Safe Routes to Schools Variousious Lo	SYSTEMGMT	ALA150025	3	\$ 260,000		\$	1,236,000	\$ 1,496,000	
Alameda	Oakland	LOCAL ROAD	Oakland: Telegraph Ave Bike/Ped Imps and Rox	SYSTEMGMT	ALA150042	2	\$ 149,390		\$	1,344,510	\$ 1,493,900	
Alameda	Oakland	LOCAL ROAD	Oakland: Shattuck and Claremont Bike/Ped Imp	SYSTEMGMT	ALA150043	2	\$ 156,010		\$	1,404,090	\$ 1,560,100	
Alameda	Oakland	LOCAL ROAD	19th St BART to Lake Merritt Urban Greenway	SYSTEMGMT	ALA150044	2	\$ 100,000		\$	4,583,000	\$ 4,683,000	
Alameda	Oakland	LOCAL ROAD	Oakland: Telegraph Avenue Complete Streets	SYSTEMGMT	ALA150047	2	\$ 360,000		\$	4,554,000	\$ 4,914,000	
Alameda	Oakland	LOCAL ROAD	Oakland Parking and Mobility Management Proje	SYSTEMGMT	ALA150050	2	\$ 284,050		\$	1,300,000	\$ 1,584,050	
Alameda	Oakland	PORTFREIGHT	Oakland Army Base Infrastructure Improvement	EXPANSION	ALA110046	4	\$ 110,239,000		\$	176,341,000	\$ 288,580,000	
Alameda	Piedmont	LOCAL ROAD	Piedmont Complete Streets (CS)	MAINT/REHAB	ALA130019	4	\$ 431,000		\$	129,000	\$ 560,000	
Alameda	Pleasanton	LOCAL ROAD	Pleasanton Complete Streets	MAINT/REHAB	ALA130009	4	\$ 238,000		\$	832,000	\$ 1,070,000	
Alameda	Port of Oakland	LOCAL ROAD	Port of Oakland: Roads, Rails and Tech (GoPort	EXPANSION	ALA090027	7	\$ 237,000,000		\$	-	\$ 237,000,000	
Alameda	Port of Oakland	PORTFREIGHT	California Inter-regional Rail Intermodal Study	EXPANSION	ALA070054	9	\$ 250,000		\$	984,000	\$ 1,234,000	
Alameda	Port of Oakland	PORTFREIGHT	Outer Harbor Intermodal Terminals (OHIT)	EXPANSION	ALA090026	6	\$ 25,200,000		\$	65,800,000	\$ 106,000,000	
Alameda	San Leandro	LOCAL ROAD	SR 185 - E. 14th St/ Hesperian Blvd/150th Ave	EXPANSION	ALA050002	8	\$ 3,400,000				\$ 3,400,000	
Alameda	San Leandro	LOCAL ROAD	San Leandro Boulevard Preservation	MAINT/REHAB	ALA130008	4	\$ 743,000		\$	804,000	\$ 1,547,000	
Alameda	San Leandro	STATE HWY	I-880/SR 112 Overcrossing Replacement	EXPANSION	ALA070014	11	\$ 6,784,000		\$	939,000	\$ 7,723,000	
Alameda	San Leandro	STATE HWY	I-880/Marina Blvd Interchange and Overcrossing	EXPANSION	ALA090012	6	\$ 25,900,000				\$ 25,900,000	
Alameda	UCBerkeley	LOCAL ROAD	UC Berkeley Parking Price Auction Study	SYSTEMGMT	ALA150029	2	\$ 42,300		\$	169,185	\$ 211,485	

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TIP Project Listing - Funding by Funding Authority
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County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	Local	Regional	State	Federal	Total Funding
Alameda	Union C Transit	TRANSIT	Union City Transit Rehab Two (2) Transit Buses	MAINT/REHAB	ALA150046	2	\$ 102,500		\$	410,000	\$ 512,500
Alameda	Union C Transit	TRANSIT	Union City Transit: Single Point Login Terminals	OPERATIONS	ALA170003	1	\$ 2,668		\$	20,587	\$ 23,255
Alameda	WETA	TRANSIT	Central Bay Operations and Maintenance Facility	EXPANSION	ALA110001	10			\$ 59,396,000	\$ 10,500,000	\$ 69,896,000
Contra Costa	AC Transit	TRANSIT	AC Transit: Richmond Prkwy Transit Center	EXPANSION	CC-030001	16	\$ 80,000	\$ 3,807,394	\$ -		\$ 3,887,394
Contra Costa	Antioch	LOCAL ROAD	Laurel Road Extension	EXPANSION	CC-070008	7	\$ 5,950,000				\$ 5,950,000
Contra Costa	Antioch	LOCAL ROAD	Slatten Ranch Road Extension	EXPANSION	CC-070009	6	\$ 1,350,000				\$ 1,350,000
Contra Costa	BAIFA	TOLLWAY	CC I-680 Southern Segment Express Lanes	SYSTEMGMT	CC-130043	3		\$ 55,649,000			\$ 55,649,000
Contra Costa	BAIFA	TOLLWAY	CC-680 Northern Segment Express Lane - South	SYSTEMGMT	CC-170002	1	\$ 25,724,000	\$ 10,376,000			\$ 36,100,000
Contra Costa	BAIFA	TOLLWAY	CC-680 Northern Segment Express Lane - North	SYSTEMGMT	CC-170003	1	\$ 31,900,000				\$ 31,900,000
Contra Costa	BART	TRANSIT	E-BART - East Contra Costa Rail Extension	EXPANSION	CC-050025	11	\$ 155,000,000	\$ 148,000,000	\$ 156,911,000		\$ 459,911,000
Contra Costa	BART	TRANSIT	eBART Railroad Avenue Station	EXPANSION	CC-130002	3	\$ 12,900,000	\$ 500,000			\$ 13,400,000
Contra Costa	BART	TRANSIT	Concord Yard Wheel Truing Facility	MAINT/REHAB	CC-150019	2	\$ 6,834,550			\$ 7,165,450	\$ 14,000,000
Contra Costa	BART	TRANSIT	Walnut Creek BART TOD Access Improvements	SYSTEMGMT	CC-110082	5	\$ 3,850,000			\$ 5,300,000	\$ 9,150,000
Contra Costa	BART	TRANSIT	BART Station Modernization Program	SYSTEMGMT	CC-130048	4			\$ 205,250,567	\$ 16,726,000	\$ 221,976,567
Contra Costa	Brentwood	LOCAL ROAD	SR4/Brentwood Boulevards Various Widening - North	EXPANSION	CC-070011	7	\$ 6,696,000				\$ 6,696,000
Contra Costa	Brentwood	LOCAL ROAD	Lone Tree Way Undercrossing	EXPANSION	CC-070013	7	\$ 18,990,000				\$ 18,990,000
Contra Costa	Brentwood	LOCAL ROAD	John Muir Parkway Extension: Ph. II	EXPANSION	CC-070078	9	\$ 4,165,000			\$ 735,000	\$ 4,900,000
Contra Costa	CC County	LOCAL ROAD	Kirker Pass Road NB Truck Climbing Lanes	EXPANSION	CC-070075	7	\$ 14,750,000			\$ 2,650,000	\$ 17,400,000
Contra Costa	CC County	LOCAL ROAD	Byron Highway - Vasco Road Connection	EXPANSION	CC-070081	6	\$ 4,650,000				\$ 4,650,000
Contra Costa	CC County	LOCAL ROAD	Canal Road Bicycle and Pedestrian Facilities	EXPANSION	CC-110084	4	\$ 1,189,500		\$ 450,000	\$ 1,000,000	\$ 2,639,500
Contra Costa	CC County	LOCAL ROAD	Bailey Road Bike and Pedestrian Improvements	EXPANSION	CC-130003	4	\$ 4,774,000				\$ 4,774,000
Contra Costa	CC County	LOCAL ROAD	Port Chicago Hwy/Willow Pass Rd Bike Ped Up	EXPANSION	CC-130027	6	\$ 481,000		\$ 800,000	\$ 441,700	\$ 1,722,700
Contra Costa	CC County	LOCAL ROAD	CC County - Rio Vista Elementary Ped Connect	EXPANSION	CC-150010	3	\$ 305,000		\$ 600,000		\$ 905,000
Contra Costa	CC County	LOCAL ROAD	Contra Costa County Various Streets & Roads	MAINT/REHAB	CC-130004	4	\$ 1,487,000			\$ 1,941,000	\$ 3,428,000
Contra Costa	CC County	LOCAL ROAD	Vasco Road Safety Improvements	SYSTEMGMT	CC-050030	16	\$ 21,754,000			\$ 11,775,083	\$ 33,529,083
Contra Costa	CC County	LOCAL ROAD	Bailey Road-State Route 4 Interchange	SYSTEMGMT	CC-130001	4	\$ 1,035,000		\$ 4,160,000		\$ 5,195,000
Contra Costa	CCCTA	TRANSIT	Replace Diesel Trolleys with Electric TrolleyBuses	MAINT/REHAB	CC-110083	4	\$ 1,080,000			\$ 4,320,000	\$ 5,400,000
Contra Costa	CCCTA	TRANSIT	CCCTA - Replace 15 40' Buses	MAINT/REHAB	CC-110099	5	\$ 1,644,690			\$ 6,578,760	\$ 8,223,450
Contra Costa	CCCTA	TRANSIT	CCCTA - Replace 18 40' Buses	MAINT/REHAB	CC-110100	8	\$ 2,299,297			\$ 9,197,185	\$ 11,496,482
Contra Costa	CCCTA	TRANSIT	CCCTA: Replace 18 30' Buses	MAINT/REHAB	CC-150006	3	\$ 1,712,126			\$ 6,848,640	\$ 8,560,766
Contra Costa	CCCTA	TRANSIT	CCCTA: Replace 13 35' Buses	MAINT/REHAB	CC-150007	2	\$ 1,276,535			\$ 5,106,140	\$ 6,382,675
Contra Costa	CCCTA	TRANSIT	CCCTA: Replace 3 Paratransit Vans	MAINT/REHAB	CC-150008	2	\$ 73,800			\$ 295,200	\$ 369,000
Contra Costa	CCCTA	TRANSIT	CCCTA: ADA Paratransit Assistance	OPERATIONS	CC-99T001	22	\$ 2,983,140			\$ 11,886,752	\$ 14,869,892
Contra Costa	CCCTA	TRANSIT	CCCTA: Access Improvements Implementation	SYSTEMGMT	CC-130045	5	\$ 93,454			\$ 685,196	\$ 778,650
Contra Costa	CCCTA	TRANSIT	REMIX Software Implementation Project	SYSTEMGMT	CC-150012	3	\$ 4,830			\$ 35,451	\$ 40,281
Contra Costa	CCTA	LOCAL ROAD	Mokelumne Trail Bike/Ped Overcrossing	EXPANSION	CC-070067	8	\$ 6,100,000				\$ 6,100,000
Contra Costa	CCTA	LOCAL ROAD	CCTA - Carshare 4 All	SYSTEMGMT	CC-150009	4	\$ 244,148			\$ 973,864	\$ 1,218,012
Contra Costa	CCTA	REGION	SR 4 Integrated Corridor Management	SYSTEMGMT	CC-150013	2	\$ 15,150,000			\$ 200,000	\$ 15,350,000
Contra Costa	CCTA	STATE HWY	I-680/SR 4 I/C Reconstruction - Phases 1, 2, 4 & 5	EXPANSION	CC-010023	14	\$ 369,316,000	\$ -			\$ 369,316,000
Contra Costa	CCTA	STATE HWY	I-680 SB HOV Lane Completion	EXPANSION	CC-050028	11	\$ 36,900,000	\$ 29,285,000		\$ 15,557,000	\$ 81,742,000
Contra Costa	CCTA	STATE HWY	I-680 NB HOV Lane Extension	EXPANSION	CC-070022	8	\$ 48,000,000				\$ 48,000,000
Contra Costa	CCTA	STATE HWY	Reconstruct I-80/San Pablo Dam Rd Interchange	EXPANSION	CC-070035	13	\$ 84,728,000	\$ 8,000,000	\$ 2,000,000	\$ 24,200,000	\$ 118,928,000
Contra Costa	CCTA	STATE HWY	SR4: Balfour Road Interchange	EXPANSION	CC-070053	7	\$ 46,400,000				\$ 46,400,000
Contra Costa	CCTA	STATE HWY	SR 239 - New State Highway Study	EXPANSION	CC-110066	5	\$ 16,338,235			\$ 12,906,100	\$ 29,244,335
Contra Costa	CCTA	STATE HWY	I-680 / SR 4 Interchange Reconstruction - Phase 2	EXPANSION	CC-130046	6	\$ 59,990,000		\$ -	\$ 5,100,000	\$ 65,090,000
Contra Costa	Clayton	LOCAL ROAD	Clayton Various Streets Preservation	MAINT/REHAB	CC-130030	5	\$ 91,000			\$ 386,000	\$ 477,000
Contra Costa	Concord	LOCAL ROAD	Commerce Avenue Extension	EXPANSION	CC-070026	8	\$ 6,990,464			\$ 1,509,536	\$ 8,500,000
Contra Costa	Concord	LOCAL ROAD	Ygnacio Valley/Kirker Pass Roads Widening	EXPANSION	CC-090026	6	\$ 12,000,000				\$ 12,000,000
Contra Costa	Concord	LOCAL ROAD	Concord BART Station Bike/Ped Access Improv	EXPANSION	CC-130006	4	\$ 176,000			\$ 1,195,000	\$ 1,371,000
Contra Costa	Concord	LOCAL ROAD	Detroit Avenue Bicycle and Pedestrian Improv	EXPANSION	CC-130011	6	\$ 485,000			\$ 2,154,000	\$ 2,639,000
Contra Costa	Concord	LOCAL ROAD	Concord Various Street Preservation	MAINT/REHAB	CC-130012	5	\$ 370,000			\$ 757,000	\$ 1,127,000
Contra Costa	Concord	LOCAL ROAD	Concord Clayton Road/Treat Blvd Intersection	SYSTEMGMT	CC-090023	6	\$ 2,680,000				\$ 2,680,000
Contra Costa	Concord	LOCAL ROAD	Concord New and Upgraded Signals at Various	SYSTEMGMT	CC-130013	5	\$ 302,033			\$ 2,331,200	\$ 2,633,233
Contra Costa	Danville	LOCAL ROAD	Vista Grande Street Pedestrian Improvements/S	EXPANSION	CC-130038	6	\$ 50,275			\$ 157,000	\$ 207,275
Contra Costa	Danville	LOCAL ROAD	San Ramon Valley Blvd Lane Addition and Over	EXPANSION	CC-170001	1	\$ 953,046				\$ 953,046
Contra Costa	Danville	LOCAL ROAD	Crow Canyon/Camino Tassajara Intersection Im	MAINT/REHAB	CC-050075	15	\$ 841,000			\$ 5,250,375	\$ 6,091,375
Contra Costa	Danville	LOCAL ROAD	Diablo Road Imps. - Green Valley to Avenida N	MAINT/REHAB	CC-090001	5	\$ 4,160,000				\$ 4,160,000
Contra Costa	Danville	LOCAL ROAD	Danville Various Streets and Roads Preserv	MAINT/REHAB	CC-130023	4	\$ 122,000			\$ 933,000	\$ 1,055,000
Contra Costa	EB Reg Park Dis	LOCAL ROAD	Atlas Road - New Bridge and Roadway Extensio	EXPANSION	CC-070063	7	\$ 10,583,497		\$ -	\$ -	\$ 10,583,497
Contra Costa	EB Reg Park Dis	PUBLICLANDTF	Breuner Marsh Restoration and Public Access	EXPANSION	CC-130049	5	\$ 3,366,000		\$ 1,081,000	\$ 1,498,000	\$ 5,945,000
Contra Costa	EB Reg Park Dis	PUBLICLANDTF	SF Bay Trail, Pinole Shores to Bay Front Park	EXPANSION	CC-130050	6	\$ 2,190,289		\$ 4,000,000	\$ 1,431,397	\$ 7,621,686
Contra Costa	EB Reg Park Dis	PUBLICLANDTF	Contra Costa Parks Bike/Ped Trail Improvements	MAINT/REHAB	CC-070033	10	\$ 231,000			\$ 719,921	\$ 950,921
Contra Costa	ECCTA	TRANSIT	ECCTA: Transit Bus Replacements	MAINT/REHAB	CC-070092	21	\$ 8,384,304		\$ 2,156,153	\$ 34,571,910	\$ 45,112,367
Contra Costa	ECCTA	TRANSIT	Tri-Delta: ADA Operating Assistance	OPERATIONS	CC-030035	16	\$ 1,532,513			\$ 6,130,046	\$ 7,662,559
Contra Costa	ECCTA	TRANSIT	ECCTA: Non-ADA Paratransit to FR Incentive P	SYSTEMGMT	CC-150020	2	\$ 204,324			\$ 817,297	\$ 1,021,621

Metropolitan Transportation Commission
TIP Project Listing - Funding by Funding Authority
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County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	Local	Regional	State	Federal	Total Funding
Contra Costa	El Cerrito	PUBLICLANDTR	Ohlone Greenway Station Area Bike/Ped Improv	EXPANSION	CC-130024	5	\$ 451,000		\$ 3,468,000	\$ 3,919,000	
Contra Costa	El Cerrito	STATE HWY	Del Norte Area TOD Complete Street Imps	SYSTMGMT	CC-070046	9	\$ 9,600,000			\$ 9,600,000	
Contra Costa	Hercules	LOCAL ROAD	Hercules-Refugio Valley Road Pavement Preser	MAINT/REHAB	CC-130040	3	\$ 480,000		\$ 702,000	\$ 1,182,000	
Contra Costa	Hercules	TRANSIT	Hercules Intercity Rail Station	EXPANSION	CC-030002	17	\$ 19,682,000	\$ 11,000,000	\$ 2,804,000	\$ 33,486,000	
Contra Costa	Martinez	LOCAL ROAD	Martinez Various Streets and Roads Preser	MAINT/REHAB	CC-130025	5	\$ 262,000		\$ 1,023,000	\$ 1,285,000	
Contra Costa	Martinez	TRANSIT	Martinez Intermodal Station Parking Expansion	EXPANSION	CC-030004	8	\$ 14,500,000	\$ 5,500,000		\$ 20,000,000	
Contra Costa	Moraga	LOCAL ROAD	Moraga Rd SRTS Bicycle and Ped Improvement	EXPANSION	CC-130037	3	\$ 27,000		\$ 100,000	\$ 127,000	
Contra Costa	Moraga	LOCAL ROAD	Moraga Various Streets and Roads Preserv	MAINT/REHAB	CC-130020	3	\$ 92,000		\$ 709,000	\$ 801,000	
Contra Costa	MTC	LOCAL ROAD	Regional Planning Activities and PPM - CC Cou	SYSTMGMT	CC-170004	1	\$ 562,553		\$ 5,860,000	\$ 6,422,553	
Contra Costa	Oakley	LOCAL ROAD	Oakley Various Streets and Roads Preserv	MAINT/REHAB	CC-130031	3	\$ 134,000		\$ 1,031,000	\$ 1,165,000	
Contra Costa	Oakley	LOCAL ROAD	Main Street (Previously SR4) Realignment in Oa	SYSTMGMT	CC-070065	9	\$ 850,000		\$ 1,461,000	\$ 2,311,000	
Contra Costa	Pinole	LOCAL ROAD	Pinole - San Pablo Avenue Preservation	MAINT/REHAB	CC-130015	4	\$ 352,000		\$ 453,000	\$ 805,000	
Contra Costa	Pittsburg	TRANSIT	Pittsburg Multimodal Transit Station Access Imp	EXPANSION	CC-130039	5	\$ 214,000		\$ 1,300,000	\$ 1,514,000	
Contra Costa	Pleasant Hill	LOCAL ROAD	Boyd Road/Elinora Drive SRTS Sidewalk Install	EXPANSION	CC-130029	6	\$ 180,000		\$ 395,000	\$ 575,000	
Contra Costa	Pleasant Hill	LOCAL ROAD	Contra Costa Blvd. Improvement (Beth to Harrie	EXPANSION	CC-150011	4	\$ 495,900	\$ 1,556,000	\$ 900,000	\$ 2,951,900	
Contra Costa	Pleasant Hill	LOCAL ROAD	Golf Club Rd Roundabout and Bike/Ped Improv	SYSTMGMT	CC-130005	5	\$ 744,000		\$ 4,770,000	\$ 5,514,000	
Contra Costa	Richmond	LOCAL ROAD	37th Street Bicycle & Pedestrian Improvements	EXPANSION	CC-130047	5	\$ 82,000		\$ 318,444	\$ 400,444	
Contra Costa	Richmond	LOCAL ROAD	Richmond Local Streets and Roads Preservat	MAINT/REHAB	CC-130026	3	\$ 693,000		\$ 3,030,000	\$ 3,723,000	
Contra Costa	Richmond	LOCAL ROAD	Richmond Transit Village: Nevin Imps BART-19t	SYSTMGMT	CC-110007	8	\$ 5,665,235	\$ 1,500,000	\$ 1,217,000	\$ 8,382,235	
Contra Costa	Richmond	LOCAL ROAD	The Yellow Brick Road in Richmond's Iron Trian	SYSTMGMT	CC-150016	2	\$ 243,000	\$ 6,209,000		\$ 6,452,000	
Contra Costa	Richmond	STATE HWY	I-80/Central Avenue Interchange Modification	EXPANSION	CC-050076	10	\$ 19,716,000		\$ 4,944,000	\$ 24,660,000	
Contra Costa	San Pablo	LOCAL ROAD	Rumrill Blvd Complete Streets Improvements	ENHANCEMENT	CC-150017	2	\$ 1,300,000	\$ 4,310,000		\$ 5,610,000	
Contra Costa	San Pablo	LOCAL ROAD	San Pablo Avenue Bicycle and Ped Improver	EXPANSION	CC-130032	4	\$ 845,000		\$ 5,978,000	\$ 6,823,000	
Contra Costa	San Ramon	LOCAL ROAD	Bollinger Canyon Road Widening (Alcosta to SR	EXPANSION	CC-090019	5	\$ 10,612,855			\$ 10,612,855	
Contra Costa	Walnut Creek	LOCAL ROAD	Walnut Creek - North Main Street Preservation	MAINT/REHAB	CC-130033	3	\$ 266,000		\$ 655,000	\$ 921,000	
Contra Costa	Walnut Creek	LOCAL ROAD	Walnut Creek-Parking Guidance System Pilot	SYSTMGMT	CC-150018	2	\$ 150,000		\$ 783,000	\$ 933,000	
Contra Costa	WCCTA	TRANSIT	WCCTA: Preventive Maintenance Program	MAINT/REHAB	CC-030025	14	\$ 641,110		\$ 1,867,801	\$ 2,508,911	
Contra Costa	WCCTA	TRANSIT	WestCAT: Replacement of (10) Paratransit Cut-	MAINT/REHAB	CC-150001	2	\$ 246,000		\$ 984,000	\$ 1,230,000	
Contra Costa	WCCTA	TRANSIT	WestCAT: Purchase of (10) Radio systems	MAINT/REHAB	CC-150002	2	\$ 2,000		\$ 8,000	\$ 10,000	
Contra Costa	WCCTA	TRANSIT	WestCAT: Purchase of (2) Electronic Fareboxes	MAINT/REHAB	CC-150003	2	\$ 7,125		\$ 28,498	\$ 35,623	
Contra Costa	WCCTA	TRANSIT	WestCAT: Replace (1) 2003 40ft Revenue Vehic	MAINT/REHAB	CC-150004	2	\$ 106,805		\$ 427,220	\$ 534,025	
Contra Costa	WCCTA	TRANSIT	WestCAT: Replace (1) 40ft Rev. Vehicle with 45	MAINT/REHAB	CC-150005	2	\$ 124,435		\$ 497,740	\$ 622,175	
Contra Costa	WCCTA	TRANSIT	WestCAT: Replace (1) 1998 40 ft Vehicle	MAINT/REHAB	CC-150014	2	\$ 95,400		\$ 434,600	\$ 530,000	
Contra Costa	WCCTA	TRANSIT	WestCat: ADA Paratransit Operating Subsidy	OPERATIONS	CC-990045	22	\$ 796,246		\$ 1,645,471	\$ 2,441,717	
Contra Costa	WCCTA	TRANSIT	WestCAT: Purchase (1) Fast Fare Electronic Fa	SYSTMGMT	CC-150015	2	\$ 3,562		\$ 14,249	\$ 17,811	
Contra Costa	WCCTA	TRANSIT	WestCAT - AVL System with APC Element.	SYSTMGMT	CC-150021	2	\$ 50,000		\$ 344,513	\$ 394,513	
Contra Costa	WETA	TRANSIT	Richmond Ferry Service	EXPANSION	CC-070062	9		\$ 12,000,000	\$ 46,870,815	\$ 2,500,000	\$ 61,370,815
Marin	Fairfax	LOCAL ROAD	Parkade Circulation and Safety Improvements	SYSTMGMT	MRN130009	4	\$ 100,000		\$ 300,000	\$ 400,000	
Marin	GGBHTD	TOLLWAY	Golden Gate Bridge Seismic Retrofit, Phase 3B	MAINT/REHAB	MRN050018	21	\$ 46,743,414		\$ 90,508,990	\$ 137,252,404	
Marin	GGBHTD	TOLLWAY	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	MAINT/REHAB	MRN970016	26	\$ 71,986,482	\$ 110,268,814	\$ 90,902,077	\$ 273,157,373	
Marin	GGBHTD	TOLLWAY	Golden Gate Bridge-Suicide Deterrent SafetyBa	SYSTMGMT	MRN050019	14	\$ 89,000,000	\$ 7,000,000	\$ 57,000,000	\$ 153,000,000	
Marin	GGBHTD	TRANSIT	Larkspur Ferry Terminal Parking Garage	EXPANSION	MRN130001	3	\$ 4,000,000			\$ 4,000,000	
Marin	GGBHTD	TRANSIT	GGBHTD: Bldg Ridership to Meet Capacity Carr	EXPANSION	MRN150006	4	\$ 50,200		\$ 387,440	\$ 437,640	
Marin	GGBHTD	TRANSIT	ACIS Radio Communications System	MAINT/REHAB	MRN010035	20	\$ 9,301,775	\$ 492,729	\$ 11,805,544	\$ 21,600,048	
Marin	GGBHTD	TRANSIT	GGBHTD: Fixed Guideway Connectors	MAINT/REHAB	MRN030010	18	\$ 7,565,000		\$ 30,730,992	\$ 38,295,992	
Marin	GGBHTD	TRANSIT	GGBHTD: Facilities Rehabilitation	MAINT/REHAB	MRN050025	17	\$ 4,269,962		\$ 15,619,660	\$ 19,889,622	
Marin	GGBHTD	TRANSIT	GGBHTD: Replace 7 - 40' Diesel Buses	MAINT/REHAB	MRN110045	6	\$ 752,002		\$ 3,008,005	\$ 3,760,007	
Marin	GGBHTD	TRANSIT	MS Sonoma Ferry Boat Refurbishment	MAINT/REHAB	MRN150005	4		\$ 4,828,539	\$ 15,836,503	\$ 20,665,042	
Marin	GGBHTD	TRANSIT	GGBHTD Ferry Major Components Rehab	MAINT/REHAB	MRN150014	3	\$ 675,000		\$ 2,700,000	\$ 3,375,000	
Marin	GGBHTD	TRANSIT	GGBHTD Ferry Propulsion Systems Replaceme	MAINT/REHAB	MRN150015	2	\$ 125,000		\$ 500,000	\$ 625,000	
Marin	GGBHTD	TRANSIT	Ferry channel & berth dredging	MAINT/REHAB	MRN990017	25	\$ 5,371,000		\$ 20,773,027	\$ 26,144,027	
Marin	GGBHTD	TRANSIT	GGBHTD - Transit Systems Enhancements	SYSTMGMT	MRN130015	5	\$ 452,833		\$ 1,811,292	\$ 2,264,125	
Marin	GGBHTD	TRANSIT	GGBHTD: On-Board Bus and Ferry Surveys	SYSTMGMT	MRN150007	3	\$ 52,157		\$ 402,572	\$ 454,729	
Marin	Marin County	LOCAL ROAD	Non-motorized Transp. Pilot Program - Marin Cc	EXPANSION	MRN050033	37			\$ 11,341,139	\$ 11,341,139	
Marin	Marin County	LOCAL ROAD	Non-motorized Transp. Projects - Marin County	EXPANSION	MRN090049	11			\$ 1,238,181	\$ 1,238,181	
Marin	Marin County	LOCAL ROAD	Miller Creek Road Bike Lanes and Ped Improv	EXPANSION	MRN110033	4			\$ 407,000	\$ 407,000	
Marin	Marin County	LOCAL ROAD	Mountain View Rd Bridge Replacement - 27C01	EXPANSION	MRN110035	6			\$ 1,487,112	\$ 1,487,112	
Marin	Marin County	LOCAL ROAD	Marin Parklands Visitor Access, Phase 2	MAINT/REHAB	MRN070019	10	\$ 3,410,000		\$ 1,036,000	\$ 4,446,000	
Marin	Marin County	LOCAL ROAD	Donahue Street Road Rehabilitation Project	MAINT/REHAB	MRN130010	4	\$ 139,600		\$ 1,077,000	\$ 1,216,600	
Marin	Marin County	LOCAL ROAD	North Civic Center Drive Improvements	SYSTMGMT	MRN130007	8	\$ 1,748,890		\$ 1,051,110	\$ 2,800,000	
Marin	Marin County	PUBLICLANDTR	Mill Valley-Sausalito Pathway Preservation	MAINT/REHAB	MRN130014	5	\$ 320,000		\$ 320,000	\$ 640,000	
Marin	MCTD	TRANSIT	MCTD Preventive Maintenance	MAINT/REHAB	MRN110040	8	\$ 72,746		\$ 339,097	\$ 411,843	
Marin	MCTD	TRANSIT	MCTD: On Board Vehicle Equipment	MAINT/REHAB	MRN150003	3	\$ 71,215		\$ 305,860	\$ 377,075	
Marin	MCTD	TRANSIT	MCTD - Relocate Transit Maint. Facility - PE onl	MAINT/REHAB	MRN150010	3	\$ 477,751		\$ 122,249	\$ 600,000	
Marin	MCTD	TRANSIT	MCTD- Replace 2 Shuttle Vehicles	MAINT/REHAB	MRN150011	2	\$ 43,920		\$ 200,080	\$ 244,000	

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Marin	MCTD	TRANSIT	MCTD - Replace 13 -40ft Buses	MAINT/REHAB	MRN150012	3	\$ 1,734,120			\$ 7,899,880	\$ 9,634,000
Marin	MCTD	TRANSIT	MCTD - Emergency Radio System	MAINT/REHAB	MRN150013	2	\$ 62,640			\$ 285,360	\$ 348,000
Marin	MCTD	TRANSIT	Marin Transit Low Income Youth Pass Program	OPERATIONS	MRN110041	7	\$ 564,724				\$ 564,724
Marin	MCTD	TRANSIT	MCTD: ADA Paratransit Assistance	OPERATIONS	MRN110047	6	\$ 777,205			\$ 3,108,821	\$ 3,886,026
Marin	Mill Valley	LOCAL ROAD	Mill Valley - Miller Avenue Rehabilitation	MAINT/REHAB	MRN070002	10	\$ 6,258,400		\$ 500,000	\$ 391,600	\$ 7,150,000
Marin	Mill Valley	PUBLICLANDTF	Bayfront Park Recreational Bay Access Pier Reh	MAINT/REHAB	MRN130012	4	\$ 123,000			\$ 100,000	\$ 223,000
Marin	MTC	LOCAL ROAD	Regional Planning Activities and PPM - Marin	SYSTEMGMT	MRN170001	1	\$ 495,181			\$ 4,234,000	\$ 4,729,181
Marin	MTC	TOLLWAY	Richmond-San Rafael Bridge Access Improvem	EXPANSION	MRN150009	2		\$ 73,584,000			\$ 73,584,000
Marin	Novato	LOCAL ROAD	Novato BoulevVarious Widening, Diablo to Gran	EXPANSION	MRN070006	9	\$ 8,973,932				\$ 8,973,932
Marin	Novato	LOCAL ROAD	DeLong Avenue and Ignacio BoulevVarious Res	MAINT/REHAB	MRN130011	3	\$ 196,000			\$ 779,000	\$ 975,000
Marin	Novato	LOCAL ROAD	Vineyard Road Improvements	MAINT/REHAB	MRN170002	1	\$ 1,005,757				\$ 1,005,757
Marin	Ross	LOCAL ROAD	Bolinas Avenue and Sir Francis Drake Intersecti	MAINT/REHAB	MRN130006	3	\$ 66,000			\$ 274,000	\$ 340,000
Marin	San Anselmo	LOCAL ROAD	San Anselmo - Center Blvd Bridge Replace (27C	EXPANSION	MRN110032	7	\$ 667,210			\$ 5,149,790	\$ 5,817,000
Marin	San Anselmo	PUBLICLANDTF	Sunny Hill Ridge and Red Hill Trails	EXPANSION	MRN130013	4	\$ 80,000			\$ 80,000	\$ 160,000
Marin	San Rafael	LOCAL ROAD	San Rafael - Non-motorized Transport Pilot Proc	EXPANSION	MRN070009	20				\$ 3,055,680	\$ 3,055,680
Marin	San Rafael	LOCAL ROAD	Grand Avenue Bicycle Pedestrian Improvement	EXPANSION	MRN150008	3	\$ 965,000			\$ 791,000	\$ 1,756,000
Marin	San Rafael	LOCAL ROAD	San Rafael Variousious Streets and Roads Pres	MAINT/REHAB	MRN130004	4	\$ 137,000			\$ 457,000	\$ 594,000
Marin	San Rafael	LOCAL ROAD	San Rafael Transit Center Pedestrian Access Ir	SYSTEMGMT	MRN130005	3	\$ 775,000			\$ 1,900,000	\$ 2,675,000
Marin	Sausalito	LOCAL ROAD	Sausalito - Bridgeway/US 101 Off Ramp Bicycle	SYSTEMGMT	MRN110010	5	\$ 197,000			\$ 88,000	\$ 285,000
Marin	TAM	LOCAL ROAD	Central Marin Ferry Access Improvements	EXPANSION	MRN050014	12		\$ 9,002,000		\$ 7,610,000	\$ 16,612,000
Marin	TAM	LOCAL ROAD	TAM - Non-motorized Transportation Pilot Progr	SYSTEMGMT	MRN070017	8				\$ 160,000	\$ 160,000
Marin	TAM	LOCAL ROAD	TAM - Car Share Canal	SYSTEMGMT	MRN150004	2	\$ 18,750			\$ 125,000	\$ 143,750
Marin	TAM	STATE HWY	US 101 / Greenbrae Interchange Corridor Impts.	EXPANSION	MRN050001	10	\$ 126,067,000	\$ 28,733,000			\$ 154,800,000
Marin	TAM	STATE HWY	US 101 HOV Lanes - Marin-Sonoma Narrows (N	EXPANSION	MRN050034	15	\$ 120,282,000		\$ 205,796,000	\$ 27,141,000	\$ 353,219,000
Marin	TAM	STATE HWY	Highway 101 Landscaping for Gap Closure Proj	SYSTEMGMT	MRN110034	5				\$ 1,655,000	\$ 1,655,000
Napa	American Canyon	LOCAL ROAD	Eucalyptus Drive Realignment Complete Streets	EXPANSION	NAP110029	7	\$ 3,370,000			\$ 1,154,000	\$ 4,524,000
Napa	American Canyon	LOCAL ROAD	Devlin Road and Vine Trail Extension	EXPANSION	NAP130006	4	\$ 2,585,000			\$ 297,000	\$ 2,882,000
Napa	Calistoga	STATE HWY	SR 128 and Petrified Forest Intersection Imp	SYSTEMGMT	NAP150001	2	\$ 70,000			\$ 580,000	\$ 650,000
Napa	Caltrans	STATE HWY	SR 12 (Jamieson Canyon Road) Widening	EXPANSION	NAP010008	17		\$ 104,334,000		\$ 10,801,000	\$ 115,135,000
Napa	Caltrans	STATE HWY	Hwy 29 Grayson Ave. Signal Construction	SYSTEMGMT	NAP130007	4	\$ 166,006			\$ 300,000	\$ 466,006
Napa	MTC	LOCAL ROAD	Regional Planning Activities and PPM - Napa	SYSTEMGMT	NAP170001	1	\$ 495,181			\$ 4,097,000	\$ 4,592,181
Napa	Napa	LOCAL ROAD	California BoulevVarious Roundabouts	SYSTEMGMT	NAP110028	8	\$ 1,201,793		\$ 5,454,000	\$ 3,964,000	\$ 10,619,793
Napa	Napa	PUBLICLANDTF	Highway 29/Napa Creek Bicycle Path Upgrade	EXPANSION	NAP130004	3	\$ 500,000		\$ 25,000		\$ 525,000
Napa	Napa County	LOCAL ROAD	Silverado Trail Phase H Rehab	MAINT/REHAB	NAP110023	7	\$ 889,189			\$ 794,000	\$ 1,683,189
Napa	Napa County	LOCAL ROAD	Hardin Rd Bridge Replacement - 21C0058	MAINT/REHAB	NAP110026	7				\$ 3,900,000	\$ 3,900,000
Napa	Napa County	LOCAL ROAD	Loma Vista Dr Bridge Replacement - 21C0080	MAINT/REHAB	NAP110027	7				\$ 3,600,000	\$ 3,600,000
Napa	Napa County	LOCAL ROAD	Airport BoulevVarious Rehabilitation	MAINT/REHAB	NAP130003	3	\$ 584,500			\$ 1,332,000	\$ 1,916,500
Napa	Napa County	LOCAL ROAD	Silverado Trail Phase G Rehab	MAINT/REHAB	NAP130009	5	\$ 1,722,000			\$ 1,107,000	\$ 2,829,000
Napa	Napa County	LOCAL ROAD	Garnett Bridge Greenwood Ave	MAINT/REHAB	NAP150002	4				\$ 6,050,000	\$ 6,050,000
Napa	Napa County	LOCAL ROAD	Silverado Trail Yountville-Napa Safety Improv	SYSTEMGMT	NAP130010	4	\$ 25,000			\$ 143,000	\$ 168,000
Napa	Napa Vine	TRANSIT	Park & Ride Lots in Napa County	EXPANSION	NAP050009	8	\$ 2,680,000	\$ 2,350,000			\$ 5,030,000
Napa	NVTA	LOCAL ROAD	Napa Valley Vine Trail Design and Construction	EXPANSION	NAP110014	14	\$ 2,381,569		\$ 3,600,000	\$ 2,711,000	\$ 8,692,569
Napa	NVTA	LOCAL ROAD	Napa Valley Vine Trail Calistoga-St. Helena Seg	EXPANSION	NAP150003	2	\$ 3,100,000		\$ 6,106,000		\$ 9,206,000
Napa	NVTA	STATE HWY	SR 12/29/221 Soscol Junction Interchange Stud	EXPANSION	NAP090003	7			\$ 6,300,000		\$ 6,300,000
Napa	NVTA	TRANSIT	NVTA: Replace Rolling Stock	MAINT/REHAB	NAP090005	8	\$ 8,431,090	\$ 1,985,000		\$ 4,312,000	\$ 14,728,090
Napa	NVTA	TRANSIT	NVTA Equipment Replacement and Upgrades	MAINT/REHAB	NAP090008	14	\$ 1,606,098			\$ 882,894	\$ 2,488,992
Napa	NVTA	TRANSIT	NVTA: ADA Operating Assistance	OPERATIONS	NAP030004	21	\$ 151,145			\$ 322,303	\$ 473,448
Napa	NVTA	TRANSIT	Napa Vine Operating Assistance	OPERATIONS	NAP970010	34	\$ 21,299,904			\$ 19,176,822	\$ 40,476,726
Napa	NVTA	TRANSIT	Napa: Bus Stop Improvements	SYSTEMGMT	NAP030005	12	\$ 630,691			\$ 151,794	\$ 782,485
Napa	Yountville	PUBLICLANDTF	Hopper Creek Pedestrian Bridge and Path Proj	EXPANSION	NAP130008	3				\$ 500,000	\$ 500,000
Regional	ACE	TRANSIT	ACE Positive Train Control	SYSTEMGMT	REG110044	11	\$ 27,200,334		\$ 667,000	\$ 6,458,023	\$ 34,325,357
Regional	BAIFA	TOLLWAY	Regional Express Lane Network	SYSTEMGMT	REG130004	4		\$ 78,011,000			\$ 78,011,000
Regional	BART	TRANSIT	BART Train Control Renovation	MAINT/REHAB	BRT030004	22	\$ 31,800,000	\$ 10,678,000	\$ 17,500,000	\$ 159,999,289	\$ 219,977,289
Regional	BART	TRANSIT	BART: Traction Power System Renovation	MAINT/REHAB	BRT030005	20	\$ 29,783,000	\$ 5,722,000		\$ 147,820,000	\$ 183,325,000
Regional	BART	TRANSIT	BART: Rail, Way and Structures Program	MAINT/REHAB	BRT97100B	20	\$ 31,886,282	\$ 4,000,000		\$ 155,445,125	\$ 191,331,407
Regional	BART	TRANSIT	BART Car Exchange (Preventive Maintenance)	MAINT/REHAB	REG050020	24	\$ 281,722,980			\$ 392,661,632	\$ 674,384,612
Regional	BART	TRANSIT	BART: Railcar Procurement Program	MAINT/REHAB	REG090037	11	\$ 1,959,446,711			\$ 68,625,710	\$ 2,028,072,421
Regional	BART	TRANSIT	ADA Paratransit Capital Accessibility Improve	SYSTEMGMT	BRT99T01B	15	\$ 7,185,343	\$ 1,000,000		\$ 32,630,434	\$ 40,815,777
Regional	BART	TRANSIT	Transit-Oriented Development Pilot Planning Pr	SYSTEMGMT	REG150005	2	\$ 320,000			\$ 1,100,000	\$ 1,420,000
Regional	Caltrain	TRANSIT	Caltrain: Revenue Vehicle Rehab Program	MAINT/REHAB	REG090051	14	\$ 1,720,434			\$ 6,875,752	\$ 8,596,186
Regional	Caltrain	TRANSIT	Caltrain: Systemwide Track Rehab & Related St	MAINT/REHAB	SM-03006B	18	\$ 23,409,985	\$ 2,166,536		\$ 92,739,093	\$ 118,315,614
Regional	Caltrain	TRANSIT	Caltrain: Signal/Communication Rehab. & Upgr	MAINT/REHAB	SM-050041	21	\$ 8,209,509			\$ 31,959,234	\$ 40,168,743
Regional	Caltrain	TRANSIT	Caltrain Station Management Toolbox	OTHER	REG150006	2	\$ 150,000			\$ 600,000	\$ 750,000
Regional	Caltrain	TRANSIT	Caltrain Positive Train Control System	SYSTEMGMT	REG110030	7	\$ 70,126,731		\$ 113,360,000	\$ 47,513,269	\$ 231,000,000
Regional	Caltrans	TRANSIT	Oakland to San Jose Double Track (Segment 2/	EXPANSION	REG150001	2	\$ 7,700,000				\$ 7,700,000

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Regional	Caltrans	TRANSIT	GL: Elderly & Persons with Disability Program	MAINT/REHAB	REG110042	7				\$ 7,920,511	\$ 7,920,511
Regional	Caltrans	TRANSIT	GL: Elderly&Persons with Disability Prog FY13-F	MAINT/REHAB	REG150003	3				\$ 11,999,571	\$ 11,999,571
Regional	Caltrans	TRANSIT	GL: FTA Non-Urbanized Formula Program	OPERATIONS	REG110041	8	\$ 9,125,136			\$ 5,957,928	\$ 15,083,064
Regional	Caltrans	TRANSIT	GL: FTA 5311 Rural Area FY15	OPERATIONS	REG150002	3	\$ 1,159,229			\$ 1,897,707	\$ 3,056,936
Regional	MTC	LOCAL ROAD	Regional Bicycle Sharing Program	EXPANSION	REG110010	12	\$ 16,661,750	\$ 1,662,900		\$ 8,816,000	\$ 27,140,650
Regional	MTC	LOCAL ROAD	Regional Streets and Roads Program	MAINT/REHAB	REG090039	10	\$ 1,959,000			\$ 15,100,000	\$ 17,059,000
Regional	MTC	LOCAL ROAD	Regional Arterial Operations & Signal Timing Pr	SYSTEMGMT	REG090046	15	\$ 3,410,000			\$ 13,750,000	\$ 17,160,000
Regional	MTC	LOCAL ROAD	Transit Oriented Affordable Housing	SYSTEMGMT	REG130005	3	\$ 20,000,000				\$ 20,000,000
Regional	MTC	LOCAL ROAD	Regional Planning Activities and PPM - MTC	SYSTEMGMT	REG170001	1	\$ 1,238,000			\$ 11,516,000	\$ 12,754,000
Regional	MTC	REGION	511 Traveler Information	SYSTEMGMT	REG090042	16	\$ 12,000,000			\$ 92,020,000	\$ 104,020,000
Regional	MTC	REGION	Climate Initiatives Program Public Education	SYSTEMGMT	REG090065	13	\$ 3,302,000			\$ 9,093,432	\$ 12,395,432
Regional	MTC	REGION	Electric Vehicle Funding Strategies	SYSTEMGMT	REG110011	10	\$ 333,000	\$ 2,000,000			\$ 2,333,000
Regional	MTC	STATE HWY	Freeway Performance Initiative (FPI)	SYSTEMGMT	REG090003	41	\$ 74,829,050		\$ 131,645,000	\$ 126,351,588	\$ 332,825,638
Regional	MTC	STATE HWY	Incident Management Program	SYSTEMGMT	REG090044	18	\$ 2,552,000			\$ 30,640,000	\$ 33,192,000
Regional	MTC	STATE HWY	Transportation Management Systems	SYSTEMGMT	REG170002	1	\$ 3,000,000				\$ 3,000,000
Regional	MTC	STATE HWY	511 Carpool and Vanpool Programs	SYSTEMGMT	REG170003	1	\$ 19,300,000				\$ 19,300,000
Regional	MTC	TOLLWAY	Toll Bridge Maintenance	MAINT/REHAB	REG130001	3		\$ 96,000,000			\$ 96,000,000
Regional	MTC	TOLLWAY	Toll Bridge Rehabilitation Program	MAINT/REHAB	REG130002	3		\$ 892,091,906			\$ 892,091,906
Regional	MTC	TRANSIT	Safe Routes to Transit	EXPANSION	MTC050021	7		\$ 20,000,000			\$ 20,000,000
Regional	MTC	TRANSIT	GL: JARC FY 09 - FY 10 - Large UA	OPERATIONS	REG090002	12	\$ 16,511,973		\$ 100,000	\$ 2,663,496	\$ 19,275,469
Regional	MTC	TRANSIT	GL: JARC FY11-FY12 Large UA	OPERATIONS	REG110032	9	\$ 3,106,728			\$ 2,984,690	\$ 6,091,418
Regional	MTC	TRANSIT	GL: 5307 JARC Set-aside FY13-FY14 Large UA	OPERATIONS	REG110039	6	\$ 3,194,539			\$ 3,194,539	\$ 6,389,078
Regional	MTC	TRANSIT	GL: Lifeline Cycle 4 5307 JARC	OPERATIONS	REG150004	3	\$ 8,147,157			\$ 8,755,485	\$ 16,902,642
Regional	MTC	TRANSIT	Transit Commute Benefits Promotion	SYSTEMGMT	MTC050001	8		\$ 5,000,000			\$ 5,000,000
Regional	MTC	TRANSIT	Real-time Transit Information Program	SYSTEMGMT	MTC050020	8	\$ 1,000,000	\$ 20,000,000			\$ 21,000,000
Regional	MTC	TRANSIT	Clipper Fare Collection System	SYSTEMGMT	REG090045	21	\$ 20,239,049	\$ 23,153,600		\$ 90,140,806	\$ 133,533,455
Regional	MTC	TRANSIT	GL: FY10 JARC Mobility Management	SYSTEMGMT	REG110028	6	\$ 169,265			\$ 805,190	\$ 974,455
Regional	MTC-SAFE	STATE HWY	FSP and Call Box Program	SYSTEMGMT	REG130003	6	\$ 6,500,000			\$ 14,462,000	\$ 20,962,000
Regional	WETA	TRANSIT	Ferry Service - Berkeley/Albany	EXPANSION	MTC050027	17		\$ 2,615,000	\$ 2,684,000	\$ 5,032,346	\$ 10,331,346
Regional	WETA	TRANSIT	SF Ferry Terminal/Berthing Facilities	EXPANSION	MTC050029	11	\$ 1,100,000	\$ 21,968,200	\$ 49,500,000	\$ 7,407,654	\$ 79,975,854
Regional	WETA	TRANSIT	Treasure Island Ferry Service	EXPANSION	REG070003	6	\$ 1,000,000				\$ 1,000,000
Regional	WETA	TRANSIT	WETA: Ferry Channel & Berth Dredging	MAINT/REHAB	REG090054	12	\$ 659,000			\$ 2,636,000	\$ 3,295,000
Regional	WETA	TRANSIT	WETA: Ferry Propulsion System Replacement	MAINT/REHAB	REG090055	11	\$ 4,873,000	\$ 1,292,000		\$ 24,652,000	\$ 30,817,000
Regional	WETA	TRANSIT	WETA: Ferry Major Component Rehab/Replace	MAINT/REHAB	REG090057	18	\$ 1,023,747	\$ 3,149,283		\$ 16,606,984	\$ 20,780,014
Regional	WETA	TRANSIT	WETA: Fixed Guideway Connectors	MAINT/REHAB	REG090067	14	\$ 1,026,537	\$ 400,000		\$ 5,699,015	\$ 7,125,552
Regional	WETA	TRANSIT	WETA: Facilities Rehabilitation	MAINT/REHAB	REG110020	6	\$ 66,103			\$ 264,411	\$ 330,514
San Francisco	BART	TRANSIT	BART/MUNI Direct Connection Platform	EXPANSION	SF-050014	7		\$ 3,000,000			\$ 3,000,000
San Francisco	BART	TRANSIT	Regional Real-Time Transit Information at BART	SYSTEMGMT	SF-110044	4	\$ 1,232,000			\$ 3,168,000	\$ 4,400,000
San Francisco	MTC	LOCAL ROAD	Regional Planning Activities and PPM - SF Cour	SYSTEMGMT	SF-170002	1	\$ 517,854			\$ 5,111,000	\$ 5,628,854
San Francisco	Port of SF	LOCAL ROAD	Pier 70 19th Street & Illinois Street Sidewalk	EXPANSION	SF-130021	4	\$ 2,220,000			\$ 1,000,000	\$ 3,220,000
San Francisco	Port of SF	TRANSIT	Mission Bay Ferry Terminal	EXPANSION	SF-170001	1	\$ 17,540,000				\$ 17,540,000
San Francisco	Port of SF	TRANSIT	Embarcadero Corridor Transportation Improvem	SYSTEMGMT	SF-070009	7	\$ 5,350,000				\$ 5,350,000
San Francisco	SF County TA	LOCAL ROAD	Treasure Is/Yerba Buena Is Street Improvement	EXPANSION	SF-130004	4	\$ 47,960,000				\$ 47,960,000
San Francisco	SF County TA	LOCAL ROAD	Integrated Public-Private Partnership TDM Progi	SYSTEMGMT	SF-110011	4	\$ 134,666	\$ 150,228		\$ 750,000	\$ 1,034,894
San Francisco	SF County TA	LOCAL ROAD	Treasure Island Congestion Pricing Program	SYSTEMGMT	SF-110049	8	\$ 8,255,000			\$ 480,000	\$ 8,735,000
San Francisco	SF County TA	LOCAL ROAD	SF Downtown Congestion Pricing (NE Cordon)	SYSTEMGMT	SF-130017	4	\$ 104,200,000				\$ 104,200,000
San Francisco	SF County TA	LOCAL ROAD	Quint-Jerrold Connector Road	SYSTEMGMT	SF-150008	2	\$ 10,040,448				\$ 10,040,448
San Francisco	SF County TA	LOCAL ROAD	SB I-280 Off-Ramp at Ocean Ave Realignment	SYSTEMGMT	SF-150013	2	\$ 5,600,000				\$ 5,600,000
San Francisco	SF County TA	STATE HWY	HOV Lanes on US 101 in SF - Project Developpr	EXPANSION	SF-130008	3	\$ 2,000,000				\$ 2,000,000
San Francisco	SF County TA	STATE HWY	Yerba Buena Island (YBI) Ramp Improvements	MAINT/REHAB	SF-070027	17	\$ 83,487,042		\$ 15,624,751	\$ 139,916,728	\$ 239,028,521
San Francisco	SF County TA	STATE HWY	US 101 Doyle Drive Replacement	MAINT/REHAB	SF-991030	37	\$ 140,561,000		\$ 1,530,827,000	\$ 315,348,569	\$ 1,986,736,569
San Francisco	SF County TA	TRANSIT	Geary Bus Rapid Transit	EXPANSION	SF-070004	8	\$ 183,700,000				\$ 183,700,000
San Francisco	SF County TA	TRANSIT	Oakdale Caltrain Station	EXPANSION	SF-090011	6	\$ 800,000				\$ 800,000
San Francisco	SF County TA	TRANSIT	Construct Treasure Island Bus Terminal Facility	EXPANSION	SF-130010	5	\$ 2,790,000				\$ 2,790,000
San Francisco	SF County TA	TRANSIT	Treasure Island Pricing Mobility Improvements	SYSTEMGMT	SF-130005	4	\$ 23,500,000				\$ 23,500,000
San Francisco	SF County TA	TRANSIT	San Francisco Travel Smart Rewards Pilot Prog	SYSTEMGMT	SF-150012	2	\$ 127,000			\$ 508,000	\$ 635,000
San Francisco	SF DPW	LOCAL ROAD	John Yehall Chin Safe Routes to School	ENHANCEMENT	SF-150001	2	\$ 1,537,433		\$ 358,000		\$ 1,895,433
San Francisco	SF DPW	LOCAL ROAD	Bayview Transportation Improvements	EXPANSION	SF-010038	14	\$ 26,837,800			\$ 9,312,200	\$ 36,150,000
San Francisco	SF DPW	LOCAL ROAD	Harney Way Roadway Widening	EXPANSION	SF-090004	11	\$ 23,512,200			\$ 537,800	\$ 24,050,000
San Francisco	SF DPW	LOCAL ROAD	Hunters Pt Shipyard and Candlestick Pt Local R	EXPANSION	SF-110006	5	\$ 338,150,000				\$ 338,150,000
San Francisco	SF DPW	LOCAL ROAD	Southeast Waterfront Transportation Improve	EXPANSION	SF-130006	6	\$ 253,323,900				\$ 253,323,900
San Francisco	SF DPW	LOCAL ROAD	HOPE SF Street Grid Phase 1	EXPANSION	SF-130007	3	\$ 10,000,000				\$ 10,000,000
San Francisco	SF DPW	LOCAL ROAD	Great Highway Restoration	MAINT/REHAB	SF-110005	6	\$ 450,495			\$ 6,375,205	\$ 6,825,700
San Francisco	SF DPW	LOCAL ROAD	SF- Better Market Street Transportation Elemen	SYSTEMGMT	SF-130001	3	\$ 206,400,000				\$ 206,400,000
San Francisco	SF DPW	LOCAL ROAD	SF- Second Street Complete Streets and Road I	SYSTEMGMT	SF-130011	5	\$ 3,972,427			\$ 10,515,748	\$ 14,488,175

Metropolitan Transportation Commission
TIP Project Listing - Funding by Funding Authority
 Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	Local	Regional	State	Federal	Total Funding
San Francisco	SF DPW	LOCAL ROAD	SF- Broadway Chinatown Complete Streets	SYSTMGMT	SF-130014	7	\$ 4,334,951		\$ 387,000	\$ 3,477,801	\$ 8,199,752
San Francisco	SF DPW	STATE HWY	Lombard Street Vision Zero Project	SYSTMGMT	SF-150016	2	\$ 6,515,000		\$ 2,507,000	\$ 1,910,000	\$ 10,932,000
San Francisco	SFDPH	LOCAL ROAD	SF SRTS Non-Infrastructure Program	SYSTMGMT	SF-130018	3	\$ 191,000			\$ 1,439,000	\$ 1,630,000
San Francisco	SFDPH	LOCAL ROAD	San Francisco Safe Routes to School (ATP)	SYSTMGMT	SF-150003	2			\$ 990,000		\$ 990,000
San Francisco	SFDPH	LOCAL ROAD	SF Safe Routes to School 2017-2019	SYSTMGMT	SF-150017	2	\$ 133,372		\$ 2,411,000		\$ 2,544,372
San Francisco	SFMTA	LOCAL ROAD	Mission Bay/UCSF Multi-Modal Transportation I	EXPANSION	SF-110002	5	\$ 38,310,461		\$ 1,381,539	\$ 10,000,000	\$ 49,692,000
San Francisco	SFMTA	LOCAL ROAD	Linked Priced Electric Bikesharing	EXPANSION	SF-110037	8	\$ 376,056			\$ 1,504,221	\$ 1,880,277
San Francisco	SFMTA	LOCAL ROAD	Implement Parkmerced Street Network	EXPANSION	SF-130002	3	\$ 47,960,000				\$ 47,960,000
San Francisco	SFMTA	LOCAL ROAD	Twin Peaks Connectivity Planning	EXPANSION	SF-130022	3	\$ 23,000			\$ 167,589	\$ 190,589
San Francisco	SFMTA	LOCAL ROAD	Mansell Corridor Complete Streets	SYSTMGMT	SF-130015	4	\$ 4,793,172			\$ 1,762,239	\$ 6,555,411
San Francisco	SFMTA	LOCAL ROAD	Eddy and Ellis Traffic Calming Improvement Pro	SYSTMGMT	SF-130019	5	\$ 534,821			\$ 1,175,105	\$ 1,709,926
San Francisco	SFMTA	LOCAL ROAD	San Francisco Safer Streets Campaign	SYSTMGMT	SF-150002	2			\$ 2,000,000		\$ 2,000,000
San Francisco	SFMTA	LOCAL ROAD	SFMTA Station-Area Ped and Bicycle Access Irr	SYSTMGMT	SF-150004	3	\$ 250,000			\$ 1,000,000	\$ 1,250,000
San Francisco	SFMTA	LOCAL ROAD	San Francisco Citywide Bicycle Wayfinding	SYSTMGMT	SF-150009	3	\$ 353,000		\$ 792,000		\$ 1,145,000
San Francisco	SFMTA	LOCAL ROAD	San Francisco Vision Zero Safety Investment	SYSTMGMT	SF-150011	3	\$ 979,000		\$ 4,058,000		\$ 5,037,000
San Francisco	SFMTA	STATE HWY	SFGO-Corridor Management	SYSTMGMT	SF-070030	15	\$ 25,920,571		\$ 5,110,000	\$ 25,840,521	\$ 56,871,092
San Francisco	SFMTA	TRANSIT	SF Muni Third St LRT Phase 2 - New Central St	EXPANSION	SF-010037	27	\$ 199,177,000		\$ 383,100,000	\$ 995,723,000	\$ 1,578,000,000
San Francisco	SFMTA	TRANSIT	Historic Streetcar Extension to Fort Mason	EXPANSION	SF-070003	6	\$ 68,530,000				\$ 68,530,000
San Francisco	SFMTA	TRANSIT	Van Ness Avenue Bus Rapid Transit	EXPANSION	SF-070005	14	\$ 112,695,133		\$ 7,304,868	\$ 74,999,999	\$ 195,000,000
San Francisco	SFMTA	TRANSIT	Additional Light Rail Vehicles to Expand Muni R	EXPANSION	SF-090012	7	\$ 126,242,461			\$ 10,227,539	\$ 136,470,000
San Francisco	SFMTA	TRANSIT	Transit Center in Hunters Point	EXPANSION	SF-090016	5	\$ 22,000,000				\$ 22,000,000
San Francisco	SFMTA	TRANSIT	Oakdale-Palou Interim High-Capacity Bus Corri	EXPANSION	SF-090018	5	\$ 22,000,000				\$ 22,000,000
San Francisco	SFMTA	TRANSIT	Extended Trolleybus Service into Hunters Point	EXPANSION	SF-090019	6	\$ 51,000,000				\$ 51,000,000
San Francisco	SFMTA	TRANSIT	Geneva Harney BRT Infrastructure: Central Seg	EXPANSION	SF-090020	5	\$ 43,000,000				\$ 43,000,000
San Francisco	SFMTA	TRANSIT	Geneva Harney BRT Infrastructure: Eastern Se	EXPANSION	SF-090023	5	\$ 98,115,000				\$ 98,115,000
San Francisco	SFMTA	TRANSIT	19th Ave. & Parkmerced M-Line Realignment	EXPANSION	SF-130003	3	\$ 80,940,000				\$ 80,940,000
San Francisco	SFMTA	TRANSIT	SFMTA: Purchase 60 foot expansion motor coac	EXPANSION	SF-130020	5	\$ 2,248,807			\$ 39,495,226	\$ 41,744,033
San Francisco	SFMTA	TRANSIT	SFMTA: Wayside Fare Collection Equipment	MAINT/REHAB	SF-030013	19	\$ 8,200,866	\$ 512,000	\$ 1,000,000	\$ 31,602,875	\$ 41,315,741
San Francisco	SFMTA	TRANSIT	SFMTA:Train Control & Trolley Signal Rehab/R	MAINT/REHAB	SF-050024	15	\$ 13,527,500	\$ 730,452	\$ 6,000,000	\$ 45,262,000	\$ 65,519,952
San Francisco	SFMTA	TRANSIT	Light Rail Vehicle Overhaul Program	MAINT/REHAB	SF-050034	14	\$ 16,380,620	\$ 1,334,578	\$ 9,503,268	\$ 40,312,834	\$ 67,531,300
San Francisco	SFMTA	TRANSIT	SFMTA: Trolley Coach Replacement	MAINT/REHAB	SF-070045	17	\$ 31,145,856	\$ 2,349,901		\$ 84,721,806	\$ 118,217,563
San Francisco	SFMTA	TRANSIT	SF Muni - Preventive Maintenance	MAINT/REHAB	SF-090031	8	\$ 1,958,000			\$ 13,134,543	\$ 15,092,543
San Francisco	SFMTA	TRANSIT	SFMTA: Paratransit Vehicle Replacements	MAINT/REHAB	SF-090035	8	\$ 3,528,916			\$ 8,264,210	\$ 11,793,126
San Francisco	SFMTA	TRANSIT	SFMTA Transportation Asset Management Syst	MAINT/REHAB	SF-110010	4	\$ 11,233,000			\$ 8,800,000	\$ 20,033,000
San Francisco	SFMTA	TRANSIT	SFMTA: Replace 58 40' Neoplan Buses	MAINT/REHAB	SF-110050	9	\$ 8,305,819			\$ 33,223,273	\$ 41,529,092
San Francisco	SFMTA	TRANSIT	SFMTA - Replacement of 40' Motor Coaches	MAINT/REHAB	SF-150005	5	\$ 4,375,000	\$ 21,922,657		\$ 61,043,062	\$ 87,340,719
San Francisco	SFMTA	TRANSIT	SFMTA Replacement of 60' Motor Coaches	MAINT/REHAB	SF-150006	3	\$ 24,403,486			\$ 97,613,938	\$ 122,017,424
San Francisco	SFMTA	TRANSIT	SFMTA Farebox Replacement	MAINT/REHAB	SF-150007	3	\$ 837,200			\$ 3,348,800	\$ 4,186,000
San Francisco	SFMTA	TRANSIT	SFMTA 30' Motor Coach Mid-Life Overhaul	MAINT/REHAB	SF-150014	2	\$ 3,281,482			\$ 13,125,926	\$ 16,407,408
San Francisco	SFMTA	TRANSIT	SFMTA: Replacement of 40' Trolley Coaches	MAINT/REHAB	SF-150015	2	\$ 5,000,000			\$ 20,000,000	\$ 25,000,000
San Francisco	SFMTA	TRANSIT	SF Muni Rail Replacement Program	MAINT/REHAB	SF-95037B	19	\$ 43,544,169	\$ 2,091,028	\$ 4,000,000	\$ 149,929,371	\$ 199,564,568
San Francisco	SFMTA	TRANSIT	SFMTA: Cable Car Vehicle Renovation Program	MAINT/REHAB	SF-970073	24	\$ 3,807,647	\$ 2,168,183	\$ 125,250	\$ 18,689,889	\$ 24,790,969
San Francisco	SFMTA	TRANSIT	SFMTA: Trolley Overhead Recon. Program	MAINT/REHAB	SF-970170	29	\$ 21,926,805	\$ 7,019,000	\$ 6,183,000	\$ 130,632,113	\$ 165,760,918
San Francisco	SFMTA	TRANSIT	Islais Creek Motor Coach Facility	MAINT/REHAB	SF-990004	18	\$ 53,370,564	\$ 400,000	\$ 4,458,000	\$ 62,756,457	\$ 120,985,021
San Francisco	SFMTA	TRANSIT	Cable Car Traction Power & Guideway Rehab	MAINT/REHAB	SF-99T002	21	\$ 17,106,460	\$ 1,007,000		\$ 53,876,956	\$ 71,990,416
San Francisco	SFMTA	TRANSIT	SFMTA: ADA Paratransit operating support	OPERATIONS	SF-990022	20	\$ 152,169,396			\$ 64,879,655	\$ 217,049,051
San Francisco	SFMTA	TRANSIT	SFMTA: Muni Forward Capital Implementation F	SYSTMGMT	SF-090032	10	\$ 155,337,158			\$ 17,022,842	\$ 172,360,000
San Francisco	SFMTA	TRANSIT	SFMTA: 8X Customer First Program	SYSTMGMT	SF-110045	4			\$ 5,285,000	\$ 6,352,000	\$ 11,637,000
San Francisco	SFMTA	TRANSIT	Global Positioning System	SYSTMGMT	SF-990003	20	\$ 8,554,362	\$ 11,283,000		\$ 16,089,232	\$ 35,926,594
San Francisco	TBJPA	TRANSIT	Transbay Term/Caltrain Downtown Ext - Ph.1	EXPANSION	SF-010015	18	\$ 1,259,788,559	\$ 197,416,608	\$ 160,153,000	\$ 642,041,833	\$ 2,259,400,000
San Francisco	TBJPA	TRANSIT	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	EXPANSION	SF-050002	10	\$ 1,917,187,608	\$ 6,983,392		\$ 1,240,000	\$ 1,925,411,000
San Francisco	TBJPA	TRANSIT	Transbay Transit Center - TIFIA Loan Debt Serv	EXPANSION	SF-070029	7	\$ 1,075,060,625				\$ 1,075,060,625
San Francisco	WETA	TRANSIT	WETA: Replace Ferry Vessels	MAINT/REHAB	SF-110053	9	\$ 5,235,337	\$ -	\$ 2,862,400	\$ 32,390,945	\$ 40,488,682
Santa Clara	Gilroy	LOCAL ROAD	Gilroy New Ronan Channel and Lions Creek Tr	EXPANSION	SCL110032	6	\$ 223,000			\$ 1,706,000	\$ 1,929,000
Santa Clara	Morgan Hill	LOCAL ROAD	Monterey Road Preservation	MAINT/REHAB	SCL130043	3	\$ 332,000			\$ 1,379,000	\$ 1,711,000
Santa Clara	Mountain View	STATE HWY	Mountain View El Camino Real Streetscape Stu	SYSTMGMT	SCL150017	2	\$ 40,000			\$ 260,000	\$ 300,000
Santa Clara	MTC	LOCAL ROAD	Regional Planning Activities and PPM - Santa C	SYSTMGMT	SCL170001	1	\$ 787,470			\$ 8,698,000	\$ 9,485,470
Santa Clara	Palo Alto	LOCAL ROAD	Arastradero Road Schoolscape/Multiuse Trail	EXPANSION	SCL130034	3	\$ 502,000			\$ 1,000,000	\$ 1,502,000
Santa Clara	Palo Alto	LOCAL ROAD	Palo Alto - Citywide Traffic Signal upgrade	SYSTMGMT	SCL050091	11	\$ 138,000			\$ 365,000	\$ 503,000
Santa Clara	Palo Alto	STATE HWY	Adobe Creek/ Highway 101 Bicycle Pedestrian E	MAINT/REHAB	SCL130041	6	\$ 8,650,000			\$ 4,350,000	\$ 13,000,000
Santa Clara	San Jose	LOCAL ROAD	Bay Trail Reach 9 & 9B	EXPANSION	SCL050082	9	\$ 7,863,000			\$ 675,000	\$ 8,538,000
Santa Clara	San Jose	LOCAL ROAD	San Jose Charcot Avenue Extension Over I-880	EXPANSION	SCL090003	5	\$ 30,200,000				\$ 30,200,000
Santa Clara	San Jose	LOCAL ROAD	Coleman Avenue Widening from I-880 to Taylor	EXPANSION	SCL090005	5	\$ 13,000,000				\$ 13,000,000
Santa Clara	San Jose	LOCAL ROAD	San Jose - Autumn Street Extension	EXPANSION	SCL110006	6	\$ 16,326,000			\$ 974,000	\$ 17,300,000
Santa Clara	San Jose	LOCAL ROAD	San Jose: Los Gatos Creek Reach 5 Underpass	EXPANSION	SCL110029	5	\$ 3,850,000			\$ 1,200,000	\$ 5,050,000

Metropolitan Transportation Commission
TIP Project Listing - Funding by Funding Authority
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County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	Local	Regional	State	Federal	Total Funding		
Santa Clara	San Jose	LOCAL ROAD	San Jose - Meridian Bike/Ped Improvements	EXPANSION	SCL130004	5	\$ 524,000		\$	1,150,000	\$ 1,674,000		
Santa Clara	San Jose	LOCAL ROAD	St. Johns Bikeway and Pedestrian Improvement	EXPANSION	SCL130011	5	\$ 691,000		\$	2,685,000	\$ 3,376,000		
Santa Clara	San Jose	LOCAL ROAD	East San Jose Bikeways	EXPANSION	SCL130016	6	\$ 532,000		\$	2,000,000	\$ 2,532,000		
Santa Clara	San Jose	LOCAL ROAD	Downtown San Jose Bike Lanes and De-couplet	SYSTMGMT	SCL090004	8	\$ 21,315,000		\$	1,500,000	\$ 22,815,000		
Santa Clara	San Jose	LOCAL ROAD	San Jose Citywide SRTS Program	SYSTMGMT	SCL130006	5	\$ 157,000		\$	1,150,000	\$ 1,307,000		
Santa Clara	San Jose	LOCAL ROAD	Jackson Ave Bicycle and Pedestrian Improve	SYSTMGMT	SCL130007	5	\$ 399,000		\$	1,500,000	\$ 1,899,000		
Santa Clara	San Jose	LOCAL ROAD	San Jose Pedestrian Oriented Traffic Signals	SYSTMGMT	SCL130010	7	\$ 798,000		\$	3,000,000	\$ 3,798,000		
Santa Clara	San Jose	LOCAL ROAD	North 1st Street Urban Village Plan	SYSTMGMT	SCL150020	2	\$ 86,781		\$	369,962	\$ 456,743		
Santa Clara	San Jose	LOCAL ROAD	Berrvessa BART Urban Village Plan	SYSTMGMT	SCL150021	2	\$ 77,790		\$	331,630	\$ 409,420		
Santa Clara	San Jose	PUBLICLANDTRF	Covote Creek Trail (Hwy 237-Story Rd)	EXPANSION	SCL050083	10	\$ 31,825,930	\$	5,256,000	\$	4,386,700	\$ 41,468,630	
Santa Clara	San Jose	STATE HWY	US 101 / Blossom Hill I/C Reconst & Road Wide	EXPANSION	SCL030006	8	\$ 15,000,000				\$	15,000,000	
Santa Clara	San Jose	STATE HWY	US 101 / Mabury New Interchange	EXPANSION	SCL070004	7	\$ 20,750,000				\$	20,750,000	
Santa Clara	San Jose	TRANSIT	San Jose International Airport People Mover	EXPANSION	SCL090019	6	\$ 508,000,000					\$ 508,000,000	
Santa Clara	Santa Clara Co	LOCAL ROAD	Montague Expwy Widening - Trade Zone I-680	EXPANSION	SCL090017	5	\$ 15,540,000				\$	15,540,000	
Santa Clara	Santa Clara Co	LOCAL ROAD	San Tomas Expressway Widening	EXPANSION	SCL110007	6	\$ 56,100,000				\$	56,100,000	
Santa Clara	Santa Clara Co	LOCAL ROAD	East San Jose Pedestrian Improvements	EXPANSION	SCL110121	7	\$ 599,777			\$	2,127,977	\$ 2,727,754	
Santa Clara	Santa Clara Co	LOCAL ROAD	San Tomas Aquino Spur Multi-Use Trail Phase 2	EXPANSION	SCL130022	4	\$ 1,760,000			\$	3,234,000	\$ 4,994,000	
Santa Clara	Santa Clara Co	LOCAL ROAD	San Tomas Expressway Box Culvert Rehabilitat	MAINT/REHAB	SCL090002	10	\$ 1,368,698			\$	9,047,363	\$ 10,416,061	
Santa Clara	Santa Clara Co	LOCAL ROAD	Isabel Bridge Replacement (37C0089)	MAINT/REHAB	SCL110108	10				\$	5,930,000	\$ 5,930,000	
Santa Clara	Santa Clara Co	LOCAL ROAD	Capitol Expressway ITS and Bike/Ped Improv	SYSTMGMT	SCL130037	6	\$ 1,899,000			\$	7,527,637	\$ 9,426,637	
Santa Clara	Santa Clara Co	LOCAL ROAD	Gilroy Moves!	SYSTMGMT	SCL150015	3		\$	1,876,000		\$	1,876,000	
Santa Clara	Saratoga	LOCAL ROAD	Prospect Rd Complete Streets	SYSTMGMT	SCL130026	4	\$ 560,000			\$	4,205,000	\$ 4,765,000	
Santa Clara	Saratoga	STATE HWY	Saratoga Village Sidewalk Rehabilitation	MAINT/REHAB	SCL130027	6	\$ 39,990			\$	162,000	\$ 201,990	
Santa Clara	Sunnyvale	LOCAL ROAD	Fair Oaks Avenue Bikeway and Street Enhanc	EXPANSION	SCL130029	5	\$ 254,100			\$	956,000	\$ 1,210,100	
Santa Clara	Sunnyvale	LOCAL ROAD	Sunnyvale/Saratoga Traffic Signal, Bike/Ped Sa	SYSTMGMT	SCL130028	6	\$ 90,065			\$	524,000	\$ 614,065	
Santa Clara	Sunnyvale	LOCAL ROAD	Maude Avenue Bikeway and Streetscape	SYSTMGMT	SCL130030	4	\$ 135,000			\$	695,000	\$ 830,000	
Santa Clara	Sunnyvale	LOCAL ROAD	Sunnyvale SRTS Ped Infrastructure Improvement	SYSTMGMT	SCL130032	4	\$ 330,968			\$	1,569,000	\$ 1,899,968	
Santa Clara	Sunnyvale	PUBLICLANDTRF	Sunnyvale East and West Channel Multi-Use Tra	EXPANSION	SCL130031	5	\$ 1,305,000			\$	3,440,000	\$ 4,745,000	
Santa Clara	VTA	LOCAL ROAD	Santa Clara Caltrain Station Bike/Ped Tunnel	EXPANSION	SCL090031	7	\$ 10,887,170	\$	791,816		\$	2,718,827	\$ 14,397,813
Santa Clara	VTA	LOCAL ROAD	Local PDA Planning - Santa Clara	SYSTMGMT	SCL110125	11	\$ 534,103			\$	4,122,408	\$ 4,656,511	
Santa Clara	VTA	LOCAL ROAD	SR 237/US 101/Mathilda Interchange Modificati	SYSTMGMT	SCL130001	4	\$ 40,000,000				\$	40,000,000	
Santa Clara	VTA	STATE HWY	I-880 Coleman Avenue I/C Reconfiguration	EXPANSION	SCL010019	18	\$ 6,175,000		\$	5,000,000	\$	66,869,150	\$ 78,044,150
Santa Clara	VTA	STATE HWY	New SR152 Alignment Study	EXPANSION	SCL090016	7	\$ 5,000,000		\$	5,000,000		\$ 10,000,000	
Santa Clara	VTA	STATE HWY	SR 85 Express Lanes	EXPANSION	SCL090030	10	\$ 171,200,000			\$	4,800,000	\$ 176,000,000	
Santa Clara	VTA	STATE HWY	Santa Clara County - US 101 Express Lanes	EXPANSION	SCL110002	5	\$ 431,000,000				\$	431,000,000	
Santa Clara	VTA	STATE HWY	SR 237 Express Lanes: Zanker Rd to Mathilda /	EXPANSION	SCL110008	6	\$ 28,400,000			\$	1,600,000	\$ 30,000,000	
Santa Clara	VTA	STATE HWY	SR 237 Express Lanes : Mathilda Avenue to SR	EXPANSION	SCL130002	3	\$ 83,790,000				\$	83,790,000	
Santa Clara	VTA	STATE HWY	I-880 Stevens Creek Landscaping	SYSTMGMT	SCL130044	3	\$ 3,175,000			\$	696,139	\$ 3,871,139	
Santa Clara	VTA	STATE HWY	I-680 Soundwalls - Capitol Expwy to Mueller Ave	SYSTMGMT	SCL150001	2				\$	4,456,000	\$ 4,456,000	
Santa Clara	VTA	STATE HWY	I-280/Winchester Study	SYSTMGMT	SCL150014	4	\$ 500,000			\$	500,000	\$ 1,000,000	
Santa Clara	VTA	TRANSIT	BART - Berryessa to San Jose Extension	EXPANSION	BRT030001	17	\$ 3,947,628,000			\$	14,672,000	\$ 3,962,300,000	
Santa Clara	VTA	TRANSIT	Capitol Expressway LRT Extension- Phase II	EXPANSION	SCL050009	13	\$ 236,360,000		\$	39,000,000	\$	18,540,000	\$ 293,900,000
Santa Clara	VTA	TRANSIT	LRT Extension to Vasona Junction	EXPANSION	SCL090040	5	\$ 176,000,000				\$	176,000,000	
Santa Clara	VTA	TRANSIT	BART - Warm Springs to Berryessa Extension	EXPANSION	SCL110005	10	\$ 1,279,379,520		\$	353,339,000	\$	889,180,992	\$ 2,521,899,512
Santa Clara	VTA	TRANSIT	El Camino Real Bus Rapid Transit	EXPANSION	SCL110009	5	\$ 233,700,000				\$	233,700,000	
Santa Clara	VTA	TRANSIT	VTA: Stevens Creek Bus Rapid Transit	EXPANSION	SCL110010	7	\$ 160,793,765			\$	712,888	\$ 161,506,653	
Santa Clara	VTA	TRANSIT	Montague Expy Ped Bridge at Milpitas BART	EXPANSION	SCL130040	4	\$ 9,234,588			\$	3,512,555	\$ 12,747,143	
Santa Clara	VTA	TRANSIT	VTA: Standard & Small Bus Replacement	MAINT/REHAB	SCL050001	22	\$ 121,229,477		\$	5,847,500	\$	83,820,771	\$ 210,897,748
Santa Clara	VTA	TRANSIT	VTA: Rail Replacement Program	MAINT/REHAB	SCL050002	21	\$ 5,804,810		\$	1,328,000	\$	22,916,153	\$ 30,048,963
Santa Clara	VTA	TRANSIT	VTA: Rail Substation Rehab/Replacement	MAINT/REHAB	SCL050049	16	\$ 3,130,070		\$	2,500,000	\$	20,012,282	\$ 25,642,352
Santa Clara	VTA	TRANSIT	VTA: TP OCS Rehab & Replacement	MAINT/REHAB	SCL090044	9	\$ 1,816,989			\$	7,267,951	\$ 9,084,940	
Santa Clara	VTA	TRANSIT	VTA: Light Rail Bridge and Structure - SG Repai	MAINT/REHAB	SCL110099	4	\$ 340,000			\$	1,360,000	\$ 1,700,000	
Santa Clara	VTA	TRANSIT	VTA: Kinkisharvo LRV Overhaul Program	MAINT/REHAB	SCL110100	6	\$ 257,400			\$	1,029,600	\$ 1,287,000	
Santa Clara	VTA	TRANSIT	VTA: Light Rail Track Crossovers and Switches	MAINT/REHAB	SCL110104	7	\$ 884,130			\$	3,536,518	\$ 4,420,648	
Santa Clara	VTA	TRANSIT	VTA Train to Wayside Communication System L	MAINT/REHAB	SCL150005	2	\$ 50,000			\$	200,000	\$ 250,000	
Santa Clara	VTA	TRANSIT	VTA: Preventive Maintenance	MAINT/REHAB	SCL990046	41	\$ 121,053,756			\$	475,213,775	\$ 596,267,531	
Santa Clara	VTA	TRANSIT	VTA: ADA Operating Set Aside	OPERATIONS	SCL050046	19	\$ 9,838,405			\$	38,791,439	\$ 48,629,844	
Santa Clara	VTA	TRANSIT	VTA: Photovoltaic Solar Panel Alternative Energ	SYSTMGMT	SCL090041	7	\$ 187,500			\$	750,000	\$ 937,500	
Santa Clara	VTA	TRANSIT	VTA: Back-up Power for Elevated Stations	SYSTMGMT	SCL150006	2	\$ 80,000			\$	320,000	\$ 400,000	
Santa Clara	VTA	TRANSIT	VTA Track Intrusion Abatement	SYSTMGMT	SCL150008	3	\$ 800,000			\$	3,200,000	\$ 4,000,000	
Santa Clara	VTA	TRANSIT	VTA: N 1st Street LR Speed Improvements	SYSTMGMT	SCL150011	2	\$ 100,000			\$	400,000	\$ 500,000	
Santa Clara	VTA	TRANSIT	Peery Park Rides	SYSTMGMT	SCL150018	2	\$ 951,000			\$	1,129,000	\$ 2,080,000	
San Mateo	BART	TRANSIT	BART: Preventive Maintenance	MAINT/REHAB	SM-050005	11	\$ 5,472,118			\$	27,742,249	\$ 33,214,367	
San Mateo	BART	TRANSIT	Daly City BART Station Intermodal Improvemen	SYSTMGMT	SM-130029	3	\$ 550,000		\$	350,000	\$	200,000	\$ 1,100,000
San Mateo	Belmont	LOCAL ROAD	Ralston Avenue Pedestrian Route Improvement	EXPANSION	SM-130017	3	\$ 70,000			\$	250,000	\$ 320,000	

Metropolitan Transportation Commission
TIP Project Listing - Funding by Funding Authority
 Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	Local	Regional	State	Federal	Total Funding
San Mateo	Belmont	LOCAL ROAD	Old County Road Bicycle/Pedestrian Improvement	EXPANSION	SM-130018	3	\$ 80,000		\$ 270,000	\$ 350,000	
San Mateo	Belmont	LOCAL ROAD	Belmont Village Specific/Implementation Plan	SYSTMGMT	SM-150004	3	\$ 110,000		\$ 440,000	\$ 550,000	
San Mateo	Brisbane	STATE HWY	US 101/Candlestick Interchange	SYSTMGMT	SM-090004	5	\$ 13,890,000			\$ 13,890,000	
San Mateo	Burlingame	LOCAL ROAD	Carolyn Ave Complete Streets and Road Diet	SYSTMGMT	SM-130021	5	\$ 174,000		\$ 986,000	\$ 1,160,000	
San Mateo	Caltrain	TRANSIT	Caltrain South Terminal Phase II and III	EXPANSION	SM-070008	7	\$ 300,000	\$ 14,000,000	\$ 1,200,000	\$ 15,500,000	
San Mateo	Caltrain	TRANSIT	Caltrain Electrification	MAINT/REHAB	SF-010028	15	\$ 874,148,641	\$ 640,000,000	\$ 97,851,359	\$ 1,612,000,000	
San Mateo	Caltrain	TRANSIT	San Mateo Bridges Replacement	MAINT/REHAB	SM-010054	17	\$ 6,275,016	\$ 24,694,509	\$ 11,607,581	\$ 42,577,106	
San Mateo	Caltrain	TRANSIT	Caltrain: ADA Operating Set-aside	OPERATIONS	SM-050040	16	\$ 1,462,494		\$ 79,363	\$ 1,541,857	
San Mateo	Caltrain	TRANSIT	Caltrain Control Point Installation	SYSTMGMT	SM-130026	5	\$ 2,134,614		\$ 2,840,952	\$ 4,975,566	
San Mateo	Caltrain	TRANSIT	Caltrain Off-peak Marketing Campaign	SYSTMGMT	SM-130027	4	\$ 5,800		\$ 44,200	\$ 50,000	
San Mateo	Caltrain	TRANSIT	Map Based Real-Time Train Display for Caltrain	SYSTMGMT	SM-150007	2	\$ 6,000		\$ 44,000	\$ 50,000	
San Mateo	CCAG	LOCAL ROAD	San Mateo Countywide ITS Improvements	SYSTMGMT	SM-070002	10			\$ 4,298,000	\$ 4,298,000	
San Mateo	CCAG	LOCAL ROAD	San Mateo County SR2S Program	SYSTMGMT	SM-110022	8	\$ 1,306,000		\$ 3,586,000	\$ 4,892,000	
San Mateo	CCAG	LOCAL ROAD	Local PDA Planning - San Mateo	SYSTMGMT	SM-110067	8	\$ 40,000		\$ 302,000	\$ 342,000	
San Mateo	CCAG	STATE HWY	US 101 HOV/ HOT from Santa Clara to I-380	EXPANSION	SM-150017	2	\$ 158,500,000		\$ 9,399,000	\$ 167,899,000	
San Mateo	CCAG	STATE HWY	Dumbarton Bridge to US101 Connection Study	SYSTMGMT	SM-070029	8	\$ 100,000		\$ 378,000	\$ 478,000	
San Mateo	CCAG	STATE HWY	Improve US 101 operations near Rte 92	SYSTMGMT	SM-090014	7	\$ 500,000		\$ 23,839,000	\$ 24,339,000	
San Mateo	Daly City	LOCAL ROAD	Daly City Central Corridor Bike/Ped Safety Impr	EXPANSION	SM-150012	2	\$ 257,000	\$ 2,019,000		\$ 2,276,000	
San Mateo	Daly City	LOCAL ROAD	John Daly Boulevards Bicycle/Ped Improver	SYSTMGMT	SM-130011	6	\$ 250,000		\$ 1,290,000	\$ 1,540,000	
San Mateo	East Palo Alto	LOCAL ROAD	US-101 Pedestrian/Bicycle Overcrossing	EXPANSION	SM-130028	4	\$ 600,000	\$ 8,600,000		\$ 9,200,000	
San Mateo	East Palo Alto	LOCAL ROAD	Bay Rd Bicycle/Ped Improvements Phase II & III	MAINT/REHAB	SM-070004	12	\$ 2,452,550		\$ 10,503,000	\$ 12,955,550	
San Mateo	East Palo Alto	LOCAL ROAD	US 101 University Ave Interchange Improvemen	SYSTMGMT	SM-070006	9	\$ 5,120,000		\$ 1,887,000	\$ 7,007,000	
San Mateo	Half Moon Bay	STATE HWY	SR 92 Shoulder Widening & Curve Correction	EXPANSION	SM-010002	16	\$ 5,300,000	\$ -		\$ 5,300,000	
San Mateo	Half Moon Bay	STATE HWY	Route 1 improvements in Half Moon Bay	EXPANSION	SM-090015	7	\$ 7,050,000			\$ 7,050,000	
San Mateo	Menlo Park	LOCAL ROAD	Menlo Park-Variouious Streets Bike /Ped Impr	SYSTMGMT	SM-130008	5	\$ 103,260		\$ 499,000	\$ 602,260	
San Mateo	Menlo Park	LOCAL ROAD	Menlo Park - Willow Rd Traffic Signal Modificati	SYSTMGMT	SM-130023	4	\$ 85,000		\$ 216,000	\$ 301,000	
San Mateo	Menlo Park	STATE HWY	US 101 / Willow Road Interchange Reconstruct	MAINT/REHAB	SM-010047	21	\$ 36,500,000	\$ 7,009,000	\$ 12,543,000	\$ 56,052,000	
San Mateo	Millbrae	LOCAL ROAD	US 101 Millbrae Ave Bike/Ped Bridge	EXPANSION	SM-050053	8	\$ 2,150,000		\$ 912,000	\$ 3,062,000	
San Mateo	Millbrae	LOCAL ROAD	Millbrae Variouious Streets and Roads Preserv	MAINT/REHAB	SM-130009	5	\$ 60,000		\$ 445,000	\$ 505,000	
San Mateo	Millbrae	LOCAL ROAD	Millbrae Priority Development Area Specific Plar	SYSTMGMT	SM-150001	2	\$ 150,000		\$ 500,000	\$ 650,000	
San Mateo	MTC	LOCAL ROAD	Regional Planning Activities and PPM - San Mat	SYSTMGMT	SM-170002	1	\$ 495,181		\$ 4,960,000	\$ 5,455,181	
San Mateo	Pacifica	LOCAL ROAD	Manor Drive Overcrossing and Milagra On Ram	EXPANSION	SM-170004	1	\$ 17,000,000			\$ 17,000,000	
San Mateo	Pacifica	LOCAL ROAD	Palmetto Avenue Streetscape	SYSTMGMT	SM-130016	3	\$ 1,450,000		\$ 1,000,000	\$ 2,450,000	
San Mateo	Pacifica	STATE HWY	SR 1 - Fassler to Westport Drive Widening	EXPANSION	SM-050001	10	\$ 43,650,000	\$ 6,900,000		\$ 50,550,000	
San Mateo	Redwood City	LOCAL ROAD	Blomquist Street Extension	EXPANSION	SM-090007	5	\$ 17,600,000			\$ 17,600,000	
San Mateo	Redwood City	LOCAL ROAD	Middlefield Rd and Woodside Rd Intersection Im	EXPANSION	SM-110065	7	\$ 170,000		\$ 339,924	\$ 509,924	
San Mateo	Redwood City	LOCAL ROAD	Middlefield Road Bicycle / Ped Improvements	EXPANSION	SM-130022	5	\$ 4,898,000		\$ 1,752,000	\$ 6,650,000	
San Mateo	Redwood City	LOCAL ROAD	Redwood City Variouious Streets Overlay	MAINT/REHAB	SM-130002	4	\$ 100,000		\$ 548,000	\$ 648,000	
San Mateo	Redwood City	LOCAL ROAD	Redwood City Dwntrn Transit Area Impvmts-St	SYSTMGMT	SM-150003	3	\$ 100,000		\$ 450,000	\$ 550,000	
San Mateo	Redwood City	STATE HWY	US 101 / Woodside Interchange Improvement	EXPANSION	SM-050027	8	\$ 49,110,000			\$ 49,110,000	
San Mateo	SamTrans	STATE HWY	SR 82 - El Camino Real Grand Boulev	Various	SM-050051	15	\$ 1,395,991		\$ 3,103,032	\$ 4,499,023	
San Mateo	SamTrans	TRANSIT	SAMTRANS: Preventive Maintenance	MAINT/REHAB	SM-030023	27	\$ 8,176,744	\$ 79,069	\$ 47,357,006	\$ 55,612,819	
San Mateo	SamTrans	TRANSIT	Facility/Equipment Rehabilitation/Replacement	MAINT/REHAB	SM-070049	13	\$ 164,280		\$ 186,500	\$ 1,402,000	\$ 1,752,780
San Mateo	SamTrans	TRANSIT	Samtrans - Replace 62 1998 Gillig Buses	MAINT/REHAB	SM-110062	6	\$ 5,505,000	\$ 7,777,697	\$ 22,347,271	\$ 35,629,968	
San Mateo	SamTrans	TRANSIT	SAMTRANS: Replacement of Articulated Bus Fl	MAINT/REHAB	SM-110068	8	\$ 12,559,190	\$ 5,000,000	\$ 40,157,000	\$ 57,716,190	
San Mateo	SamTrans	TRANSIT	SAMTRANS: Replacement of 2003 Gillig Buses	MAINT/REHAB	SM-150005	3	\$ 1,517,897	\$ 5,000,000	\$ 26,914,860	\$ 33,432,757	
San Mateo	SamTrans	TRANSIT	SamTrans - Replacement of Non-Rev Vehicles	MAINT/REHAB	SM-150008	3	\$ 154,000		\$ 616,000	\$ 770,000	
San Mateo	SamTrans	TRANSIT	SamTrans - Replacement of Cutaway Buses	MAINT/REHAB	SM-150010	2	\$ 197,640		\$ 900,360	\$ 1,098,000	
San Mateo	SamTrans	TRANSIT	SamTrans - Purchase of Replacement Minivans	MAINT/REHAB	SM-150011	2	\$ 91,800		\$ 418,200	\$ 510,000	
San Mateo	SamTrans	TRANSIT	SAMTRANS: ADA Paratransit Operating Subsid	OPERATIONS	SM-990026	29	\$ 2,119,443		\$ 8,472,242	\$ 10,591,685	
San Mateo	SamTrans	TRANSIT	Reconfiguration of San Carlos Transit Center	SYSTMGMT	SM-110054	5	\$ 818,370	\$ 666,095	\$ 3,500,000	\$ 4,984,465	
San Mateo	SamTrans	TRANSIT	SamTrans Service Plan (SSP)	SYSTMGMT	SM-130025	4	\$ 992,536			\$ 992,536	
San Mateo	San Bruno	LOCAL ROAD	San Bruno Transit Corridor Pedestrian Imps	SYSTMGMT	SM-110012	7	\$ 116,500		\$ 386,000	\$ 502,500	
San Mateo	San Bruno	LOCAL ROAD	San Bruno Ave Street Medians Improvements	SYSTMGMT	SM-130019	5	\$ 125,230		\$ 735,000	\$ 860,230	
San Mateo	San Bruno	STATE HWY	SR-35 (Skyline Blvd) Widening from I-280 to S	EXPANSION	SM-170003	1	\$ 4,450,000			\$ 4,450,000	
San Mateo	San Carlos	LOCAL ROAD	US 101 Holly Pedestrian/Bicycle Overcrossing	EXPANSION	SM-150009	3	\$ 7,450,000			\$ 7,450,000	
San Mateo	San Carlos	STATE HWY	San Carlos Streetscape and Ped Improvements	EXPANSION	SM-130012	5	\$ 150,200		\$ 1,000,000	\$ 1,150,200	
San Mateo	San Carlos	STATE HWY	US101/Holly Interchange modification	SYSTMGMT	SM-090008	5	\$ 16,200,000			\$ 16,200,000	
San Mateo	San Mateo	LOCAL ROAD	Mount Diablo Ave, Rehabilitation	MAINT/REHAB	SM-130004	3	\$ 55,000		\$ 270,000	\$ 325,000	
San Mateo	San Mateo	LOCAL ROAD	North Central Pedestrian Improvement Program	SYSTMGMT	SM-110064	6	\$ 214,561		\$ 1,339,924	\$ 1,554,485	
San Mateo	San Mateo	LOCAL ROAD	San Mateo Citywide Crosswalk Improvements	SYSTMGMT	SM-130020	4	\$ 65,000		\$ 368,000	\$ 433,000	
San Mateo	San Mateo	LOCAL ROAD	City of San Mateo SR2S Program	SYSTMGMT	SM-150002	2		\$ 2,515,000		\$ 2,515,000	
San Mateo	San Mateo	LOCAL ROAD	City of San Mateo Car Sharing Program	SYSTMGMT	SM-150006	2	\$ 55,152		\$ 210,000	\$ 265,152	
San Mateo	San Mateo	LOCAL ROAD	San Mateo Downtown Parking Tech Implementa	SYSTMGMT	SM-150016	2	\$ 500,000		\$ 1,500,000	\$ 2,000,000	
San Mateo	San Mateo	STATE HWY	SR92/El Camino Real (SR82) Ramp Modificatio	SYSTMGMT	SM-110047	10	\$ 20,255,000		\$ 7,845,000	\$ 28,100,000	

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County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	Local	Regional	State	Federal	Total Funding	
San Mateo	San Mateo Co	LOCAL ROAD	Semicircular Rd Bicycle / Ped Access Improvem	SYSTMGMT	SM-130015	4	\$ 83,460		\$	320,000	\$ 403,460	
San Mateo	San Mateo Co	LOCAL ROAD	RWC 2020 Sustainable Transportation Encourag	SYSTMGMT	SM-150013	2		\$	966,000		\$ 966,000	
San Mateo	San Mateo Co	PUBLICLANDTRF	Midcoast Multi-Modal Trail	EXPANSION	SM-130032	3	\$ 6,565,000				\$ 6,565,000	
San Mateo	San Mateo Co	STATE HWY	Hwy 1 Congestion throughput and safety improv	ENHANCEMENT	SM-170001	1	\$ 7,150,000				\$ 7,150,000	
San Mateo	San Mateo County	LOCAL ROAD	Safe Routes to School for Health and Wellness	SYSTMGMT	SM-150014	2	\$ 25,000	\$	1,020,000		\$ 1,045,000	
San Mateo	SF City/County	PUBLICLANDTRF	Southern Skyline Blvd. Ridge Trail Extension	EXPANSION	SM-130031	4	\$ 13,700,000		\$	1,000,000	\$ 14,700,000	
San Mateo	SMCTA	STATE HWY	US 101 Aux lanes from Sierra Point to SF Cnty l	EXPANSION	SM-090009	5	\$ 74,800,000				\$ 74,800,000	
San Mateo	SSF	LOCAL ROAD	SSF Linden/Spruce Ave Traffic Calming Improve	ENHANCEMENT	SM-150015	2	\$ 170,000	\$	868,000		\$ 1,038,000	
San Mateo	SSF	LOCAL ROAD	SSF Citywide Sidewalk Gap Closure Project	EXPANSION	SM-130003	5	\$ 47,000		\$	357,000	\$ 404,000	
San Mateo	SSF	STATE HWY	US 101/Produce Avenue Interchange	EXPANSION	SM-110003	4	\$ 130,090,000				\$ 130,090,000	
San Mateo	SSF	STATE HWY	SSF Grand Blvd Project: Chestnut to Arroyo	SYSTMGMT	SM-130013	3	\$ 131,000		\$	1,000,000	\$ 1,131,000	
San Mateo	SSF	STATE HWY	SSF Grand Blvd Project: Kaiser Way to McLellan	SYSTMGMT	SM-130030	3	\$ 548,000		\$	1,991,000	\$ 2,539,000	
San Mateo	WETA	TRANSIT	WETA: Redwood City Ferry Service	EXPANSION	SM-110002	4	\$ 15,000,000				\$ 15,000,000	
Solano	Dixon	LOCAL ROAD	Dixon SR2S Infrastructure Improvements	SYSTMGMT	SOL130012	5	\$ 24,956		\$	100,000	\$ 124,956	
Solano	Fairfield	TRANSIT	Fairfield/Vacaville Intermodal Rail Station	EXPANSION	SOL030002	25	\$ 18,642,548	\$ 32,200,126	\$ 26,394,623	\$ 3,354,164	\$ 80,591,461	
Solano	Fairfield	TRANSIT	Fairfield Transportation Center - Phase 3	EXPANSION	SOL110007	5	\$ 7,550,000			\$	773,000	\$ 8,323,000
Solano	F-S Transit	TRANSIT	Fairfield Transit: 2 Gillig Bus Replacements	MAINT/REHAB	SOL110041	9	\$ 278,654			\$	1,114,610	\$ 1,393,264
Solano	F-S Transit	TRANSIT	Fairfield-Suisun Transit: Operating Assistance	OPERATIONS	SOL010006	32	\$ 24,839,970			\$	34,735,684	\$ 59,575,654
Solano	MTC	LOCAL ROAD	Regional Planning Activities and PPM - Solano	SYSTMGMT	SOL170001	1	\$ 495,181			\$	4,503,000	\$ 4,998,181
Solano	MTC	STATE HWY	I-80 Express Lanes - Fairfield & Vacaville Ph I&	EXPANSION	SOL110001	6	\$ 221,600,000	\$ 15,200,000			\$	\$ 236,800,000
Solano	Rio Vista	STATE HWY	SR 12 crossing with updated lighting	SYSTMGMT	SOL130014	5	\$ 60,000	\$ 70,330		\$	100,000	\$ 230,330
Solano	Solano County	LOCAL ROAD	Cordelia Hills Sky Valley	EXPANSION	SOL070012	10	\$ 590,000			\$	2,160,000	\$ 2,750,000
Solano	Solano County	LOCAL ROAD	Suisun Valley Bicycle and Pedestrian Imps	EXPANSION	SOL130007	3	\$ 6,402,400			\$	1,175,000	\$ 7,577,400
Solano	Solano County	STATE HWY	Redwood-Fairgrounds Dr Interchange Imps	EXPANSION	SOL090015	9	\$ 95,106,154			\$	1,263,846	\$ 96,370,000
Solano	SolTrans	TRANSIT	SolTrans: Preventive Maintenance	MAINT/REHAB	SOL070032	12	\$ 688,179			\$	2,332,672	\$ 3,020,851
Solano	SolTrans	TRANSIT	SolTrans: Bus Maintenance Facility Renovation	MAINT/REHAB	SOL090033	12	\$ 834,350			\$	3,337,398	\$ 4,171,748
Solano	SolTrans	TRANSIT	Bus Replacement (Alternative Fuel)	MAINT/REHAB	SOL090034	13	\$ 890,943	\$	1,559,402		\$ 4,504,380	\$ 6,954,725
Solano	SolTrans	TRANSIT	Bus Replacement (Commuter)	MAINT/REHAB	SOL130019	5	\$ 435,646			\$	1,742,581	\$ 2,178,227
Solano	SolTrans	TRANSIT	SolTrans: ADA Paratransit Operating Subsidy	OPERATIONS	SOL110025	12	\$ 619,133			\$	2,476,532	\$ 3,095,665
Solano	SolTrans	TRANSIT	SolTrans: Operating Assistance	OPERATIONS	SOL110040	12	\$ 13,088,834			\$	13,088,834	\$ 26,177,668
Solano	STA	LOCAL ROAD	Jepson: Vanden Road from Peabody to Leisure	EXPANSION	SOL110003	8	\$ 2,512,591	\$	27,413,000	\$	530,264	\$ 30,455,855
Solano	STA	LOCAL ROAD	Jepson: Walters Rd Ext - Peabody Rd Widening	EXPANSION	SOL110004	5	\$ 12,801,000		\$	630,000		\$ 13,431,000
Solano	STA	LOCAL ROAD	Jepson: Leisure Town Road from Vanden to Cor	EXPANSION	SOL110005	9	\$ 4,145,247		\$	491,000	\$ 23,432,153	\$ 28,068,400
Solano	STA	LOCAL ROAD	Jepson: Leisure Town Road (Commerce to New	EXPANSION	SOL110006	6	\$ 2,576,842		\$	200,000	\$ 9,545,000	\$ 12,321,842
Solano	STA	LOCAL ROAD	Ingraining Walking & Rolling into School Culture	OPERATIONS	SOL150001	2			\$	388,000		\$ 388,000
Solano	STA	LOCAL ROAD	Solano Safe Routes to School Program	SYSTMGMT	SOL110019	8	\$ 60,683			\$	2,266,906	\$ 2,327,589
Solano	STA	LOCAL ROAD	STA SR2S Infrastructure & Non-Infrastructure	SYSTMGMT	SOL150004	2	\$ 400,000	\$	3,067,000		\$	\$ 3,467,000
Solano	STA	STATE HWY	I-80/I-680/SR 12 Interchange Project	EXPANSION	SOL070020	11	\$ 567,413,008	\$ 28,677,992	\$ 120,829,200	\$ 1,000,000	\$	\$ 717,920,000
Solano	STA	STATE HWY	SR12/Church Rd Intersection Improvements	SYSTMGMT	SOL150003	2	\$ 4,800,000				\$	\$ 4,800,000
Solano	Suisun City	LOCAL ROAD	Driftwood Drive Path	EXPANSION	SOL130020	6	\$ 88,679	\$ 108,076		\$	439,045	\$ 635,800
Solano	Vacaville	LOCAL ROAD	Allison Bicycle / Ped Improvements	EXPANSION	SOL130005	5	\$ 60,600			\$	450,000	\$ 510,600
Solano	Vacaville	STATE HWY	I-505/Vaca Valley Off-Ramp and Intersection Im	EXPANSION	SOL090001	5	\$ 1,540,000			\$		\$ 1,540,000
Solano	Vacaville	TRANSIT	Vacaville Intermodal Station - Phase 2	EXPANSION	SOL110009	4	\$ 9,260,000			\$	1,950,000	\$ 11,210,000
Solano	Vacaville	TRANSIT	Vacaville Transit: Operating Assistance	OPERATIONS	SOL010007	22	\$ 9,312,715			\$	10,156,118	\$ 19,468,833
Solano	Vacaville	TRANSIT	Transit Marketing and Public Outreach	SYSTMGMT	SOL130017	4	\$ 44,000			\$	171,388	\$ 215,388
Solano	Vallejo	LOCAL ROAD	SR2T - Curtola Bike Path	EXPANSION	SOL150002	2	\$ 97,179	\$ 750,000				\$ 847,179
Solano	Vallejo	LOCAL ROAD	Vallejo Downtown Streetscape	SYSTMGMT	SOL110035	9	\$ 699,000			\$	3,590,000	\$ 4,289,000
Solano	Vallejo	LOCAL ROAD	Vallejo SRTS Infrastructure Improvements	SYSTMGMT	SOL130015	6	\$ 34,500			\$	247,728	\$ 282,228
Solano	Vallejo	STATE HWY	I-80 / American Canyon Rd overpass Improvem	EXPANSION	SOL990018	10	\$ 5,230,000				\$	\$ 5,230,000
Solano	Vallejo	STATE HWY	Sonoma Boulevard Various Improvements HSP15-0	SYSTMGMT	SOL110037	6	\$ 47,334			\$	365,068	\$ 412,402
Sonoma	Caltrans	STATE HWY	Son 101 HOV - SR 12 to Steele & Steele Lane I	EXPANSION	SON010001	20		\$	6,063,000		\$	\$ 6,063,000
Sonoma	Cloverdale	LOCAL ROAD	Cloverdale - Safe Routes to School Phase 2	EXPANSION	SON130016	3	\$ 167,044			\$	250,000	\$ 417,044
Sonoma	Cotati	LOCAL ROAD	Cotati - Old Redwood Highway S. Preservation	MAINT/REHAB	SON130008	3	\$ 50,000			\$	250,000	\$ 300,000
Sonoma	Healdsburg	LOCAL ROAD	Healdsburg Pedestrian Safety and Access Imprc	SYSTMGMT	SON110054	6	\$ 135,735			\$	202,937	\$ 338,672
Sonoma	MTC	LOCAL ROAD	Regional Planning Activities and PPM - Sonoma	SYSTMGMT	SON170002	1	\$ 495,181			\$	4,669,000	\$ 5,164,181
Sonoma	NBFS	TRANSIT	Ferry Service to Port Sonoma	EXPANSION	SON070013	8	\$ 3,862,000			\$	19,309,000	\$ 23,171,000
Sonoma	Petaluma	LOCAL ROAD	Petaluma Complete Streets	MAINT/REHAB	SON130002	4	\$ 240,000			\$	1,848,000	\$ 2,088,000
Sonoma	Petaluma	TRANSIT	Petaluma Transit: AVL System	MAINT/REHAB	SON090030	6	\$ 147,462	\$	52,167	\$	472,302	\$ 671,931
Sonoma	Petaluma	TRANSIT	Petaluma: Purchase 2 Paratransit Cutaways FY	MAINT/REHAB	SON110051	6	\$ 33,466			\$	133,864	\$ 167,330
Sonoma	Petaluma	TRANSIT	Petaluma: Replace 2 Paratransit Cutaways FY1	MAINT/REHAB	SON110052	8	\$ 34,379			\$	137,516	\$ 171,895
Sonoma	Petaluma	TRANSIT	Petaluma Transit: Purchase (1) Fixed Route Bus	MAINT/REHAB	SON150004	2	\$ 155,390			\$	621,560	\$ 776,950
Sonoma	Petaluma	TRANSIT	Petaluma Transit: (3) Digital Two-Way Radios	MAINT/REHAB	SON150005	2	\$ 369			\$	1,476	\$ 1,845
Sonoma	Petaluma	TRANSIT	Petaluma Transit: Purchase (2) Fixed Route Bus	MAINT/REHAB	SON150014	2	\$ 261,360			\$	1,190,640	\$ 1,452,000
Sonoma	Petaluma	TRANSIT	Petaluma Transit: ADA Set-Aside	OPERATIONS	SON150007	5	\$ 41,728			\$	166,910	\$ 208,638
Sonoma	Petaluma	TRANSIT	Petaluma Transit: Transit Signal Priority System	SYSTMGMT	SON130020	8	\$ 149,626			\$	378,692	\$ 528,318

Metropolitan Transportation Commission
TIP Project Listing - Funding by Funding Authority
 Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	Local	Regional	State	Federal	Total Funding
Sonoma	Petaluma	TRANSIT	PetalumaTransit:Clipper Equip for FixedRoute B SYSTMGMT		SON150015	2	\$ 3,600		\$	14,400	\$ 18,000
Sonoma	Petaluma	TRANSIT	PetalumaTransit:Comm Equip for 3 Fixed Route SYSTMGMT		SON150016	3	\$ 6,811		\$	27,244	\$ 34,055
Sonoma	Rohnert Park	LOCAL ROAD	Rohnert Park Variousious Streets Preservation	MAINT/REHAB	SON130009	3	\$ 351,000		\$	1,103,000	\$ 1,454,000
Sonoma	Rohnert Park	LOCAL ROAD	Rohnert Park Streetscape and Pedestrian Imps	SYSTMGMT	SON130007	4	\$ 120,000		\$	500,000	\$ 620,000
Sonoma	Santa Rosa	LOCAL ROAD	Santa Rosa Cmplt Sts Road Diet on Transit Cor	MAINT/REHAB	SON130017	5	\$ 400,000		\$	2,460,000	\$ 2,860,000
Sonoma	Santa Rosa	LOCAL ROAD	Downtown Santa Rosa Streetscape	SYSTMGMT	SON130006	5	\$ 94,000		\$	713,000	\$ 807,000
Sonoma	Santa Rosa	LOCAL ROAD	Jennings Ave Bike & Ped RR Crossing Corridor	SYSTMGMT	SON150003	2	\$ 1,761,000				\$ 1,761,000
Sonoma	Santa Rosa	STATE HWY	US 101 Hearn Ave Interchange	SYSTMGMT	SON150006	2	\$ 34,650,000				\$ 34,650,000
Sonoma	SantaRosa Bus	TRANSIT	Santa Rosa City Bus Replacement Bus Purchas	MAINT/REHAB	SON070020	19	\$ 885,956	\$ 1,490,352	\$	3,236,344	\$ 5,612,652
Sonoma	SantaRosa Bus	TRANSIT	Santa Rosa CityBus: Preventative Maintenance	MAINT/REHAB	SON090024	19	\$ 2,267,643		\$	8,039,295	\$ 10,306,938
Sonoma	SantaRosa Bus	TRANSIT	SantaRosa Bus: Bus Replacement Purchase	MAINT/REHAB	SON150008	5	\$ 1,474,821		\$	511,220	\$ 1,986,041
Sonoma	SantaRosa Bus	TRANSIT	SRCityBus Non-Revenue Vehicle and Capital E	MAINT/REHAB	SON150017	2	\$ 14,000		\$	56,000	\$ 70,000
Sonoma	SantaRosa Bus	TRANSIT	SR City Bus: Garage Hoist for Bus Repairs	MAINT/REHAB	SON150018	2	\$ 72,000		\$	288,000	\$ 360,000
Sonoma	SantaRosa Bus	TRANSIT	Santa Rosa CityBus: Operating Assistance	OPERATIONS	SON090023	17	\$ 11,622,034		\$	11,622,034	\$ 23,244,068
Sonoma	SantaRosa Bus	TRANSIT	Implementation of Reimagining CityBus	OPERATIONS	SON150019	2	\$ 20,262		\$	156,390	\$ 176,652
Sonoma	SantaRosa Bus	TRANSIT	Santa Rosa City Bus: Transit Enhancements	SYSTMGMT	SON030012	29	\$ 118,536		\$	362,044	\$ 480,580
Sonoma	Son Co Reg Park	LOCAL ROAD	Bodega Bay Trail Segments 1B and 1C	EXPANSION	SON070008	7	\$ 817,000		\$	-	\$ 817,000
Sonoma	Son Co Reg Park	LOCAL ROAD	Central Sonoma Valley Trail	EXPANSION	SON110050	5	\$ 125,000		\$	500,000	\$ 625,000
Sonoma	Son Co TA	LOCAL ROAD	Santa Rosa Car Share	SYSTMGMT	SON150010	3		\$ 220,000	\$	170,130	\$ 390,130
Sonoma	Son Co TA	STATE HWY	Son 101 HOV - Steele Lane to Windsor (North)	EXPANSION	SON010019	12	\$ 26,000,000	\$ 91,260,000	\$	5,039,440	\$ 122,299,440
Sonoma	Son Co TA	STATE HWY	Son 101 HOV - Redwood Hwy to Rohnert Park I	EXPANSION	SON010024	13	\$ 26,390,000	\$ 108,562,000	\$		\$ 134,952,000
Sonoma	Son Co TA	STATE HWY	US 101 Marin/Sonoma Narrows (Sonoma)	EXPANSION	SON070004	18	\$ 263,373,000	\$ 103,160,000	\$	6,994,000	\$ 373,527,000
Sonoma	Son Co TA	STATE HWY	US 101 Airport I/C (North B)	SYSTMGMT	SON090005	6	\$ 18,700,000	\$ 24,108,000			\$ 42,808,000
Sonoma	Son Co TA	STATE HWY	Highway 116/121 Intersection Improvement Proj	SYSTMGMT	SON150009	2	\$ 26,100,000				\$ 26,100,000
Sonoma	Son Co Transit	TRANSIT	Sonoma Co Transit: Preventive Maintenance Pr	MAINT/REHAB	SON030005	30	\$ 3,811,462		\$	12,557,940	\$ 16,369,402
Sonoma	Son Co Transit	TRANSIT	Sonoma County Transit: Replacement Bus Purc	MAINT/REHAB	SON110049	9	\$ 576,596		\$	1,482,504	\$ 2,059,100
Sonoma	Son Co Transit	TRANSIT	Sonoma County Transit: Replacement CNG Bus	MAINT/REHAB	SON150012	2	\$ 339,447	\$ 373,086	\$	114,656	\$ 827,189
Sonoma	Son Co Transit	TRANSIT	Sonoma County Transit: Replace 2006 CNG Bu	MAINT/REHAB	SON150013	4	\$ 379,989		\$	728,580	\$ 1,108,569
Sonoma	Son Co Transit	TRANSIT	Sonoma County Transit: Bus Stop Improvement	SYSTMGMT	SON050021	24	\$ 32,618		\$	119,081	\$ 151,699
Sonoma	Sonoma County	LOCAL ROAD	Laughlin Bridge over Mark West Crk 20C0246	EXPANSION	SON050001	17	\$ 305,000		\$	13,940,000	\$ 14,245,000
Sonoma	Sonoma County	LOCAL ROAD	Replace Lambert Bridge over Dry Creek 20C02	EXPANSION	SON090026	12	\$ -	\$ -	\$	7,218,750	\$ 7,218,750
Sonoma	Sonoma County	LOCAL ROAD	Replace West Dry Creek Bridge over Pena Ck 2	EXPANSION	SON090027	14			\$	5,050,000	\$ 5,050,000
Sonoma	Sonoma County	LOCAL ROAD	Replace Hauser Bridge over Gualala River 20C	EXPANSION	SON110025	9			\$	6,584,000	\$ 6,584,000
Sonoma	Sonoma County	LOCAL ROAD	Rehab King Ridge Bridge over Austin Crk 20C0	MAINT/REHAB	SON070026	15			\$	4,275,400	\$ 4,275,400
Sonoma	Sonoma County	LOCAL ROAD	Replace Geysers Bridge over Sulpher Crk 20C0	MAINT/REHAB	SON090001	15	\$ 138,602		\$	7,936,749	\$ 8,075,351
Sonoma	Sonoma County	LOCAL ROAD	Replace Chalk Hill Bridge over Maccama Crk 2C	MAINT/REHAB	SON090025	13			\$	6,772,709	\$ 6,772,709
Sonoma	Sonoma County	LOCAL ROAD	Replace Bohan Dillon Bridge over Gualala 20C0	MAINT/REHAB	SON110024	11			\$	2,070,000	\$ 2,070,000
Sonoma	Sonoma County	LOCAL ROAD	Replace Freestone Flat Bridge over Salmon 20C	MAINT/REHAB	SON110026	11			\$	4,022,500	\$ 4,022,500
Sonoma	Sonoma County	LOCAL ROAD	Sonoma County Variousious Streets & Roads P	MAINT/REHAB	SON130010	3	\$ 438,000		\$	3,377,000	\$ 3,815,000
Sonoma	Sonoma County	LOCAL ROAD	Bodega Highway Pavement Rehabilitation	MAINT/REHAB	SON130015	4	\$ 190,000		\$	1,000,000	\$ 1,190,000
Sonoma	Sonoma County	LOCAL ROAD	Sonoma County - Safe Routes to School Progra	SYSTMGMT	SON130014	8	\$ 179,000		\$	1,379,000	\$ 1,558,000
Sonoma	Sonoma County	LOCAL ROAD	PDA Planning - Springs Area Plan	SYSTMGMT	SON150001	2	\$ 58,300		\$	450,000	\$ 508,300
Sonoma	Sonoma County	LOCAL ROAD	PDA Planning - Airport Station/Specific Plan Am	SYSTMGMT	SON150002	2	\$ 45,347		\$	350,000	\$ 395,347
Sonoma	Sonoma County	LOCAL ROAD	Sonoma SRTS High School Pilot	SYSTMGMT	SON150011	3		\$ 872,000			\$ 872,000
Sonoma	Windsor	LOCAL ROAD	Jaguar Way/Windsor Road Bicycle /Ped Improv	SYSTMGMT	SON130003	3	\$ 768,000		\$	630,000	\$ 1,398,000
Sonoma	Windsor	LOCAL ROAD	Conde Ln/Johnson St Pedestrian Improvements	SYSTMGMT	SON130012	4	\$ 173,000		\$	432,000	\$ 605,000
Sonoma	Windsor	LOCAL ROAD	Bell Rd/Market St/Windsor River Rd Ped Improv	SYSTMGMT	SON130013	4	\$ 305,500		\$	410,000	\$ 715,500
Sonoma	Windsor	LOCAL ROAD	Windsor River Road/Windsor Road/NWPRR Int	SYSTMGMT	SON170001	1	\$ 8,800,000				\$ 8,800,000
Various	BAIFA	TOLLWAY	ALA/CC-80 and Bay Bridge Approach Express I	SYSTMGMT	VAR170003	1	\$ 93,300,000	\$ 5,000,000			\$ 98,300,000
Various	Caltrans	LOCAL ROAD	GL: Safety Improvements - SRTS	EXPANSION	VAR170001	1			\$	579,700	\$ 579,700
Various	Caltrans	LOCAL ROAD	GL: Bridge Rehab/Recon. - Local Hwy Bridge Pr	MAINT/REHAB	VAR170012	1	\$ 45,747,321	\$ 4,947,726	\$	372,227,909	\$ 422,922,956
Various	Caltrans	PUBLICLANDTF	GL: Bike and Ped Facilities - Fed Discretionary	EXPANSION	VAR150003	2	\$ 229,400		\$	1,770,600	\$ 2,000,000
Various	Caltrans	PUBLICLANDTF	GL: Pavement Resurf and/or Rehab-Fed Discret	MAINT/REHAB	VAR150002	2	\$ 573,500		\$	11,026,500	\$ 11,600,000
Various	Caltrans	STATE HWY	GL: Pavement Resurfacing/Rehab SHS - Highw	MAINT/REHAB	VAR170004	1		\$ 15,854,000			\$ 15,854,000
Various	Caltrans	STATE HWY	GL: Pavement Resurf/Rehab - SHOPP Roadw	MAINT/REHAB	VAR170006	1		\$ 509,941,000			\$ 509,941,000
Various	Caltrans	STATE HWY	GL: Emergency Repair - SHOPP Emergency Re	MAINT/REHAB	VAR170008	1		\$ 120,050,000			\$ 120,050,000
Various	Caltrans	STATE HWY	GL: Bridge Rehab and Reconstruction - SHOPP	MAINT/REHAB	VAR170010	1		\$ 276,104,000			\$ 276,104,000
Various	Caltrans	STATE HWY	GL: Shoulder Imprv - SHOPP Roadside Preserv	MAINT/REHAB	VAR170011	1		\$ 5,600,000			\$ 5,600,000
Various	Caltrans	STATE HWY	GL: Highway Safety Improvement Program	SYSTMGMT	VAR170002	1	\$ 1,743,182		\$	22,786,975	\$ 24,530,157
Various	Caltrans	STATE HWY	GL: Safety Improvements - SHOPP Mobility Pro	SYSTMGMT	VAR170005	1		\$ 66,965,000			\$ 66,965,000
Various	Caltrans	STATE HWY	GL: Safety Imprv. - SHOPP Collision Reduction	SYSTMGMT	VAR170007	1		\$ 341,966,000			\$ 341,966,000
Various	Caltrans	STATE HWY	GL: Safety Improvements - SHOPP Mandates	SYSTMGMT	VAR170009	1		\$ 49,884,000			\$ 49,884,000
Various	MTC	TRANSIT	GL: JARC FY12 Small UA & Rural	OPERATIONS	VAR130002	4	\$ 309,133		\$	475,933	\$ 785,066
Various	MTC	TRANSIT	GL: New Freedom FY12 Small UA & Rural	OPERATIONS	VAR130003	4	\$ 200,000		\$	584,825	\$ 784,825
Various	MTC	TRANSIT	GL: New Freedom FY12 Large UA	OPERATIONS	VAR130005	3	\$ 2,024,690		\$	2,003,313	\$ 4,028,003

Metropolitan Transportation Commission
TIP Project Listing - Funding by Funding Authority
 Draft 2017 TIP: FY16/17 through FY17/18

County	Sponsor	System	Project Name	Purpose	TIP ID	Ver	Local	Regional	State	Federal	Total Funding
Various	MTC	TRANSIT	GL: FTA 5311 Rural Area FY16	OPERATIONS	VAR150001	3	\$ 1,531,718			\$ 1,516,380	\$ 3,048,098
Various	SMART	TRANSIT	Sonoma Marin Area Rail Corridor	EXPANSION	SON090002	18	\$ 389,522,000	\$ 58,999,025	\$ 84,172,000	\$ 45,880,120	\$ 578,573,145

Metropolitan Transportation Commission
TIP Project Listing - Funding by Fiscal Year
 Draft 2017 TIP: FY16/17 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Purpose	TIP ID	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future	Total Funding
Alameda	AC Transit	Transit	AC Transit: East Bay Bus Rapid Transit	Expansion	ALA150004	\$ 179,251,242	\$ 2,000,000		\$ -			\$ 181,251,242
Alameda	AC Transit	Transit	AC Transit: Facilities Upgrade	Maint/Rehab	ALA010034	\$ 55,663,370						\$ 55,663,370
Alameda	AC Transit	Transit	AC Transit: State of Good Repair Program	Maint/Rehab	ALA110008	\$ 7,403,000						\$ 7,403,000
Alameda	AC Transit	Transit	AC Transit: Procure (27) 60' Artic Hybrid Buses	Maint/Rehab	ALA130002	\$ 27,878,932						\$ 27,878,932
Alameda	AC Transit	Transit	AC Transit: Purchase (10) Double-Deck Diesel	Maint/Rehab	ALA150038	\$ 8,610,000						\$ 8,610,000
Alameda	AC Transit	Transit	AC Transit: Purchase (10) 40' Buses-Fuel Cell	Maint/Rehab	ALA150039	\$ 7,710,000				\$ 5,087,000		\$ 12,797,000
Alameda	AC Transit	Transit	AC Transit: Replace (10) 40ft Urban Buses-Die	Maint/Rehab	ALA150040	\$ 5,300,000						\$ 5,300,000
Alameda	AC Transit	Transit	AC Transit: Replace (29) 60' Artic Buses - Dies	Maint/Rehab	ALA150041	\$ 24,969,000						\$ 24,969,000
Alameda	AC Transit	Transit	AC Transit: PM - Exchange for 40ft Fuel Cell ZI	Maint/Rehab	ALA150045	\$ 5,936,700						\$ 5,936,700
Alameda	AC Transit	Transit	AC Transit: Paratransit Van Replacement	Maint/Rehab	ALA990052	\$ 20,024,565						\$ 20,024,565
Alameda	AC Transit	Transit	AC Transit: ADA Paratransit Assistance	Operations	ALA990076	\$ 113,010,160						\$ 113,010,160
Alameda	AC Transit	Transit	AC Transit: South County Corridors	SysMgmt	ALA150020	\$ 5,647,804						\$ 5,647,804
Alameda	ACE	Transit	ACE Track Improvements.	Maint/Rehab	ALA010056	\$ 17,161,681						\$ 17,161,681
Alameda	ACE	Transit	ACE Preventative Maintenance	Maint/Rehab	ALA110099	\$ 3,224,251						\$ 3,224,251
Alameda	ACTC	Local Road	Alameda County Safe Routes to School	SysMgmt	ALA110033	\$ 9,931,070	\$ 1,213,000					\$ 11,144,070
Alameda	ACTC	Public Lands/Trls	East Bay Greenway	Expansion	ALA150008	\$ 6,500,000			\$ 1,250,000		\$ 32,500,000	\$ 40,250,000
Alameda	ACTC	State Highway	SR 84 Expressway Widening	Expansion	ALA050014	\$ 110,319,000	\$ 10,000,000					\$ 120,319,000
Alameda	ACTC	State Highway	I-880 North Safety Improvements	Expansion	ALA050019	\$ 106,969,000	\$ 1,661,000					\$ 108,630,000
Alameda	ACTC	State Highway	I-880 SB HOV Lanes - Marina Blvd to Hegenbe	Expansion	ALA070042	\$ 116,074,000	\$ 1,040,000					\$ 117,114,000
Alameda	ACTC	State Highway	I-880/Industrial Parkway West Interchange	Expansion	ALA110002	\$ 2,500,000				\$ 500,000	\$ 50,641,000	\$ 53,641,000
Alameda	ACTC	State Highway	I-680 NB HOV/HOT Lane	Expansion	ALA130034	\$ 23,490,000	\$ 96,510,000				\$ 78,198,000	\$ 198,198,000
Alameda	ACTC	State Highway	Route 84 widening, Pigeon Pass to I-680	Expansion	ALA150001	\$ 7,940,000	\$ 4,000,000				\$ 208,060,000	\$ 220,000,000
Alameda	ACTC	State Highway	State Route 262 (Mission Blvd) Improvements	Expansion	ALA170001	\$ 1,500,000	\$ 2,000,000				\$ 16,620,000	\$ 20,120,000
Alameda	ACTC	State Highway	I-80/Ashby Avenue Interchange Improvements	Expansion	ALA170002	\$ 4,000,000			\$ 3,500,000		\$ 46,060,000	\$ 53,560,000
Alameda	ACTC	State Highway	I-880/West Winton Avenue Interchange	Expansion	ALA170004	\$ 1,500,000			\$ 2,000,000	\$ 1,500,000	\$ 16,000,000	\$ 21,000,000
Alameda	ACTC	State Highway	I-880/Whipple Road Interchange Improvements	Expansion	ALA170005	\$ 1,000,000			\$ 2,000,000	\$ 2,000,000	\$ 57,000,000	\$ 60,000,000
Alameda	ACTC	State Highway	I-580/680 Interchange HOV/HOT Widening	Expansion	ALA170008	\$ 1,000,000	\$ 2,000,000				\$ 183,000,000	\$ 186,000,000
Alameda	ACTC	State Highway	Widen I-680 NB and SB for EL from SR-84 to A	Expansion	ALA170009	\$ 1,500,000					\$ 320,500,000	\$ 322,000,000
Alameda	ACTC	State Highway	I-880 NB HOV/HOT: North of Hacienda to Heg	Expansion	ALA170010	\$ 1,500,000					\$ 219,500,000	\$ 221,000,000
Alameda	ACTC	State Highway	East-West Connector in Fremont & Union City	Expansion	ALA978004	\$ 56,542,514			\$ 2,000,000		\$ 137,537,486	\$ 196,080,000
Alameda	ACTC	State Highway	Truck Parking Facilities in North County (Phase	SysMgmt	ALA090018	\$ 1,000,000			\$ 1,000,000			\$ 2,000,000
Alameda	ACTC	State Highway	Corridor Mobility Program & Adaptive Ramp Mt	SysMgmt	ALA090019	\$ 146,000				\$ 7,283,000	\$ 39,571,000	\$ 47,000,000
Alameda	ACTC/Oak/Ala	State Highway	Oakland/Alameda Freeway Access Project	SysMgmt	ALA070009	\$ 5,600,000	\$ 2,500,000		\$ 2,000,000	\$ 72,900,000		\$ 83,000,000
Alameda	Alameda	Local Road	Cross Alameda Trail (includes SRTS compone	Expansion	ALA150007	\$ 2,521,000						\$ 2,521,000
Alameda	Alameda	Local Road	Alameda City Complete Streets	Maint/Rehab	ALA130022	\$ 829,000						\$ 829,000
Alameda	Alameda County	Local Road	Alameda: Vasco Road Safety Improvements	Expansion	ALA030002	\$ 35,858,000	\$ 2,000,000				\$ 19,000,000	\$ 56,858,000
Alameda	Alameda County	Local Road	Ashland Avenue Bicycle/Ped Improvements	Expansion	ALA150028	\$ 910,000						\$ 910,000
Alameda	Alameda County	Local Road	Estuary Bridges Seismic Retrofit and Repairs	Maint/Rehab	ALA090022	\$ 700,000	\$ 3,700,000					\$ 4,400,000
Alameda	Alameda County	Local Road	Fruitvale Ave Roadway Bridge Retrofit	Maint/Rehab	ALA090023	\$ 1,000,000	\$ 500,000		\$ 500,000	\$ 500,000		\$ 2,500,000
Alameda	Alameda County	Local Road	Alameda Co-Variou Streets and Roads Preser	Maint/Rehab	ALA130018	\$ 2,147,000						\$ 2,147,000
Alameda	Alameda County	Local Road	Crow Canyon Safety Improvements	SysMgmt	ALA010003	\$ 1,500,000		\$ 1,500,000				\$ 3,000,000
Alameda	Alameda County	Local Road	Cherryland/Ashland/Castro/Valley/Fairview Sidv	SysMgmt	ALA050035	\$ 7,290,510	\$ 179,000	\$ 742,000	\$ 455,000			\$ 8,666,510
Alameda	Alameda County	Local Road	Niles Canyon Rd (SR 84)/Pleas-Sunol Rd Inter	SysMgmt	ALA150002	\$ 500,000	\$ 2,000,000					\$ 2,500,000
Alameda	Alameda County	Local Road	Be Oakland, Be Active	SysMgmt	ALA150006	\$ 988,000						\$ 988,000
Alameda	Alameda County	Local Road	Safe Routes to School, Unincorporated Alamec	SysMgmt	ALA150026	\$ 668,000						\$ 668,000
Alameda	Albany	Local Road	Complete Streets for San Pablo Ave/Buchanan S	SysMgmt	ALA150011	\$ 440,000					\$ 3,087,000	\$ 3,527,000
Alameda	BAIFA	Tollway	ALA-880 Express Lanes	SysMgmt	ALA170006	\$ 19,400,000	\$ 58,500,000					\$ 77,900,000
Alameda	BART	Transit	Hayward Shop and Yard Expansion	Expansion	ALA110003	\$ 160,499,000						\$ 160,499,000
Alameda	BART	Transit	BART to Livermore Extension - Develop EIR/EI	Expansion	ALA130007	\$ 14,799,000						\$ 14,799,000
Alameda	BART	Transit	BART Metro Priority Track Elements	Expansion	ALA130032	\$ 3,459,057	\$ 5,041,000					\$ 8,500,057
Alameda	BART	Transit	BART: Fare Collection Equipment	Maint/Rehab	ALA090065	\$ 33,344,786						\$ 33,344,786
Alameda	BART	Transit	MacArthur BART Plaza Remodel	Maint/Rehab	ALA090068	\$ 4,415,400						\$ 4,415,400
Alameda	BART	Transit	Downtown Berkeley BART Plaza/Transit Area I	SysMgmt	ALA110032	\$ 4,947,039	\$ 8,016,000					\$ 12,963,039
Alameda	BART	Transit	Bicycle Lockers at Capitol Corridor Stations	SysMgmt	ALA110115	\$ 581,000						\$ 581,000
Alameda	BART	Transit	Ladders of Opportunity - Careers in Transit	SysMgmt	ALA150030	\$ 1,500,000						\$ 1,500,000
Alameda	Berkeley	Local Road	Shattuck Complete Streets and De-couplet	SysMgmt	ALA130026	\$ 610,000	\$ 3,152,000					\$ 3,762,000
Alameda	Berkeley	Local Road	Hearst Avenue Complete Streets	SysMgmt	ALA130028	\$ 3,411,000						\$ 3,411,000
Alameda	Berkeley	Local Road	LeConte Elementary Safe Routes to School Im	SysMgmt	ALA150005	\$ 771,000						\$ 771,000
Alameda	Berkeley	Local Road	goBerkeley Residential Shared Parking Pilot	SysMgmt	ALA150049		\$ 1,420,000					\$ 1,420,000
Alameda	Berkeley	Public Lands/Trls	Bay Trail Shoreline Access Staging Area Projec	Expansion	ALA130035	\$ 280,635	\$ 1,859,000					\$ 2,139,635
Alameda	Berkeley	Public Lands/Trls	9th St Bicycle Blvd Extension Pathway Ph II	Expansion	ALA150048		\$ 152,677	\$ 742,323				\$ 895,000
Alameda	Berkeley	State Highway	I-80 Gilman Interchange Reconfiguration	Expansion	ALA050079	\$ 4,296,967		\$ 5,146,000			\$ 16,688,774	\$ 26,131,741
Alameda	Caltrans	State Highway	I-880/SR 262 I/C and HOV lanes	Expansion	ALA978027	\$ 131,304,000						\$ 131,304,000
Alameda	Caltrans	Tollway	SFOBB Maintenance Complex Ph 3 Training F	Maint/Rehab	ALA150021	\$ 19,411,000						\$ 19,411,000
Alameda	Dublin	Local Road	Dougherty Road Widening	Expansion	ALA130005	\$ 2,150,000	\$ 1,240,000	\$ 15,600,000				\$ 18,990,000
Alameda	Dublin	Local Road	Dublin Boulevard widening	Expansion	ALA130006	\$ 681,000	\$ 3,649,000					\$ 4,330,000

Metropolitan Transportation Commission
TIP Project Listing - Funding by Fiscal Year
 Draft 2017 TIP: FY16/17 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Purpose	TIP ID	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future	Total Funding
Alameda	Dublin	Local Road	Dublin Blvd. - North Canyons Pkwy Extension	Expansion	ALA150003		\$ 400,000				\$ 12,000,000	\$ 12,400,000
Alameda	Dublin	Local Road	Dublin Boulevard Preservation	Maint/Rehab	ALA130012	\$ 729,000						\$ 729,000
Alameda	Emeryville	Local Road	Emeryville - Hollis Street Preservation	Maint/Rehab	ALA130021	\$ 11,000	\$ 701,000					\$ 712,000
Alameda	Fremont	Local Road	Widen Kato Rd from Warren Avenue to Milmon	Expansion	ALA130001	\$ 400,000			\$ 2,000,000	\$ 10,290,000		\$ 12,690,000
Alameda	Fremont	Local Road	Fremont City Center Multi-Modal Improvements	Expansion	ALA130025	\$ 14,342,000						\$ 14,342,000
Alameda	Hayward	Local Road	Hayward - Industrial Boulevard Preservation	Maint/Rehab	ALA130013	\$ 1,509,000						\$ 1,509,000
Alameda	Hayward	Local Road	City of Hayward Car Sharing Services	SysMgmt	ALA150022		\$ 245,880					\$ 245,880
Alameda	Hayward	State Highway	Rt 92/Clawiter/Whitesell Interchange Improvem	Expansion	ALA090016	\$ 10,800,000				\$ 1,900,000	\$ 42,300,000	\$ 55,000,000
Alameda	Hayward	State Highway	I-880 Auxiliary lanes at Industrial Parkway	Expansion	ALA090020			\$ 1,510,000			\$ 8,290,000	\$ 9,800,000
Alameda	Hayward	State Highway	I-880 NB and SB Auxiliary lanes	Expansion	ALA090021			\$ 2,000,000			\$ 20,117,000	\$ 22,117,000
Alameda	LAVTA	Local Road	Wheels Individualized Marketing Program	SysMgmt	ALA150051		\$ 478,798					\$ 478,798
Alameda	LAVTA	Transit	LAVTA: Preventive Maintenance	Maint/Rehab	ALA030030	\$ 11,692,158	\$ 1,590,625					\$ 13,282,783
Alameda	LAVTA	Transit	LAVTA: Bus Purchase-Low Floor	Maint/Rehab	ALA150014		\$ 2,860,000					\$ 2,860,000
Alameda	LAVTA	Transit	LAVTA: Bus Purchase-Over the Road	Maint/Rehab	ALA150015		\$ 3,107,800					\$ 3,107,800
Alameda	LAVTA	Transit	LAVTA: Bus Purchase-7 Hybrids	Maint/Rehab	ALA150016		\$ 5,047,960					\$ 5,047,960
Alameda	LAVTA	Transit	LAVTA: 5 40' Hybrids	Maint/Rehab	ALA150017		\$ 3,884,750					\$ 3,884,750
Alameda	LAVTA	Transit	LAVTA: Replacement (10) 40' Hybrid Buses	Maint/Rehab	ALA150031		\$ 7,902,750					\$ 7,902,750
Alameda	LAVTA	Transit	LAVTA: Replacement (10) 30' Hybrid Buses	Maint/Rehab	ALA150032		\$ 7,441,500					\$ 7,441,500
Alameda	LAVTA	Transit	LAVTA: Service Vehicles (2) Trucks	Maint/Rehab	ALA150033		\$ 102,000					\$ 102,000
Alameda	LAVTA	Transit	LAVTA: ADA Paratransit Operating Subsidy	Operations	ALA990077	\$ 5,698,127	\$ 426,709					\$ 6,124,836
Alameda	LAVTA	Transit	Dublin Blvd Transit Performance Initiative	SysMgmt	ALA150019	\$ 1,214,476						\$ 1,214,476
Alameda	LAVTA	Transit	LAVTA: Trapeze Upgrade	SysMgmt	ALA150034		\$ 162,500					\$ 162,500
Alameda	LAVTA	Transit	LAVTA: Farebox Replacement	SysMgmt	ALA150035		\$ 497,803					\$ 497,803
Alameda	LAVTA	Transit	LAVTA: Service Vehicles (3) Road Supervisor	SysMgmt	ALA150036		\$ 153,000					\$ 153,000
Alameda	LAVTA	Transit	LAVTA: Service Vehicles (4) shift trade	SysMgmt	ALA150037		\$ 204,000					\$ 204,000
Alameda	Livermore	Local Road	Livermore TOD Study at I-580/SR84	SysMgmt	ALA110120	\$ -	\$ 497,386					\$ 497,386
Alameda	Livermore	Local Road	Livermore Marilyn Avenue Safe Routes to Schc	SysMgmt	ALA150009	\$ 405,384						\$ 405,384
Alameda	Livermore	Transit	Livermore Relocation and Restoration of R/R D	Maint/Rehab	ALA130011	\$ 500,000	\$ 2,500,000					\$ 3,000,000
Alameda	MTC	Local Road	Bay Bridge Park	Expansion	ALA110104	\$ 5,500,000	\$ 11,000,000					\$ 16,500,000
Alameda	MTC	Local Road	Improved Bike/Ped Access to East Span of SF	Expansion	ALA130030	\$ 4,500,000			\$ 2,000,000	\$ 30,000,000		\$ 36,500,000
Alameda	MTC	Local Road	Regional Planning Activities and PPM - Alamec	SysMgmt	ALA170007		\$ 886,000	\$ 6,950,159	\$ 565,000			\$ 8,401,159
Alameda	Newark	Local Road	Central Avenue Railroad Overpass at UPRR	SysMgmt	ALA010052	\$ 17,346,000					\$ 1,735,000	\$ 19,081,000
Alameda	Newark	Local Road	Enterprise Drive Complete Streets and Road D	SysMgmt	ALA130027	\$ 12,000	\$ 748,000					\$ 760,000
Alameda	Oakland	Local Road	Oakland Waterfront Bay Trail	Expansion	ALA070039	\$ 7,799,000	\$ 300,000	\$ 300,000			\$ 30,000,000	\$ 38,399,000
Alameda	Oakland	Local Road	Lake Merritt to Bay Trail Bike/Ped Bridge	Expansion	ALA130003	\$ 4,043,000			\$ 1,000,000		\$ 11,169,000	\$ 16,212,000
Alameda	Oakland	Local Road	7th Street West Oakland Transit Village, Phase	Expansion	ALA130014	\$ 352,000	\$ 3,744,000					\$ 4,096,000
Alameda	Oakland	Local Road	42nd Ave. & High St. I-880 Access Improv.	Expansion	ALA991081	\$ 7,790,000	\$ 10,000,000				\$ -	\$ 17,790,000
Alameda	Oakland	Local Road	Oakland Complete Streets	Maint/Rehab	ALA130016	\$ 4,351,000						\$ 4,351,000
Alameda	Oakland	Local Road	International Boulevard Improvement Project	Maint/Rehab	ALA150010	\$ 279,000	\$ 6,475,000					\$ 6,754,000
Alameda	Oakland	Local Road	Lake Merritt Improvement Project	SysMgmt	ALA110072		\$ 827,900					\$ 827,900
Alameda	Oakland	Local Road	Lake Merritt BART Bikeways	SysMgmt	ALA130015	\$ 2,789,000						\$ 2,789,000
Alameda	Oakland	Local Road	Oakland - Peralta and MLK Blvd Streetscape P	SysMgmt	ALA130017	\$ 6,639,000						\$ 6,639,000
Alameda	Oakland	Local Road	Lakeside Complete Streets and Road Diet	SysMgmt	ALA130024	\$ 13,705,000						\$ 13,705,000
Alameda	Oakland	Local Road	Laurel Access to Mills, Maxwell Park and Sem	SysMgmt	ALA150012	\$ 580,000	\$ 3,637,000					\$ 4,217,000
Alameda	Oakland	Local Road	Oakland Car Share and Outreach Program	SysMgmt	ALA150023	\$ 373,047						\$ 373,047
Alameda	Oakland	Local Road	Oakland: High/Ynacio/Courtland Bike/Ped Imr	SysMgmt	ALA150024	\$ 1,241,000						\$ 1,241,000
Alameda	Oakland	Local Road	Oakland Safe Routes to Schools Various Locat	SysMgmt	ALA150025	\$ 1,496,000						\$ 1,496,000
Alameda	Oakland	Local Road	Oakland: Telegraph Ave Bike/Ped Imps and Rc	SysMgmt	ALA150042		\$ 1,493,900					\$ 1,493,900
Alameda	Oakland	Local Road	Oakland: Shattuck and Claremont Bike/Ped Im	SysMgmt	ALA150043			\$ 1,560,100				\$ 1,560,100
Alameda	Oakland	Local Road	19th St BART to Lake Merritt Urban Greenway	SysMgmt	ALA150044		\$ 150,000	\$ 550,000	\$ 3,983,000			\$ 4,683,000
Alameda	Oakland	Local Road	Oakland: Telegraph Avenue Complete Streets	SysMgmt	ALA150047		\$ 175,000	\$ 702,000	\$ 4,037,000			\$ 4,914,000
Alameda	Oakland	Local Road	Oakland Parking and Mobility Management Prc	SysMgmt	ALA150050		\$ 1,584,050					\$ 1,584,050
Alameda	Oakland	Port / Freight Rail	Oakland Army Base Infrastructure Improvemen	Expansion	ALA110046	\$ 220,580,000	\$ 5,000,000	\$ 7,000,000	\$ 17,000,000	\$ 17,000,000	\$ 22,000,000	\$ 288,580,000
Alameda	Piedmont	Local Road	Piedmont Complete Streets (CS)	Maint/Rehab	ALA130019	\$ 560,000						\$ 560,000
Alameda	Pleasanton	Local Road	Pleasanton Complete Streets	Maint/Rehab	ALA130009	\$ 55,000	\$ 1,015,000					\$ 1,070,000
Alameda	Port of Oakland	Local Road	Port of Oakland: Roads, Rails and Tech (GoPo	Expansion	ALA090027	\$ -	\$ 26,000,000	\$ 2,000,000	\$ -		\$ 209,000,000	\$ 237,000,000
Alameda	Port of Oakland	Port / Freight Rail	California Inter-regional Rail Intermodal Study	Expansion	ALA070054	\$ 1,234,000						\$ 1,234,000
Alameda	Port of Oakland	Port / Freight Rail	Outer Harbor Intermodal Terminals (OHIT)	Expansion	ALA090026	\$ 106,000,000						\$ 106,000,000
Alameda	San Leandro	Local Road	SR 185 - E. 14th St/ Hesperian Blvd/150th Ave	Expansion	ALA050002	\$ 3,400,000						\$ 3,400,000
Alameda	San Leandro	Local Road	San Leandro Boulevard Preservation	Maint/Rehab	ALA130008	\$ 1,547,000						\$ 1,547,000
Alameda	San Leandro	State Highway	I-880/SR 112 Overcrossing Replacement	Expansion	ALA070014	\$ 5,050,000	\$ 2,673,000					\$ 7,723,000
Alameda	San Leandro	State Highway	I-880/Marina Blvd Interchange and Overcrossin	Expansion	ALA090012	\$ 23,900,000	\$ 2,000,000					\$ 25,900,000
Alameda	UCBerkeley	Local Road	UC Berkeley Parking Price Auction Study	SysMgmt	ALA150029	\$ 211,485						\$ 211,485
Alameda	Union C Transit	Transit	Union City Transit Rehab Two (2) Transit Buse	Maint/Rehab	ALA150046		\$ 512,500					\$ 512,500
Alameda	Union C Transit	Transit	Union City Transit: Single Point Login Terminal	Operations	ALA170003		\$ 23,255					\$ 23,255
Alameda	WETA	Transit	Central Bay Operations and Maintenance Facil	Expansion	ALA110001	\$ 50,896,000	\$ 19,000,000					\$ 69,896,000

Metropolitan Transportation Commission
TIP Project Listing - Funding by Fiscal Year
 Draft 2017 TIP: FY16/17 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Purpose	TIP ID	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future	Total Funding
Contra Costa	AC Transit	Transit	AC Transit: Richmond Prkwy Transit Center	Expansion	CC-030001	\$ 3,887,394						\$ 3,887,394
Contra Costa	Antioch	Local Road	Laurel Road Extension	Expansion	CC-070008	\$ 900,000	\$ 50,000			\$ 5,000,000		\$ 5,950,000
Contra Costa	Antioch	Local Road	Statten Ranch Road Extension	Expansion	CC-070009	\$ 350,000			\$ 1,000,000			\$ 1,350,000
Contra Costa	BAIFA	Tollway	CC I-680 Southern Segment Express Lanes	SysMgmt	CC-130043	\$ 55,649,000						\$ 55,649,000
Contra Costa	BAIFA	Tollway	CC-680 Northern Segment Express Lane - Sou	SysMgmt	CC-170002	\$ 7,372,000		\$ 3,004,000			\$ 25,724,000	\$ 36,100,000
Contra Costa	BAIFA	Tollway	CC-680 Northern Segment Express Lane - Nor	SysMgmt	CC-170003		\$ 2,000,000				\$ 29,900,000	\$ 31,900,000
Contra Costa	BART	Transit	E-BART - East Contra Costa Rail Extension	Expansion	CC-050025	\$ 459,911,000						\$ 459,911,000
Contra Costa	BART	Transit	eBART Railroad Avenue Station	Expansion	CC-130002	\$ 1,500,000	\$ 11,900,000					\$ 13,400,000
Contra Costa	BART	Transit	Concord Yard Wheel Truing Facility	Maint/Rehab	CC-150019	\$ 928,360	\$ 13,071,640					\$ 14,000,000
Contra Costa	BART	Transit	Walnut Creek BART TOD Access Improvement	SysMgmt	CC-110082			\$ 9,150,000				\$ 9,150,000
Contra Costa	BART	Transit	BART Station Modernization Program	SysMgmt	CC-130048	\$ 205,250,567				\$ 16,726,000		\$ 221,976,567
Contra Costa	Brentwood	Local Road	SR4/Brentwood Boulevard Widening - North	P Expansion	CC-070011	\$ 35,000	\$ 6,661,000					\$ 6,696,000
Contra Costa	Brentwood	Local Road	Lone Tree Way Undercrossing	Expansion	CC-070013	\$ 3,510,000				\$ 15,480,000		\$ 18,990,000
Contra Costa	Brentwood	Local Road	John Muir Parkway Extension: Ph. II	Expansion	CC-070078	\$ 4,900,000						\$ 4,900,000
Contra Costa	CC County	Local Road	Kirker Pass Road NB Truck Climbing Lanes	Expansion	CC-070075	\$ 3,215,000	\$ 136,000		\$ 14,049,000			\$ 17,400,000
Contra Costa	CC County	Local Road	Byron Highway - Vasco Road Connection	Expansion	CC-070081		\$ 500,000	\$ 450,000			\$ 3,700,000	\$ 4,650,000
Contra Costa	CC County	Local Road	Canal Road Bicycle and Pedestrian Facilities	Expansion	CC-110084	\$ 2,639,500						\$ 2,639,500
Contra Costa	CC County	Local Road	Bailey Road Bike and Pedestrian Improvement	Expansion	CC-130003			\$ 1,123,000	\$ 115,000	\$ 500,000	\$ 3,036,000	\$ 4,774,000
Contra Costa	CC County	Local Road	Port Chicago Hwy/Willow Pass Rd Bike Ped U	Expansion	CC-130027	\$ 1,722,700						\$ 1,722,700
Contra Costa	CC County	Local Road	CC County - Rio Vista Elementary Ped Connec	Expansion	CC-150010	\$ 180,000	\$ 165,000					\$ 905,000
Contra Costa	CC County	Local Road	Contra Costa County Various Streets & Road F	Maint/Rehab	CC-130004	\$ 3,428,000						\$ 3,428,000
Contra Costa	CC County	Local Road	Vasco Road Safety Improvements	SysMgmt	CC-050030	\$ 15,929,083	\$ 1,000,000			\$ 1,500,000	\$ 15,100,000	\$ 33,529,083
Contra Costa	CC County	Local Road	Bailey Road-State Route 4 Interchange	SysMgmt	CC-130001	\$ 715,000	\$ 920,000	\$ 60,000	\$ 3,500,000			\$ 5,195,000
Contra Costa	CCCTA	Transit	Replace Diesel Trolleys with Electric TrolleyBu	Maint/Rehab	CC-110083	\$ 5,400,000						\$ 5,400,000
Contra Costa	CCCTA	Transit	CCCTA - Replace 15 40' Buses	Maint/Rehab	CC-110099	\$ 8,223,450						\$ 8,223,450
Contra Costa	CCCTA	Transit	CCCTA - Replace 18 40' Buses	Maint/Rehab	CC-110100	\$ 11,496,482						\$ 11,496,482
Contra Costa	CCCTA	Transit	CCCTA: Replace 18 30' Buses	Maint/Rehab	CC-150006	\$ 8,560,800						\$ 8,560,800
Contra Costa	CCCTA	Transit	CCCTA: Replace 13 35' Buses	Maint/Rehab	CC-150007	\$ 6,382,675						\$ 6,382,675
Contra Costa	CCCTA	Transit	CCCTA: Replace 3 Paratransit Vans	Maint/Rehab	CC-150008		\$ 369,000					\$ 369,000
Contra Costa	CCCTA	Transit	CCCTA: ADA Paratransit Assistance	Operations	CC-99T001	\$ 14,869,892						\$ 14,869,892
Contra Costa	CCCTA	Transit	CCCTA: Access Improvements Implementation	SysMgmt	CC-130045	\$ 204,550	\$ 574,100					\$ 778,650
Contra Costa	CCCTA	Transit	REMIX Software Implementation Project	SysMgmt	CC-150012	\$ 40,281						\$ 40,281
Contra Costa	CCTA	Local Road	Mokelumne Trail Bike/Ped Overcrossing	Expansion	CC-070067	\$ 600,000	\$ 1,000,000			\$ 4,500,000		\$ 6,100,000
Contra Costa	CCTA	Local Road	CCTA - Carshare 4 All	SysMgmt	CC-150009	\$ 1,218,012						\$ 1,218,012
Contra Costa	CCTA	Regional	SR 4 Integrated Corridor Management	SysMgmt	CC-150013	\$ 400,000	\$ 200,000			\$ 14,750,000		\$ 15,350,000
Contra Costa	CCTA	State Highway	I-680/SR 4 I/C Reconstruction - Phases 1, 2, 4	Expansion	CC-010023	\$ 556,000		\$ 3,629,000		\$ 500,000	\$ 364,631,000	\$ 369,316,000
Contra Costa	CCTA	State Highway	I-680 SB HOV Lane Completion	Expansion	CC-050028	\$ 9,485,000			\$ -	\$ 72,257,000		\$ 81,742,000
Contra Costa	CCTA	State Highway	I-680 NB HOV Lane Extension	Expansion	CC-070022				\$ 7,000,000		\$ 41,000,000	\$ 48,000,000
Contra Costa	CCTA	State Highway	Reconstruct I-80/San Pablo Dam Rd Interchan	Expansion	CC-070035	\$ 38,720,000		\$ 9,200,000		\$ 7,100,000	\$ 63,908,000	\$ 118,928,000
Contra Costa	CCTA	State Highway	SR4: Balfour Road Interchange	Expansion	CC-070053	\$ 5,850,000	\$ 40,550,000					\$ 46,400,000
Contra Costa	CCTA	State Highway	SR 239 - New State Highway Study	Expansion	CC-110066	\$ 10,373,333	\$ 5,871,002				\$ 13,000,000	\$ 29,244,335
Contra Costa	CCTA	State Highway	I-680 / SR 4 Interchange Reconstruction - Phas	Expansion	CC-130046	\$ 2,780,000	\$ 15,700,000	\$ 11,910,000			\$ 34,700,000	\$ 65,090,000
Contra Costa	Clayton	Local Road	Clayton Various Streets Preservation	Maint/Rehab	CC-130030	\$ 40,000	\$ 437,000					\$ 477,000
Contra Costa	Concord	Local Road	Commerce Avenue Extension	Expansion	CC-070026	\$ 8,500,000						\$ 8,500,000
Contra Costa	Concord	Local Road	Ygnacio Valley/Kirker Pass Roads Widening	Expansion	CC-090026		\$ 800,000		\$ 1,000,000		\$ 10,200,000	\$ 12,000,000
Contra Costa	Concord	Local Road	Concord BART Station Bike/Ped Access Impro	Expansion	CC-130006	\$ 233,000	\$ 1,138,000					\$ 1,371,000
Contra Costa	Concord	Local Road	Detroit Avenue Bicycle and Pedestrian Improve	Expansion	CC-130011	\$ 2,639,000						\$ 2,639,000
Contra Costa	Concord	Local Road	Concord Various Street Preservation	Maint/Rehab	CC-130012	\$ 1,127,000						\$ 1,127,000
Contra Costa	Concord	Local Road	Concord Clayton Road/Treat Blvd Intersection	SysMgmt	CC-090023	\$ 2,680,000						\$ 2,680,000
Contra Costa	Concord	Local Road	Concord New and Upgraded Signals at Various	SysMgmt	CC-130013	\$ 2,633,233						\$ 2,633,233
Contra Costa	Danville	Local Road	Vista Grande Street Pedestrian Improvements/	Expansion	CC-130038	\$ 29,275	\$ 178,000					\$ 207,275
Contra Costa	Danville	Local Road	San Ramon Valley Blvd Lane Addition and Ove	Expansion	CC-170001		\$ 953,046					\$ 953,046
Contra Costa	Danville	Local Road	Crow Canyon/Camino Tassajara Intersection Ir	Maint/Rehab	CC-050075	\$ 4,783,275	\$ 1,308,100					\$ 6,091,375
Contra Costa	Danville	Local Road	Diablo Road Imps. - Green Valley to Avenida I	Maint/Rehab	CC-090001	\$ 660,000			\$ 3,500,000			\$ 4,160,000
Contra Costa	Danville	Local Road	Danville Various Streets and Roads Preservati	Maint/Rehab	CC-130023	\$ 159,000	\$ 896,000					\$ 1,055,000
Contra Costa	EB Reg Park Dis	Local Road	Atlas Road - New Bridge and Roadway Extensi	Expansion	CC-070063	\$ 9,442,358	\$ 1,141,139					\$ 10,583,497
Contra Costa	EB Reg Park Dis	Public Lands/Trls	Breuner Marsh Restoration and Public Access	Expansion	CC-130049	\$ 5,945,000						\$ 5,945,000
Contra Costa	EB Reg Park Dis	Public Lands/Trls	SF Bay Trail, Pinole Shores to Bay Front Park	Expansion	CC-130050	\$ 1,800,686	\$ 5,821,000					\$ 7,621,686
Contra Costa	EB Reg Park Dis	Public Lands/Trls	Contra Costa Parks Bike/Ped Trail Improvemen	Maint/Rehab	CC-070033	\$ 799,090	\$ 151,831					\$ 950,921
Contra Costa	ECCTA	Transit	ECCTA: Transit Bus Replacements	Maint/Rehab	CC-070092	\$ 44,393,104	\$ 719,263					\$ 45,112,367
Contra Costa	ECCTA	Transit	Tri-Delta: ADA Operating Assistance	Operations	CC-030035	\$ 7,662,559						\$ 7,662,559
Contra Costa	ECCTA	Transit	ECCTA: Non-ADA Paratransit to FR Incentive f	SysMgmt	CC-150020		\$ 1,021,621					\$ 1,021,621
Contra Costa	El Cerrito	Public Lands/Trls	Ohlone Greenway Station Area Bike/Ped Imprc	Expansion	CC-130024	\$ 3,919,000						\$ 3,919,000
Contra Costa	El Cerrito	State Highway	Del Norte Area TOD Complete Street Imps	SysMgmt	CC-070046	\$ 750,000		\$ 176,200	\$ 883,200		\$ 7,790,600	\$ 9,600,000
Contra Costa	Hercules	Local Road	Hercules-Refugio Valley Road Pavement Presc	Maint/Rehab	CC-130040	\$ 1,182,000						\$ 1,182,000
Contra Costa	Hercules	Transit	Hercules Intercity Rail Station	Expansion	CC-030002	\$ 30,567,000	\$ 2,919,000					\$ 33,486,000

Metropolitan Transportation Commission
TIP Project Listing - Funding by Fiscal Year
 Draft 2017 TIP: FY16/17 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Purpose	TIP ID	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future	Total Funding
Contra Costa	Martinez	Local Road	Martinez Various Streets and Roads Preservati	Maint/Rehab	CC-130025	\$ 100,000	\$ 1,185,000					\$ 1,285,000
Contra Costa	Martinez	Transit	Martinez Intermodal Station Parking Expansion	Expansion	CC-030004	\$ 10,900,000	\$ 9,100,000					\$ 20,000,000
Contra Costa	Moraga	Local Road	Moraga Rd SRTS Bicycle and Ped Improveme	Expansion	CC-130037	\$ 127,000						\$ 127,000
Contra Costa	Moraga	Local Road	Moraga Various Streets and Roads Preservati	Maint/Rehab	CC-130020	\$ 801,000						\$ 801,000
Contra Costa	MTC	Local Road	Regional Planning Activities and PPM - CC Coi	SysMgmt	CC-170004		\$ 609,000	\$ 5,359,553	\$ 454,000			\$ 6,422,553
Contra Costa	Oakley	Local Road	Oakley Various Streets and Roads Preservati	Maint/Rehab	CC-130031	\$ 1,165,000						\$ 1,165,000
Contra Costa	Oakley	Local Road	Main Street (Previously SR4) Realignment in O	SysMgmt	CC-070065	\$ 350,000	\$ 1,961,000					\$ 2,311,000
Contra Costa	Pinole	Local Road	Pinole - San Pablo Avenue Preservation	Maint/Rehab	CC-130015	\$ 805,000						\$ 805,000
Contra Costa	Pittsburg	Transit	Pittsburg Multimodal Transit Station Access I	m Expansion	CC-130039	\$ 214,000	\$ 1,300,000					\$ 1,514,000
Contra Costa	Pleasant Hill	Local Road	Boyd Road/Elinora Drive SRTS Sidewalk Instal	Expansion	CC-130029	\$ 575,000						\$ 575,000
Contra Costa	Pleasant Hill	Local Road	Contra Costa Blvd. Improvement (Beth to Harri	Expansion	CC-150011	\$ 2,951,900						\$ 2,951,900
Contra Costa	Pleasant Hill	Local Road	Golf Club Rd Roundabout and Bike/Ped Improv	SysMgmt	CC-130005	\$ 5,514,000						\$ 5,514,000
Contra Costa	Richmond	Local Road	37th Street Bicycle & Pedestrian Improvements	Expansion	CC-130047	\$ 400,444						\$ 400,444
Contra Costa	Richmond	Local Road	Richmond Local Streets and Roads Preservati	Maint/Rehab	CC-130026	\$ 3,723,000						\$ 3,723,000
Contra Costa	Richmond	Local Road	Richmond Transit Village: Nevin Imps BART-1	s SysMgmt	CC-110007	\$ 8,382,235						\$ 8,382,235
Contra Costa	Richmond	Local Road	The Yellow Brick Road in Richmond's Iron Tri	s SysMgmt	CC-150016		\$ 967,000	\$ 5,485,000				\$ 6,452,000
Contra Costa	Richmond	State Highway	I-80/Central Avenue Interchange Modification	EXPANSION	CC-050076	\$ 1,845,000	\$ 3,674,000			\$ 6,400,000	\$ 12,741,000	\$ 24,660,000
Contra Costa	San Pablo	Local Road	Rumrill Blvd Complete Streets Improvements	ENHANCEMENT	CC-150017		\$ 100,000	\$ 500,000	\$ 5,010,000			\$ 5,610,000
Contra Costa	San Pablo	Local Road	San Pablo Avenue Bicycle and Ped Improveme	Expansion	CC-130032	\$ 845,000	\$ 5,978,000					\$ 6,823,000
Contra Costa	San Ramon	Local Road	Bollinger Canyon Road Widening (Alcosta to SI	Expansion	CC-090019	\$ 8,905,484	\$ 1,707,371					\$ 10,612,855
Contra Costa	Walnut Creek	Local Road	Walnut Creek - North Main Street Preservation	Maint/Rehab	CC-130033	\$ 921,000						\$ 921,000
Contra Costa	Walnut Creek	Local Road	Walnut Creek-Parking Guidance System Pilot	SysMgmt	CC-150018		\$ 933,000					\$ 933,000
Contra Costa	WCCTA	Transit	WCCTA: Preventive Maintenance Program	Maint/Rehab	CC-030025	\$ 2,508,911						\$ 2,508,911
Contra Costa	WCCTA	Transit	WestCAT: Replacement of (10) Paratransit Cut	Maint/Rehab	CC-150001	\$ 1,230,000						\$ 1,230,000
Contra Costa	WCCTA	Transit	WestCAT: Purchase of (10) Radio systems	Maint/Rehab	CC-150002	\$ 10,000						\$ 10,000
Contra Costa	WCCTA	Transit	WestCAT: Purchase of (2) Electronic Fareboxe	Maint/Rehab	CC-150003	\$ 35,623						\$ 35,623
Contra Costa	WCCTA	Transit	WestCAT: Replace (1) 2003 40ft Revenue Veh	Maint/Rehab	CC-150004	\$ 534,025						\$ 534,025
Contra Costa	WCCTA	Transit	WestCAT: Replace (1) 40ft Rev. Vehicle with 4	Maint/Rehab	CC-150005	\$ 622,175						\$ 622,175
Contra Costa	WCCTA	Transit	WestCAT: Replace (1) 1998 40 ft Vehicle	Maint/Rehab	CC-150014	\$ 530,000						\$ 530,000
Contra Costa	WCCTA	Transit	WestCat: ADA Paratransit Operating Subsidy	Operations	CC-990045	\$ 2,441,717						\$ 2,441,717
Contra Costa	WCCTA	Transit	WestCAT: Purchase (1) Fast Fare Electronic F	s SysMgmt	CC-150015	\$ 17,811						\$ 17,811
Contra Costa	WCCTA	Transit	WestCAT - AVL System with APC Element.	SysMgmt	CC-150021		\$ 394,513					\$ 394,513
Contra Costa	WETA	Transit	Richmond Ferry Service	Expansion	CC-070062	\$ 60,370,815	\$ 1,000,000					\$ 61,370,815
Marin	Fairfax	Local Road	Parkade Circulation and Safety Improvements	SysMgmt	MRN130009	\$ 90,000		\$ 310,000				\$ 400,000
Marin	GGBHTD	Tollway	Golden Gate Bridge Seismic Retrofit, Phase 3E	Maint/Rehab	MRN050018	\$ 37,500,000	\$ 7,130,424	\$ 51,060,990	\$ 20,000,000	\$ 21,560,990		\$ 137,252,404
Marin	GGBHTD	Tollway	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	Maint/Rehab	MRN970016	\$ 269,417,373	\$ 3,740,000					\$ 273,157,373
Marin	GGBHTD	Tollway	Golden Gate Bridge-Suicide Deterrent SafetyB	s SysMgmt	MRN050019	\$ 106,000,000	\$ 20,000,000	\$ 27,000,000				\$ 153,000,000
Marin	GGBHTD	Transit	Larkspur Ferry Terminal Parking Garage	Expansion	MRN130001			\$ 500,000		\$ 3,500,000		\$ 4,000,000
Marin	GGBHTD	Transit	GGBHTD: Bldg Ridership to Meet Capacity Cai	Expansion	MRN150006	\$ 200,003	\$ 237,637					\$ 437,640
Marin	GGBHTD	Transit	ACIS Radio Communications System	Maint/Rehab	MRN010035	\$ 20,664,163	\$ 935,885					\$ 21,600,048
Marin	GGBHTD	Transit	GGBHTD: Fixed Guideway Connectors	Maint/Rehab	MRN030010	\$ 38,295,992						\$ 38,295,992
Marin	GGBHTD	Transit	GGBHTD: Facilities Rehabilitation	Maint/Rehab	MRN050025	\$ 19,889,622						\$ 19,889,622
Marin	GGBHTD	Transit	GGBHTD: Replace 7 - 40' Diesel Buses	Maint/Rehab	MRN110045	\$ 3,760,007						\$ 3,760,007
Marin	GGBHTD	Transit	MS Sonoma Ferry Boat Refurbishment	Maint/Rehab	MRN150005	\$ 8,331,303	\$ 12,333,739					\$ 20,665,042
Marin	GGBHTD	Transit	GGBHTD Ferry Major Components Rehab	Maint/Rehab	MRN150014		\$ 3,375,000					\$ 3,375,000
Marin	GGBHTD	Transit	GGBHTD Ferry Propulsion Systems Replacem	Maint/Rehab	MRN150015	\$ 625,000						\$ 625,000
Marin	GGBHTD	Transit	Ferry channel & berth dredging	Maint/Rehab	MRN990017	\$ 26,144,027						\$ 26,144,027
Marin	GGBHTD	Transit	GGBHTD - Transit Systems Enhancements	SysMgmt	MRN130015	\$ 2,264,125						\$ 2,264,125
Marin	GGBHTD	Transit	GGBHTD: On-Board Bus and Ferry Surveys	SysMgmt	MRN150007		\$ 454,729					\$ 454,729
Marin	Marin County	Local Road	Non-motorized Transp. Pilot Program - Marin C	Expansion	MRN050033	\$ 11,341,139						\$ 11,341,139
Marin	Marin County	Local Road	Non-motorized Transp. Projects - Marin County	Expansion	MRN090049	\$ 1,238,181						\$ 1,238,181
Marin	Marin County	Local Road	Miller Creek Road Bike Lanes and Ped Improv	Expansion	MRN110033	\$ 407,000						\$ 407,000
Marin	Marin County	Local Road	Mountain View Rd Bridge Replacement - 27C0	Expansion	MRN110035	\$ 503,600		\$ 72,952		\$ 910,560		\$ 1,487,112
Marin	Marin County	Local Road	Marin Parklands Visitor Access, Phase 2	Maint/Rehab	MRN070019	\$ 1,036,000	\$ 3,410,000					\$ 4,446,000
Marin	Marin County	Local Road	Donahue Street Road Rehabilitation Project	Maint/Rehab	MRN130010	\$ 122,000	\$ 1,094,600					\$ 1,216,600
Marin	Marin County	Local Road	North Civic Center Drive Improvements	SysMgmt	MRN130007	\$ 2,800,000						\$ 2,800,000
Marin	Marin County	Public Lands/Trls	Mill Valley-Sausalito Pathway Preservation	Maint/Rehab	MRN130014	\$ 410,000	\$ 230,000					\$ 640,000
Marin	MCTD	Transit	MCTD Preventive Maintenance	Maint/Rehab	MRN110040	\$ 258,063	\$ 153,780					\$ 411,843
Marin	MCTD	Transit	MCTD: On Board Vehicle Equipment	Maint/Rehab	MRN150003	\$ 377,075						\$ 377,075
Marin	MCTD	Transit	MCTD - Relocate Transit Maint. Facility - PE	or Maint/Rehab	MRN150010		\$ 600,000					\$ 600,000
Marin	MCTD	Transit	MCTD- Replace 2 Shuttle Vehicles	Maint/Rehab	MRN150011	\$ 244,000						\$ 244,000
Marin	MCTD	Transit	MCTD - Replace 13 -40ft Buses	Maint/Rehab	MRN150012		\$ 9,634,000					\$ 9,634,000
Marin	MCTD	Transit	MCTD - Emergency Radio System	Maint/Rehab	MRN150013	\$ 348,000						\$ 348,000
Marin	MCTD	Transit	Marin Transit Low Income Youth Pass Progr	Operations	MRN110041	\$ 410,874	\$ 153,850					\$ 564,724
Marin	MCTD	Transit	MCTD: ADA Paratransit Assistance	Operations	MRN110047	\$ 3,886,026						\$ 3,886,026
Marin	Mill Valley	Local Road	Mill Valley - Miller Avenue Rehabilitation	Maint/Rehab	MRN070002	\$ 7,150,000						\$ 7,150,000

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2017 TIP Detail

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**Metropolitan Transportation Commission
TIP Project Listing - Funding by Fiscal Year
Draft 2017 TIP: FY16/17 through FY17/18**

Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Purpose	TIP ID	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future	Total Funding
Marin	Mill Valley	Public Lands/Trls	Bayfront Park Recreational Bay Access Pier Rel	Maint/Rehab	MRN130012	\$ 73,000	\$ 150,000					\$ 223,000
Marin	MTC	Local Road	Regional Planning Activities and PPM - Marin	SysMgmt	MRN170001		\$ 166,000	\$ 4,563,181				\$ 4,729,181
Marin	MTC	Tollway	Richmond-San Rafael Bridge Access Improven	Expansion	MRN150009	\$ 68,584,000	\$ 5,000,000					\$ 73,584,000
Marin	Novato	Local Road	Novato Boulevard Widening, Diablo to Grant	Expansion	MRN070006	\$ 1,063,085	\$ 2,000,000			\$ 5,910,847		\$ 8,973,932
Marin	Novato	Local Road	DeLong Avenue and Ignacio Boulevard Resurf	Maint/Rehab	MRN130011	\$ 975,000						\$ 975,000
Marin	Novato	Local Road	Vineyard Road Improvements	Maint/Rehab	MRN170002	\$ 83,975	\$ 921,782					\$ 1,005,757
Marin	Ross	Local Road	Bolinas Avenue and Sir Francis Drake Intersec	Maint/Rehab	MRN130006	\$ 30,000	\$ 310,000					\$ 340,000
Marin	San Anselmo	Local Road	San Anselmo - Center Blvd Bridge Replace (27	Expansion	MRN110032	\$ 1,060,000		\$ 1,250,000	\$ 3,507,000			\$ 5,817,000
Marin	San Anselmo	Public Lands/Trls	Sunny Hill Ridge and Red Hill Trails	Expansion	MRN130013	\$ 80,000	\$ 80,000					\$ 160,000
Marin	San Rafael	Local Road	San Rafael - Non-motorized Transport Pilot Prc	Expansion	MRN070009	\$ 3,055,680						\$ 3,055,680
Marin	San Rafael	Local Road	Grand Avenue Bicycle Pedestrian Improvem	Expansion	MRN150008	\$ 50,000	\$ 1,706,000					\$ 1,756,000
Marin	San Rafael	Local Road	San Rafael Various Streets and Roads Preserv	Maint/Rehab	MRN130004	\$ 594,000						\$ 594,000
Marin	San Rafael	Local Road	San Rafael Transit Center Pedestrian Access I	SysMgmt	MRN130005	\$ 2,675,000						\$ 2,675,000
Marin	Sausalito	Local Road	Sausalito - Bridgeway/US 101 Off Ramp Bicycl	SysMgmt	MRN110010	\$ 100,000	\$ 185,000					\$ 285,000
Marin	TAM	Local Road	Central Marin Ferry Access Improvements	Expansion	MRN050014	\$ 16,612,000						\$ 16,612,000
Marin	TAM	Local Road	TAM - Non-motorized Transportation Pilot Prog	SysMgmt	MRN070017	\$ 160,000						\$ 160,000
Marin	TAM	Local Road	TAM - Car Share Canal	SysMgmt	MRN150004	\$ 143,750						\$ 143,750
Marin	TAM	State Highway	US 101 / Greenbrae Interchange Corridor Impt	Expansion	MRN050001	\$ 13,033,000	\$ 9,800,000	\$ 5,900,000			\$ 126,067,000	\$ 154,800,000
Marin	TAM	State Highway	US 101 HOV Lanes - Marin-Sonoma Narrows (Expansion	MRN050034	\$ 232,937,000					\$ 120,282,000	\$ 353,219,000
Marin	TAM	State Highway	Highway 101 Landscaping for Gap Closure Pro	SysMgmt	MRN110034	\$ 1,655,000						\$ 1,655,000
Napa	American Canyo	Local Road	Eucalyptus Drive Realignment Complete Street	Expansion	NAP110029	\$ 528,000		\$ 2,015,600			\$ 1,980,400	\$ 4,524,000
Napa	American Canyo	Local Road	Devlin Road and Vine Trail Extension	Expansion	NAP130006	\$ 297,000	\$ 800,000	\$ 1,785,000				\$ 2,882,000
Napa	Calistoga	State Highway	SR 128 and Petrified Forest Intersection Imp	SysMgmt	NAP150001		\$ 118,000	\$ 56,000	\$ 476,000			\$ 650,000
Napa	Caltrans	State Highway	SR 12 (Jamieson Canyon Road) Widening	Expansion	NAP010008	\$ 115,135,000						\$ 115,135,000
Napa	Caltrans	State Highway	Hwy 29 Grayson Ave. Signal Construction	SysMgmt	NAP130007	\$ 466,006						\$ 466,006
Napa	MTC	Local Road	Regional Planning Activities and PPM - Napa	SysMgmt	NAP170001		\$ 110,000	\$ 4,482,181				\$ 4,592,181
Napa	Napa	Local Road	California Boulevard Roundabouts	SysMgmt	NAP110028	\$ 1,041,000	\$ 8,508,793	\$ 1,070,000				\$ 10,619,793
Napa	Napa	Public Lands/Trls	Highway 29/Napa Creek Bicycle Path Upgrade	Expansion	NAP130004	\$ 100,000					\$ 425,000	\$ 525,000
Napa	Napa County	Local Road	Silverado Trail Phase H Rehab	Maint/Rehab	NAP110023	\$ 56,000	\$ 1,627,189					\$ 1,683,189
Napa	Napa County	Local Road	Hardin Rd Bridge Replacement - 21C0058	Maint/Rehab	NAP110026			\$ 700,000		\$ 200,000	\$ 3,000,000	\$ 3,900,000
Napa	Napa County	Local Road	Loma Vista Dr Bridge Replacement - 21C0080	Maint/Rehab	NAP110027			\$ 500,000		\$ 100,000	\$ 3,000,000	\$ 3,600,000
Napa	Napa County	Local Road	Airport Boulevard Rehabilitation	Maint/Rehab	NAP130003						\$ 1,916,500	\$ 1,916,500
Napa	Napa County	Local Road	Silverado Trail Phase G Rehab	Maint/Rehab	NAP130009	\$ 2,829,000						\$ 2,829,000
Napa	Napa County	Local Road	Garnett Bridge Greenwood Ave	Maint/Rehab	NAP150002	\$ 650,000		\$ 200,000			\$ 5,200,000	\$ 6,050,000
Napa	Napa County	Local Road	Silverado Trail Yountville-Napa Safety Improve	SysMgmt	NAP130010	\$ 168,000						\$ 168,000
Napa	Napa Vine	Transit	Park & Ride Lots in Napa County	Expansion	NAP050009	\$ 5,030,000						\$ 5,030,000
Napa	NVTA	Local Road	Napa Valley Vine Trail Design and Constructor	Expansion	NAP110014	\$ 8,692,569						\$ 8,692,569
Napa	NVTA	Local Road	Napa Valley Vine Trail Calistoga-St. Helena Se	Expansion	NAP150003	\$ 350,000	\$ 142,000	\$ 1,304,000	\$ 7,410,000			\$ 9,206,000
Napa	NVTA	State Highway	SR 12/29/221 Soscol Junction Interchange Stu	Expansion	NAP090003	\$ 6,300,000						\$ 6,300,000
Napa	NVTA	Transit	NVTA: Replace Rolling Stock	Maint/Rehab	NAP090005	\$ 14,728,090						\$ 14,728,090
Napa	NVTA	Transit	NVTA Equipment Replacement and Upgrades	Maint/Rehab	NAP090008	\$ 2,385,347	\$ 103,645					\$ 2,488,992
Napa	NVTA	Transit	NVTA: ADA Operating Assistance	Operations	NAP030004	\$ 473,448						\$ 473,448
Napa	NVTA	Transit	Napa Vine Operating Assistance	Operations	NAP970010	\$ 40,476,726						\$ 40,476,726
Napa	NVTA	Transit	Napa: Bus Stop Improvements	SysMgmt	NAP030005	\$ 782,485						\$ 782,485
Napa	Yountville	Public Lands/Trls	Hopper Creek Pedestrian Bridge and Path Proj	Expansion	NAP130008				\$ 100,000	\$ 400,000		\$ 500,000
San Francisco	BART	Transit	BART/MUNI Direct Connection Platform	Expansion	SF-050014		\$ 3,000,000					\$ 3,000,000
San Francisco	BART	Transit	Regional Real-Time Transit Information at BAR	SysMgmt	SF-110044	\$ 4,400,000						\$ 4,400,000
San Francisco	MTC	Local Road	Regional Planning Activities and PPM - SF Co	SysMgmt	SF-170002		\$ 447,000	\$ 5,181,854				\$ 5,628,854
San Francisco	Port of SF	Local Road	Pier 70 19th Street & Illinois Street Sidewalk	Expansion	SF-130021	\$ 370,000	\$ 2,850,000					\$ 3,220,000
San Francisco	Port of SF	Transit	Mission Bay Ferry Terminal	Expansion	SF-170001	\$ 3,400,000	\$ 1,000,000		\$ 1,000,000		\$ 12,140,000	\$ 17,540,000
San Francisco	Port of SF	Transit	Embarcadero Corridor Transportation Improver	SysMgmt	SF-070009	\$ 850,000	\$ 1,000,000				\$ 3,500,000	\$ 5,350,000
San Francisco	SF County TA	Local Road	Treasure Is/Yerba Buena Is Street Improver	Expansion	SF-130004	\$ 500,000	\$ 1,000,000		\$ 1,000,000	\$ 5,000,000	\$ 40,460,000	\$ 47,960,000
San Francisco	SF County TA	Local Road	Integrated Public-Private Partnership TDM Pro	SysMgmt	SF-110011	\$ 1,024,894	\$ 10,000					\$ 1,034,894
San Francisco	SF County TA	Local Road	Treasure Island Congestion Pricing Program	SysMgmt	SF-110049	\$ 2,380,000	\$ 610,000	\$ 1,283,400	\$ 216,600		\$ 4,245,000	\$ 8,735,000
San Francisco	SF County TA	Local Road	SF Downtown Congestion Pricing (NE Cordon)	SysMgmt	SF-130017	\$ 300,000	\$ 2,000,000				\$ 101,900,000	\$ 104,200,000
San Francisco	SF County TA	Local Road	Quint-Jerrold Connector Road	SysMgmt	SF-150008	\$ 6,697,448	\$ 483,000	\$ 2,008,900			\$ 851,100	\$ 10,400,448
San Francisco	SF County TA	Local Road	SB I-280 Off-Ramp at Ocean Ave Realignment	SysMgmt	SF-150013	\$ 750,000	\$ 500,000	\$ 1,500,000			\$ 2,850,000	\$ 5,600,000
San Francisco	SF County TA	State Highway	HOV Lanes on US 101 in SF - Project Develop	Expansion	SF-130008		\$ 2,000,000					\$ 2,000,000
San Francisco	SF County TA	State Highway	Yerba Buena Island (YBI) Ramp Improvements	Maint/Rehab	SF-070027	\$ 126,995,236	\$ 11,453,039	\$ 47,239,842	\$ -		\$ 53,340,404	\$ 239,028,521
San Francisco	SF County TA	State Highway	US 101 Doyle Drive Replacement	Maint/Rehab	SF-991030	\$ 877,866,569	\$ 21,200,000	\$ 21,200,000	\$ 21,200,000	\$ 21,200,000	\$ 1,024,070,000	\$ 1,986,736,569
San Francisco	SF County TA	Transit	Geary Bus Rapid Transit	Expansion	SF-070004	\$ 39,166,113	\$ 712,100	\$ 19,588,554			\$ 124,233,233	\$ 183,700,000
San Francisco	SF County TA	Transit	Oakdale Caltrain Station	Expansion	SF-090011	\$ 50,000		\$ 750,000				\$ 800,000
San Francisco	SF County TA	Transit	Construct Treasure Island Bus Terminal Facility	Expansion	SF-130010	\$ 200,000	\$ 590,000	\$ 2,000,000				\$ 2,790,000
San Francisco	SF County TA	Transit	Treasure Island Pricing Mobility Improvements	SysMgmt	SF-130005	\$ 1,000,000		\$ 4,000,000			\$ 18,500,000	\$ 23,500,000
San Francisco	SF County TA	Transit	San Francisco Travel Smart Rewards Pilot Pro	SysMgmt	SF-150012	\$ 635,000						\$ 635,000
San Francisco	SF DPW	Local Road	John Yehall Chin Safe Routes to School	ENHANCEMENT	SF-150001	\$ 398,433		\$ 1,497,000				\$ 1,895,433

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County	Sponsor	System	Project Name	Purpose	TIP ID	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future	Total Funding
San Francisco	SF DPW	Local Road	Bayview Transportation Improvements	Expansion	SF-010038	\$ 10,312,200	\$ 712,000		\$ 288,000		\$ 24,837,800	\$ 36,150,000
San Francisco	SF DPW	Local Road	Harney Way Roadway Widening	Expansion	SF-090004	\$ 1,475,000	\$ 205,000	\$ 12,320,000			\$ 10,050,000	\$ 24,050,000
San Francisco	SF DPW	Local Road	Hunters Pt Shipyard and Candlestick Pt Local F	Expansion	SF-110006	\$ 2,050,000	\$ 2,000,000	\$ 3,000,000			\$ 331,100,000	\$ 338,150,000
San Francisco	SF DPW	Local Road	Southeast Waterfront Transportation Improvem	Expansion	SF-130006	\$ 105,571,785				\$ 100,049,237	\$ 47,702,878	\$ 253,323,900
San Francisco	SF DPW	Local Road	HOPE SF Street Grid Phase 1	Expansion	SF-130007	\$ 8,000,000	\$ 2,000,000					\$ 10,000,000
San Francisco	SF DPW	Local Road	Great Highway Restoration	Maint/Rehab	SF-110005	\$ 3,796,100	\$ 3,029,600					\$ 6,825,700
San Francisco	SF DPW	Local Road	SF- Better Market Street Transportation Eleme	SysMgmt	SF-130001	\$ 1,000,000		\$ 500,000	\$ 1,500,000		\$ 203,400,000	\$ 206,400,000
San Francisco	SF DPW	Local Road	SF- Second Street Complete Streets and Road	SysMgmt	SF-130011	\$ 1,976,397	\$ 12,511,778					\$ 14,488,175
San Francisco	SF DPW	Local Road	SF- Broadway Chinatown Complete Streets	SysMgmt	SF-130014	\$ 8,199,752						\$ 8,199,752
San Francisco	SF DPW	State Highway	Lombard Street Vision Zero Project	SysMgmt	SF-150016	\$ 4,768,000	\$ 6,164,000					\$ 10,932,000
San Francisco	SFDPH	Local Road	SF SRTS Non-Infrastructure Program	SysMgmt	SF-130018	\$ 1,439,000	\$ 191,000					\$ 1,630,000
San Francisco	SFDPH	Local Road	San Francisco Safe Routes to School (ATP)	SysMgmt	SF-150003	\$ 990,000						\$ 990,000
San Francisco	SFDPH	Local Road	SF Safe Routes to School 2017-2019	SysMgmt	SF-150017		\$ 2,411,000	\$ 66,686	\$ 66,686			\$ 2,544,372
San Francisco	SFMTA	Local Road	Mission Bay/UCSF Multi-Modal Transportation	Expansion	SF-110002	\$ 23,271,539	\$ 2,000,000				\$ 24,420,461	\$ 49,692,000
San Francisco	SFMTA	Local Road	Linked Priced Electric Bikes	Expansion	SF-110037	\$ 1,880,277						\$ 1,880,277
San Francisco	SFMTA	Local Road	Implement Parkmerced Street Network	Expansion	SF-130002	\$ 500,000		\$ 1,000,000			\$ 46,460,000	\$ 47,960,000
San Francisco	SFMTA	Local Road	Twin Peaks Connectivity Planning	Expansion	SF-130022	\$ 190,589						\$ 190,589
San Francisco	SFMTA	Local Road	Mansell Corridor Complete Streets	SysMgmt	SF-130015	\$ 6,555,411						\$ 6,555,411
San Francisco	SFMTA	Local Road	Eddy and Ellis Traffic Calming Improvement Pr	SysMgmt	SF-130019	\$ 365,000	\$ 1,344,926					\$ 1,709,926
San Francisco	SFMTA	Local Road	San Francisco Safer Streets Campaign	SysMgmt	SF-150002	\$ 2,000,000						\$ 2,000,000
San Francisco	SFMTA	Local Road	SFMTA Station-Area Ped and Bicycle Access I	SysMgmt	SF-150004	\$ 1,250,000						\$ 1,250,000
San Francisco	SFMTA	Local Road	San Francisco Citywide Bicycle Wayfinding	SysMgmt	SF-150009	\$ 1,145,000						\$ 1,145,000
San Francisco	SFMTA	Local Road	San Francisco Vision Zero Safety Investment	SysMgmt	SF-150011	\$ 453,000	\$ 4,584,000					\$ 5,037,000
San Francisco	SFMTA	State Highway	SFGO-Corridor Management	SysMgmt	SF-070030	\$ 54,871,092	\$ 2,000,000					\$ 56,871,092
San Francisco	SFMTA	Transit	SF Muni Third St LRT Phase 2 - New Central S	Expansion	SF-010037	\$ 1,392,330,706	\$ 150,000,000				\$ 35,669,294	\$ 1,578,000,000
San Francisco	SFMTA	Transit	Historic Streetcar Extension to Fort Mason	Expansion	SF-070003	\$ 41,122	\$ 41,122	\$ 301,790			\$ 68,145,966	\$ 68,530,000
San Francisco	SFMTA	Transit	Van Ness Avenue Bus Rapid Transit	Expansion	SF-070005	\$ 155,209,787	\$ 39,790,213					\$ 195,000,000
San Francisco	SFMTA	Transit	Additional Light Rail Vehicles to Expand Muni F	Expansion	SF-090012	\$ 12,227,539				\$ 2,000,000	\$ 122,242,461	\$ 136,470,000
San Francisco	SFMTA	Transit	Transit Center in Hunters Point	Expansion	SF-090016	\$ 6,300,000			\$ 2,000,000		\$ 13,700,000	\$ 22,000,000
San Francisco	SFMTA	Transit	Oakdale-Palou Interim High-Capacity Bus Corr	Expansion	SF-090018	\$ 5,000,000					\$ 17,000,000	\$ 22,000,000
San Francisco	SFMTA	Transit	Extended Trolleybus Service into Hunters Point	Expansion	SF-090019	\$ 2,700,000					\$ 48,300,000	\$ 51,000,000
San Francisco	SFMTA	Transit	Geneva Harney BRT Infrastructure: Central Se	Expansion	SF-090020	\$ 1,315,000	\$ 1,085,000	\$ 2,000,000	\$ 4,800,000	\$ 900,000	\$ 32,900,000	\$ 43,000,000
San Francisco	SFMTA	Transit	Geneva Harney BRT Infrastructure: Eastern Si	Expansion	SF-090023	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 94,115,000	\$ 98,115,000
San Francisco	SFMTA	Transit	19th Ave. & Parkmerced M-Line Realignment	Expansion	SF-130003			\$ 2,000,000			\$ 78,940,000	\$ 80,940,000
San Francisco	SFMTA	Transit	SFMTA: Purchase 60 foot expansion motor coe	Expansion	SF-130020	\$ 41,744,033						\$ 41,744,033
San Francisco	SFMTA	Transit	SFMTA: Wayside Fare Collection Equipment	Maint/Rehab	SF-030013	\$ 41,315,741						\$ 41,315,741
San Francisco	SFMTA	Transit	SFMTA:Train Control & Trolley Signal Rehab/R	Maint/Rehab	SF-050024	\$ 65,519,952						\$ 65,519,952
San Francisco	SFMTA	Transit	Light Rail Vehicle Overhaul Program	Maint/Rehab	SF-050034	\$ 61,493,899	\$ 6,037,401					\$ 67,531,300
San Francisco	SFMTA	Transit	SFMTA: Trolley Coach Replacement	Maint/Rehab	SF-070045	\$ 118,217,563						\$ 118,217,563
San Francisco	SFMTA	Transit	SF Muni - Preventive Maintenance	Maint/Rehab	SF-090031	\$ 15,092,543						\$ 15,092,543
San Francisco	SFMTA	Transit	SFMTA: Paratransit Vehicle Replacements	Maint/Rehab	SF-090035	\$ 11,793,126						\$ 11,793,126
San Francisco	SFMTA	Transit	SFMTA Transportation Asset Management Sys	Maint/Rehab	SF-110010	\$ 20,033,000						\$ 20,033,000
San Francisco	SFMTA	Transit	SFMTA: Replace 58 40' Neoplan Buses	Maint/Rehab	SF-110050	\$ 41,529,092						\$ 41,529,092
San Francisco	SFMTA	Transit	SFMTA - Replacement of 40' Motor Coaches	Maint/Rehab	SF-150005	\$ 57,552,026	\$ 29,788,693					\$ 87,340,719
San Francisco	SFMTA	Transit	SFMTA Replacement of 60' Motor Coaches	Maint/Rehab	SF-150006	\$ 92,228,731		\$ 29,788,693				\$ 122,017,424
San Francisco	SFMTA	Transit	SFMTA Farebox Replacement	Maint/Rehab	SF-150007	\$ 4,186,000						\$ 4,186,000
San Francisco	SFMTA	Transit	SFMTA 30' Motor Coach Mid-Life Overhaul	Maint/Rehab	SF-150014	\$ 16,407,408						\$ 16,407,408
San Francisco	SFMTA	Transit	SFMTA: Replacement of 40' Trolley Coaches	Maint/Rehab	SF-150015	\$ 25,000,000						\$ 25,000,000
San Francisco	SFMTA	Transit	SF Muni Rail Replacement Program	Maint/Rehab	SF-95037B	\$ 199,564,568						\$ 199,564,568
San Francisco	SFMTA	Transit	SFMTA: Cable Car Vehicle Renovation Progr	Maint/Rehab	SF-970073	\$ 24,790,969						\$ 24,790,969
San Francisco	SFMTA	Transit	SFMTA: Trolley Overhead Recon. Program	Maint/Rehab	SF-970170	\$ 165,760,918						\$ 165,760,918
San Francisco	SFMTA	Transit	Islais Creek Motor Coach Facility	Maint/Rehab	SF-990004	\$ 120,985,021						\$ 120,985,021
San Francisco	SFMTA	Transit	Cable Car Traction Power & Guideway Rehab	Maint/Rehab	SF-99T002	\$ 71,990,416						\$ 71,990,416
San Francisco	SFMTA	Transit	SFMTA: ADA Paratransit operating support	Operations	SF-990022	\$ 217,049,051						\$ 217,049,051
San Francisco	SFMTA	Transit	SFMTA: Muni Forward Capital Implementation	SysMgmt	SF-090032	\$ 166,606,000	\$ 5,754,000					\$ 172,360,000
San Francisco	SFMTA	Transit	SFMTA: 8X Customer First Program	SysMgmt	SF-110045	\$ 11,637,000						\$ 11,637,000
San Francisco	SFMTA	Transit	Global Positioning System	SysMgmt	SF-990003	\$ 35,926,594						\$ 35,926,594
San Francisco	TBJPA	Transit	Transbay Term/Caltrain Downtown Ext - Ph. 1	Expansion	SF-010015	\$ 1,899,400,000	\$ 360,000,000					\$ 2,259,400,000
San Francisco	TBJPA	Transit	Transbay Terminal/Caltrain Downtown Ext: Ph.	Expansion	SF-050002	\$ 76,414,715		\$ 185,396,285	\$ 377,000,000		\$ 1,286,600,000	\$ 1,925,411,000
San Francisco	TBJPA	Transit	Transbay Transit Center - TIFIA Loan Debt Ser	Expansion	SF-070029			\$ 4,088,423	\$ 8,176,847	\$ 8,176,847	\$ 1,054,618,508	\$ 1,075,060,625
San Francisco	WETA	Transit	WETA: Replace Ferry Vessels	Maint/Rehab	SF-110053	\$ 26,176,682	\$ 14,312,000					\$ 40,488,682
Santa Clara	Gilroy	Local Road	Gilroy New Ronan Channel and Lions Creek Tr	Expansion	SCL110032	\$ 760,000	\$ 1,169,000					\$ 1,929,000
Santa Clara	Morgan Hill	Local Road	Monterey Road Preservation	Maint/Rehab	SCL130043	\$ 153,000	\$ 1,558,000					\$ 1,711,000
Santa Clara	Mountain View	State Highway	Mountain View El Camino Real Streetscape St	SysMgmt	SCL150017		\$ 300,000					\$ 300,000
Santa Clara	MTC	Local Road	Regional Planning Activities and PPM - Santa C	SysMgmt	SCL170001		\$ 1,053,000	\$ 7,649,470	\$ 783,000			\$ 9,485,470
Santa Clara	Palo Alto	Local Road	Arastradero Road Schoolscape/Multiuse Trail	Expansion	SCL130034	\$ 196,000		\$ 1,306,000				\$ 1,502,000

**Metropolitan Transportation Commission
TIP Project Listing - Funding by Fiscal Year
Draft 2017 TIP: FY16/17 through FY17/18**

Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Purpose	TIP ID	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future	Total Funding
Santa Clara	Palo Alto	Local Road	Palo Alto - Citywide Traffic Signal upgrade	SysMgmt	SCL050091	\$ 45,000	\$ 458,000					\$ 503,000
Santa Clara	Palo Alto	State Highway	Adobe Creek/ Highway 101 Bicycle Pedestrian	Maint/Rehab	SCL130041	\$ 1,500,000	\$ 4,000,000			\$ 7,500,000		\$ 13,000,000
Santa Clara	San Jose	Local Road	Bay Trail Reach 9 & 9B	Expansion	SCL050082	\$ 815,000			\$ 63,000	\$ 100,000	\$ 7,560,000	\$ 8,538,000
Santa Clara	San Jose	Local Road	San Jose Charcot Avenue Extension Over I-88	Expansion	SCL090003	\$ 2,200,000	\$ 1,000,000				\$ 27,000,000	\$ 30,200,000
Santa Clara	San Jose	Local Road	Coleman Avenue Widening from I-880 to Taylo	Expansion	SCL090005		\$ 1,000,000	\$ 2,000,000			\$ 10,000,000	\$ 13,000,000
Santa Clara	San Jose	Local Road	San Jose - Autumn Street Extension	Expansion	SCL110006	\$ 8,300,000					\$ 9,000,000	\$ 17,300,000
Santa Clara	San Jose	Local Road	San Jose: Los Gatos Creek Reach 5 Underpas	Expansion	SCL110029	\$ 1,550,000	\$ 1,000,000				\$ 2,500,000	\$ 5,050,000
Santa Clara	San Jose	Local Road	San Jose - Meridian Bike/Ped Improvements	Expansion	SCL130004	\$ 375,000	\$ 1,299,000					\$ 1,674,000
Santa Clara	San Jose	Local Road	St. Johns Bikeway and Pedestrian Improveme	Expansion	SCL130011	\$ 3,376,000						\$ 3,376,000
Santa Clara	San Jose	Local Road	East San Jose Bikeways	Expansion	SCL130016	\$ 532,000	\$ 2,000,000					\$ 2,532,000
Santa Clara	San Jose	Local Road	Downtown San Jose Bike Lanes and De-coupl	SysMgmt	SCL090004	\$ 1,815,000		\$ 1,000,000			\$ 20,000,000	\$ 22,815,000
Santa Clara	San Jose	Local Road	San Jose Citywide SRTS Program	SysMgmt	SCL130006	\$ 173,550	\$ 1,133,450					\$ 1,307,000
Santa Clara	San Jose	Local Road	Jackson Ave Bicycle and Pedestrian Improvem	SysMgmt	SCL130007	\$ 1,899,000						\$ 1,899,000
Santa Clara	San Jose	Local Road	San Jose Pedestrian Oriented Traffic Signals	SysMgmt	SCL130010	\$ 2,785,200	\$ 1,012,800					\$ 3,798,000
Santa Clara	San Jose	Local Road	North 1st Street Urban Village Plan	SysMgmt	SCL150020		\$ 456,743					\$ 456,743
Santa Clara	San Jose	Local Road	Berryessa BART Urban Village Plan	SysMgmt	SCL150021		\$ 409,420					\$ 409,420
Santa Clara	San Jose	Public Lands/Trls	Coyote Creek Trail (Hwy 237-Story Rd)	Expansion	SCL050083	\$ 5,285,100	\$ 1,423,530		\$ 4,760,000		\$ 30,000,000	\$ 41,468,630
Santa Clara	San Jose	State Highway	US 101 / Blossom Hill I/C Reconst & Road Wid	Expansion	SCL030006	\$ 250,000	\$ 1,458,000	\$ 125,000			\$ 13,167,000	\$ 15,000,000
Santa Clara	San Jose	State Highway	US 101 / Mabury New Interchange	Expansion	SCL070004	\$ 1,500,000					\$ 19,250,000	\$ 20,750,000
Santa Clara	San Jose	Transit	San Jose International Airport People Mover	Expansion	SCL090019	\$ 2,075,000		\$ 2,000,000			\$ 503,925,000	\$ 508,000,000
Santa Clara	Santa Clara Co	Local Road	Montague Expwy Widening - Trade Zone-I-680	Expansion	SCL090017	\$ 1,000,000	\$ 1,000,000			\$ 2,000,000	\$ 11,540,000	\$ 15,540,000
Santa Clara	Santa Clara Co	Local Road	San Tomas Expressway Widening	Expansion	SCL110007	\$ 2,800,000				\$ 2,000,000	\$ 51,300,000	\$ 56,100,000
Santa Clara	Santa Clara Co	Local Road	East San Jose Pedestrian Improvements	Expansion	SCL110121	\$ 2,727,754						\$ 2,727,754
Santa Clara	Santa Clara Co	Local Road	San Tomas Aquino Spur Multi-Use Trail Phase	Expansion	SCL130022	\$ 4,994,000						\$ 4,994,000
Santa Clara	Santa Clara Co	Local Road	San Tomas Expressway Box Culvert Rehabilita	Maint/Rehab	SCL090002	\$ 10,416,061						\$ 10,416,061
Santa Clara	Santa Clara Co	Local Road	Isabel Bridge Replacement (37C0089)	Maint/Rehab	SCL110108	\$ 1,130,000	\$ 4,800,000					\$ 5,930,000
Santa Clara	Santa Clara Co	Local Road	Capitol Expressway ITS and Bike/Ped Improve	SysMgmt	SCL130037	\$ 1,434,000	\$ 7,992,637					\$ 9,426,637
Santa Clara	Santa Clara Co	Local Road	Gilroy Moves!	SysMgmt	SCL150015	\$ 1,876,000						\$ 1,876,000
Santa Clara	Saratoga	Local Road	Prospect Rd Complete Streets	SysMgmt	SCL130026	\$ 265,000	\$ 4,500,000					\$ 4,765,000
Santa Clara	Saratoga	State Highway	Saratoga Village Sidewalk Rehabilitation	Maint/Rehab	SCL130027	\$ 19,000	\$ 182,990					\$ 201,990
Santa Clara	Sunnyvale	Local Road	Fair Oaks Avenue Bikeway and Street Enhanc	Expansion	SCL130029	\$ 173,856		\$ 1,036,244				\$ 1,210,100
Santa Clara	Sunnyvale	Local Road	Sunnyvale/Saratoga Traffic Signal, Bike/Ped S	SysMgmt	SCL130028	\$ 90,065		\$ 524,000				\$ 614,065
Santa Clara	Sunnyvale	Local Road	Maude Avenue Bikeway and Streetscape	SysMgmt	SCL130030	\$ 135,000		\$ 695,000				\$ 830,000
Santa Clara	Sunnyvale	Local Road	Sunnyvale SRTS Ped Infrastructure Improveme	SysMgmt	SCL130032	\$ 330,968	\$ 1,569,000					\$ 1,899,968
Santa Clara	Sunnyvale	Public Lands/Trls	Sunnyvale East and West Channel Multi-UseTr	Expansion	SCL130031	\$ 400,000		\$ 4,345,000				\$ 4,745,000
Santa Clara	VTA	Local Road	Santa Clara Caltrain Station Bike/Ped Tunnel	Expansion	SCL090031	\$ 14,397,813						\$ 14,397,813
Santa Clara	VTA	Local Road	Local PDA Planning - Santa Clara	SysMgmt	SCL110125	\$ 1,851,695	\$ 2,804,816					\$ 4,656,511
Santa Clara	VTA	Local Road	SR 237/US 101/Mathilda Interchange Modificat	SysMgmt	SCL130001		\$ 4,000,000			\$ 36,000,000		\$ 40,000,000
Santa Clara	VTA	State Highway	I-880 Coleman Avenue I/C Reconfiguration	Expansion	SCL010019	\$ 78,044,150						\$ 78,044,150
Santa Clara	VTA	State Highway	New SR152 Alignment Study	Expansion	SCL090016	\$ 10,000,000						\$ 10,000,000
Santa Clara	VTA	State Highway	SR 85 Express Lanes	Expansion	SCL090030	\$ 14,100,000		\$ 15,200,000			\$ 146,700,000	\$ 176,000,000
Santa Clara	VTA	State Highway	Santa Clara County - US 101 Express Lanes	Expansion	SCL110002	\$ 13,000,000		\$ 2,000,000			\$ 416,000,000	\$ 431,000,000
Santa Clara	VTA	State Highway	SR 237 Express Lanes: Zanker Rd to Mathilda	Expansion	SCL110008	\$ 11,903,365					\$ 18,096,635	\$ 30,000,000
Santa Clara	VTA	State Highway	SR 237 Express Lanes: Mathilda Avenue to SF	Expansion	SCL130002			\$ 2,000,000		\$ 3,200,000	\$ 78,590,000	\$ 83,790,000
Santa Clara	VTA	State Highway	I-880 Stevens Creek Landscaping	SysMgmt	SCL130044	\$ 871,139	\$ 3,000,000					\$ 3,871,139
Santa Clara	VTA	State Highway	I-680 Soundwalls - Capitol Expwy to Mueller A	SysMgmt	SCL150001	\$ 95,000		\$ 731,000	\$ 355,000	\$ 3,275,000		\$ 4,456,000
Santa Clara	VTA	State Highway	I-280/Winchester Study	SysMgmt	SCL150014	\$ 1,000,000						\$ 1,000,000
Santa Clara	VTA	Transit	BART - Berryessa to San Jose Extension	Expansion	BRT030001	\$ 1,000,000		\$ 18,672,000			\$ 3,942,628,000	\$ 3,962,300,000
Santa Clara	VTA	Transit	Capitol Expressway LRT Extension- Phase II	Expansion	SCL050009	\$ 124,279,000					\$ 169,621,000	\$ 293,900,000
Santa Clara	VTA	Transit	LRT Extension to Vasona Junction	Expansion	SCL090040	\$ 25,000,000				\$ 1,000,000	\$ 150,000,000	\$ 176,000,000
Santa Clara	VTA	Transit	BART - Warm Springs to Berryessa Extension	Expansion	SCL110005	\$ 2,148,123,335	\$ 276,361,600	\$ 97,414,577				\$ 2,521,899,512
Santa Clara	VTA	Transit	El Camino Real Bus Rapid Transit	Expansion	SCL110009	\$ 27,500,000					\$ 206,200,000	\$ 233,700,000
Santa Clara	VTA	Transit	VTA: Stevens Creek Bus Rapid Transit	Expansion	SCL110010	\$ 806,653			\$ 3,200,000	\$ 4,000,000	\$ 153,500,000	\$ 161,506,653
Santa Clara	VTA	Transit	Montague Expy Ped Bridge at Milpitas BART	Expansion	SCL130040	\$ 841,000	\$ 3,127,251				\$ 8,778,892	\$ 12,747,143
Santa Clara	VTA	Transit	VTA: Standard & Small Bus Replacement	Maint/Rehab	SCL050001	\$ 210,897,748						\$ 210,897,748
Santa Clara	VTA	Transit	VTA: Rail Replacement Program	Maint/Rehab	SCL050002	\$ 30,048,963						\$ 30,048,963
Santa Clara	VTA	Transit	VTA: Rail Substation Rehab/Replacement	Maint/Rehab	SCL050049	\$ 25,642,352						\$ 25,642,352
Santa Clara	VTA	Transit	VTA: TP OCS Rehab & Replacement	Maint/Rehab	SCL090044	\$ 9,084,940						\$ 9,084,940
Santa Clara	VTA	Transit	VTA: Light Rail Bridge and Structure - SG Rep	Maint/Rehab	SCL110099	\$ 1,700,000						\$ 1,700,000
Santa Clara	VTA	Transit	VTA: Kinkisharyo LRV Overhaul Program	Maint/Rehab	SCL110100	\$ 1,287,000						\$ 1,287,000
Santa Clara	VTA	Transit	VTA: Light Rail Track Crossovers and Switches	Maint/Rehab	SCL110104	\$ 4,420,648						\$ 4,420,648
Santa Clara	VTA	Transit	VTA Train to Wayside Communication System	Maint/Rehab	SCL150005	\$ 250,000						\$ 250,000
Santa Clara	VTA	Transit	VTA: Preventive Maintenance	Maint/Rehab	SCL990046	\$ 596,267,531						\$ 596,267,531
Santa Clara	VTA	Transit	VTA: ADA Operating Set Aside	Operations	SCL050046	\$ 48,629,844						\$ 48,629,844

Metropolitan Transportation Commission
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Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Purpose	TIP ID	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future	Total Funding
Santa Clara	VTA	Transit	VTA: Photovoltaic Solar Panel Alternative Ener	SysMgmt	SCL090041	\$ 937,500						\$ 937,500
Santa Clara	VTA	Transit	VTA: Back-up Power for Elevated Stations	SysMgmt	SCL150006	\$ 400,000						\$ 400,000
Santa Clara	VTA	Transit	VTA Track Intrusion Abatement	SysMgmt	SCL150008	\$ 4,000,000						\$ 4,000,000
Santa Clara	VTA	Transit	VTA: N 1st Street LR Speed Improvements	SysMgmt	SCL150011	\$ 500,000						\$ 500,000
Santa Clara	VTA	Transit	Peery Park Rides	SysMgmt	SCL150018		\$ 2,080,000					\$ 2,080,000
San Mateo	BART	Transit	BART: Preventive Maintenance	Maint/Rehab	SM-050005	\$ 33,214,367						\$ 33,214,367
San Mateo	BART	Transit	Daly City BART Station Intermodal Improvemen	SysMgmt	SM-130029	\$ 550,000	\$ 550,000					\$ 1,100,000
San Mateo	Belmont	Local Road	Ralston Avenue Pedestrian Route Improvemen	Expansion	SM-130017	\$ 320,000						\$ 320,000
San Mateo	Belmont	Local Road	Old County Road Bicycle/Pedestrian Improvem	Expansion	SM-130018	\$ 350,000						\$ 350,000
San Mateo	Belmont	Local Road	Belmont Village Specific/Implementation Plan	SysMgmt	SM-150004	\$ 550,000						\$ 550,000
San Mateo	Brisbane	State Highway	US 101/Candlestick Interchange	SysMgmt	SM-090004	\$ 490,000		\$ 400,000			\$ 13,000,000	\$ 13,890,000
San Mateo	Burlingame	Local Road	Carolan Ave Complete Streets and Road Diet	SysMgmt	SM-130021	\$ 174,000	\$ 986,000					\$ 1,160,000
San Mateo	Caltrain	Transit	Caltrain South Terminal Phase II and III	Expansion	SM-070008	\$ 1,500,000	\$ 14,000,000					\$ 15,500,000
San Mateo	Caltrain	Transit	Caltrain Electrification	Maint/Rehab	SF-010028	\$ 335,060,051	\$ 130,127,108	\$ 295,600,000			\$ 851,212,841	\$ 1,612,000,000
San Mateo	Caltrain	Transit	San Mateo Bridges Replacement	Maint/Rehab	SM-010054	\$ 41,366,236				\$ 1,210,870		\$ 42,577,106
San Mateo	Caltrain	Transit	Caltrain: ADA Operating Set-aside	Operations	SM-050040	\$ 1,541,857						\$ 1,541,857
San Mateo	Caltrain	Transit	Caltrain Control Point Installation	SysMgmt	SM-130026	\$ 4,030,809				\$ 944,757		\$ 4,975,566
San Mateo	Caltrain	Transit	Caltrain Off-peak Marketing Campaign	SysMgmt	SM-130027	\$ 50,000						\$ 50,000
San Mateo	Caltrain	Transit	Map Based Real-Time Train Display for Caltrai	SysMgmt	SM-150007	\$ 50,000						\$ 50,000
San Mateo	CCAG	Local Road	San Mateo Countywide ITS Improvements	SysMgmt	SM-070002			\$ 800,000	\$ 3,498,000			\$ 4,298,000
San Mateo	CCAG	Local Road	San Mateo County SR2S Program	SysMgmt	SM-110022	\$ 4,892,000						\$ 4,892,000
San Mateo	CCAG	Local Road	Local PDA Planning - San Mateo	SysMgmt	SM-110067	\$ 342,000						\$ 342,000
San Mateo	CCAG	State Highway	US 101 HOV/ HOT from Santa Clara to I-380	Expansion	SM-150017		\$ 8,500,000				\$ 159,399,000	\$ 167,899,000
San Mateo	CCAG	State Highway	Dumbarton Bridge to US101 Connection Study	SysMgmt	SM-070029		\$ 478,000					\$ 478,000
San Mateo	CCAG	State Highway	Improve US 101 operations near Rte 92	SysMgmt	SM-090014	\$ 500,000						\$ 500,000
San Mateo	Daly City	Local Road	Daly City Central Corridor Bike/Ped Safety Imp	Expansion	SM-150012		\$ 300,000		\$ 1,976,000			\$ 2,276,000
San Mateo	Daly City	Local Road	John Daly Boulevard Bicycle /Ped Improvemen	SysMgmt	SM-130011	\$ 1,540,000						\$ 1,540,000
San Mateo	East Palo Alto	Local Road	US-101 Pedestrian/Bicycle Overcrossing	Expansion	SM-130028	\$ 600,000	\$ 8,600,000					\$ 9,200,000
San Mateo	East Palo Alto	Local Road	Bay Rd Bicycle/Ped Improvements Phase II & I	Maint/Rehab	SM-070004	\$ 1,276,800	\$ 11,678,750					\$ 12,955,550
San Mateo	East Palo Alto	Local Road	US 101 University Ave Interchange Improve	SysMgmt	SM-070006	\$ 950,000	\$ 6,057,000					\$ 7,007,000
San Mateo	Half Moon Bay	State Highway	SR 92 Shoulder Widening & Curve Correction	Expansion	SM-010002	\$ -	\$ 600,000				\$ 4,700,000	\$ 5,300,000
San Mateo	Half Moon Bay	State Highway	Route 1 improvements in Half Moon Bay	Expansion	SM-090015	\$ 50,000	\$ 600,000			\$ 2,000,000	\$ 4,400,000	\$ 7,050,000
San Mateo	Menlo Park	Local Road	Menlo Park-Various Streets Bike /Ped Improve	SysMgmt	SM-130008	\$ 602,260						\$ 602,260
San Mateo	Menlo Park	Local Road	Menlo Park - Willow Rd Traffic Signal Modificat	SysMgmt	SM-130023	\$ 301,000						\$ 301,000
San Mateo	Menlo Park	State Highway	US 101 / Willow Road Interchange Reconstruc	Maint/Rehab	SM-010047	\$ 11,652,000		\$ 44,400,000				\$ 56,052,000
San Mateo	Millbrae	Local Road	US 101 Millbrae Ave Bike/Ped Bridge	Expansion	SM-050053		\$ 1,062,000				\$ 2,000,000	\$ 3,062,000
San Mateo	Millbrae	Local Road	Millbrae Various Streets and Roads Preservati	Maint/Rehab	SM-130009	\$ 505,000						\$ 505,000
San Mateo	Millbrae	Local Road	Millbrae Priority Development Area Specific Pla	SysMgmt	SM-150001	\$ 650,000						\$ 650,000
San Mateo	MTC	Local Road	Regional Planning Activities and PPM - San M	SysMgmt	SM-170002		\$ 462,000	\$ 4,655,181	\$ 338,000			\$ 5,455,181
San Mateo	Pacifica	Local Road	Manor Drive Overcrossing and Milagra On Ran	Expansion	SM-170004		\$ 1,000,000				\$ 16,000,000	\$ 17,000,000
San Mateo	Pacifica	Local Road	Palmetto Avenue Streetscape	SysMgmt	SM-130016	\$ 120,000	\$ 2,330,000					\$ 2,450,000
San Mateo	Pacifica	State Highway	SR 1 - Fassler to Westport Drive Widening	Expansion	SM-050001	\$ 4,000,000		\$ 5,573,000	\$ 7,600,000	\$ 1,900,000	\$ 31,477,000	\$ 50,550,000
San Mateo	Redwood City	Local Road	Blomquist Street Extension	Expansion	SM-090007		\$ 100,000			\$ 1,500,000	\$ 16,000,000	\$ 17,600,000
San Mateo	Redwood City	Local Road	Middlefield Rd and Woodside Rd Intersection Ir	Expansion	SM-110065	\$ 85,000	\$ 424,924					\$ 509,924
San Mateo	Redwood City	Local Road	Middlefield Road Bicycle / Ped Improvements	Expansion	SM-130022	\$ 540,000	\$ 6,110,000					\$ 6,650,000
San Mateo	Redwood City	Local Road	Redwood City Various Streets Overlay	Maint/Rehab	SM-130002	\$ 648,000						\$ 648,000
San Mateo	Redwood City	Local Road	Redwood City Dwtwn Transit Area Impvmts-S	SysMgmt	SM-150003	\$ 550,000						\$ 550,000
San Mateo	Redwood City	State Highway	US 101 / Woodside Interchange Improvement	Expansion	SM-050027	\$ 3,420,000	\$ 5,490,000	\$ 1,900,000			\$ 38,300,000	\$ 49,110,000
San Mateo	SamTrans	State Highway	SR 82 - El Camino Real Grand Boulevard Initia	SysMgmt	SM-050051	\$ 4,499,023						\$ 4,499,023
San Mateo	SamTrans	Transit	SAMTRANS: Preventive Maintenance	Maint/Rehab	SM-030023	\$ 55,612,819						\$ 55,612,819
San Mateo	SamTrans	Transit	Facility/Equipment Rehabilitation/Replacement	Maint/Rehab	SM-070049	\$ 1,752,780						\$ 1,752,780
San Mateo	SamTrans	Transit	Samtrans - Replace 62 1998 Gillig Buses	Maint/Rehab	SM-110062	\$ 35,629,968						\$ 35,629,968
San Mateo	SamTrans	Transit	SAMTRANS: Replacement of Articulated Bus F	Maint/Rehab	SM-110068	\$ 57,716,190						\$ 57,716,190
San Mateo	SamTrans	Transit	SAMTRANS: Replacement of 2003 Gillig Buse	Maint/Rehab	SM-150005	\$ 33,432,757						\$ 33,432,757
San Mateo	SamTrans	Transit	SamTrans - Replacement of Non-Rev Vehicles	Maint/Rehab	SM-150008	\$ 770,000						\$ 770,000
San Mateo	SamTrans	Transit	SamTrans - Replacement of Cutaway Buses	Maint/Rehab	SM-150010	\$ 1,098,000						\$ 1,098,000
San Mateo	SamTrans	Transit	SamTrans - Purchase of Replacement Minivan	Maint/Rehab	SM-150011	\$ 510,000						\$ 510,000
San Mateo	SamTrans	Transit	SAMTRANS: ADA Paratransit Operating Subsi	Operations	SM-990026	\$ 10,591,685						\$ 10,591,685
San Mateo	SamTrans	Transit	Reconfiguration of San Carlos Transit Center	SysMgmt	SM-110054	\$ 4,984,465						\$ 4,984,465
San Mateo	SamTrans	Transit	SamTrans Service Plan (SSP)	SysMgmt	SM-130025	\$ 992,536						\$ 992,536
San Mateo	San Bruno	Local Road	San Bruno Transit Corridor Pedestrian Imps	SysMgmt	SM-110012	\$ 502,500						\$ 502,500
San Mateo	San Bruno	Local Road	San Bruno Ave Street Medians Improvements	SysMgmt	SM-130019	\$ 30,000	\$ 830,230					\$ 860,230
San Mateo	San Bruno	State Highway	SR-35 (Skyline Blvd) Widening from I-280 to Sr	Expansion	SM-170003	\$ 350,000	\$ 500,000				\$ 3,600,000	\$ 4,450,000
San Mateo	San Carlos	Local Road	US 101 Holly Pedestrian/Bicycle Overcrossing	Expansion	SM-150009	\$ 1,000,000	\$ 1,550,000				\$ 4,900,000	\$ 7,450,000
San Mateo	San Carlos	State Highway	San Carlos Streetscape and Ped Improvments	Expansion	SM-130012	\$ 1,150,200						\$ 1,150,200
San Mateo	San Carlos	State Highway	US101/Holly Interchange modification	SysMgmt	SM-090008	\$ 3,500,000	\$ 12,700,000					\$ 16,200,000

**Metropolitan Transportation Commission
TIP Project Listing - Funding by Fiscal Year
Draft 2017 TIP: FY16/17 through FY17/18**

Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Purpose	TIP ID	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future	Total Funding
San Mateo	San Mateo	Local Road	Mount Diablo Ave. Rehabilitation	Maint/Rehab	SM-130004	\$ 325,000						\$ 325,000
San Mateo	San Mateo	Local Road	North Central Pedestrian Improvement Program	SysMgmt	SM-110064	\$ 1,554,485						\$ 1,554,485
San Mateo	San Mateo	Local Road	San Mateo Citywide Crosswalk Improvements	SysMgmt	SM-130020	\$ 65,000	\$ 368,000					\$ 433,000
San Mateo	San Mateo	Local Road	City of San Mateo SR2S Program	SysMgmt	SM-150002	\$ 2,515,000						\$ 2,515,000
San Mateo	San Mateo	Local Road	City of San Mateo Car Sharing Program	SysMgmt	SM-150006	\$ 265,152						\$ 265,152
San Mateo	San Mateo	Local Road	San Mateo Downtown Parking Tech Implement	SysMgmt	SM-150016		\$ 2,000,000					\$ 2,000,000
San Mateo	San Mateo	State Highway	SR92/EI Camino Real (SR82) Ramp Modification	SysMgmt	SM-110047	\$ 4,205,000	\$ 18,895,000	\$ 5,000,000				\$ 28,100,000
San Mateo	San Mateo Co	Local Road	Semicircular Rd Bicycle / Ped Access Improver	SysMgmt	SM-130015	\$ 403,460						\$ 403,460
San Mateo	San Mateo Co	Local Road	RWC 2020 Sustainable Transportation Encour	SysMgmt	SM-150013		\$ 966,000					\$ 966,000
San Mateo	San Mateo Co	Public Lands/Trls	Midcoast Multi-Modal Trail	Expansion	SM-130032			\$ 565,000		\$ 6,000,000		\$ 6,565,000
San Mateo	San Mateo Co	State Highway	Hwy 1 Congestion throughput and safety impro	ENHANCEMENT	SM-170001	\$ 1,650,000				\$ 5,500,000		\$ 7,150,000
San Mateo	San Mateo Coun	Local Road	Safe Routes to School for Health and Wellness	SysMgmt	SM-150014		\$ 1,045,000					\$ 1,045,000
San Mateo	SF City/County	Public Lands/Trls	Southern Skyline Blvd. Ridge Trail Extension	Expansion	SM-130031	\$ 2,800,000	\$ 3,000,000			\$ 8,900,000		\$ 14,700,000
San Mateo	SMCTA	State Highway	US 101 Aux lanes from Sierra Point to SF Cnty	Expansion	SM-090009	\$ 1,000,000	\$ 8,000,000	\$ 800,000			\$ 65,000,000	\$ 74,800,000
San Mateo	SSF	Local Road	SSF Linden/Spruce Ave Traffic Calming Improv	ENHANCEMENT	SM-150015	\$ 45,000	\$ 280,000		\$ 713,000			\$ 1,038,000
San Mateo	SSF	Local Road	SSF Citywide Sidewalk Gap Closure Project	Expansion	SM-130003	\$ 47,000	\$ 357,000					\$ 404,000
San Mateo	SSF	State Highway	US 101/Produce Avenue Interchange	Expansion	SM-110003	\$ 4,590,000			\$ 2,000,000		\$ 130,090,000	\$ 130,090,000
San Mateo	SSF	State Highway	SSF Grand Blvd Project: Chestnut to Arroyo	SysMgmt	SM-130013	\$ 170,000	\$ 961,000					\$ 1,131,000
San Mateo	SSF	State Highway	SSF Grand Blvd Project: Kaiser Way to McLell	SysMgmt	SM-130030			\$ 2,539,000				\$ 2,539,000
San Mateo	WETA	Transit	WETA: Redwood City Ferry Service	Expansion	SM-110002	\$ 15,000,000						\$ 15,000,000
Solano	Dixon	Local Road	Dixon SR2S Infrastructure Improvements	SysMgmt	SOL130012	\$ 12,000	\$ 112,956					\$ 124,956
Solano	Fairfield	Transit	Fairfield/Vacaville Intermodal Rail Station	Expansion	SOL030002	\$ 64,318,418	\$ 1,557,857			\$ 14,715,186		\$ 80,591,461
Solano	Fairfield	Transit	Fairfield Transportation Center - Phase 3	Expansion	SOL110007	\$ 788,000	\$ 600,000			\$ 6,935,000		\$ 8,323,000
Solano	F-S Transit	Transit	Fairfield Transit: 2 Gillig Bus Replacements	Maint/Rehab	SOL110041		\$ 1,393,264					\$ 1,393,264
Solano	F-S Transit	Transit	Fairfield-Suisun Transit: Operating Assistance	Operations	SOL010006	\$ 58,831,222	\$ 744,432					\$ 59,575,654
Solano	MTC	Local Road	Regional Planning Activities and PPM - Solano	SysMgmt	SOL170001		\$ 274,000	\$ 4,520,181	\$ 204,000			\$ 4,998,181
Solano	MTC	State Highway	I-80 Express Lanes - Fairfield & Vacaville Ph 1&	Expansion	SOL110001	\$ 15,200,000			\$ 2,000,000	\$ 219,600,000		\$ 236,800,000
Solano	Rio Vista	State Highway	SR 12 crossing with updated lighting	SysMgmt	SOL130014	\$ 230,330						\$ 230,330
Solano	Solano County	Local Road	Cordelia Hills Sky Valley	Expansion	SOL070012	\$ 2,750,000						\$ 2,750,000
Solano	Solano County	Local Road	Suisun Valley Bicycle and Pedestrian Imps	Expansion	SOL130007	\$ 280,200	\$ 1,047,200		\$ 250,000		\$ 6,000,000	\$ 7,577,400
Solano	Solano County	State Highway	Redwood-Fairgrounds Dr Interchange Imps	Expansion	SOL090015	\$ 1,163,839	\$ 924,259				\$ 94,281,902	\$ 96,370,000
Solano	SolTrans	Transit	SolTrans: Preventive Maintenance	Maint/Rehab	SOL070032	\$ 3,020,851						\$ 3,020,851
Solano	SolTrans	Transit	SolTrans: Bus Maintenance Facility Renovatio	Maint/Rehab	SOL090033	\$ 4,171,748						\$ 4,171,748
Solano	SolTrans	Transit	Bus Replacement (Alternative Fuel)	Maint/Rehab	SOL090034	\$ 6,954,725						\$ 6,954,725
Solano	SolTrans	Transit	Bus Replacement (Commuter)	Maint/Rehab	SOL130019	\$ 2,178,227						\$ 2,178,227
Solano	SolTrans	Transit	SolTrans: ADA Paratransit Operating Subsidy	Operations	SOL110025	\$ 2,690,235	\$ 405,430					\$ 3,095,665
Solano	SolTrans	Transit	SolTrans: Operating Assistance	Operations	SOL110040	\$ 26,177,668						\$ 26,177,668
Solano	STA	Local Road	Jepson: Vanden Road from Peabody to Leisure	Expansion	SOL110003	\$ 11,079,855	\$ 19,376,000					\$ 30,455,855
Solano	STA	Local Road	Jepson: Walters Rd Ext - Peabody Rd Widenin	Expansion	SOL110004	\$ 1,454,000				\$ 11,977,000		\$ 13,431,000
Solano	STA	Local Road	Jepson: Leisure Town Road from Vanden to Ct	Expansion	SOL110005	\$ 5,006,600	\$ 23,061,800					\$ 28,068,400
Solano	STA	Local Road	Jepson: Leisure Town Road (Commerce to Ne)	Expansion	SOL110006	\$ 2,961,842			\$ 3,296,000		\$ 6,064,000	\$ 12,321,842
Solano	STA	Local Road	Ingraining Walking & Rolling into School Cultur	Operations	SOL150001	\$ 388,000						\$ 388,000
Solano	STA	Local Road	Solano Safe Routes to School Program	SysMgmt	SOL110019	\$ 2,286,906	\$ 40,683					\$ 2,327,589
Solano	STA	Local Road	STA SR2S Infrastructure & Non-infrastructure	SysMgmt	SOL150004		\$ 440,000	\$ 3,027,000				\$ 3,467,000
Solano	STA	State Highway	I-80/I-680/SR 12 Interchange Project	Expansion	SOL070020	\$ 150,506,992				\$ 567,413,008		\$ 717,920,000
Solano	STA	State Highway	SR12/Church Rd Intersection Improvements	SysMgmt	SOL150003	\$ 600,000	\$ 510,000			\$ 3,690,000		\$ 4,800,000
Solano	Suisun City	Local Road	Driftwood Drive Path	Expansion	SOL130020	\$ 635,800						\$ 635,800
Solano	Vacaville	Local Road	Allison Bicycle / Ped Improvements	Expansion	SOL130005	\$ 75,600	\$ 435,000					\$ 510,600
Solano	Vacaville	State Highway	I-505/Vaca Valley Off-Ramp and Intersection In	Expansion	SOL090001	\$ 1,540,000						\$ 1,540,000
Solano	Vacaville	Transit	Vacaville Intermodal Station - Phase 2	Expansion	SOL110009	\$ 2,077,000				\$ 9,133,000		\$ 11,210,000
Solano	Vacaville	Transit	Vacaville Transit: Operating Assistance	Operations	SOL010007	\$ 19,468,833						\$ 19,468,833
Solano	Vacaville	Transit	Transit Marketing and Public Outreach	SysMgmt	SOL130017		\$ 215,388					\$ 215,388
Solano	Vallejo	Local Road	SR2T - Curtola Bike Path	Expansion	SOL150002	\$ 847,179						\$ 847,179
Solano	Vallejo	Local Road	Vallejo Downtown Streetscape	SysMgmt	SOL110035	\$ 3,228,235	\$ 1,060,765					\$ 4,289,000
Solano	Vallejo	Local Road	Vallejo SRTS Infrastructure Improvements	SysMgmt	SOL130015	\$ 282,228						\$ 282,228
Solano	Vallejo	State Highway	I-80 / American Canyon Rd overpass Improven	Expansion	SOL990018			\$ 200,000		\$ 5,030,000		\$ 5,230,000
Solano	Vallejo	State Highway	Sonoma Boulevard Improvements HSIP5-04-0	SysMgmt	SOL110037	\$ 412,402						\$ 412,402
Sonoma	Caltrans	State Highway	Son 101 HOV - SR 12 to Steele & Steele Lane	Expansion	SON010001	\$ 6,063,000						\$ 6,063,000
Sonoma	Cloverdale	Local Road	Cloverdale - Safe Routes to School Phase 2	Expansion	SON130016	\$ 167,044	\$ 250,000					\$ 417,044
Sonoma	Cotati	Local Road	Cotati - Old Redwood Highway S. Preservation	Maint/Rehab	SON130008	\$ 300,000						\$ 300,000
Sonoma	Healdsburg	Local Road	Healdsburg Pedestrian Safety and Access Imp	SysMgmt	SON110054	\$ 85,000	\$ 253,672					\$ 338,672
Sonoma	MTC	Local Road	Regional Planning Activities and PPM - Sonom	SysMgmt	SON170002		\$ 343,000	\$ 4,821,181				\$ 5,164,181
Sonoma	NBFS	Transit	Ferry Service to Port Sonoma	Expansion	SON070013		\$ 23,171,000					\$ 23,171,000
Sonoma	Petaluma	Local Road	Petaluma Complete Streets	Maint/Rehab	SON130002	\$ 2,088,000						\$ 2,088,000
Sonoma	Petaluma	Transit	Petaluma Transit: AVL System	Maint/Rehab	SON090030	\$ 671,931						\$ 671,931
Sonoma	Petaluma	Transit	Petaluma: Purchase 2 Paratransit Cutaways F	Maint/Rehab	SON110051	\$ 167,330						\$ 167,330

Metropolitan Transportation Commission
TIP Project Listing - Funding by Fiscal Year
 Draft 2017 TIP: FY16/17 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Purpose	TIP ID	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future	Total Funding
Sonoma	Petaluma	Transit	Petaluma: Replace 2 Paratransit Cutaways FY: Maint/Rehab		SON110052	\$ 171,895						\$ 171,895
Sonoma	Petaluma	Transit	Petaluma Transit: Purchase (1) Fixed Route Bt Maint/Rehab		SON150004	\$ 776,950						\$ 776,950
Sonoma	Petaluma	Transit	Petaluma Transit: (3) Digital Two-Way Radios Maint/Rehab		SON150005	\$ 1,845						\$ 1,845
Sonoma	Petaluma	Transit	Petaluma Transit: Purchase (2) Fixed Route Bt Maint/Rehab		SON150014	\$ 1,452,000						\$ 1,452,000
Sonoma	Petaluma	Transit	Petaluma Transit: ADA Set-Aside Operations		SON150007	\$ 208,638						\$ 208,638
Sonoma	Petaluma	Transit	Petaluma Transit: Transit Signal Priority System SysMgmt		SON130020	\$ 419,528	\$ 108,790					\$ 528,318
Sonoma	Petaluma	Transit	Petaluma Transit: Clipper Equip for Fixed Route I SysMgmt		SON150015	\$ 18,000						\$ 18,000
Sonoma	Petaluma	Transit	Petaluma Transit: Comm Equip for 3 Fixed Rout SysMgmt		SON150016	\$ 34,055						\$ 34,055
Sonoma	Rohnert Park	Local Road	Rohnert Park Various Streets Preservation	Maint/Rehab	SON130009	\$ 1,454,000						\$ 1,454,000
Sonoma	Rohnert Park	Local Road	Rohnert Park Streetscape and Pedestrian Imps SysMgmt		SON130007	\$ 120,000	\$ 500,000					\$ 620,000
Sonoma	Santa Rosa	Local Road	Santa Rosa Cmpilt Sts Road Diet on Transit Co Maint/Rehab		SON130017	\$ 400,000	\$ 2,460,000					\$ 2,860,000
Sonoma	Santa Rosa	Local Road	Downtown Santa Rosa Streetscape	SysMgmt	SON130006	\$ 807,000						\$ 807,000
Sonoma	Santa Rosa	Local Road	Jennings Ave Bike & Ped RR Crossing Corrido	SysMgmt	SON150003	\$ 183,000	\$ 1,578,000					\$ 1,761,000
Sonoma	Santa Rosa	State Highway	US 101 Hearn Ave Interchange	SysMgmt	SON150006	\$ 2,300,000		\$ 3,400,000		\$ 3,450,000	\$ 25,500,000	\$ 34,650,000
Sonoma	Santa Rosa Bus	Transit	Santa Rosa City Bus Replacement Bus Purcha Maint/Rehab		SON070020	\$ 5,612,652						\$ 5,612,652
Sonoma	Santa Rosa Bus	Transit	Santa Rosa CityBus: Preventative Maintenance Maint/Rehab		SON090024	\$ 10,306,938						\$ 10,306,938
Sonoma	Santa Rosa Bus	Transit	Santa Rosa Bus: Bus Replacement Purchase	Maint/Rehab	SON150008	\$ 1,986,041						\$ 1,986,041
Sonoma	Santa Rosa Bus	Transit	SR CityBus Non-Revenue Vehicle and Capital E Maint/Rehab		SON150017	\$ 70,000						\$ 70,000
Sonoma	Santa Rosa Bus	Transit	SR City Bus: Garage Hoist for Bus Repairs	Maint/Rehab	SON150018	\$ 360,000						\$ 360,000
Sonoma	Santa Rosa Bus	Transit	Santa Rosa CityBus: Operating Assistance	Operations	SON090023	\$ 23,244,068						\$ 23,244,068
Sonoma	Santa Rosa Bus	Transit	Implementation of Reimagining CityBus	Operations	SON150019		\$ 176,652					\$ 176,652
Sonoma	Santa Rosa Bus	Transit	Santa Rosa City Bus: Transit Enhancements	SysMgmt	SON030012	\$ 480,580						\$ 480,580
Sonoma	Son Co Reg Parl	Local Road	Bodega Bay Trail Segments 1B and 1C	Expansion	SON070008	\$ 817,000						\$ 817,000
Sonoma	Son Co Reg Parl	Local Road	Central Sonoma Valley Trail	Expansion	SON110050	\$ 200,000	\$ 425,000					\$ 625,000
Sonoma	Son Co TA	Local Road	Santa Rosa Car Share	SysMgmt	SON150010		\$ 390,130					\$ 390,130
Sonoma	Son Co TA	State Highway	Son 101 HOV - Steele Lane to Windsor (North Expansion		SON010019	\$ 119,699,440				\$ 2,600,000		\$ 122,299,440
Sonoma	Son Co TA	State Highway	Son 101 HOV - Redwood Hwy to Rohnert Park Expansion		SON010024	\$ 132,352,000				\$ 2,600,000		\$ 134,952,000
Sonoma	Son Co TA	State Highway	US 101 Marin/Sonoma Narrows (Sonoma) Expansion		SON070004	\$ 168,872,000		\$ 827,000			\$ 203,828,000	\$ 373,527,000
Sonoma	Son Co TA	State Highway	US 101 Airport I/C (North B)	SysMgmt	SON090005	\$ 42,808,000						\$ 42,808,000
Sonoma	Son Co TA	State Highway	Highway 116/121 Intersection Improvement Prc SysMgmt		SON150009	\$ 2,100,000			\$ 2,000,000		\$ 22,000,000	\$ 26,100,000
Sonoma	Son Co Transit	Transit	Sonoma Co Transit: Preventive Maintenance P Maint/Rehab		SON030005	\$ 16,369,402						\$ 16,369,402
Sonoma	Son Co Transit	Transit	Sonoma County Transit: Replacement Bus Pur Maint/Rehab		SON110049	\$ 2,059,100						\$ 2,059,100
Sonoma	Son Co Transit	Transit	Sonoma County Transit: Replacement CNG Bu Maint/Rehab		SON150012		\$ 827,189					\$ 827,189
Sonoma	Son Co Transit	Transit	Sonoma County Transit: Replace 2006 CNG B Maint/Rehab		SON150013	\$ 1,012,543	\$ 96,026					\$ 1,108,569
Sonoma	Son Co Transit	Transit	Sonoma County Transit: Bus Stop Improvemnt SysMgmt		SON050021	\$ 151,699						\$ 151,699
Sonoma	Sonoma County	Local Road	Laughlin Bridge over Mark West Crk 20C0246 Expansion		SON050001	\$ 825,000			\$ 800,000		\$ 12,620,000	\$ 14,245,000
Sonoma	Sonoma County	Local Road	Replace Lambert Bridge over Dry Creek 20C02 Expansion		SON090026	\$ 1,168,750	\$ -	\$ 65,000		\$ 5,985,000		\$ 7,218,750
Sonoma	Sonoma County	Local Road	Replace West Dry Creek Bridge over Pena Ck Expansion		SON090027	\$ 800,000		\$ 250,000		\$ 4,000,000		\$ 5,050,000
Sonoma	Sonoma County	Local Road	Replace Hauser Bridge over Gualala River 20C Expansion		SON110025	\$ 1,040,000		\$ 5,544,000				\$ 6,584,000
Sonoma	Sonoma County	Local Road	Rehab King Ridge Bridge over Austin Crk 20C Maint/Rehab		SON070026	\$ 878,000		\$ 85,000			\$ 3,312,400	\$ 4,275,400
Sonoma	Sonoma County	Local Road	Replace Geysers Bridge over Sulpher Crk 20C Maint/Rehab		SON090001	\$ 1,208,387		\$ 100,000		\$ 6,766,964		\$ 8,075,351
Sonoma	Sonoma County	Local Road	Replace Chalk Hill Bridge over Maacama Crk 2 Maint/Rehab		SON090025	\$ 572,709		\$ 200,000			\$ 6,000,000	\$ 6,772,709
Sonoma	Sonoma County	Local Road	Replace Bohan Dillon Bridge over Gualala 20C Maint/Rehab		SON110024	\$ 540,000		\$ 30,000		\$ 1,500,000		\$ 2,070,000
Sonoma	Sonoma County	Local Road	Replace Freestone Flat Bridge over Salmon 20 Maint/Rehab		SON110026	\$ 722,500		\$ 150,000		\$ 3,150,000		\$ 4,022,500
Sonoma	Sonoma County	Local Road	Sonoma County Various Streets & Roads Pres Maint/Rehab		SON130010	\$ 438,000	\$ 3,377,000					\$ 3,815,000
Sonoma	Sonoma County	Local Road	Bodega Highway Pavement Rehabilitation	Maint/Rehab	SON130015	\$ 60,000	\$ 1,130,000					\$ 1,190,000
Sonoma	Sonoma County	Local Road	Sonoma County - Safe Routes to School Progr SysMgmt		SON130014	\$ 1,558,000						\$ 1,558,000
Sonoma	Sonoma County	Local Road	PDA Planning - Springs Area Plan	SysMgmt	SON150001	\$ 508,300						\$ 508,300
Sonoma	Sonoma County	Local Road	PDA Planning - Airport Station/Specific Plan Ar SysMgmt		SON150002	\$ 395,347						\$ 395,347
Sonoma	Sonoma County	Local Road	Sonoma SRTS High School Pilot	SysMgmt	SON150011	\$ 872,000						\$ 872,000
Sonoma	Windsor	Local Road	Jaguar Way/Windsor Road Bicycle /Ped Impro SysMgmt		SON130003	\$ 1,398,000						\$ 1,398,000
Sonoma	Windsor	Local Road	Conde Ln/Johnson St Pedestrian Improvement SysMgmt		SON130012	\$ 83,000	\$ 522,000					\$ 605,000
Sonoma	Windsor	Local Road	Bell Rd/Market St/Windsor River Rd Ped Impro SysMgmt		SON130013	\$ 83,000	\$ 632,500					\$ 715,500
Sonoma	Windsor	Local Road	Windsor River Road/Windsor Road/NWPRR In SysMgmt		SON170001	\$ 200,000			\$ 2,000,000		\$ 6,600,000	\$ 8,800,000
Regional	ACE	Transit	ACE Positive Train Control	SysMgmt	REG110044	\$ 9,591,156	\$ 1,040,057				\$ 23,694,144	\$ 34,325,357
Regional	BAIFA	Tollway	Regional Express Lane Network	SysMgmt	REG130004	\$ 62,011,000	\$ 16,000,000	\$ -	\$ -			\$ 78,011,000
Regional	BART	Transit	BART Train Control Renovation	Maint/Rehab	BRT030004	\$ 219,977,289						\$ 219,977,289
Regional	BART	Transit	BART: Traction Power System Renovation	Maint/Rehab	BRT030005	\$ 183,325,000						\$ 183,325,000
Regional	BART	Transit	BART: Rail, Way and Structures Program	Maint/Rehab	BRT97100B	\$ 191,331,407						\$ 191,331,407
Regional	BART	Transit	BART Car Exchange (Preventive Maintenance) Maint/Rehab		REG050020	\$ 479,893,581			\$ -		\$ 194,491,031	\$ 674,384,612
Regional	BART	Transit	BART: Railcar Procurement Program	Maint/Rehab	REG090037	\$ 239,378,000		\$ 229,264,000	\$ 279,107,000		\$ 1,280,323,421	\$ 2,028,072,421
Regional	BART	Transit	ADA Paratransit Capital Accessibility Improve	SysMgmt	BRT99T01B	\$ 40,815,777						\$ 40,815,777
Regional	BART	Transit	Transit-Oriented Development Pilot Planning P SysMgmt		REG150005	\$ 1,420,000						\$ 1,420,000
Regional	Caltrain	Transit	Caltrain: Revenue Vehicle Rehab Program	Maint/Rehab	REG090051	\$ 8,596,186						\$ 8,596,186
Regional	Caltrain	Transit	Caltrain: Systemwide Track Rehab & Related S Maint/Rehab		SM-03006B	\$ 118,315,614						\$ 118,315,614
Regional	Caltrain	Transit	Caltrain: Signal/Communication Rehab. & Upgr Maint/Rehab		SM-050041	\$ 40,168,743						\$ 40,168,743

Metropolitan Transportation Commission
TIP Project Listing - Funding by Fiscal Year
 Draft 2017 TIP: FY16/17 through FY17/18

Report sorted by: County, Sponsor, System, Purpose, TIP ID

County	Sponsor	System	Project Name	Purpose	TIP ID	Prior	FY 16-17	FY 17-18	FY 18-19	FY 19-20	Future	Total Funding
Regional	Caltrain	Transit	Caltrain Station Management Toolbox	OTHER	REG150006	\$ 750,000						\$ 750,000
Regional	Caltrain	Transit	Caltrain Positive Train Control System	SysMgmt	REG110030	\$ 231,000,000						\$ 231,000,000
Regional	Caltrans	Transit	Oakland to San Jose Double Track (Segment 2 Expansion		REG150001			\$ 700,000		\$ 7,000,000		\$ 7,700,000
Regional	Caltrans	Transit	GL: Elderly & Persons with Disability Program	Maint/Rehab	REG110042		\$ 7,920,511					\$ 7,920,511
Regional	Caltrans	Transit	GL: Elderly&Persons with Disability Prog FY13- Maint/Rehab		REG150003		\$ 11,999,571					\$ 11,999,571
Regional	Caltrans	Transit	GL: FTA Non-Urbanized Formula Program	Operations	REG110041		\$ 15,083,064					\$ 15,083,064
Regional	Caltrans	Transit	GL: FTA 5311 Rural Area FY15	Operations	REG150002		\$ 3,056,936					\$ 3,056,936
Regional	MTC	Local Road	Regional Bicycle Sharing Program	Expansion	REG110010	\$ 27,140,650						\$ 27,140,650
Regional	MTC	Local Road	Regional Streets and Roads Program	Maint/Rehab	REG090039	\$ 14,912,000	\$ 2,147,000					\$ 17,059,000
Regional	MTC	Local Road	Regional Arterial Operations & Signal Timing P	SysMgmt	REG090046	\$ 15,160,000	\$ 1,000,000	\$ 1,000,000				\$ 17,160,000
Regional	MTC	Local Road	Transit Oriented Affordable Housing	SysMgmt	REG130005	\$ 20,000,000						\$ 20,000,000
Regional	MTC	Local Road	Regional Planning Activities and PPM - MTC	SysMgmt	REG170001		\$ 632,000	\$ 11,446,000	\$ 676,000			\$ 12,754,000
Regional	MTC	Regional	511 Traveler Information	SysMgmt	REG090042	\$ 94,060,000	\$ 9,960,000					\$ 104,020,000
Regional	MTC	Regional	Climate Initiatives Program Public Education	SysMgmt	REG090065	\$ 11,943,432	\$ 452,000					\$ 12,395,432
Regional	MTC	Regional	Electric Vehicle Funding Strategies	SysMgmt	REG110011	\$ 2,333,000						\$ 2,333,000
Regional	MTC	State Highway	Freeway Performance Initiative (FPI)	SysMgmt	REG090003	\$ 261,120,588	\$ 20,119,000			\$ 51,586,050		\$ 332,825,638
Regional	MTC	State Highway	Incident Management Program	SysMgmt	REG090044	\$ 19,347,000	\$ 1,600,000	\$ 12,245,000				\$ 33,192,000
Regional	MTC	State Highway	Transportation Management Systems	SysMgmt	REG170002		\$ 3,000,000					\$ 3,000,000
Regional	MTC	State Highway	511 Carpool and Vanpool Programs	SysMgmt	REG170003				\$ 2,900,000		\$ 16,400,000	\$ 19,300,000
Regional	MTC	Tollway	Toll Bridge Maintenance	Maint/Rehab	REG130001	\$ 48,000,000	\$ 12,000,000	\$ 12,000,000	\$ 12,000,000			\$ 96,000,000
Regional	MTC	Tollway	Toll Bridge Rehabilitation Program	Maint/Rehab	REG130002	\$ 632,091,906	\$ 113,000,000	\$ 60,000,000	\$ 55,000,000	\$ 32,000,000		\$ 892,091,906
Regional	MTC	Transit	Safe Routes to Transit	Expansion	MT050021	\$ 20,000,000						\$ 20,000,000
Regional	MTC	Transit	GL: JARC FY 09 - FY 10 - Large UA	Operations	REG090002		\$ 19,275,469					\$ 19,275,469
Regional	MTC	Transit	GL: JARC FY11-FY12 Large UA	Operations	REG110032		\$ 6,091,418					\$ 6,091,418
Regional	MTC	Transit	GL: 5307 JARC Set-aside FY13-FY14 Large U	Operations	REG110039		\$ 6,389,078					\$ 6,389,078
Regional	MTC	Transit	GL: Lifeline Cycle 4 5307 JARC	Operations	REG150004		\$ 16,902,642					\$ 16,902,642
Regional	MTC	Transit	Transit Commute Benefits Promotion	SysMgmt	MT050001	\$ 5,000,000						\$ 5,000,000
Regional	MTC	Transit	Real-time Transit Information Program	SysMgmt	MT050020	\$ 20,000,000	\$ 1,000,000					\$ 21,000,000
Regional	MTC	Transit	Clipper Fare Collection System	SysMgmt	REG090045	\$ 127,283,455	\$ 6,250,000					\$ 133,533,455
Regional	MTC	Transit	GL: FY10 JARC Mobility Management	SysMgmt	REG110028		\$ 974,455					\$ 974,455
Regional	MTC-SAFE	State Highway	FSP and Call Box Program	SysMgmt	REG130003	\$ 18,962,000	\$ 2,000,000					\$ 20,962,000
Regional	WETA	Transit	Ferry Service - Berkeley/Albany	Expansion	MT050027	\$ 5,299,000			\$ 5,032,346			\$ 10,331,346
Regional	WETA	Transit	SF Ferry Terminal/Berthing Facilities	Expansion	MTC050029	\$ 75,068,200	\$ 4,907,654		\$ -			\$ 79,975,854
Regional	WETA	Transit	Treasure Island Ferry Service	Expansion	REG070003	\$ 1,000,000						\$ 1,000,000
Regional	WETA	Transit	WETA: Ferry Channel & Berth Dredging	Maint/Rehab	REG090054	\$ 3,295,000						\$ 3,295,000
Regional	WETA	Transit	WETA: Ferry Propulsion System Replacement	Maint/Rehab	REG090055	\$ 27,217,000	\$ 3,600,000					\$ 30,817,000
Regional	WETA	Transit	WETA: Ferry Major Component Rehab/Replac	Maint/Rehab	REG090057	\$ 10,883,597	\$ 6,756,417	\$ 3,140,000				\$ 20,780,014
Regional	WETA	Transit	WETA: Fixed Guideway Connectors	Maint/Rehab	REG090067	\$ 7,019,117	\$ 106,435					\$ 7,125,552
Regional	WETA	Transit	WETA: Facilities Rehabilitation	Maint/Rehab	REG110020	\$ 330,514						\$ 330,514
Various	BAIFA	Tollway	ALA/CC-80 and Bay Bridge Approach Express	SysMgmt	VAR170003	\$ 5,000,000					\$ 93,300,000	\$ 98,300,000
Various	Caltrans	Local Road	GL: Safety Improvements - SRTS	Expansion	VAR170001	\$ 42,000	\$ 537,700					\$ 579,700
Various	Caltrans	Local Road	GL: Bridge Rehab/Recon. - Local Hwy Bridge F	Maint/Rehab	VAR170012		\$ 17,902,101	\$ 53,612,734	\$ 27,710,628	\$ 74,612,536	\$ 249,084,957	\$ 422,922,956
Various	Caltrans	Public Lands/Trls	GL: Bike and Ped Facilities - Fed Discretionary	Expansion	VAR150003			\$ 2,000,000				\$ 2,000,000
Various	Caltrans	Public Lands/Trls	GL: Pavement Resurf and/or Rehab-Fed Discr	Maint/Rehab	VAR150002	\$ 6,600,000		\$ 5,000,000				\$ 11,600,000
Various	Caltrans	State Highway	GL: Pavement Resurfacing/Rehab SHS - Highw	Maint/Rehab	VAR170004		\$ 15,854,000					\$ 15,854,000
Various	Caltrans	State Highway	GL: Pavement Resurf./Rehab - SHOPP Roadw	Maint/Rehab	VAR170006		\$ 98,766,000	\$ 23,082,000	\$ 162,537,000	\$ 225,556,000		\$ 509,941,000
Various	Caltrans	State Highway	GL: Emergency Repair - SHOPP Emergency R	Maint/Rehab	VAR170008		\$ 34,319,000	\$ 85,731,000				\$ 120,050,000
Various	Caltrans	State Highway	GL: Bridge Rehab and Reconstruction - SHOPI	Maint/Rehab	VAR170010		\$ 42,839,000	\$ 109,808,000	\$ 49,708,000	\$ 73,749,000		\$ 276,104,000
Various	Caltrans	State Highway	GL: Shoulder Imprv - SHOPP Roadside Preser	Maint/Rehab	VAR170011		\$ 5,600,000					\$ 5,600,000
Various	Caltrans	State Highway	GL: Highway Safety Improvement Program	SysMgmt	VAR170002		\$ 12,277,557	\$ 12,252,600				\$ 24,530,157
Various	Caltrans	State Highway	GL: Safety Improvements - SHOPP Mobility Pr	SysMgmt	VAR170005		\$ 27,383,000	\$ 1,189,000	\$ 38,393,000			\$ 66,965,000
Various	Caltrans	State Highway	GL: Safety Imprv. - SHOPP Collision Reductio	SysMgmt	VAR170007		\$ 95,568,000	\$ 128,781,000	\$ 97,716,000	\$ 19,901,000		\$ 341,966,000
Various	Caltrans	State Highway	GL: Safety Improvements - SHOPP Mandates	SysMgmt	VAR170009		\$ 9,978,000	\$ 11,676,000	\$ 11,340,000	\$ 16,890,000		\$ 49,884,000
Various	MTC	Transit	GL: JARC FY12 Small UA & Rural	Operations	VAR130002		\$ 785,066					\$ 785,066
Various	MTC	Transit	GL: New Freedom FY12 Small UA & Rural	Operations	VAR130003		\$ 784,825					\$ 784,825
Various	MTC	Transit	GL: New Freedom FY12 Large UA	Operations	VAR130005		\$ 4,028,003					\$ 4,028,003
Various	MTC	Transit	GL: FTA 5311 Rural Area FY16	Operations	VAR150001		\$ 3,048,098					\$ 3,048,098
Various	SMART	Transit	Sonoma Marin Area Rail Corridor	Expansion	SON090002	\$ 578,573,145				\$ -		\$ 578,573,145

APPENDIX A – 71

2017 TIP Detail

Single Occupancy Vehicle (SOV) Project Listing



**Projects in the Draft 2017 TIP that Increase
Single Occupancy Vehicle (SOV) Capacity**

County	Sponsor	Project Name	TIP ID	Total Project Cost	TIP Funding (2017-2020)
Alameda	San Leandro	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	ALA050002	\$ 3,400,000	\$ -
Alameda	ACTC	SR 84 Expressway Widening	ALA050014	\$ 120,319,000	\$ 10,000,000
Alameda	ACTC	I-880 North Safety Improvements	ALA050019	\$ 108,630,000	\$ 1,661,000
Alameda	ACTC	Oakland/Alameda Freeway Access Project	ALA070009	\$ 83,000,000	\$ 4,500,000
Alameda	ACTC	I-880/SR 112 Overcrossing Replacement	ALA070014	\$ 7,723,000	\$ 2,673,000
Alameda	San Leandro	I-880/Marina Blvd Interchange and Overcrossing Rep	ALA090012	\$ 25,900,000	\$ 2,000,000
Alameda	Hayward	Rt 92/Clawiter/Whitesell Interchange Improvements	ALA090016	\$ 55,000,000	\$ 1,900,000
Alameda	ACTC	Corridor Mobility Program & Adaptive Ramp Metering	ALA090019	\$ 47,000,000	\$ 7,429,000
Alameda	ACTC	I-880 Auxiliary lanes at Industrial Parkway	ALA090020	\$ 9,800,000	\$ 1,510,000
Alameda	ACTC	I-880 NB and SB Auxiliary lanes	ALA090021	\$ 22,117,000	\$ 2,000,000
Alameda	ACTC	Port of Oakland: Roads, Rails and Tech (GoPort!)	ALA090027	\$ 237,000,000	\$ 28,000,000
Alameda	Caltrans	I-880/Industrial Parkway West Interchange	ALA110002	\$ 53,641,000	\$ 3,000,000
Alameda	Oakland	Oakland Army Base Infrastructure Improvements	ALA110046	\$ 288,580,000	\$ 46,000,000
Alameda	Caltrans	Bay Bridge Park (includes road improvements)	ALA110104	\$ 16,500,000	\$ 11,000,000
Alameda	Fremont	Widen Kato Rd from Warren Avenue to Milmont Drive	ALA130001	\$ 12,690,000	\$ 2,000,000
Alameda	Dublin	Dougherty Road widening	ALA130005	\$ 18,990,000	\$ 16,840,000
Alameda	Dublin	Dublin Boulevard widening	ALA130006	\$ 4,330,000	\$ 3,649,000
Alameda	Fremont	Fremont City Center Multi-Modal Improvements	ALA130025	\$ 14,342,000	\$ -
Alameda	ACTC	I-680 NB HOV/HOT Lane	ALA130034	\$ 198,198,000	\$ 96,510,000
Alameda	ACTC	Route 84 widening, Pigeon Pass to I-680	ALA150001	\$ 220,000,000	\$ 4,000,000
Alameda	ACTC	I-880/West Winton Avenue Interchange	ALA170004	\$ 21,000,000	\$ 5,000,000
Alameda	ACTC	I-880/Whipple Road Interchange Improvements	ALA170005	\$ 60,000,000	\$ 3,000,000
Alameda	BAIFA	ALA-880 Express Lanes	ALA170006	\$ 77,900,000	\$ 58,500,000
Alameda	ACTC	I-580/680 Interchange HOV/HOT Widening	ALA170008	\$ 186,000,000	\$ 2,000,000
Alameda	ACTC	East-West Connector in Fremont & Union City	ALA978004	\$ 196,080,000	\$ 2,000,000
Contra Costa	CCTA	I-680/SR 4 I/C Reconstruction - Phases 1, 2, 4 & 5	CC-010023	\$ 369,316,000	\$ 4,129,000
Contra Costa	AC Transit	AC Transit: Richmond Prkwy Transit Center	CC-030001	\$ 3,887,394	\$ -
Contra Costa	Martinez	Martinez Intermodal Station Parking Expansion	CC-030004	\$ 20,000,000	\$ 9,100,000
Contra Costa	CCTA	I-80/Central Avenue Interchange Modification	CC-050076	\$ 24,660,000	\$ 10,074,000
Contra Costa	Antioch	Laurel Road Extension	CC-070008	\$ 5,950,000	\$ 50,000
Contra Costa	Antioch	Slatten Ranch Road Extension	CC-070009	\$ 1,350,000	\$ 1,000,000
Contra Costa	Brentwood	SR4/Brentwood Boulevard Widening - North (Phase I)	CC-070011	\$ 6,696,000	\$ 6,661,000
Contra Costa	CCTA	I-680 NB HOV Lane Extension	CC-070022	\$ 48,000,000	\$ 7,000,000
Contra Costa	Concord	Commerce Avenue Extension	CC-070026	\$ 8,500,000	\$ -
Contra Costa	CCTA	Reconstruct I-80/San Pablo Dam Rd Interchange	CC-070035	\$ 118,928,000	\$ 16,300,000
Contra Costa	CCTA	SR4: Balfour Road Interchange	CC-070053	\$ 46,400,000	\$ 40,550,000
Contra Costa	EB Reg Park Dis	Atlas Road - New Bridge and Roadway Extension	CC-070063	\$ 10,583,497	\$ 1,141,139
Contra Costa	CC County	Kirker Pass Road NB Truck Climbing Lanes	CC-070075	\$ 17,400,000	\$ 14,185,000
Contra Costa	Brentwood	John Muir Parkway Extension: Ph. II	CC-070078	\$ 4,900,000	\$ -
Contra Costa	CC County	Byron Highway - Vasco Road Connection	CC-070081	\$ 4,650,000	\$ 950,000
Contra Costa	Danville	Diablo Road Imps. - Green Valley to Avenida Neuva	CC-090001	\$ 4,160,000	\$ 3,500,000
Contra Costa	San Ramon	Bollinger Canyon Road Widening (Alcosta to SRVB)	CC-090019	\$ 10,612,855	\$ 1,707,371
Contra Costa	Concord	Concord Clayton Road/Treat Blvd Intersection Imps.	CC-090023	\$ 2,680,000	\$ -
Contra Costa	Concord	Ygnacio Valley/Kirker Pass Roads Widening	CC-090026	\$ 12,000,000	\$ 1,800,000
Contra Costa	BAIFA	CC I-680 Southern Segment Express Lanes	CC-130043	\$ 55,649,000	\$ -
Contra Costa	CCTA	I-680 / SR 4 Interchange Reconstruction - Phase 3	CC-130046	\$ 65,090,000	\$ 27,610,000
Contra Costa	CCTA	CC-680 Northern Segment Express Lane - Southbound	CC-170002	\$ 36,100,000	\$ 3,004,000
Contra Costa	CCTA	CC-680 Northern Segment Express Lane - Northbound	CC-170003	\$ 31,900,000	\$ 2,000,000
Marin	TAM	US 101 / Greenbrae Interchange Corridor Impts.	MRN050001	\$ 154,800,000	\$ 15,700,000
Marin	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	MRN050034	\$ 353,219,000	\$ -
Marin	Novato	Novato Boulevard Widening, Diablo to Grant	MRN070006	\$ 8,973,932	\$ 2,000,000
Marin	San Anselmo	San Anselmo - Center Blvd Bridge Replace (27C0079)	MRN110032	\$ 5,817,000	\$ 4,757,000
Marin	Marin County	Mountain View Rd Bridge Replacement - 27C0154	MRN110035	\$ 1,487,112	\$ 72,952
Marin	GGBHTD	Larkspur Ferry Terminal Parking Garage	MRN130001	\$ 4,000,000	\$ 500,000
Marin	MTC	Richmond-San Rafael Bridge Access Improvements	MRN150009	\$ 73,584,000	\$ 5,000,000
Napa	Caltrans	SR 12 (Jamieson Canyon Road) Widening	NAP010008	\$ 115,135,000	\$ -
Napa	Napa Vine	Park & Ride Lots in Napa County	NAP050009	\$ 5,030,000	\$ -
Napa	Napa County	Hardin Rd Bridge Replacement - 21C0058	NAP110026	\$ 3,900,000	\$ 900,000
Napa	Napa County	Loma Vista Dr Bridge Replacement - 21C0080	NAP110027	\$ 3,600,000	\$ 600,000
Napa	American Canyon	Eucalyptus Drive Realignment Complete Streets	NAP110029	\$ 4,524,000	\$ 2,015,600
Napa	American Canyon	Devlin Road and Vine Trail Extension	NAP130006	\$ 2,882,000	\$ 2,585,000
Regional	BAIFA	Regional Express Lane Network	REG130004	\$ 78,011,000	\$ 16,000,000
Santa Clara	VTA	I-880 Coleman Avenue I/C Reconfiguration	SCL010019	\$ 78,044,150	\$ -
Santa Clara	San Jose	US 101 / Blossom Hill I/C Reconst & Road Widening	SCL030006	\$ 15,000,000	\$ 1,583,000
Santa Clara	San Jose	US 101 / Mabury New Interchange	SCL070004	\$ 20,750,000	\$ -
Santa Clara	San Jose	San Jose Charcot Avenue Extension Over I-880	SCL090003	\$ 30,200,000	\$ 1,000,000

**Projects in the Draft 2017 TIP that Increase
Single Occupancy Vehicle (SOV) Capacity**

County	Sponsor	Project Name	TIP ID	Total Project Cost	TIP Funding (2017-2020)
Santa Clara	San Jose	Coleman Avenue Widening from I-880 to Taylor St.	SCL090005	\$ 13,000,000	\$ 3,000,000
Santa Clara	VTA	New SR152 Alignment Study	SCL090016	\$ 10,000,000	\$ -
Santa Clara	Santa Clara Co	Montague Expwy Widening - Trade Zone-I-680	SCL090017	\$ 15,540,000	\$ 3,000,000
Santa Clara	VTA	SR 85 Express Lanes	SCL090030	\$ 176,000,000	\$ 15,200,000
Santa Clara	VTA	Santa Clara County - US 101 Express Lanes	SCL110002	\$ 431,000,000	\$ 2,000,000
Santa Clara	San Jose	San Jose - Autumn Street Extension	SCL110006	\$ 17,300,000	\$ -
Santa Clara	Santa Clara Co	San Tomas Expressway Widening	SCL110007	\$ 56,100,000	\$ 2,000,000
Santa Clara	VTA	SR 237 Express Lanes: Zanker Rd to Mathilda Ave	SCL110008	\$ 30,000,000	\$ -
Santa Clara	VTA	SR 237/US 101/Mathilda Interchange Modifications	SCL130001	\$ 40,000,000	\$ 4,000,000
Santa Clara	VTA	SR 237 Express Lanes : Mathilda Avenue to SR 85	SCL130002	\$ 83,790,000	\$ 5,200,000
San Francisco	SFMTA	Implement Parkmerced Street Network	SF-130002	\$ 47,960,000	\$ 1,000,000
San Francisco	SF County TA	Treasure Is/Yerba Buena Is Street Improvements	SF-130004	\$ 47,960,000	\$ 7,000,000
San Francisco	SF DPW	HOPE SF Street Grid Phase 1	SF-130007	\$ 10,000,000	\$ 2,000,000
San Francisco	Port of SF	Pier 70 19th Street & Illinois Street Sidewalk	SF-130021	\$ 3,220,000	\$ 2,850,000
San Francisco	Caltrans	US 101 Doyle Drive Replacement	SF-991030	\$ 1,986,736,569	\$ 84,800,000
San Mateo	Pacifica	SR 1 - Fassler to Westport Drive Widening	SM-050001	\$ 50,550,000	\$ 15,073,000
San Mateo	Redwood City	US 101 / Woodside Interchange Improvement	SM-050027	\$ 49,110,000	\$ 7,390,000
San Mateo	Redwood City	Blomquist Street Extension	SM-090007	\$ 17,600,000	\$ 1,600,000
San Mateo	San Carlos	US101/Holly Interchange modification	SM-090008	\$ 16,200,000	\$ 12,700,000
San Mateo	SMCTA	US 101 Aux lanes from Sierra Point to SF Cnty Line	SM-090009	\$ 74,800,000	\$ 8,800,000
San Mateo	SMCTA	Improve US 101 operations near Rte 92	SM-090014	\$ 24,339,000	\$ 2,411,000
San Mateo	SMCTA	Route 1 improvements in Half Moon Bay	SM-090015	\$ 7,050,000	\$ 2,600,000
San Mateo	SSF	US 101/Produce Avenue Interchange	SM-110003	\$ 130,090,000	\$ 2,000,000
San Mateo	Caltrans	Hwy 1 Congestion throughput and safety improvement	SM-170001	\$ 7,150,000	\$ 1,650,000
San Mateo	San Bruno	SR-35 (Skyline Blvd) Widening from I-280 to Sneath	SM-170003	\$ 4,450,000	\$ 500,000
Solano	STA	I-80/I-680/SR 12 Interchange Project	SOL070020	\$ 717,920,000	\$ -
Solano	Vacaville	I-505/Vaca Valley Off-Ramp and Intersection Imprv.	SOL090001	\$ 1,540,000	\$ -
Solano	STA	Redwood-Fairgrounds Dr Interchange Imps	SOL090015	\$ 96,370,000	\$ 924,259
Solano	STA	I-80 Express Lanes - Fairfield & Vacaville Ph I&II	SOL110001	\$ 236,800,000	\$ 2,000,000
Solano	Fairfield	Jepson: Vanden Road from Peabody to Leisure Town	SOL110003	\$ 30,455,855	\$ 19,376,000
Solano	STA	Jepson: Walters Rd Ext - Peabody Rd Widening	SOL110004	\$ 13,431,000	\$ -
Solano	Vacaville	Jepson: Leisure Town Road from Vanden to Commerce	SOL110005	\$ 28,068,400	\$ 23,061,800
Solano	Vacaville	Jepson: Leisure Town Road (Commerce to New Ulatis)	SOL110006	\$ 12,321,842	\$ 3,296,000
Sonoma	Caltrans	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	SON010001	\$ 6,063,000	\$ -
Sonoma	Caltrans	Son 101 HOV - Steele Lane to Windsor (North)	SON010019	\$ 122,299,440	\$ -
Sonoma	Caltrans	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	SON010024	\$ 134,952,000	\$ -
Sonoma	Sonoma County	Laughlin Bridge over Mark West Crk 20C0246	SON050001	\$ 14,245,000	\$ 800,000
Sonoma	Son Co TA	US 101 Marin/Sonoma Narrows (Sonoma)	SON070004	\$ 373,527,000	\$ 827,000
Sonoma	Sonoma County	Rehab King Ridge Bridge over Austin Crk 20C0433	SON070026	\$ 4,275,400	\$ 85,000
Sonoma	Sonoma County	Replace Geysers Bridge over Sulpher Crk 20C0005	SON090001	\$ 8,075,351	\$ 6,866,964
Sonoma	Caltrans	US 101 Airport I/C (North B)	SON090005	\$ 42,808,000	\$ -
Sonoma	Sonoma County	Replace Chalk Hill Bridge over Maacama Crk 20C0242	SON090025	\$ 6,772,709	\$ 200,000
Sonoma	Sonoma County	Replace Lambert Bridge over Dry Creek 20C0248	SON090026	\$ 7,218,750	\$ 6,050,000
Sonoma	Sonoma County	Replace West Dry Creek Bridge over Pena Ck 20C0407	SON090027	\$ 5,050,000	\$ 4,250,000
Sonoma	Sonoma County	Replace Bohan Dillon Bridge over Gualala 20C0435	SON110024	\$ 2,070,000	\$ 30,000
Sonoma	Sonoma County	Replace Hauser Bridge over Gualala River 20C0240	SON110025	\$ 6,584,000	\$ 5,544,000
Sonoma	Sonoma County	Replace Freestone Flat Bridge over Salmon 20C0440	SON110026	\$ 4,022,500	\$ 150,000
Various	BAIFA	ALA/CC-80 and Bay Bridge Approach Express Lanes	VAR170003	\$ 98,300,000	\$ -

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2017 TIP Detail

Fiscal Constraint for the 2017 TIP



TABLE 1: REVENUE

Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program Adoption
(\$'s in 1,000)

Funding Source/Program		NOTES	4 YEAR (FTIP Cycle)				
			2016/17	2017/18	2018/19	2019/20	TOTAL
LOCAL	Sales Tax		\$1,154,370	\$1,190,783	\$1,222,593	\$1,254,089	\$4,821,835
	City						
	County		\$1,154,370	\$1,190,783	\$1,222,593	\$1,254,089	\$4,821,835
	Gas Tax		\$328,197	\$333,019	\$344,752	\$355,708	\$1,361,677
	Gas Tax (Subventions to Cities)		\$183,126	\$186,167	\$193,248	\$199,872	\$762,413
	Gas Tax (Subventions to Counties)		\$145,071	\$146,852	\$151,504	\$155,837	\$599,263
	Other Local Funds						
	County General Funds						
	City General Funds						
	Street Taxes and Developer Fees						
	RSTP Exchange funds						
	Transit			\$1,018,758	\$1,063,671	\$1,117,611	\$1,161,681
Transit Fares			\$1,018,758	\$1,063,671	\$1,117,611	\$1,161,681	\$4,361,720
Other (See Appendix 1)			\$2,327,595	\$2,373,704	\$2,429,329	\$2,473,799	\$9,604,427
Local Total			\$4,828,920	\$4,961,177	\$5,114,285	\$5,245,277	\$20,149,659
REGIONAL	Tolls		\$780,389	\$712,439	\$712,998	\$731,680	\$2,937,505
	Bridge		\$705,889	\$709,435	\$712,998	\$716,580	\$2,844,901
	Corridor		\$74,500	\$3,004		\$15,100	\$92,604
	Regional Sales Tax						
	Regional Gas Tax/Measure						
	Other (See Appendix 2)		\$50,806	\$51,870	\$52,967	\$54,096	\$209,738
	Regional Total		\$831,194	\$764,309	\$765,965	\$785,776	\$3,147,243
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$299,829	\$386,461	\$322,490	\$374,489	\$1,383,269
	SHOPP		\$299,829	\$386,461	\$322,490	\$374,489	\$1,383,269
	SHOPP Prior						
	State Minor Program						
	State Transportation Improvement Program (STIP) ¹		\$50,957	\$56,934	\$20,244	\$21,643	\$149,778
	STIP		\$50,957	\$56,934	\$20,244	\$21,643	\$149,778
	STIP Prior						
	State Bond		\$168,414	\$295,701	\$51	\$4,232	\$468,398
	Proposition 1A (High Speed Passenger Train Bond Program)		\$119,500	\$295,600			\$415,100
	Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)		\$48,914	\$101	\$51	\$4,232	\$53,298
	Active Transportation Program ¹		\$33,473	\$11,746	\$27,909		\$73,128
	Highway Maintenance (HM) Program ¹		\$15,854				\$15,854
Highway Bridge Program (HBP) ¹		\$54,793	\$52,072	\$50,738	\$106,487	\$264,090	
Traffic Congestion Relief Program (TCRP)							
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)							
Other (See Appendix 3)		\$21,996	\$21,200	\$22,200	\$21,200	\$86,596	
State Total		\$645,316	\$824,115	\$443,631	\$528,051	\$2,441,113	
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants		\$215,403	\$219,807	\$224,344	\$228,976	\$888,530
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)		\$250,000	\$97,415	\$35,669		\$383,084
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities		\$4,752	\$4,852	\$4,955	\$5,060	\$19,619
	5311 - Formula Grants for Rural Areas		\$1,551	\$1,588	\$1,626	\$1,664	\$6,428
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants		\$199,825	\$203,276	\$206,776	\$210,337	\$820,213
	5339 - Bus and Bus Facilities Formula Grants		\$12,274	\$12,531	\$12,797	\$13,068	\$50,670
	FTA Transfer from Prior FTIP		\$38,810				\$38,810
	Other (See Appendix 4)		\$9,200				\$9,200
	Federal Transit Total		\$731,814	\$539,468	\$486,166	\$459,105	\$2,216,554
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$75,710	\$77,174	\$78,610	\$80,232	\$311,726
	Construction of Ferry Boats and Ferry Terminal Facilities		\$908		\$5,032		\$5,940
	Coordinated Border Infrastructure						
	Corridor Infrastructure Improvement Program						
	Federal Lands Access Program			\$6,197			\$6,197
	Federal Lands Transportation Program						
	High Priority Projects (HPP) and Demo		\$20,035	\$827	\$50	\$80	\$20,992
	Highway Safety Improvement Program (HSIP)		\$12,812	\$12,723			\$25,536
	GARVEE Bonds Debt Service Payments						
	National Highway Freight Program						
	Nationally Significant Freight and Highway Projects						
	Projects of National/Regional Significance						
	Public Lands Highway						
	Railway-Highway Crossings						
	Recreational Trails Program						
SAFETEA-LU Safe Routes to School (SRTS)		\$538				\$538	
Surface Transportation Block Grant Program (STBGP/RSTP)		\$92,345	\$96,047	\$99,634	\$103,774	\$391,800	
Other (see Appendix 5)		\$30,907				\$30,907	
Federal Highway Total		\$233,254	\$192,968	\$183,327	\$184,087	\$793,636	
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix 6)						
Federal Railroad Administration Total							
Federal Total		\$965,068	\$732,436	\$669,493	\$643,192	\$3,010,190	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix 7)						
Innovative Financing Total							
REVENUE TOTAL			\$7,270,499	\$7,282,037	\$6,993,374	\$7,202,296	\$28,748,205

Financial Summary Notes:
¹ State Programs that include both state and federal funds.

TABLE 1: REVENUE - APPENDICES

**Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program Adoption
(\$'s in 1,000)**

Appendix 1 - Local Other

Local Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
Local Streets and Roads	\$554,109	\$566,268	\$578,695	\$591,395	\$2,290,467
Transportation Development Act (TDA)	\$376,139	\$385,808	\$396,332	\$407,167	\$1,565,446
Transit Non-Fare Revenues	\$571,772	\$576,316	\$588,901	\$589,382	\$2,326,371
TFCA/AB 434 (Local Funds)	\$10,214	\$10,214	\$10,214	\$10,214	\$40,856
Existing County-wide Vehicle Registration Fee (\$10)	\$43,707	\$43,707	\$43,707	\$43,707	\$174,829
SFMTA General Fund, SFMTA Parking Revenues, Property	\$771,654	\$791,390	\$811,480	\$831,934	\$3,206,457
Local Other Total	\$2,327,595	\$2,373,704	\$2,429,329	\$2,473,799	\$9,604,427

Appendix 2 - Regional Other

Regional Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
SMART Sales Tax	\$35,484	\$36,549	\$37,645	\$38,775	\$148,454
TFCA/AB 434 (Regional Funds)	\$15,321	\$15,321	\$15,321	\$15,321	\$61,284
Regional Other Total	\$50,806	\$51,870	\$52,967	\$54,096	\$209,738

Appendix 3 - State Other

State Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
State Coastal Conservancy	\$456		\$1,000		\$1,456
Office of Traffic Safety - Bicycle/Pedestrian Safety Grant	\$120				\$120
Strategic Growth Council SHIFT Grant	\$220				\$220
State Highway Account	\$21,200	\$21,200	\$21,200	\$21,200	\$84,800
State Other Total	\$21,996	\$21,200	\$22,200	\$21,200	\$86,596

Appendix 4 - Federal Transit Other

Federal Transit Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
FTA Passenger Ferry Grant Program	\$9,200				\$9,200
Federal Transit Other Total	\$9,200				\$9,200

Appendix 5 - Federal Highway Other

Federal Highway Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
STP Earmark	\$2,776				\$2,776
Multimodal Facilities Improvement Earmark	\$19,309				\$19,309
Transportation Improvements Earmark	\$5,854				\$5,854
Emergency Relief	\$2,682				\$2,682
Transportation, Community, and System Preservation Ear	\$286				\$286
Federal Highway Other Total	\$30,907				\$30,907

Appendix 6 - Federal Railroad Administration Other

Federal Railroad Administration Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
Federal Railroad Administration Other Total					

Appendix 7 - Innovative Other

Innovative Other	4 YEAR (FTIP Cycle)				CURRENT TOTAL
	2016/17	2017/18	2018/19	2019/20	
Innovative Other Total					

TABLE 2: PROGRAMMED

**Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program Adoption
(\$'s in 1,000)**

Funding Source/Program		NOTES	4 YEAR (FTIP Cycle)				
			2016/17	2017/18	2018/19	2019/20	TOTAL
LOCAL	Local Total		\$1,105,489	\$727,953	\$767,756	\$231,286	\$2,832,484
REGIONAL	Tolls		\$231,128	\$81,532	\$67,000	\$65,800	\$445,460
	<i>Bridge</i>		\$156,628	\$78,528	\$67,000	\$50,700	\$352,856
	<i>Corridor</i>		\$74,500	\$3,004		\$15,100	\$92,604
	Regional Sales Tax						
	Regional Gas Tax/Measure Other (See Appendix A)						
	Regional Total		\$231,128	\$81,532	\$67,000	\$65,800	\$445,460
STATE	State Highway Operation and Protection Program (SHOPP) ¹		\$299,829	\$386,461	\$322,490	\$374,489	\$1,383,269
	<i>SHOPP</i>		\$299,829	\$386,461	\$322,490	\$374,489	\$1,383,269
	<i>SHOPP Prior</i>						
	<i>State Minor Program</i>						
	State Transportation Improvement Program (STIP) ¹		\$50,957	\$56,934	\$20,244	\$21,643	\$149,778
	<i>STIP</i>		\$50,957	\$56,934	\$20,244	\$21,643	\$149,778
	<i>STIP Prior</i>						
	State Bond		\$168,414	\$295,701	\$51	\$4,232	\$468,398
	<i>Proposition 1A (High Speed Passenger Train Bond Program)</i>		\$119,500	\$295,600			\$415,100
	<i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i>		\$48,914	\$101	\$51	\$4,232	\$53,298
	Active Transportation Program ¹		\$33,473	\$11,746	\$27,909		\$73,128
	Highway Maintenance (HM) Program ¹		\$15,854				\$15,854
	Highway Bridge Program (HBP) ¹		\$54,793	\$52,072	\$50,738	\$106,487	\$264,090
	Traffic Congestion Relief Program (TCRP)						
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)							
Other (See Appendix B)		\$21,996	\$21,200	\$22,200	\$21,200	\$86,596	
	State Total		\$645,316	\$824,115	\$443,631	\$528,051	\$2,441,113
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants		\$78,132	\$23,831			\$101,963
	5309 - Fixed Guideway Capital Investment Grants						
	5309b - New and Small Starts (Capital Investment Grants)		\$250,000	\$97,415	\$35,669		\$383,084
	5309c - Bus and Bus Related Grants						
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities						
	5311 - Formula Grants for Rural Areas						
	5311f - Intercity Bus						
	5337 - State of Good Repair Grants		\$25,310	\$2,512			\$27,822
	5339 - Bus and Bus Facilities Formula Grants		\$2,566				\$2,566
	FTA Transfer from Prior FTIP		\$38,810				\$38,810
	Other (See Appendix C)		\$9,200				\$9,200
	Federal Transit Total		\$404,018	\$123,758	\$35,669		\$563,445
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program		\$74,528	\$17,070			\$91,598
	Construction of Ferry Boats and Ferry Terminal Facilities		\$908		\$5,032		\$5,940
	Coordinated Border Infrastructure						
	Corridor Infrastructure Improvement Program						
	Federal Lands Access Program			\$6,197			\$6,197
	Federal Lands Transportation Program						
	High Priority Projects (HPP) and Demo		\$20,035	\$827	\$50	\$80	\$20,992
	Highway Safety Improvement Program (HSIP)		\$12,812	\$12,723			\$25,536
	GARVEE Bonds Debt Service Payments						
	National Highway Freight Program						
	Nationally Significant Freight and Highway Projects						
	Projects of National/Regional Significance						
	Public Lands Highway						
	Railway-Highway Crossings						
	Recreational Trails Program						
	SAFETEA-LU Safe Routes to School (SRTS)		\$538				\$538
	Surface Transportation Block Grant Program (STBGP/RSTP)		\$67,396	\$75,812			\$143,208
Other (see Appendix D)		\$30,907				\$30,907	
	Federal Highway Total		\$207,123	\$112,630	\$5,082	\$80	\$324,915
FEDERAL RAIL	Other Federal Railroad Administration (see Appendix E)						
	Federal Railroad Administration Total						
	Federal Total		\$611,141	\$236,387	\$40,752	\$80	\$888,359
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)						
	Other (See Appendix F)						
	Innovative Financing Total						
PROGRAMMED TOTAL			\$2,593,074	\$1,869,987	\$1,319,139	\$825,217	\$6,607,416

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 3: REVENUE-PROGRAMMED

Metropolitan Transportation Commission
 2017 Federal Transportation Improvement Program Adoption
 (\$'s in 1,000)

Funding Source/Program		4 YEAR (FTIP Cycle)				
		2016/17	2017/18	2018/19	2019/20	TOTAL
LOCAL	Local Total	\$3,723,431	\$4,233,224	\$4,346,529	\$5,013,992	\$17,317,175
REGIONAL	Tolls	\$549,261	\$630,907	\$645,998	\$665,880	\$2,492,046
	<i>Bridge</i>	\$549,261	\$630,907	\$645,998	\$665,880	\$2,492,046
	<i>Corridor</i>					
	Regional Sales Tax					
	Regional Gas Tax/Measure					
	Other	\$50,806	\$51,870	\$52,967	\$54,096	\$209,738
	Regional Total	\$600,067	\$682,777	\$698,965	\$719,976	\$2,701,784
STATE	Slate Highway Operation and Protection Program (SHOPP) ¹					
	<i>SHOPP</i>					
	<i>SHOPP Prior</i>					
	<i>State Minor Program</i>					
	Slate Transportation Improvement Program (STIP) ¹					
	<i>STIP</i>					
	<i>STIP Prior</i>					
	Slate Bond					
	<i>Proposition 1A (High Speed Passenger Train Bond Program)</i>					
	<i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i>					
	Active Transportation Program ¹					
	Highway Maintenance (HM) Program ¹					
	Highway Bridge Program (HBP) ¹					
	Traffic Congestion Relief Program (TCRP)					
State Transit Assistance (STA)(e.g., population/revenue based, Prop 42)						
Other						
	State Total					
FEDERAL TRANSIT	5307/5340 - Urbanized Area Formula Grants	\$137,271	\$195,976	\$224,344	\$228,976	\$786,567
	5309 - Fixed Guideway Capital Investment Grants					
	5309b - New and Small Starts (Capital Investment Grants)					
	5309c - Bus and Bus Related Grants					
	5310 - Enhanced Mobility of Seniors and Individuals with Disabilities	\$4,752	\$4,852	\$4,955	\$5,060	\$19,619
	5311 - Formula Grants for Rural Areas	\$1,551	\$1,588	\$1,626	\$1,664	\$6,428
	5311f - Intercity Bus					
	5337 - State of Good Repair Grants	\$174,515	\$200,764	\$206,776	\$210,337	\$792,391
	5339 - Bus and Bus Facilities Formula Grants	\$9,707	\$12,531	\$12,797	\$13,068	\$48,104
	FTA Transfer from Prior FTIP					
	Other					
	Federal Transit Total	\$327,796	\$415,711	\$450,497	\$459,105	\$1,653,109
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ) Improvement Program	\$1,182	\$60,104	\$78,610	\$80,232	\$220,128
	Construction of Ferry Boats and Ferry Terminal Facilities					
	Coordinated Border Infrastructure					
	Corridor Infrastructure Improvement Program					
	Federal Lands Access Program					
	Federal Lands Transportation Program					
	High Priority Projects (HPP) and Demo					
	Highway Safety Improvement Program (HSIP)					
	GARVEE Bonds Debt Service Payments					
	National Highway Freight Program					
	Nationally Significant Freight and Highway Projects					
	Projects of National/Regional Significance					
	Public Lands Highway					
	Railway-Highway Crossings					
	Recreational Trails Program					
	SAFETEA-LU Safe Routes to School (SRTS)					
	Surface Transportation Block Grant Program (STBGP/RSTP)	\$24,949	\$20,235	\$99,634	\$103,774	\$248,593
Other						
	Federal Highway Total	\$26,132	\$80,338	\$178,244	\$184,007	\$468,721
FEDERAL RAIL	Other Federal Railroad Administration					
	Federal Railroad Administration Total					
	Federal Total	\$353,928	\$496,049	\$628,741	\$643,112	\$2,121,830
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)					
	Other					
	Innovative Financing Total					
REVENUE - PROGRAM TOTAL		\$4,677,425	\$5,412,050	\$5,674,235	\$6,377,079	\$22,140,789

APPENDIX A – 73

2017 TIP Detail

Public Notifications and Hearings



**Table of Contents for
Appendix A-73
Public Notifications and Hearings**

ABAG CEQA Environmental Review LogAttachment A

Postcard announcing availability of the
Draft 2017 TIP..... Attachment B

July 13, 2017 Public Hearing Notice Attachment C
(English, Chinese, Spanish)

Attachment A

The ABAG CEQA* Environmental
Review Log

may be viewed as part of
Appendix A-73

at

<[http://mtc.ca.gov/our-work/
fund-invest/
transportation-improvement-program](http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program)>.

* ABAG = Association for Bay Area Governments

CEQA = California Environmental Quality Act

**Draft 2017 Transportation Improvement Program (TIP)
& Draft Air Quality Conformity Analysis**



Deadline for comments is July 28, 2016

**Released for
Public Review**

The Transportation Improvement Program (TIP) lists the near-term transportation projects, programs and investment priorities for the San Francisco Bay Area's surface transportation system – projects that have a federal interest and locally and state-funded regionally significant projects.



Metropolitan
Transportation
Commission



Metropolitan Transportation Commission

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

TEL: 415.778.6700 | EMAIL: info@mtc.ca.gov

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View and comment on the Draft 2017 TIP & Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and Draft 2017 TIP

- Online at mtc.ca.gov/our-work/fund-invest/transportation-improvement-program
- At MTC at 375 Beale Street in San Francisco, at the 7th floor reception area
- Sent to major public libraries throughout the Bay Area upon request
- For more information, call MTC's Public Information Office at 415.778.6757, or visit the above mentioned link.

A public hearing to receive public testimony on both documents is scheduled during MTC's Programming & Allocations Committee, on Wednesday, July 13, 2016, 9:40 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later, at 375 Beale Street, San Francisco.

The deadline for written comments is 5 p.m. on Thursday, July 28, 2016. Submit comments to MTC's Public Information Office, 375 Beale Street, Suite 800, San Francisco, CA 94105 or fax to MTC at 415-536-9800 or send via e-mail to info@mtc.ca.gov.

This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects for applicable funds.

At its Sept. 14, 2016 meeting, MTC's Programming and Allocations Committee is scheduled to consider public comments received. Approval of final documents is expected on Sept. 28, 2016, at the MTC Commission meeting.

Accessible Meetings

Do you need an interpreter or any other assistance to participate? Please call 415.778.6757 or 415.778.6769 for TDD/TTY three days in advance.

¿Necesita un intérprete u otra asistencia para participar? Por favor llámenos con tres días de anticipación al 415.778.6757 o 415.778.6769 para TDD/TTY.

您是否需要翻譯員或任何其他幫助才能參加呢？請提前三天致電 415.778.6757或聽障專線(TDD/TTY) 415.778.6769。

Metropolitan Transportation Commission Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

- 1) Draft 2017 Transportation Improvement Program (TIP):** This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2017 TIP was developed to be consistent with MTC's 2013 *Plan Bay Area*, the 28-year plan for transportation projects in the nine-county San Francisco Bay Area.

- 2) Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the 2017 TIP:** MTC is also preparing a new transportation-air quality conformity analysis for Plan Bay Area and the 2017 TIP. The Draft 2017 TIP only includes projects consistent with *Plan Bay Area*. These projects have been modeled in the appropriate analysis year using the latest planning assumptions.

Copies of the Draft 2017 TIP, which includes the financial constraint analysis, and the Draft Transportation-Air Quality Conformity Analysis will be available for public review starting June 24, 2016, at MTC's offices at the Bay Area Metro Center, 7th Floor Receptionist, 375 Beale Street, San Francisco, California, 94105. The documents also will be posted on the MTC web site at <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program> and will be sent to major public libraries through the Bay Area upon request.

A public hearing to receive public testimony on these documents is scheduled during MTC's July Programming & Allocations Committee meeting. The hearing is set for:

Wednesday, July 13, 2016, 9:40 a.m., or immediately following
MTC's Administration Committee meeting, whichever occurs later,
375 Beale Street, San Francisco, California

Written comments may be submitted to MTC's Public Information Office at 375 Beale St, Suite 800, San Francisco, CA 94105 or faxed to MTC at 415-536-9800 or sent via e-mail to <info@mtc.ca.gov>. Written comments are due by 5 p.m. on Thursday, July 28, 2016. For more information, call MTC's Public Information Office at 415-778-6757.

This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects, for applicable funds.

At its regularly scheduled September Programming and Allocations Committee meeting, MTC is scheduled to consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2017 TIP on Wednesday, September 28, 2016, during its regularly scheduled Commission meeting.

If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 415.778.6757 or 415.778.6769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.

如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電415.778.6757或致電TDD/TTY電話415.778.6769。我們要求獲得至少三天提前通知才能提供合理的配合安排。

Si necesita un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.

###

大都會交通委員會 公聽會通知

大都會交通委員會(MTC) 邀請感興趣的人士對下列交通規劃文件草案發表意見:

- 1) 2017 交通改善計劃(TIP)草案:**是本地區包含地面交通項目的交通規劃文件, 包括但不限於, 根據預期在未來四年將接受聯邦資金的聯邦、州和地方的可用資金, 或者聯邦政府要求採取的行動或者是區域性重大的公共交通、高速公路、地方道路、自行車和步行項目提議。TIP 必須受年度融資約束, 並且必須至少每四年進行更新。2017 TIP 草案的制定是與 MTC 的 2013 *Plan Bay Area* (規劃灣區)相一致, 它是三藩市灣區九個縣交通項目的 28 年規劃。
- 2) Plan Bay Area 和 2017 TIP 的交通-空氣質量合格分析草案:** MTC 還為 Plan Bay Area 和 2017 TIP 準備一個新的交通-空氣質量合格分析。2017 TIP 草案只包括與 *Plan Bay Area* 一致的項目。這些項目已經使用最新的規劃設想在合適的分析年度內進行了模擬。

2017 TIP 草案的副本, 包括融資約束分析和交通-空氣質量合格分析草案, 將於 2016 年 6 月 24 日開始供公眾查閱, 地點在灣區地鐵中心 MTC 辦公室, 7th 樓前臺, 375 Beale Street, San Francisco, California, 94105。這些文件也將在 MTC 的網站 <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program> 上公佈, 根據要求, 還將發送到灣區的主要圖書館。

在 MTC 的 7 月計劃與分配委員會會議期間, 還安排接受公眾對這些文件的意見。該聽證會時間安排如下:

星期三, 2016 年 7 月 13 日, 上午 9:40, 或緊隨
MTC 管理委員會會議之後, 兩者中以後到的時間為準,
375 Beale Street, San Francisco, California

書面意見可遞交至 MTC 的公共信息辦公室, 地點是 375 Beale St, Suite 800, San Francisco, CA 94105, 或傳真至 MTC 415-536-9800, 或電郵至 <info@mtc.ca.gov>。遞交書面意見的截止時間是 2016 年 7 月 28 日星期四下午 5 時。如需瞭解更多詳情, 請致電 MTC 公共信息辦公室, 電話 415-778-6757。

本通知還符合聯邦交通管理局(FTA)的可用資金項目年度計劃的公眾參與要求。

在其定期的九月計劃和分配委員會會議上, MTC 安排考慮意見徵求期結束前收到的公眾意見。MTC 預計在其 2016 年 9 月 28 日星期三的定期委員會會議期間批准最終的交通-空氣質量合格的分析和 2017 TIP。

If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 415.778.6757 or 415.778.6769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.

Comisión Metropolitana del Transporte
Aviso de Audiencia Pública

La Comisión Metropolitana del Transporte (MTC) invita a todas las personas interesadas a hacer comentarios sobre los siguientes anteproyectos de documentos de programación de transporte:

- 1) **Anteproyecto del Programa de Mejoras al Transporte (TIP) 2017:** Este es el documento de programación del transporte de la región que contiene los proyectos de transporte de superficie, incluyendo, a título de ejemplo, proyectos para transporte público masivo, autopistas, caminos locales, e infraestructura para ciclistas y peatones que han sido propuestos para la financiación con base en la disponibilidad esperada de fondos federales, estatales y locales durante los próximos cuatro años, y que recibirán fondos federales o están sujetos a una acción requerida a nivel federal, o bien que son de importancia regional. El TIP se debe limitar financieramente cada año, y se debe actualizar al menos cada cuatro años. El Anteproyecto del TIP de 2017 fue desarrollado para ser compatible con *Plan Bay Area* de 2013 de la MTC, el plan a 28 años para proyectos de transporte en los nueve condados del Área de la Bahía de San Francisco.

- 2) **Anteproyecto del Análisis de Conformidad del Transporte con la Calidad del Aire para el *Plan Bay Area* y el TIP de 2017:** MTC además está preparando un nuevo análisis de conformidad del transporte con la calidad del aire para el *Plan Bay Area* y el TIP de 2017. El Anteproyecto del TIP 2017 sólo incluye proyectos compatibles con *Plan Bay Area*. Estos proyectos han sido modelados en el año correspondiente del análisis utilizando las suposiciones de planificación más recientes.

Se dispondrá de copias del Anteproyecto del TIP de 2017, el cual incluye el análisis de los límites financieros y el Anteproyecto del Análisis de Conformidad del Transporte con la Calidad del Aire, para la revisión del público a partir del 24 de junio de 2016, en las oficinas de la MTC en el Bay Area Metro Center, Recepción del 7º piso, 375 Beale Street, San Francisco, California, 94105. Los documentos se publicarán en el sitio web de MTC en <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program> y se enviarán a petición a las bibliotecas públicas más importantes en todo el Área de la Bahía.

Se tiene programada una audiencia para recibir testimonio público sobre estos documentos durante la reunión de julio del Comité de Programación y Asignaciones de la MTC. La audiencia está programada para el:

Miércoles, 13 de julio de 2016 a las 9:40 a.m., o inmediatamente después de la junta del
Comité de Administración de la MTC, lo que ocurra al último,
375 Beale Street, San Francisco, California

Se pueden enviar comentarios por escrito a la Oficina de Información al Público de la MTC, a 375 Beale St, Suite 800, San Francisco, CA 94105, o se pueden enviar por fax a la MTC al 415-536-9800 o por correo electrónico a <info@mtc.ca.gov>. Los comentarios escritos deben recibirse antes de las 5 p.m. del jueves, 28 de julio de 2016. Para obtener más información, llame a la Oficina de Información al Público

de MTC al 415-778-6757.

Este aviso también sirve para satisfacer los requisitos de participación del público del programa anual de proyectos de la Administración Federal del Transporte Público (FTA), en caso de fondos aplicables.

En su reunión ordinaria de septiembre del Comité de Programación y Asignaciones, se prevé que MTC considerará los comentarios recibidos del público al final del período de comentarios. MTC tiene programado aprobar el análisis final de conformidad del transporte con la calidad del aire y el TIP de 2017 el miércoles, 28 de septiembre de 2016, durante su reunión ordinaria de la Comisión.

Si usted necesita un intérprete de lenguaje de señas, si el inglés es su segundo idioma y necesita servicios de traducción, o si necesita cualquier otro tipo de ayuda, por favor comuníquese con nosotros llamando al 415.778.6757 o 415.778.6769 para TDD/TTY. Requerimos de un aviso con al menos tres días de anticipación para proporcionar los ajustes razonables.

如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電415.778.6757或致電TDD/TTY電話415.778.6769。我們要求獲得至少三天提前通知才能提供合理的配合安排。

If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 415.778.6757 or 415.778.6769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.

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如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電 415.778.6757 或致電 TDD/TTY 電話 415.778.6769。我們要求獲得至少三天提前通知才能提供合理的配合安排。

Si necesita un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.

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APPENDIX A – 74

2017 TIP Detail

**Response to Public Comments on
Draft 2017 TIP**



Response to written public comments and to comments on the Draft 2017 TIP made at the July 13, 2016 public hearing will be included as Appendix A-74 in the Final 2017 TIP

APPENDIX A – 75

2017 TIP Detail

Approval Letters



Approval Letters for the
2017 TIP

will be included as they are received and
may be viewed at

<[http://mtc.ca.gov/our-work/
fund-invest/](http://mtc.ca.gov/our-work/fund-invest/)

[transportation-improvement-program](http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program)>.