

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

MTC Resolution No. 4208

For the Nine-County San Francisco Bay Area Region
Fiscal Year 2016-17 through FY 2020-21



**METROPOLITAN
TRANSPORTATION
COMMISSION**

December 16, 2015

<http://www.mtc.ca.gov>

METROPOLITAN TRANSPORTATION COMMISSION

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2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2016 RTIP) REGIONAL AGENCY TEMPLATE

Table of Contents

	<u>Page Number</u>
A. <u>Overview and Schedule</u>	
Section 1. Cover Letter & Executive Summary.....	1
Section 2. General Information.....	3
Section 3. Background of Regional Transportation Improvement Program....	4
Section 4. Completion of Prior RTIP Projects.....	5
Section 5. RTIP Outreach and Participation.....	6
B. <u>2016 STIP Regional Funding Request</u>	
Section 6. 2016 STIP Regional Share and Request for Programming.....	8
Section 7. Outside Funding Sources included in RTIP.....	9
Section 8. Interregional Improvement Program Funding	10
Section 9. Projects Planned Within the Corridor.....	10
C. <u>Relationship of RTIP to RTP/SCS and Benefits of RTIP</u>	
Section 10. Regional Level Performance Evaluation.....	11
Section 11. Regional and Statewide Benefits of RTIP.....	14
D. <u>Performance and Effectiveness of RTIP</u>	
Section 12. Evaluation of the Cost Effectiveness of the RTIP.....	16
Section 13. Project Specific Evaluation.....	17
E. <u>Detailed Project Information</u>	
Section 14. Overview of Projects Programmed with Regional Funding.....	18
F. <u>Appendices</u>	
Section 15. Project Programming Request Forms	
Section 16. Board Resolution or Board Documentation of RTIP Approval	
Section 17. Documentation on Coordination with Caltrans District (Optional, Not Included)	
Section 18. Detailed Project Programming Summary Tables	
Section 19. Alternative Delivery Methods (Optional, Not Included)	
Section 20. Additional Appendices (Optional, None Added)	

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

A. OVERVIEW AND SCHEDULE





METROPOLITAN
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December 23, 2015

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Will Kempton, Executive Director
California Transportation Commission
1120 N Street, Room 2221 – MS 52
Sacramento, CA 95814

Attention: Laurel Janssen

Dear Mr. Kempton:

With this letter, I am pleased to transmit MTC's proposed projects for the 2016 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area.

The 2016 State Transportation Improvement Program (STIP) Fund Estimate does not provide any new programming capacity for the period covering fiscal years 2016-17 through 2020-21. Since the 2016 STIP does not include any new programming capacity, the counties of the San Francisco Bay Area and MTC are generally unable to program additional projects, including Planning, Programming, and Monitoring (PPM). New project programming is possible when another already programmed project is removed or its funding redirected. Otherwise, each county may only propose amendments to existing programmed projects. Sponsors also have the opportunity to update project funding plans and schedules.

There are three new Bay Area projects in the STIP:

- San Francisco's Lombard Street Vision Zero project, using \$1.9 million in funds redirected from the Chinatown Broadway Complete Streets project.
- The US-101 High-Occupancy Vehicle (HOV) Lane/Express Lanes project in San Mateo County (about 20 miles from the Santa Clara County Line to I-380) using \$9.4 million in funds redirected from the US-101 Willow Interchange project. The Willow Interchange project remains fully funded with local funds.
- The US-101 Marin-Sonoma Narrows (MSN) project, Segment B2 Phase 2 in Sonoma County, adding about 5 miles of HOV lanes from the Marin-Sonoma county line to the Petaluma River Bridge. This MSN segment will use funds redirected from the I-680 Freeway Performance Initiative project (in Alameda and Contra Costa Counties' share), and the I-680/SR-4 Interchange project (in Contra Costa County's share).

Other project changes are detailed in the RTIP documents attached to this letter. The region understands the difficult funding situation of the 2016 STIP, and will continue to work with you and your staff to balance regional priorities and statewide funding restrictions.

Please feel free to contact me at (510) 817-5722, or Kenneth Kao of my staff at (510) 817-5768 if you need further information about our proposal. We look forward to working with you in finalizing the 2016 STIP.

Sincerely,



Anne Richman
Director, Programming & Allocations

AR:KK

cc: Bruce De Terra, Caltrans HQ
Bijan Sartipi, Caltrans District 4

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Section 2. General Information

Insert contact information in the text fields below.

- **Regional Agency Name**
Metropolitan Transportation Commission (MTC)
- **Agency website links for Regional Transportation Improvement Program (RTIP) and Regional Transportation Plan (RTP). (insert links below)**

Regional Agency Website Link: <http://www.mtc.ca.gov>

RTIP document link: <http://mtccms01.prod.acquia-sites.com/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and>

RTP link: <http://mtc.ca.gov/our-work/plans-projects/plan-bay-area-2040/plan-bay-area>; <http://planbayarea.org/>

- **Executive Director or Chief Executive Officer Contact Information**

Name Steve Heminger
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- **RTIP Staff Contact Information**

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- **California Transportation Commission (CTC) Staff Contact Information**

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Section 3. Background of Regional Transportation Improvement Program (RTIP)

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission (CTC) in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the CTC by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 25 to 30 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

B. Regional Agency's Historical and Current Approach to developing the RTIP

As the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area, MTC is responsible for developing the region's funding priorities for the STIP, and for submitting the projects to the CTC by way of the RTIP. The proposed projects were developed by the county Congestion Management Agencies (CMAs), in consultation with Caltrans, and with MTC's guidance, and are consistent with the policies and procedures adopted by the MTC Commission, as set forth in MTC Resolution No. 4208, and with the STIP guidelines adopted by the CTC on August 27, 2015.

Section 4. Completion of Prior RTIP Projects (Required per Section 68)

The Bay Area completed a number of projects between December 2013 and December 2015. These projects are listed in the table below, and include improvements to the state highway system, transit, as well as bicycle and pedestrian accessibility and safety.

Project Name and Location	Description	Summary of Improvements/Benefits
Alameda: Alameda County	Cherryland/Ashland/Castro Valley Sidewalk Improvements	Construct sidewalks
Alameda: Berkeley	Berkeley Bay Trail Project, Segment 1	Construct section of Bay Trail
Alameda: LAVTA	Rideo Bus Restoration Project	Restore bus
Alameda: Oakland	7th St / West Oakland TOD	Construct transportation infrastructure near TOD
Contra Costa: Caltrans	I-680 Auxiliary Lane, Segment 2	Construction of auxiliary lane on I-680
Contra Costa: El Cerrito	Mooser Ln and Ashbury Ave Ped/Bike Improvements	Improved bicycle and pedestrian circulation
Marin: Marin County	Sir Francis Drake Blvd Westbound Bike Lane	Construct bike lane on major arterial
Marin: Marin Transit	Bus Stop Improvements	Construct bus stop improvements
Marin: Caltrans	US-101 Marin-Sonoma Narrows (Segments A1, A2, A3, B1)	Construct HOV lanes and interchange improvements
Napa: American Canyon	Napa Junction Elementary School Pedestrian Improvements	Improved pedestrian access
Napa: Yountville	Yountville/Calistoga Bike Lanes and Sidewalk Extension	Improved bicycle and pedestrian circulation
San Francisco: SFMTA	Pedestrian Safety and Encouragement Campaign	Educational materials for pedestrian safety
San Francisco: SFMTA	San Francisco Bicycle Parking	Increased bicycle parking throughout SF
San Mateo: BART	Daly City BART Station Improvements	Improved lighting and elevator improvements
San Mateo: Caltrain	San Bruno Ave Grade Separation	Construct railroad grade separation at San Bruno Ave.
San Mateo: Caltrans	US-101 Auxiliary Lanes (Segments 1 and 2)	Construct auxiliary lanes on US-101 from Marsh to University
San Mateo: Caltrans	US-101 Auxiliary Lanes Landscaping	Plant landscaping
San Mateo: Pacifica	SR-1 San Pedro Creek Bridge Replacement	Replaced bridge
Santa Clara: Campbell	Hacienda Avenue Improvement Project	Bike lanes and sidewalk improvements
Sonoma: Caltrans	US-101 HOV Lanes – Wilfred Segment (Wilfred to Santa Rosa Ave)	Construct HOV lanes

Section 5. RTIP Outreach and Participation

Below are a number of important dates related to the adoption of the RTIP and STIP.

A. RTIP Development and Approval Schedule

Action	Date
Initial discussion of issues and schedule for 2016 RTIP at Partnership working groups	June 15, 2015 July 20, 2015
CTC adopts Fund Estimate and Guidelines	August 27, 2015
MTC releases draft RTIP Policies and Procedures for public comment and review	September 2, 2015
MTC Programming and Allocations Committee (PAC) review and recommendation of final RTIP Policies and Procedures	September 9, 2015
Caltrans identifies State Highway Needs	September 15, 2015
MTC Commission adopts RTIP Policies and Procedures	September 23, 2015
CMAs submit draft RTIP project summary listing to MTC	October 14, 2015
Caltrans submits draft ITIP	October 15, 2015
Partnership TAC and working group review of RTIP status	October 19, 2015
CTC ITIP Hearing, North	October 28, 2015
CTC ITIP Hearing, South	November 4, 2015
CMAs submit final RTIP listing, PPRs, and supporting documentation to MTC	November 4, 2015
MTC releases final RTIP for public comment and review	December 2, 2015
MTC PAC review and recommendation of final RTIP	December 9, 2015
Regions submit RTIP to CTC	December 15, 2015
Caltrans submits ITIP to CTC	December 15, 2015
MTC Commission adopts 2016 RTIP	December 16, 2015
CTC STIP Hearing Date – North Hearing	January 21, 2016
CTC STIP Hearing Date – South Hearing	January 26, 2016
CTC publishes staff recommendations	February 19, 2016
CTC Adopts 2016 STIP	March 16-17, 2016

B. Public Participation/Project Selection Process

Each County Congestion Management Agency (CMA) or equivalent agency in each county is responsible for determining the project programming requests for their county share. In counties where there is new or substitute programming, those county CMA or equivalent agency presented its recommendations to their boards or commissions. In counties where there are no changes from the previous adopted STIP, no additional action or resolution was necessary.

MTC adopted the RTIP Policies and Procedures at the Commission meeting on September 23, 2015. Prior to adoption, MTC presented the draft Policies and Procedures to various groups and committees, including working groups to the Partnership Board Technical Advisory Committee (PTAC), and the Programming and Allocations Committee on September 9, 2015. Similarly, MTC adopted the final RTIP program of projects at the Commission meeting on December 16, 2015. MTC presented the draft RTIP program of projects to PTAC working groups as well as the Programming and Allocations Committee on December 9, 2015.

For further information about MTC's Public Participation Plan, please visit <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>.

C. Consultation with Caltrans District (Required per Section 17)

MTC staff meets quarterly with Caltrans District 4 staff to discuss various project and program coordination and delivery issues. Since the 2016 RTIP did not include any new funding, Caltrans District 4 staff did not propose any new projects for the RTIP.

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

B. 2016 STIP REGIONAL FUNDING REQUEST



B. 2016 STIP Regional Funding Request

Section 6. 2016 STIP Regional Share and Request for Programming

Per the STIP Guidelines, the 2016 Fund Estimate indicates that the STIP is already fully programmed for the entire 5 years of the 2016 STIP period. This is due primarily to the decrease in the price-based excise tax. Projects currently programmed in the STIP will need to be reprogrammed into later years. The CTC will not be providing regional shares for the 2016 STIP.

A. 2016 Regional Fund Share Per 2016 STIP Fund Estimate

MTC's additional new funding capacity share for the 2016 RTIP is zero, due to lack of funding available for programming.

B. Summary of Requested New Programming

The projects below are new projects proposed for programming using RTIP funds deleted from other projects. These projects result in a net-zero change in programming amount.

Project Name and Location	Project Description	Requested RIP Amount
San Francisco: Lombard Street Vision Zero project	Install safety elements on Lombard St (US-101) between Broderick St. and Franklin St.	\$1.9 million
San Mateo County: US-101 HOV/Express Lanes project	Pre-construction for US-101 HOV/Express Lanes from Santa Clara County Line to I-380.	\$9.4 million
Sonoma County: US-101 Marin-Sonoma Narrows Segment B2 Phase 2 project	Construct HOV lanes on US-101 from Marin County Line to Kastania Rd.	\$31 million

Section 7. Overview of other funding included with delivery of Regional Improvement Program (RIP) projects.

Projects funded in the 2016 RTIP generally include other types of funding in order to complete the funding plan. Local funding represents the vast majority of non-STIP funds included in RTIP projects. These include local-option sales taxes for transportation, local transportation funding, and general fund. Other important fund sources include federal funds (such as Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds, and earmarks), other state funds (such as ATP and Proposition 1B funds), and regional funds (bridge tolls). The table below aggregates projects based on the county in which the project is located. For more detailed information, refer to the Project Programming Request (PPR) forms (Section 15).

Proposed 2016 RTIP	Total RTIP	Other Funding (all amounts in thousands)				Project Cost in STIP Period*	
		ITIP	Fed. (STP, CMAQ, etc)	Local Funds	Regional Funds		Other State
Alameda County	29,607			156,257	500		186,364
Contra Costa County	68,932			120,691			189,623
Marin County	742			55			797
Napa County	6,948		2,463	3,702			13,113
San Francisco County	3,231			11,826		1,854	16,911
San Mateo County	60,979		865	97,907		350	160,101
Santa Clara County	26,477			3,650			30,127
Solano County	10,166						10,166
Sonoma County	31,997		4,000				35,997
Totals	239,079		7,328	394,088	500	2,204	643,199

Notes: (*) The funding and project costs in this table only represents funding within the 2016 RTIP period (FY 2016-17 through FY 2020-21). Funding and costs programmed before and after this five year period are not included in this table.

Section 8. Interregional Improvement Program (ITIP) Funding – OPTIONAL

The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods in the State of California. As an interregional program the ITIP is focused on increasing the throughput for highway and rail corridors of strategic importance outside the urbanized areas of the state. A sound transportation network between and connecting urbanized areas, ports, and borders is vital to the state's economic vitality. The ITIP is prepared in accordance with Government Code Section 14526, Streets and Highways Code Section 164 and the STIP Guidelines. The ITIP is a five-year program managed by Caltrans and funded with 25% of new STIP revenues in each cycle. Developed in cooperation with regional transportation planning agencies to ensure an integrated transportation program, the ITIP promotes the goal of improving interregional mobility and connectivity across California.

Due to the lack of STIP funding, the region did not specifically request ITIP programming in the 2016 STIP. However, MTC previously adopted a set of principles for the prioritization of ITIP funds. This is included in MTC's RTIP Policies and Procedures document (MTC Resolution No. 4208), and is attached in the appendices.

Section 9. Projects Planned Within the Corridor (Required per Section 20)

The region has two new projects that are part of a larger corridor. First, the US-101 Marin-Sonoma Narrows Segment B2 Phase 2 is part of the larger Marin-Sonoma Narrows corridor that aims to upgrade and improve US-101 between Novato (Marin County) and Petaluma (Sonoma County). Major investments have already been made through local, state, and federal funding. Second, the US-101 High-Occupancy Vehicle/Express Lanes project in San Mateo County is part of the US-101 corridor along the Peninsula. Other improvements have included auxiliary lanes at various pinch points along the US-101 corridor, along with interchange improvements. These improvements have been funded through local, state, and federal funds. The new 2016 STIP funds for these projects is redirected from existing STIP projects.

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

C. RELATIONSHIP OF RTIP TO RTP/SCS AND BENEFITS OF RTIP

C. Relationship of RTIP to RTP/SCS/APS and Benefits of RTIP

Section 10. Regional Level Performance Evaluation (per Section 19A of the guidelines)

Over the past decade, performance reporting and forecasting have become critical elements when developing long-range transportation plans and programming transportation funds. These sections respond to the performance reporting requirements established by the California Transportation Commission (CTC). These statewide measures were guided by the statewide performance indicator project initiated by the Strategic Growth Council (SGC).

The 2016 RTIP does not contain any new funding. San Francisco Bay Area transportation projects funded under the entire 2016 RTIP (including carryover funds from previous years) – totaling \$239 million in programming – are an extremely small portion (0.08%) of the \$292 billion in transportation investments envisioned in the region between 2013 and 2040. As such, most of the projects receiving STIP funding rely upon other funding sources to supplement STIP funds and proceed to construction. Even so, it is quite reasonable to expect that regional performance impacts from this subset of transportation investments will be quite minimal compared to baseline conditions.

The region's overall transportation investment strategy was developed as part of Plan Bay Area, the San Francisco Bay Area's first combined Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Adopted in July 2013, the Plan identified seven goals under which 10 performance targets were established, as shown on the following page. As allowed under the STIP guidelines, MTC does not report performance results for statewide measures that are inconsistent with Plan Bay Area.

Plan Bay Area Performance Measures/Targets

Goal/Outcome	#	Target
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15% <i>Statutory - Source: California Air Resources Board, as required by SB 375</i>
Adequate Housing	2	House 100% of the region's projected growth by income level (very-low, low, moderate, above-moderate) without displacing current low-income residents <i>Statutory - Source: ABAG, as required by SB 375</i>
Healthy & Safe Communities	3	Reduce premature deaths from exposure to particulate emissions: <ul style="list-style-type: none"> • Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10% • Reduce coarse particulate emissions (PM₁₀) by 30% • Achieve greater reductions in highly impacted areas <i>Source: Adapted from federal and state air quality standards by BAAQMD</i>
	4	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian) <i>Source: Adapted from California State Highway Strategic Safety Plan</i>
	5	Increase the average daily time walking or biking per person for transportation by 70% (for an average of 15 minutes per person per day) <i>Source: Adapted from U.S. Surgeon General's guidelines</i>
Open Space and Agricultural Preservation	6	Direct all non-agricultural development within the urban footprint (existing urban development and urban boundary lines*) <i>Source: Adapted from SB 375</i>
Equitable Access	7	Decrease by 10% the share of low-income and lower-middle income residents' household income consumed by transportation and housing <i>Source: Adapted from Center for Housing Policy</i>
Economic Vitality	8	Increase gross regional product (GRP) by an average annual growth rate of approximately 2% <i>Source: Bay Area Business Community</i>
Transportation System Effectiveness	9	<ul style="list-style-type: none"> • Increase non-auto mode share by 10% • Decrease automobile vehicle miles traveled per capita by 10% <i>Source: Adapted from Caltrans Smart Mobility 2010</i>
	10	Maintain the transportation system in a state of good repair: <ul style="list-style-type: none"> • Increase local road pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles of state highways to less than 10% of total lane-miles • Reduce share of transit assets past their useful life to 0% <i>Source: Regional and state plans</i>

* =Urban boundary lines include areas within urban growth boundaries/urban limit lines, urban service areas, and spheres of influence.

Regional Level Performance Indicators and Measures (per Appendix B of the STIP Guidelines).

Table B1 Evaluation – Regional Level Performance Indicators and Measures			
Goal	Indicator/Measure	Current System Performance (Baseline)	Projected System Performance (indicate timeframe)
Congestion Reduction	Vehicle Miles Traveled (VMT) per capita.	22.8 daily VMT (2014)	19.6 daily VMT (2040)
	Percent of congested VMT (at or below 35 mph)	4.8% (2014)	N/A
	Commute mode share (travel to work or school)	2014 Data: 75.7% Automobile 11.5% Transit 3.7% Walk 3.2% Other 5.8% Telecommute	N/A
Infrastructure Condition	Percent of distressed state highway lane-miles	21% (2013)	44% (2040)
	Pavement Condition Index (local streets and roads)	66/100 (2014)	68/100 (2040)
	Percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	15.2% (2012)	N/A
	Percent of transit assets that have surpassed the FTA useful life period	Varies by operator, from 0% to 28.7% (2012)	N/A
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	0.57 in AM Peak 0.68 in PM Peak (2013)	N/A
Safety	Fatalities and serious injuries per capita	4.9 fatalities; 23.2 serious injuries per capita (2012)	N/A
	Fatalities and serious injuries per VMT	0.7 fatalities; 3.4 serious injuries per 100 million VMT (2012)	N/A
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	N/A	N/A
	Mean commute travel time (to work or school)	28.1 minutes (2012)	27 minutes (2040)
Environmental Sustainability	Change in acres of agricultural land	N/A	N/A
	CO ₂ emissions reduction per capita	21.3 lbs per capita per day (2012)	18.1 lbs per capita per day (2040)

Since the 2016 RTIP does not provide any new funding, no additional analysis was performed. MTC's RTP, Plan Bay Area, identified 10 performance targets, and were discussed on the previous page. Further information about Plan Bay Area is available online at <http://www.mtc.ca.gov/our-work/plans-projects/plan-bay-area-2040/plan-bay-area>. A robust analysis was performed on the 2014 RTIP, which is available online at <http://mtccms01.prod.acquia-sites.com/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and>. Further information on current year and historical data are included in MTC's Vital Signs Transportation Database, available online at <http://vitalsigns.mtc.ca.gov>.

For the three new proposed projects in the RTIP, as discussed in Section 6B of this template, each project will contribute to the numbered performance goals/targets of Plan Bay Area (included on the previous page) in the following ways:

- San Francisco: Lombard Street Vision Zero project.
 - (1) – Climate Protection, by encouraging walking/biking
 - (3/4/5) – Healthy and Safe Communities, by improving safety
 - (7) – Equitable Access, by encouraging walking/biking
 - (8) – Economic Vitality, by improving access to jobs
 - (9/10) – Transportation System Effectiveness, by encouraging walking/biking

- San Mateo: US-101 HOV/Express Lanes project.
 - (1) – Climate Protection, by easing congestion
 - (7) – Equitable Access, by improving mode choices for all users
 - (8) – Economic Vitality, by improving access to jobs
 - (9/10) – Transportation System Effectiveness, by increasing mode choice and encouraging carpooling

- Sonoma: US-101 Marin-Sonoma Narrows, Segment B2 Phase 2 project.
 - (1) – Climate Protection, by easing congestion
 - (7) – Equitable Access, by improving mode choices for all users
 - (8) – Economic Vitality, by improving access to jobs
 - (9/10) – Transportation System Effectiveness, by increasing mode choice and encouraging carpooling

Section 11. Regional and Statewide Benefits of RTIP

While the 2016 RTIP does not provide any new programming capacity, the overall program (totaling \$239 million) is expected to impact a number of important goals. Among them include:

- Transportation projects funded through the STIP are expected to support state and regional goals by reducing collisions on Bay Area roads.
- Accessibility is expected to improve with the investments in transportation through the STIP, including enhancements to transit infrastructure and bicycle and pedestrian improvements.

- Investments through the 2016 STIP are expected to improve throughput, such as increased capacity via a new HOV lane on US-101 in Sonoma County, and a new HOV/Express Lane on US-101 in San Mateo County.
- A slight improvement in air quality is expected as a result of reduced daily VMT per capita and investments in transit and bicycle/pedestrian improvements.
- With a nominal investment in pavement rehabilitation, the 2016 STIP supports the system preservation goals of the RTP.

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

D. PERFORMANCE AND EFFECTIVENESS OF RTIP



D. Performance and Effectiveness of RTIP

Section 12. Evaluation of Cost Effectiveness of RTIP (Required per Section 19)

Per Section 19B and Appendices B of the STIP Guidelines, below is the evaluation of performance measures to evaluate cost-effectiveness of projects proposed in the STIP on a regional level.

Table B2 Evaluation Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure	Current Level of Performance (Baseline)	Projected Performance Improvement (for year 2040)
Congestion Reduction	Reduce Vehicle Miles Traveled	22.8 daily VMT (2014)	Reduction of 0.1 mile/person
	Reduce Percent of congested VMT (at or below 35 mph)	4.8% (2014)	Reduction of 0.1%
	Change in commute mode share (travel to work or school)	2014 Data: 75.7% Automobile 11.5% Transit 3.7% Walk 3.2% Other 5.8% Telecommute	No substantial impact to any mode shares
Infrastructure Condition	Reduce percent of distressed state highway lane-miles	21% (2013)	No substantial impact on regional highway pavement conditions expected
	Improve Pavement Condition Index (local streets and roads)	66/100 (2014)	No substantial impact on regional PCI expected
	Reduce percent of highway bridge lane-miles in need of replacement or rehabilitation (sufficiency rating of 80 or below)	15.2% (2012)	No substantial impact on regional bridge conditions expected
	Reduce percent of transit assets that have surpassed the FTA useful life period	Varies by operator, from 0% to 28.7% (2012)	No substantial impact on transit asset useful life
System Reliability	Reduce Highway Buffer Index (the time cushion added to the average commute travel times to ensure on-time arrival).	0.57 in AM Peak 0.68 in PM Peak (2013)	Not possible to forecast buffer index
Safety	Reduce fatalities and serious injuries per capita	4.9 fatalities; 23.2 serious injuries per capita (2012)	No changes to fatality or injury rates
	Reduce fatalities and serious injuries per VMT	0.7 fatalities; 3.4 serious injuries per 100 million VMT (2012)	No changes to fatality or injury rates
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	N/A	Increase of 0.6% share of population; increase of 1.5% share of jobs

	Reduce mean commute travel time (to work or school)	28.1 minutes (2012)	Reduction of 0.1 minute
Environmental Sustainability	Change in acres of agricultural land	N/A	No substantial impact on acreage of agricultural land expected
	CO ₂ emissions reduction per capita	21.3 lbs per capita per day (2012)	Reduction of 0.01 lbs per capita

The calculations and forecasts are the result of modeling output information from MTC's "Travel Model One."

Section 13. Project Specific Evaluation (Required per Section 19)

Each RTIP shall include a project specific benefit evaluation for each new project proposed that addresses the changes to the built environment, including, but limited to the items listed on page 9 of the STIP Guidelines. A project level evaluation shall be submitted for projects for which construction is proposed if:

- The total amount of existing and proposed STIP for right-of-way and/or construction of the project is \$15 million or greater, or
- The total project cost is \$50 million or greater.

The project level benefit evaluation shall include a Caltrans generated benefit/cost estimate, including life cycle costs for projects proposed in the ITIP. For the RTIP, the regions may choose between the Caltrans estimate and their own estimate (explain why the Caltrans estimate was not used). The project level benefit evaluation must explain how the project is consistent with Executive Order B-30-15 (Climate Change).

The project-level evaluations are included with the PPRs (Section 15 of the RTIP Template).

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

E. DETAILED PROJECT INFORMATION



E. Detailed Project Information

Section 14. Overview of projects programmed with RIP funding

The 2016 RTIP funds over 30 projects throughout the Bay Area, excluding planning funds. Both Contra Costa and San Mateo Counties have eight projects each, Napa County has five projects, Alameda and Santa Clara Counties have three projects each, and the remaining counties have one project located within their borders.

Project types range from major highway improvements (such as the US-101 Marin-Sonoma Narrows Segment B2 Phase 2 in Sonoma County), major transit improvements (such as the BART Extension from Berryessa to Santa Clara in Santa Clara County), transit rehabilitation (such as the BART Station Modernization Program in Alameda and Contra Costa Counties), local roadway improvements (such as the Airport Blvd. Rehabilitation in Napa County), and numerous bicycle and pedestrian improvements (such as the Grand Blvd Initiative Complete Streets project in San Mateo County).

Project locations are generally illustrated in the map on the following page. For more detailed location information, refer to the Project Programming Request (PPR) forms in Section 15, or online at MTC's Fund Management System (FMS) – <http://fms.mtc.ca.gov>.

The project map overview is not included in this version due to file size constraints. The full RTIP version may be requested from MTC.

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

F. APPENDICES



2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

SECTION 15. PROJECT PROGRAMMING REQUEST (PPR) FORMS

PPRs not included in this version due to file size constraints. The full RTIP version may be requested from MTC.

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

SECTION 16. COMMISSION RESOLUTION OF RTIP APPROVAL



Date: September 23, 2015
W.I.: 1515
Referred by: PAC

ABSTRACT

Resolution No. 4208

This resolution adopts the policies, procedures, project selection criteria, and program of projects for the 2016 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

- Attachment A – Policies, Procedures and Project Selection Criteria for the 2016 RTIP (with appendices)
- Attachment B – 2016 RTIP Program of Projects
- Attachment C – STIP Amendment / Extension Rules and Procedures

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated September 9, 2015.

Date: September 23, 2015
W.I.: 1515
Referred by: PAC

RE: Adoption of 2016 Regional Transportation Improvement Program (RTIP)
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4208

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

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

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

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2016 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2016-17 through 2020-21; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2016 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2016 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 27, 2015; and

WHEREAS, the 2016 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2016 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

RESOLVED, that MTC adopts the 2016 RTIP, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

RESOLVED, that the Executive Director may make adjustments to Attachment B in consultation with the respective Congestion Management Agency (CMA) or County Transportation Planning Agency, to respond to direction from the California Transportation Commission and/or the California Department of Transportation; and, be it further

RESOLVED, that MTC's adoption of the programs and projects in the 2016 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3075; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



David 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 September 23, 2015.

Date: September 23, 2015
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4208
Page 1 of 28

**2016
Regional Transportation Improvement Program**

**Policies, Procedures,
and Project Selection Criteria**

September 23, 2015

**MTC Resolution No. 4208
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov/funding/>**

**2016 RTIP
Regional Transportation Improvement Program
Policies, Procedures and Project Selection Criteria
Table of Contents**

Background	4
2016 RTIP Development.....	4
Key Policies and Guidance.....	4
Key Eligibility Policies.....	4
Consistency with Regional and Local Plans.....	4
CTC Guidance	5
2016 RTIP Development Schedule.....	5
RTIP County Share Targets	5
Project Eligibility	5
RTIP Project Solicitation	5
Public Involvement Process.....	6
RTIP Projects in the Transportation Improvement Program (TIP)	6
Regional Policies.....	6
ARRA RTIP Backfill Programming.....	6
County Programming Priorities	6
Regional Advanced Mitigation Program (RAMP)	7
Regional Planning, Programming, and Monitoring (PPM) funds	7
Caltrans Project Nomination.....	7
Title VI Compliance	7
Intelligent Transportation Systems Policy.....	8
MTC Resolution No. 4104 Compliance – Traffic Operations System Policy.....	8
Freeway Performance Initiative and Express Lane (HOT) Network.....	9
Bay Area Interregional Transportation Improvement Program (ITIP) Priorities	9
MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan	9
Accommodations for Bicyclists, Pedestrians and Persons with Disabilities	10
State Policies	11
Grant Anticipation Revenue Vehicle (GARVEE) Bonding	11
AB 3090 Project Replacement or Reimbursement	11
SB 184 Advance Expenditure of Funds.....	12
AB 608 Contract Award Provisions	12
Limitations on State-Only Funding	12
Article XIX Compliance for Transit Projects.....	13
Matching Requirements on Highway and Transit Projects	13
Governor’s Executive Orders	13
General Guidance	13

Project Advancements	13
Unprogrammed Shares.....	14
Countywide RTIP Listing.....	14
Project Screening Criteria, Including Readiness	14
RTIP Applications	14
STIP Performance Measures: Regional and Project-Level Analyses.....	14
Completed Project Reporting.....	15
Regional Projects	15
85-115% Adjustments.....	15
MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy	15
Allocation of Funds - Requirements	16
Notice of Cost Increase.....	16
Cost Escalation for Caltrans-Implemented Projects	16
Notice of Contract Award.....	16
Appendix A-1: 2016 RTIP Development Schedule.....	Error! Bookmark not defined.
Appendix A-2: 2016 RTIP County Targets.....	Error! Bookmark not defined.
Appendix A-3: 2016 RTIP Project Screening Criteria.....	20
Eligible Projects	20
Planning Prerequisites.....	20
Project Costs and Phases.....	20
Readiness Standards.....	22
Other Requirements	24
Appendix A-4: 2016 RTIP Project Application	25
Part 1: Sample Resolution of Local Support.....	25
Part 2: Project Study Report (PSR), or equivalent.....	28
Part 3: Project Programming Request (PPR) Form	29
Part 4: Performance Measures Worksheet.....	29
Part 5: Complete Streets Checklist	29

2016 Regional Transportation Improvement Program (RTIP) Policies, Procedures and Project Selection Criteria

Background

The State Transportation Improvement Program (STIP) provides funding for a number of transportation projects around the State. As the Regional Transportation Planning Agency (RTPA) for the Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing regional STIP project priorities for the nine counties of the Bay Area.

The Regional Transportation Improvement Program (RTIP) is the region's proposal to the State for STIP funding, and is due to the California Transportation Commission (CTC) by December 15, 2015. The 2016 STIP will include programming for the five fiscal years from 2016-17 through 2020-21.

2016 RTIP Development

The following principles will frame the development of MTC's 2016 RTIP, the region's contribution to the 2016 STIP.

- MTC will work with CTC staff, CMAs, transit operators, Caltrans, and project sponsors to prepare the 2016 STIP.
- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP), and be consistent with its improvements and programs.
- MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that meets a regional objective.
- MTC will continue to work with CMAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds and funding exchanges, MTC will work with its transportation partners to deliver projects in the region.
- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region. CMAs that submit a list that exceeds their county share must identify and prioritize those projects that exceed the county share target.

Key Policies and Guidance

The following policies serve as the primary guidance in the development of the 2016 RTIP.

Key Eligibility Policies

Consistency with Regional and Local Plans

RTP Consistency

Plan Bay Area, the 2013 Regional Transportation Plan (RTP), lays out a vision of what the Bay Area transportation network should look like in 2040. An objective of *Plan Bay Area* is to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system that will serve the mobility needs of people and goods.

Programming policies governing the STIP and other flexible, multi-modal discretionary funding sources such as the federal Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Regional Transportation Improvement Program (RTIP) funds must be responsive to the strategies and goals of the Plan. New projects submitted for RTIP consideration must include a statement addressing how the project meets the strategies and goals set forth in the RTP.

Local Plans

Projects included in the RTIP must be included in a Congestion Management Plan (CMP) or Capital Improvement Program (CIP).

CTC Guidance

The California Transportation Commission (CTC) 2016 STIP guidelines were adopted on August 27, 2015. The MTC 2016 RTIP Policies, Procedures and Project Selection Criteria includes all changes in STIP policy implemented by the CTC. The entire CTC STIP Guidelines are available on the internet at: <http://www.dot.ca.gov/hq/transprog/ocip.htm>. All CMAs and project sponsors must follow the MTC and CTC STIP guidelines in the development and implementation of the 2016 RTIP/STIP.

2016 RTIP Development Schedule

Development of the 2016 RTIP under these procedures will be done in accordance with the schedule outlined in Appendix A-1 of these policies and procedures.

RTIP County Share Targets

Appendix A-2 of the Policies and Procedures provides the county share targets for each county for the 2016 RTIP. Each county's project list, due to MTC in draft form by October 14, 2015, should be constrained within these county share limits; however, there may be limited opportunities to advance future county shares. It is expected that MTC's RTIP will be developed using a region-wide aggregate of county-share targets and advancement of future county shares.

Project Eligibility

SB 45 (Chapter 622, Statutes 1997) defines the range of projects that are eligible for consideration in the RTIP. Eligible projects include state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

RTIP Project Solicitation

Each county congestion management agency (CMA), or countywide transportation planning agency for those counties that have opted out of the CMA requirement, is responsible for soliciting projects for its county share of the RTIP where the county target is greater than \$0. The CMA must notify all eligible project sponsors, including Caltrans and transit operators, of the process and deadlines for applying for RTIP funding.

Public Involvement Process

MTC is committed to having the CMAs as full partners in development of the RTIP. That participation likewise requires the full commitment of the CMAs to a broad, inclusive public involvement process consistent with MTC's Public Participation Plan (available online at http://www.mtc.ca.gov/get_involved/participation_plan.htm) and federal regulations, including Title VI. Federal regulations call for active outreach strategies in any metropolitan planning process, and opportunities for the public to get involved are important with the project selection process for the RTIP.

RTIP Projects in the Transportation Improvement Program (TIP)

In accordance with state and federal requirements, RTIP-funded projects must be programmed in the TIP prior to seeking a CTC allocation. In addition, a federal authorization to proceed (E-76) request must be submitted simultaneously with the RTIP allocation request to Caltrans and the CTC when the request includes federal funds. In the 2016 RTIP, all projects are subject to be a mix of federal and state funds, and require a federal authorization to proceed. Additionally, all STIP projects are to be included in the TIP and must have funds escalated to the year of expenditure, in accordance with federal regulations.

Regional Policies

ARRA RTIP Backfill Programming

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's STIP county share, and \$2 million from Alameda's STIP county share. In the 2014 RTIP, MTC programmed \$27 million to the I-680/SR-4 Interchange project in Contra Costa County, and \$4 million to the I-680 Freeway Performance Initiative (FPI) project in Alameda and Contra Costa Counties. If any of the funds are de-programmed from those projects, the RTIP funds will be re-programmed to a regional priority project(s) at MTC's discretion. These funds have the highest priority for funding in the RTIP, after GARVEE, AB 3090, and PPM projects.

County Programming Priorities

Alameda County

Alameda County Transportation Commission (ACTC) Resolution No. 14-007 (Revised) identifies RTIP funds as a source to meet ACTC's \$40 million commitment to AC Transit's East Bay Bus Rapid Transit (BRT) project. Further, Commission action for the Regional Measure 2 (RM2) Strategic Plan in May 2014, and the March 2015 RM2 allocation to AC Transit for the BRT project require that ACTC commit the RTIP or other funds for the BRT project in order to retire the BRT commitment by the 2018 STIP cycle. MTC may program funds directly from Alameda County's STIP share if no other fund source is identified by the 2018 STIP.

San Francisco County

MTC Resolution No. 4035, Revised, which sets forth the second cycle of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ)

funding, advanced \$34 million in federal funds for the Doyle Drive Replacement / Presidio Parkway project. In exchange, \$34 million San Francisco's STIP share shall be reserved for regional Freeway Performance Initiative (FPI)/Columbus Day Initiative (CDI)/Express Lanes projects. San Francisco shall commit these funds after PPM programming and the remaining commitment to the Central Subway project (about \$72 million).

Regional Advanced Mitigation Program (RAMP)

As a part of the Update to *Plan Bay Area*, MTC is exploring implementing a Regional Advance Mitigation Program (RAMP). RAMP would mitigate certain environmental impacts from groups of planned transportation projects, rather than mitigating on an inefficient per-project level. RTIP funds may be used to implement RAMP, including purchasing mitigation land bank credits, establishing a greenfield mitigation site, and purchasing conservation land easements and their endowments, as allowed under state and federal law. In instances where RTIP funds are not eligible for RAMP implementation, MTC encourages sponsors to exchange RTIP funds with eligible non-federal funds for RAMP. Such exchanges must be consistent with MTC's fund exchange policy, MTC Resolution No. 3331.

Regional Planning, Programming, and Monitoring (PPM) funds

Passage of Assembly Bill 2538 (Wolk, 2006) allows all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes in the STIP. Appendix A-2 identifies PPM amounts each county may program (note: no new programming of PPM is available in the 2016 RTIP). As agreed with the CMAs, MTC will program a portion of each county's PPM for regional PPM activities each year. MTC's currently programmed amounts for regional PPM activities in FY 2016-17, FY 2017-18, and FY 2018-19, will not change in the 2016 RTIP; the CMAs may choose to respread their county portion of the PPM funds over the five-year RTIP period.

Caltrans Project Nomination

Senate Bill 1768 (Chapter 472, Statutes 2002) authorizes the Department of Transportation to nominate or recommend projects to be included in the RTIP to improve state highways using regional transportation improvement funds. To be considered for funding in the RTIP, the Department must submit project nominations directly to the applicable CMA (or countywide transportation planning agency for those counties that have opted out of the CMA requirement). The Department should also identify any additional state highway improvement needs within the county that could be programmed within the 3 years beyond the end of the current STIP period. The Department must submit these programming recommendations and identification of state highway improvement needs to the CMA within the timeframe and deadline prescribed by the applicable CMA. In addition, the Department must also provide a list of projects and funding amounts for projects currently planned on the State Highway System over the 2016 STIP period to be funded with local and regional funds.

Title VI Compliance

Investments made in the RTIP must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, disability, and national origin in programs and

activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. The CMA must consider equitable solicitation and selection of project candidates in accordance with federal Title VI and Environmental Justice requirements.

Intelligent Transportation Systems Policy

In collaboration with federal, state, and local partners, MTC developed the regional Intelligent Transportation Systems (ITS) architecture. The San Francisco Bay Area Regional ITS Plan is a roadmap for transportation systems integration in the Bay Area over the next 10 years. The plan provides methods to make the most out of technological advances by developing a strategy for deployment and a framework, or architecture, for linking the region's transportation systems.

MTC, state and federal agencies require projects funded with federal highway trust funds to meet applicable ITS architecture requirements. Since the 2006 RTIP, MTC requires all applicable projects to conform to the regional ITS architecture. Through the on-line Fund Management System (FMS) application process, 2016 RTIP 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>.

MTC Resolution No. 4104 Compliance – Traffic Operations System Policy

All major new freeway projects included in *Plan Bay Area* and subsequent regional transportation plans shall include the installation and activation of freeway traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. MTC requires all applicable RTIP projects to 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, upgrades a segment to freeway status, modifies a freeway interchange, modifies freeway ramps, or reconstructs an existing freeway. TOS elements may include, but are not limited to, changeable message signs, closed-circuit television cameras, traffic monitoring stations and detectors, highway advisory radio, and ramp meters.

As set forth in MTC Resolution No. 4104, for any jurisdiction in which MTC finds that ramp metering and TOS elements are installed but not activated or in operation, MTC will consider suspending fund programming actions for STIP funding until the Ramp Metering Plan is implemented and the ramp meters and related TOS elements are activated and remain operational, and MTC deems the requirements of the regional TOS policy have been met. Furthermore, in any county in which a jurisdiction fails to include the installation and activation of TOS elements in an applicable freeway project, including ramp metering as identified in the Ramp Metering Plan, projects to install and activate the appropriate ramp meters and TOS elements omitted from the project shall have priority for programming of new STIP funding for that county. STIP projects that do not meet the provisions of MTC Resolution No. 4104 are subject to de-programming from the federal TIP.

Columbus Day Initiative, Managed Lanes Implementation Plan and Regional Express Lane (HOT) Network

All projects on the state highway system must demonstrate a scope and funding plan that includes Traffic Operations System (TOS) elements, consistent with the section above. Projects must also include any additional traffic operations recommendations resulting MTC's Columbus Day Initiative (CDI) and/or Managed Lanes Implementation Plan (MLIP). As part of CDI, advanced technologies to support connected vehicles (dedicated short-range communications equipment, advanced wireless communications, advanced vehicle-sensors, etc.) should be included where possible. Additionally, projects on the State Highway System proposed for programming in the 2016 RTIP should be consistent with the planned Regional Express Lane (High-Occupancy Toll) Network and the MLIP. For new RTIP funding commitments on the Regional Express Lane Network, the CMAs should work with MTC to determine the appropriateness of advance construction elements (such as structures and conduit) to support the future conversion of general purpose/HOV lanes to express lanes if identified.

Bay Area Interregional Transportation Improvement Program (ITIP) Priorities

In order to support Caltrans District 4 in successfully programming ITIP projects in the Bay Area, MTC worked with the CMAs and District to formulate four guiding principles for prioritizing ITIP projects. The principles are:

- Support high cost-benefit ratio projects on the State Highway System (such as Freeway Performance Initiative (FPI) type projects)
- Support High-Occupancy Vehicle (HOV) lane gap closures, with emphasis on those that support the Regional Express Lane Network.
- Support high speed rail early investments and intercity/commuter rail
- Support future goods movement and trade corridors

These principles are consistent with *Plan Bay Area* assumptions. MTC supported these principles in a comment letter to Caltrans regarding the 2015 Interregional Transportation Strategic Plan (ITSP), which was adopted in August. Since there is no new programming capacity in the 2016 STIP, the region will continue to work with Caltrans on programming opportunities in future ITIP cycles.

MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan

On February 24, 2010, MTC approved Resolution No. 3866, which documents 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. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict or reprogram funds or allocations.* Res. 3866 supersedes MTC's earlier coordination plan, Res. 3055.

One goal in establishing Res. 3866 was to incorporate detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements. For this reason, some documents are referenced in Res. 3866 and available for download at <http://www.mtc.ca.gov/planning/tcip>. Transit operators must comply with these more

detailed documents in order to comply with Res. 3866. MTC may periodically update these documents in consultation with transit agencies.

Accommodations for Bicyclists, Pedestrians and Persons with Disabilities

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: “pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products.” In addition, MTC’s Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. MTC’s Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that “all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64”.

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

Federal Policy Mandates

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides best practices concepts as outlined in the US DOT “Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations.” (http://www.fhwa.dot.gov/environment/bicycle_pedestrian/overview/policy_accom.cfm)

State Policy Mandates

The California Complete Streets Act (AB 1358) of 2008 encourages cities to make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity to reduce vehicle miles traveled (VMT). Government Code Section 65302(b)(2)(A) and (B) states that any substantial revision of the circulation element of the General Plan to consider all users.

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

Caltrans Deputy Directive 64 (http://www.dot.ca.gov/hq/tpp/offices/bike/sites_files/DD-64-R1_Signed.pdf), states: “the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department’s practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure.”

Regional Policy Mandates

All projects programmed during the RTIP must consider the impact to bicycle transportation, pedestrians and persons with disabilities, consistent with MTC Resolution No. 3765. The Complete Streets Checklist (also known as “Routine Accommodations Checklist”) is incorporated as Part 5 of the Project Application. Furthermore, it is encouraged that all bicycle projects programmed in the RTIP support the Regional Bicycle Network. Guidance on considering bicycle transportation can be found in MTC’s 2009 Regional Bicycle Plan (a component of Transportation 2035) and Caltrans Deputy Directive 64. MTC’s Regional Bicycle Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC’s Web site at: <http://www.mtc.ca.gov/planning/bicyclespedestrians/>.

To be eligible for RTIP funds, a local jurisdiction with local streets and roads must have either a complete streets policy or resolution, or general plan updated after 2010, that complies with the Complete Streets Act of 2008 prior to January 31, 2016. Further information is available online at: http://www.mtc.ca.gov/funding/onebayarea/complete_streets.htm.

State Policies

Grant Anticipation Revenue Vehicle (GARVEE) Bonding

Chapter 862 of the Statutes of 1999 (SB 928) authorizes the State Treasurer to issue GARVEE bonds and authorizes the California Transportation Commission (CTC) to select projects for accelerated construction from bond proceeds. Bond repayment is made through annual set asides of the county share of future State Transportation Improvement Program (STIP) funds. Bond repayments are typically made over several STIP programming periods.

In accordance with state statute and the CTC GARVEE guidelines, GARVEE debt repayment will be the highest priority for programming and allocation within the particular county Regional Improvement Program (RIP) share until the debt is repaid. In the event that the RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the RIP county share balance for that particular county will become negative through the advancement of future RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using RIP county share within that particular county would need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations.

The CTC is responsible for programming the funds, derived from federal sources, as GARVEE debt service and the State Treasurer is responsible for making the debt service payments for these projects. In the 2016 STIP, CTC will consider new GARVEE projects via STIP amendment only, and not during the 2016 STIP process.

AB 3090 Project Replacement or Reimbursement

AB 3090 (Statutes of 1992, Chapter 1243) allows a local jurisdiction to advance a project included in the STIP to an earlier fiscal year through the use of locally-controlled funds. With the concurrence of the appropriate CMA, MTC, the California Transportation Commission and Caltrans, one or more replacement state transportation project shall be identified and included in the STIP for an equivalent

amount and in the originally scheduled fiscal year or a later year of the advanced project. Alternately, the advanced project can be reimbursed in the originally scheduled fiscal year or a later year.

Projects approved for AB 3090 consideration must award a contract within six months of the CTC approval. The allocation of AB 3090 reimbursement projects is the highest priority in the MTC region. In the 2016 STIP, CTC will consider new AB 3090 requests via STIP amendment only, and not during the 2016 STIP process. Sponsors wishing to use AB 3090s for their projects should contact MTC and CTC for inclusion in the AB 3090 Plan of Projects, which is updated on an as-needed basis.

SB 184 Advance Expenditure of Funds

SB 184 (Statutes of 2007, Chapter 462) authorizes a regional or local entity to expend its own funds for any component of a transportation project within its jurisdiction that is programmed in the current fiscal year and for which the Commission has not made an allocation. The amount expended would be authorized to be reimbursed by the state, subject to annual appropriation by the Legislature, if (1) the commission makes an allocation for, and the department executes a fund transfer agreement for, the project during the same fiscal year as when the regional or local expenditure was made; (2) expenditures made by the regional or local entity are eligible for reimbursement in accordance with state and federal laws and procedures; and (3) the regional or local entity complies with all legal requirements for the project, as specified.

MTC discourages the use of SB 184 since allocation of funds is not guaranteed. Therefore, sponsors are exposing themselves to the risk of expending local funds with no guarantee that the STIP funds will be allocated.

Should a sponsor want to proceed with an SB 184 request, the sponsor must notify the CMA, MTC and Caltrans in writing on agency letterhead in accordance with Caltrans Local Assistance procedures.

AB 608 Contract Award Provisions

AB 608 authorizes the adjustment by the CTC of a programmed project amount in the STIP if the Caltrans-sponsored construction contract award amount for a project is less than 80% of the engineer's final estimate, excluding construction engineering.

The CTC will not approve any AB 608 request after 120 days from the contract award. Sponsors intending to take advantage of AB 608 project savings must notify Caltrans and the CMA within 30 days of the contract award, to ensure the request to the CTC can be processed in time to meet the CTC's deadline.

Limitations on State-Only Funding

In 2011, the State adopted AB 105, which eliminates the sales tax on gasoline and replaces it with a commensurate increase in the excise tax on gasoline. Excise taxes are deposited into the State Highway Account, which also includes federal funds. Therefore, projects programmed in the 2016

STIP will receive a combination of state and federal funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules, unless they are granted a state-only funding exception by the CTC.

Article XIX Compliance for Transit Projects

Article XIX of the California State Constitution restricts the use of State Highway Account (SHA) funds on transit projects. In order for existing and new projects to be programmed in the STIP, the project sponsor or the CMA must provide documentation that verifies the STIP transit project is either 1) eligible for federal funds, or 2) meets Article XIX requirements that only fixed guideway projects in a county that has passed a measure authorizing the use of SHA funds on transit projects may use SHA funds. Also refer to the next section regarding “Matching Requirements.”

Matching Requirements on Highway and Transit Projects

A local match is not required for projects programmed in the STIP, except under special situations affecting projects subject to Article XIX restrictions established by the State Constitution. Article XIX limits the use of state revenues in the State Highway Account (SHA) to state highways, local roads, and fixed guideway facilities. Other projects, such as rail rolling stock and buses, are not eligible to receive state funds from the SHA. Article XIX restricted projects must therefore be funded with either a combination of federal STIP funding and matching STIP funds from the Public Transportation Account (PTA), or with 100 percent federal STIP funds in the State Highway Account (which requires a non-federal local match of 11.47% from a non-STIP local funding source or approved use of toll credits).

Project sponsors wishing to use STIP PTA funds as matching funds for Article XIX restricted projects must note such a request in the “Special Funding Conditions” section of the RTIP Application Nomination sheet, and obtain approval from Caltrans through the state-only approval process as previously described. Otherwise, the CTC may assume any Article XIX restricted STIP project will be funded with 100 percent federal funds.

Governor’s Executive Orders

The STIP Guidelines adopted by the CTC recognizes two proclamations and executive orders by Governor Brown. First, in recognition of the historic drought, the CTC expects any landscape projects currently programmed but not yet allocated and awarded, or any new landscape projects, will include drought tolerant plants and irrigation. Second, consistent with Executive Order B-30-15 (April 29, 2015), projects proposed for RTIP funds must consider the State’s greenhouse gas emission reduction targets. Projects subject to a project-level performance evaluation are expected to include measures and analyses that address greenhouse gas emission reductions.

General Guidance

Project Advancements

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The CTC will consider making advanced allocations based on a finding that the allocation will not delay availability of funding for other projects programmed in earlier years than the

project to be advanced and with the approval of the responsible regional agency if county share funds are to be advanced. Project advancements are unlikely during the first three years of the 2016 STIP period. In project and financial planning, sponsors should not expect the CTC to advance any projects.

Unprogrammed Shares

The counties and the region may propose to leave county share STIP funds unprogrammed for a time to allow adequate consideration of funding options for future projects. The CTC particularly encourages Caltrans and the regional agencies to engage in early consultations to coordinate their ITIP and RTIP proposals for such projects. Counties intending to maintain an unprogrammed balance of its county share for future program amendments prior to the next STIP must include a statement of the intentions for the funds, including the anticipated use of the funds, as well as the amount and timing of the intended STIP amendment(s). However, access to any unprogrammed balance is subject to availability of funds, and is not expected to be approved by the CTC until the next STIP programming cycle.

Countywide RTIP Listing

By October 14, 2015, each county Congestion Management Agency or countywide transportation planning agency must submit to MTC a draft proposed countywide RTIP project listing showing the proposed programming of county shares. The final list is due to MTC by November 4, 2015, and must include the final project applications for any new projects added to the STIP (or any significantly revised existing STIP projects) and appropriate project level performance measure analysis.

Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the 2016 RTIP must meet all MTC project-screening criteria listed in Appendix A-3 of this guidance. Of utmost importance are the project readiness requirements.

RTIP Applications

Project sponsors must complete an application for each new project proposed for funding in the RTIP, consisting of the items included in Appendix A-4 of this guidance. In addition to MTC's Fund Management System (FMS) application, project sponsors must use the Project Programming Request (PPR) forms provided by Caltrans for all projects. CMAs should submit PPRs for all projects (including existing projects with no changes) on the revised form provided by Caltrans. The nomination sheet must be submitted electronically for upload into the regional and statewide databases. Existing projects already programmed in the STIP with proposed changes should propose an amendment in MTC's FMS, and submit both electronically and in hard copy a revised PPR provided by Caltrans.

STIP Performance Measures: Regional and Project-Level Analyses

The CTC continues to require performance measures in the RTIP and ITIP review process for the 2016 RTIP. According to the STIP guidelines, a regional, system-level performance report must be submitted along with the RTIP submission. MTC staff will compile this report, focusing on applying the measures at the Regional Transportation Plan (RTP) level.

In addition, the 2016 STIP Guidelines require a project-level performance measure evaluation on all projects with total project costs over \$50 million or over \$15 million in STIP funds programmed. The project-level evaluation should address performance indicators and measures identified in Table A of the 2016 STIP Guidelines (see Appendix A-4 Part 4). The evaluation should also include a Caltrans-generated benefit/cost estimate, estimated impacts the project will have on the annual cost of operating and maintaining the state's transportation system, and estimated impact to greenhouse gas reduction efforts. The project-level evaluation must also be completed, if it has not already, on existing STIP projects with construction programmed, that exceed \$50 million in total project cost/\$15 million in STIP programming, and have had CEQA completed after December 2011. The CMAs are required to submit the project-level performance measures to MTC by the final application due date.

Completed Project Reporting

The 2016 STIP Guidelines require a report on all RTIP projects over \$20 million in total project cost completed between the adoption of the RTIP and the adoption of the previous RTIP (from December 2013 to December 2015). The report must include a summary of the funding plan and programming/allocation/expenditure history, as well as a discussion of project benefits that were anticipated prior to construction compared with an estimate of the actual benefits achieved. The CMAs are required to submit the completed project reporting information to MTC by the final application due date.

Regional Projects

Applications for projects with regionwide or multi-county benefits should be submitted to both MTC and the affected county CMAs for review. Regional projects will be considered for programming in the context of other county project priorities. MTC staff will work with the interested parties (CMAs and project sponsors) to determine the appropriate level of funding for these projects and negotiate county contributions of the project cost. County contributions would be based on population shares of the affected counties, or other agreed upon distribution formulas.

85-115% Adjustments

MTC may, pursuant to Streets and Highways Code Section 188.8 (k), pool the county shares within the region, provided that each county shall receive no less than 85 percent and not more than 115 percent of its county share for any single STIP programming period and 100 percent of its county share over two STIP programming cycles.

MTC may recommend use of the 85%-115% rule provided for in SB 45 to ensure, as needed, that the proper scope of projects submitted for programming can be accommodated. MTC will also work with CMAs to recommend other options, such as phased programming across STIP cycles, to ensure that sufficient funding and concerns such as timely use of funds are adequately addressed.

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

SB 45 established strict timely use of funds and project delivery requirements for transportation projects programmed in the STIP. Missing critical milestones could result in deletion of the project

from the STIP, and a permanent loss of the funds to the county and region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the STIP. While SB 45 provides some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606, Revised, details the Regional Project Delivery Policy for Regional Discretionary Funding, which may be more restrictive than the State's delivery policy. See Attachment C to MTC Resolution No. 4208 for additional extension and amendment procedures.

Allocation of Funds - Requirements

To ensure there is no delay in the award of the construction contract (which CTC guidelines and MTC Resolution No. 3606 require within six months of allocation), STIP allocation requests for the construction phase of federally-funded projects must be accompanied by the complete and accurate Request for Authorization (RFA) package (also known as the E-76 package). Concurrent submittal of the CTC allocation request and the RFA will minimize delays in contract award. Additionally, for the allocation of any non-environmental phase funds (such as for final design, right of way, or construction), the project sponsor must demonstrate that both CEQA and NEPA documents are completed and certified for federalized projects.

Notice of Cost Increase

For projects with a total estimated cost over \$25 million, the implementing agency must perform quarterly project cost evaluations. If a cost increase greater than 10 percent of the total estimated cost of the particular phase is identified, the implementing agency must notify and submit an updated Project Programming Request (PPR) form to the appropriate CMA and MTC. In the event that a project is divided into sub-elements, the implementing agency will include all project sub-elements (i.e. landscaping, soundwalls, adjacent local road improvements) in the quarterly cost evaluation.

Early notification of cost increases allows the CMA and MTC to assist in developing strategies to manage cost increases and plan for future county share programming.

Cost Escalation for Caltrans-Implemented Projects

CTC remains very critical of unexpected cost increases to projects funded by the STIP. In order to ensure that the amounts programmed in the STIP are accurate, MTC encourages the CMAs to consult with Caltrans and increase Caltrans project costs by an agreed-upon escalation rate if funds are proposed to be shifted to a later year. This will currently only apply to projects implemented by Caltrans.

Notice of Contract Award

Caltrans has developed a procedure (Local Programs Procedures LPP-01-06) requiring project sponsors to notify Caltrans immediately after the award of a contract. Furthermore, Caltrans will not make any reimbursements for expenditures until such information is provided. Project sponsors must also notify MTC and the appropriate CMA immediately after the award of a contract. To ensure proper monitoring of the Timely Use of Funds provisions of SB 45, project sponsors are required to provide MTC and the county CMA with a copy of the LPP-01-06 "Award Information for STIP Projects –

Attachment A” form, when it is submitted to Caltrans. This will assist MTC and the CMA in maintaining the regional project monitoring database, and ensure accurate reporting on the status of projects in advance of potential funding lapses. In accordance with CTC and Caltrans policies, construction funds must be encumbered in a contract within six months of allocation.

<p style="text-align: center;">METROPOLITAN TRANSPORTATION COMMISSION 2016 Regional Transportation Improvement Program Draft Development Schedule (Subject to Change) August 3, 2015</p>	
March 26, 2015	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting – Irvine)
May 28, 2015	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting – Fresno)
June 25, 2015	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting – Sacramento)
June 15, 2015	Partnership Technical Advisory Committee (PTAC) / Programming and Delivery Working Group (PDWG) discussion and review of initial issues and schedule for 2016 RTIP
June 24, 2015	Governor signs State Budget
July 20, 2015	PDWG discussion of proposed RTIP Policies and Procedures
July 23, 2015	STIP Fund Estimate and Guidelines Workshop (Sacramento)
August 27, 2015	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting – San Diego)
September 2, 2015	Draft RTIP Policies and Procedures published online and emailed to stakeholders for public comment
September 9, 2015	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 23, 2015	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 14, 2015	CMAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Complete Streets Checklist for new projects.
October 19, 2015	PTAC scheduled review of draft RTIP
November 4, 2015	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support, and Certification of Assurances due to MTC (Final Complete Applications due)
December 2, 2015	Draft RTIP scheduled to be available for public review
December 9, 2015	PAC scheduled review of RTIP and referral to Commission for approval
December 15, 2015	2016 RTIP due to CTC (PAC approved project list will be submitted)
December 16, 2015	MTC Commission scheduled approval of 2016 RTIP (Full RTIP to be transmitted to CTC within one week of Commission approval)
January 21, 2016	CTC 2016 STIP Hearing – Northern California (CTC Meeting – Sacramento)
January 26, 2016	CTC 2016 STIP Hearing – Southern California (TBD)
February 19, 2016	CTC Staff Recommendations on 2016 STIP released
March 16-17, 2016	CTC adopts 2016 STIP (CTC Meeting – Southern California)

Shaded Area – Actions by Caltrans or CTC

2016 STIP Fund Estimate County Targets

Metropolitan Transportation Commission

Table 1: County Share Targets

	2016 STIP New Program Targets
Alameda	0
Contra Costa	0
Marin	0
Napa	0
San Francisco	0
San Mateo	0
Santa Clara	0
Solano	0
Sonoma	0
Bay Area Totals	0

Note: While CTC did not provide annual targets, many existing projects may be re-programmed to the last two years (FY 2019-20 and FY 2020-21) due to capacity constraints.

*Table 2: Planning, Programming, and Monitoring Amounts
FY 2019-20 and FY 2020-21*

	2016 STIP New PPM Targets
Alameda	0
Contra Costa	0
Marin	0
Napa	0
San Francisco	0
San Mateo	0
Santa Clara	0
Solano	0
Sonoma	0
Bay Area Totals	0

Note: Existing PPM programming remains unchanged

**2016 Regional Transportation Improvement Program
Policies, Procedures and Project Selection Criteria
Appendix A-3: 2016 RTIP Project Screening Criteria**

Eligible Projects

A. Eligible Projects. SB 45 (Chapter 622, Statutes 1997) defined the range of projects that are eligible for consideration in the RTIP. Eligible projects include, state highway improvements, local road improvements and rehabilitation, public transit, intercity rail, grade separation, pedestrian and bicycle facilities, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety. Due to the current fund make up of the STIP, sponsors should expect that all projects programmed in the STIP include a mix of state and federal funds.

Planning Prerequisites

- B. RTP Consistency.** Projects included in the RTIP must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires to be consistent with federal planning and programming requirements. Each project to be included in the RTIP must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number.
- C. CMP Consistency.** Local projects must also be included in a 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 inclusion in the RTIP.
- D. PSR or PSR Equivalent is Required.** Projects in the STIP must have a complete Project Study Report (PSR) or, for a project that is not on a state highway, a project study report equivalent or major investment study. The intent of this requirement is to ensure that the project scope, cost and schedule have been adequately defined and justified. Projects with a circulating draft or final environmental document do not need a PSR. This requirement is particularly important in light of SB 45 timely use of funds requirements, discussed below.

The required format of a PSR or PSR equivalent varies by project type. Additional guidance on how to prepare these documents is available on the internet at the addresses indicated within Part 3 (PSR, or equivalent) of Appendix A-4: 2016 RTIP Project Application, which includes a table categorizing PSR and PSR equivalent requirements by project type.

Project Costs and Phases

E. Escalated Costs. All projects will count against share balances on the basis of their fully escalated (inflated) costs. All RTIP project costs must be escalated to the year of expenditure.

As required by law, inflation estimates for Caltrans operations (capital outlay support) costs are based on the annual escalation rate established by the Department of Finance.

Local project sponsors may use the state escalation rates or their own rates in determining the escalated project cost in the year programmed.

F. Project Phases. Projects must be separated into the following project components:

1. Completion of all studies, permits and environmental studies (ENV)
2. Preparation of all Plans, Specifications, and Estimates (PS&E)
3. Acquisition of right-of-way (ROW)
4. Construction and construction management and engineering, including surveys and inspections.” (CON)

Note: Right-of-way and construction components on Caltrans projects must be further separated into capital costs and Caltrans support costs (ROW-CT and CON-CT).

The project sponsor/CMA must display the project in these four components (six for Caltrans projects) in the final submittal. STIP funding amounts programmed for any component shall be rounded to the nearest \$1,000. Additionally, unless substantially justified, no project may program more than one project phase in a single fiscal year. Caltrans-sponsored projects are exempt from this prohibition. Additionally, right of way (ROW) funds may be programmed in the same year as final design (PS&E) if the environmental document is approved. ROW funds may be programmed in the same year as construction (CON) only if the project does not have significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals (see section L). The CTC will not allocate PS&E, ROW, or CON funding until CEQA and NEPA (if federalized) documents are complete and submitted to CTC.

All requests for funding in the RTIP for projects on the state highway system and implemented by an agency other than the Department must include any oversight fees within each project component cost, as applicable and as identified in the cooperative agreement. This is to ensure sufficient funding is available for the project component.

G. Minimum Project Size. New projects or the sum of all project components per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (from 2010 U.S. Census data: Alameda, Contra Costa, and Santa Clara Counties), and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties), with the following exceptions:

- (a) Funds used to match federal funds;
- (b) Planning, Programming and Monitoring (PPM);
- (c) Projects for landscaping and mitigation of State highway projects, including soundwalls;
- (d) Caltrans project support components not allocated by the Commission; and
- (e) Right-of-way capital outlay for Caltrans, which is not allocated by the Commission on a project basis.

Other exceptions may be made on a case-by-case basis.

H. Fiscal Years of Programming. The 2016 STIP covers the five-year period from FY 2016-17 through 2020-21. The 2016 STIP has a shortfall in funding in the first three years, which may require counties to delay certain projects in order to align programming with available funding. If a

project will not be ready for allocation in a certain year, project sponsors should delay funds to a later year of the five-year STIP period.

Readiness Standards

- I. Project Phases Must Be Ready in the Year Proposed.** Funds designated for each project component will only be available for allocation until the end of the fiscal year in which the funds are programmed in the STIP. Once allocated, the sponsor will have two additional years beyond the end of the programmed fiscal year to expend pre-construction STIP funds. For construction, the sponsor will have six months to award a contract and three years to expend funds after project award. Project sponsors must invoice at least once in a six-month period following the allocation of funds. It is therefore very important that projects be ready to proceed in the year programmed.
- J. Completion of Environmental Process.** Government Code Section 14529(c) requires that funding for right-of-way acquisition and construction for a project may be included in the STIP only if the CTC makes a finding that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five year STIP period. Furthermore, in compliance with Section 21150 of the Public Resources Code, the CTC may not allocate funds to local agencies for design, right-of-way, or construction prior to documentation of environmental clearance under the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) for federally-funded projects. Therefore, project sponsors must demonstrate to MTC that these requirements can be reasonably expected to be met prior to programming final design, right-of-way, or construction funds in the RTIP. Final CEQA documents (aside from Categorical Exemptions, or CEs) must be submitted to CTC prior to allocation. Additional information is available at: <http://www.catc.ca.gov/programs/enviro.htm>.
- K. Programming Project Components in Sequential STIP Cycles.** Project components may be programmed sequentially. That is, a project may be programmed for environmental work only, without being programmed for plans, specifications, and estimates (design). A project may be programmed for design without being programmed for right-of-way or construction. A project may be programmed for right-of-way without being programmed for construction. The CTC recognizes a particular benefit in programming projects for environmental work only, since projects costs and particularly project scheduling often cannot be determined with meaningful accuracy until environmental studies have been completed. As the cost, scope and schedule of the project is refined, the next phases of the project may be programmed with an amendment or in a subsequent STIP.
- When proposing to program only preconstruction components for a project, the implementing agency must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan. The anticipated total project cost and source of any uncommitted future funding must be identified.
- L. Sequential Phasing.** For most projects, the different project phases should be programmed sequentially in the STIP, i.e. environmental before design before right of way before construction. Projects with significant right of way acquisition or construction costs that require more than a

simple Categorical Exemption or basic permitting approvals, must not be programmed with the right of way and construction components in the same year as the environmental. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of design, right of way or construction. As prescribed in Section F, projects may not have more than one phase programmed per fiscal year, with the exceptions of Caltrans-sponsored preconstruction phases, and right of way (ROW) funds programmed with final design (PS&E) or construction (CON) where there are no significant ROW acquisitions necessary.

M. The Project Must Be Fully Funded. All local projects must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Appendix A-4 - Part 1 of this guidance.

The CTC will program a project component only if it finds that the component itself is fully funded, either from STIP funds or from other committed funds. The CTC will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including STP, CMAQ, and Federal formula transit funds, the commitment may be by Federal TIP adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

All regional agencies with rail transit projects shall submit full funding plans describing each overall project and/or useable project segment. Each plan shall list Federal, State, and local funding categories by fiscal year over the time-frame that funding is sought, including funding for initial operating costs. Moreover, should the project schedule exceed the funding horizon, then the amount needed beyond what is currently requested shall be indicated. This information may be incorporated in the project application nomination sheets.

N. Field Review for Federally Funded Local Projects. One way to avoid unnecessary STIP amendment and extension requests is to conduct a field review as early as possible, so potential issues may be identified with sufficient time for resolution.

For all projects in the 2016 RTIP (anticipated to be a mix of federal and state funding), the project sponsor agrees to contact Caltrans and schedule and make a good faith effort to complete a project field review within 6-months of the project being included in the Transportation Improvement Program (TIP). For the 2016 STIP, Caltrans field reviews should be completed by September 1, 2016 for federal aid projects programmed in 2016-17 and 2017-18. The requirement does not apply to planning activities, state-only funded projects, or STIP funds to be transferred to the Federal Transit Administration (FTA).

Other Requirements

- O. Availability for Audits.** Sponsors must agree to be available for an audit if requested. Government Code Section 14529.1 “The commission [CTC] shall request that the entity receiving funds accept an audit of funds allocated to it by the commission, if an audit is deemed necessary.”
- P. Interregional Projects May Be Proposed Under Some Restrictive Circumstances.** The project must be a usable segment and be more cost-effective than a Caltrans alternative project. Government Code Section 14527 (c) “A project recommended for funding by the RTPA in the Interregional Improvement Program shall constitute a usable segment, and shall not be a condition for inclusion of other projects in the RTIP.” Government Code Section 14529 (k) “... the commission [CTC] must make a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department....”
- Q. Premature Commitment of Funds.** The project sponsor may not be reimbursed for expenditures made prior to the allocation of funds by the CTC (or by Caltrans under delegation authority), unless the provisions of Senate Bill 184 are met in accordance with the CTC Guidelines for Implementation of SB 184. Under no circumstances may funds be reimbursed for expenditures made prior to the funds being programmed in the STIP or prior to the fiscal year in which the project phase is programmed. In addition, the sponsor must make a written request to Caltrans prior to incurring costs, in accordance with Caltrans Locals Assistance Procedures for SB 184 implementation.
- R. State-Only Funding.** The 2016 RTIP is expected to be funded with a mix of federal and state funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules, unless they are granted a state-only funding exception by the CTC. Project sponsors are expected to meet all requirements of Article XIX in selecting projects receiving state-only funding. This includes sponsors or the CMA providing documentation verifying the county passed a measure allowing for the use of state-only State Highway Account funds on fixed guideway projects, should RTIP funds be proposed for use on non-federalized fixed guideway transit projects.
- S. Federal Transportation Improvement Program.** All projects programmed in the STIP must also be programmed in the federal Transportation Improvement Program (TIP), regardless of fund source. Project sponsors are encouraged to submit TIP amendment requests immediately following inclusion of the project into the STIP by the CTC. The project listing in the TIP must include total project cost by phase regardless of the phase actually funded by the CTC. STIP projects using federal funds will not receive federal authorization to proceed without the project being properly listed in the TIP.
- T. Agency Single Point of Contact.** Project sponsors shall assign a single point of contact within the agency to address programming and project delivery issues that may arise during the project life cycle. The name, title, and contact information of this person shall be furnished to the CMA and MTC at the time of project application submittal. This shall also serve as the agency contact for all FHWA-funded projects.

2016 Regional Transportation Improvement Program (RTIP)
Appendix A-4: 2016 RTIP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the 2016 RTIP. The application consists of the following five parts and are available on the Internet (as applicable) at: <http://www.mtc.ca.gov/funding/>

1. Resolution of local support
2. Project Study Report (PSR), or equivalent
3. RTIP Project Programming Request (PPR) form (with maps) (must be submitted electronically)
4. Performance Measures Worksheet (if applicable)
5. Complete Streets Checklist (if applicable: check with CMA or on MTC's website, listed above)

Part 1: Sample Resolution of Local Support

Note: Use the latest version of the Resolution of Local Support at: <http://www.mtc.ca.gov/funding/onebayarea/>

Resolution No. _____

Authorizing the filing of an application for funding assigned to MTC and committing any necessary matching funds and stating the assurance to complete the project

WHEREAS, (INSERT APPLICANT NAME HERE) (herein referred to as APPLICANT) is submitting an application to the Metropolitan Transportation Commission (MTC) for **(INSERT FUNDING \$ AMOUNT HERE)** in funding assigned to MTC for programming discretion, which includes federal funding administered by the Federal Highway Administration (FHWA) and federal or state funding administered by the California Transportation Commission (CTC) such as Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, Transportation Alternatives (TA) funding, and Regional Transportation Improvement Program (RTIP) funding (herein collectively referred to as REGIONAL DISCRETIONARY FUNDING) for the **(INSERT PROJECT TITLE(S) HERE)** (herein referred to as PROJECT) for the **(INSERT MTC PROGRAM(S) HERE)** (herein referred to as PROGRAM); and

WHEREAS, the Moving Ahead for Progress in the 21st Century Act (Public Law 112-141, July 6, 2012) and any extensions or successor legislation for continued funding (collectively, MAP 21) authorize various federal funding programs including, but not limited to the Surface Transportation Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives Program (TA) (23 U.S.C. § 213); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6 and §182.7 and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

WHEREAS, pursuant to MAP-21, and any regulations promulgated thereunder, eligible project sponsors wishing to receive federal or state funds for a regionally-significant project shall submit an application first with the appropriate MPO, or RTPA, as applicable, for review and inclusion in the federal Transportation Improvement Program (TIP); and

WHEREAS, MTC is the MPO and RTPA for the nine counties of the San Francisco Bay region; and

WHEREAS, MTC has adopted a Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) that sets out procedures governing the application and use of REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, APPLICANT is an eligible sponsor for REGIONAL DISCRETIONARY FUNDING; and

WHEREAS, as part of the application for REGIONAL DISCRETIONARY FUNDING, MTC requires a resolution adopted by the responsible implementing agency stating the following:

- the commitment of any required matching funds; and
- that the sponsor understands that the REGIONAL DISCRETIONARY FUNDING is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with additional REGIONAL DISCRETIONARY FUNDING; and
- that the PROJECT will comply with the procedures, delivery milestones and funding deadlines specified in the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised); and
- the assurance of the sponsor to complete the PROJECT as described in the application, subject to environmental clearance, and if approved, as included in MTC's federal Transportation Improvement Program (TIP); and
- that the PROJECT will have adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and
- that the PROJECT will comply with all project-specific requirements as set forth in the PROGRAM; and
- that APPLICANT has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and
- in the case of a transit project, the PROJECT will comply with MTC Resolution No. 3866, revised, which sets forth the requirements of MTC's Transit Coordination Implementation Plan to more efficiently deliver transit projects in the region; and
- in the case of a highway project, the PROJECT will comply with MTC Resolution No. 4104, which sets forth MTC's Traffic Operations System (TOS) Policy to install and activate TOS elements on new major freeway projects; and
- in the case of an RTIP project, state law requires PROJECT be included in a local congestion management plan, or be consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and

WHEREAS, that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and

WHEREAS, there is no legal impediment to APPLICANT making applications for the funds; and

WHEREAS, there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and

WHEREAS, APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and

WHEREAS, MTC requires that a copy of this resolution be transmitted to the MTC in conjunction with the filing of the application.

NOW, THEREFORE, BE IT RESOLVED that the APPLICANT is authorized to execute and file an application for funding for the PROJECT for REGIONAL DISCRETIONARY FUNDING under MAP-21 or continued funding; and be it further

RESOLVED that APPLICANT will provide any required matching funds; and be it further

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for the project is fixed at the MTC approved programmed amount, and that any cost increases must be funded by the APPLICANT from other funds, and that APPLICANT does not expect any cost increases to be funded with additional REGIONAL DISCRETIONARY FUNDING; and be it further

RESOLVED that APPLICANT understands the funding deadlines associated with these funds and will comply with the provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, revised) and APPLICANT has, and will retain the expertise, knowledge and resources necessary to deliver federally-funded transportation and transit projects, and has assigned, and will maintain a single point of contact for all FHWA- and CTC-funded transportation projects to coordinate within the agency and with the respective Congestion Management Agency (CMA), MTC, Caltrans, FHWA, and CTC on all communications, inquires or issues that may arise during the federal programming and delivery process for all FHWA- and CTC-funded transportation and transit projects implemented by APPLICANT; and be it further

RESOLVED that PROJECT will be implemented as described in the complete application and in this resolution, subject to environmental clearance, and, if approved, for the amount approved by MTC and programmed in the federal TIP; and be it further

RESOLVED that APPLICANT has reviewed the PROJECT and has adequate staffing resources to deliver and complete the PROJECT within the schedule submitted with the project application; and be it further

RESOLVED that PROJECT will comply with the requirements as set forth in MTC programming guidelines and project selection procedures for the PROGRAM; and be it further

RESOLVED that, in the case of a transit project, APPLICANT agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution No. 3866, revised; and be it further

RESOLVED that, in the case of a highway project, APPLICANT agrees to comply with the requirements of MTC's Traffic Operations System (TOS) Policy as set forth in MTC Resolution No. 4104; and be it further

RESOLVED that, in the case of an RTIP project, PROJECT is included in a local congestion management plan, or is consistent with the capital improvement program adopted pursuant to MTC's funding agreement with the countywide transportation agency; and be it further

RESOLVED that APPLICANT is an eligible sponsor of REGIONAL DISCRETIONARY FUNDING funded projects; and be it further

RESOLVED that APPLICANT is authorized to submit an application for REGIONAL DISCRETIONARY FUNDING for the PROJECT; and be it further

RESOLVED that there is no legal impediment to APPLICANT making applications for the funds; and be it further

RESOLVED that there is no pending or threatened litigation that might in any way adversely affect the proposed PROJECT, or the ability of APPLICANT to deliver such PROJECT; and be it further

RESOLVED that APPLICANT authorizes its Executive Director, General Manager, or designee to execute and file an application with MTC for REGIONAL DISCRETIONARY FUNDING for the PROJECT as referenced in this resolution; and be it further

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

RESOLVED that the MTC is requested to support the application for the PROJECT described in the resolution and to include the PROJECT, if approved, in MTC's federal TIP.

RTIP Project Application

Part 2: Project Study Report (PSR), or equivalent

The required format of a PSR or PSR equivalent varies by project type. The following table categorizes PSR and PSR equivalent requirements by project type. Additional guidance on how to prepare these documents is available on the Internet at the addresses indicated below, or from MTC.

Project Study Report (PSR) Requirements
PSR and Equivalents by Project Type

Project Type	Type of Document Required *	Where to get more information
State Highway	Full PSR or PD/ENV Only	http://www.dot.ca.gov/hq/oppd/pdpm/pdpmn.htm
Local Roadway a. rehabilitation	PSR for local rehabilitation	http://www.dot.ca.gov/hq/LocalPrograms/psr1.pdf
b. capacity increasing or other project	PSR equivalent – project specific study with detailed scope and cost estimate	In most cases completing the Preliminary Environmental Study and Field Review forms in the Local Assistance Procedures Manual should be sufficient. These forms can be found at: <u>Preliminary Environmental--</u> http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm then look in chapter 6 pg 6-31. <u>Field Review --</u> http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm then look in chapter 7 pg 7-13.
Transit	State of California Uniform Transit Application	http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/state-uta-app-091906.pdf
Other	PSR equivalent with detailed scope and cost estimate	To be determined on a case by case basis

* In some instances a Major Investment Study (MIS) prepared under federal guidance may serve as a PSR equivalent where information provided is adequate for programming purposes.

RTIP Project Application

Part 3: Project Programming Request (PPR) Form

Applicants are required to submit a Project Programming Request (PPR) form in order to be considered for funding from the 2016 RTIP.

The PPR for new projects can be downloaded from the following location:

http://www.dot.ca.gov/hq/transprog/ocip/pprs/ppr_new_projects%20-%202015-04-02-fy%2016-17%20thru%2020-21.xlsm

The PPRs for existing projects can be downloaded from the following location:

http://www.dot.ca.gov/hq/transprog/ocip/pprs/pprs_2016/pprs_2016.html

Part 4: Performance Measures Worksheet

Applicants submitting nominations for projects with total project costs exceeding \$50 million, or have over \$15 million in STIP funds programmed, are required to submit a Performance Measure Worksheet.

The Worksheet template is available at the following location:

<http://www.catc.ca.gov/programs/stip.htm>

Select the “2016 STIP Guidelines” document. The template begins on page 46 of the guidelines, under “Appendix B: Performance Indicators, Measures, and Definitions”.

Part 5: Complete Streets Checklist

Applicants are required to include the Complete Streets (Routine Accommodations) Checklist with the application submittal to MTC for projects that will have an impact on bicycles or pedestrians. The Checklist is available from the Congestion Management Agencies and at the MTC website at

http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm.

MTC 2016 Regional Transportation Improvement Program

2016 RTIP as adjusted

November 25, 2015

(all numbers in thousands)

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year						
					Prior	16-17	17-18	18-19	19-20	20-21	
Alameda County Shares											
Alameda	ACTC	81J	SR-84 East-West Connector in Fremont	12,000	0	0	0	12,000	0	0	
San Mateo	BART	2103C	Daly City BART Station Intermodal Improvements	200	0	200	0	0	0	0	
Alameda	BART	2010C	BART Station Modernization Program (ALA)	3,726	0	0	0	3,726	0	0	
Regional	Caltrans	521K	I-680 Freeway Performance Initiative Project Ph. 2	0	0	0	0	0	0	0	
Sonoma	Caltrans	new	US-101 Marin-Sonoma Narrows Seg B2 Ph 2	2,000	0	2,000	0	0	0	0	
Alameda	MTC	2100	Planning, programming, and monitoring	406	0	131	135	140	0	0	
Alameda	ACTC	2179	Planning, programming, and monitoring	2,201	0	886	750	565	0	0	
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	3,063	0	0	3,063	0	0	0	
Alameda County Total				23,596	0	3,217	3,948	16,431	0	0	
Contra Costa County Shares											
Regional	Caltrans	521K	I-680 Freeway Performance Initiative Project Ph. 2	0	0	0	0	0	0	0	
Sonoma	Caltrans	new	US-101 Marin-Sonoma Narrows Seg B2 Ph 2	29,000	0	29,000	0	0	0	0	
Contra Costa	CCTA	298E	I-680/SR-4 Interchange, Widening of SR-4	14,710	0	5,100	9,610	0	0	0	
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	9,200	0	0	9,200	0	0	0	
Contra Costa	CCTA	222E	I-680 SB HOV Gap Closure (N. Main-Livorna)	15,557	0	0	15,557	0	0	0	
Contra Costa	CCTA	2025J	Kirker Pass Rd NB Truck Climbing Lane	2,650	0	0	0	2,650	0	0	
Contra Costa	CCTA	2025H	I-80/Central Ave Interchange, Ph 2 (Local Rd Realign)	2,000	0	0	0	2,000	0	0	
Contra Costa	BART	2010B	Walnut Creek BART TOD Intermodal Project	5,300	0	5,300	0	0	0	0	
Contra Costa	BART	2010C	BART Station Modernization Program (CC)	13,000	0	0	0	13,000	0	0	
Contra Costa	Hercules	2025G	Hercules Intermodal Transit Center (Building)	0	0	0	0	0	0	0	
Contra Costa	MTC	2118	Planning, programming, and monitoring	264	0	85	88	91	0	0	
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	1,518	0	609	455	454	0	0	
Contra Costa	Concord	2010D	Concord BART Station Bike/Ped Access Improvemts	1,007	0	1,007	0	0	0	0	
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	2,090	0	0	2,090	0	0	0	
Contra Costa Total				96,296	0	41,101	37,000	18,195	0	0	
Marin County Shares											
Marin	Fairfax	2128E	Fairfax Parkade Area Circulation Improvements	255	0	255	0	0	0	0	
Marin	TAM	2127C	Planning, programming, and monitoring	412	0	206	206	0	0	0	

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year					
					Prior	16-17	17-18	18-19	19-20	20-21
Marin	MTC	2127	Planning, programming, and monitoring	75	0	24	25	26	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	571	0	0	571	0	0	0
Marin County Total				1,313	0	485	802	26	0	0
Napa County Shares										
Napa	American Cyn	2130D	Devlin Rd and Vine Trail Extension	0	0	0	0	0	0	0
Napa	American Cyn	2130E	Eucalyptus Dr Extension	2,819	0	0	0	2,819	0	0
Napa	Napa City	2130F	California Ave Roundabouts	1,501	0	431	1,070	0	0	0
Napa	Calistoga	2130M	Petrified Forest Rd and SR-128, Intersection Improvements	475	0	0	50	425	0	0
Napa	Yountville	2130N	Hopper Creek Pedestrian Path (Oak Cir - Mission)	500	0	100	400	0	0	0
Napa	Napa County	2130P	Airport Blvd Rehabilitation	1,332	0	0	57	1,275	0	0
Napa	MTC	2130	Planning, programming, and monitoring	46	0	15	15	16	0	0
Napa	Napa TPA	1003E	Planning, programming, and monitoring	275	0	110	165	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	376	0	0	376	0	0	0
Napa County Total				7,324	0	656	2,133	4,535	0	0
San Francisco County Shares										
San Francisco	SF DPW	612F	Chinatown Broadway Complete Streets, Ph. 4	0	0	0	0	0	0	0
San Francisco	SF DPW	new	Lombard Street Vision Zero Project	1,910	0	1,910	0	0	0	0
San Francisco	SFCTA	2007	Planning, programming, and monitoring	1,114	0	447	667	0	0	0
San Francisco	MTC	2131	Planning, programming, and monitoring	207	0	67	69	71	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,548	0	0	1,548	0	0	0
San Francisco County Total				4,779	0	2,424	2,284	71	0	0
San Mateo County Shares										
San Mateo	Caltrans	690A	US-101 Willow Rd Interchange Reconstruction	8,000	0	8,000	0	0	0	0
San Mateo	Caltrans	632C	SR-1 Calera Parkway - Pacifica, Phase 1	6,900	0	0	6,900	0	0	0
San Mateo	Caltrans	2140E	Countywide ITS Project	4,298	0	0	800	3,498	0	0
San Mateo	San Mateo	668A	SR-92 Improvements Phase 1: Op Impr at 92/ECR IC	5,000	0	5,000	0	0	0	0
San Mateo	SM C/CAG	668D	SR-92 Improvements Phase 2: 92/101 Interchange Imps	23,839	0	0	2,411	4,217	17,211	0
San Mateo	SM C/CAG	new	US-101 HOV/HOT Lanes (Santa Clara Co-380)	9,399	0	3,000	6,399	0	0	0
San Mateo	S. San Francisco	0648F	Grand Boulevard Initiative - Complete Streets	1,991	0	0	1,991	0	0	0
San Mateo	MTC	2140	Planning, programming, and monitoring	214	0	69	71	74	0	0
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	1,138	0	462	338	338	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,598	0	0	1,598	0	0	0
San Mateo County Total				62,377	0	16,531	20,508	8,127	17,211	0
Santa Clara County Shares										
Santa Clara	VTA	521C	I-680 Soundwall from Capitol to Mueller	4,361	0	731	355	3,275	0	0

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year					
					Prior	16-17	17-18	18-19	19-20	20-21
Santa Clara	VTA	2147E	BART Extension from Berryessa to Santa Clara	14,672	0	0	14,672	0	0	0
Santa Clara	Palo Alto	2015D	US-101/Adobe Creek Bicycle and Pedestrian Bridge	4,350	0	0	4,350	0	0	0
Santa Clara	MTC	2144	Planning, programming, and monitoring	474	0	153	158	163	0	0
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	2,620	0	1,053	784	783	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	3,632	0	0	3,632	0	0	0
Santa Clara County Total				30,109	0	1,937	23,951	4,221	0	0
Solano County Shares										
Solano	Solano TA	5301V	Jepson Pkwy (Leisure Town from Commerce to Orange)	9,360	0	0	0	9,360	0	0
Solano	MTC	2152	Planning, programming, and monitoring	125	0	40	42	43	0	0
Solano	STA	2263	Planning, programming, and monitoring	681	0	274	203	204	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	945	0	0	945	0	0	0
Solano County Total				11,111	0	314	1,190	9,607	0	0
Sonoma County Shares										
Sonoma	MTC	2156	Planning, programming, and monitoring	150	0	48	50	52	0	0
Sonoma	SCTA	770E	Planning, programming, and monitoring	847	0	343	504	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,177	0	0	1,177	0	0	0
Sonoma County Total				2,174	0	391	1,731	52	0	0
Proposed 2016 RTIP Total - Bay Area				239,079	0	67,056	93,547	61,265	17,211	0

Date: September 23, 2015
W.I.: 1515
Referred by: PAC

Attachment C
Resolution No. 4208
Page 1 of 12

**2016
Regional Transportation Improvement Program**

**STIP Amendments / Extensions
Rules and Procedures**

September 23, 2015

**MTC Resolution No. 4208
Attachment C**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov/funding.htm>**

RTIP
Regional Transportation Improvement Program
STIP Amendments / Extensions
Rules and Procedures
Table of Contents

What is the STIP?	3
When are Amendments and Extensions Allowed?	3
STIP Amendments	3
One-time Extension Requests	3
Roles and Responsibilities	4
Requesting STIP Amendments and Extensions	5
Step 1: Project Sponsor Requests STIP Amendment or Extension	5
<i>For currently programmed Caltrans projects:</i>	5
For a STIP Amendment:	5
For an Extension:	6
<i>For currently programmed local projects:</i>	6
For a STIP Amendment:	6
For an Extension:	6
<i>For all new projects:</i>	7
Step 2: MTC Review and Concurrence	8
<i>Major versus minor changes</i>	8
Additional/Supplemental Funds	9
Allocation of Funds	10
Timeline for STIP Amendment/Extension Approval	11
STIP Amendment Form/TIP Amendment Form	12
Contacts for STIP Amendments/Extensions:	12

Regional Transportation Improvement Program (RTIP) STIP Amendments / Extensions Rules and Procedures

What is the STIP?

The State Transportation Improvement Program (STIP) is the State's spending program for state and federal funding. The STIP is comprised of the Regional Transportation Improvement Program (RTIP) and the Interregional Transportation Improvement Program (ITIP). The program is updated every two years and covers a five-year period. STIP funded projects, like all other state and federally funded projects, must be listed in the TIP in order for the sponsor to access the funding.

Seventy-five percent (75%) of the funding in the STIP flows to regions by formula through their RTIPs. Regions throughout the state are charged with developing an expenditure plan for the funds. Eligible project types include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, grade separations, transportation system management, transportation demand management, soundwall projects, intermodal facilities, and safety.

The remaining 25% of the funding flows to the ITIP, which is a statewide program managed by Caltrans. This funding is directed to projects that improve interregional transportation. Eligible project types include intercity passenger rail, mass transit guideways, grade separation, and state highways.

When are Amendments and Extensions Allowed?

STIP Amendments

An amendment may change the cost, scope or schedule of a STIP project and its components. For instance, if the final cost estimate for a project is higher (or lower) than the amount programmed, a STIP amendment may be requested to increase or (decrease) the amount programmed. Or, as a project progresses through project development, it may be time to add the next component or phase. Likewise, if the project schedule is delayed significantly, an amendment may be warranted to request a change in program year of the funding in order to prevent a funding lapse. STIP amendments may also be requested to delete project funding or to add a new project into the STIP.

Important Tip: Once a state fiscal year (July 1 – June 30) has begun, the CTC will not allow STIP amendments to delete or change the funding programmed in that fiscal year. Instead, the project sponsor may request a one-time extension as described below.

One-time Extension Requests

SB 45 established deadlines for allocation, contract award, expenditure and reimbursement of funds for all projects programmed in the STIP. The CTC may, upon request, grant a one-time extension to each of these deadlines for up to 20 months. However, the CTC will only grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control

of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance. Generally, the CTC does not grant extensions longer than 12 months. Additionally, project sponsors must be present at the CTC meeting where action is taken on any extension request, to answer questions the CTC staff or commissioners may have.

Roles and Responsibilities

The STIP Amendment and Extensions process requires review and approval by various agencies to ensure the action requested is appropriate, and consistent with state statutes, CTC guidance, Caltrans procedures and regional policies. Projects must be included in a county Congestion Management Program (CMP) or county Capital Improvement Program (CIP), and must be consistent with the Regional Transportation Plan (RTP) to be programmed in the RTIP. Therefore, any additions or changes that may impact the priorities established within these documents must be reviewed and approved by the appropriate agency. Furthermore, improperly programmed funds or missed deadlines could result in funding being permanently lost to the region.

Project sponsors are responsible for reviewing and understanding the procedures, guidance and regulations affecting projects programmed in the STIP. Project sponsors must also assign a Single Point of Contact – an individual responsible for submitting documentation for STIP amendments and extensions that must have read and understood these policies and procedures, particularly the CTC STIP Guidelines available on the internet at <http://www.dot.ca.gov/hq/transprog/ocip.htm> and the MTC RTIP Policies and Application Procedures posted on the internet at: <http://www.mtc.ca.gov/funding/>. Project sponsors are ultimately responsible for ensuring the required documentation is provided to Caltrans by the deadlines established by MTC's Regional Project Delivery Policy (MTC Resolution No. 3606) and Caltrans for all allocations, extensions, and additional supplemental funds requests.

The Congestion Management Agencies/Transportation Authorities are responsible for ensuring the packages submitted by the project sponsors are complete, and the proposed changes are consistent with the Regional Transportation Plan (RTP), and Congestion Management Plans (CMPs) or Capital Improvement Program (CIP). The CMAs/TAs check to ensure the proposed changes meet MTC, CTC and other state or federal guidance and regulations. As mentioned in the Guiding Principles of the 2016 RTIP Policies and Procedures, the CMA must consider equitable distribution of projects in accordance with Title VI. Following CMA/TA concurrence of the request, the complete package is forwarded to MTC.

The Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency (RTPA) for the nine counties of the San Francisco Bay Area, provides concurrence for the STIP requests and formally submits all STIP Amendments to Caltrans for approval by the CTC. MTC also verifies compliance with established state and regional policies. Although MTC provides concurrence on extensions, additional supplemental funds requests and some allocation requests, it is the responsibility of the project sponsor, not MTC,

to ensure the required documentation is submitted to Caltrans by the established deadlines for these action requests.

The California Department of Transportation (Caltrans) processes the requests and makes recommendations to the California Transportation Commission (CTC) in accordance with Department procedures and CTC policies and guidelines.

The California Transportation Commission (CTC) approves or rejects the requests based on state statutes and its own established guidance and procedures.

Requesting STIP Amendments and Extensions

As described below, the procedures for processing STIP amendments and extensions vary depending on whether the project is sponsored by Caltrans or a local agency, and whether it has already received STIP funding.

Step 1: Project Sponsor Requests STIP Amendment or Extension

For currently programmed Caltrans projects:

- Caltrans and the appropriate CMA identify and discuss the issue(s) that may require an amendment or extension and notify MTC Programming and Allocations (P&A) Section staff that a change to the current STIP may be necessary and is being considered.
- Caltrans and CMA agree on proposed change(s).
- Where necessary, CMA staff requests policy board approval of proposed change.
- Once approved by the CMA, CMA notifies Caltrans in writing of the county's concurrence, with a copy sent to MTC P&A.
- Caltrans requests MTC concurrence for the STIP Amendment/Extension by transmitting the following to MTC P&A:
 - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

- Copy of CMA's letter of concurrence
- Revised Project Programming Request (PPR) Form – <http://www.mtc.ca.gov/funding/>
- Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for the previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project

under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)

For an Extension:

- Copy of CMA's letter of concurrence
- A construction 'STIP History' for each extension that would delay construction as described above for a STIP Amendment.

For currently programmed local projects:

- Sponsor and the appropriate CMA identify and discuss the issue(s) that may require an amendment or extension and notify Caltrans and MTC Programming and Allocations Section staff that a change to the current STIP may be necessary and is being considered.
- Sponsor and CMA agree on proposed change(s).
- Sponsor requests CMA concurrence for the STIP Amendment/Extension by submitting the following to the CMA:
 - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

- Revised Project Programming Request (PPR) Form - <http://www.mtc.ca.gov/funding/>
- Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)
- Any other documentation required by the CMA or Caltrans

For an Extension:

- Copy of completed Request for Time Extension form (Exhibit 23-B, located on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapg-forms/g23forms-2013-05-08.docx>).
- A construction 'STIP History' for each extension that would delay construction, as described above for a STIP Amendment.

- A listing showing the status of all SB 45 and regional project delivery policy (MTC Resolution 3606) deadlines for all of the project sponsors' allocated STIP projects, and all active projects funded through the Federal Highway Administration (FHWA), including but not limited to Surface Transportation Program (STP), Congestion Mitigation Air Quality Improvement (CMAQ), and Active Transportation Program (ATP) projects. This is to ensure project sponsors are aware of the other deadlines facing other projects, and so that sponsors will work to meet those deadlines. A template is available online at: http://www.mtc.ca.gov/funding/delivery/Template_FHWA_Funded_Projects_Status.xlsx.
- Any other documentation required by the CMA or Caltrans
- Where necessary, CMA staff requests policy board approval of proposed request.
- Sponsor submits Caltrans' "Request for Time Extension" form and any other required documentation to Caltrans.
- CMA requests MTC concurrence for the STIP Amendment/Extension by transmitting a letter to MTC P&A requesting the STIP Amendment or Extension with explanation and justification of the need for the action along with the documentation submitted by the project sponsor. A copy of the request is also sent to Caltrans.
- Sponsor must be present at the CTC meeting where action is being taken on the extension request to justify the reasons for the extension. Failure to be present may result in the CTC denying the extension request, and risk losing the programmed funds permanently due to missed deadlines. In limited instances, a project sponsor may request that their CMA be available in place of the project sponsor. The CMA and MTC must concur with this request via email.

Important Tip: For STIP Extensions, the CTC will only grant an extension if it finds that an unforeseen and extraordinary circumstance beyond the control of the responsible agency has occurred that justifies the extension. Furthermore, the extension will not exceed the period of delay directly attributable to the extraordinary circumstance, up to a maximum of 20 months (although the Commission generally does not grant any extension longer than 12 months). It is therefore absolutely necessary that the letter and supporting documentation clearly explains and justifies the extension request. Failure to provide adequate justification and not being present at the CTC meeting will most likely result in an extension not being approved.

For all new projects:

- Sponsor and the appropriate CMA identify and discuss the issue(s) that may require a new project to be added to the STIP and notify Caltrans and MTC Programming and Allocations (P&A) Section staff an amendment to the current STIP may be necessary and is being considered.
- Sponsor and CMA agree on proposed addition.
- Sponsor requests CMA concurrence for the STIP Amendment by submitting the following to the CMA:

- Letter requesting the STIP Amendment with explanation and justification of the need for the project to be added to the STIP.
- Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>
- RTIP Application form including: - <http://www.mtc.ca.gov/funding/>
 - Resolution of local support
 - Project Programming Request (PPR) forms (with maps)
 - Transportation Improvement Program (TIP) amendment
 - Project Study Report (PSR), or equivalent.
 - Complete Streets Checklist and Performance Measures form, as applicable
 - Copy of State-Only Funding Request Exception Form (Only if requesting state-only funding and project is not on pre-approved state-only eligible funding list. Original request is to be submitted directly to Caltrans HQ Budgets for processing and approval prior to MTC submittal of the request to Caltrans/CTC).
- CMA staff obtains policy board approval of proposed addition.
- CMA requests MTC concurrence for the new project by transmitting a letter to MTC P&A requesting the STIP Amendment with an explanation and justification of the need for the project along with a copy of the CMA Resolution approving the project, and the documentation listed above provided by the project sponsor.

Step 2: MTC Review and Concurrence

- Once a complete request has been received, MTC P&A staff will place the request on the MTC Programming and Allocations Committee (PAC) meeting agenda for concurrence of major changes, or prepare a letter of concurrence for the Executive Director's signature for minor changes.
- Following approval by PAC and/or the Executive Director, MTC send a Letter of Concurrence to Caltrans District 4 with a copy to the appropriate CMA. (District 4 will ensure that the request is copied to the appropriate contacts at Caltrans Headquarters and CTC.) MTC may concur with minor extensions administratively at the staff level, and with minor changes on Caltrans-sponsored projects administratively via email.

Major versus minor changes

- All major changes, including any requests to program a new project, will be presented to MTC's Programming and Allocations Committee (PAC) to determine MTC's concurrence. Major changes include:
 - request to program a new project (or delete a project)
 - schedule delay that affects air quality conformity analysis
 - project advance with reimbursement or replacement project per AB 3090
 - request to use Grant Anticipation Revenue Vehicle (GARVEE) financing
- For minor changes, MTC staff may write a letter of concurrence for the Executive Director's signature. Minor changes include:

- Extension requests for allocation, award, expenditure and reimbursement/project completion deadlines (minor extensions may be concurred administratively by MTC staff)
- schedule changes, except where change implies major cost or delivery ramifications
- changes in implementing agency or project sponsor
- changes to project budget that are less than 20% of the total project cost or less than \$1 million.
- redirection of funds from one project component to another (e.g. from project engineering into environmental)
- changes considered routine and not impacting project delivery

* Amendments or extensions based on new federal or state requirements may need to go to MTC's PAC

Additional/Supplemental Funds

On occasion it may be necessary to provide additional 'Supplemental' funding to a project as a result of cost increases or revised cost estimates. There are several different processes to follow depending on where the project is within its delivery schedule. The various methods to add STIP funding to a project are as follow:

Biennial STIP Cycle: If additional funding is identified years before the actual allocation, the project sponsor may request the funding through the biennial STIP adoption process. This process is outlined in MTC's RTIP Policies and Application Procedures, and is the preferred method of requesting additional/supplemental funds.

STIP Amendment: If additional funding is identified prior to the allocation of funds, but is required prior to the next biennial STIP adoption, a STIP amendment adding the funds to the project may be requested as outlined in the STIP Amendment procedures above. However, in most cases the additional funds could be added at the time of allocation, thus foregoing the STIP amendment process.

Additional Funds at Time of Allocation: Often the simplest way to add supplemental funds is at the time of allocation. The process is the same as the procedures outlined above for a time extension, except that instead of a "Request for Time Extension" form, a "Request for STIP Funding Allocation" form is used (Exhibit 23-O, located on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapg-forms/g23forms-2014-11-24.docx>). In all supplemental funding requests, the additional funding must be approved by the CTC.

Additional Funds After Allocation: It may be necessary to seek additional funds after an allocation, either to award the project or due to unforeseen cost increases while the project is under construction. In either case, an analysis should be performed to determine whether re-engineering (sometimes called "value engineering") could achieve cost

reductions to accommodate the increase. If additional funds are still necessary, a funding source outside the STIP should be pursued prior to seeking additional STIP funding. If it is determined that additional STIP funds are needed, then the project sponsor should proceed as with the procedures outlined for “Additional Funds at Time of Allocation”. It should be noted that once the funds are allocated, the project sponsor does not have the option to add the funds through a STIP amendment since the CTC does not allow amendments to change the programming for a given component after the funds have been allocated.

Allocation of Funds

Project sponsors request an allocation of funds directly to Caltrans, with Caltrans placing the request on the CTC Agenda for approval. The completed request package is due to Caltrans 60 days prior to the CTC meeting where the funds are anticipated to be allocated. MTC requires sponsors to obtain MTC concurrence on allocation requests in addition to the circumstances noted below:

Local Road Rehabilitation Projects: Allocation of funds for local road rehabilitation projects requires certification from MTC. Project sponsors should submit the “Pavement Management System Certification” form with the “Local Road Rehabilitation Project Certification” form attached (Exhibits 23-L and 23-K, both found on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapg-forms/g23forms-2014-11-24.docx>) directly to MTC for signature. MTC will then transmit the signed form to Caltrans District 4 – Local Assistance. All other allocation request documentation should be sent directly to Caltrans District 4 – Local Assistance.

Allocation of State-Only Funds: MTC concurs with all State-Only funds allocations that are listed in the STIP as State-Only. Projects without State-Only funding pre-approved by CTC must request a State-Only Funding Exception form (Exhibit 23-F, found on the internet at: <http://www.dot.ca.gov/hq/LocalPrograms/lam/forms/lapg-forms/g23forms-2014-11-24.docx>). MTC must concur with the exception request, and the form is submitted to Caltrans.

Funds Allocated Differently than Programmed: In some instances it may be necessary to allocate funds differently from what is programmed in the STIP. These situations generally still require MTC concurrence. Fortunately a STIP amendment may not be required, and the funding may be revised at the time of the allocation, thus avoiding the long STIP amendment process. However, A TIP amendment is still required, especially if federal funds are involved. Changes that are allowed at the time of allocation are noted below; however, project sponsors should consult with Caltrans District 4 Local Assistance, the CMA and/or MTC to determine whether a change at the time of allocation is permissible before preparing the allocation request.

- Change in implementing agency
- Cost savings (allocation less than program amount)
- Redirection of funds among project components or phases within the project as long as total STIP funding has not increased or previously been allocated.

- Advancement of funding from future years (transit projects with funds to be transferred to FTA require a TIP amendment to advance funds)
- Change in funding type (a change to state-only funding requires approval from Caltrans with their “State-Only Funding Request Exception” form if the project type is not on the pre-approved state-only eligible funding list – see “Allocation of State-Only Funds” above).

STP/CMAQ Match Reserve: Project sponsors must work with the applicable CMA/TA to obtain programming approval for STP/CMAQ match made available in the STIP. The CMA develops a countywide list for the use of the reserved funds and submits the list to MTC, who in turn provides Caltrans with the region-wide Match Program. Any deviation from this program, whether in the funding amount, project sponsor, or funding year, requires the CMA to resubmit an updated plan for the county to MTC. Caltrans cannot allocate the matching funds if they are inconsistent with the approved STIP - STP/CMAQ Match Program.

Funds allocated as programmed in the STIP: The allocation of funds as they are programmed in the STIP and TIP should receive MTC concurrence. Project sponsors work with Caltrans District 4 local assistance and MTC programming staff in obtaining the allocation. STIP projects using federal funds will not receive federal authorizations to proceed without the project being properly listed in the TIP. Federal authorization to proceed (E-76) requests must be submitted to Caltrans concurrently with the STIP allocation package to avoid delays to authorization.

Important Tip: Although some minor changes in the allocation of funds may not require a full STIP amendment, most changes still require MTC concurrence, and possibly a TIP amendment and a vote of the CTC. Project sponsors are encouraged to consult with the CMA, and Caltrans District 4 prior to preparing any allocation request, to ensure sufficient time is allowed for processing the allocation request, particularly toward the end of the year when the Timely Use of Funds provisions of SB 45 are of critical concern.

Timeline for STIP Amendment/Extension Approval

Completed documentation requesting MTC concurrence must be received by MTC staff no later than the first day of the month prior to the month in which the request will be heard by the Programming and Allocations Committee (PAC). (For example, requests received by January 1 will be reviewed at the February PAC meeting). Subsequently, requests with completed documentation and MTC concurrence must be submitted to the Caltrans District Office 60 to 90 days prior to the CTC meeting where the item will be considered. Therefore, requests for concurrence need to be submitted to MTC generally 150 days prior to CTC action for STIP Amendments and 120 days prior to CTC action for extensions.

For example, a STIP amendment request to add a new STIP project (considered a major amendment) is due to MTC by January 1, so it may be approved at the February PAC Meeting, and then submitted to Caltrans in time for the 60-day due date of March 2, so it may be noticed at the May 2 CTC meeting for action at the June 6 CTC meeting.

Important Tip: The CTC will not amend the STIP to delete or change the funding for any project component after the beginning of the fiscal year in which the funding is programmed. Therefore, all amendments to delay a project component must be approved by the CTC by the June meeting in the year prior to the programmed year of funding. To meet this deadline, amendments to delay delivery must be submitted to MTC no later than January 1 of the fiscal year prior to the fiscal year of the funding subject to delay.

A due date schedule is prepared each year for the submittal of STIP requests. This schedule is posted on the internet at: <http://www.dot.ca.gov/hq/transprog/ctcliason.htm>

STIP Amendment Form/TIP Amendment Form

The forms necessary to initiate the STIP Amendment process may be downloaded from the MTC website at: <http://www.mtc.ca.gov/funding/>. TIP Amendments should be processed through the Fund Management System, also available at the website mentioned above.

Contacts for STIP Amendments/Extensions:

Name	Area	Phone	Email
Kenneth Kao	STIP	510.817.5768	kkao@mtc.ca.gov
Ross McKeown	STIP	510.817.5842	rmckeown@mtc.ca.gov
Adam Crenshaw	TIP Amendments	510.817.5794	acrenshaw@mtc.ca.gov

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

SECTION 17. DOCUMENTATION OF COORDINATION WITH CALTRANS DISTRICT

(OPTIONAL – NOT INCLUDED)

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

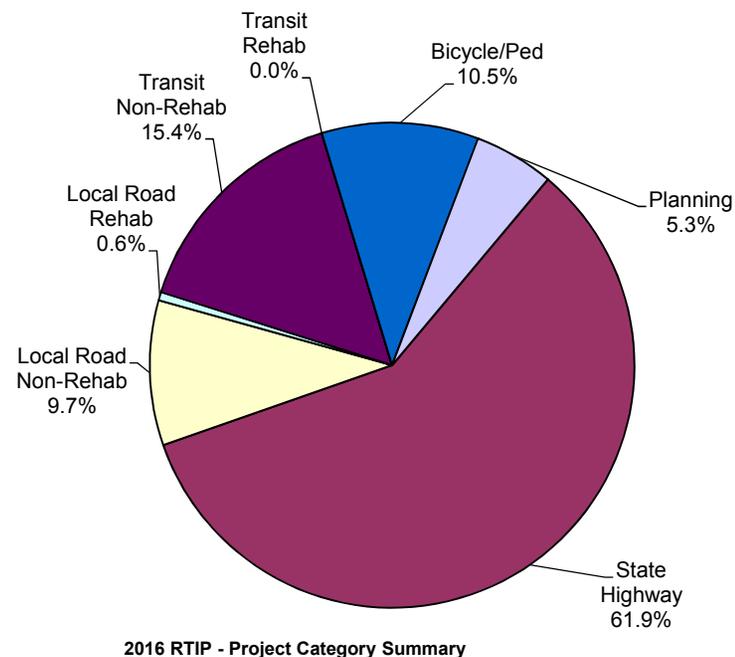
SECTION 18. DETAILED PROJECT PROGRAMMING SUMMARY TABLES

2016 Regional Transportation Improvement Program (RTIP)
MTC Region - Program Summary
 December 16, 2015
 (amounts in thousands)

County	Current Revised 2016 RTIP County Share			
	Funding Target	Programmed		Balance Remaining
		Amount	Percent	
Alameda	\$23,596	\$23,596	100.0%	\$0
Contra Costa	\$84,436	\$96,296	114.0%	(\$11,860)
Marin	(\$32,079)	\$1,313	0.0%	(\$33,392)
Napa	\$7,800	\$7,324	93.9%	\$476
San Francisco	\$3,814	\$4,779	125.3%	(\$965)
San Mateo	\$62,242	\$62,377	100.2%	(\$135)
Santa Clara	\$30,109	\$30,109	100.0%	\$0
Solano	\$11,082	\$11,111	100.3%	(\$29)
Sonoma	(\$14,019)	\$2,174	0.0%	(\$16,193)
MTC Total	\$176,981	\$239,079	135.1%	(\$62,098)

2016 RTIP Categories								
County	State Highway	Local Road Non-Rehab	Local Road Rehab	Transit Non-Rehab	Transit Rehab	Bicycle/Ped	Planning	Total
Amount Programmed - Project Category								
Alameda	\$14,000	\$0	\$0	\$3,926	\$0	\$3,063	\$2,607	\$23,596
Contra Costa	\$68,467	\$4,650	\$0	\$18,300	\$0	\$3,097	\$1,782	\$96,296
Marin	\$0	\$0	\$0	\$0	\$0	\$826	\$487	\$1,313
Napa	\$0	\$4,795	\$1,332	\$0	\$0	\$876	\$321	\$7,324
San Francisco	\$0	\$0	\$0	\$0	\$0	\$3,458	\$1,321	\$4,779
San Mateo	\$53,138	\$4,298	\$0	\$0	\$0	\$3,589	\$1,352	\$62,377
Santa Clara	\$4,361	\$0	\$0	\$14,672	\$0	\$7,982	\$3,094	\$30,109
Solano	\$0	\$9,360	\$0	\$0	\$0	\$945	\$806	\$11,111
Sonoma	\$0	\$0	\$0	\$0	\$0	\$1,177	\$997	\$2,174
MTC Total	\$139,966	\$23,103	\$1,332	\$36,898	\$0	\$25,013	\$12,767	\$239,079

County	Number of Projects	Prior	2016-17	2017-18	2018-19	2019-20	2020-21	Total
Year of Programming								
Alameda	8	\$0	\$3,217	\$3,948	\$16,431	\$0	\$0	\$23,596
Contra Costa	14	\$0	\$41,101	\$37,000	\$18,195	\$0	\$0	\$96,296
Marin	4	\$0	\$485	\$802	\$26	\$0	\$0	\$1,313
Napa	9	\$0	\$656	\$2,133	\$4,535	\$0	\$0	\$7,324
San Francisco	5	\$0	\$2,424	\$2,284	\$71	\$0	\$0	\$4,779
San Mateo	9	\$0	\$16,531	\$20,508	\$8,127	\$17,211	\$0	\$62,377
Santa Clara	6	\$0	\$1,937	\$23,951	\$4,221	\$0	\$0	\$30,109
Solano	4	\$0	\$314	\$1,190	\$9,607	\$0	\$0	\$11,111
Sonoma	3	\$0	\$391	\$1,731	\$52	\$0	\$0	\$2,174
Total	62	\$0	\$67,056	\$93,547	\$61,265	\$17,211	\$0	\$239,079



MTC 2016 Regional Transportation Improvement Program

2016 RTIP as adjusted

December 16, 2015

(all numbers in thousands)

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year						2016 RTIP Funding by Component							
					Prior	16-17	17-18	18-19	19-20	20-21	R/W	Const	E & P	PS&E	R/W Sup	Con Sup		
Alameda County Shares																		
Alameda	ACTC	81J	SR-84 East-West Connector in Fremont	12,000	0	0	0	12,000	0	0	0	12,000	0	0	0	0	0	0
San Mateo	BART	2103C	Daly City BART Station Intermodal Improvements	200	0	200	0	0	0	0	0	200	0	0	0	0	0	0
Alameda	BART	2010C	BART Station Modernization Program (ALA)	3,726	0	0	0	3,726	0	0	0	3,726	0	0	0	0	0	0
Sonoma	Caltrans	360U	US-101 Marin-Sonoma Narrows Seg B2 Ph 2	2,000	0	2,000	0	0	0	0	0	2,000	0	0	0	0	0	0
Alameda	MTC	2100	Planning, programming, and monitoring	406	0	131	135	140	0	0	0	406	0	0	0	0	0	0
Alameda	ACTC	2179	Planning, programming, and monitoring	2,201	0	886	750	565	0	0	0	2,201	0	0	0	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	3,063	0	0	3,063	0	0	0	0	3,063	0	0	0	0	0	0
Alameda County Total				23,596	0	3,217	3,948	16,431	0	0	0	23,596	0	0	0	0	0	0
Contra Costa County Shares																		
Sonoma	Caltrans	360U	US-101 Marin-Sonoma Narrows Seg B2 Ph 2	29,000	0	29,000	0	0	0	0	0	23,000	0	0	0	0	6,000	0
Contra Costa	CCTA	298E	I-680/SR-4 Interchange, Widening of SR-4	14,710	0	5,100	9,610	0	0	0	5,100	9,610	0	0	0	0	0	0
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	9,200	0	0	9,200	0	0	0	9,200	0	0	0	0	0	0	0
Contra Costa	CCTA	222E	I-680 SB HOV Gap Closure (N. Main-Livorna)	15,557	0	0	15,557	0	0	0	0	15,557	0	0	0	0	0	0
Contra Costa	CCTA	2025J	Kirker Pass Rd NB Truck Climbing Lane	2,650	0	0	0	2,650	0	0	0	2,650	0	0	0	0	0	0
Contra Costa	CCTA	2025H	I-80/Central Ave Interchange, Ph 2 (Local Rd Realign)	2,000	0	0	0	2,000	0	0	2,000	0	0	0	0	0	0	0
Contra Costa	BART	2010B	Walnut Creek BART TOD Intermodal Project	5,300	0	5,300	0	0	0	0	0	5,300	0	0	0	0	0	0
Contra Costa	BART	2010C	BART Station Modernization Program (CC)	13,000	0	0	0	13,000	0	0	0	13,000	0	0	0	0	0	0
Contra Costa	MTC	2118	Planning, programming, and monitoring	264	0	85	88	91	0	0	0	264	0	0	0	0	0	0
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	1,518	0	609	455	454	0	0	0	1,518	0	0	0	0	0	0
Contra Costa	Concord	2010D	Concord BART Station Bike/Ped Access Improvements	1,007	0	1,007	0	0	0	0	0	1,007	0	0	0	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	2,090	0	0	2,090	0	0	0	0	2,090	0	0	0	0	0	0
Contra Costa Total				96,296	0	41,101	37,000	18,195	0	0	16,300	73,996	0	0	0	0	6,000	0
Marin County Shares																		
Marin	Fairfax	2128E	Fairfax Parkade Area Circulation Improvements	255	0	255	0	0	0	0	0	255	0	0	0	0	0	0
Marin	TAM	2127C	Planning, programming, and monitoring	412	0	206	206	0	0	0	0	412	0	0	0	0	0	0
Marin	MTC	2127	Planning, programming, and monitoring	75	0	24	25	26	0	0	0	75	0	0	0	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	571	0	0	571	0	0	0	0	571	0	0	0	0	0	0
Marin County Total				1,313	0	485	802	26	0	0	0	1,313	0	0	0	0	0	0
Napa County Shares																		
Napa	American Cyn	2130E	Eucalyptus Dr Extension	2,819	0	0	0	2,819	0	0	0	2,819	0	0	0	0	0	0
Napa	Napa City	2130F	California Ave Roundabouts	1,501	0	431	1,070	0	0	0	431	1,070	0	0	0	0	0	0
Napa	Calistoga	2130M	Petrified Forest Rd and SR-128, Intersection Improvements	475	0	0	50	425	0	0	50	425	0	0	0	0	0	0
Napa	Yountville	2130N	Hopper Creek Pedestrian Path (Oak Cir - Mission)	500	0	100	400	0	0	0	0	400	0	100	0	0	0	0
Napa	Napa County	2130P	Airport Blvd Rehabilitation	1,332	0	0	57	1,275	0	0	0	1,275	0	57	0	0	0	0
Napa	MTC	2130	Planning, programming, and monitoring	46	0	15	15	16	0	0	0	46	0	0	0	0	0	0
Napa	Napa TPA	1003E	Planning, programming, and monitoring	275	0	110	165	0	0	0	0	275	0	0	0	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	376	0	0	376	0	0	0	0	376	0	0	0	0	0	0
Napa County Total				7,324	0	656	2,133	4,535	0	0	481	6,686	0	157	0	0	0	0
San Francisco County Shares																		
San Francisco	SF DPW	new	Lombard Street Vision Zero Project	1,910	0	1,910	0	0	0	0	0	1,910	0	0	0	0	0	0

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year						2016 RTIP Funding by Component					
					Prior	16-17	17-18	18-19	19-20	20-21	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
San Francisco	SFCTA	2007	Planning, programming, and monitoring	1,114	0	447	667	0	0	0	0	1,114	0	0	0	0
San Francisco	MTC	2131	Planning, programming, and monitoring	207	0	67	69	71	0	0	0	207	0	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,548	0	0	1,548	0	0	0	0	1,548	0	0	0	0
San Francisco County Total				4,779	0	2,424	2,284	71	0	0	0	4,779	0	0	0	0
San Mateo County Shares																
San Mateo	Caltrans	690A	US-101 Willow Rd Interchange Reconstruction	8,000	0	8,000	0	0	0	0	0	8,000	0	0	0	0
San Mateo	Caltrans	632C	SR-1 Calera Parkway - Pacifica, Phase 1	6,900	0	0	6,900	0	0	0	6,900	0	0	0	0	0
San Mateo	Caltrans	2140E	Countywide ITS Project	4,298	0	0	800	3,498	0	0	0	3,498	300	500	0	0
San Mateo	San Mateo	668A	SR-92 Improvements Phase 1: Op Impr at 92/ECR IC	5,000	0	5,000	0	0	0	0	0	2,000	0	0	0	3,000
San Mateo	SM C/CAG	668D	SR-92 Improvements Phase 2: 92/101 Interchange Imps	23,839	0	0	2,411	4,217	17,211	0	800	15,211	2,411	3,217	200	2,000
San Mateo	SM C/CAG	new	US-101 HOV/Express Lanes (Santa Clara Co-380)	9,399	0	3,000	6,399	0	0	0	0	0	3,000	6,399	0	0
San Mateo	S. San Francisco	0648F	Grand Boulevard Initiative - Complete Streets	1,991	0	0	1,991	0	0	0	0	1,991	0	0	0	0
San Mateo	MTC	2140	Planning, programming, and monitoring	214	0	69	71	74	0	0	0	214	0	0	0	0
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	1,138	0	462	338	338	0	0	0	1,138	0	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,598	0	0	1,598	0	0	0	0	1,598	0	0	0	0
San Mateo County Total				62,377	0	16,531	20,508	8,127	17,211	0	7,700	33,650	5,711	10,116	200	5,000
Santa Clara County Shares																
Santa Clara	VTA	521C	I-680 Soundwall from Capitol to Mueller	4,361	0	731	355	3,275	0	0	355	3,275	0	731	0	0
Santa Clara	VTA	2147E	BART Extension from Berryessa to Santa Clara	14,672	0	0	14,672	0	0	0	0	0	0	14,672	0	0
Santa Clara	Palo Alto	2015D	US-101/Adobe Creek Bicycle and Pedestrian Bridge	4,350	0	0	4,350	0	0	0	0	4,350	0	0	0	0
Santa Clara	MTC	2144	Planning, programming, and monitoring	474	0	153	158	163	0	0	0	474	0	0	0	0
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	2,620	0	1,053	784	783	0	0	0	2,620	0	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	3,632	0	0	3,632	0	0	0	0	3,632	0	0	0	0
Santa Clara County Total				30,109	0	1,937	23,951	4,221	0	0	355	14,351	0	15,403	0	0
Solano County Shares																
Solano	Solano TA	5301V	Jepson Pkwy (Leisure Town from Commerce to Orange)	9,360	0	0	0	9,360	0	0	0	9,360	0	0	0	0
Solano	MTC	2152	Planning, programming, and monitoring	125	0	40	42	43	0	0	0	125	0	0	0	0
Solano	STA	2263	Planning, programming, and monitoring	681	0	274	203	204	0	0	0	681	0	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	945	0	0	945	0	0	0	0	945	0	0	0	0
Solano County Total				11,111	0	314	1,190	9,607	0	0	0	11,111	0	0	0	0
Sonoma County Shares																
Sonoma	MTC	2156	Planning, programming, and monitoring	150	0	48	50	52	0	0	0	150	0	0	0	0
Sonoma	SCTA	770E	Planning, programming, and monitoring	847	0	343	504	0	0	0	0	847	0	0	0	0
Regional	BATA/CT/CTC	9051A	Improved Bike/Ped Connectivity to East Span SFOBB	1,177	0	0	1,177	0	0	0	0	1,177	0	0	0	0
Sonoma County Total				2,174	0	391	1,731	52	0	0	0	2,174	0	0	0	0
2016 RTIP Total - Bay Area				239,079	0	67,056	93,547	61,265	17,211	0	24,836	171,656	5,711	25,676	200	11,000

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Note: Detail on project programming by year and phase will be submitted to CTC

Metropolitan Transportation Commission
2016 Regional Transportation Improvement Program: Summary of Changes

December 16, 2015
 (all numbers in thousands)

County	Agency	PPNO	Project	Total	2016 RTIP Funding by Fiscal Year						2016 RTIP Funding by Component					
					Prior	16-17	17-18	18-19	19-20	20-21	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
2016 RTIP - New or Amended Funding in STIP																
Alameda	Caltrans	0521K	I-680 Freeway Performance Initiative, Ph. 2 (ALA)	-2,000	0	-2,000	0	0	0	0	0	0	0	0	-2,000	
Sonoma (Alameda)	Caltrans	0360U	US-101 Marin-Sonoma Narrows, Segment B2 Phase 2 (ALA)	2,000	0	2,000	0	0	0	0	0	2,000	0	0	0	
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (current)	-3,063	0	-3,063	0	0	0	0	0	-3,063	0	0	0	
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (proposed)	3,063	0	0	3,063	0	0	0	0	3,063	0	0	0	
			Target = \$0	0	0	-3,063	3,063	0	0	0	0	2,000	0	0	-2,000	
Contra Costa	Concord	2010D	Concord BART Station Bike/Ped Access Imps (current)	-1,007	-1,007	0	0	0	0	0	0	-1,007	0	0	0	
Contra Costa	Concord	2010D	Concord BART Station Bike/Ped Access Imps (proposed)	1,007	0	1,007	0	0	0	0	0	1,007	0	0	0	
Contra Costa	Hercules	2025G	Hercules Intermodal Transit Center, Station Building	-5,100	0	-5,100	0	0	0	0	0	-5,100	0	0	0	
Contra Costa	CCTA	0298E	I-680/SR-4 Interchange, Widening of SR-4, Ph. 3 (current)	-36,610	0	-36,610	0	0	0	0	0	-36,610	0	0	0	
Contra Costa	CCTA	0298E	I-680/SR-4 Interchange, Widening of SR-4, Ph. 3 (proposed)	14,710	0	5,100	9,610	0	0	0	5,100	9,610	0	0	0	
Contra Costa	Caltrans	0521K	I-680 Freeway Performance Initiative, Ph. 2 (CC)	-2,000	0	-2,000	0	0	0	0	0	-700	0	0	-1,300	
Sonoma (CC)	Caltrans	0360U	US-101 Marin-Sonoma Narrows, Segment B2 Phase 2 (CC)	29,000	0	29,000	0	0	0	0	0	23,000	0	0	6,000	
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (current)	-2,090	0	-2,090	0	0	0	0	0	-2,090	0	0	0	
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (proposed)	2,090	0	0	2,090	0	0	0	0	2,090	0	0	0	
			Target = \$0	0	-1,007	-10,693	11,700	0	0	0	5,100	-9,800	0	0	4,700	
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (current)	-571	0	-571	0	0	0	0	0	-571	0	0	0	
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (proposed)	571	0	0	571	0	0	0	0	571	0	0	0	
			Target = \$0	0	0	-571	571	0	0	0	0	0	0	0	0	
Napa	Napa (City)	2130F	California Ave Roundabouts (current)	-1,501	-431	-1,070	0	0	0	0	-431	-1,070	0	0	0	
Napa	Napa (City)	2130F	California Ave Roundabouts (proposed)	1,501	0	431	1,070	0	0	0	431	1,070	0	0	0	
Napa	Calistoga	2130M	Petrified Forest Road Intersection (current)	-475	0	-50	-425	0	0	0	-50	-425	0	0	0	
Napa	Calistoga	2130M	Petrified Forest Road Intersection (proposed)	475	0	0	50	425	0	0	50	425	0	0	0	
Napa	American Cyn	2130D	Devlin Rd and Vine Trail Extension	-1,665	0	0	-1,665	0	0	0	0	-1,665	0	0	0	
Napa	American Cyn	2130E	Eucalyptus Dr Extension (current)	-1,154	0	0	0	-1,154	0	0	0	-1,154	0	0	0	
Napa	American Cyn	2130E	Eucalyptus Dr Extension (proposed)	2,819	0	0	0	2,819	0	0	0	2,819	0	0	0	
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (current)	-376	0	-376	0	0	0	0	0	-376	0	0	0	
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (proposed)	376	0	0	376	0	0	0	0	376	0	0	0	
			Target = \$0	0	-431	-1,065	-594	2,090	0	0	0	0	0	0	0	
San Francisco	SF DPW	0612F	Chinatown Broadway Complete Streets, Phase 4	-1,910	0	-1,910	0	0	0	0	0	-1,910	0	0	0	
San Francisco	SF DPW	new	Lombard Street Vision Zero Project	1,910	0	1,910	0	0	0	0	0	1,910	0	0	0	
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (current)	-1,548	0	-1,548	0	0	0	0	0	-1,548	0	0	0	
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (proposed)	1,548	0	0	1,548	0	0	0	0	1,548	0	0	0	
			Target = \$0	0	0	-1,548	1,548	0	0	0	0	0	0	0	0	
San Mateo	SM C/CAG	668A	SR-92 Improvements Phase 1: Op Imps at 92/ECR IC (current)	-5,000	0	-5,000	0	0	0	0	0	-5,000	0	0	0	
San Mateo	SM C/CAG	668A	SR-92 Improvements Phase 1: Op Imps at 92/ECR IC (proposed)	5,000	0	5,000	0	0	0	0	0	2,000	0	0	3,000	
San Mateo	SM C/CAG	668D	SR-92 Improvements Phase 2: 92/101 IC Improvements (current)	-23,839	0	-2,411	-3,217	-18,211	0	0	0	-18,211	-2,411	-3,217	0	
San Mateo	SM C/CAG	668D	SR-92 Improvements Phase 2: 92/101 IC Improvements (proposed)	23,839	0	0	2,411	4,217	17,211	0	800	15,211	2,411	3,217	200	
San Mateo	SM C/CAG	new	US-101 HOV/Express Lanes in San Mateo (SCL Co. to I-380)	9,399	0	3,000	6,399	0	0	0	0	0	3,000	6,399	0	
San Mateo	Caltrans	690A	US-101 Willow Rd Interchange (current)	-17,399	0	0	-17,399	0	0	0	0	-17,399	0	0	0	
San Mateo	Caltrans	690A	US-101 Willow Rd Interchange (proposed)	8,000	0	8,000	0	0	0	0	0	8,000	0	0	0	
San Mateo	Pacifica	632C	SR-1 Calera Parkway, Pacifica (current)	-6,900	0	-6,900	0	0	0	0	-6,900	0	0	0	0	
San Mateo	Pacifica	632C	SR-1 Calera Parkway, Pacifica (proposed)	6,900	0	0	6,900	0	0	0	6,900	0	0	0	0	
San Mateo	SM C/CAG	2140E	Countywide ITS Project (current)	-4,298	0	-800	-3,498	0	0	0	0	-3,498	-300	-500	0	
San Mateo	SM C/CAG	2140E	Countywide ITS Project (proposed)	4,298	0	0	800	3,498	0	0	0	3,498	300	500	0	

2016 Regional Transportation Improvement Program: Summary of Changes

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					Prior	16-17	17-18	18-19	19-20	20-21	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (current)	-1,598	0	-1,598	0	0	0	0	0	-1,598	0	0	0	0	0
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (proposed)	1,598	0	0	1,598	0	0	0	0	1,598	0	0	0	0	0
			Target = \$0	0	0	-709	-6,006	-10,496	17,211	0	800	-15,399	3,000	6,399	200	5,000	0
Santa Clara	VTA	0521C	I-680 Soundwall from Capitol to Mueller (current)	-4,456	-95	-408	-94	-3,859	0	0	-94	-3,859	-95	-408	0	0	0
Santa Clara	VTA	0521C	I-680 Soundwall from Capitol to Mueller (proposed)	4,456	95	731	355	3,275	0	0	355	3,275	95	731	0	0	0
Santa Clara	Palo Alto	2015D	US-101/Adobe Creek Bicycle/Pedestrian Bridge (current)	-4,350	0	-4,350	0	0	0	0	0	-4,350	0	0	0	0	0
Santa Clara	Palo Alto	2015D	US-101/Adobe Creek Bicycle/Pedestrian Bridge (proposed)	4,350	0	0	4,350	0	0	0	0	4,350	0	0	0	0	0
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (current)	-3,632	0	-3,632	0	0	0	0	0	-3,632	0	0	0	0	0
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (proposed)	3,632	0	0	3,632	0	0	0	0	3,632	0	0	0	0	0
			Target = \$0	0	0	-7,659	8,243	-584	0	0	261	-584	0	323	0	0	0
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (current)	-945	0	-945	0	0	0	0	0	-945	0	0	0	0	0
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (proposed)	945	0	0	945	0	0	0	0	945	0	0	0	0	0
			Target = \$0	0	0	-945	945	0	0	0	0	0	0	0	0	0	0
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (current)	-1,177	0	-1,177	0	0	0	0	0	-1,177	0	0	0	0	0
Regionwide	Caltrans	9051A	Improved Bike/Ped Access to SFOBB East Span (proposed)	1,177	0	0	1,177	0	0	0	0	1,177	0	0	0	0	0
			Target = \$0	0	0	-1,177	1,177	0	0	0	0	0	0	0	0	0	0
MTC Region			Regional Target = \$0	0	-1,438	-27,430	20,647	-8,990	17,211	0	6,161	-23,783	3,000	6,722	200	7,700	0
						-28,868	-8,221	-17,211	0	0							

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Note: Detail on project programming by year and phase will be submitted to CTC

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

SECTION 19. ALTERNATIVE DELIVERY METHODS

(OPTIONAL – NOT INCLUDED)

2016 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

SECTION 20. ADDITIONAL APPENDICES

(NONE)

