

2017 Transportation Improvement Program (TIP)

For the Nine-County San Francisco Bay Area

September 28, 2016

MTC Resolution No. 4275

Volume II and Volume III Appendices

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APPENDIX A – 36

Regional Policies: Project Funding and Specific Funding Programs

**FTA Nonurbanized Area Formula (Section 5311)
Program of Projects for FY 2013-14 and FY 2014-15
MTC Resolution No. 4125**



Date: December 18, 2013
W.I.: 1512
Referred By: PAC
Revised: 03/26/14-C
06/25/14-C
12/17/14-C

ABSTRACT

Resolution No. 4125, Revised

This resolution adopts the FY2013-14 and FY2014-15 Federal Transit Administration (FTA) Rural Areas Formula (Section 5311) Program of Projects for the San Francisco Bay Area.

The resolution includes the following attachment:

Attachment A - FTA Section 5311 Nonurbanized Area Formula Program FY2013-14 and FY2014-15

This resolution was revised on March 26, 2014 to adjust the FY2013-14 funding for all projects, due to an increase in the amount of funding available in FY2013-14, based on actual apportionments released by Caltrans.

This resolution was revised on June 25, 2014 to adjust the FY2013-14 local match amounts to be consistent with the local match amounts in the project sponsors' FY2013-14 applications submitted to Caltrans.

This resolution was revised on December 17, 2014 to adjust the FY2014-15 funding for all projects, due to an approximate \$0.3 million decrease in the amount of funding available in FY2014-15.

Further discussion of this action is contained in the MTC Programming and Allocations Committee Summary Sheets dated December 11, 2013, March 5, 2014, June 11, 2014 and December 10, 2014.

Date: December 18, 2013
W.I.: 1512
Referred By: PAC

Re: Program of Projects in the San Francisco Bay Area for the FY2013-14 and FY2014-15 Federal Transit Administration (FTA) Rural Areas Formula (Section 5311) Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4125

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

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

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

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

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

WHEREAS, MTC has developed, in consultation with interested transportation providers and in accordance with the MTC's Section 5311 Funding Objectives and Criteria, a FY2013-14 and FY2014-15 FTA Rural Areas Formula Program of Projects for the San Francisco Bay Area,

attached hereto as Attachment A, and incorporated herein as though set forth at length; now, therefore, be it

RESOLVED, that MTC adopts the FY2013-14 and FY2014-15 FTA Rural Areas Formula Program of Projects as listed on Attachment A; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the FY2013-14 and FY2014-15 Program of Projects as listed on Attachment A to match the actual FTA Rural Areas Formula fund appropriation if needed; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 18, 2013.

Federal Transit Administration
Section 5311 Nonurbanized Area Formula Program
FY2013-14 and FY2014-15

FY2013-14 Funding Available:

| | | |
|---|-----------|------------------|
| Apportionments + Prior Year Carryover: | \$ | 1,907,560 |
| Total Funding Available: | \$ | 1,907,560 |

FY 2013-14 Programming:

| <u>Applicant</u> | <u>Project Description</u> | <u>Sect. 5311 Program</u> | <u>Local Match</u> | <u>Total Project Cost</u> |
|-------------------------|--|-------------------------------|------------------------|-------------------------------|
| Dixon | Operating Assistance (Readi-Ride) | \$ 243,428 | \$ 271,369 | \$ 514,797 |
| Dixon | Readi Ride Capital (Repl Paratransit vehicles) | \$ 65,000 | \$ 8,421 | \$ 73,421 |
| Fairfield | Operating Assistance (Rt. 30) | \$ 100,000 | \$ 123,698 | \$ 223,698 |
| LAVTA | Operating Assistance (Rts. 2, 11, 12, 20) | \$ 52,155 | \$ 312,430 | \$ 364,585 |
| Marin County Transit | Operating Assistance (West Marin Stagecoach) | \$ 251,673 | \$ 203,185 | \$ 454,858 |
| Napa County Transit | Operating Assistance (Northern Napa Co.) | \$ 252,841 | \$ 204,128 | \$ 456,969 |
| Rio Vista | Operating Assistance (Delta Breeze) | \$ 40,000 | \$ 32,294 | \$ 72,294 |
| SamTrans | Operating Assistance (Coastside, Rt. 17) | \$ 187,204 | \$ 895,732 | \$ 1,082,936 |
| SolTrans | Operating Assistance (Rt. 85) | \$ 40,000 | \$ 32,294 | \$ 72,294 |
| Sonoma County Transit | Vehicle Replacements | \$ 579,207 | \$ 75,418 | \$ 654,625 |
| <u>VTA</u> | <u>Operating Assistance (Rt. 68)</u> | <u>\$ 96,052</u> | <u>\$ 77,546</u> | <u>\$ 173,598</u> |
| Total Programming | | \$ 1,907,560 | \$ 2,236,515 | \$ 4,144,075 |
| Total Available | | \$ 1,907,560 | | |
| Available for Carryover | | \$ - | | |

FY2014-15 Funding Available:

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

FY 2014-15 Programming:

| <u>Applicant</u> | <u>Project Description</u> | <u>Sect. 5311 Program</u> | <u>Local Match</u> | <u>Total Project Cost</u> |
|-------------------------|--|-------------------------------|------------------------|-------------------------------|
| Dixon | Operating Assistance (Readi-Ride) | \$ 139,091 | \$ 112,293 | \$ 251,384 |
| Dixon | Readi Ride Capital (Repl Paratransit vehicles) | \$ 65,000 | \$ 8,421 | \$ 73,421 |
| Fairfield | Operating Assistance (Rt. 30) | \$ 100,000 | \$ 80,734 | \$ 180,734 |
| LAVTA | Operating Assistance (Rts. 2, 11, 12, 20) | \$ 43,683 | \$ 35,267 | \$ 78,950 |
| Marin County Transit | Operating Assistance (West Marin Stagecoach) | \$ 210,793 | \$ 170,181 | \$ 380,974 |
| Napa County Transit | Operating Assistance (Northern Napa Co.) | \$ 211,771 | \$ 170,971 | \$ 382,742 |
| Rio Vista | Operating Assistance (Delta Breeze) | \$ 65,000 | \$ 52,477 | \$ 117,477 |
| SamTrans | Operating Assistance (Coastside, Rt. 17) | \$ 156,796 | \$ 126,587 | \$ 283,383 |
| SolTrans | Operating Assistance (Rt. 85) | \$ 40,000 | \$ 32,294 | \$ 72,294 |
| Sonoma County Transit | Vehicle Replacements | \$ 485,123 | \$ 62,853 | \$ 547,976 |
| <u>VTA</u> | <u>Operating Assistance (Rt. 68)</u> | <u>\$ 80,450</u> | <u>\$ 64,950</u> | <u>\$ 145,400</u> |
| Total Programming | | \$ 1,597,707 | \$ 917,029 | \$ 2,514,736 |
| Total Available | | \$ 1,597,707 | | |
| Available for Carryover | | \$ - | | |

APPENDIX A – 37

Regional Policies: Project Funding and Specific Funding Programs

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



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

ABSTRACT

Resolution No. 4216, Revised

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

The resolution includes the following attachment:

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4216

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on January 27, 2016.

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

FY2015-16 Funding Available:

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

FY 2015-16 Programming:

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

FY2016-17 Funding Available:

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

FY 2016-17 Programming:

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

APPENDIX A – 38

Regional Policies: Project Funding and Specific Funding Programs

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



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

ABSTRACT

Resolution No. 3986, Revised

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

The following attachment is provided with the resolution:

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Resolution No. 3986

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

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

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

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

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

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

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

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

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

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

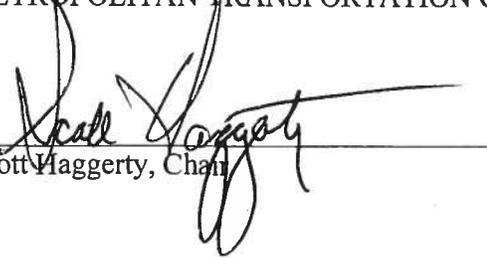
WHEREAS, FTA Circulars 9045.1 and 9050.1 require designated recipients to describe their policies and procedures for administering FTA's JARC and New Freedom programs in a Program Management Plan (PMP); now, therefore, be it

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Waggerty, Chair

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

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

Attachment A
Resolution No. 3986
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METROPOLITAN
TRANSPORTATION
COMMISSION

PROGRAM MANAGEMENT PLAN

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

December 2012

PROGRAM MANAGEMENT PLAN

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

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

I. GENERAL

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

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

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

II. PURPOSE OF PMP

This PMP is intended to fulfill several functions:

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

III. PROGRAM GOALS AND OBJECTIVES

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

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

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

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

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

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

IV. ROLES AND RESPONSIBILITIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

V. COORDINATION

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

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

VI. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

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

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

VII. LOCAL SHARE AND LOCAL FUNDING REQUIREMENTS

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

VIII. PROJECT SELECTION CRITERIA & METHOD OF DISTRIBUTING FUNDS

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

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

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

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

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

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

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

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

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

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

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

IX. PROGRAM OF PROJECTS DEVELOPMENT AND APPROVAL PROCESS

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

X. ADMINISTRATION, PLANNING, AND TECHNICAL ASSISTANCE

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

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

XI. TRANSFER OF FUNDS

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

XII. PRIVATE SECTOR PARTICIPATION

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

XIII. CIVIL RIGHTS

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

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

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

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

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

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

XIV. SECTION 504 AND ADA REPORTING

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

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

XV. PROGRAM MEASURES

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

JARC:

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

New Freedom:

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

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

XVI. DESIGNATED RECIPIENT PROGRAM MANAGEMENT

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

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

The certifications and assurances pertaining to civil rights include:

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

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

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

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

Title VI Programs

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

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

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

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

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

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

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

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

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

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

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

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

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

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

XVII. OTHER PROVISIONS

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

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

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

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

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

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

APPENDIX A – 39

Regional Policies: Project Funding and Specific Funding Programs

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

MTC Resolution No. 4052



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

ABSTRACT
Resolution No. 4052

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

The following attachment is provided with this resolution:

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4052

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

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

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

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

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

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

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

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

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

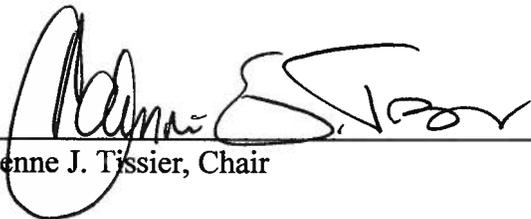
RESOLVED, that MTC adopts the Job Access and Reverse Commute-Funded Mobility Management Program of Projects for large urbanized areas as listed in Attachment A; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

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

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

Attachment A
 MTC Resolution No. 4052
 Page 1 of 1

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

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

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

ABSTRACT

Resolution No. 3986, Revised

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

The following attachment is provided with the resolution:

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Resolution No. 3986

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

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

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

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

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

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

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

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

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

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

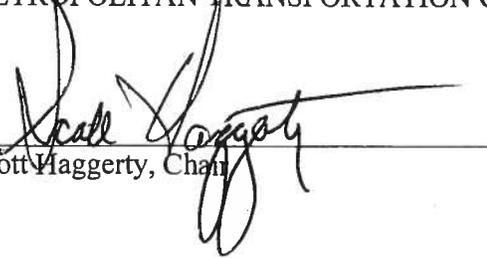
WHEREAS, FTA Circulars 9045.1 and 9050.1 require designated recipients to describe their policies and procedures for administering FTA's JARC and New Freedom programs in a Program Management Plan (PMP); now, therefore, be it

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Waggerty, Chair

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

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

Attachment A
Resolution No. 3986
Page 1 of 16



METROPOLITAN
TRANSPORTATION
COMMISSION

PROGRAM MANAGEMENT PLAN

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

December 2012

PROGRAM MANAGEMENT PLAN

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

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

I. GENERAL

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

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

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

II. PURPOSE OF PMP

This PMP is intended to fulfill several functions:

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

III. PROGRAM GOALS AND OBJECTIVES

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

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

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

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

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

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

IV. ROLES AND RESPONSIBILITIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

V. COORDINATION

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

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

VI. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

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

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

VII. LOCAL SHARE AND LOCAL FUNDING REQUIREMENTS

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

VIII. PROJECT SELECTION CRITERIA & METHOD OF DISTRIBUTING FUNDS

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

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

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

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

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

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

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

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

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

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

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

IX. PROGRAM OF PROJECTS DEVELOPMENT AND APPROVAL PROCESS

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

X. ADMINISTRATION, PLANNING, AND TECHNICAL ASSISTANCE

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

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

XI. TRANSFER OF FUNDS

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

XII. PRIVATE SECTOR PARTICIPATION

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

XIII. CIVIL RIGHTS

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

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

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

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

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

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

XIV. SECTION 504 AND ADA REPORTING

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

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

XV. PROGRAM MEASURES

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

JARC:

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

New Freedom:

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

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

XVI. DESIGNATED RECIPIENT PROGRAM MANAGEMENT

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

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

The certifications and assurances pertaining to civil rights include:

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

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

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

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

Title VI Programs

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

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

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

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

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

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

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

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

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

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

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

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

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

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

XVII. OTHER PROVISIONS

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

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

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

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

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

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

APPENDIX A – 40

Regional Policies: Project Funding and Specific Funding Programs

**FTA New Freedom Program Cycle 4
Program Guidelines for Large Urbanized Areas
of the San Francisco Bay Area**

MTC Resolution No. 4012



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

ABSTRACT

Resolution No. 4012, Revised

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

The following attachment is provided with the resolution:

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4012

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

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

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

Attachment A
MTC Resolution No. 4012
Page 1 of 18



METROPOLITAN
TRANSPORTATION
COMMISSION

New Freedom Cycle 4 Program Guidelines for Large Urbanized Areas

July 2011

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

July 2011

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

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

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

Figure 1. Map of Urbanized Areas

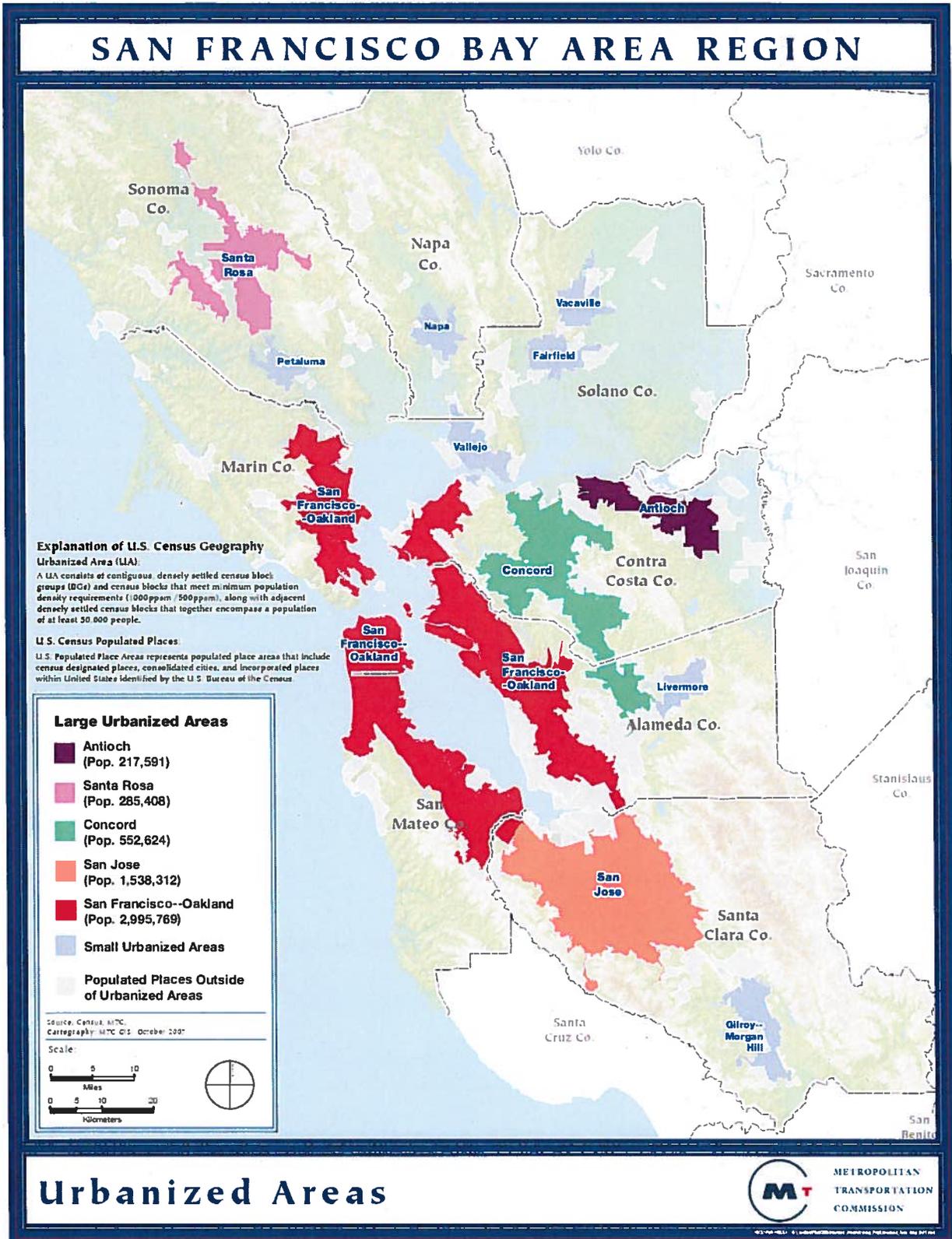


Table 1. New Freedom Program Apportionments

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

UA = Urbanized Area

= Subject of Current Call for Projects

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

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

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

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

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

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

Table 2. Programming Targets for New Freedom Program Cycle 4

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

UA = Urbanized Area

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

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

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

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

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

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

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

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

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

New Public Transportation Services Beyond the ADA

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

New Public Transportation Alternatives Beyond the ADA

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

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

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

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

9. FEDERAL/LOCAL MATCHING REQUIREMENTS.

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

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

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

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

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

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

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

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

Solutions to Gaps

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

Strategies to Enhance Coordination of Service Delivery

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

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

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

Two workshops will be held for prospective applicants:

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

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

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

| | |
|--------------------------|----------------------------|
| Need and Benefits | (maximum 40 points) |
|--------------------------|----------------------------|

Extent to which project addresses critical needs for disabled individuals as identified in the Coordinated Plan

Effectiveness at mitigating or eliminating transportation barriers for disabled individuals

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

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

Extent to which project provides additional benefits

| | |
|--|----------------------------|
| Coordination, Partnership, & Outreach | (maximum 30 points) |
|--|----------------------------|

Extent of coordination with other affected transportation systems, providers, and services, and with related social service programs

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

Extent of community support

Thoroughness of plan for marketing the project to beneficiaries

| | |
|--------------------------|---------------------|
| Project Readiness | (maximum 30 points) |
|--------------------------|---------------------|

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The certifications and assurances pertaining to civil rights include:

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

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

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

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

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

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

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

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

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

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

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

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

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

New Public Transportation Services Beyond the ADA* (continued)

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

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

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

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

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

New Public Transportation Alternatives Beyond the ADA* (continued)

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

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

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

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

APPENDIX A – 41

Regional Policies: Project Funding and Specific Funding Programs

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



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

ABSTRACT
Resolution No. 4116, Revised

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

The following attachment is provided with the resolution:

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4116

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

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

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

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

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

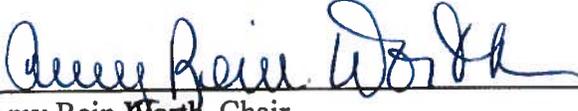
WHEREAS, as the designated recipient, MTC is responsible for administering the program, including: conducting a competitive selection process; certifying a fair and equitable distribution of funds resulting from the competitive selection process; certifying that each project was derived from a locally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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

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

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

Attachment A
MTC Resolution No. 4116
Page 1 of 20



METROPOLITAN
TRANSPORTATION
COMMISSION

New Freedom Cycle 5 Program Guidelines for Large Urbanized Areas

September 2013

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

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

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

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

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

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

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

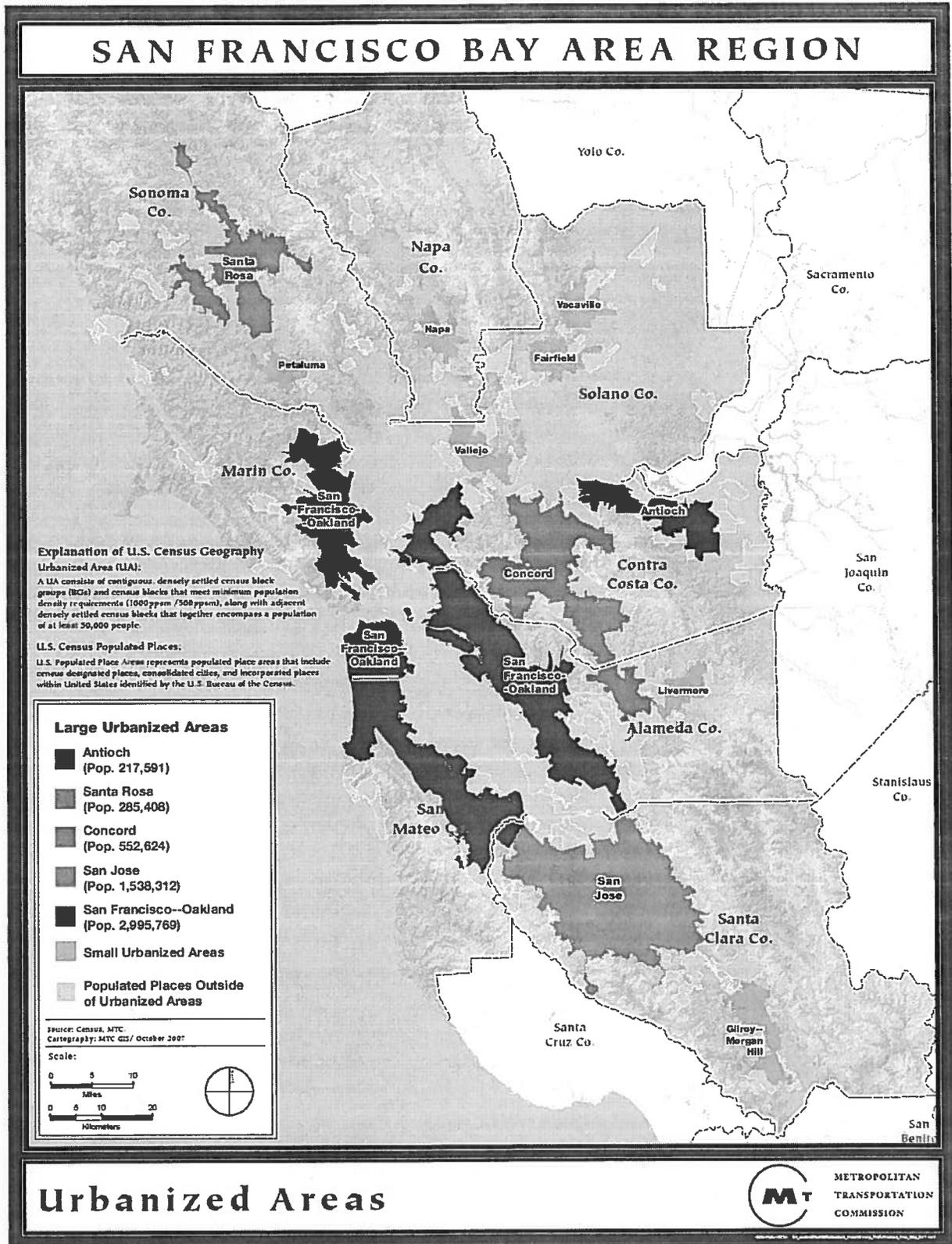
A variety of mobility management activities are currently taking place throughout the Bay Area. Some efforts are well-developed, while others are in their infancy. In areas where mobility management activities are well-developed, applicants are encouraged to consider how their project can be coordinated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

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

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

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

Figure 1. Map of Urbanized Areas



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

Table 1. New Freedom Program Apportionments

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

UA = Urbanized Area

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

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

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

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

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

Table 2. Programming Targets for New Freedom Program Cycle 4

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

UA = Urbanized Area

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

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

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

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

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

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

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

9. ELIGIBLE ACTIVITIES.

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

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

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

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

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

New Public Transportation Services Beyond the ADA

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

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

New Public Transportation Alternatives Beyond the ADA

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

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

10. FEDERAL/LOCAL MATCHING REQUIREMENTS.

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

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

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

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

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

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

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

Solutions to Gaps

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

Strategies to Enhance Coordination of Service Delivery

1. Strengthen mobility management in the Bay Area, by:
 - a. Identifying and designating Consolidated Transportation Service Agencies (CTSAs) to facilitate subregional mobility management and transportation coordination efforts
 - b. Providing information and managing demand across a family of transportation services
 - c. Promoting coordinated advocacy with human service agencies to identify resources to sustain ongoing coordination activities
 2. Promote walkable communities, complete streets, and integration of transportation and land use decisions
12. APPLICATION FORMS AND TECHNICAL ASSISTANCE. The application form will be available at http://www.mtc.ca.gov/funding/new_freedom.htm.
13. APPLICATION EVALUATION. Following an initial eligibility screening by MTC staff, eligible projects will be evaluated by a panel consisting of Bay Area representatives of disabled population interests and MTC staff. Applications will be evaluated based on the following criteria:

| | |
|--------------------------|---------------------|
| Need and Benefits | (maximum 40 points) |
|--------------------------|---------------------|

Extent to which project addresses critical needs for disabled individuals as identified in the Coordinated Plan

Effectiveness at mitigating or eliminating transportation barriers for disabled individuals

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

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

Extent to which project provides additional benefits

| | |
|--|---------------------|
| Coordination, Partnership, & Outreach | (maximum 40 points) |
|--|---------------------|

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

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

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

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

Extent of community support

Thoroughness of plan for marketing the project to beneficiaries

| | |
|--------------------------|----------------------------|
| Project Readiness | (maximum 20 points) |
|--------------------------|----------------------------|

Reasonableness and completeness of funding plan

Project sustainability beyond the grant period

Thoroughness of implementation plan and reasonableness of project schedule

Ability to use New Freedom grant to leverage additional resources

Sponsor's experience in managing services for disabled individuals

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

Sponsor's institutional capacity to manage the project

Sponsor's history of managing federal transportation funds

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

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

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

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

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

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

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

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

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

17. TITLE VI.

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

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

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

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

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

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

The certifications and assurances pertaining to civil rights include:

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

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

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

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

Title VI Programs

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

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

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

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

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

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

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

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

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

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

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

New Public Transportation Alternatives Beyond the ADA* (continued)

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

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

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

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

APPENDIX A – 42

Regional Policies: Project Funding and Specific Funding Programs

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



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

ABSTRACT
Resolution No. 4041

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

The following attachment is provided with this resolution:

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4041

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

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

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

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

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

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

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

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

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

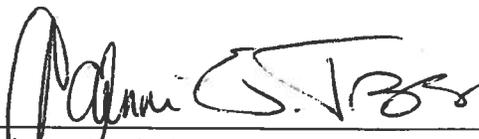
RESOLVED, that MTC adopts the New Freedom Cycle 4 Program of Projects for large urbanized areas as listed in Attachment A; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

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

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

Attachment A
MTC Resolution No. 4041
Page 1 of 5

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

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

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

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

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

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

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

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

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

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

Notes:

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

APPENDIX A – 43

Regional Policies: Project Funding and Specific Funding Programs

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



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

ABSTRACT
Resolution No. 4135

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

The following attachment is provided with this resolution:

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION No. 4135

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

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

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

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

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

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

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

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

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

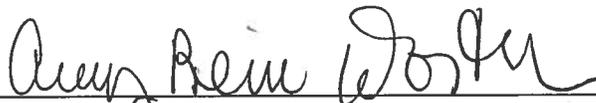
RESOLVED, that MTC adopts the New Freedom Cycle 5 Program of Projects for large urbanized areas as listed in Attachment A; and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on March 26, 2014.

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

Attachment A
MTC Resolution No. 4135
Page 1 of 3

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

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

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

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

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

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

APPENDIX A – 44

Regional Policies: Project Funding and Specific Funding Programs

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

MTC Resolution No. 4033



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

ABSTRACT

Resolution No. 4033, Revised

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

The following attachment is provided with this Resolution:

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

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

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

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

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

RE: Third Cycle Lifeline Transportation Program Guidelines and Fund Estimate

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4033

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

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

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

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

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

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

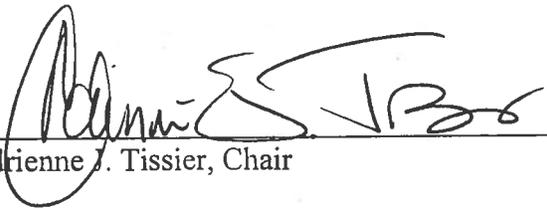
WHEREAS, MTC will use the process and criteria set forth in Attachment A of this Resolution to fund a program of projects for the third-cycle of the Lifeline Transportation Program; now, therefore be it

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on December 21, 2011.

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

Attachment A
MTC Resolution No. 4033
Page 1 of 16

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

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

The Lifeline Program supports community-based transportation projects that:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

There are two exceptions to the 20% match requirement:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Fund Administration:

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

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

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

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

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

Timeline Summary

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

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

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

Notes:

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

Table B – Estimated Funding Target by Fund Source per County

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

(1) FY2011 STA Funds were programmed in Cycle 2

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

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

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

10/23/2013

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

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

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

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

10/23/2013

Appendix 1
Lifeline Transportation Program Third Cycle Funding

Funding Source Information

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

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

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

Appendix 2 Lifeline Transportation Program Third Cycle Funding

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

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

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

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

Title VI of the Civil Rights Act

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

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

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

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

The certifications and assurances pertaining to civil rights include:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

APPENDIX A – 45

Regional Policies: Project Funding and Specific Funding Programs

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

MTC Resolution No. 4159



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

ABSTRACT

Resolution No. 4159

This Resolution adopts the Lifeline Transportation Program Cycle 4 Guidelines.

The following attachment is provided with this Resolution:

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

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

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

RE: Lifeline Transportation Program Cycle 4 Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4159

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above Resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on October 22, 2014.

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

Attachment A
MTC Resolution No. 4159
Page 1 of 19



METROPOLITAN
TRANSPORTATION
COMMISSION

Lifeline Transportation Program Cycle 4 Guidelines

October 2014

METROPOLITAN TRANSPORTATION COMMISSION

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

October 2014

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

October 2014

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

The Lifeline Program supports community-based transportation projects that:

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

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

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

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

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

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

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

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

Figure 1. County and Share of Regional Poverty Population

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

Source: ACS 2010 and 2012 1-Year Estimates

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

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

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

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

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

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

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

4. ELIGIBLE RECIPIENTS/SUBRECIPIENTS

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

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

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

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

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

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

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

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

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

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

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

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

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

7. ELIGIBLE ACTIVITIES

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

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

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

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

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

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

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

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

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

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

11. APPLICATION EVALUATION

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

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

See Appendix 2 for the detailed standard evaluation criteria.

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

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

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

13. POLICY BOARD ADOPTION

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

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

b. Lifeline Program Administrator/CMA Board Resolution and Concurrence

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

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

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

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

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

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

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

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

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

17. FUND ADMINISTRATION

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

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

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

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

18. COMPLIANCE WITH FEDERAL REQUIREMENTS.

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

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

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

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

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

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

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

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

**Appendix 1
Lifeline Transportation Program Cycle 4
Funding Source Information**

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

| | | | |
|--------------------------|---|--|--|
| <p>Eligible Projects</p> | <p>State Transit Assistance (STA)</p> <p>Transit Capital and Operations, including:</p> <ul style="list-style-type: none"> ▪ New, continued or expanded fixed-route service ▪ Purchase of vehicles ▪ Shuttle service if available for use by the general public ▪ Purchase of technology (e.g., GPS, other ITS applications) ▪ Capital projects such as bus stop improvements, including bus benches, shelters, etc. ▪ Various elements of mobility management, if consistent with STA program purpose and allowable use. These may include planning, coordinating, capital or operating activities. | <p>Proposition 1B – Transit</p> <p><u>Transit Capital</u> (including a minimum operable segment of a project) for:</p> <ul style="list-style-type: none"> ▪ Rehab, safety, or modernization improvements ▪ Capital service enhancements or expansions ▪ New capital projects ▪ Bus rapid transit improvements ▪ Rolling stock procurement, rehab, or replacements <p>Projects must be consistent with most recently adopted short-range transit plan or other publicly adopted plan that includes transit capital improvements.</p> | <p>Section 5307</p> <p><u>Job Access and Reverse Commute (JARC)</u></p> <p><u>New and existing services.</u> Eligible job access and reverse commute projects must provide for the development or maintenance of eligible job access and reverse commute services. Recipients may not reclassify existing public transportation services that have not received funding under the former Section 5316 program as job access and reverse commute services in order to qualify for operating assistance. In order to be eligible as a job access and reverse commute project, a proposed project must qualify as either a “development project” or a “maintenance project” (see Section 7.c.(2) of these guidelines for details regarding “development” and “maintenance” projects).</p> <p><u>Capital and Operating projects.</u> Projects that comply with the requirements above may include, but are not limited to:</p> <ul style="list-style-type: none"> ▪ Late-night & weekend service; ▪ Guaranteed ride home service; ▪ Shuttle service; ▪ Expanding fixed route public transit routes, including hours of service or coverage; ▪ Demand-responsive van service; ▪ Ridesharing and carpooling activities; ▪ Transit-related aspects of bicycling; ▪ Administration and expenses for voucher programs; ▪ Local car loan programs; ▪ Intelligent Transportation Systems (ITS); ▪ Marketing; and ▪ Mobility management. <p>See FTA C 9030.1E, Chapter IV, Section 5 for details regarding eligible JARC projects.</p> |
|--------------------------|---|--|--|

| | State Transit Assistance (STA) | Proposition 1B – Transit | Section 5307 Job Access and Reverse Commute (JARC) |
|---|--|--|--|
| Lifeline Program Local Match | 20% | 20% | <ul style="list-style-type: none"> ▪ 50% for operating projects (may use STA funds to cover up to 30% if project is eligible for both JARC and STA) ▪ 50% for auto projects ▪ 20% for capital projects |
| Estimated timing for availability of funds to project sponsor | <p>Transit operators, CTSA's and eligible cities and counties can initiate claims for FY14 and FY15 funds immediately following MTC approval of program of projects, and can initiate claims for FY16 funds after July 1, 2015.</p> <p>For subrecipients, the eligible recipient acting as fiscal agent will likely initiate a funding agreement following MTC approval of program of projects. Funds will be available on a reimbursement basis after execution of the agreement.</p> | <p>Project sponsors must submit a Proposition 1B allocation request to MTC for submittal to Caltrans by March 13, 2015. Disbursement timing depends on bond sales.</p> | <p>Following MTC approval of the program of projects, MTC will add projects to the TIP. Following TIP approval, FTA grantees must submit FTA grants for FY14 and FY15 funds by June 30, 2015. (The deadline to submit grants for FY15 funds may be extended depending on the availability of FY15 apportionments.) FTA grantees must submit FTA grants for FY16 funds by June 30, 2016.</p> <p>FTA grantees can begin their projects after the funds are obligated in an FTA grant (estimated Fall 2015 for FY14 & FY15 funds; estimated Fall 2016 for FY16 funds). For subrecipients, the FTA grantee acting as fiscal agent will likely initiate a funding agreement following FTA grant award. Funds will be available on a reimbursement basis after execution of the agreement.</p> |
| Accountability & Reporting Requirements | <p>Transit operators and eligible cities and counties must submit annual performance (i.e., ridership) statistics for the project, first to Lifeline Program Administrators for review, and then to MTC along with annual claim.</p> <p>Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to the pass-through agency for reimbursement, and then to Lifeline Program Administrators for review.</p> | <p>Using designated Caltrans forms, project sponsors are required to submit project activities and progress reports to the state every six months, as well as a project close-out form. Caltrans will track and publicize progress via their website.</p> <p>Project sponsor will not be required to submit progress reports to the Lifeline Program Administrator unless the LPA believes that county-level project monitoring would be beneficial. MTC and/or the Lifeline Program Administrators may request to be copied on progress reports that are submitted to Caltrans.</p> | <p>FTA grantees are responsible for following all applicable federal requirements for preparing and maintaining their Section 5307 (JARC) grants. MTC and/or the Lifeline Program Administrators may request copies of FTA grantees' quarterly Section 5307 (JARC) grant reports to FTA.</p> <p>Depending on the arrangement with the pass-through agency, subrecipients will likely submit quarterly performance reports with invoices, first to Lifeline Program Administrators for review, and then to the pass-through agency for reimbursement. Subrecipients will also submit Title VI reports annually to the pass-through agency.</p> |

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

Appendix 2 Lifeline Transportation Program Cycle 4 Standard Evaluation Criteria

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

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

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

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

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

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

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

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

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

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

APPENDIX A – 46

Regional Policies: Project Funding and Specific Funding Programs

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

MTC Resolution No. 4053



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

ABSTRACT

Resolution No. 4053, Revised

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

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

The following attachments are provided with this resolution:

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

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

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

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

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

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

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

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

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

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

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

Abstract

MTC Resolution No. 4053, Revised

Page 3

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

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

This resolution was amended on June 22, 2016 to make revisions to the Proposition 1B-funded projects in Contra Costa County. WestCAT is removing the Purchase and Installation of Bus Shelters project from the Lifeline program because the project was completed with other funds. The freed up Proposition 1B funds (\$147,335) are being reprogrammed to a newly added project, the Dial-A-Ride Replacement Vehicles project (which is also a Lifeline Cycle 4 project).

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4053

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

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

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

WHEREAS, the Third Cycle Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Third Cycle Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Adrienne J. Tissier, Chair

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

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

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

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

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

| # | Project | Project Sponsor | Project Description | Fund Source | | | | TOTAL Lifetime Funding | Notes |
|----------------------------|---|---|---|-------------|------------------|-------------------|----------|------------------------------|-----------|
| | | | | IB | STA ¹ | JARC ⁵ | STP/CMAQ | | |
| Contra Costa County | | | | | | | | | |
| 17 | Richmond BART Station Eastside Access Improvements | BART | Development of eastside of Richmond BART station including raising Nevin Walkway, adding an elevator, providing customer amenities, new bicycle and pedestrian pathways | 1,500,000 | | | | 1,500,000 | |
| 18 | Pittsburg/Bay Point BART Station Wayfinding | BART | Comprehensive wayfinding program within the Pittsburg/Bay Point station including overhead signs, transit information displays, local area maps, and real time BART and bus information. | 400,000 | | | | 400,000 | (2) |
| 19 | Concord BART Station Intermodal Improvements | BART | Upgrade to the Concord BART Station intermodal including additional lighting. This project may also include upgraded lighting within the existing garage. | 400,000 | | | | 400,000 | |
| 20 | Bus shelters, Bus Pads, and Real-Time Departure Information | WestCAT | Purchase bus shelters, Real Time departure signs and solar equipment to power signs and install at key locations throughout the WestCAT service area, including the Rodden, Crockett, Hercules, Packer, and Mohrville-Marino communities. | - | | | | - | (2), (24) |
| 21 | Dial-A-Ride Vehicle Replacements | WestCAT | Replacement of Dial-A-Ride Vehicles | 147,335 | | | | 147,335 | (24) |
| 21 | Replacement Buses | County Connection | Procure replacement buses for use in service on Lifeline routes #14, 11, 314, 16, 18, 19, 308. The routes serve the Concord Monument Corridor and North Martinez. | 484,534 | | | | 484,534 | (19) |
| 22 | Contra Costa College Transit Center Improvements | AC Transit | Pavement, shelter improvements, real-time displays and amenities upgrades at Contra Costa College Transit Center. | 660,000 | | | | 660,000 | (15) |
| 23 | Park & Ride Facility | Tri Delta Transit | Design for new construction of recently purchased parcel of land in NW Antioch for use as a Park & Ride lot. | 327,019 | | | | 327,019 | |
| 24 | Monument Neighborhood Shuttle | City of Concord | The shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents. The shuttle service will be operated by a small business through the Monument Community Partnership, in partnership with the Michael Chavez Center for Economic Opportunity and the City of Concord, as part of a community service, employment opportunity, and training program. | | 161,048 | | | 161,048 | (12)(10) |
| 25 | Preserve Operations in Community of Concern | County Connection | Preserve frequency and coverage on CCCTA routes #14, 11, 16, 18, 19, 314 and 31 6 which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs, and employment. | | 707,302 | | | 857,357 | (1)(12) |
| 26 | Route 200 and 201 | Tri Delta Transit | Provide service between Bay Point and central Concord and Martinez. Input from the Bay Point community led to the development of route 201 and changes to Route 200 to better serve the community, including an estimated 1,600 high school students residing in Bay Point who attended Mt. Diablo High School in Concord. Both of these routes are also lifeline connections for non-students, providing service between Bay Point and important health care and social service destinations. | | 757,775 | | | 884,128 | (1)(11) |
| 27 | KEYs Auto Loan Program | Contra Costa County Employment and Human Services Dept. | Provide CalWORKS participants who have been employed full time for three months with low interest loans to purchase vehicles through a bank partner. The proposed grant funds will allow EHSD to increase the maximum loan amount from \$4,000 to \$5,500. | | | | 129,500 | 129,500 | |
| 28 | Canal Road Bike/Ped Improvements | Contra Costa County Public Works | Construct approximately 2,000 feet of a class II standard bike lane in both directions and an ADA accessible pedestrian path on the north side of Canal Road that will eliminate the existing gap in sidewalk from Emerald Cove Drive to Bel Air Elementary School. | | | | | 1,000,000 | |

| # | Project | Project Sponsor | Project Description | Fund Source | | | | TOTAL Lifetime Funding | Notes |
|----|---|--|--|-------------|------------------|-------------------|----------|------------------------------|-------|
| | | | | IB | STA ¹ | JARC ⁵ | STP/CMAQ | | |
| 29 | Preserve Operations in Community of Concern | AC Transit | Maintain existing services on the following routes that serve low income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services. The routes prioritized for funding are vulnerable to service cuts as a result of the projected budget shortfalls over the next three years. | | 984,087 | 299,333 | | 1,283,440 (1) | |
| 30 | Transbay Owl Express | BART | This project will provide express owl bus service departing from the Market Street corridor in downtown San Francisco from 12:30am - 1:45am to key BART stations along the Yellow (Concord) and Green (Fremont) BART lines on Friday and Saturday nights after the BART system has closed. This is a multicounty request. An additional \$298K is being provided by Alameda County. This is a one-year pilot project. | | 198,311 | | | 198,311 (1)(7) | |
| 31 | C3 Operations | WestCAT | The C3 service operates between Hercules Transit Center and Contra Costa College in San Pablo. The route provides a link to the college for residents of the Bayo Vista community in Rodco. The route also provides service to a number of work places along San Pablo Avenue and a direct link to the AC Transit 72/72 Rapid, which connects to job centers and regional medical facilities along San Pablo Avenue into Downtown Oakland. | | 201,325 | 75,007 | | 276,332 (1) | |
| 32 | Taxi Referral Program | Contra Costa County Employment and Human Services Dept. (via Tn Delta) | Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEYS loan program. | | 126,353 | 147,832 | | 274,185 (1)(11)(16) | |
| 33 | Easy Go | City of Richmond | Improve mobility of low-income residents by providing car sharing, Bicycle program and Kids Cab program in South Richmond and North Richmond communities of concern. Utilize grant funds to expand Easy Go transportation resources to low-income residents of North and South Richmond, aimed at increasing mobility access to jobs and human and health services. | | | 140,000 | 203,291 | 343,291 (4) | |

County Bid Target N/A* 3,136,801 1,068,100 1,203,291 9,327,060
 Proposed Programming 3,918,888 1,068,100 1,203,291
 Unprogrammed Balance N/A* 3,136,801 1,068,100 1,203,291

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

| | | | |
|-----------|---------|---------|---------|
| N/A* | 572,162 | 238,867 | 233,728 |
| 1,477,729 | 572,162 | 238,867 | 233,728 |
| N/A* | | | |

| | | | |
|-----------------------------|--|--|--|
| County Bid Target | | | |
| Proposed Programming | | | |
| Unprogrammed Balance | | | |

| | | | |
|--|---------|---------|---------|
| | 572,162 | 238,867 | 233,728 |
| | 572,162 | 238,867 | 233,728 |
| | | | |

| # | Project | Project Sponsor | Project Description | Fund Source | | | | TOTAL Lifetime Funding | Notes |
|--------------------|--|-----------------|---|-----------------------------|----------------|------|----------------|------------------------------|-------|
| | | | | IB | STA | JARC | STP/CMAQ | | |
| Napa County | | | | | | | | | |
| 39 | Paratransit Vehicles | NCTPA | Purchase three (3) Vine Go paratransit vans to allow more appointments to be made and increase the efficiency of paratransit services. The project will give more mobility options to low-income residents with disabilities. | 192,000 | | | | 192,000 | |
| 40 | Replacement Buses for American Canyon | NCTPA | Purchase two (2) replacement buses for American Canyon. New buses will improve the efficiency of the system and improve on-time performance. | 192,000 | | | | 192,000 | |
| 41 | VINE Transit CAD/AVL System Part 1 | NCTPA | Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles. | 213,647 | | | | 213,647 | (22) |
| 42 | Operating Assistance for new VINE Routes | NCTPA | Improve and expand service within the City of Napa. The new routes will address numerous issues listed in the community-based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, on-time performance, and a pulse system. | | 485,548 | | | 485,548 | (1) |
| 43 | Community-Based Transportation Plan Update | NCTPA | Update Napa's community-based transportation plan. | | | | 80,000 | 80,000 | |
| 44 | ADA Bus Stop Upgrades | NCTPA | ADA and accessibility improvements at bus stops that are used on a frequent basis. | | | | 116,794 | 116,794 | |
| | | | | N/A* | 485,548 | | 196,794 | 1,279,989 | |
| | | | | 597,647 | 485,548 | | 196,794 | | |
| | | | | Proposed Programming | | | | | |
| | | | | Unprogrammed Balance | | | | | |

| # | Project | Project Sponsor | Project Description | Fund Source | | | TOTAL Lifetime Funding | Notes |
|-----------------------------|---|-----------------|--|-------------|-----------|-----------|------------------------------|-------------------|
| | | | | IB | STA | JARC | | |
| San Francisco County | | | | | | | | |
| 45 | Mission Mobility Maximization | SFMTA | Enhancements to complement the transit service in the Mission Corridor (Routes 14, 14L, 14X, 49). The project includes colonizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMum), vehicle branding, and enhanced stop identification. To the extent that funding is available, the project will also include Transit Only Lane Enforcement (TOLE) Cameras. | 5,056,891 | | | 5,056,891 | (2)(3)(9) |
| 46 | 8X Mobility Maximization | SFMTA | Enhancements along the 8X Route to create and identify a premier transit service which will better serve current ridership, alleviate latent demand and accommodate greater demands in the future. This grant will focus on the southern portion of the 8X from City College to Silver and San Bruno, and the northern portion along Bryant, 3rd Street and Kearny. (The southbound segment in the downtown area will be addressed as part of a separate effort after the Central Subway Construction is completed.) The project includes colonizing existing dedicated transit lanes, transit signal priority, information panel and transit arrival prediction signs (NextMum), vehicle branding, enhanced stop identification, Transit Only Lane Enforcement Cameras, and improvements at the Balboa Park Station Area and Plaza (pedestrian improvements, lighting, and wayfinding). | 5,285,000 | | | 5,285,000 | (2)(3)(9) (20) |
| 47 | Mission Bay Loop | SFMTA | Install a single-track transit loop on Third Street at 18th and 19th Streets to allow the T-Third line to turnaround mid-route and thus enable a significant increase in transit frequencies between Mission Bay, South of Market, and downtown neighborhoods, as well as Chinatown upon completion of the Central Subway project. | 1,381,539 | | | 1,381,539 | (9) |
| 48 | Station Wayfinding and Bicycle Parking at San Francisco BART Stations | BART | Wayfinding improvements, including installation of signage and real time information, at 16th Street, 24th Street, and Balboa Park BART stations. Purchase & installation of bicycle lockers at Balboa Park and Glen Park BART Stations. Addition of between 150-175 spaces in a new Bike Station at the Civic Center BART Station. | 2,143,650 | | | 2,143,650 | (2) |
| 49 | Continuation of Bus Restoration Project | SFMTA | Continue for two years the expanded service levels and late night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton. | | 957,620 | 1,200,942 | 2,158,562 | (1)(10) |
| 50 | Route 108 Treasure Island Enhanced Service | SFMTA | Continue providing more frequent peak period and all night service on Route 108-Treasure Island, the only 24/7 transit service to the island, for two years. | | 800,000 | | 800,000 | (1)(10) |
| 51 | Route 29 Reliability Improvement | SFMTA | Continue providing more frequent service on 29-Sunset route to increase reliability for two years. | | 800,000 | | 800,000 | (1)(10) |
| 52 | Free Muni for Low Income Youth Pilot Program | SFMTA | The Free Muni for Low Income Youth pilot program is a 22-month program to provide a free Muni pass for low income youth at an estimated cost of \$9.9 million. | | 400,000 | | 400,000 | (1) |
| 53 | Eddy and Ellis Traffic Calming Improvements | SFMTA | Implement pedestrian and traffic calming improvements along Eddy and Ellis Streets as proposed through the Tenderloin-Little Saigon Neighborhood Transportation Plan, including: 1) the conversion of Ellis and Eddy Streets from one-way streets to two-way streets, 2) full signal upgrades at the intersections of Eddy/Taylor and Ellis/Taylor, including pedestrian countdown signals, and 3) bulbouts at Eddy/Leavenworth and Ellis/Taylor. | | | 1,175,105 | 1,175,105 | (13) |
| | | | | N/A* | 2,957,620 | 1,200,942 | 1,175,105 | |
| | | | | 13,867,080 | 2,957,620 | 1,200,942 | 1,175,105 | |
| | | | | N/A* | | | 19,200,747 | |
| County Bid Target | | | | | | | | |
| Proposed Programming | | | | | | | | |
| Unprogrammed Balance | | | | | | | | |

| # | Project | Project Sponsor | Project Description | Fund Source | | | | TOTAL Lifetime Funding | Notes |
|-------------------------|--|---|---|-------------|------------------|-------------------|----------|------------------------------|--------|
| | | | | IB | STA ¹ | JARC ⁵ | STP/CMAQ | | |
| San Mateo County | | | | | | | | | |
| 54 | Replacement Fixed Route Vehicles | SamTrans | Replace a portion of the 1998 40-foot Gillig fixed route buses operate on all routes throughout the urbanized portion of San Mateo County. | 1,821,373 | | | | 1,821,373 | (23) |
| 55 | Electronic Bicycle Lockers at San Bruno BART Station | BART | Purchase and install five (5) quads of electronic bicycle lockers at the San Bruno BART station. | 32,000 | | | | 32,000 | |
| 56 | Fixed Route 17 | SamTrans | Continue funding the operation of existing Lifetime funded expanded fixed route bus service for SamTrans Route 17 on the Coastside of San Mateo County. The expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week. | | 407,048 | | | 407,048 | (1) |
| 57 | Ways to Work Auto Loans for purchase or repair of vehicles | Peninsula Family Services | Continue the Ways to Work Family Loan Program in San Mateo County. Ways to Work provides affordable loans for the purchase or repair of a car for qualified individuals needing reliable transportation in order to maintain employment, attend training, and care for a dependent child or older relative. | | | 375,000 | | 375,000 | |
| 58 | Middlefield/Woodside Rd (SR 84) Intersection Improvements | City of Redwood City | Increase access, safety and mobility in the North Fair Oaks community of concern by constructing crosswalks, sidewalks, accessible curb ramps, pedestrian countdown signals, bicycle signal detection, street lighting, etc. at the Middlefield Road and Woodside Road (State Route 84) intersection to allow low income, minority residents to walk and bike across Woodside Road. | | | | 339,924 | 339,924 | |
| 59 | North Central Ped Infrastructure Improvements | City of San Mateo | Improve the mobility of the low-income residents of the North Central neighborhood with the initiation of the \$11.5 Million North Central Pedestrian Infrastructure Improvement Program - Phase I. Phase I includes pedestrian infrastructure improvements south of Cypress Avenue in North Central. | | | | 339,924 | 339,924 | (1)(5) |
| 60 | Coast Service On-Demand | SamTrans | Continue funding the operation of SamCoast, a general public demand response system on the Coastside of San Mateo County centered in Pescadero. | | 300,000 | | | 300,000 | (1) |
| 61 | Bus Passes and Tickets for Low Income Families | San Mateo Human Services Agency (via SamTrans local agency fund exchange) | This project will provide bus tokens, bus tickets and bus passes for low-income families, and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling. | | 300,000 | | | 300,000 | (1) |
| 62 | Community Learning Center Public Transportation Workshops | City of South San Francisco (via SamTrans) | Develop curriculum and present public transportation workshops to low-income residents. Create instructional, outreach, evaluation and publicity materials that can be used to serve low-income residents throughout the county. Technology resources such as 511.org will be used by participants. | | 210,000 | | | 210,000 | (1) |

| # | Project | Project Sponsor | Project Description | Fund Source | | | TOTAL Lifetime Funding | Notes |
|----|--|-------------------------------------|---|-------------|------------------|-------------------|------------------------------|--------|
| | | | | IB | STA ¹ | JARC ⁵ | | |
| 63 | Midday Shuttle Belle Haven Community and Other Communities | City of Menlo Park (via SamTrans) | The Menlo Park Midday Shuttle operates along a fixed route throughout the City, including the City's redevelopment area, which includes the low-income Belle Haven community. The shuttle provides access to essential destinations including the City's downtown civic center, medical offices, community centers, shopping centers, Caltrain station, and Stanford Medical Center. | | 240,820 | | 240,820 | (1)(5) |
| 64 | North Fair Oaks On-Demand Shuttle | City of Redwood City (via SamTrans) | Provide shuttle transportation to basic services such as shopping and medical facilities in the North Fair Oaks community of concern during non-commute hours. | | 222,927 | | 222,927 | (1)(5) |
| 65 | Weekday Community Shuttle | City of East Palo Alto | Continue a weekday community shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Community Shuttle connects East Palo Alto residents to Caltrain, and has the largest ridership of all the East Palo Alto shuttles. | | | 123,368 | 123,368 | |
| 66 | Weekday Evening Shuttle | City of East Palo Alto | Continue a weekday evening shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Evening Shuttle provides weekday evening services to commuters. | | | | 76,871 | |
| 67 | Taxi Vouchers for Low Income Program Participants | San Mateo Human Services Agency | Provide emergency taxi vouchers for low-income youth, families, and individuals in need of emergency transportation assistance where a bus pass or ticket cannot provide the transportation in a timely or appropriate manner. | | | | 60,000 | |
| 68 | Weekend Shuttle | City of East Palo Alto | Continue a weekend shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekend Shuttle connects EPA residents to Caltrain on the weekend. | | | | 59,557 | |
| 69 | San Carlos Transit Center | SamTrans | The San Carlos Transit Center project will enhance an existing multi-modal transit center to facilitate improved safety and connections between SamTrans fixed route bus service, Caltrain commuter rail, local shuttles and pedestrians and bicyclists. The proposed improvements provide for new and relocated bus stops, relocated shuttle and taxi stops/queuing spaces, and pedestrian pathways. | 451,324 | | | 451,324 | (2) |

| | | | | |
|-----------|-----------|---------|---------|-----------|
| N/A* | 1,680,795 | 694,796 | 679,848 | 4,908,812 |
| 1,853,373 | 1,680,795 | 694,796 | 679,848 | |
| N/A* | | | | |

County Bid Target
Proposed Programming
Unprogrammed Balance

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

| | | | | | |
|-----------------------------|-----------|-----------|-----------|-----------|------------|
| County Bid Target | N/A* | 5,728,752 | 1,319,860 | 2,127,977 | 18,362,638 |
| Proposed Programming | 9,186,049 | 5,728,752 | 1,319,860 | 2,127,977 | |
| Unprogrammed Balance | N/A* | | | | |

| # | Project | Project Sponsor | Project Description | Fund Source | | | | TOTAL Lifeline Funding | Notes |
|---|--|-----------------|---|-------------|------------------|-------------------|-----------|------------------------------|-----------|
| | | | | IB | STA ¹ | JARC ³ | STP/CMAQ | | |
| Multi-County & Regional Projects | | | | | | | | | |
| 92 | Bus shelters at BART Stations | BART | Bus shelters at various BART stations in communities of concern for ADA patrons. | 100,000 | | | | 100,000 | |
| 93 | Internal Text Messaging Signs | AC Transit | Purchase and install text-based LED signs on the balance of AC Transit's revenue vehicle fleet. The internal text messaging signs provide bus stop and route information to assist hearing-impaired riders. | - | | | | - | (2) (15) |
| 94 | East Bay Bus Rapid Transit (BRT) Vehicles, Design & Construction | AC Transit | Procure (27) 60' Diesel Electric Hybrid for BRT Service, Design and Construct the East Bay BRT Project | 5,040,000 | | | | 5,040,000 | (17) |
| 95 | Means-Based Discount Project | MTC | Development and implementation of a regional means-based discount. In Phase 1, MTC will develop the regional concept, including identifying who is eligible, costs, funding, relationship to other discounts, etc. MTC will convene a regional Technical Advisory Committee to assist with scope development and project oversight. Depending on the results of Phase 1, the remaining funds from the \$1 million set-aside will be used for implementation activities. | - | 308,575 | | | 308,575 | (1)(16) |
| 95 | Administration & Technical Assistance | MTC | Consistent with federal JARC guidance, five percent of the region's FY11, FY12 and FY13 JARC appropriations has been set aside to fund administration and technical assistance for three years. | - | - | 317,798 | | 317,798 | (16) (21) |
| 96 | Community-Based Transportation Planning (CBTP) Program Update | MTC | The CBTP Program provides funding to CMAs for planning efforts in Communities of Concern and other transportation-disadvantaged areas. The goal of the program is to develop projects to mitigate existing transportation gaps in those communities. The updated CBTP Program will provide funding to CMAs to develop new plans or to update existing plans. | - | 89,013 | | | 89,013 | (21) |
| | | | | N/A* | 397,588 | 317,798 | - | 5,855,386 | |
| | | | | 5,140,000 | 397,588 | 317,798 | - | - | |
| | | | | N/A* | - | - | - | - | |
| Multi-County & Regional Target | | | | | | | | | |
| Proposed Programming | | | | 46,519,967 | 24,300,268 | 6,390,647 | 8,971,587 | 86,182,469 | |
| Unprogrammed Balance | | | | 46,068,643 | 24,300,268 | 6,390,647 | 8,971,587 | 85,731,145 | |
| Regional Grand Totals | | | | 451,324 | - | - | - | 451,324 | |

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

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

Notes

- (1) On 10/23/13, the STA amounts were updated to reflect FY2012 & FY2013 actual revenues, including FY2012 and FY2013 interest. The County Lifeline Program Administrators (LPAs) had originally programmed 95 percent of their county's estimated two-year STA amount, and then developed a contingency plan for the remaining five percent should it be available. The actual two-year revenues plus interest were sufficient to fully fund the 95 percent program, and to provide partial funding to the contingency projects that had been previously identified by the County LPAs.
- (2) Comply with MTC Resolution 3866, Revised (Transit Coordination Implementation Plan) where applicable, including but not limited to Clipper, 511, real-time transit information and wayfinding signage. For wayfinding signage, project sponsors are expected to follow the regional sign standard developed by MTC, with the exception of wayfinding kiosks and transit information displays which are optional (note that MTC is unable to support maintenance of these signs if installed). For real-time transit information displays at multi-agency transfer stations/stops, project sponsors must work with MTC to determine the appropriate 511 real-time transit sign design to use. MTC Res. 3866, Revised is available at <http://www.mtc.ca.gov/planning/rcip/>. Consult with project-specific MTC staff during project planning to further assess the applicability of Res. 3866, Revised and how to implement specific aspects of the project.
- (3) On 5/9/12, staff recommended SFMTA's and VTA's Proposition 1B projects for deferral (not programming) pending resolution of youth/low income fare funding discussions. Projects were recommended for funding on 6/13/12.
- (4) On 6/13/12, staff recommended deferral of funding for the Richmond Easy Go project in order to clarify eligibility issues. Project was recommended for funding on 7/11/12.
- (5) JARC funds include FTA Section 5316 funds apportioned in FY12 and Section 5307 funds apportioned in FY13 and FY14. For more information regarding the FY2013 Section 5307 funds, see the Transit Capital Priorities (TCP) Process and Criteria for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4072) and the TCP Program for FY 2012-13 & FY 2013-14 (MTC Resolution No. 4084).
- (6) Project must follow the requirements in Attachment A of the *Phase II Call for Projects: 2012 RM2 Real-time Transit Information Grant Program*
- (7) On 6/13/12, staff recommended deferral of funding for BART's Transbay Owl Express in order to work with counties and sponsor to address issues. Project was recommended for funding on 7/11/12.
- (8) On 12/19/12, \$405,987 in JARC funding was transferred from Santa Rosa CityBus Enhanced Automatic Vehicle Location (AVL) and Real-Time Transit Information Program and reprogrammed to CityBus Roseland Lifeline Operations.
- (9) On 12/19/12, SFMTA's 8X Mobility Maximization Proposition 1B amount was reduced from \$9,310,080 to \$5,285,000, SFMTA's Mission Mobility Maximization Proposition 1B amount was increased from \$2,413,350 to \$5,056,891, and a new Lifeline-eligible project, the Mission Bay Loop, was programmed \$1,381,539 in Proposition 1B funds. CMA Concurrence for SFMTA's Proposition 1B projects is expected in December 2012. MTC approval is contingent on receiving that board approval.
- (10) San Francisco County STA projects were recommended for funding in December 2012.
- (11) On 4/24/13, \$126,353 in JARC funding was transferred from Contra Costa County Employment & Human Services Tax Referral Program to Tri Delta Transit for Route 200 & 201 to Contra Costa County Employment & Human Services Department Tax Referral Program, as a pass through from Tri Delta Transit.
- (12) On 4/24/13, \$150,055 in JARC funding was transferred from City of Concord Monument Neighborhood Shuttle to County Connection Preserve Operations in Community Concern project. \$150,055 in local Measure J funds will be programmed to the Monument Neighborhood Shuttle by the Contra Costa Transportation Authority.
- (13) SFCTA Board approval for SFMTA's STP/CMAQ project was received in April 2013.
- (14) On 10/23/13, \$35,000 in JARC funding was transferred from Cycles of Change's Neighborhood Bike Centers project to the San Leandro TMO LINKS Shuttle. This modification pays LINKS back from funds borrowed by Cycles in 2012, LTP2 JARC funds.
- (15) On 12/18/13, \$500,000 in Proposition 1B funding was transferred from AC Transit's Internal Text Messaging Signs project to the Contra Costa College Transit Center Improvements project. This modification is due to cost savings on the Internal Text Messaging Signs project and will allow the scope of the Transit Center Improvements project to include real-time displays and amenities upgrades.
- (16) On 2/26/14 \$1,745,579 in STA funds were redirected to five projects impacted by the loss of JARC funds: Oakland Broadway Shuttle, \$723,000; San Leandro "LINKS" Shuttle, \$310,080; Concord Monument Neighborhood Shuttle, \$161,648; Ourreach Family Transportation Services, \$461,829; and MTC Admin & Tech. Asst., \$89,013. The STA funds were from the Means-Based Fare Study (\$691,745) and the FY14 STA Lifeline category (\$1,053,834). Additionally, JARC funds were replaced with 5307 FY14 funds on the following projects: Contra Costa County Taxi Referral Program, \$37,884; AC Transit Preserve Ops in Corum of Concern, \$45,986; and Santa Rosa Roseland Operations, \$124,214.
- (17) On 7/23/14, AC Transit's East Bay Bus Rapid Transit (BRT) project was revised to add a design and construction component to the existing vehicle purchase component.
- (18) On 11/19/14, the City of Vacaville's Accessible Paths to Transit project was replaced with the Safe Routes to School (SRTS) Infrastructure Improvements Project.
- (19) As of 11/19/14, CCCTA's original bus replacement project was delivered using alternative funds because the Lifeline Prop 1B funds were not available at the time of procurement, partly due to the delay in available bond proceeds. The \$484,534 in Lifeline Prop 1B funds will be used in a future vehicle procurement (anticipated FY2014-15), which will serve the same areas (Concord Monument Corridor and North Martinez).
- (20) On 11/19/14, SFMTA's 8X Mobility Maximization project scope was expanded to include improvements at the Balboa Park Station Area and Plaza.
- (21) On 7/22/15, \$89,013 in STA funds that had originally been set aside and allocated for MTC administration and technical assistance in FY 2014, but had not been needed for that purpose, were re-programmed to the Community Based Transportation Planning (CBTP) program.
- (22) On 3/23/16, \$213,647 in Proposition 1B funds were redirected from the cancelled Napa Valley College Northbound Shelter project to the newly added VINE Transit CAD/AVL System Part 1 project. VINE Transit CAD/AVL project is also a Lifeline Cycle 4 project.
- (23) On 3/23/16, \$451,324 in Proposition 1B funds were redirected from the SamTrans Replacement Fixed Route Vehicles project to the newly added San Carlos Transit Center project.
- (24) On 6/22/16, \$147,335 in Proposition 1B funds were reprogrammed from the cancelled WestCAT Purchase and Installation of Bus Shelters project to the newly added Dial-A-Ride Replacement Vehicles project (also a Lifeline Cycle 4 project).

APPENDIX A – 47

Regional Policies: Project Funding and Specific Funding Programs

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

MTC Resolution No. 4179



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

ABSTRACT

Resolution No. 4179, Revised

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

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

The following attachments are provided with this resolution:

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

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

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

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

Abstract
MTC Resolution No. 4179, Revised
Page 2

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4179

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

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

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

WHEREAS, the Cycle 4 Lifeline Transportation Program of Projects is set forth in Attachment A of this resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Program of Projects for the Cycle 4 Lifeline Transportation Program, as set forth in Attachment A of this resolution; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

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

Dave Cortese, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 25, 2015.

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

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

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

| # | Project | Project Sponsor | Project Description | Fund Source | | | TOTAL Lifeline Funding | Notes |
|----------------------------|---|---------------------------|--|-----------------------------|------------------------|--------------------------------|------------------------|-------|
| | | | | 1B | STA (95%) ¹ | STA (5% Conting.) ¹ | | |
| Contra Costa County | | | | | | | | |
| 10 | Preserve Operations in Community of Concern | County Connection (CCCTA) | Maintain existing service on Routes 11, 14, 16, 18, 19, 311, 314, 316. These routes provide basic transportation services to County Connection riders, 35 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span. | 1,162,936 | 61,202 | 375,962 | 1,600,000 | |
| 11 | Route 200 and 201 | Tri Delta Transit | Provide continued and expanded service between Bay Point (Community of Concern) and central Concord and Martinez. Participation in the Bay Point community Based Transportation Planning exercise, the CC County Low-Income Transportation Plan and the TEACH workshops in Bay Point led to the development of Route 201 and changes to Route 200 to better serve that community. | 810,250 | 42,645 | 347,105 | 1,200,000 | |
| 12 | Preserve Operations in Community of Concern | AC Transit | Maintain existing service on Lines 71, 76, 376, 800. These routes provide basic transportation services to AC Transit riders, 70 percent of whom are low income. All lines serve and/or are predominantly located in Communities of Concern. All lines presently provide service to employment, services, retail, schools, health care and coordination to BART stations. Funding this project would preserve existing headways and service span. | 1,999,404 | 105,232 | 245,364 | 2,350,000 | |
| 13 | C3 Operations | WestCAT | Increase frequency on Route C3, which operates between Hercules Transit Center and Contra Costa College in San Pablo. The Lifeline funding under this grant would allow WestCAT to decrease headways from 60 minutes to 30 minutes. WestCAT estimates the increased service will increase low income ridership 35-40% or approximately 26,000 new low income passenger trips annually. | 221,432 | 11,654 | 245,363 | 478,449 | |
| 14 | City of Concord - Bus Stop Access Improvements | County Connection (CCCTA) | Improve access to five (5) bus stops in the Monument Corridor. Improvements include: reconstructing concrete sidewalks, reconstructing driveways, installing red curb, installing concrete surfaces (pedestrian landings), reconstructing ADA ramps, installing concrete bus pads, installing pedestrian scale light posts, and adding street furniture including shelters and benches to improve the safety and accessibility of existing County Connection bus stops. | 255,194 | | | 255,194 | |
| 15 | Replacement and Expansion Vehicles | Tri Delta Transit | Bus (fixed route and dial-a-ride) replacement and expansion vehicles for enhancements to route 200 and 201 serving Antioch, Pittsburg and Martinez. | 178,754 | | | 178,754 | |
| 16 | Dial-A-Ride Vehicle Replacements | WestCAT | Replacement of Dial-A-Ride Vehicles | 81,113 | | | 81,113 | |
| 17 | Lighting Enhancements at El Cerrito del Norte Station | BART | Pedestrian scale lighting and wayfinding along the Ohlone Greenway and into the El Cerrito del Norte Station to improve safety and security in the station area and to and from the faregates. | 1,312,326 | | | 1,312,326 | |
| | | | | County Bid Target | 4,193,922 | 220,733 | 1,213,794 | |
| | | | | Proposed Programming | 1,827,387 | 220,733 | 1,213,794 | |
| | | | | Unprogrammed Balance | N/A* | N/A* | 7,455,836 | |

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

| # | Project | Project Sponsor | Project Description | Fund Source | | | TOTAL Lifeline Funding | Notes |
|---------------------|---|--|--|----------------|------------------------|--------------------------------|------------------------|------------------|
| | | | | 1B | STA (95%) ¹ | STA (5% Conting.) ³ | | |
| Marin County | | | | | | | | |
| 18 | Novato Transit Facility at Redwood Boulevard and Grant Avenue | GGBHTD/Marin Transit | Redesign and upgrade the bus facility at Redwood Boulevard and Grant Avenue. The improvements reconfigure the two stops into one location to improve pedestrian safety and transit operations by installing new shelters, security lighting, and other bus stop amenities. | 787,196 | | | 787,196 | |
| 19 | Route 257 Shuttle Service | Marin Transit | This project will support Route 257 shuttle service to connect welfare recipients and other low income individuals to jobs and employment-related services. | | | 222,210 | 222,210 | |
| 20 | The Ride to School for Parents Program | San Rafael Schools (via GGBHTD) | Provides scheduled shuttle or van services for parents to access San Pedro Elementary School during the school day, in the evenings and on weekends to attend school-related meetings and special events. Taxi service to address emergencies (such as a picking up a sick child or address a matter around a behavioral concern). | 120,605 | 6,348 | | 126,953 | |
| 21 | On-Demand Shuttle Project (ODSP) | Marin City Community Service District (via GGBHTD) | ODSP establishes a specialized demand-responsive shuttle service that offers specific trips for Marin City residents to shop, conduct business, and recreate. ODSP trips will be identified by residents and community groups. The Marin City Community Services District will administer the shuttle operations. | 144,963 | 7,630 | | 152,593 | |
| 25 | Operating Assistance (funding exchange project) | Marin Transit | This project will support Marin County Local Fixed route service operations to help fund existing service expansion plans. (Funding exchange with 2 projects: Novato and Marin County projects) | 503,218 | 26,433 | | 528,651 | (5) |
| | | | | 787,196 | 767,786 | 40,410 | 222,210 | |
| | | | | 787,196 | 767,787 | 40,410 | 222,210 | 1,817,603 |
| | | | | | (1) | 0 | | (0) |

| | | | | | | | | |
|--------------------|--|-------------------|---|----------------|----------------|----------------|----------------|------------------|
| Napa County | | | | | | | | |
| 23 | Operating Assistance | NCTPA | Continue VINE Transit fixed route service. The operating assistance will address numerous issues listed in the community based transportation plan, specifically improving travel times, connectivity between routes, frequency of buses, and on-time performance. | 595,503 | 31,342 | 90,657 | 717,502 | (4) |
| 24 | Computer-Aided Dispatch (CAD)/Automatic Vehicle Location (AVL) Project | NCTPA | Napa VINE identified the need to implement technological tools to assist in managing their operations and serving their customers through the collection, analysis and dissemination of reliable data on its existing fleet of transit vehicles. Based on this high priority need, Napa VINE will deploy a state-of-the-art Automatic Vehicle Location (AVL) System and Computer-Aided Dispatch (CAD) for fixed route and demand response fleets of vehicles. | 295,070 | | | 295,070 | |
| 25 | Tulocay Creek Bridge/Trail Completion | City of Napa | Pave three-quarter mile of Class 1 multi-use trail between new Tulocay Creek bicycle/pedestrian bridge and Riverfront Green Park at Soscol & Third. Project connects low income housing to the south with downtown and transit hub to the north through completion of the Class 1 trail. | | | 120,000 | 120,000 | (4) |
| 26 | Pedestrian Safety Enhancement | City of Calistoga | Installation of crosswalk and in-pavement crosswalk lighting with advanced warning flashing beacons on Lincoln Avenue at Brannan Street-Wappo Avenue. | | | 80,000 | 80,000 | (4) |
| 25 | | | | 595,503 | 31,342 | 290,657 | 290,657 | 1,216,572 |
| | | | | N/A* | 295,070 | 31,342 | 290,657 | 1,216,572 |
| | | | | 595,503 | 31,342 | 290,657 | 290,657 | 1,216,572 |
| | | | | N/A* | 295,070 | 31,342 | 290,657 | 1,216,572 |

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

| # | Project | Project Sponsor | Project Description | Fund Source | | | TOTAL Lifeline Funding | Notes |
|-----------------------------|--|-----------------|---|-----------------------------|------------------------|--|------------------------|-------|
| | | | | 1B | STA (95%) ¹ | STA (5% Conting.) ¹ 5307/JARC | | |
| San Francisco County | | | | | | | | |
| 27 | Potrero Hill Pedestrian Safety and Transit Stop Improvements | SFMTA | Improve pedestrian safety, transit access, and a sense of place by defining pedestrian bulbouts with high-impact planting barriers at five intersections in the Potrero Terrace and Annex Public Housing sites (25th at Connecticut and Texas-Dakota; 23rd at Dakota-Missouri and Arkansas, and Missouri at Watchman Way), as recommended through the Potrero Hill Neighborhood Transportation Plan efforts. This space will shorten crossing distances; force traffic to make slower turns; and create space for temporary bus bulbs, seating, and plantings. | See footnote (3) | 159,854 | | 159,854 (3) | |
| 28 | Expanding Late Night Transit Service to Communities in Need | SFMTA | Support emerging recommendations from the Late Night Transportation Study by improving late-night Owl transit service in key communities of concern for three years by: (1) upgrading the 108-Treasure Island Owl frequency; (2) closing gaps in the Owl network through short lines of the 48-Quintara/24th Street (Mission to Dogpatch) and 44 O'Shaughnessy (Bayview to Glen Park); (3) investing in additional service hours, maintenance and supervision in the existing Owl Network to improve performance; and (4) increasing the number of real-time information displays for late-night customers. | | 3,511,930 | 193,252 | 4,767,860 | |
| 29 | Van Ness Bus Rapid Transit (BRT) | SFMTA | The Van Ness BRT project calls for dedicated bus lanes on Van Ness Avenue from Lombard to Mission streets, mainly used by Muni's 49 and 47 lines and Golden Gate Transit. All-door boarding, elimination of most left turns, transit signal priority, and traffic signal optimization will help reduce transit travel time on the corridor by as much as 33 percent. Strengthening transit along this two-mile stretch of Van Ness will also positively affect the efficiency of connecting routes. In addition, pedestrian improvements, signal upgrades, new streetlights, new landscaping, and roadway resurfacing will be implemented throughout the corridor to improve safety and aesthetics. | 6,189,054 | | | 6,189,054 | |
| 30 | Wayfinding Signage and Pit Stop Initiative | BART | Install wayfinding signage at the 16th/Mission and 24th/Mission Stations, similar to those recently installed in the downtown San Francisco stations. In addition, provide high quality portable toilets and sinks with solar-powered lighting, used needle receptacles, and dog waste stations at the 16th/Mission and Civic Center stations through the San Francisco Public Works' Pit Stop Initiative. The scope includes one year of service to operate and monitor the facility Tuesday through Friday from 2 pm to 9 pm. | 1,220,326 | | | 1,220,326 | |
| | | | | County Bid Target | 3,671,784 | 193,252 | 1,062,678 | |
| | | | | Proposed Programming | 7,409,380 | 193,252 | 1,062,678 | |
| | | | | Unprogrammed Balance | N/A* | N/A* | 12,337,094 | |

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

| # | Project | Project Sponsor | Project Description | Fund Source | | | TOTAL Lifeline Funding | Notes |
|-------------------------|---|--|--|------------------|------------------------|--------------------------------|------------------------|------------------|
| | | | | 1B | STA (95%) ¹ | STA (5% Conting.) ¹ | | |
| San Mateo County | | | | | | | | |
| 31 | San Mateo County Transportation Assistance for Low-Income Residents | San Mateo County Human Services Agency (via SamTrans local agency fund exchange) | Provide bus tokens, bus tickets and bus passes for low income families and individuals participating in Self-Sufficiency and Family Strengthening activities such as: employment seeking, employment workshops, skill based training programs, emergency and health related needs, parenting skills workshops, anger management classes, and family counseling. | 350,000 | | | 350,000 | |
| 32 | Operating Support for Fixed Route 17 and SamCoast Service | SamTrans | Continue funding transit operations on the coastside of San Mateo County: (1) Expanded service on Route 17. The existing lifeline-funded expanded service provides service to Montara, additional peak commute period service, Sunday service, and later evening hours 7 days a week; (2) SamCoast, a general public demand response system on the coastside of San Mateo County centered in Pescadero. | 905,326 | 129,954 | | 1,035,280 | |
| 33 | Menlo Park Midday Shuttle | City of Menlo Park (via SamTrans) | Operate the Menlo Park Midday Shuttle, which has been providing the Belle Haven community and other neighborhoods with reliable local transit since 1998. The shuttle primarily serves the low income community by providing access to essential destinations not otherwise available. | 354,100 | | | 354,100 | |
| 34 | Daily City Bayshore Shuttle | City of Daily City (via SamTrans) | Provide a circulator shuttle service connecting the Bayshore neighborhood in Daily City with transit and important destinations in the western portion of Daily City. The shuttle is free for passengers and operates ten hours per day on weekdays and will operate for six hours per day on weekends. | 559,704 | | | 559,704 | |
| 35 | Mobility Management/Transportation Voucher Program | Outreach & Escort, Inc. | Provide mobility management services and transportation vouchers to seniors, veterans & individuals with disabilities to access mobility options offered by third-parties including: nonprofit transportation providers, volunteer driver programs, taxis, etc. Vouchers address travel for urgent, basic needs trips. Project targets residents of Communities of Concern and areas with CBTP's. | 300,000 | | | 300,000 | |
| 36 | Expansion of Fixed Route 122 | SamTrans | Route 122 provides trips for customers between San Mateo County and the Stonestown Shopping Center. Currently, the service ends before the Center closes, so Center employees cannot ride public transit home after work. JARC funds will be used to expand Route 122 service so that service is available for Center workers to return home after work and provide additional trips for customers. Sam Trans will add approximately 5.4 hours to daily weekday and Saturday service and 1.1 hours for Sunday service. | | | 439,400 | 439,400 | |
| 37 | Fixed Route Bus Procurement | SamTrans | Replace the articulated bus fleet, which has reached the end of its useful life. Replacement vehicles will provide reliable bus service to the County's most at-risk populations. The majority of Sam Trans riders are low income and are dependent on public transportation to meet their daily transportation needs. The mean household income of the average SamTrans bus rider is \$36K per year; only 26% of all SamTrans riders own or have access to a car. | | 1,230,533 | | 1,230,533 | |
| | | | | 2,469,130 | 129,954 | 439,400 | 3,038,484 | |
| | | | | N/A* | 1,230,533 | 714,609 | 2,469,130 | 4,544,226 |
| | | | | N/A* | 129,954 | 714,609 | 2,469,130 | 4,544,226 |
| | | | | N/A* | 129,954 | 714,609 | 2,469,130 | 4,544,226 |

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

| # | Project | Project Sponsor | Project Description | Fund Source | | | TOTAL Lifeline Funding | Notes |
|---------------------------|---|--|---|-----------------------------|------------------------|--|------------------------|-------|
| | | | | 1B | STA (95%) ¹ | STA (5% Conting.) ¹ 5307/JARC | | |
| Santa Clara County | | | | | | | | |
| 38 | Vehicle Loan Program - Santa Clara County | Peninsula Family Service (via Santa Clara VTA) | Provide low-interest auto loans to individuals who are unable to access affordably priced consumer loan financing. The loans, coupled with financial education and credit repair assistance, help address transportation barriers so that individuals can pursue efforts at self-sufficiency, including work, education, asset building, and job training. | | | 689,629 | 689,629 | |
| 39 | Family Transportation Services | Outreach & Escort, Inc. | Provide a range of no-cost transportation alternatives for Cal Works participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs. This program offers a menu of subprograms referred to as Guaranteed Ride Program, Jump Start, and Mobility Management. | 1,000,000 | 356,388 | 1,306,909 | 2,665,297 | |
| 40 | Senior Transportation & Resources | Outreach & Escort, Inc. | Provide door-to-door transportation and other mobility alternatives that prevent isolation and enable the County's older adults, veterans and persons with disabilities to maintain their necessary schedules and appointments with a sense of independence. A major component of this project is the cooperative working relationships with senior centers that resulted in a successful shared ride program. The demand-response rides offer individual transportation options with enrollment and advance scheduling. The program offers individualized transportation planning, especially for use of public transit. | 3,600,000 | | | 3,600,000 | |
| 41 | Together We Ride | Outreach & Escort, Inc. | Provide transportation assistance to homeless individuals and families, veterans, emancipated foster youth, persons with disabilities and other vulnerable populations in the County's Communities of Concern. The program offers demand-response (dial-a-ride) services not available by fixed route public transit; individualized public transit transportation plans; shared rides/carpools; group trips; and mobility management. These services are provided at no-cost to low-income riders every day of the year. | 2,171,361 | | | 2,171,361 | |
| 42 | Replacement Vehicles | VTA | Purchase 60-ft articulated hybrid diesel-electric buses to replace the existing articulated bus fleet. These vehicles will provide mobility to transit dependent riders on VTA's most heavily used routes by expanding the fleet and replacing aging diesel buses with hybrid buses. | | | 4,832,062 | 4,832,062 | |
| | | | | County Bid Target | 6,771,361 | 1,998,538 | 13,958,349 | |
| | | | | Proposed Programming | 6,771,361 | 356,388 | 1,998,538 | |
| | | | | Unprogrammed Balance | N/A* | N/A* | 13,958,349 | |

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

| # | Project | Project Sponsor | Project Description | Fund Source | | | TOTAL Lifeline Funding | Notes |
|----------------------|--|--|--|-----------------------------|------------------------|--------------------------------|------------------------|-------|
| | | | | 1B | STA (95%) ¹ | STA (5% Conting.) ¹ | | |
| Solano County | | | | | | | | |
| 43 | Solano County Intercity Taxi Scrip Program | Solano Transportation Authority (STA) | For Solano County's ADA paratransit certified, ambulatory residents, the Intercity Taxi Scrip Program provides 24-hour on-call service between cities in Solano County for only 15% of the regular taxi fare. This request would fund the continuation of this successful program and potentially include adding ADA paratransit certified non-ambulatory residents into the program. | | 190,000 | 10,000 | 200,000 (2) | |
| 44 | Sustaining Route 85 | SolTrans | Provide Route 85 service in Vallejo, with non-stop express service between the Vallejo Transit Center, Sereeno Transit Center, Kaiser Hospital and Fairgrounds (Six Flags/Marine World), and operating express service along I-80 with stops at Suisun Valley Road at Kaiser Drive, Solano Community College in Fairfield, Fairfield Transportation Center and Solano Mall. Route 85 operates weekdays 5:05a.m. to 10:55 p.m. and Saturdays 6:05a.m. to 9:55p.m. | | 754,477 | 39,709 | 794,186 (2) | |
| 45 | Sustaining Route 1 | SolTrans | Provide service on SolTrans Route 1 which operates seven days a week and provides service from North West Vallejo to the Vallejo Transit Center. Major destinations along this route include the Vallejo High School, Raley's Shopping Center, Seafood City and Food-4-Less. | | 706,977 | 37,209 | 744,186 (2) | |
| 46 | Volunteer Driver Program 60 Years | Faith in Action (via STA) | Provide services to seniors 60 years and over living in Solano County through three volunteer-based programs: (1) Caregiver Respite - 1-1 escort door-through-door or door-to-door for primarily medical appointments; (2) Ride with Pride - curb-to-curb shuttle services to both medical appointments and life enhancement destinations; and (3) Senior Peer Counseling - curb-to-curb for mental health appointments. | | 71,758 | 3,777 | 75,535 (2) | |
| 47 | East Tabor Ave Sidewalk Gap Closure | City of Fairfield/ Fairfield and Suisun Transit | Funding will be used for the design and construction of a sidewalk on the north side of East Tabor Avenue across the railroad tracks owned by the Union Pacific Railroad, connecting to existing sidewalk on both sides of the tracks, as well as improvements to the intersection of East Tabor Avenue and Railroad Avenue, and East Tabor Avenue and the railroad tracks to enhance motorist, bicyclist and pedestrian safety. | | 152,000 | 8,000 | 160,000 (2) | |
| 48 | Sustaining Route 30 Saturday Service | Fairfield and Suisun Transit | Continue funding Route 30 bus service on Saturdays between Fairfield and the City of Davis, serving Vacaville and Dixon along the route. The route serves UC Davis and key transit centers that connect to local transit routes and regional providers, such as SolTrans. | | | 84,060 | 84,060 (2) | |
| 49 | ADA Local Taxi Scrip Program | Fairfield and Suisun Transit | Provide a subsidized taxi fare program for seniors over age 60 and ADA qualified residents of Fairfield and Suisun City. Taxi trips within the City of Fairfield and Suisun City are subsidized by 50% for qualified residents. Subsidized trips support employment, shopping, medical, and educational needs for qualified residents. | | | 300,000 | 300,000 (2) | |
| 50 | Sustaining Route 2 (SCC-Vallejo) | SolTrans | Provide continued funding of the Solano Community College/SolTrans Bus Project (SolTrans Route 2), which provides transit bus service to and from the Solano College Vallejo campus for the benefit of low-income, transit dependent students. | | | 560,389 | 560,389 (2) | |
| 51 | Sustaining Route 20 | Fairfield and Suisun Transit | Fund Route 20, which provides intercity service between Fairfield and Vacaville and serves Solano Town Center, Fairfield Transportation Center, Vacaville Transportation Center, and Vacaville Davis Street Park and Ride lot. 76 percent of Route 20 riders are low-income (income less than \$35,000 a year). | | | 166,660 | 166,660 (2) | |
| 52 | Replacement Vehicle | City of Dixon | Replace one cutaway bus to be deployed to all locations of the City of Dixon, including low-income communities within the service area. | 8,421 | | | 8,421 | |
| 53 | Replacement Vehicles | SolTrans | Replace three buses that will be deployed on Lifeline routes serving low-income communities within the SolTrans service area. The timely replacement of these buses will ensure comfortable and reliable public transit service to improve the mobility of low-income residents. | 890,796 | | | 890,796 | |
| | | | | 899,217 | 1,875,212 | 98,695 | 1,111,109 | |
| | | | | 899,217 | 1,875,212 | 98,695 | 1,111,109 | |
| | | | | County Bid Target | | | | |
| | | | | Proposed Programming | | | | |
| | | | | Unprogrammed Balance | | | | |
| | | | | 899,217 | 1,875,212 | 98,695 | 1,111,109 | |
| | | | | 899,217 | 1,875,212 | 98,695 | 1,111,109 | |
| | | | | | | | 3,984,233 | |

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

| # | Project | Project Sponsor | Project Description | Fund Source | | | TOTAL Lifeline Funding | Notes |
|----------------------|---|-----------------------|--|-----------------------------|------------------------|--------------------------------|------------------------|------------------|
| | | | | 1B | STA (95%) ¹ | STA (5% Conting.) ¹ | | |
| Sonoma County | | | | | | | | |
| 54 | Weekend Service | Petaluma Transit | Project will support continued fixed route bus service on Saturday and Sunday for two years, in order to meet the needs of riders who have employment and other weekend travel needs. | | 270,360 | 14,229 | 76,934 | 361,523 |
| 55 | Lifeline Vehicle Replacement | Santa Rosa CityBus | Project includes partial funding for the replacement of up to ten (10) fixed route buses in the aging Santa Rosa CityBus fleet. Procuring new buses would allow Santa Rosa CityBus to further enhance rider experience not only on Lifeline routes but the system as a whole. | 671,975 | | | 162,506 | 834,481 |
| 56 | Roseland Lifeline Operations | Santa Rosa CityBus | Project will support continued operations of Lifeline transit routes serving the Roseland community of the City of Santa Rosa and unincorporated Sonoma County. The need for higher levels of transit service in Roseland was identified in the Roseland Community Based Transportation Plan completed in 2007. | | 800,881 | 42,152 | | 843,033 |
| 57 | CNG Bus Purchase | Sonoma County Transit | Project will assist with the purchase of two compressed natural gas (CNG) transit coaches. The new CNG buses would be deployed on routes primarily serving the Healdsburg, Lower Russian River and Sonoma-Springs CBTP areas. The timely replacement of Sonoma County Transit's CNG buses ensures comfortable and reliable public transit service throughout the fixed-route system. | 373,086 | 300,973 | 15,841 | 173,388 | 863,288 |
| 58 | Feeder Bus Service in Healdsburg, Lower Russian River and Sonoma-Springs CBTP Areas | Sonoma County Transit | Project will implement expanded feeder bus service during peak commute times on routes providing service within the Healdsburg, Lower Russian River and Sonoma-Springs CBTP areas. Expanded feeder service on SCT's routes 20, 22, 26, 30, 40, 60, and 62 will be designed to provide connections to SMART's service and provide enhanced peak commute service between various outlying low-income areas and where the majority of jobs and services are located within the cities of Santa Rosa and Petaluma. | | 938,416 | 49,390 | | 987,806 |
| | | | | County Bid Target | 2,310,630 | 121,612 | 412,828 | |
| | | | | Proposed Programming | 2,310,630 | 121,612 | 412,828 | 3,890,131 |
| | | | | Unprogrammed Balance | | | | |

Cycle 4 Lifeline Transportation Program of Projects (FY 2014-2016)

| # | Project | Project Sponsor | Project Description | 1B | Fund Source | | | TOTAL Lifeline Funding | Notes |
|---|-----------------------------------|-----------------|--|-----------|------------------------|--------------------------------|-----------|------------------------|-------|
| | | | | | STA (95%) ¹ | STA (5% Conting.) ¹ | 5307/JARC | | |
| Multi-County & Regional Projects | | | | | | | | | |
| 59 | Vehicle Replacements | AC Transit | Replacement vehicles to be used District-wide. Newer fleet will ensure improved AC Transit Bus Service in Communities of Concern. This strategy meets the criteria of increased reliability of AC Transit service as discussed in multiple CBTPs. | 4,299,828 | | | | 4,299,828 | |
| 60 | Regional Means-Based Fare Project | MTC | Potential development and implementation of a regional means-based transit fare program. In Lifeline Cycle 3, MTC set aside \$300,000 for Phase 1 of this project to develop the regional concept, including identifying who would be eligible, costs, funding, relationship to other discounts, and other policy elements. Depending on the results of the Phase 1 study, funds from this set-aside may be used for Phase 2 implementation activities. If the set-aside is not needed for Phase 2 of the Means-Based project, it would be used for other Lifeline projects. | | 665,000 | 35,000 | | 700,000 | |
| | | | | N/A* | 665,000 | 35,000 | | | |
| | | | | 4,299,828 | 665,000 | 35,000 | | 4,999,828 | |
| | | | | N/A* | | | | | |

| Regional Grand Totals | | | | | | | | | |
|------------------------------|--|--|--|--------------------------------|------------|------------|-----------|-----------|------------|
| | | | | Multi-County & Regional Target | | | | | |
| | | | | Proposed Programming | 24,827,359 | 29,952,522 | 1,576,448 | 8,977,695 | 65,334,024 |
| | | | | Unprogrammed Balance | 24,827,359 | 29,952,523 | 1,576,448 | 8,977,695 | 65,334,025 |
| | | | | Unprogrammed Balance | | (1) | 0 | | (0) |

* In most cases, Proposition 1B Transit funds are allocated directly to transit operators by MTC. Upon concurrence from the applicable CMA, transit operators may program funds to any capital project that is consistent with the Lifeline Transportation Program and Notes

(1) Because the STA amounts are continually changing, only 95 percent of each county's STA amount will be available to be claimed by project sponsors until further notice. The County Lifeline Program Administrators programmed 95 percent of their Solano County projects are pending STA Board approval on April 15, 2015

(2) On 4/22/15, the Potrero Hill Pedestrian Safety and Transit Stop Improvements was recommended to receive \$216,000 in Lifeline Cycle 2 (FY2009-10) Prop 1B funds were advanced to the Proposition 1B Urban Core category by the Proposition 1B Lifeline category in 2011 and are now being repaid to the Lifeline category. SFCTA programmed the \$216,000 as part of their Cycle 4 programming effort, which is why the project is listed in both this resolution and in the Lifeline Cycle 2 resolution (MTC Res. 3881).

(3) On 7/22/15, the NCTPA Operating Assistance project STA amount was increased by \$200,00 (from 395,503 to 595,503) and the 5307/JARC amount was reduced by \$200,000 (from 290,657 to 90,657). The \$200,000 in 5307/JARC funds remaining were then assigned to the City of Napa Tulocay Creek Bridge/Trail project (\$120,000) and the City of Calistoga Pedestrian Safety Enhancement project (\$80,000). The Napa County Lifeline Program Administrator had originally programmed \$200,000 in STA funds to the City of Napa and City of Calistoga bike/ped projects, but the projects were found to be ineligible for STA funds, so are instead being programmed Section 5307 funds.

(4) The Marin County Lifeline Program Administrator (Transportation Authority of Marin (TAM)) had originally programmed \$318,000 in STA funds to the City of Novato Pedestrian Access to Transit Crosswalk Improvements project and \$210,650 to the Lower Marin County Drainage for Access Improvements Study, but these projects were found to be ineligible for STA funds. As a result, TAM pursued and approved a funding swap with Marin Transit. Marin Transit will receive \$528,650 in STA funds for transit operations and in exchange will give TAM Measure A Strategy 1: Local Bus funds to fully fund the Lifeline projects (for Novato and Marin County projects).

APPENDIX A – 48

Regional Policies: Project Funding and Specific Funding Programs

**Funding Framework for a High Speed Rail Early Investment
Strategy for a Blended System in the Peninsula Corridor**

MTC Resolution No. 4056



Date: March 28, 2012
W.I.: 1512
Referred By: Commission

ABSTRACT

Resolution No. 4056

This resolution approves an Agreement and establishes a funding framework among MTC, the California High Speed Rail Authority (the Authority), the Peninsula Corridor Joint Powers Board (JPB), the San Francisco County Transportation Authority (SFCTA), the San Mateo County Transportation Authority (SMCTA), VTA, the City of San Jose, the City and County of San Francisco, and the Transbay Joint Powers Authority (TJPA), for a High Speed Rail Early Investment Strategy for a blended system in the Peninsula Corridor.

Further discussion of the High Speed Rail Early Investment Strategy is contained in the Executive Director's memorandum dated March 21, 2012.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Re: High Speed Rail Early Investment Strategy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4056

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code 66500 et. seq.; and

WHEREAS, the California High-Speed Rail Authority (Authority) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

WHEREAS, the Authority is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

WHEREAS, the Authority's 2012 Business Plan proposes to incrementally develop the California High-Speed Train (HST) system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

WHEREAS, this blended approach requires a series of incremental investments in the peninsula corridor to prepare for integrated service and operations and the Authority recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that increases service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

WHEREAS, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2

Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

WHEREAS, MTC, the Authority, the Peninsula Corridor Joint Powers Board (JPB), the San Francisco County Transportation Authority (SFCTA), the San Mateo County Transportation Authority (SMCTA), VTA, the City of San Jose, the City and County of San Francisco, and the Transbay Joint Powers Authority (TJPA) (collectively, Parties) staff have collaboratively and in good faith prepared a Memorandum of Understanding, as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set forth at length, that sets forth principles for developing the corridor electrification and advance signal system elements of the blended system; and

WHEREAS, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

WHEREAS, all Parties wish to establish a policy-level commitment of funding for the electrification and advance signal system elements of the blended system, as set forth in Attachments B and C to this Resolution, attached hereto and incorporated herein as though set forth at length; now therefore be it

RESOLVED, that MTC approves the Memorandum of Understanding for a High Speed Rail Early Investment Strategy as set forth in Attachment A and incorporated herein; and be it further

RESOLVED, that all Parties have agreed to and approve the funding plan set forth in Attachment B and incorporated herein; and be it further

RESOLVED, that the Executive Director is authorized to execute Attachment A on behalf of MTC, and to make non-substantive changes or minor amendments as deemed appropriate subject to review by MTC's Office of General Counsel for form; and, be it further

RESOLVED, that MTC agrees to provide the funds as shown in Attachment B subject to the Authority, JPB, VTA, SFCTA and BART also agrees to provide the funds as shown in Attachment B; and be it further

RESOLVED, that MTC agrees to take timely follow-up approval actions as may be necessary to allocate and program specific funding indentified in Attachment B.

METROPOLITAN TRANSPORTATION COMMISSION

A handwritten signature in black ink, appearing to read 'Adrienne J. Tissier', is written over a horizontal line.

Adrienne J. Tissier, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on March 28, 2012.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Attachment A
Resolution No. 4056
Page 1 of 4

MEMORANDUM OF UNDERSTANDING

HIGH SPEED RAIL EARLY INVESTMENT STRATEGY FOR A BLENDED SYSTEM IN
THE SAN FRANCISCO TO SAN JOSE SEGMENT KNOWN AS THE PENINSULA
CORRIDOR OF THE STATEWIDE HIGH-SPEED RAIL SYSTEM

BY AND AMONG THE FOLLOWING PARTIES (PARTIES)

CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY)
METROPOLITAN TRANSPORTATION COMMISSION (MTC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)
CITY OF SAN JOSE
CITY AND COUNTY OF SAN FRANCISCO
TRANSBAY JOINT POWERS AUTHORITY (TJPA)

Recitals

Whereas, the California High-Speed Rail AUTHORITY (AUTHORITY) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

Whereas, the AUTHORITY, in partnership with the Federal Railroad Administration is advancing a California High-Speed Train (HST) network that links the major metropolitan areas of the State of California utilizing corridors into and through Southern, Central and Northern California; and

Whereas, the AUTHORITY has responsibility for planning, construction and operation of high-speed passenger train service in California and is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

Whereas, the AUTHORITY's 2012 Business Plan proposes to incrementally develop the HST system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

Whereas, this blended approach requires a series of incremental investments in the Peninsula corridor to prepare for integrated service and operations and the AUTHORITY recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that improves service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

Whereas, a blended system will remain substantially within the existing Caltrain right-of-way and will accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula; and

Whereas, this MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail and will be designed to continue to support existing passenger and freight rail tenants; and

Whereas, local transportation improvement projects are required to be included in a Regional Transportation Plan (Plan), and the Metropolitan Transportation Commission, working closely with local agencies is charged with developing the Plan every four years to provide guidance for transportation investments within the Bay Area and with development of regional transportation strategies to address the needs of the San Francisco Bay Area; and

Whereas, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2 Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

Whereas, the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) requires the Plan to include a Sustainable Communities Strategy (SCS), showing evidence of integrated planning, goals that establish and strengthen the crucial linkages between the economy, land use development and the regional transportation system to improve access to jobs, education, healthcare, and other amenities in ways that improve the overall quality of life in the Bay Area and the blended system on the Peninsula corridor in the California High-Speed Rail program are consistent with achieving SB 375 goals to reduce greenhouse gas emissions; and

Whereas, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the Peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

Whereas, it is the intent and purpose of this MOU to strengthen the working relationship between the PARTIES to facilitate the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing

designated HST corridors for eventual HST operation to achieve region wide systems integration of rail service in Northern California; and

Whereas, local transportation improvement projects are required to be environmentally evaluated according to CEQA and NEPA regulations and where necessary, existing environmental approval covering incremental improvements to the Peninsula corridor will be updated to reflect evolving local and regional conditions and concerns; and

Whereas, incremental improvements and the blended system project will be planned, designed and constructed in a way that supports local land use and Transit Oriented Development policies along the Peninsula corridor; and

Now, **THEREFORE**, it is mutually understood and agreed to by the **PARTIES** as follows:

To jointly support and pursue the implementation of a statewide high speed rail system that utilizes a blended system and operational model on the Peninsula corridor and that has it's northern terminus at the Transbay Transit Center in San Francisco as specified in law, and it's southern limit at Mile Post 51.4 at the Tamien Station in San Jose. The blended system will support and benefit operation of both Caltrain and future high speed train service.

To jointly recognize a defined set of Inter-related Program of Projects that are consistent with the **AUTHORITY**'s phased implementation plan, are consistent with a blended system operation of the corridor and achieve objectives that include but are not limited to system capacity and connectivity for Caltrain, HST and freight, public safety, operational efficiency, effectiveness and connectivity.

To generally describe, identify and work to fully fund an Inter-related Program of Projects known as the Corridor Electrification Infrastructure Project, Advanced Signal System (also known as Positive Train Control), the Downtown Extension to the Transbay Transit Center, which is the Proposition 1A designated northern terminus of high-speed rail, new high-speed stations at San Jose Diridon Station and a Millbrae BART/Caltrain Station with a connection to San Francisco International Airport, and a Core Capacity project of needed upgrades to stations, tunnels, bridges, potential passing tracks and other track modifications and rail crossing improvements including improvements and selected grade separations required to accommodate the mixed traffic capacity requirements of high-speed rail service and commuter services.

To recognize that of the set of Inter-related Program of Projects, the most substantial and tangible early-investment benefits will be realized when two essential projects are identified for an Initial Investment Strategy to secure, at the earliest possible date, the benefits of the blended system for the traveling public and an Initial Investment Strategy is needed to provide the groundwork upon which future construction can more readily progress.

To recognize that the two Inter-related projects for Initial Investment Strategy are the Corridor Electrification Infrastructure Project that includes the needed rolling stock to operate revenue

service; and the Advanced Signal System project and to adopt as part of this MOU, the funding plans needed to move as expeditiously as possible toward construction of these two essential projects.

To work toward the implementation of the Initial Investment Strategy to the maximum extent feasible and that the PARTIES shall endeavor to incorporate the Electrification Infrastructure and Advanced Signal System projects into their respective plans and that the AUTHORITY shall reflect this MOU in its Business Plan by December 31, 2012.

That the aforementioned projects will need to be environmentally analyzed and cleared according to CEQA and NEPA guidelines as appropriate, including updating and recirculation of the Caltrain Electrification EA/FEIR completed in 2009.

That the AUTHORITY will endeavor in good faith to secure approval and release of \$ 600 million of Proposition 1A funds and \$106 million of Proposition 1A “connectivity” funds consistent with the funding plans contained in this MOU as required to complete at the earliest possible date, the Corridor Electrification Infrastructure and Advanced Signal System projects.

That the AUTHORITY will endeavor in good faith to secure approval of Proposition 1A “connectivity” funds for Bay Area project sponsors consistent with and in accordance with the schedule and project expenditure plan approved and as amended by the California Transportation Commission.

That the AUTHORITY will work with funding partners to assist in seeking and releasing the funds necessary to implement the Electrification Infrastructure Project and Advanced Signal System project. Local agencies may provide local funds, real property, or in-kind resources as matching funds where matching funds are required to qualify for grant funds. PARTIES agree to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Electrification Infrastructure Project and the Advanced Signal System Project.

That the AUTHORITY and appropriate PARTIES will coordinate to obtain funding using a mutually agreed-upon strategy. In the event that funding for the program is constrained by statute, recession of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the AUTHORITY and the PARTIES shall takes steps notify each other as needed in a timely manner.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Attachment B
Resolution No. 4056
Page 1 of 2

FUNDING PLAN

**Program Costs and Proposed Funding
for
Peninsula Corridor Projects:
Electrification and Advance Signal System**

| Program Costs <i>(in \$ millions, year of expenditure)</i> | |
|--|----------------|
| Advance Signal System / Positive Train Control (PTC) | \$231 |
| Electrification and Electric Multiple Units (EMUs) | \$1,225 |
| Total | \$1,456 |

| Program Funding <i>(in \$ millions)</i> | |
|---|----------------|
| Source | Amount |
| JPB Contributions | \$180 |
| JPB Local - Currently Available | \$11 |
| Caltrain PTC | \$4 |
| Subtotal Local | \$195 |
| Prop 1A Connectivity | \$106 |
| Prop 1A High Speed Rail Authority | \$600 |
| Prop 1B Caltrain | \$24 |
| Subtotal State | \$730 |
| Federal RR Admin. for PTC | \$17 |
| Federal Transit Admin prior/current obligations | \$43 |
| Federal Transit Admin future obligations | \$440 |
| Subtotal Federal | \$500 |
| MTC Bridge Tolls | \$11 |
| BAAQMD Carl Moyer | \$20 |
| Subtotal Regional | \$31 |
| Total | \$1,456 |

See Next Page for Notes.

Funding Plan Notes:

1. Caltrain Joint Powers Board (JPB) Local Contribution is \$60 million from San Mateo sales tax, \$60 million from VTA sales tax, and \$60 million from San Francisco (\$23 million from sales tax, \$37 million from Regional Transportation Improvement Program (RTIP)/local/other). Each agency's contribution, including Proposition 1A Connectivity funds as outlined in Note 2, is contingent upon the \$60 million each from the other two JPB partners.
2. Prop 1A Connectivity is \$42 million from Caltrain, \$26 million from VTA, and \$38 million from BART (2nd priority for BART after receipt of \$150 million for railcars).
3. Prop 1B Caltrain is \$20 million Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), \$4 million State-Local Partnership Program (SLPP).
4. FTA Prior/Current Obligations is \$16 million for electrification in prior years, \$27 million for EMUs in FY12.
5. FTA Future Obligations is \$315 million for electric multiple units (EMUs), \$125 million from fixed guideway caps. Funds will be programmed in accordance with MTC Transit Capital Priorities process between approximately FY2012-2013 and FY2022-2023.
6. Bridge Tolls is from Regional Measure 1 (RM1) West Bay Rail Reserve.
7. Bay Area Air Quality Management District (BAAQMD) funds to be confirmed.
8. Assumes that all local sources, Prop 1B PTMISEA, all federal sources, and bridge tolls can be used as match to Prop 1A funds, totaling \$726 million in matching funds for \$706 million in Prop 1A funds.
9. Other potential future funding sources could be substituted if secured, including federal Transportation Investment Generating Economic Recovery (TIGER) funds (such as current Caltrain application for \$44 million), State Interregional Transportation Improvement Program (ITIP) funds, and private financing.

Date: March 28, 2012
W.I.: 1512
Referred by: Commission

Attachment C
Resolution No. 4056
Page 1 of 3

PREPARING THE CALTRAIN CORRIDOR
FOR HIGH – SPEED RAIL:
ELECTRIFICATION AND
ADVANCED SIGNAL SYSTEM PROJECTS
MARCH 2012

ELECTRIFICATION INFRASTRUCTURE PROJECT

Electrification of the peninsula rail corridor is a necessary investment to support a blended Caltrain and high-speed rail system. In the short-term, electrification will bring more commuter service to our region in a quieter and greener way. For the long-term, electrification prepares the corridor to receive the high-speed rail system, which will provide a one-seat ride from downtown San Francisco to Los Angeles.

Project Scope

The electrification infrastructure project includes the installation of traction power facilities, poles and an overhead contact system, and the purchase of electric rolling stock to replace the current diesel trains, known as electric multiple units (EMUs). The project would extend for 52 miles from San Francisco to San Jose.

Short-Term Benefits

Caltrain electrification and use of EMUs will result in the following benefits:

- > Faster and more frequent service
- > Reduction of air pollutant emissions
- > Reduction of noise and vibration

Project Status

In 2009, 35% design and federal environmental clearance were completed. Board certification of the Environmental Assessment /Final Environmental Impact Report (EA/FEIR) to complete the state environmental process has not yet been obtained. If full funding is secured by Summer 2012, the planned project schedule is:

Project Status and Schedule*

| Phase | Start | Complete |
|--------------------------------|-------|----------|
| Environmental Clearance ** | 2012 | 2013 |
| Final Design & Procurement | 2013 | 2015 |
| Construction & Vehicle Testing | 2015 | 2019 |

* Schedule assumes design-bid-build procurement process.

** Update/recirculation of the Caltrain Electrification project EA/FEIR.



Caltrain EMU Vehicle

ADVANCED SIGNAL SYSTEM

The advanced signal system is needed to support Caltrain and high-speed rail blended services on the peninsula corridor. The system is called Communications Based Overlay Signal System, also known as Positive Train Control (PTC).

Project Scope

The project serves two purposes. One is to provide enhanced performance attributes to maximize train throughput in the rail corridor. The other is to reduce the risk of train-to-train collisions and prevent trains from exceeding authorized speed limits. The system includes control center upgrades, wayside signals, sensors in the tracks, on-board computers, and connections to global positioning systems. The advanced signal system meets a federal mandate to achieve PTC by 2015.

Project Benefits

The advanced signal system will:

- > Accommodate blended Caltrain and high-speed trains in the peninsula corridor;
- > Increase the safety of the current signal system;
- > Enable more frequent and dependable passenger service; and
- > Improve grade crossing warning functions.

Additionally, it will enable Caltrain to maintain rail operations during construction, and support faster and more efficient construction schedules in a safer work environment. These capabilities will result in significant project cost savings and minimal service disruptions.

Project Status

If full funding is secured by Summer 2012, the planned project schedule is:

Project Phases and Schedule

| Phase | Start | Complete |
|----------------------------------|--------------|---------------|
| Planning and Preliminary Design* | January 2008 | July 2010 |
| Procurement of DB Contractor | August 2010 | December 2011 |
| Hardware & Software Engineering | 2012 | 2013 |
| Construction / Installation | 2013 | 2014 |
| System Testing and Integration | 2014 | 2015 |
| Revenue Service | | 2015 |

* Project is exempt from environmental review.

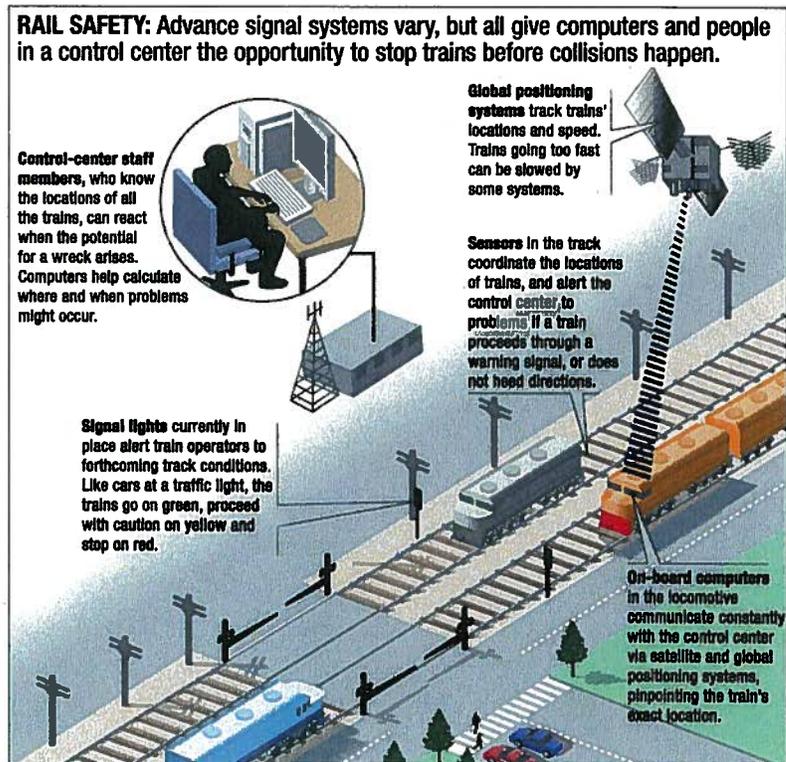


Diagram of how an advanced signal system works

APPENDIX A – 49

Regional Policies: Project Funding and Specific Funding Programs

**Updated Funding Plan for the Peninsula Corridor
Electrification Project**

MTC Resolution No. 4241



Date: June 22, 2016
W.I.: 1512
Referred By: PAC

ABSTRACT

Resolution No. 4241

This resolution updates the funding plan for the Peninsula Corridor Electrification Project by authorizing the Executive Director to execute a Seven-Party Supplement to the 2012 Memorandum of Understanding regarding the High Speed Rail Early Investment Strategy for the Peninsula Corridor (MTC Resolution No. 4056).

This Resolution includes the following attachment:

Attachment A – Seven Party Supplement to 2012 Memorandum of Understanding

Further discussion of the Seven-Party Supplement and the Peninsula Corridor Electrification Project is contained in the Programming and Allocations Committee summary sheet dated June 8, 2016.

Date: June 22, 2016
W.I.: 1512
Referred by: PAC

Re: Seven-Party Supplement to the 2012 Memorandum of Understanding regarding the High Speed Rail Early Investment Strategy for the Peninsula Corridor

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4241

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code 66500 et. seq.; and

WHEREAS, during the spring of 2012, MTC, the California High Speed Rail Authority (CHSRA), the Peninsula Corridor Joint Powers Board (PCJPB), the San Francisco County Transportation Authority (SFCTA), the Santa Clara Valley Transportation Authority (VTA), the City of San Jose, the City and County of San Francisco (CCSF), the San Mateo County Transportation Authority (SMCTA), and the Transbay Joint Powers Authority entered into a Memorandum of Understanding that adopted an early investment strategy pertaining to the Blended System in the San Francisco to San Jose Segment of the Peninsula Rail Corridor (the "2012 Nine-Party MOU"), a copy of which is attached hereto as Exhibit A of Attachment A, and incorporated herein by this reference; and

WHEREAS, the 2012 Nine-Party MOU identifies two principal inter-related projects as essential to the early investment strategy: (1) the Peninsula Corridor Electrification Project, including associated rolling stock acquisition (PCEP), and (2) construction of an advanced signal system, commonly known as the PCJPB's "CBOSS" project, which will incorporate federally mandated Positive Train Control (collectively, the "Early Investment Projects"); and

WHEREAS, \$125 million in Federal Transit Administration (FTA) funds identified in the 2012 Early Investment Strategy funding plan included in the 2012 Nine-Party MOU is needed by the PCJPB to advance critical state of good repair improvements necessary to maintain existing Caltrain operations, and the PCJPB has requested to remove these funds from the early investment funding strategy, which would create a \$125 million funding gap; and

WHEREAS, a note to the 2012 early investment strategy funding plan included in the 2012 Nine-Party MOU indicated that other potential future funding sources could be substituted if secured; and

WHEREAS, the PCJPB conducted a cost estimate study for the PCEP in 2014 to update the 2008 cost estimate on which the 2012 Nine-Party MOU funding strategy for the PCEP was based, and the PCJPB has since included additional program contingency to the PCEP, such that the total anticipated budget for the PCEP is up to \$1.98 billion, which includes costs covering the contracts, program management, and contingency costs; and

WHEREAS, representatives of MTC, PCJPB, SMCTA, VTA, CCSF, SFCTA and CHSRA have met and discussed with all parties to the 2012 Nine-Party MOU additional funding needed for the PCEP to support contract awards, and have agreed to a Seven-Party Supplement to the 2012 Nine-Party MOU (Seven-Party Supplement), which is attached hereto as Attachment A, and incorporated herein by this reference; and

WHEREAS, the Seven-Party Supplement updates the 2012 early investment strategy funding plan by making additional funding commitments to replace \$125 million in FTA funds that PCJPB requested to remove from the early investment funding strategy and to provide sufficient funds to complete PCEP at the anticipated cost of up to \$1.98 billion, which is attached hereto as Exhibit B to Attachment A, and incorporated herein by this reference; now therefore be it

RESOLVED, that MTC approves the Seven-Party Supplement to the 2012 Nine-Party MOU as set forth in Attachment A and incorporated herein; and be it further

RESOLVED, that all Parties have agreed to and approve the funding plan set forth in Exhibit B to Attachment A and incorporated herein; and be it further

RESOLVED, that the Executive Director is authorized to execute Attachment A on behalf of MTC, and to make non-substantive changes or minor amendments as deemed appropriate subject to review by MTC's Office of General Counsel for form; and, be it further

RESOLVED, that MTC agrees to provide the funds as shown in Exhibit B to Attachment A subject to the PCJPB, SMCTA, VTA, CCSF, SFCTA and CHSRA also agreeing to provide the funds as shown in Exhibit B to Attachment A, and subject to Congressional authorization and appropriation, availability of funds, and other critical regional transit capital needs; and, be it further

RESOLVED, that MTC may substitute other MTC-controlled funds in place of the funds shown in Exhibit B to Attachment A; and be it further

RESOLVED, that MTC agrees to take timely follow-up approval actions as may be necessary to allocate and program specific funding identified in Exhibit B to Attachment A; and be it further

RESOLVED, that programming by MTC of FTA funds that are part of the \$125 million in FTA funds that PCJPB requested to remove from the early investment funding strategy for PCJPB fixed guideway infrastructure rehabilitation projects in the regional Transit Capital Priorities Program for FY2016-17 shall be conditioned on an assessment that sufficient funds from the Federal Transit Administration Core Capacity Program, the state Transit Capital and Intercity Rail Program, or other sources have been committed to PCEP to substantially complete the PCEP funding plan.

METROPOLITAN TRANSPORTATION COMMISSION



Dave Cortese, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on June 22, 2016.

Date: June 22, 2016
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4241
Page 1 of 6

**SEVEN PARTY SUPPLEMENT TO
2012 MEMORANDUM OF UNDERSTANDING (MOU)**

**FINANCIAL COMMITMENTS TO ADDRESS FUNDING GAP FOR
THE PENINSULA CORRIDOR ELECTRIFICATION PROJECT**

BY AND AMONG THE FOLLOWING PARTIES (PARTIES)

SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)
CITY AND COUNTY OF SAN FRANCISCO (CCSF)
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)
METROPOLITAN TRANSPORTATION COMMISSION (MTC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
CALIFORNIA HIGH SPEED RAIL AUTHORITY (CHSRA)

RECITALS

WHEREAS, during the spring of 2012, the California High Speed Rail Authority (CHSRA) and the Peninsula Corridor Joint Powers Board (PCJPB), together with the Metropolitan Transportation Commission (MTC), the San Francisco County Transportation Authority (SFCTA), the Santa Clara Valley Transportation Authority (VTA), the City of San Jose, the City and County of San Francisco (CCSF), the San Mateo County Transportation Authority (SMCTA), and the Transbay Joint Powers Authority entered into a Memorandum of Understanding that adopted an early investment strategy pertaining to the Blended System in the San Francisco to San Jose Segment of the Peninsula Rail Corridor (the "2012 Nine-Party MOU"), a copy of which is attached hereto as Exhibit A and incorporated herein by this reference;

WHEREAS, the 2012 Nine-Party MOU identifies two principal inter-related projects as essential to the early investment strategy: (1) the Peninsula Corridor Electrification Project, including associated rolling stock acquisition (the PCEP), and (2) construction of an advanced signal system, commonly known as the PCJPB's "CBOSS" project, which will incorporate federally mandated Positive Train Control (collectively, the "Early Investment Projects");

WHEREAS, the Parties to the 2012 Nine-Party MOU agreed to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Early Investment Projects and to coordinate efforts to obtain funding using a mutually agreed-upon strategy, and in the event that funding for the program is constrained by statute, rescission of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the Parties agreed to take steps to notify each other as needed in a timely manner;

WHEREAS, \$125 million in FTA funds identified in the 2012 Early Investment Strategy funding plan included in the 2012 Nine-Party MOU is needed by the PCJPB to advance critical state of good repair improvements necessary to maintain existing Caltrain operations, and the PCJPB has requested to remove these funds from the early investment funding strategy, which would create a \$125 million funding gap; and

WHEREAS, a note to the 2012 early investment strategy funding plan included in the 2012 Nine-Party MOU indicated that other potential future funding sources could be substituted if secured;

WHEREAS, the PCJPB conducted a cost estimate study for the PCEP in 2014 to update the 2008 cost estimate on which the 2012 Nine-Party MOU funding strategy for the PCEP was based, and the PCJPB has since included additional program contingency to the PCEP, such that the total anticipated budget for the PCEP is up to \$1.980 billion, which includes costs covering the contracts, program management, and contingency costs;

WHEREAS, the Parties to this Seven-Party Supplement (Supplement) have met and discussed with all parties to the 2012 Nine-Party MOU additional funding needed for the PCEP to support contract award and have agreed to the funding commitments specified herein;

NOW, THEREFORE, it is mutually understood and agreed to by the PARTIES as follows:

1. To fully fund the PCEP, the parties to this Supplement commit to make the funding available to support the PCEP as set forth below. This funding is in addition to funding commitments previously made by these parties in the 2012 Nine-Party MOU.
 - a. The SMCTA will contribute an additional \$20 million;
 - b. The VTA will contribute an additional \$20 million;
 - c. The SFCTA and/or the CCSF will contribute an additional \$20 million;

(For SMCTA, VTA, and SFCTA and/or CCSF, each agency's contribution is contingent upon the \$20 million each from the other two JPB partners, with the exact manner and timing of the contributions to be worked out with the JPB.)
 - d. The MTC will program \$28.4 million from Regional Measures 1 and 2;
 - e. The PCJPB will contribute \$9 million from funding provided by formula to Caltrain through the State of California's Low Carbon Transit Operations Program; and
 - f. The CHSRA will contribute an additional \$113 million.
2. The Parties to this Supplement also support the PCJPB's efforts to obtain \$647 million from FTA's Core Capacity Grant Program for the PCEP as a regional priority. The \$647 million would help provide funding needed for the PCEP, as well as funding to support a larger contingency set-aside for the PCEP program.
3. The Parties to this Supplement understand PCJPB has requested \$225 million from the California State Transportation Agency's Transit & Intercity Rail Capital Program (Cap & Trade TIRCP) to support the PCEP, as contemplated in the 2012 Nine-Party MOU. These funds will be prioritized for PCEP and will be used to backfill any shortfall in requested FTA Core Capacity funds. If available, funding not needed for PCEP will be used to replace the remaining Caltrain diesel vehicles with Electric Multiple Units (EMUs). The exact remaining number of vehicles to be replaced will be contingent on the final Cap & Trade TIRCP grant award.
4. The parties to this Supplement also agree that, with the additional funding sources, \$125 million in FTA funds identified in the 2012 Early Investment Strategy funding plan will no longer be needed for the PCEP, and will instead be programmed by the MTC to the JPB to advance critical Caltrain state of good repair improvements through MTC's established regional Transit Capital Priorities process.
5. The total anticipated amount of funding to be secured for the PCEP will be \$1.980 billion, which includes the funding sources outlined above in paragraphs 1, 2, and 3, along with the original funding sources in the 2012 Nine-Party MOU except the \$125 million noted in paragraph 4 above. The revised funding plan for the PCEP reflecting the changes described herein is attached as Exhibit B.

6. The parties to this supplement agree to continue, through regular meetings, to provide opportunity for all nine parties to the 2012 Nine-Party MOU to discuss, review, and/or comment on relevant project matters and collectively provide advisory oversight to help advance the PCEP.
7. If overall program costs reflect a financial commitment that is below the funding plan of \$1.980 billion, funding commitments from the parties to this Supplement will be reduced proportionally according to their respective additional shares as stated in this Supplement.
8. In the event overall program costs reflect a financial commitment that is above the funding plan of \$1.980 billion, or if the FTA Core Capacity funds are awarded at less than \$647 million, the parties to this Supplement will discuss with all parties to the 2012 Nine-Party MOU how to secure additional funding beyond what is presently identified, and/or discuss project scope adjustments to match to funding availability.
9. The parties to the 2012 Nine-Party MOU will also discuss and agree on program oversight roles for the funding partners prior to the award of the PCEP contracts.

IN WITNESS WHEREOF, this MOU has been executed by the PARTIES hereto as of the day and year indicated next to each signature, with the final signature date constituting the effective date.

Jim Hartnett, Executive Director
Peninsula Corridor Joint Powers Board and
San Mateo County Transportation Authority

Date

Nuria Fernandez, General Manager/CEO
Santa Clara Valley Transportation Authority

Date

Edwin M. Lee, Mayor
City and County of San Francisco

Date

Tilly Chang, Executive Director
San Francisco County Transportation Authority

Date

Steve Heminger, Executive Director
Metropolitan Transportation Commission

Date

Jeff Morales, Chief Executive Officer
California High Speed Rail Authority

Date

APPROVED AS TO FORM BY:

Attorney for Peninsula Corridor Joint Powers Board and
San Mateo County Transportation Authority

Date

Attorney for Santa Clara Valley Transportation Authority

Date

Attorney for City and County of San Francisco

Date

Attorney for San Francisco County Transportation Authority

Date

Attorney for Metropolitan Transportation Commission

Date

Attorney for California High Speed Rail Authority

Date

MEMORANDUM OF UNDERSTANDING (MOU)

HIGH SPEED RAIL EARLY INVESTMENT STRATEGY FOR A BLENDED SYSTEM IN THE SAN FRANCISCO TO SAN JOSE SEGMENT KNOWN AS THE PENINSULA CORRIDOR OF THE STATEWIDE HIGH-SPEED RAIL SYSTEM

BY AND AMONG THE FOLLOWING PARTIES (PARTIES)

CALIFORNIA HIGH SPEED RAIL AUTHORITY (AUTHORITY)
METROPOLITAN TRANSPORTATION COMMISSION (MTC)
PENINSULA CORRIDOR JOINT POWERS BOARD (JPB)
SAN FRANCISCO COUNTY TRANSPORTATION AUTHORITY (SFCTA)
SAN MATEO COUNTY TRANSPORTATION AUTHORITY (SMCTA)
SANTA CLARA VALLEY TRANSPORTATION AUTHORITY (VTA)
CITY OF SAN JOSE
CITY AND COUNTY OF SAN FRANCISCO
TRANSBAY JOINT POWERS AUTHORITY (TJPA)

Recitals

Whereas, the California High-Speed Rail AUTHORITY (AUTHORITY) is responsible for planning, building and maintaining an 800-mile statewide high-speed rail system and improved mobility through the development of safe, clean, reliable rail technology; and

Whereas, the AUTHORITY, in partnership with the Federal Railroad Administration is advancing a California High-Speed Train (HST) network that links the major metropolitan areas of the State of California utilizing corridors into and through Southern, Central and Northern California; and

Whereas, the AUTHORITY has responsibility for planning, construction and operation of high-speed passenger train service in California and is exclusively charged with accepting grants, fees and allocations from the state, from political subdivisions of the state and from the federal government, foreign governments, and private sources; and

Whereas, the AUTHORITY's 2012 Business Plan proposes to incrementally develop the HST system utilizing a blended system approach that will coordinate the development and operations of HST with existing passenger rail systems that improves, enhances and expands the integration of high-speed and regional/local passenger rail systems; and

Whereas, this blended approach requires a series of incremental investments in the Peninsula corridor to prepare for integrated service and operations and the AUTHORITY recognizes the need for a collaborative effort with regional and local agencies to identify early investment projects along existing rail corridors that improves service, improves safety and efficiency, and creates linkages between HST and local passenger rail service; and

Whereas, a blended system will remain substantially within the existing Caltrain right-of-way and will accommodate future high-speed rail and modernized Caltrain service along the Peninsula corridor by primarily utilizing the existing track configuration on the Peninsula; and

Whereas, this MOU is specific to project investments that upgrade existing rail service and prepare for a future high-speed train project that is limited to infrastructure necessary to support a blended system, which will primarily be a two-track system shared by both Caltrain and high-speed rail and will be designed to continue to support existing passenger and freight rail tenants; and

Whereas, local transportation improvement projects are required to be included in a Regional Transportation Plan (Plan), and the Metropolitan Transportation Commission, working closely with local agencies is charged with developing the Plan every four years to provide guidance for transportation investments within the Bay Area and with development of regional transportation strategies to address the needs of the San Francisco Bay Area; and

Whereas, on December 19, 2001, MTC adopted the Regional Transit Expansion Program of Projects (Resolution 3434) which includes the Transbay Transit Center Phase 2 Downtown Extension and Caltrain Electrification projects as regional priorities for transit expansion; and

Whereas, the Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg, Statutes of 2008) requires the Plan to include a Sustainable Communities Strategy (SCS), showing evidence of integrated planning, goals that establish and strengthen the crucial linkages between the economy, land use development and the regional transportation system to improve access to jobs, education, healthcare, and other amenities in ways that improve the overall quality of life in the Bay Area and the blended system on the Peninsula corridor in the California High-Speed Rail program are consistent with achieving SB 375 goals to reduce greenhouse gas emissions; and

Whereas, all Parties are involved in the planning, funding, construction and/or operation of heavy and light rail transit, buses, and/or commuter train services in the Peninsula corridor and are considering intermodal service integration, including linkages to the proposed HST service; and

Whereas, it is the intent and purpose of this MOU to strengthen the working relationship between the PARTIES to facilitate the development and implementation of passenger rail improvements that will improve local passenger rail service and operations while preparing designated HST corridors for eventual HST operation to achieve region wide systems integration of rail service in Northern California; and

Whereas, local transportation improvement projects are required to be environmentally evaluated according to CEQA and NEPA regulations and where necessary, existing environmental approval covering incremental improvements to the Peninsula corridor will be updated to reflect evolving local and regional conditions and concerns; and

Whereas, incremental improvements and the blended system project will be planned, designed and constructed in a way that supports local land use and Transit Oriented Development policies along the Peninsula corridor; and

Now, **THEREFORE**, it is mutually understood and agreed to by the **PARTIES** as follows:

To jointly support and pursue the implementation of a statewide high speed rail system that utilizes a blended system and operational model on the Peninsula corridor and that has its northern terminus at the Transbay Transit Center in San Francisco as specified in law, and its southern limit at Mile Post 51.4 at the Tamien Station in San Jose. The blended system will support and benefit operation of both Caltrain and future high speed train service.

To jointly recognize a defined set of Inter-related Program of Projects that are consistent with the AUTHORITY's phased implementation plan, are consistent with a blended system operation of the corridor and achieve objectives that include but are not limited to system capacity and connectivity for Caltrain, HST and freight, public safety, operational efficiency, effectiveness and connectivity.

To generally describe, identify and work to fully fund an Inter-related Program of Projects known as the Corridor Electrification Infrastructure Project, Advanced Signal System (also known as Positive Train Control), the Downtown Extension to the Transbay Transit Center, which is the Proposition 1A designated northern terminus of high-speed rail, new high-speed stations at San Jose Diridon Station and a Millbrae BART/Caltrain Station with a connection to San Francisco International Airport, and a Core Capacity project of needed upgrades to stations, tunnels, bridges, potential passing tracks and other track modifications and rail crossing improvements including improvements and selected grade separations required to accommodate the mixed traffic capacity requirements of high-speed rail service and commuter services.

To recognize that of the set of Inter-related Program of Projects, the most substantial and tangible early-investment benefits will be realized when two essential projects are identified for an Initial Investment Strategy to secure, at the earliest possible date, the benefits of the blended system for the traveling public and an Initial Investment Strategy is needed to provide the groundwork upon which future construction can more readily progress.

To recognize that the two Inter-related projects for Initial Investment Strategy are the Corridor Electrification Infrastructure Project that includes the needed rolling stock to operate revenue service; and the Advanced Signal System project and to adopt as part of this MOU, the funding plans needed to move as expeditiously as possible toward construction of these two essential projects.

To work toward the implementation of the Initial Investment Strategy to the maximum extent feasible and that the PARTIES shall endeavor to incorporate the Electrification Infrastructure and Advanced Signal System projects into their respective plans and that the AUTHORITY shall reflect this MOU in its Business Plan by December 31, 2012.

That the aforementioned projects will need to be environmentally analyzed and cleared according to CEQA and NEPA guidelines as appropriate, including updating and recirculation of the Caltrain Electrification EA/FEIR completed in 2009.

That the AUTHORITY will endeavor in good faith to secure approval and release of \$600 million of Proposition 1A funds and \$106 million of Proposition 1A "connectivity" funds consistent with the funding plans contained in this MOU as required to complete at the earliest possible date, the Corridor Electrification Infrastructure and Advanced Signal System projects.

That the AUTHORITY will endeavor in good faith to secure approval of Proposition 1A "connectivity" funds for Bay Area project sponsors consistent with and in accordance with the schedule and project expenditure plan approved and as amended by the California Transportation Commission.

That the AUTHORITY will work with funding partners to assist in seeking and releasing the funds necessary to implement the Electrification Infrastructure Project and Advanced Signal System project. Local agencies may provide local funds, real property, or in-kind resources as matching funds where matching funds are required to qualify for grant funds. PARTIES agree to work together to identify the appropriate amounts and types of local resources that may be used to support the completion of the Electrification Infrastructure Project and the Advanced Signal System Project.

That the AUTHORITY and appropriate PARTIES will coordinate to obtain funding using a mutually agreed-upon strategy. In the event that funding for the program is constrained by statute, rescission of existing law, change in funding requirements or eligibility, reduction in funding level or availability, the AUTHORITY and the PARTIES shall take steps to notify each other as needed in a timely manner.

FUNDING PLAN

**Program Costs and Proposed Funding
for
Peninsula Corridor Projects:
Electrification and Advance Signal System**

| Program Costs <i>(in \$ millions, year of expenditure)</i> | |
|--|----------------|
| Advance Signal System / Positive Train Control (PTC) | \$231 |
| Electrification and Electric Multiple Units (EMUs) | \$1,225 |
| Total | \$1,456 |

| Program Funding <i>(in \$ millions)</i> | |
|---|----------------|
| Source | Amount |
| JPB Contributions | \$180 |
| JPB Local - Currently Available | \$11 |
| Caltrain PTC | \$4 |
| Subtotal Local | \$195 |
| Prop 1A Connectivity | \$106 |
| Prop 1A High Speed Rail Authority | \$600 |
| Prop 1B Caltrain | \$24 |
| Subtotal State | \$730 |
| Federal RR Admin. for PTC | \$17 |
| Federal Transit Admin prior/current obligations | \$43 |
| Federal Transit Admin future obligations | \$440 |
| Subtotal Federal | \$500 |
| MTC Bridge Tolls | \$11 |
| BAAQMD Carl Moyer | \$20 |
| Subtotal Regional | \$31 |
| Total | \$1,456 |

Funding Plan Notes:

1. Caltrain Joint Powers Board (JPB) Local Contribution is \$60 million from San Mateo sales tax, \$60 million from VTA sales tax, and \$60 million from San Francisco (\$23 million from sales tax, \$37 million from Regional Transportation Improvement Program (RTIP)/local/other). Each agency's contribution, including Proposition 1A Connectivity funds as outlined in Note 2, is contingent upon the \$60 million each from the other two JPB partners.
2. Prop 1A Connectivity is \$42 million from Caltrain, \$26 million from VTA, and \$38 million from BART (2nd priority for BART after receipt of \$150 million for railcars).
3. Prop 1B Caltrain is \$20 million Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), \$4 million State-Local Partnership Program (SLPP).
4. FTA Prior/Current Obligations is \$16 million for electrification in prior years, \$27 million for EMUs in FY12.
5. FTA Future Obligations is \$315 million for electric multiple units (EMUs), \$125 million from fixed guideway caps. Funds will be programmed in accordance with MTC Transit Capital Priorities process between approximately FY2012-2013 and FY2022-2023.
6. Bridge Tolls is from Regional Measure 1 (RM1) West Bay Rail Reserve.
7. Bay Area Air Quality Management District (BAAQMD) funds to be confirmed.
8. Assumes that all local sources, Prop 1B PTMISEA, all federal sources, and bridge tolls can be used as match to Prop 1A funds, totaling \$726 million in matching funds for \$706 million in Prop 1A funds.
9. Other potential future funding sources could be substituted if secured, including federal Transportation Investment Generating Economic Recovery (TIGER) funds (such as current Caltrain application for \$44 million), State Interregional Transportation Improvement Program (ITIP) funds, and private financing.

IN WITNESS WHEREOF, this MOU has been executed by the PARTIES hereto as of the day and year indicated next to each signature, with the final signature date constituting the effective date.



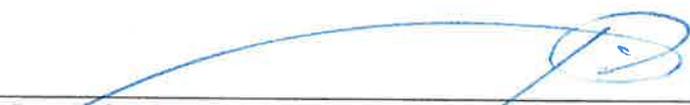
Jeff Morales, Chief Executive Officer
California High Speed Rail Authority
Date 9/18/2012



Steve Heminger, Executive Director
Metropolitan Transportation Commission
Date 9/18/2012



Michael J. Scanlon, Executive Director
Peninsula Corridor Joint Powers Board and
San Mateo County Transportation Authority
Date 9/21/2012



Jose Luis Moscovich, Executive Director
San Francisco County Transportation Authority
Date 10/15/12



Michael Burns, General Manager
Santa Clara Valley Transportation Authority
Date 11/27/12



Debra Figone, City Manager
City of San Jose
Date 12/12/12



Edwin M. Lee, Mayor
City and County of San Francisco
Date 1/15/13



Maria Ayerdi-Kaplan, Executive Director
Transbay Joint Powers Authority
Date 1/25/13

EXHIBIT B
FUNDING PLAN FOR PENINSULA CORRIDOR
ELECTRIFICATION AND ADVANCED SIGNAL SYSTEM PROJECTS
(\$ millions)

| | 9-Party MOU Funding Strategy | Changes in the 7-Party Supplemental MOU | Revised Costs & Funding Sources | CBOSS | PCEP |
|---|---------------------------------------|--|--|-------|---------|
| Projected Costs | | | | | |
| PCEP | 1,225.0 | 755.0 | 1,980.0 | - | 1,980.0 |
| CBOSS | 231.0 | | 231.0 | 231.0 | - |
| Total | 1,456.0 | 755.0 | 2,211.0 | 231.0 | 1,980.0 |
| Funding Sources | | | | | |
| JPB Member Contributions | 180.0 | 60.0 | 240.0 | 47.0 | 193.0 |
| JPB Local | 11.0 | 9.0 | 20.0 | 11.0 | 9.0 |
| Caltrain PTC | 4.0 | | 4.0 | 4.0 | |
| Subtotal Local | 195.0 | 69.0 | 264.0 | 62.0 | 202.0 |
| Prop 1A Connectivity | 106.0 | | 106.0 | 106.0 | |
| Prop 1A HSRA | 600.0 | | 600.0 | | 600.0 |
| CHSRA Cap & Trade/Other | | 113.0 | 113.0 | | 113.0 |
| Cap & Trade TIRCP ¹ | | 20.0 | 20.0 | | 20.0 |
| Prop 1B Caltrain | 24.0 | | 24.0 | 16.0 | 8.0 |
| Subtotal State | 730.0 | 133.0 | 863.0 | 122.0 | 741.0 |
| FRA | 17.0 | | 17.0 | 17.0 | |
| FTA/FHWA Prior/Current Obligations ² | 45.8 | | 45.8 | 29.8 | 16.0 |
| FTA Future Obligations | 440.0 | (125.0) | 315.0 | | 315.0 |
| FTA Core Capacity ³ | - | 647.0 | 647.0 | - | 647.0 |
| Subtotal Federal | 502.8 | 522.0 | 1,024.8 | 46.8 | 978.0 |
| MTC Bridge Tolls | 11.0 | 28.4 | 39.4 | | 39.4 |
| BAAQMD Carl Moyer | 20.0 | | 20.0 | | 20.0 |
| Subtotal Regional | 31.0 | 28.4 | 59.4 | - | 59.4 |
| Total | 1,458.8 | 752.4 | 2,211.2 | 230.8 | 1,980.4 |

Notes

- The parties to the Seven-Party Supplement to 2012 Memorandum of Understanding recognize that the JPB has requested State Cap & Trade TIRCP funds to help fund the PCEP. Of the \$225m requested, \$20m is identified to help close the funding gap in the \$1.98 billion project cost estimate for PCEP.
- The \$2.8m represents a FHWA grant (Railwy/Hwy Hazard Elimination) for the CBOSS project that was secured after the 2012 MOU execution. This amount is not included in the 7-party MOU since the funding is for the CBOSS project.
- \$647 million in FTA Core Capacity funds would help close the funding gap for PCEP, as well as providing funding to support a larger contingency set-aside for PCEP.

APPENDIX A – 50

Regional Policies: Project Funding and Specific Funding Programs

**Funding Plan for Phase 1 of the
BART Rail Car Replacement Program
MTC Resolution No. 4126**



Date: December 18, 2013
W.I.: 1512
Referred By: PAC
Revised: 01/27/16-C

ABSTRACT

Resolution No. 4126, Revised

This resolution supersedes MTC Resolution No. 3918 by revising the Funding Plan for Phase 1 of the BART Rail Car Replacement Program, which includes a policy-level commitment of approximately \$871 million in regional funding in fiscal years 2006 through 2019. The funding framework for Phase 2 of the project established by Resolution No. 3918 is superseded by the investment plan included in the Core Capacity Challenge Grant Program, MTC Resolution No. 4123.

This Resolution includes the following attachments:

A – Principles for Phase 1 Funding Plan

B – Phase 1 Funding Plan

Attachment B of this resolution was revised by the Commission on January 27, 2016 to 1) revise the Funding Plan for Phase 1 of the BART Rail Car Replacement Program by reducing the commitment of FTA and STP funds by \$150 million and adding a new commitment of AB 664 Bridge Tolls and BATA Project Savings totaling \$150 million, and 2) to update the amounts programmed through FY 2015-16 and the amounts remaining to be programmed.

Further discussion of the BART Rail Car Replacement Program is contained in the Programming and Allocations Summary Sheet dated December 11, 2013 and January 13, 2016.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

Re: BART Rail Car Replacement Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4126

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code 66500 et. seq.; and

WHEREAS, the San Francisco Bay Area Rapid Transit District (BART) is a rapid transit district providing heavy rail transit service in the San Francisco Bay Area; and

WHEREAS, BART has approved Resolution No. 5134 regarding the BART Rail Car Replacement Program and therein agreed to the matters referenced in the succeeding WHEREAS and RESOLVED clauses; and

WHEREAS, BART wishes to replace 669 rail cars through its Rail Car Replacement Program (PROJECT); and

WHEREAS, BART and MTC wish to establish a funding framework and understanding for the PROJECT; and

WHEREAS, BART and MTC wish to establish a policy-level commitment of funding toward a PHASE 1 FUNDING PLAN in fiscal years 2011 through 2019 in order for BART to award a contract for the PROJECT; and

WHEREAS, MTC previously adopted MTC Resolution No. 3866, the Transit Coordination Implementation Plan; and

WHEREAS, pursuant to Resolution No. 3866, MTC may, at its discretion, withhold, restrict or re-program funds and allocations to an operator that has not made reasonable efforts to implement the requirements of Resolution No. 3866; now be it therefore,

RESOLVED, that BART and MTC have agreed to and approve the PRINCIPLES FOR PHASE 1 FUNDING PLAN set forth in Attachment A and incorporated herein; and be it further

RESOLVED, that BART and MTC have agreed to and approve the PHASE 1 FUNDING PLAN set forth in Attachment B and incorporated herein; and be it further

RESOLVED, that BART and MTC agree that MTC's commitment of funding for the PHASE 1 FUNDING PLAN for the PROJECT is limited to the total amount of MTC Funding shown in the PHASE 1 FUNDING PLAN ; and be it further

RESOLVED, that MTC agrees to program in a timely manner Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds as set forth in Attachment B, subject to Congressional authorization and appropriation, availability of funds, and other critical regional transit capital needs in order to meet PHASE 1 FUNDING PLAN cash flow needs and minimize financing costs; and be it further

RESOLVED, that MTC may substitute other MTC-controlled funds in place of available FTA and FHWA funds specified in the PHASE 1 FUNDING PLAN; and be it further

RESOLVED, that BART agrees to use the funds as shown in Attachment B to meet the local match requirements of federal funds for the PHASE 1 FUNDING PLAN; and be it further

RESOLVED, that BART agrees to comply with all applicable local, state, and federal requirements for funds programmed by MTC; and be it further

RESOLVED, that BART and MTC agree to work with the Bay Area Partnership to ensure that the PROJECT funding plan will be developed and programmed in agreement with the region's overall approach to the Transit Capital Priorities program; and be it further

RESOLVED, that BART acknowledges that it has received regional funds from MTC to extend the life of some of its current fleet of rail cars so that they will remain in service while the replacement cars are being procured and delivered, and agrees to maintain its current fleet of rail

cars so that they will remain in service while the replacement cars are being procured and delivered; and be it further

RESOLVED, that BART agrees that it will not request regional funds from MTC for a rehabilitation of its current fleet of railcars; and be it further

RESOLVED, that MTC may withhold amending annual PHASE 1 FUNDING PLAN funds in the Transportation Improvement Program if the Commission finds that BART is not in compliance with MTC Resolution No. 3866; and be it further

RESOLVED, that BART and MTC will work with the FTA to ensure the federal funds are available to the PROJECT; and be it further

RESOLVED, that this resolution supersedes MTC Resolution No. 3918.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

This resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on December 18, 2013.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 4126
Page 1 of 2

PRINCIPLES FOR PHASE 1 FUNDING PLAN BART CAR REPLACEMENT PROGRAM

1. Project Definition

The BART Car Replacement Program (PROJECT) consists of replacing 669 A, B, C1 and C2 cars at an estimated cost of \$2.2 billion (in escalated dollars). The procurement of additional capacity expansion cars as well as cars for the Warm Springs and Berryessa extensions is outside of the scope of these Principles.

The PHASE 1 FUNDING PLAN specified in this resolution will address the costs of replacing approximately the first 350 cars at an estimated cost of \$1.2 billion (in escalated dollars).

The PHASE 2 FUNDING PLAN will address the costs of replacing approximately the remaining 319 cars at an estimated cost of \$1.0 billion (in escalated dollars). The PHASE 2 FUNDING PLAN is included in the investment plan established by the Core Capacity Challenge Grant Program, MTC Resolution No. 4123.

2. Background and Prior Actions

MTC Resolution No. 3918 established a funding framework for the BART Rail Car Replacement Program (Phases I and II) and a policy-level commitment of approximately \$780 million in funding toward the Phase 1 Funding Plan for the project in fiscal years 2011 through 2019. Together with regional funds programmed prior to FY 2011, the regional commitment totals \$871 million.

This resolution supersedes MTC Resolution No. 3918 by revising the Phase 1 Funding Plan to reflect changes to the scope and costs for Phase 1 resulting from BART's award of a contract for the rail cars, as specified above under Project Definition. The funding framework for Phase 2 of the project established by Resolution No. 3918 is superseded by the investment plan included in the Core Capacity Challenge Grant Program, MTC Resolution No. 4123.

Transportation 2035 and Plan Bay Area, the region's most recent long-range plans that were adopted in April 2009 and July 2013, respectively, include projected funding to meet BART's capital replacement and rehabilitation needs over the planning period, including the costs of the PROJECT.

3. Regional Share of Phase 1 Project Costs

Consistent with the region's long-range plans and Resolution No. 3918, MTC will provide approximately \$871 million, or about 75%, of the \$1.2 billion PHASE 1 FUNDING PLAN costs.

This includes projected FTA Section 5307, FTA Section 5337, FHWA STP (or successor programs) and/or other anticipated funding sources included in Plan Bay Area, as well as the funds that have been programmed to the PROJECT prior to the adoption of Plan Bay Area and projected earnings on the BART Car Replacement Funding Exchange Account.

Assumptions for Regional Share:

- The total cost of the PHASE 1 FUNDING PLAN is \$1.2 billion and includes replacement of 350 cars.
- The PHASE 1 FUNDING PLAN assumes that any FTA or STP programming not needed for direct project expenditures in the year of programming will be exchanged for BART funds, which will be deposited in the BART Car Replacement Funding Exchange Account.
- The PHASE 1 FUNDING PLAN assumes that a combination of earnings credited to the BART Car Replacement Funding Exchange Account and, if earnings are insufficient, additional programming of STP or other funding sources will provide \$50 million for the PHASE 1 FUNDING PLAN.
- The PHASE 1 FUNDING PLAN assumes that state High Speed Rail Connectivity funds and other local BART funds will be available to BART to meet their \$298 million contribution.
- Major transit capital rehabilitation and replacement needs in the Region can be met as anticipated in Plan Bay Area, including 100% of the cost of replacing revenue vehicles and approximately 76% of the cost of replacing and rehabilitating Fixed Guideway and other Score 16 assets.
- The Region will receive \$20.9 billion in Committed Revenues, including FTA formula funds and AB664 bridge tolls, between FY 2013 and FY 2040 as anticipated in Plan Bay Area.
- The Region's Score 16 transit capital replacement and rehabilitation needs between FY 2013 and FY 2040 will not exceed \$32.7 billion as anticipated in Plan Bay Area.

Should these assumptions, including the cost of the PROJECT, change substantively over time, the terms of this PHASE 1 FUNDING PLAN will be re-examined and an alternate approach will be agreed to by MTC and BART that could include extending the timing of fund commitments, seeking alternate fund sources, or other actions.

4. BART Share of Project Costs

Consistent with Plan Bay Area and Resolution No. 3918, BART will cover approximately \$298 million, or about 25%, of the \$1.2 billion PHASE 1 FUNDING PLAN costs. This includes High Speed Rail funds and BART operating revenues dedicated to the PROJECT through FY 2019. If necessary, BART will either direct future BART-controlled revenue, such as State Transit Assistance Revenue-Based funds, after meeting revenue sharing and coordination expenses, or raise additional funds through General Obligation bonds, parcel taxes, fare increases or other means to help fund its share of PROJECT costs and/or fixed guideway needs. If necessary, BART can meet this commitment, in whole or in part, by funding a larger share of its fixed guideway capital needs, and reducing the need for regional investments in BART's fixed guideway needs below the level currently projected in Plan Bay Area.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC
Revised: 01/27/16-C

Attachment B
Resolution No. 4126
Page 1 of 1

PHASE 1 FUNDING PLAN FOR BART CAR REPLACEMENT PROGRAM

BART Car Replacement Project Phase 1 Preliminary Funding Plan Summary \$000

| Funding Source | Prior to FY16 | FY16 - FY19 | Total |
|--|----------------|----------------|------------------|
| MTC Funding | | | |
| FTA Formula Programs | 370,189 | 250,811 | 621,000 |
| FHWA Regional Discretionary Programs | 97,474 | 2,526 | 100,000 |
| AB 664 Bridge Tolls & BATA Project Savings | - | 150,000 | 150,000 |
| Subtotal MTC Funding * | 467,663 | 403,337 | 871,000 |
| BART Funding | 204,900 | 93,100 | 298,000 |
| Total Funding | 672,563 | 496,437 | 1,169,000 |

* MTC Fundng includes programming to other BART projects in exchange for BART funds deposited into the BART Car Replacement Funding Exchange Account, and earnings credited to the account.

APPENDIX A – 51

Regional Policies: Project Funding and Specific Funding Programs

**Transit Core Capacity Challenge Grant Program
for High-Priority Transit Capital Projects
Between FY 2014-15 and FY 2029-30**

MTC Resolution No. 4123



Date: December 18, 2013
W.I.: 1512
Referred by: PAC
Revised: 01/27/16-C

ABSTRACT

Resolution No. 4123, Revised

This resolution establishes an investment plan for MTC's Transit Core Capacity Challenge Grant Program that targets federal, state, and regional funds to high-priority transit capital projects between FY2014-15 and FY2029-30.

This resolution includes the following attachments:

- A – Funding Plan and Revenue Sources and Assumptions
- B – Project Descriptions
- C – Terms and Conditions

This resolution was revised by the Commission on January 27, 2016 to revise the funding plan for the BART Rail Car project by increasing the commitment of FTA/STP funds by \$150 million and reducing the commitment of AB 664 Bridge Tolls and BATA Project Savings by a total of \$150 million. The revision also corrected a typographical error in the funding plan table in Attachment A concerning the number of BART Cars included in the program.

Further discussion of these actions is contained in the Programming and Allocations memorandum dated November 13, 2013 and Summary Sheets dated December 11, 2013 and January 13, 2016.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

RE: Transit Core Capacity Challenge Grant Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4123

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, the San Francisco Bay Area Rapid Transit District (BART) is a rapid transit district providing rail transit service in the San Francisco Bay Area; and

WHEREAS, the San Francisco Municipal Transportation Agency (SFMTA) provides bus, trolley, light rail, and cable car/historic rail car service in the City of San Francisco, California; and

WHEREAS, the Alameda-Contra Costa Transit District (AC Transit) is constituted as a special district under California law and is an Oakland based public transit agency serving the western portions of Alameda and Contra Costa counties in the San Francisco Bay Area; and

WHEREAS, Plan Bay Area (“Plan”), the region’s long-range transportation and housing plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan’s in-fill and transit-oriented growth strategy relies on a well-maintained and robust transit system to meet greenhouse gas emissions reduction targets and other Plan performance objectives; and

WHEREAS, the Plan identifies a total funding need of \$47 billion over nearly three decades to achieve an optimal state of repair for the region’s public transit network; and

WHEREAS, the Core Capacity Challenge Grant Program (“the Program”) addresses funding for transit capital replacement and rehabilitation needs as well as for key transit infrastructure enhancements needed to support future transit service expansion for AC Transit, BART and SFMTA; and

WHEREAS, the Program targets federal, state and regional funds to high-priority transit capital projects for AC transit, BART and SFMTA; and

WHEREAS, federal, state and regional funds will continue to be required to finance the Program including those funds which are reasonably expected to be available under current conditions, and new funds which need to be secured in the future through advocacy with state and federal legislatures and the electorate; now therefore be it

RESOLVED, that the Core Capacity Challenge Grant Program is a comprehensive funding strategy of local, regional, state and federal funding sources as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that MTC’s commitment of funding for the Program is limited to the total amount of MTC funding shown in Attachment A; and be it further

RESOLVED, that MTC agrees to program Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds as set forth in Attachment A in a timely manner in order to meet cash flow needs and minimize financing costs, subject to Congressional authorization and appropriation of funds, and MTC’s ability to meet other critical regional transit capital needs; and be it further

RESOLVED, that Attachment B lists the descriptions of the AC Transit, BART and SFMTA projects that will be funded under the Program; and be it further

RESOLVED, that the funding commitments included in Attachment A are subject to the terms and conditions outlined in Attachment C, attached hereto and incorporated herein as though set forth at length.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein Worth, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on December 18, 2013

Attachment A Core Capacity Challenge Grants - Funding Plan (\$ Millions)

| Project | Project Cost | Proposed Local \$ | | | | | Funding Sources for Remaining Need | | | | | Total Funding |
|---|--------------|-------------------|--------------|----------------------------|------------|--------------|------------------------------------|----------------------|--------------------|-------------|--------------------------|---------------|
| | | BART | SFMTA | AL/CC Sales Tax/Parcel Tax | VTA | FTA/STP | AB664 Bridge Tolls | BATA Project Savings | SFO Net Op Revenue | Cap & Trade | Core Capacity New Starts | |
| BART Rail Cars (463 cars beyond current funding commitment) | 1,521 | 393 | | | | 893 | | 15 | 145 | 75 | | 1,521 |
| BART Train Control | 700 | 267 | | | | 163 | | | | 126 | 144 | 700 |
| BART Hayward Maint. Center | 433 | 258 | | 175 | | | | | | | | 433 |
| Subtotal BART | 2,654 | 918 | - | 175 | 175 | 1,056 | - | 15 | 145 | 201 | 144 | 2,654 |
| SFMTA Fleet Replacement | 2,644 | | 770 | | | 1,746 | 44 | 84 | | | | 2,644 |
| SFMTA Fleet Enhance & Expand | 648 | | 248 | | | | | | | 400 | | 648 |
| SFMTA Facilities Core Improvements | 209 | | 142 | | | | | | | 67 | | 209 |
| Subtotal SFMTA (2) | 3,502 | - | 1,160 | - | - | 1,746 | 44 | 84 | - | 467 | - | 3,502 |
| AC Transit Fleet Replacement | 780 | | | | | 477 | 25 | 83 | | | | 780 |
| AC Transit Fleet Expansion | 90 | | | | | 5 | | | | 45 | | 90 |
| AC Transit Facility Rep/Rehab | 268 | | | | | 106 | | | | 162 | | 268 |
| Subtotal AC Transit | 1,138 | - | - | - | - | 481 | 25 | 83 | - | 207 | - | 1,138 |
| Financing | 200 | | | | | 200 | | | | | | 200 |
| TOTAL | 7,494 | 918 | 1,160 | 341 | 175 | 3,483 | 70 | 182 | 145 | 875 | 144 | 7,494 |

(1) Funding sources for BART Rail Cars were revised by Commission in January 2016 to redirect \$150 million of AB664 Bridge Tolls and BATA Project Savings to the BART Car Phase 1 Funding Plan (MTC Res. 4126), and to replace the bridge tolls with \$150 million of OBAG 2 STP/CMAQ funds transferred from the Phase 1 funding plan.

(2) SFMTA cost estimates adjusted to use regional cost estimates for buses and LRVs, and converted to year-of-expenditure dollars

Attachment A Revenue Sources and Assumptions

- Local Funding:
 - BART: For BART, the approximately \$900 million local contribution is comprised of fare revenue and Proposition 1A High Speed Rail connecting operator funds approved for the rail car replacement project. In addition, \$175 million in funding will be provided by the Santa Clara Valley Transit Authority as part of their agreement to contribute to core capacity projects, as BART will soon extend into Santa Clara County and its residents will also benefit from these projects.
 - SFMTA: For SFMTA, the nearly \$1.2 billion in local revenues include existing sales tax and revenue bonds as well as anticipated future sales tax, vehicle license fee, and general obligation bonds. A task force has been convened by the San Francisco Mayor's Office and will be finalizing its recommendations by the close of 2013 with the expectation of going to the ballot in 2014 and 2016 to support this local contribution.
 - AC Transit: For AC Transit, the assumed local contribution of \$340 million would come from a portion of future Alameda County and Contra Costa sales tax measures and/or parcel tax augmentations for AC Transit operations and maintenance needs.

- Regional/Other Funding:
 - FTA/STP Funds: The program assumes \$3.5 billion in FTA formula and STP funds. These funds have historically supported transit capital replacement through the Transit Capital Priorities process. Generally, the program timeframe has been 2 to 3 years in duration. The proposed Core Capacity Challenge Grant Program investment strategy would extend the commitment for the identified projects to 15 years. The program would also accelerate FTA and STP funds availability through financing as needed; roughly \$200 million is assumed to pay for financing for timely delivery of this aggressive capital program. The proposal acknowledges the needs of other transit operators in the region by retaining an estimated 33% of expected FTA formula funds for the remaining operators. The proposal also retains funding for the BART Car Phase 1 and on-going fixed guideway priorities for rail and ferry operators. A portion of the federal funds for the BART Railcar Replacement and Expansion project may be programmed to BART's preventive maintenance or another capital project and exchanged for BART local funds deposited into the BART Railcar Replacement Funding

Exchange Account, depending on the cash flow needs of the project. The table below provides more detail.

| | | | |
|---------------------------------------|----|-------|------|
| Projected FTA/STP Revenues 2015-2030: | \$ | 7,549 | |
| Core Capacity Challenge Grants | \$ | 3,283 | 43% |
| Core Capacity Financing Costs | \$ | 200 | 3% |
| BART & SFMTA Fixed Guideway Caps | \$ | 1,235 | 16% |
| Remaining BART Car Phase 1 Commitment | \$ | 331 | 4% |
| Other Operators | \$ | 2,500 | 33% |
| Total | \$ | 7,549 | 100% |

- AB664 Funds: The program assumes \$70 million in AB664 bridge toll funds. These funds have historically supported transit capital replacement by contributing towards local matching funds for eligible operators in the Transit Capital Priorities process. Generally, the funds are programmed annually. The proposed Core Capacity Challenge Grant Program investment strategy would extend the commitment for the identified projects to 15 years, and would accelerate availability of these toll funds by frontloading AB664 revenues that are available as part of a Bay Area Toll Authority (BATA) revenue transfer to MTC in 2010.
- BATA Project Savings: With the completion of the Regional Measure 1 highway and bridge projects and the opening of the New East Span of the Bay Bridge, BATA project savings are proposed to be directed to the Core Capacity Challenge Grant Program. Staff has determined that these transit projects are eligible bridge improvement projects because they will improve functioning or use of one or more of the state-owned bridges. As such, these project expenditures, in an amount of \$250 million, are proposed to be added to BATA's long-range plan and budget. The total includes approximately \$182 million for Core Capacity Challenge Grant Program projects and \$68 million for the BART Rail Car Replacement Phase 1 project (MTC Resolution 4126, Revised).
- SFO Net Operating Revenues: A commitment dating from 1988 and the first rail extension agreement, MTC Resolution 1876, directs \$145 million of the net operating surplus generated by the San Francisco International Airport (SFO) BART Extension to fulfill the remaining SamTrans' capital contribution to the BART system, for the Warm Springs Extension. This proposal would direct these funds to BART's rail car purchase project, which includes rail cars for the Warm Springs extension project. The Warm Springs construction costs were met through other regional funding contributions as part of the 2008 MTC Resolution 3434 Strategic Plan. SFO Net Operating Revenue satisfies SamTrans buy-in to the BART District originally dedicated to the BART to Warm Springs project.

- Cap and Trade Revenues: AB 574 (Lowenthal) seeks to reserve California Cap and Trade allowance revenue from transportation fuels for transportation-related expenditures. Plan Bay Area included an estimated \$3.1 billion over the 28-year period as available to the region. While the distribution of funds to the MPO's has not yet been finalized, a draft framework and set of principles for Cap and Trade revenues, including \$875 million for the Core Capacity Challenge Grant program, has been proposed and is pending Commission approval.
- FTA New Starts Core Capacity: With the enactment of MAP-21, this new category of eligible projects was added to the New Starts Program. Projects eligible for this funding must expand capacity by at least 10% in existing fixed-guideway transit corridors that are already at or above capacity today, or are expected to be at or above capacity within five years. As part of Plan Bay Area's investment strategy, a reserve of \$660 million in New Starts was established for future East Bay and North Bay projects. BART's train control project aligns well with the intent of this new category of FTA competitive funding and the direction outlined in Plan Bay Area.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

Attachment B
Resolution No. 4123
Page 1 of 3

Attachment B Project Descriptions

BART

BART Railcar Replacement and Expansion includes the purchase of 463 new cars, which, together with previously committed funding, would bring BART's fleet to a total of 873 cars: 669 to replace the current fleet, 91 to increase core capacity, 30 for the Warm Springs extension, 60 for the Berryessa extension, and 23 for the extension to San Jose/Santa Clara. The 23 cars for the Silicon Valley extension is subject to the availability of \$75 million in Cap and Trade funding. 350 of the 669 replacement cars are being funded under MTC Resolution No. 4126 and the 60 cars for the Berryessa extension are being funded by VTA through an agreement with BART. The \$1.52 billion cost is in addition to the \$1.38 billion already committed to the project, including \$871 million in regional funding. A portion of the federal funds for the BART Railcar Replacement and Expansion project may be programmed to BART's preventive maintenance or another capital project and exchanged for BART local funds deposited into the BART Railcar Replacement Funding Exchange Account, depending on the cash flow needs of the project. BART's current fleet is either already overdue or due for replacement by 2019.

BART Train Control System involves implementing a new train control system. The current system is aging and needs replacement to restore and retain reliability. A new train control system would increase peak period/peak direction throughput and allow BART to expand its fleet to meet future demand while maintaining service reliability.

BART Hayward Maintenance Center includes improvements to expand the current Hayward Yard by adding storage and transfer/access tracks on the existing BART property and a primary shop, a vehicle-level overhaul shop, a component repair shop, a central warehouse and an expanded shop and storage facility. This project is needed to store and service BART's expanded fleet and will serve as the primary maintenance shop and storage yard for the Berryessa extension fleet.

SFMTA

SFMTA Fleet Replacement includes replacement of all of SFMTA's vehicles as they reach the end of their useful lives between 2016 and 2030. SFMTA's fleet includes 494 buses, 333 trolleys, 151 light rail vehicles, and 67 paratransit vans. Also included in the project is approximately \$300 million for mid-life overhauls to extend vehicle service life and maintain reliability, and the costs of rehabilitating Muni's cable car and historic streetcar fleets.

SFMTA Fleet Enhancement & Expansion expands Muni's light rail vehicle fleet by 74 cars: 24 for the Central Subway extension and 50 to increase capacity on existing lines. The project would also fund an additional 110 60' articulated buses and the increased cost for replacing 42 40' buses and trolleys with 60' articulated buses and 60' trolleys to increase capacity on high-ridership routes, and the installation of video and data collection systems on Muni vehicles.

SFMTA Facilities Core Improvements provides for the renovation of ageing, overcrowded, and inefficient facilities and the improvements needed to address current and future needs, such as:

- Muni Metro East (MME) Maintenance Facility – construction of a centralized paint and body shop to allow for operational flexibility and added repair bay capacity at Woods Maintenance Facility.
- Burke Central Parts Warehouse – improved retrieval time and productivity through use of high efficiency racking systems and improvements to extend the shelf life of parts and components stored in the facility.
- Woods Maintenance Facility – added repair bay capacity and flexibility to accommodate articulated buses; improvements to extend life of the facility and fully utilize its space efficiently to improve productivity.

AC Transit

AC Transit Fleet Replacement consists of replacement of all of AC Transit's buses as they reach the end of their useful lives between 2015 and 2030. AC Transit's fleet replacement needs during this period include 150 40' standard transit buses, 57 60' articulated buses, 91 30' buses, 67 40' suburban transit buses, and 39 45' over-the-road coaches.

AC Transit Fleet Expansion includes procurement of 79 Diesel Electric Hybrid buses to implement the service expansions called for under AC Transit's Comprehensive Operations Analysis.

AC Transit Facility Replacement & Rehabilitation includes replacement of equipment such as communications and navigation systems, bus lifts, fuel islands, bus washers, waste treatment systems, and underground storage tanks at AC Transit's maintenance and operations facilities as

the equipment reaches the end of its useful life. The funding would also allow for re-opening of the Richmond Maintenance Facility.

Date: December 18, 2013
W.I.: 1512
Referred by: PAC

Attachment C
Resolution No. 4123
Page 1 of 2

Attachment C Terms and Conditions

General Terms

- a) Continue Transit Capital Priorities Process for Other Operators: The FTA revenue assumption acknowledges the needs of other operators in the region by retaining an estimated 33% of expected FTA formula funds for the remaining operators and only commits an estimated 42% of expected FTA formula funds to this program. This percentage attempts to hold all the other operators harmless and retains funding for on-going fixed guideway priorities for rail and ferry operators based on projection of past needs.
- b) Revenues Availability: MTC agrees to program Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funds as set forth in Attachment A in a timely manner in order to meet cash flow needs and minimize financing costs, subject to Congressional authorization and appropriation of funds, and MTC's ability to meet other critical regional transit capital needs. MTC may substitute other available MTC-controlled funds in place of available FTA funds specified in the Program.
- c) Strategic Review: A strategic review of the Core Capacity Challenge Grant program will be conducted at least every 5 years in order to monitor operator project delivery and local contributions. This will also allow staff to address any changes in the demand for capital projects or the revenue landscape.

Operator Conditions

- a) Local Match Contributions: In order to qualify for challenge grant funding, AC Transit, BART and SFMTA are required to provide a minimum of 30% matching funds overall, and at least 25% for fleet replacement projects. The operators will be required to provide to MTC a board-approved commitment of local match dollars before the Program funds are programmed and allocated to them.
- b) Compliance with TSP Performance Metrics: Plan Bay Area assumed that the recommendations of the Transit Sustainability Project would be implemented to complement cost control and service improvements already implemented by the region's transit operators. In order to qualify for challenge grant funding, this proposal requires AC Transit, BART, and SFMTA to meet the Transit Sustainability Project's performance objectives outlined in MTC Resolution No. 4060 that call for a 5% real reduction in at least

one of three performance measures (cost per service hour, cost per passenger or cost per passenger mile) by FY2016-17 and no growth beyond CPI thereafter.

- c) Compliance with Funding Requirements: AC Transit, BART and SFMTA are required to comply with all the applicable local, state, and federal requirements for funds programmed by MTC.
- d) Cash flow Needs and Updates: AC Transit, BART and SFMTA are required to provide MTC with an initial cash flow before the program funds are programmed and allocated to them; and update MTC whenever there are significant changes to the cash flow or annually at a minimum.

APPENDIX A – 52

Regional Policies: Project Funding and Specific Funding Programs

**Policies and Procedures for the Regional Traffic Relief
Plan of Regional Measure 2 (RM2)**

MTC Resolution No. 3636



Date: June 23, 2004
W.I.: 1255
Referred by: PAC
Revised: 11/17/04-C 09/21/05-C
03/28/07-C 05/28/08-C
04/22/09-C 04/28/10-C

ABSTRACT

Resolution No. 3636, Revised

This resolution adopts the policies and procedures for the Regional Traffic Relief Plan of Regional Measure 2 (RM2), included in Attachment A, *Regional Measure 2 Regional Traffic Relief Plan Policies and Procedures* (with attachments).

This Resolution was revised on November 17, 2004 to add the performance measures for transit operating projects and to make technical changes to the Regional Measure 2 Policies and Procedures.

This Resolution was revised on September 21, 2005 to modify the eligible costs for project sponsors and implementing agencies, clarify transit vehicle purchase requirements, modify progress reporting requirements and frequency, and make minor technical changes.

This Resolution was revised on May 28, 2007 to make clarifications to the invoicing procedures, modify timely use of funds requirements, add project close out procedures, and make minor technical changes.

This Resolution was revised on May 28, 2008 to make changes to the invoicing and reimbursements section and the allocation budget plan section of the IPR format, and make minor technical changes.

This Resolution was revised on April 22, 2009 to make technical changes to reflect the present conditions of the program and make changes to the invoicing and reimbursements section.

This Resolution was revised on April 28, 2010 to make technical changes to reflect the present conditions of the program and incorporate the recent changes in invoicing processes.

Additional discussion of this Resolution is available in the Executive Director's memoranda to the Programming and Allocations Committee dated June 9, 2004 and November 10, 2004, and the Summary Sheet dated September 14, 2005, May 14, 2008, April 8, 2009 and April 14, 2010.

Date: June 23, 2004
W.I.: 1255
Referred By: PAC

RE: Policy and Procedures for Implementation of the Regional Traffic Relief Plan of Regional Measure 2 (RM 2)

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3636

WHEREAS, pursuant to Government Code Section 66500 *et seq.*, the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”), which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, which increased the toll for all vehicles on the nine State-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM 2”); and

WHEREAS, RM 2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Sections 30914(c) & (d) of the California Streets and Highways Code; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by bonding or transfers to MTC; and

WHEREAS, RM 2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, MTC has developed policies and procedures for the implementation of the Regional Traffic Relief Plan as set forth in Attachment A to this Resolution, attached hereto and incorporated herein as though set out in full; now, therefore be it

RESOLVED, that MTC hereby adopts the attached policy and procedure for the implementation of the Regional Measure 2 Regional Traffic Relief Plan as set forth in Attachment A; and, be it further

RESOLVED, that the Executive Director is hereby delegated the ability to make non-substantive changes to Attachment A as he deems appropriate to implement the Regional Traffic Relief Plan.

METROPOLITAN TRANSPORTATION COMMISSION


Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on June 23, 2004

Date: June 23, 2004
W.I.: 1255
Referred by: PAC
Revised: 11/17/04-C 09/21/05-C
03/28/07-C 05/28/08-C
04/22/09-C 04/28/10-C

Regional Measure 2 Regional Traffic Relief Plan Policies and Procedures

Amended April 28, 2010

**MTC Resolution No. 3636
Attachment A**

Metropolitan Transportation Commission

Programming and Allocations Section

<http://www.mtc.ca.gov>

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Section 1 – General Provisions

Background

On March 2, 2004, voters passed Regional Measure 2 (RM2), raising the toll for all vehicles on the seven State-owned toll bridges in the San Francisco Bay Area, by \$1.00. This extra dollar is to fund various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004). Specifically, RM2 establishes the Regional Traffic Relief Plan and identifies specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Sections 30914(c) & (d) of the California Streets and Highways Code.

The following serve as the general provisions in the management of RM2 funding.

Note: Some of the projects identified in the Regional Traffic Relief Plan (RM2 projects), include complementary bridge toll funds (specifically RM1, AB1171) to complete their project funding plan. The administration of the bridge toll funds in these cases will also be governed by this resolution, unless otherwise stated in the allocating resolution.

Fund Management

The collection of toll revenue is estimated to equal \$113 million annually. Costs to administer the program are an annual drawdown on the revenue and an annual limit of up to 38 percent, for the RM2 operation projects. Available revenue for capital allocations will vary annually and capital allocations will be approved with respect to the fund management of the overall program. Final allocation decisions will be subject to the availability of funds. Finally, first year costs (FY 2004-05) include the required reimbursements to counties for the costs of administering the RM2 ballot measure as part of the March 2nd 2004 general election, as well as the 4-month discount from July 2004 through October 2004 to encourage more users to sign up for FasTrak®, the Bay Area's electronic toll collection system.

Program Financing Costs

It is the intent of the Commission to implement those projects and programs outlined in Streets and Highways Code Section 30914 (c) and (d), to the funding amounts designated. The cost of bonding and financing associated with RM2, including interest payments shall be considered a program cost and shall be identified in the annual RM2 Budget as the first priority repayment. The financing costs are not expected to reduce the overall funding level available to projects and programs.

Funding Exchanges

Generally, the exchange of RM2 funding with other types of funding from projects not identified in RM2 shall not be allowed, nor shall projects be substituted.

Matching Funds

A local match is not required for RM2 funds. Complementary funds (non-RM2 funds), for the project phase where RM2 funds are being requested and identified in the financial plan must be available at the time of allocation. Regional Measure 2 funds can be used as the match for federal fund sources requiring a non-federal match.

Public Involvement Process

The capital improvement projects and operating assistance for transit services identified for funding in RM2 are established by state legislation (Senate Bill 916, Chapter 715, Statutes of 2004) approved by the voters on March 2, 2004. In accordance with the legislation as approved by the voters, the Bay Area Toll Authority (BATA) is the financial manager for RM2 funds, whose responsibilities include the preparation of financial plans, the issuance of debt financing, and the disbursement of funds to project sponsors. The Metropolitan Transportation Commission (MTC) is the program and project coordinator, whose responsibilities include reviewing project applications, programming and allocating funds to specific projects, and monitoring project delivery. In some cases, MTC also serves as the project sponsor, for the regional Transit Connectivity Study, as well as certain regional customer service projects, such as the Transit Commuter Benefits promotion, the Real Time Transit information program, and implementation of TransLink®.

Generally, in conducting its review and approval responsibilities stipulated under RM2, MTC will adhere to its public participation policies as outlined in MTC Resolution No. 3821 MTC's Policy and Procedures on Public Involvement.

Specific statutory provisions require further that as part of its assessment of the status of programs and projects under RM2, MTC may make a finding that a program or project cannot be completed or cannot continue due to financing or delivery obstacles making the continuation of the program or project unrealistic, or that a project may be funded using non-RM2 funds. MTC may then determine that the funding will be reassigned. Under these circumstances, the Commission shall hold a public hearing on the project after consultation with the program or project sponsor. The process outlined in MTC's Policy and Procedures on Public Involvement for notification of actions at BATA, Commission, and committee meetings will be adhered to. After the hearing, the Commission may vote to modify the program or the project's scope, decrease its level of funding, or reassign all of the funds to another or an additional regional program or project in the same corridor.

COMPLIANCE WITH OTHER REQUIREMENTS

It is the responsibility of project sponsors to ensure their agency's compliance with all applicable local, state, and federal requirements.

Indemnification of MTC

The sponsor shall indemnify and hold harmless MTC, its Commissioners, officers, agents, and employees from any and all claims, demands, suits, loss, damages, injury, and/or liability, direct or indirect, incurred by reason of any act or omission of sponsor, its officers, agents, employees, and subcontractors, under or in connection with the RM2 program. Sponsor agrees at its own cost, expense, and risk, to defend any and all claims, actions, suits, or other legal proceedings brought or instituted against MTC, its Commissioners, officers, agents, and employees, or any of them, arising out of such act or omission, and to pay and satisfy any resulting judgments.

Section 2 – Capital Program Guidance

Background

Projects eligible to receive funding from the Capital Program of the Regional Measure 2 (RM2) Regional Traffic Relief Plan are those projects identified to receive funding under Section 30914(c) of the California Streets and Highways Code (S&HC). Sponsors are required to submit an initial report to establish the baseline project data. These reports are the backbone of the allocation and funding agreements for the capital projects. The capital program is managed in a manner where allocations are approved based upon project sponsor need and readiness and the availability of funding in the bridge toll program. MTC's goal is to carry out the intent of the legislation and ensure that projects are delivered within the investments of the toll payers.

Capital Project Definition

Initial Project Report (IPR)

Project sponsors with projects identified to receive funding under Section 30914(c) of the S&HC are required to submit an Initial Project Report (IPR) to MTC before July 1, 2004. An updated report must be submitted as needed or as requested by MTC; at a minimum, sponsors must submit an updated IPR with any funding allocation request. The Commission will consider approval of the report, or updated report, in conjunction with the allocation of funds.

This report shall include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project and a detailed financial plan. Specific information on the Initial Project Report format is included in Appendix A.

Useable Segment/ Deliverable Product

RM2 funds for capital projects will be allocated with the specific intent of achieving a product. Deliverable products shall be considered as:

- A completed planning or transit study/ environmental decision/ project approval documentation when allocating to the environmental phase;
- The final design package including contract documents when allocating to the final design phase;
- Title to property/ easements/ rights of entry / possession or utility relocation when allocating to the right of way phase;
- A completely constructed improvement (or vehicle acquisition/ rehabilitation) available for public usage when allocating to the construction phase.

The expenditure of RM2 funds for any phase of the project should lead to making available to the public a useable or operable segment in accordance with the legislative intent. Any additional funds required to fully fund the project must be identified in the uncommitted funding plan of the Initial Project Report (IPR). If the RM2 revenues are funding only a phase or segment of a larger project, it must be demonstrated that the RM2 deliverable phase or segment is fully funded with committed funds.

Project Phases

Project costs and revenue must be separated into the following project phases:

1. Planning Activities, Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)
2. Final Design - Plans, Specifications and Estimates (PS&E)
3. Right-of-Way Activities /Acquisition / Utility Relocation (R/W)
4. Construction / Rolling Stock Acquisition / Operating Service (CON)

(Planning studies should be categorized under the environmental phase. Vehicle acquisition or equipment purchase should be categorized under the construction phase.)

The project sponsor must display the project in these four components in the Initial Project Report and expenditure (cash flow) plans. If the project sponsors intend to use alternate delivery methods, such as but not limited to: design/build/operate/maintain, the preparation of the Request for Proposal is considered Final Design phase. The Alternate Delivery package is considered the Construction phase.

Allocation and Funding Agreement Process

The allocation process for RM2 capital projects shall also serve as the process for executing funding agreements, in most cases in lieu of a separate funding agreement for each capital project. These agreements are fully executed through a process of project sponsor governing board certification followed by Commission allocation action. Notwithstanding, under S&HC 30914(e), MTC has the option of entering into a memorandum of understanding between itself and a capital project sponsor addressing specific requirements to be met prior to or after the allocation of funds.

An IPR for capital projects, as outlined in S&HC 30914(e) and detailed in Appendix A and B, shall be prepared and adopted by the appropriate governing board* prior to MTC approval of the IPR and allocation of funds. The sponsor is expected to certify, through an action of its governing board, that certain conditions (general and project specific) are acknowledged and will be adhered to and compliance with the RM2 Policies and Procedures. Along with the certification of conditions from the project sponsor governing board and the IPR, the sponsor will need to provide evidence that the other fund sources contributing toward that project phase are committed. It is recommended that the sponsors submit the allocation request to MTC staff for review sixty days prior to the action by their governing board.

Upon completion of the lead sponsor governing board certification, the Commission will consider the allocation of RM2 funds. An allocation request is considered complete and ready for Commission consideration when all of the component elements to the request are submitted and approved by MTC staff. The Commission's resolution approving the allocation of RM2 funds, based on staff's review of the IPR and corresponding allocation package, will serve as an agreement between MTC and the implementing agency and may include project specific conditions. Where the Commission approves an amount less than the sponsor requested, the Commission allocation amount prevails. Reimbursement of funds is subject to meeting the conditions as stipulated in the MTC allocating resolution. *Approval and adoption of the IPR and corresponding allocation package by a sponsoring agency staff is acceptable if their board has approved a resolution authorizing and directing staff to execute documents and take actions necessary to meet MTC requirements. A copy of such a resolution must be provided to MTC prior to Commission action.

Allocation Principles

For the capital program, allocations will be considered as requested and final allocation decisions will be subject to the availability of funds in the overall RM2 program (capital and operating elements). The Commission will carefully consider each allocation and apply the following principles in its allocation decisions:

1. **Replacement Fund Source Not Allowed.** RM2 funds will not be utilized as a replacement fund source on capital projects for any funds that have been programmed or allocated previously to the project, for the phase requested by the project sponsor, if such replacement results in a shortfall for the overall project or places prior programming commitments in jeopardy.
2. **Required Evidence of a Fully Funded Project Phase.** The Commission will allocate funds for capital projects only if it finds that the project phase is fully funded, either entirely with RM2 funds or with a combination of RM2 funds and other allocated funds. To receive an allocation of RM2 funds for a jointly funded phase, the other contributing funds must be approved, authorized, assigned and allocated to that phase of work by the authorizing authority. At the request of the project sponsor, the Commission may, on an exception basis, consider allocations of RM2 funding conditioned on the allocation of other funds for that phase. In granting conditional allocations, the Commission will consider the nature and timing of other funding commitments to the requested and future phases of work.
3. **Phase at a Time Allocations.** Allocations will only be made to projects one phase at a time: environmental/project approval, final design, right of way, and construction. Exceptions will be considered on a case-by-case basis; however, the Commission will strive to minimize funding risks in making allocation exceptions. Also, requests to modify task budgets within approved allocation levels must be approved in writing, in advance by MTC staff. However, multiple phases may proceed at the same time.
4. **Environmental Clearance.** RM2 funds will not be utilized for any capital expenditure, either for right of way or construction, until the project has been environmentally cleared and approved by the project sponsor. Pursuant to California Environmental Quality Act Public Resources Code §21000, et seq., all applicants are required to submit a valid environmental document that has been certified by the County Clerk for each project. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. Applicants are urged to refer to the statutory and regulatory sections cited when preparing any environmental assessment under CEQA or NEPA. Applicants should consult their environmental officer for guidance in completion of this requirement. If a project is federally funded or is anticipated to be federally funded, project sponsors must submit approved National Environmental Protection Act documents.
5. **Conditions of Right of Way Allocations.** RM2 funds will be allocated for right of way capital and support only after the project has identified and committed construction capital funds. The Commission will consider exceptions whereupon investment in right of way can be recovered if the project does not go forward. If the Commission approves

an allocation of RM2 funds for advance acquisition of right of way meeting the conditions as outlined above, the project sponsor shall provide that the land is held in escrow until project approval occurs for the transportation improvement. Advance acquisitions made prior to completion of environmental and location processes are not to influence environmental assessment of the project. Note that there are federal and state laws, regulations and policies governing acquisition and relocation activities. It is not intended that the use of RM2 funds shall waive any of the laws, regulations, or policies that may apply.

6. **Deliverable Product.** RM2 funds will be allocated with the specific intent of achieving a deliverable product. The ability of the product to be completed will be taken into consideration when the Commission allocates funds to the project. Any impediments to achieving the specific product shall be brought to the attention to the Commission in the Initial Project Report and through progress reports submitted by the project sponsor. If in the opinion of the Commission, impediments are such that the required product is unachievable, the Commission may withhold allocations, rescind allocations or withhold reimbursements on previously allocated funds. The Commission reserves the right to issue a 30-day stop notice in the event it has to reevaluate the project per S&HC 30914(f).
7. **Complementary Funds Consideration.** Projects with funding from other sources may be given priority if there are pending timely use of funds requirements on the other fund sources.
8. **Complementary Funds Spend Down Rate.** Other fund sources committed to a project phase that are complementary to RM2 funds will be expected to be spent down at an approximate proportional rate to RM2 funds. Exceptions and proposals to consider alternative cash flows from other fund sources must be approved in advance, in writing by MTC staff.
9. **Transit Operating Considerations.** For transit systems, an allocation of funds for capital expenditures, either right of way or construction, may be predicated on an ability to demonstrate that the service meets operating requirements.

Allocation Request Process

Project sponsors or implementing agencies must initiate an allocation request by submitting a draft Initial Project Report and Sponsor/ Implementing Agency Resolution 60 days prior to the required Commission action. Thirty days prior to the Commission action, the project sponsor or implementing agency must submit the completed allocation application package to MTC. The allocation request consists of the following, detailed in Appendix A, and is available on the Internet (as applicable) at: <http://www.mtc.ca.gov>:

Intent to Request an Allocation (60 days prior to Commission action):

1. Draft Initial Project Report
2. Draft Sponsor/ Implementing Agency Resolution

Allocation Application Package (30 days prior to Commission action):

1. Sponsor/ Implementing Agency Resolution of Project Compliance

2. Opinion of Legal Counsel / MTC Indemnification*
3. Board or Official Governing Body Approved Initial Project Report (IPR)
4. Environmental Documentation
5. Evidence of Allocation and Commitment of Complementary Funds

* Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel / MTC Indemnification’ within the ‘Implementing Agency Governing Board Resolution of Project Compliance’.

Expenditures and Reimbursements

Authority to Expend

The project sponsor must obtain the Commission’s approval of the allocation and description of eligible costs prior to incurring costs. Project sponsors shall not receive reimbursement for costs incurred prior to MTC approval of the allocation of funding. Project sponsors shall proceed solely at their own risk in advertising, opening bids, or awarding a contract prior to an allocation of RM2 funds. The advertising, bid opening, or awarding of a contract by the sponsor shall in no way prejudice the Commission into making an allocation they deem unsuitable. Final allocation decisions will be subject to the availability of funds.

If a project or project component is ready for implementation earlier than RM2 funding is available, the sponsor may request an allocation of funds covering eligible expenditures but only with the full understanding that reimbursement will be deferred until RM2 funds are available in accordance with the approved allocation.

Eligible Expenses

To ensure that RM2 funds are put to the most efficient use, limitations on allowable expenses have been placed on environmental, design, right of way, construction, staff support, oversight, consultant services and other aspects of project delivery. Furthermore, agency overhead costs, including administrative support, office equipment, and office leases, shall not exceed the cap as described under “Implementing Agency Costs” below.

Note that for all project phases, RM2 funds are limited to the statutorily authorized amount:

1. Environmental Studies and Preliminary Engineering

Expenses incurred by sponsor staff and consultant staff for environmental study costs, including determination of the appropriate environmental document, preparation of all preliminary engineering for each alternative, including geometric layouts, determination of right-of-way needs, environmental technical studies (such as air, noise, energy, cultural resources and hazardous waste), and all other studies or activities necessary to prepare and to finalize the appropriate environmental document for approval are eligible for reimbursement. Environmental costs eligible for reimbursement shall be limited to the project as described in S&HC Section 30914 (c). Any environmental costs associated with an element of the environmentally scoped project that is beyond the project scope and intent as outlined in S&HC 30914 (c) and approved by the Commission in the IPR is not eligible for reimbursement under RM2.

2. Design Costs

RM2 funds are eligible for expenses incurred by sponsor staff and consultant staff for design activities related to the project scope identified in S&HC 30914 (c) and as approved by the Commission in the IPR. These activities include but are not necessarily limited to, preparation of alternative design studies; materials and foundation reports; drainage, hydrology and hydraulic reports; management oversight; surveying and mapping; preparation of the plans, specifications and estimate; preparation of bid documents and files for project; preparation of permit applications and maintenance agreements; coordination of agency reviews and any other activities necessary to prepare final PS&E for bid advertisement and award.

3. Right-of-Way Acquisition and Utility Relocation

RM2 funds are eligible for expenses incurred by sponsor staff and consultant staff for all activities related to right-of-way, advanced right-of-way, and hardship acquisitions, including determination of right-of-way needs; title searches; parcel appraisals; hazardous materials disposition; preparation of right-of-way acquisition documents; negotiation with property owners; activities involved with acquiring rights-of-way including condemnation proceedings, right-of-way capital costs, and cost-to-procure impacts related to the acquisition; utility relocation costs.

Services provided for right-of-way activities involved with the property but not necessary for the RM2 project as defined in the scope of work approved by the Commission in the IPR shall be at the expense of the sponsor and borne by non-RM2 fund sources.

If any excess right-of-way is sold, or otherwise disposed of, the value of such property shall be returned to MTC, including any profit realized from the sale of the property based on the prorated percentage of funds MTC contributed to the purchase of the property.

4. Construction Costs

RM2 funds are available to cover all construction expenditures for the project including construction capital, management and inspection, surveys, public outreach, and others as appropriate that are part of the scope of work approved by the Commission in the IPR. RM2 funds are eligible for reimbursement of sponsor's management oversight expenses associated with the construction of the project. This would include activities such as construction management, inspection, expenses associated with reviewing proposed change orders, and activities involved with managing the fund sources contributing to the project.

Any questions regarding eligible costs will be resolved in writing by MTC staff.

Capital improvements and vehicle procurements for the implementation of the approved RM2 projects are eligible for construction funds. Vehicles procured with RM2 funds must be operated in revenue service for their useful life, as defined by MTC's Transit Capital Priorities process and criteria program.

5. Project Sponsor/ Implementing Agency Costs

The amount for which the project sponsor/implementing agency can be reimbursed will be limited, as described below. In all cases, project sponsor/ implementing agency costs will be reimbursed within the cap of project funds stipulated in RM2. These changes are applicable to expenses beginning July 1, 2005. Prior to July 1, 2005, overhead expenses are not eligible for reimbursement.

- a) **DIRECT STAFF COSTS.** Implementing agency staff costs are eligible, provided costs are directly related to the project tasks. Allowable implementing agency staff costs shall include the actual salary and fringe benefits directly related to the project only.
- b) **INDIRECT OVERHEAD COSTS.** An overhead rate for indirect costs can be assessed on direct staff costs (salary and fringe benefit costs) only. The overhead rate shall be calculated by multiplying total labor cost (salaries and fringe benefits as described in above), by the sponsors' or implementing agencies' overhead rate as approved in its OMB Circular A-87 standard or an equivalent rate accepted by MTC. For projects with multiple project sponsors, the project sponsors must mutually agree to the method and overhead rate being applied to that particular RM2 project. The overhead rate effective July 1 of each year shall be applied for the entire fiscal year. Sponsors and implementing agencies may update the rate as of July 1 of each fiscal year. The amount reimbursable for the overhead rate shall not exceed 50% of the direct staff cost and shall not be leveraged on consultant contract or equipment costs. Project sponsors and implementing agencies must self certify and submit an independent opinion with respect to its agency compliance with OMB Circular A-87 standards and laws.
- c) **OTHER DIRECT PROJECT COSTS.** Other direct costs as approved by MTC.
- d) **CONSULTANT COSTS.** Consultant services directly responsible for delivering the project are eligible. Consultant services shall be listed separately and supported in the invoice submittal to MTC.

6. Miscellaneous Costs

The costs of fees from other agencies, including permit fees, or reimbursement for review or oversight costs needed for the project are eligible costs. However, the cost of permits or fees from the sponsor will not be eligible. Utility relocation costs are eligible for reimbursement according to previous agreements establishing rights for those utilities. The costs for specialized equipment for testing, analysis or production of documents for project-related work are also eligible.

Invoicing and Reimbursements

All eligible costs shall be invoiced on a reimbursable basis. Sponsors are encouraged to invoice quarterly and not more frequently than monthly. Any exceptions for supplemental payments must be approved in advance by MTC. For each fiscal year in which expenditures are incurred, sponsors should invoice at least once in that fiscal year. Invoices shall include only eligible costs and must show that the RM2 and matching fund sources are reimbursed and drawn down at approximately the same rate as the RM2 funds. Costs shall be accounted for in the invoice, sufficient to detail services performed with respect to the project scope as approved by MTC and payments made. An invoice format is provided to sponsors by MTC and shall include appropriate supporting reports from the sponsoring agency's general ledger. Approval of invoices shall be contingent on the timely submittal of Progress Reports. In the event such Progress Reports are not complete and current, approval of invoices shall be withheld until an acceptable Progress Report is submitted. Final reimbursement of funds will be subject to review of the delivered

useable/ operable phase or segment and project close out procedures except if all the funds are used before project closeout.

MTC has implemented a few changes in invoicing procedures effective March 1, 2010, to reduce turnaround time for invoice processing, improve invoice tracking, and improve progress on projects entering or already in more complex and capital intensive phases. These changes include a) revisions in the standard invoicing forms on all projects; b) new invoicing forms requiring additional information on select projects in (or entering) complex and capital intensive phases; c) electronic invoices to be provided along with the usual hard copies on the select projects. Availability for Audits
Sponsors of capital projects shall be available for an audit as requested by MTC.

Timely Use of Funds Provisions and Deadlines

The majority of fund sources used for transportation improvements are bound by timely use of funds deadlines. Failure to meet specific funding milestones can result in the funds being deleted from the project. In the event of funding loss due to the sponsor's inability to meet timely use of funds provisions, the sponsor must demonstrate that the project or project phase is still deliverable.

Generally, project sponsors should encumber funds within one year of receiving an allocation. With respect to project phase milestones 1) sponsors should not take more than 3 years to complete the environmental document and clearance process for environmental phase allocations and 2) Right of Way agreements should be finalized within two years of the allocation of funds for right of way acquisition. Deviations from these timely use of funds guidelines should be highlighted in the progress reporting process and sponsors are required to provide an explanation for this lapse. Amendments, adjustments and extensions should be requested in writing and must be approved, in writing, by MTC staff.

Project sponsors must demonstrate and certify that they can meet all of the timely use of funds deadlines as part of the financial plan included in the Initial Project Report for the various fund sources on the project. It is encouraged that project sponsors follow the provisions of the Regional Project Delivery Policy (MTC Resolution No. 3606).

Project Cancellation

If the RM2 project or project phase is not completed, the project sponsor shall repay MTC any RM2 funds expended above the proportionate share of eligible costs for the project or project phase. With regard to vehicle procurements, removal from revenue service or sale of the vehicle prior to the end of the vehicle's useful life will result in repayment to MTC and the RM2 program for the depreciated value of the vehicle at the time of removal or sale.

Following the Commission consultation with the sponsor, public hearing and determination to redirect funds from the project, payment to MTC shall be made with interest and shall be made in accordance with a negotiated repayment schedule, not to exceed 24 months. MTC shall withhold funds due the sponsor for any missed payments under the negotiated agreement.

Other Project Cost Conditions

Maintenance and Operating Costs

Pertaining to capital projects outlined in Streets and Highways Code Section 30914 (c), it is the obligation of the project sponsor to arrange for all costs to operate and maintain the improvement constructed under RM2. No costs will be considered as eligible for reimbursement out of RM2 funds to operate or maintain the facility or any portion of the facility. Requests for any initial startup costs as part of the construction contract must be approved in writing by MTC staff.

Escalated Costs

RM2 funding for any individual project or program shall be limited to the amount designated in the RM2 legislation without escalation notwithstanding the provisions of Section 30914(f). If funding beyond RM2 amounts are required to complete the project phase the sponsor is responsible for securing the additional funding prior to allocation of RM2 funds.

Cost Increases

In cases where more than RM2 funds are needed to complete a project phase, it is the sole responsibility of the sponsor to secure the additional necessary funding. In the event that the sponsor cannot secure additional funding, and/or the project cannot be segmented, phased, or rescope to meet the available funds and still conform to the intent of the legislation and voter mandate, the Commission shall consult with the program or project sponsor, and conduct a public hearing as outlined in S&HC Section 30914(f). After the hearing, the Commission may vote to modify the project's or program's scope, decrease its level of funding, or reassign all of the funds to another regional project or program within the same corridor. If the existing project is removed from the RM2 program, MTC and the sponsor agree to share expenditures of eligible costs to date in accordance with the allocation conditions accompanying the project allocation.

Contract change orders or cost increases that may arise once the contract has been awarded that are in excess of \$250,000 or 20% of the project cost, whichever is less, shall be noticed to MTC as soon as those increases have been identified or no later than the next scheduled Progress Report. The project sponsor will provide assurance that the project phase the Commission allocated to is still deliverable. A revised financial plan for the project shall be included as part of the submitted Progress Report.

The sponsor is not authorized to claim any RM2 funds in excess of the allocation amount approved by the Commission.

In no case shall the financial responsibility of BATA and/or MTC regarding RM2 funds exceed the amount designated in S&HC 30914 (c) and (d) unless the Commission reassigns funds.

Cost Savings and Cost Increases at Bid Opening

At the time of bid opening, the responsible low bid may exceed the funding commitment of RM2 funds as well as other fund sources. If in the event of construction budget exceedences, the sponsor may seek an allocation of any remaining RM2 funds not yet allocated to the project only if other funds are committed in sufficient amounts to deliver the construction phase. If all available fund sources are not sufficient to award the project, the sponsor shall consult with MTC on suitable measures to enable the project to proceed, including but not limited to downscoping the project and rebidding, providing additional clarity to enable a more cost-effective bid, or seeking additional revenues. In no case shall the sponsor exceed the levels of RM2 funding allowable under Street and Highway Code Section 30914(c). In utilizing all available funding from all sources for contract award, the sponsor shall consult with MTC staff on the likelihood of

cost increases during construction and what contingencies are available to address these costs, including the presentation of a risk management plan for constraining construction expenditures to available revenues. In the event of projected cost savings at bid opening, the proportional share of RM2 funds will be rescinded and shall be available to the sponsor for any cost increases associated with the project after construction award until the time of final close-out of the bid phase, including the settlement of all claims. Any requests for exceptions will be considered on a case-by-case basis.

Monitoring and Reporting Requirements

Annual Updates

On an annual basis, sponsors and implementing agencies may be asked to notify the Commission of anticipated allocation requests for subsequent fiscal year (12 months). The Commission's capacity to allocate RM2 funds depends in part on the information provided by the sponsors and the failure to comply may result in the sponsor's allocation request being deferred until such time when RM2 funds become available.

Semi-annual Progress Reports

As directed by MTC, sponsors and/or implementing agencies will provide MTC with a Semi-Annual Progress Report. Semi-annual periods begin on July 1 and January 1 of any given fiscal year. These reports are meant to update MTC on the project's scope, cost, and schedule. These reports shall include the following:

- **Status:** the phase currently underway and the progress since the last report; major meetings and decisions on the project; any significant accomplishments; any setbacks to the project. The sponsor should note whether they anticipate any problems, and what area these problems exist in.
- **Expenditures to date:** these will be specified as expenditures since the prior reporting, and will include all funding sources including RM2. These will be in sufficient detail to determine that they are eligible expenses.
- **Schedule changes:** any changes in the project schedule as outlined and approved in the IPR and the consequences of those changes, particularly related to project costs. If the schedule has been modified, a revised schedule must be attached.
- **Cost changes:** all changes should be noted in the Progress Report; changes greater than 20% or \$250,000 dollars, whichever is less, must be accompanied by a detailed explanation of what options the sponsor has considered to manage the change. If costs have changed by more than \$250,000 or 20%, whichever is greater, a revised funding plan and cash flow schedule must be attached.
- **Potential Claims:** If RM 2 funds are utilized for the construction phase of the project, then the sponsor must certify if there are any Notices of Potential Claim. If they exist, a summary of such notices as well as the likely cost or schedule impact shall be included. Upcoming allocation requests: Sponsors are requested to provide information on upcoming allocation requests; MTC's capacity to allocate RM2 funds depends in part on the information provided by the sponsors and the failure to comply may result in the sponsor's allocation request being deferred until such time when RM2 funds become available.
- **Status of Project Specific Conditions:** If project specific conditions were approved as part of the allocation, the sponsor must address the status of meeting the condition.
- **Failure to provide the report and required information shall be ground for MTC to withhold reimbursements until a report is submitted and accepted by MTC.**

Project Close Out

The Implementing Agency shall be responsible for notifying MTC of the completion of project, prior to submitting the final invoice for the project. After notification, MTC staff will provide the sponsor with the appropriate forms to close out the project, specific to the project type. The final close-out procedure for a project may include sponsor provided documentation verifying the completion of the project, summarizing project costs and expenditures with a reconciliation of balances remaining on the project, transmittal of final deliverables, and on-site field visits. For projects that expend all of the RM 2 funds before completing the overall project as stipulated in statute, MTC has the discretion to continue requesting progress reports on the project. This will be considered on a case-by-case basis. In case of RM2 projects that include complementary bridge toll funds (RM1/AB1171) that have not been expended as yet, sponsors will be expected to continue to provide progress reports on the status of these projects.

At Risk Report/Cooperation with Consultants

Upon receipt of the sponsor-submitted semi-annual progress reports, MTC shall prepare an At-Risk Report (Report) for submittal to the Commission that outlines critical scope, cost, or schedule changes to the project. The sponsor shall cooperate with MTC or any authorized agent of MTC in the preparation of the Report. The report will be presented to the Commission to determine the ability of the project or project phase to be delivered, per Section 30914(f) of the S&HC. Regarding scope changes, any changes resulting in changes in costs or schedule should be delineated.

Consistency with Other Plans and Policies*RTP Consistency*

Capital projects seeking allocations must be consistent with the adopted Regional Transportation Plan (RTP), which state law requires be consistent with federal planning and programming requirements.

CMP Consistency

For capital projects, it is required that all committed project phases be included in a Countywide Plan. The phase of the project requiring funding shall be in an approved County Congestion Management Plan (CMP) or in an adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to seeking allocation of RM2 funds. For multi-county projects, the project must be in the countywide plans and CMP/CIP of the counties affected by the project.

TIP and Air Quality Conformity

Federal laws governing requirements for regions to achieve or maintain federally mandated air quality standards require that all regionally significant transportation improvements be part of a required regional conformity finding. This conformity finding is performed by MTC, the Metropolitan Planning Organization (MPO) for the Bay Area, in concert with the Bay Area Air Quality Management District and the Association of Bay Area Governments and must state that if all the transportation improvements proceed, air quality standards can be reached.

A project is regionally significant if it increases transit or highway capacity or offers an alternative to established regional highway travel. Projects must be included in the conformity analysis, regardless of their fund source. To that extent, all regionally significant RM2 projects must be included in the conformity analysis for the Regional Transportation Plan (Plan) and

Transportation Improvement Program (Program). Project sponsors are responsible for updating the TIP listing for their projects following an RM2 allocation or rescission or other significant change to the project. Project specific air quality conformity analysis and findings are the sole responsibility of the project sponsor.

Accommodations for Bicyclists, Pedestrians and Persons with Disabilities

Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. As with many existing projects in the Bay Area, an RM2 project is likely to have a number of fund sources that make it whole. A project must incorporate the appropriate policy associated with the fund sources that make up the project. Federal, State, and regional policies and directives regarding non-motorized travel include the following:

Federal Policy Mandates

TEA-21 states that, "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted" (Section 1202).

State Policy Mandates

Caltrans Deputy Directive 64 (<http://www.dot.ca.gov/hq/tpp/offices/bike/DD64.pdf>), states: "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

Routine Accommodations Policy

MTC Resolution 3765 requires agencies applying for regional transportation funds to consider the needs of bicyclists and pedestrians in the process of planning and designing a project.

Resolution 3434 TOD policy

In order to support the development of communities around new transit lines and stations, MTC adopted a [Transit-Oriented Development \(TOD\) Policy](#) that applies to key transit extension projects in the Bay Area. RM2 projects, as appropriate shall comply with the TOD policy.

Intelligent Transportation Systems Policy

In collaboration with federal, state, and local partners, MTC is developing the regional Intelligent Transportation Systems (ITS) architecture. MTC, state and federal agencies will soon require projects funded with federal highway trust funds to meet applicable ITS architecture requirements. Through the on-line WEBFMS application process, project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at: <http://www.mtc.ca.gov/planning/ITS/index.htm>.

Transit Coordination Policy

Res. 3866 (Transit Coordination Implementation Plan)

Res. 3866 establishes coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects like Clipper (formerly TransLink[®]), 511 and the Hub Signage Program. Any agency that is an eligible recipient of funds subject to allocation or programming by MTC – including RM2 capital funds – is subject to Res. 3866 requirements. If a transit operator fails to comply, MTC may invoke the provisions of MTC Resolution No.3866, which could affect access to funds.

Traffic Operations System Policy for Major New Freeway Projects

It is the Commission's policy that all major new freeway projects included in the Transportation 2030 Plan and subsequent regional transportation plans shall include traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. MTC is requiring that all applicable RM2 projects conform to the regional policy. For purposes of this policy, a "major freeway project" is a project that adds lanes to a freeway, constructs a new segment of freeway, modifies a freeway interchange, or reconstructs an existing freeway. A project is considered "new" if it does not have an approved Project Study Report (PSR) by December 2004. Caltrans shall operate, manage, maintain and replace the TOS elements installed within its right-of-way.

Section 3 – Operating Program Guidance

Background

Regional Measure 2 (RM 2) will provide operating support for a number of transit services. These projects are identified in Section 30914(d) of the California S&HC.

On October 13, 2004, the Federal Highway Administration with concurrence of the Federal Transit Administration approved the use of toll revenues from the four non-federalized Bay Area bridges for funding transit operations through the RM2 program. This decision allows MTC to begin allocating operating funds to the projects that were approved as part of RM2.

RM2 funds for operating assistance will be made available annually in accordance with the policies and procedures defined in this section.

Allocation Process

Prior to the beginning of each fiscal year MTC will adopt a project specific budget for RM 2 operating funds. It is against this budget, subject to meeting eligibility requirements and fund availability, that project sponsors should request operating allocations.

In S&HC 30914.5(b), MTC is directed to execute an operating agreement with sponsors seeking RM2 funding covering operating assistance for transit services. These agreements are to be executed through a process of project sponsor governing board certification followed by Commission allocation action. The annual funding agreement will consist of approval by both project sponsors and MTC of the terms outlined in the sponsor Implementing Agency Resolution and Operating Assistance Proposal (OAP). The Implementing Agency Resolution should provide evidence of a full funding plan, adherence to performance measures, local agreement to conditions, local certification of absence of legal impediments and local indemnification of the Commission and adherence to the planned activity as outlined in the OAP.

Environmental Documentation

Pursuant to California Environmental Quality Act (CEQA) Public Resources Code §21000, et seq., all applicants are required to indicate that an environmental document has been filed with the County Clerk for each project in their annual application. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. At the time of service initiation, an applicant may submit a request for RM2 funding to cover the costs of the environmental assessment for the RM2 route. Applicants are urged to refer to the statutory and regulatory sections cited when preparing the environmental assessment documents. Applicants should consult their environmental officer for guidance in completion of this requirement. An application for operating funds solely to maintain existing transit services normally will be a Class I categorical exemption under CEQA, and requires only a Notice of Exemption. Applicants should check with their environmental officer for further assistance.

Allocation Applications

An allocation request will be considered complete and ready for consideration by the Commission when all of the component elements to the request are submitted and approved for forwarding to the Commission by MTC staff. Each request must be submitted using the most current forms available on the MTC website. Most operating project sponsors will prepare their requests as part of an application for Transportation Development Act funds submitted to MTC annually. For project sponsors that do not receive those funds, applications for operating assistance should be submitted sixty days prior to the expected allocation date and should include the following material:

1. Cover letter detailing the allocation request;
2. Implementing Agency Resolution; *
3. Operating Assistance Proposal;
4. Opinion of Legal Counsel; *
5. Environmental documentation;
6. Certifications and assurances; and
7. Fiscal audit.

* Project sponsors have the option of consolidating the 'Implementing Agency Resolution' and the 'Opinion of Legal Counsel.'

Appendix B details the formats for the Implementing Agency Resolution, Operating Assistance Proposal, the Opinion of Legal Counsel, and the Certifications and Assurances. RM2 operating project sponsors not eligible for Transportation Development Act funding should contact MTC for the most recent Operating Assistance Proposal.

Staff will review the operating assistance request to ensure that the project request meets eligibility per S&H code 30914(d), compliance with financial audit requirements, satisfaction of established performance measures, and other requirements outlined in this policies and procedures manual.

Eligibility*Reimbursable Activities*

Transit services eligible to receive operating assistance under RM2 are those projects identified under Section 30914(d) of the S&HC. These projects and services have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors. Due to other federal, state and regional requirements, full eligibility for the receipt of RM2 funding is not determined until approval of the funding allocation by the Commission.

Operating costs included in the operating expense object classes of the uniform system of accounts, exclusive of depreciation and amortization expenses and direct costs for providing charter service, are eligible for RM2 operating assistance. Eligible expenses for operating follow the eligibility criteria for Transportation Development Act funds.

Service initiation costs for RM2 routes – including preparation of environmental clearance – are an eligible expense.

No operator or transit service claimant shall be eligible to receive moneys during the fiscal year from RM2 operating assistance for operating costs that exceed its actual operating cost for the service identified in S&HC 30914(d) or subsequently amended through an action by the MTC Commission (including payment for disposition of claims arising out of the operator's liability) in the fiscal year less the

1. amount of fare revenues received during the fiscal year.

For those cases where the RM2 service is a portion of an operator's service, the methodology used to derive the costs and revenues for the route must be specified at the time of allocation. Any change in the methodology must be approved by MTC staff in advance and may require a revision to the allocation.

The period of eligibility for operating expenses is for the fiscal year for which the allocation is made. The term fiscal year has reference to the year commencing July 1 and ending June 30 of the following year.

Notwithstanding the provisions listed above for transit operating, for purposes of TransLink® and Water Transit Authority administrative expenses, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that planning activities are eligible for reimbursement from toll revenues. Allocation for planning activities will be in accordance with federal guidance and may need to be reviewed by federal agencies in advance of the allocation to confirm that the planned activities are Title 23 eligible.

Consistency with Plans

In addition to the eligibility requirements outlined above, applicants must demonstrate consistency with regional plans and federal planning requirements including but not limited to:

- MTC Regional Transportation Plan: For operations projects, applicants should provide the necessary project reference or information to verify that their project is compatible with the RTP.
- Applicant's Short Range Transit Plan (SRTP) or Countywide Plan: For operations projects, applicants should reference how the project is reflected in their Short Range Transit Plan or County-wide Five Year Plan. All transit operators that receive operating assistance shall prepare a Short Range Transit Plan, or planning/budget document equivalent for their system, including reference to the planned use of RM2 bridge tolls as part of their overall operations. Failure to complete an SRTP could delay an allocation or make a project sponsor ineligible for RM2 operating assistance.
- Air Quality Conformity: An applicant's project must be consistent with the TIP for which MTC has completed an air quality conformity assessment.

Disbursement of Funds

After approval by the Commission, allocations of RM2 operating funds will be disbursed in accordance with the terms and conditions established in the allocation instructions by MTC. Generally, allocation instructions will direct payments to be made monthly in advance, subject to quarterly adjustments to reflect actual expenses against monthly invoices. Sponsors are required to submit the final fiscal year invoice by July 30th. All disbursements are subject to the availability of bridge toll revenues and determination of eligible expenses. Specific invoicing procedures will be provided to the sponsor.

Disbursement of RM2 operating assistance may be delayed, cancelled, or adjusted based on MTC audit findings of ineligible expenses. Delinquency of report submittals or failure to comply with other RM2 operating assistance conditions could be grounds for withholding disbursement of funding or rescinding allocations.

Monitoring Requirements

Annual Update of Operating Assistance Plan

Streets and Highway Code 30914.5(b) requires that MTC enter into an agreement with all recipients of RM2 operating assistance that shall include, at a minimum, a fully funded operating plan that conforms to and is consistent with the adopted performance measures. The agreement shall also include a schedule of projected fare revenue and any other operating revenues needed to demonstrate that the service is viable in the near-term and is expected to meet the adopted performance measures. These agreements are to be executed through a process of project sponsor governing board certification followed by Commission allocation action as discussed above in Allocation Process.

Applicants for RM2 operating assistance will use the Operating Assistance Plan (OAP) to demonstrate a fully funded operating plan that is consistent with MTC adopted performance measures. The submittal shall be due May 1st for July allocations, or on a rolling basis thereafter, and be updated to reflect audited actual expense data as well as adjusted current year financial and operating data statistics, as appropriate.

The OAP required information is included in Appendix B or in the most current Transportation Development Act funding application. RM2 operating project sponsors not eligible for Transportation Development Act funding should contact MTC for the most recent OAP.

Performance Measures

Prior to allocation of revenue for transit operating assistance under subdivision (d) of Section 30914 of the S&HC, the MTC shall adopt performance measures related to farebox recovery, ridership, and other performance measures as needed. The performance measures are included in Appendix C, Part 5. Any request to change approved performance measures, or the recording and reporting of those measures, must be approved in advance and in writing by MTC staff.

The performance measures, as developed in concert with the affected transit operators and the Advisory Council and as approved by the Commission, will effect allocations starting in FY 2006-07. The applicable year for calculating performance measures will be two years in arrears of a requested allocation year. In other words, for FY 2006-07 operating allocations, the Commission will base compliance with the performance measures on FY 2004-05 operating performance.

An independent auditor in the fiscal audit, as discussed below shall verify the certification of compliance with adopted performance measures. Failure to report and meet performance measures established by MTC may be grounds for delays or adjustment to future allocations.

Fiscal Audit

As established in S&H Code 30914.5(c), prior to annual allocation of transit operating assistance by the MTC, the MTC shall conduct an independent audit that contains audited financial information, including an opinion on the status and costs of the project and its compliance with the approved performance measures. At a minimum, the fiscal audit will provide the auditor's professional opinion as to whether RM2 operating assistance was spent on eligible costs and performance measures status.

All fiscal and accounting records and other supporting papers shall be retained for a minimum of four years following the close of the fiscal year of expenditure.

Cooperation with MTC and MTC's Consultants

Recipients of RM2 operating assistance funds agree to work cooperatively with MTC staff and MTC consultants to provide operating statistics that will be used to monitor the effectiveness of the RM2 operating program and consistency with MTC adopted performance measures. This includes but is not limited to assisting in the collection of survey data, on-board vehicle counts, and making available relevant ridership and costs information. It is important to note that, in most cases, these performance measures will be route-specific and therefore require isolation of the operating cost, passenger boardings, and fare revenue for the route or line for which RM 2 operating assistance is secured.

APPENDIX A – CAPITAL ALLOCATION REQUEST FORMS

PART 1: RM2 IMPLEMENTING AGENCY RESOLUTION OF PROJECT COMPLIANCE

Resolution No.

Implementing Agency:

Project Title:

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, (agency name) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the (project title) is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which (agency name) is requesting that MTC allocate Regional Measure 2 funds; now, therefore, be it

RESOLVED, that (agency name), and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project; and be it further

RESOLVED, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment; and be it further

RESOLVED, that (agency name) approves the updated Initial Project Report, attached to this resolution; and be it further

RESOLVED, that (agency name) approves the cash flow plan, attached to this resolution; and be it further

RESOLVED, that (agency name) has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and, be it further

RESOLVED, that (agency name) is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that (agency name) is authorized to submit an application for Regional Measure 2 funds for (project name) in accordance with California Streets and Highways Code 30914(c); and be it further

RESOLVED, that (agency name) certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to (agency name) making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

RESOLVED, that (agency name - include for transit projects/sponsors only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that (agency name) indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

RESOLVED, that (agency name) shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC) shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

RESOLVED, that (agency name) shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

RESOLVED, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for the (environmental/ design/ right-of-way/ construction) phase with MTC for Regional Measure 2 funds in the amount of (\$_____), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

PART 2: RM2 SAMPLE OPINION OF LEGAL COUNSEL

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 1. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the Regional Measure 2; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for Regional Measure 2 funds

This communication will serve as the requisite opinion of counsel in connection with the allocation of (Applicant) _____ for funding from Regional Measure 2 Regional Traffic Relief Plan made available pursuant to Streets and Highways Code Section 30914(c)(d) for (Project Name) _____

1. (Applicant) _____ is an eligible sponsor for the Regional Measure 2 funding.
2. (Applicant) _____ is authorized to submit an allocation request for Regional Measure 2 funding for (project) _____
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for Regional Measure 2 funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name

PART 3: RM2 INITIAL PROJECT REPORT (IPR) FORMAT

Section 30914(e) of the California Streets and Highways Code requires that project sponsors with projects listed in the capital program of the Regional Traffic Relief Plan (Section 30914(c)) submit an Initial Project Report (IPR) to the Metropolitan Transportation Commission (MTC) by July 1, 2004. Furthermore, MTC requires the project sponsor to submit an updated report along with any funding allocation request. The governing board of the agency submitting the allocation request must approve the updated IPR before MTC can approve the IPR, or allocation of funds. MTC will approve the report, or updated report, in conjunction with the funding allocation.

The report shall include all information required to describe the project in detail, including identification of lead sponsor, the status of any environmental documents relevant to the project, additional funds beyond RM2 required to fully fund the project, the amount, if any, of funds expended to date, a summary of any impediments to the completion of the project, a detailed financial plan, and notification of whether Regional Measure 2 (RM2) funds will be needed within the subsequent 12 months (following fiscal year). The Initial Project Report is outlined below, with the electronic template available at www.mtc.ca.gov.

- **Project Description and Sponsor Information**, including identification of lead sponsor in coordination with all identified sponsors, and identification of agency to seek and receive allocations from MTC,
- **Project Delivery Information**, including summary of any impediments to the completion of the project, status of any environmental documents relevant to the project, status of the project phases and delivery milestones, and discussion of the operability of the project once completed.
- **Project Budget Information**, including the total budget for the project, and any prior expenditure.
- **RM2 Funding Need Information**, including RM2 expenditure (cash flow) plan, status of any prior RM2 expenditures, and identification of any RM2 funding needs for the next fiscal year, and beyond.
- **Project Funding Information**, including identification of committed funding to the project, any uncommitted funding required to fully fund the project, and segregation of the RM2 deliverable segment if different from the total project. Any timely use of funds requirements must be noted and incorporated into the overall funding schedule of the financial plan. The RM2 phase or component must be fully funded with committed funds, and it must be demonstrated that the RM2 funded phase or component results in a useable or operable segment. For transit projects resulting in expanded or enhanced services, the sponsor shall document the financial capacity to operate and maintain those services for a period of at least 10 years following the year services are initiated.
- **Allocation Budget Plan**. The sponsor must complete an Estimated Budget Plan (EBP) outlining the agency costs, consultant costs, and any other costs associated with the delivery of the Work Plan element for the allocation request. The EBP should represent both the RM2 funds as well as the complementary funds (for projects with complementary fund sources) for the entire work scope.

Appendix A

- **Governing Board Action**, including verification of approval of the IPR. The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR and requested the allocation of RM2 funding prior to MTC approval of the IPR and allocation of funds. Verification of the governing board action should be attached to the IPR.
- **Agency Contact and IPR Preparation Information**, including agency and project manager, and IPR preparer contact information, and date the report was prepared or updated.

PART 4: ENVIRONMENTAL DOCUMENTATION

Pursuant to California Environmental Quality Act Public Resources Code §21000, et seq., all applicants are required to submit a valid environmental document that has been certified by the County Clerk for each project. Please refer to Public Resources Code and Title 14 of the California Code of Regulations for more information. Applicants are urged to refer to the statutory and regulatory sections cited when preparing any environmental assessment under CEQA or NEPA. Applicants should consult their environmental officer for guidance in completion of this requirement. If a project is federally funded or is anticipated to be federally funded, project sponsors must submit approved National Environmental Protection Act documents.

Part 5: RM2 Evidence of Allocation and Commitment of Complementary Funds

Applicants are required to submit evidence of the commitment of complementary funds for the phase for which the applicant is seeking an allocation of RM2 funds. Copies of the applicable resolution(s) and/or governing body actions allocating the funds to the phase, within the years displayed in the cash flow plan, must be attached to the allocation request. The applicant must demonstrate that the phase is entirely funded prior to the allocation of RM2 funds. Part 6: RM2

Allocation Work Plan

The implementing agency must submit a detailed Work Plan covering the deliverables for which a RM2 funding allocation is being sought. The Work Plan should be consistent with the parameters included in the Board approved Initial Project Report, and must have sufficient detail regarding each deliverables' scope, cost and schedule. The elements of the work plan will serve as the basis of MTC staff review of project sponsor invoices. MTC staff will work with sponsors to ascertain the work breakdown level appropriate to the funding request being made. The Work Plan must be submitted with the allocation application request.

APPENDIX B – OPERATING ALLOCATION REQUEST FORMS

PART 1: CERTIFICATIONS AND ASSURANCES (Sample form is available at www.mtc.ca.gov)

Applicant certifies that, if RM-2 funding was received in the prior year, it has included the RM-2 costs and revenues in its general fiscal audit for that year. Applicant also assures that it will include the RM-2 costs and revenues in its general fiscal audit for the year in which funds are requested.

Applicant certifies to one of the following:

- 1) For bus operators, that it has submitted a copy of the California Highway Patrol (CHP) certification, which was issued within the last 13 months indicating compliance with California Vehicle Code §1808.1 and Public Utility Code §99251 (CHP "pull notice system and periodic reports").
- 2) For rail or ferry operators, it certifies that it is current on all inspections and certifications required by federal and state agencies.

Applicant for RM2 funds certifies that it has current SB 602 "joint fare revenue sharing agreements" in place with transit operators in the MTC region with which its service connects, and that it has submitted valid and current copies of all such agreements to MTC.

Applicant also agrees to participate in the Integrated Fare Structure and Transit Connectivity studies authorized in SB 916 (Chapter 715, Statutes of 2004).

Applicant for funds certifies that it complies with MTC's Transit Coordination Implementation Plan (MTC Resolution No. 3866, revised) and with Public Utilities Code §99314.5(c) and §99314.7).

The applicant may be asked to certify such other assurances as MTC may deem appropriate consistent with the RM2 Policies and Procedures outlined above.

PART 2: RM2 OPERATING ASSISTANCE PROPOSAL (OAP)

The Operating Assistance Proposal (OAP) includes the information outlined below. The format for sponsors to complete is available to be downloaded at www.mtc.ca.gov.

1. Description of Proposed Service

- a. Map of service area.
- b. Description of markets being served (both travel demand as well as inter-operator connections)
- c. Description of methodology used to estimate ridership/assign ridership

2. Service Parameters

- a. Service start/end times.
- b. Headways in the peak and off-peak
- c. Vehicles in service during the peak and off-peak
- d. Daily revenue vehicle hours

3. Budget Information

- a. Basis of expense projections, i.e., description of cost model.
- b. Basis of fare revenue projections (assumptions on fare structure, including any increases over the five years, and resulting average fare).
- c. Description of other revenues – if subsidies from other agencies are included, describe status of commitments.
- d. Five-year projections and audited past actual and adjusted current year information for operating cost and revenue. Revenue projections should disaggregate fare revenue, TDA, local sales tax, private sector contributions, and other subsidies.

4. Operating Data and Performance Measures

- a. Five-year projections and audited past actual and adjusted current year information for service parameters including annual ridership, weekday ridership, revenue vehicle hours, and revenue miles.
- b. Five-year projections and audited past actual and adjusted current year information for performance measures including farebox recovery ratio, passengers per revenue hour, cost per rider, subsidy per rider, and cost per revenue hour.

5. Implementation Schedule and Status Report

- a. Proposed start date
- b. Environmental clearance – status and schedule
- c. Vehicles/other capital – status and procurement schedule for incremental capital needed to support RM2 funded operations.
- d. If partnering with other agencies, provide letters of support from partners.
- e. Description of potential implementation issues
- f. Once operational, please provide a status report on the implementation to-date as well as any planned schedule adjustments or other service changes in the coming year.

PART 3: SAMPLE RM2 OPERATING BOARD RESOLUTION

Resolution No.

Implementing Agency:

Project Title:

WHEREAS, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

WHEREAS, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

WHEREAS, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

WHEREAS, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

WHEREAS, (agency name) is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

WHEREAS, the (project title) is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

WHEREAS, the Regional Measure 2 allocation request, attached hereto in the Operating Assistance Proposal and incorporated herein as though set forth at length, demonstrates a fully funded operating plan that is consistent with the adopted performance measures, as applicable, for which (agency name) is requesting that MTC allocate Regional Measure 2 funds; and

WHEREAS, Part 2 of the project application, attached hereto and incorporated herein as though set forth at length, includes the certification by (agency name) of assurances required for the allocation of funds by MTC; now, therefore, be it

RESOLVED, that (agency name), and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

RESOLVED, that (agency) certifies that the project is consistent with the Regional Transportation Plan (RTP).

RESOLVED, that (agency name) approves the updated Operating Assistance Proposal, attached to this resolution; and be it further

RESOLVED, that (agency name) approves the certification of assurances, attached to this resolution; and be it further

RESOLVED, that (agency name) is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that (agency name) is authorized to submit an application for Regional Measure 2 funds for (project name) in accordance with California Streets and Highways Code 30914(d); and be it further

RESOLVED, that (agency name) certifies that the projects and purposes for which RM2 funds are being requested are in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and, if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. seq. and the applicable regulations thereunder; and be it further

RESOLVED, that there is no legal impediment to (agency name) making allocation requests for Regional Measure 2 funds; and be it further

RESOLVED, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

RESOLVED, that (agency name - include for transit projects/sponsors only) agrees to comply with the requirements of MTC's Transit Coordination Implementation Plan as set forth in MTC Resolution 3866; and be it further

RESOLVED, that (agency name) indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of (agency name), its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages.

RESOLVED, that (agency name) shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

RESOLVED, that (agency name) authorizes its (Executive Director, General Manager, or his/her designee) to execute and submit an allocation request for operating or planning costs for (Fiscal Year) with MTC for Regional Measure 2 funds in the amount of (\$_____), for the project, purposes and amounts included in the project application attached to this resolution; and be it further

RESOLVED, that the (Executive Director, General Manager, or his/her designee) is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

RESOLVED, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the (agency name) application referenced herein.

PART 4: RM2 SAMPLE OPINION OF LEGAL COUNSEL

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Part 3. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the Regional Measure 2; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for Regional Measure 2 funds

This communication will serve as the requisite opinion of counsel in connection with the allocation of (Applicant) _____ for funding from Regional Measure 2 Regional Traffic Relief Plan made available pursuant to Streets and Highways Code Section 30914(c)(d) for (Project Name) _____

4. (Applicant) _____ is an eligible sponsor for the Regional Measure 2 funding.
5. (Applicant) _____ is authorized to submit an allocation request for Regional Measure 2 funding for (project) _____
6. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for Regional Measure 2 funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation that might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name

PART 5: RM2 PERFORMANCE MEASURES FOR OPERATING PROJECTS

1. The objective in establishing performance measures is to ensure that the Regional Measure 2 (RM2) operating dollars are directed to productive services within the corridors identified in the legislation, or as redirected by the Commission after a public hearing process.
2. Two performance measures will be used to assess cost recovery and ridership change in accordance with California Streets and Highway Code (S&HC) 30914.5(a), which requires that MTC shall adopt performance measures related to farebox recovery ratio and ridership: 1) farebox recovery and 2) change in passengers per revenue vehicle hour. Farebox recovery ratio and change in passengers per hour performance measures are established in items 4 and 5.
3. Recognizing that the market demands as well as policy goals for the operating projects in S&HC 30914(d) are not uniform, several thresholds for farebox recovery are established and outlined in item 4.
4. An operating segment must meet or exceed the farebox recovery ratio conforming to its particular mode and service type as defined in the table below. Peak service is defined as service that does not continue at least hourly between the morning and afternoon commute periods. All day service is generally defined as service that is provided at least hourly between the hours of 6 a.m. and 7 p.m. Long-haul bus services (> 25 miles) will be deemed “all day” if service is provided at least every two hours during the midday. Owl service is service that has been developed with the specific goal of closing a temporal gap in the transit network.

For purposes of establishing compliance with the performance measures, the farebox recovery ratio for the audit year or the average farebox recovery ratio for a three-year period will be used, whichever is more favorable.

| Service Type | Ferry | Rail | Bus |
|------------------------|--------------|-------------|------------|
| Peak Service | 40% | 35% | 30% |
| All Day Service | 30% | 25% | 20% |
| Owl Service | N/A | N/A | 10% |

Projects (8) and (9) in S&HC 30914(d) are exempt from the farebox thresholds above and instead must meet the farebox requirements established for receiving allocation for state funds (Transportation Development Act, State Transit Assistance, and AB 1107).

5. It is the expectation that all operating segments will maintain a positive change in passengers per revenue vehicle hour when a rolling average over a three-year period is applied. The first three years of service must demonstrate an increase in passengers each year. From the fourth year forward, three-year averages will be calculated and compared. The previous three-year average will be compared to the most recent three-year average, with the most recent year being added and the oldest year being dropped from each average (FYs 2004, 2005 and 2006 will be compared to FYs 2005, 2006, and 2007, and so on). If productivity during the audit year is better than the most recent three-year average, then the previous three-year average will be compared to the audit year. A negative change in an amount equal to or less than a negative change in Transportation Development Act revenues in the county of operation (or average

Appendix B

between the origination and destination) for the same period will be allowable. The goal is to have positive ridership change between each three-year cycle, but the allowance for a negative change is to account for economic adjustments in the region and for fluctuations in regional market demand for each service.

Projects (8) and (9) in S&HC 30914(d) are exempt from the passenger per revenue vehicle hour changes and instead must meet the performance measure requirements established for receiving allocation for state funds (Transportation Development Act, State Transit Assistance, and AB 1107).

6. If an operating program or project cannot achieve its performance objectives described above, MTC staff will consult with the project sponsor about potential service adjustments or redeployment to increase the productivity of the route and best serve transit in the corridor. After this consultation, the sponsor will be given the opportunity to present to the Commission a corrective action plan for meeting the RM2 performance measures. Based on the corrective action plan recommendation, the Commission shall give the sponsor a time certain to achieve the performance measure or have its funding reassigned. If there are no other eligible claimants within the RM2 eligible program category the Commission shall hold a public hearing concerning the project. After the hearing, the Commission may vote to modify the program's scope, decrease its level of funding, or to reassign all of the funds to another or an additional project.
7. Only transit operations will be subject to the performance measure outlined in this policy. Projects (10) and (11) outlined in RM2 under S&HC 30914(d) are not subject to these performance measures as these projects do not meet the definition of transit operations.
8. Each operating project that requests RM2 operating funding will be given a two-year ramp-up period to meet the performance measures with an expectation that measures will be met in the third year of service. If an operating scope or definition is changed at the sponsor request after initial rollout of the operating project, no new ramp-up period will be granted.
9. Compliance with the performance measures must be certified as part of the annual fiscal audit prepared by the project sponsor. The compliance and, therefore eligibility for RM2 operating funds, for a given fiscal year will be based on fiscal audit two years in arrears. Therefore, the first year for which performance measures will be assessed is for FY 2008-09 operating requests; these requests will take into consideration performance in FY 2006-07.
10. For purposes of calculating farebox recovery ratio and passengers per revenue vehicle hour, project sponsors must allocate costs in accordance with the cost allocation shown below for the various service types. This cost allocation strategy must be consistent with that provided to MTC as part of the annual Operating Assistance Plan (OAP). Further, baseline data on ridership, costs, fares, and average fare must be established as part of the OAP for RM2 services that represent an incremental change to the operator's overall service plan. The operator should establish a data collection plan for assessing changes to the baseline system for purposes of calculating ridership, costs, and fare for the new RM2 incremental services.

Appendix B

| Service Type | Cost Allocation Methodology |
|------------------------|------------------------------------|
| Peak Service | Fully Allocated Costs |
| All Day Service | Fully Allocated Costs |
| Owl Service | Marginal Costs |

11. For purposes of this policy, the farebox recovery ratio is the ratio of fares collected on the RM2-funded segment to total operating costs for that same segment. Passenger per revenue vehicle hour is defined as the total passengers (total of all adult, youth and student, senior and disabled, inter-operator paid transfer, and non-revenue boardings) divided by the revenue vehicle hours (the total number of hours that each transit vehicle is in revenue service, including layover time).

APPENDIX A – 53

Regional Policies: Project Funding and Specific Funding Programs

Programming and Allocation Policies for the AB 664 Net Bridge Toll Revenue, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue Transit Funding Programs

MTC Resolution No. 4015



Date: June 22, 2011
W.I.: 1514
Referred By: PAC

ABSTRACT

Resolution No. 4015

This resolution establishes revised programming and allocation policies for the AB 664 Net Bridge Toll Revenue, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenue, and Five Percent State General Fund Revenue transit funding programs. The revisions establish annual funding for ABAG for the San Francisco Bay Trail, make WETA the sole applicant for ferry services funding, and remove the condition splitting funds between the Northern and Southern bridge groups for the Two Percent Bridge Toll Revenue programs. This resolution supersedes Resolutions 2004, Revised, 3149, and 3288, Revised.

This resolution includes the following Attachment:

Attachment A – Bridge Toll Revenue and State General Fund Revenue Allocation Policy

Further discussions of the policies are contained in the Programming and Allocations Committee summary sheet dated June 8, 2011.

Date: June 22, 2011
W.I.: 1514
Referred By: PAC

RE: Revised Programming and Allocation Policies for the AB 664 Net Bridge Toll Revenues, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4015

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, since 1977, MTC has allocated net toll revenues, pursuant to Government Code §§ 30892 and 30893, for eligible transit capital improvements and ferry operations; and

WHEREAS, pursuant to Streets and Highways Code § 30913 (b), MTC has allocated two-thirds of the 2 percent of the 1988 Regional Measure 1 toll increase (“Two Percent Bridge Toll Revenues”) to projects which are designed to reduce vehicular traffic congestion on these bridges; and the remaining one-third of those toll revenues for the planning, construction, operation, and acquisition of rapid water transit systems; and,

WHEREAS, pursuant to Streets and Highways Code § 30884, certain toll revenues (“AB 664 Net Bridge Toll Revenues”) are available to fund transit capital improvements; and

WHEREAS, pursuant to Streets and Highway Code § 30919, MTC has allocated bridge toll revenue (“RM1 Regional Rail Extension Reserves”) for rail extension and improvement projects designed to reduce vehicular congestion on the San Francisco-Oakland Bay Bridge in the counties of Alameda, Contra Costa, San Francisco, San Mateo, and Santa Clara; and

WHEREAS, pursuant to Streets and Highways Code § 30894, MTC adopted MTC Resolution No. 2004, Revised, which sets forth MTC's overall Bridge Toll Revenue Allocation Policy; and

WHEREAS, with the completion of the Regional Ferry Plan Update, MTC adopted Resolution No. 3149, which established a Five Percent Bridge Toll Revenues programming and allocation policy; and

WHEREAS, the California Department of Transportation (DEPARTMENT) entered into a cooperative agreement with the Bay Area Toll Authority (BATA) and MTC on the

federalization of toll bridge projects under BATA's jurisdiction and on the transfer of state funds to replace the five percent Bridge Toll Program funds for ferry operations; and

WHEREAS, under terms of the agreement between the DEPARTMENT, BATA, and MTC, MTC agreed, among other things, to amend its Five Percent Bridge Toll Revenues policy, as set forth in MTC Resolution No. 3149, and to program and allocate state funds made ("Five Percent State General Fund Revenues") available by the DEPARTMENT for transit operating purposes; and

WHEREAS, pursuant to the agreement between the DEPARTMENT, BATA, and MTC, MTC adopted Resolution 3288 to establish interim programming and allocation policies for the Five Percent State General Fund Revenues and Two Percent Bridge Toll Revenues program; and

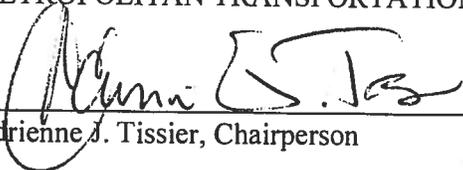
WHEREAS, MTC adopted Resolution 3948 and BATA adopted Resolution 93 and executed a Funding Agreement relieving BATA of responsibility for making AB 664 Net Bridge Toll Revenues Reserve Transfers, Two Percent Transit Reserves Transfers, and Rail Extension Reserves Transfers for 50 years; and

WHEREAS, the adoption of Resolution 3948 necessitates an update and revision to policies governing the various bridge toll revenue and Five Percent State General Fund Revenues; now, therefore, be it

RESOLVED, that MTC adopts the programming and allocation policies for the AB 664 Net Bridge Toll Revenues, RM1 Regional Rail Extension Reserve, Two Percent Bridge Toll Revenues, and Five Percent State General Fund Revenues transit funding programs as set forth in Attachment A, attached hereto and incorporated herein as though set forth at length; and be it further

RESOLVED, that this resolution supersedes MTC Resolution Nos. 2004, 3149, and 3288.

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chairperson

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California on June 22, 2011.

Date: June 22, 2011
W.I.: 1514
Referred By: PAC

Attachment A
Resolution No. 4015
Page 1 of 4

BRIDGE TOLL REVENUE AND STATE GENERAL FUND REVENUE ALLOCATION POLICY

Definitions

1. "MTC Transit Transfer" refers to the September 2010 payment made from BATA to MTC equal to the estimated present value of specified fund transfers for a 50 year period pursuant to BATA Resolution 93 and MTC Resolution 3948. The payment relieves BATA from making AB 664, Regional Measure 1, and MTC Two Percent Bridge Toll Revenues transfers to MTC for a 50 year period.
2. "AB 664 Net Bridge Toll Revenues" refers to revenues available pursuant to Streets and Highway Code (S& H Code) 30884 calculated as 16% of base toll revenue on the San Francisco-Oakland Bay Bridge, San Mateo, and Dumbarton Bridges to be used for transit capital purposes. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
3. "RM1 Rail Extension Reserve" is composed of not less than 90% of the revenues from the Class I toll increase on the Bay Bridge, as authorized by Regional Measure I and Streets and Highways Code § 30910 et seq. Pursuant to Streets and Highways Code § 30919, MTC must allocate these funds exclusively for rail transit capital extension and improvement projects designed to reduce vehicular traffic congestion on the Bay Bridge. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
4. "East Bay Rail Extension Reserve" consists of 70% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in Alameda and Contra Costa Counties. These projects include, but are not limited to, the BART extensions planned for the Concord-Antioch, Fremont-San Jose, and Bayfair-Livermore rail transit corridors. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
5. "West Bay Rail Extension Reserve" consists of 30% of the MTC Rail Extension Reserve. These revenues are to be allocated to rail extension and improvement projects in San Francisco, San Mateo, and Santa Clara Counties. No specific projects are mentioned in the legislation. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
6. "Two Percent Bridge Toll Revenues" refers to revenues available pursuant to S&H Code 30913(b) used for ferry capital and other capital improvements. Allocations are made from monies held by MTC pursuant to the MTC Transit Transfer.
7. "Five Percent State General Fund Revenues" is funded by the five percent (Five Percent) Bridge Toll Program State General Fund revenues delivered to MTC in amounts equal to projections of the Regional Measure 1 (RM 1) five percent (Five Percent) Bridge Toll Program, based on a cooperative agreement between MTC, BATA and Caltrans. These revenues are to be programmed and allocated for ferry transit operations and bicycle-related planning.

8. "Resolution No. 3434" refers to the region's adopted Regional Transit Expansion Program.

Objectives

1. Maintain MTC's flexibility in allocations by avoiding rigid apportionment formulas.
2. Maximize the use of AB 664 Net Bridge Toll Revenues for meeting the local match required for transit capital projects programmed in the Transportation Improvement Program (TIP).
3. Sustain commitments made regarding allocations of new revenues.
4. Secure the financial integrity of the Resolution No. 3434 Program.

AB 664 Net Bridge Toll Revenues

Pursuant to S&H Code 30884, AB 664 Net Bridge Toll Revenues are available for capital projects.

1. The first priority for AB 664 Net Bridge Toll Revenues is to match transit capital projects programmed for Federal Transit Administration formula funds (the Urbanized Area Formula Program and the Fixed Guideway Modernization Program, or successor programs) in the Transportation Improvement Program (TIP). Revenues in each year will be apportioned to each eligible operator in proportion to the operator's share of the FTA formula funds programmed for capital projects in the TIP in the same year.
2. The 70/30 ratio which MTC has employed to apportion AB 664 Net Bridge Toll Revenues between East and West Bay transit operators pursuant to MTC Resolution 2004 is maintained in FY2010-11 program. For FY2011-12 and future years, MTC will consider alternative policies for apportioning revenues among transit operators, including eliminating the division of revenues into East Bay and West Bay so the apportionment is entirely based on each operator's share of FTA formula funds programming for capital projects.
3. Similar to the flexibility allowed under the STP/CMAQ program, where second and third year projects may be advanced to the first year for implementation, an operator may request MTC to advance AB 664 Net Bridge Toll Revenues for programmed projects, as long as funds are available for allocation, (e.g. an operator who is programmed revenues in the third year of the TIP and wishes to exercise pre-award authority for these match funds may request MTC to release the funds.) MTC will determine funding availability and will consider whether there is a need for the advancement.

RM1 Regional Rail Extension Reserve

To the extent feasible and required, maintain MTC's commitment to Resolution No. 3434 projects from the Rail Extension Reserve.

Two Percent Bridge Toll Revenues

Pursuant to Streets and Highways Code Section 30913(b), two-thirds of the annual available funding shall be allocated to projects which are designed to reduce vehicular traffic congestion and improve bridge operations on any bridge, including, but not limited to, bicycle facilities and for the planning, construction, operation, and acquisition of rapid water transit systems. The remaining one-third is available solely for the planning, construction, operation, and acquisition of rapid water transit systems.

Two Percent Bridge Toll Revenues Priorities and Estimated Annual Programming Amounts

1. \$1 million to the Water Emergency Transit Authority (WETA) for ferry capital improvement projects.
2. \$450,000 to the Association of Bay Area Governments (ABAG) for program management and capital support for the San Francisco Bay Trail.

*Note that annual funding amounts are established and adjusted through the annual MTC fund estimate adoption

Five Percent State General Fund Revenues

The Five Percent State General Fund Revenues are delivered to MTC in amounts equal to projections of the RM1 Five Percent Bridge Toll Program. These revenues are to be programmed and allocated for ferry transit operations and bicycle-related planning.

Five Percent State General Fund Revenues Priorities and Estimated Annual Programming Amounts as of FY 2010-11

1. \$2.8 million to the Water Emergency Transit Authority (WETA) for ferry capital improvement projects and ferry operations.
2. \$250,000 to the Association of Bay Area Governments for planning for the San Francisco Bay Trail.

*Note that annual funding amounts are established and adjusted through the annual MTC fund estimate adoption

The amount of Five Percent State General Fund Revenues programmed to ABAG shall be adjusted by the rate of increase in Five Percent State General Fund Revenues or the rate of increase in the Consumer Price Index, whichever is less, every three years, with the first adjustment occurring with FY2011-12 based calculations. ABAG shall be the sole priority for the Five Percent State General Fund Revenues for bicycle planning.

Program the remainder of the Five Percent State General Fund Revenues to WETA to support ferry service operations. Ferry services will need to have demonstrated an average 40% farebox recovery ratio (the regional average for all publicly-operated services during the period from 2006 to 2010) for the operating agency in order to ensure continued funding for operations. An operator may meet this requirement based on their average farebox recovery for the most recent three-year period for which National Transit Database statistics are available or their annual farebox recovery for the most recent year for which data is available.

If an operator is unable to meet the performance measure, the funding that would have gone to the ferry operator could be directed by the Commission to a transit service/route that reduces vehicular congestion in one of the bridge group corridors, and has demonstrated the ability to meet the 40% farebox requirement. The service could be ferry or another transit mode, provided that the service/route can meet the performance measure. At least forty percent of the Five Percent funding must directed toward ferry operations or capital as required.

Screening Criteria for all Two Percent Bridge Toll Revenue and Five Percent State General Fund Revenues Projects

Project submittals for Five Percent State General Fund Revenues and the Two Percent Bridge Toll Revenues must be submitted to MTC for consideration and must meet all of the following screening criteria:

- project is ready for implementation, including having any necessary clearances or approvals, in the year indicated;
- project is well defined and justified in the project proposal;
- entity has the capacity to implement the project;
- entity has an adequate project financial plan, with reasonable cost estimates;
- project has been approved by the local entity's policy board; and
- project is identified in or is part of an adopted regional or local transportation plan.

In addition, entities requesting transit operating funds must:

- complete a Short Range Transit Plan (or similar planning document as specified by MTC) that identifies service plans and budgets for at least a 5-year period;
- be consistent with the adopted Regional Transportation Plan (RTP); and
- submit data on capital replacement needs to MTC, as requested.

MTC staff evaluates project proposals and develops an annual program of projects for Five Percent State General Fund Revenues and 2 % Bridge Toll Revenues. The program of projects is reviewed by the affected entities. MTC adopts the program of projects and allocates the Five Percent State General Fund Revenues and 2 % Bridge Toll Revenues according to the program.

Timely Use of Funds for AB 664 Net Bridge Toll Revenues, Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues

All projects programmed with AB 664 Net Bridge Toll Revenues, Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues are subject to the following timely use of funds (TUF) policy. Full disbursement of funds must be completed within three years plus the year in which funds are allocated for a project programmed Bridge Toll Revenues. For example, funds allocated in FY 2010-11 must be fully disbursed by June 30, 2014. Any unspent funds at the end of September 30, 2014 (which includes a 3-month grace period) will automatically revert to the appropriate Bridge Toll Revenue account.

Annual Funding Levels for AB 664 Net Bridge Toll Revenues, Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues

Annual funding levels for AB 664 Net Bridge Toll Revenues, Two Percent Bridge Toll Revenues and Five Percent State General Fund Revenues shall be established and adjusted through the annual MTC fund estimate adoption.

APPENDIX A – 54

Regional Policies: Project Funding and Specific Funding Programs

**Regional Measure 2 (RM2) Safe Routes to Transit
Grant Program**

MTC Resolution No. 3735



Date: December 21, 2005
W.I.: 1255
Referred by: PAC
Revised: 07/25/07-C
07/28/10-C
12/21/11-C
02/26/14-C

ABSTRACT

MTC Resolution No. 3735, Revised

This resolution adopts the Regional Measure 2 (RM2) Safe Routes to Transit Grant Program.

The following attachment is provided with this resolution:

Attachment A — RM2 Safe Routes to Transit Grant Program Fund Recipients

This resolution was revised by Commission Action on July 25, 2007, to include the second cycle projects for the RM2 Safe Routes to Transit Grant Program.

This resolution was revised by Commission Action on July 28, 2010, to include the third cycle projects for the RM2 Safe Routes to Transit Grant Program.

This resolution was revised by Commission Action on December 21, 2011, to include the fourth cycle projects for the RM2 Safe Routes to Transit Grant Program. This resolution supersedes MTC Resolution No. 3932.

This resolution was revised by Commission Action on February 26, 2014, to include the fifth cycle projects for the RM2 Safe Routes to Transit Grant Program.

Further discussion of this action is contained in the Programming and Allocations Committee Summary Sheet dated December 14, 2005, July 11, 2007, July 28, 2010, December 14, 2011, and February 12, 2014.

Date: July 27, 2005
W.I.: 1255
Referred by: PAC

RE: Regional Measure 2 (RM2) Safe Routes to Transit Grant Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3735

WHEREAS, pursuant to Government Code Section 66500 *et seq.*, the Metropolitan Transportation Commission (“MTC”) is the regional transportation planning agency for the San Francisco Bay Area; and

WHEREAS, Streets and Highways Code Sections 30950 *et seq.* created the Bay Area Toll Authority (“BATA”) which is a public instrumentality governed by the same board as that governing MTC; and

WHEREAS, on March 2, 2004, voters approved Regional Measure 2, increasing the toll for all vehicles on the seven state-owned toll bridges in the San Francisco Bay Area by \$1.00, with this extra dollar funding various transportation projects within the region that have been determined to reduce congestion or to make improvements to travel in the toll bridge corridors, as identified in SB 916 (Chapter 715, Statutes of 2004), commonly referred as Regional Measure 2 (“RM2”); and

WHEREAS, RM2 establishes the Regional Traffic Relief Plan and lists specific capital projects and programs and transit operating assistance eligible to receive RM2 funding as identified in Streets and Highways Code Sections 30914(c) & (d); and

WHEREAS, RM2 assigns administrative duties and responsibilities for the implementation of the Regional Traffic Relief Plan to MTC; and

WHEREAS, BATA shall fund the projects of the Regional Traffic Relief Plan by transferring RM2 authorized funds to MTC; and

WHEREAS, MTC adopted policies and procedures for the implementation of the Regional Measure 2 Regional Traffic Relief Plan, which specifies the allocation criteria and project compliance requirements for RM 2 funding (MTC Resolution No. 3636); and

WHEREAS, the RM2 Safe Routes to Transit Grant Program is identified as capital project number 20 under RM 2 and is a competitive grant program available to public agencies including transit operators, cities, and counties; and

WHEREAS, the Transportation and Land Use Coalition and the East Bay Bicycle Coalition and MTC developed a process and criteria to be used in the selection of the RM2 Safe Routes to Transit grant recipients to be funded with Regional Measure 2 funds; and

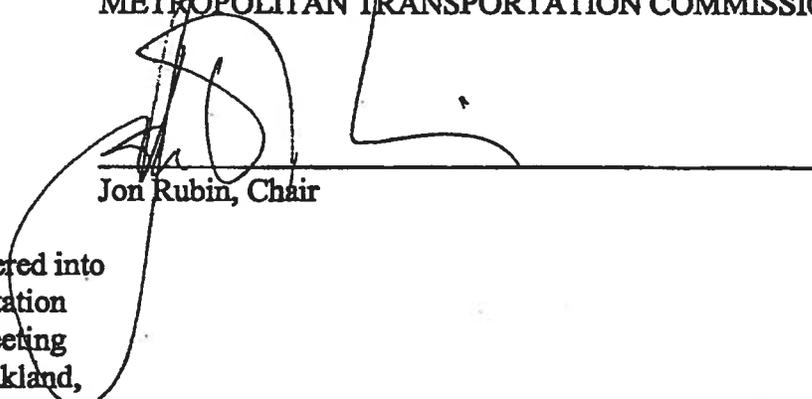
WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, lists the recommended grant recipients and the correlated funding amounts; and

RESOLVED, that MTC approves MTC staff's review of the RM2 Safe Routes to Transit Grant applications; and be it further

RESOLVED, that MTC approves the list of grant recipients and their associated funding amounts as set forth in Attachment A; and, be it further

RESOLVED, that encumbrance of the Safe Routes to Transit grants require a subsequent action, whereby MTC allocates the RM2 funds specific to each grant recipient consistent with the provisions of the Regional Measure 2 Regional Traffic Relief Plan Policy and Procedures as set forth in length in MTC Resolution No. 3636.

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on December 21, 2005.

Date: December 21, 2005
W.I.: 1255
Referred by: PAC
Revised: 07/25/07-C
07/28/10-C
12/21/11-C
02/26/14-C

Attachment A
MTC Resolution No. 3735
Page 1 of 6

Cycle 1 Safe Routes to Transit Grant Program Projects

| Primary Project Sponsor | Project Title | Capital or Planning Project | Award |
|---|--|-----------------------------|--|
| AC Transit | AC Transit TransBay Expanded Bike Access* | Capital | \$180,000 \$0 |
| AC Transit | AC Transit Bicycle Parking Plan | Planning | \$100,000 |
| BART | BART C2 Rail Car Reconfiguration Project | Capital | \$581,000 |
| City of Albany Community Development Department | El Cerrito/Albany Ohlone Greenway Safety Project | Capital | \$807,000 |
| City of Berkeley | Downtown Berkeley BART Bikestation | Capital | \$496,784 |
| City of Fairfield | Union Avenue/Suisun Train Station Enhancement Program | Capital | \$300,000 |
| City of Oakland CEDA Redevelopment | MacArthur Transit Hub Streetscape Improvement Project Phase II | Capital | \$398,800 |
| City of Oakland Public Works Department | MacArthur BART Station Bicycle Access Project Phase I | Planning | \$30,000 |
| San Francisco Department of Parking & Traffic | Improved Bicycle Access to 16th Street BART Station | Capital | \$195,000 |
| San Francisco Municipal Railway | Balboa Park Station Intermodal Connections | Planning | \$200,000 |
| San Francisco Municipal Railway | Market Street Safety Zone Calming | Capital | \$600,000 |
| Valley Transportation Authority | Santa Clara Transit Center– Pedestrian/Bike Crossing | Planning | \$50,000 |
| TOTAL | | | \$3,938,584 \$3,758,584 |

* Project was deleted from the program subsequent to adoption.

Cycle 2 Safe Routes to Transit Grant Program Projects

| Primary Project Sponsor | Project Title | Capital or Planning Project | Award |
|---|--|------------------------------------|--|
| City of Pittsburg; Contra Costa County | Bailey Road Transit Access Improvement Project | Capital | \$650,000 |
| San Francisco MTA; BART | Balboa Park Ocean Avenue Pedestrian/Bicycle Connections | Planning | \$181,280 |
| BART | BART Electronic Bicycle Locker Gap Closure Project | Capital | \$200,000 |
| BART; City of San Leandro | Bay Fair BART Station Area Improvement Plan | Planning | \$100,000 |
| Contra Costa County; BART | Contra Costa Centre/Pleasant Hill BART Shortcut Path and Wayfinding Project* | Capital | \$300,000 \$0 |
| San Francisco MTA; SF Department of Public Works | Mission & Geneva Pedestrian Improvements | Capital | \$940,500 |
| City of San Rafael | Puerto Suello Hill Path to San Rafael Transit Center Connector Project | Capital | \$600,000 |
| City of Richmond; City of El Cerrito | Richmond/Ohlone Greenway Gap Closure—Class I Access to Transit | Planning | \$200,000 |
| City of Berkeley, BART | Safe Routes to Ed Roberts Campus/Ashby BART | Capital | \$325,000 |
| San Francisco MTA | 24 th St. & Mission BART Station Area Access Improvements | Capital | \$450,000 |
| TOTAL | | | \$3,946,780 \$3,646,780 |

* Project was deleted from the program subsequent to adoption.

Cycle 3 Safe Routes to Transit Grant Program Projects

| Primary Project Sponsor | Project Title | Capital or Planning Project | Award |
|---|--|------------------------------------|--|
| San Francisco MTA | Balboa Park Station Connections Project Phase II | Capital | \$722,000 |
| BART | Bay Fair BART Safety and Security Improvement Project | Planning | \$196,077 |
| City of Berkeley | Berkeley/AC Transit Ped and Bike Access Improvements* | Capital | \$498,820 \$371,187 |
| City of San Leandro | Downtown San Leandro BART Pedestrian and Bicycle Access Project* | Capital | \$750,000 \$400,000 |
| San Francisco MTA | Glen Park Area Bicycle Project | Capital | \$168,000 |
| City of Santa Rosa | Highway 101 Bicycle/Pedestrian Overcrossing | Planning | \$100,000 |
| City of Oakland | MacArthur Station Bicycle Access Project Phase II | Capital | \$242,500 |
| San Francisco MTA | Market Street Multi-Modal Transportation Improvements Study | Planning | \$200,000 |
| Richmond Community Redevelopment Agency | Nevin Avenue Bicycle/Pedestrian Improvements: BART to Civic Center | Capital | \$750,000 |
| VTA | VTA Pilot Bike Sharing Implementation | Capital | 500,000 |
| West Contra Costa Transportation Advisory Committee | West Contra Costa/Albany Transit Wayfinding Plan | Planning | \$69,000 |
| TOTAL | | | \$4,196,397 \$3,718,763 |

* Projects realized savings due to lower costs or revised scope.

Cycle 4 RM2 Safe Routes to Transit Grant Program Projects

| Primary Project Sponsor | Project Title | Capital or Planning Project | Award |
|--------------------------------|---|------------------------------------|--------------------|
| City of Oakland | 19 th Street/Uptown Bikestation | Capital | \$531,000 |
| San Francisco MTA | Bicycle-Transit System Integration | Planning | \$180,000 |
| City of Richmond | Overcoming Physical Barriers to Safe Routes to Transit | Capital | \$501,829 |
| San Francisco MTA | Polk Street Bicycle Gap Closure | Capital | \$584,000 |
| City of San Jose | Safe Pathways to Diridon Station | Capital | \$675,000 |
| Santa Clara Valley TA | Santa Clara Caltrain Station Pedestrian and Bicycle Access Tunnel | Capital | \$675,000 |
| City of Emeryville | Star Intersection and San Pablo Avenue at 40th Street Transit Hub Bicycle/Pedestrian Improvements | Capital | \$450,000 |
| City of San Bruno | Transit Corridor Pedestrian and Bike Connection Project | Capital | \$500,000 |
| TOTAL | | | \$4,096,829 |

Cycle 5 RM2 Safe Routes to Transit Grant Program Projects

| Primary Project Sponsor | Project Title | Capital or Planning | Award |
|---|---|------------------------------------|--------------------|
| City of Oakland | Rockridge BART Access Improvements | Capital | \$472,000 |
| AC Transit | Design Standards and Guidelines Manual for Safe and Efficient Multi-modal Transit Stops and Corridors | Plan | \$100,000 |
| City of Richmond | Carlson Boulevard Crosstown Connection Project | Capital | \$500,000 |
| Sonoma Marin Area Rail Transit District | Regional SMART Pathway College Ave to Guerneville Rd | Capital | \$750,000 |
| City of El Cerrito | San Pablo Avenue Specific Plan and Complete Streets Plan | Plan | \$100,000 |
| San Francisco MTA | Long Term Bicycle Parking | Plan | \$200,000 |
| Santa Clara Valley TA | Countywide Pedestrian Access to Transit Plan | Plan | \$100,000 |
| City of South San Francisco | South San Francisco Caltrain Station Ped and Bike Underpass Plan | Capital | \$200,000 |
| City of Concord | Concord Bike and Pedestrian Access to Transit | Plan | \$200,000 |
| City of Vallejo | Curtola Parkway Class I Bike Path | Capital | \$750,000 |
| AC Transit | Bus Bulb Parklet Design Standards and Guidelines Manual | Plan | \$100,000 |
| Marin Department of Public Works | San Quentin Village Safe Access Gap Closure and Transit Stop Improvement Project | Capital | \$750,000 |
| City of Oakland | Access Improvements to Lake Merritt BART Station | Capital | \$278,521 |
| San Francisco MTA | Balboa Park Station Access and Safety | Capital | \$278,521 |
| TOTAL | | | \$4,779,042 |

Additional Cycle 5 RM2 Safe Routes to Transit
Grant Program Fund Recipients Should Savings Accrue to the Program (in priority order)

| Primary Project Sponsor | Project Title | Capital or Planning | Additional Funding Amount |
|--------------------------------|--|----------------------------|----------------------------------|
| City of Oakland | Access Improvements to Lake Merritt BART Station | Capital | \$63,589 |
| San Francisco MTA | Balboa Park Station Access and Safety | Capital | \$36,479 |
| BART | West Oakland BART Bike Station | Capital | \$415,000 |
| TOTAL | | | \$515,068 |

APPENDIX A – 55

Regional Policies: Project Funding and Specific Funding Programs

Caltrans Toll Credit Use Policy





Use of Toll Credits in Lieu of Non-Federal Share Match for Local Assistance Federal-Aid Highway Projects

I. BACKGROUND

This Office Bulletin (OB) supersedes the Toll Credits Policy in Section 3.10 of the Local Assistance Procedures Manual (LAPM).

Section 1508 of the Moving Ahead for Progress in the 21st Century Act (MAP-21) as established under Section 120(i) of the Title 23 of the United States Code (USC) authorizes states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the Emergency Relief (ER) Program) and for transit programs authorized by Chapter 53 of Title 49 of the USC.

Federal-aid highway projects typically require the project sponsors to provide a certain percentage of non-federal funds as match to the federal funds. For example, Surface Transportation Program (STP) funded projects require a minimum of 11.47% of non-federal match funds. Through the use of toll credits, the non-federal share match requirement can be met by applying an equal amount of toll credits and therefore *allow a project to be funded at 100% federal* for federally participating costs.

On June 04, 2013, the Division of Budgets issued an updated statewide “Toll Credit Use Policy”. This update included two additional changes which are indicated below in the last two bullets:

- Toll credits will continue to be made available statewide to the Regional Transportation Planning Agencies (RTPAs) for federal match to all eligible federal-aid highway funding programs.
- Toll credits can be used on all federal-aid highway funding programs EXCEPT for the ER Program.
- Local agencies may now use other federal funding to replace the required local match for both On-System Local Highway Bridge Program (HBP) projects and Highway Safety Improvement Program (HSIP) projects. With this option toll credits can be applied to each federal funding component in the project to increase the federal reimbursement rate to 100%. The limit of toll credit use for On-System Local Highway Bridge Program (HBP) projects and Highway Safety Improvement Program (HSIP) projects is because all available funds have been fully programmed and there are more needs than funding capacity.
- Two websites have been added to the policy to assist local agencies that wish to use toll credits for the federal Planning and Federal Transit Administration (FTA) funds.

This OB prescribes Division of Local Assistance’s implementing procedures for the use of toll credits on federally funded Local Assistance projects.

II. POLICY

One of the conditions for FHWA’s approval of the toll credits is that its use does not reduce the state’s non-federal transportation capital expenditures. To conform to this policy, California must demonstrate continued efforts to maintain its non-federal transportation expenditures. Therefore, project sponsors that have savings of transportation dollars due to toll credit match of federal funds shall spend that savings on other transportation related projects.



In addition, it needs to be noted that the use of toll credits does not generate any additional federal funding. Its use is merely to meet the non-federal match requirement of the federal participating cost. The amount of toll credit available each year is limited by the amount of annual Federal Obligation Authority (OA).

Toll credits can be used in any phase of federal-aid projects (Preliminary Engineering, Right of Way, or Construction) as long as that phase of work has not been previously authorized. Caltrans policy does not allow the retroactive use of toll credits on a phase of work that has already received federal authorization. However, subsequent phases can be authorized to use toll credits.

In order to use toll credit, a project **MUST** meet the following requirements:

- The intended use of toll credits is explicitly expressed in the Request for Authorization (RFA) to proceed by marking the appropriate toll credit use area;
- Indicate the use of toll credits in the Remarks of the signed project Finance Letter;
- Be fully funded at the maximum allowable federal reimbursement rate, excluding federally non-participating costs;
- Programmed in the current Federal Statewide Transportation Improvement Program (FSTIP) as using toll credits;
- The project is funded with funds from one of the programs listed in Caltrans’ Statewide Toll Credit Use Policy.
- Project must meet the eligibility criteria for that particular funding being used on the project.

III. PROCEDURE

The following examples demonstrate how the use of toll credits is different than the normal federal/non-federal match funding.

Scenario A – Traditional Project Funding with Match

For a project with a total cost of \$120,000 of which \$100,000 is reimbursable from FHWA (\$20,000 of federally non-participating costs) using a federal reimbursement rate of 88.53%, the funding plan would normally be as indicated in Table 1.

| Table 1 - Traditional Funding | | | | | |
|-------------------------------|------------|--------------------|---------------|-------------------|-------------|
| Prog Code | Total Cost | Participating Cost | Federal Funds | Non-Federal Funds | Toll Credit |
| M240 | \$120,000 | \$100,000 | \$88,530 | \$31,470 | \$0 |

The federal fund amount required in this scenario is \$88,530 (88.53%) of the participating cost and the non-federal funding amount is equal to the non-participating amount \$20,000 plus the required \$11,470 (11.47%) non-federal match for a total amount of \$31,470.



Scenario B – Toll Credit Funding

When toll credit is being applied to the project, it is used as a credit toward the non-federal share of \$11,470 (11.47%). Since toll credits are not federal funds, federal share must be increased to accommodate the reduction of non-federal funds resulting from the toll credit being used as indicated in Table 2.

| Table 2 - Use Toll Credit | | | | | |
|----------------------------------|-------------------|---------------------------|----------------------|--------------------------|--------------------|
| Prog Code | Total Cost | Participating Cost | Federal Funds | Non-Federal Funds | Toll Credit |
| M240 | \$120,000 | \$100,000 | \$100,000 | \$20,000 | \$11,470 |

The federal fund amount required is changed from \$88,530 (88.53%) to \$100,000, the total Participating Cost, and the non-federal funding amount is equal to the non-participating amount. This option is not applicable for On-System Local HBP projects and Highway Safety Improvement Program (HSIP) projects (see Scenario C below).

Scenario C – Toll Credit with Dual Federal Funding

This scenario is for an HSIP project using STP funds as a match. When other types of federal funding are being applied as a match to the project, each fund must be treated as a separate funding component with 100% federal funding and a corresponding toll credit. A toll credit value equal to the required non-federal match will be applied to each of the federal funding lines as indicated in Table 3.

| Table 3 - Use Toll Credit With Federal Funding | | | | | | |
|---|------------------|-------------------|---------------------------|------------------------|------------------------|--------------------|
| Funding Line | Prog Code | Total Cost | Participating Cost | Federal Funds 1 | Federal Funds 2 | Toll Credit |
| 1 | MS30 (HSIP) | \$90,000 | \$90,000 | \$90,000 | \$0 | \$9,000 |
| 2 | M240 (STP-Match) | \$10,000 | \$10,000 | \$0 | \$10,000 | \$1,147 |
| | Total | \$100,000 | \$100,000 | \$90,000 | \$10,000 | \$10,147 |

For this example, the required non-federal match for HSIP funding line #1 is \$9,000 (10%). For funding line #2 the required match for STP funding is \$1,147 (11.47%). Therefore, the total amount of toll credit applied to this project is \$10,147. This option is applicable for On-System Local HBP projects and Highway Safety Improvement Program (HSIP) projects.

Local Agencies:

- Work with the respective Metropolitan Planning Organization (MPO) or RTPA to ensure the use of toll credit is appropriate and that such use is properly programmed in the MPO's Federal Transportation Improvement Program (FTIP), and subsequently in the Federal Statewide Transportation Improvement Program (FSTIP);



- Submit Request for Authorization (RFA) and Finance Letter indicating the use of toll credits for the project; Federal funds must equal 100% of the total participating costs. Include a comment in the “Remarks” section of the Finance letter for the use of toll credits; and
- After receiving Authorization to Proceed, an executed Program Supplemental Agreement (PSA), and a State approved Finance Letter. Invoices for eligible costs may be billed at 100% of the participating costs.

Caltrans District Local Assistance Engineers and HQ Area Engineers:

- Perform normal review to ensure accuracy and completeness of the RFA;
- Enter RFA information into the Federal Aid Data System (FADS);
- Verify that both the RFA and Local Agency signed Finance Letter indicate the use of toll credits,
 - The use of toll credits must be stated in the “Remarks” Section of the LP2000 Finance Letter.
 - Mark “(TC)” to be the last four characters of the “Type of Work” Field on the Fund Sum Screen of FADS. This will allow easier identification of toll credit projects in FADS reporting.
 - Enter the amount of toll credits, equivalent to the non-federal match of the total Participating Cost, into the “Toll Credit” Field on Fund Detail Screen of FADS, and
 - Include a special remark in the “State Comment” field to indicate the use of toll credits (e.g., “This project will use toll credits in-lieu of non-federal match, resulting in federal reimbursement rate of 100%”).

Local Program Accounting:

Review and make payments on project invoices at 100% Federal reimbursement rate or as indicated on the State approved Finance Letter for projects using toll credits.

FTA Transfer Requests:

FTA transfers are eligible to use toll credits.

IV. APPLICABILITY/IMPACTS

This will impact all Local Agency federal-aid transportation projects proposed to use toll credits.

Recommended: **Original Signed By** _____ 3/27/2014
Robert Nguyen, Area Engineer Date

Approved: **Original Signed By** _____ 3/27/2014
John Hoole, Office Chief Date
Office of Project Implementation - South

Attachment 1: California Department of Transportation Toll Credit Use Policy (June 04, 2013)
Attachment 2: Toll Credit Example

CALIFORNIA DEPARTMENT OF TRANSPORTATION TOLL CREDIT USE POLICY

Background:

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), 23 U.S.C., Section 1044 of ISTEA under Section 120(j), and 23 U.S.C., Section 1508 of MAP-21 under Section 120(i) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of programs authorized by Title 23 (except for the emergency relief programs) and for transit programs authorized by Chapter 53 of Title 49.

During Fiscal Year (FY) 1992 through FY 2006, California has collected approximately \$18.2 billion in toll receipts, of which over \$7.1 billion was invested to build and/or improve public highway facilities. Based on federal statutes, the State applied for approximately \$5.7 billion in toll credits from investments during this time period. Now approved, these toll credits do not lapse until used by the state.

Effective Date and Duration:

These guidelines apply permanently to the \$5.7 billion, which was conditionally approved by the FHWA for the State of California¹ along with any future toll credits which are received based on Caltrans maintenance of effort in conjunction with local toll collection and will remain in effect until rescinded or modified.

Guiding Principles for use of Toll Credits:

- Compliance with state and federal statutes,
- Maximize the use of federal funds,
- Toll credits should not result in the redirection of non-federal funds away from transportation.

Constraints/requirements:

- Use of toll credits does not generate additional federal funding and is limited to the non-federal match required for Apportionments and Obligation Authority (OA) available in any given year.
- All projects proposed to use toll-credits should be fully funded at the maximum allowable federal reimbursement rate.
- Use of toll credits will require amendments to current programming documents.
- FTIPs still need to be financially constrained.
- Toll credits may not be applied to projects funded with FHWA Emergency Relief funds or Appalachian Development Highway System (ADHS).
- The State must establish a special account to track toll credits.
- Processes for the tracking of toll credit usage must be established.

¹ On June 1, 2005, the Department received approval from FHWA for \$104.026 million in toll credits from private entity expenditures on State Route 91. This \$104.026 million will be kept separate for use within Orange County.

Distribution Process:

1. Toll credits will be made available statewide to the RTPAs and to the Department of Transportation for federal match to any eligible federal program. Local agencies may match the Highway Bridge Program for on federal-aid system projects, and local safety projects with any other type of federal funding, including the use of STIP shares, for which the project is eligible.
 - a. RTPAs will provide the Department with an estimate of the total need for toll credits for the FTIP period by programming year.
 - b. In order for the State to implement the usage of toll credits statewide, the RTPA must submit to the Department on or before October 1 of each federal fiscal year, a list of programmed FTIP projects that are planned to use the credits for the upcoming federal fiscal year (starting October 1).
2. Periodically, the policy will be re-evaluated and if necessary changes will be made to the methodology and process for the disbursement of toll credits to take effect in the federal fiscal year subsequent to adoption.
3. Further direction regarding toll credit policy for Planning and Federal Transit Administration can be found at:
http://www.dot.ca.gov/hq/tpp/offices/orip/owp/index_files/Final_2011_RPH.pdf
<http://www.dot.ca.gov/hq/MassTrans/Docs-Pdfs/5311/transittollcreditsrev012611.pdf>

Monitoring and Reporting of Toll Credit Usage and Balance

In accordance to the FHWA February 8, 2007, Memorandum on Tolling and Pricing Program, Caltrans will establish and maintain a special account to track the use and balance of toll credits for FHWA funded projects.

As a pre-condition for utilizing toll credits on FTA funded projects, RTPAs and local agencies shall develop and maintain a special account to track the use and balance of toll credits acceptable to FTA and FHWA. The obligations of funds through FTA constitute final use of toll credits as FTA funds are not de-obligated but are amended through the FTA.

APPROVED:



STEVEN KECK

Acting Chief Financial Officer



Date

APPENDIX A – 56

Regional Policies: Project Funding and Specific Funding Programs

**MTC Toll Credit Policy
MTC Resolution No. 4008**



Date: April 27, 2011
W.I.: 1512
Referred by: PAC
Revised: 09/26/12-C

ABSTRACT

Resolution No. 4008, Revised

This resolution establishes the regional policy for managing the use of Toll Credits, also known as Transportation Development Credits, within the San Francisco Bay Area.

This resolution includes the following attachments:

Attachment A – Regional Toll Credit Policy

Attachment A to the resolution was revised on September 26, 2012 to add a fourth principle for the use of toll credits for flexibility in managing programs of regional significance.

Additional discussion of this action is contained in the MTC Programming and Allocations Committee Summary dated April 13, 2011 and September 12, 2012.

Date: April 27, 2011
W.I.: 1512
Referred by: PAC

Re: Regional Toll Credit Policy

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4008

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency (RTPA) for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region (the region); and

WHEREAS, MTC, as the designated RTPA and MPO for the region, is responsible for programming and managing certain federal and state funding provided to the San Francisco Bay Area for transportation purposes; and

WHEREAS, Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of the Intermodal Surface Transportation Efficiency Act (ISTEA) under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of certain programs authorized by Title 23 (referred to as Toll Credits) and for transit programs authorized by Chapter 53 of Title 49 (referred to as Transportation Development Credits); and

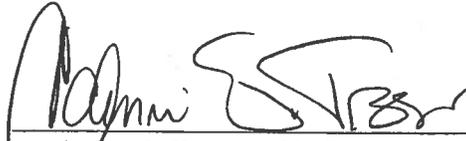
WHEREAS, the Federal Highway Administration (FHWA) has granted approval to Caltrans to use Toll Credits; and

WHEREAS, the California Department of Transportation (Caltrans) has developed a policy on the use of Toll Credits, including the monitoring and reporting of toll credit usage; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, establishes the policy principles for the region's use of Toll Credits, now therefore be it

RESOLVED, that MTC approves the regional Toll Credit policy for the San Francisco Bay Area as set forth in Attachment 'A' to this resolution; and be it further

METROPOLITAN TRANSPORTATION COMMISSION



Adrienne J. Tissier, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at a regular meeting of the
Commission held in Oakland, California,
on April 27, 2011

Date: April 27, 2011
W.I.: 1512
Referred by: PAC
Revised: 09/26/12-C

Attachment A
MTC Resolution No. 4008
Page 1 of 2

Regional Toll Credit Policy

Background

Section 1111(c) of the Transportation Equity Act for the 21st Century (TEA21), and 23 U.S.C., Section 1044 of the Intermodal Surface Transportation Efficiency Act (ISTEA) under Section 120(j) allows states to use certain toll revenue expenditures as a credit toward the non-federal matching share of certain programs authorized by Title 23 (referred to as toll credits) and for transit programs authorized by Chapter 53 of Title 49 (referred to as transportation development Credits).

Toll credits do not provide additional revenues, but rather allow the use of federal funds at a reimbursement rate of 100% without a required non-federal match.

The Federal Highway Administration (FHWA) approved approximately \$4.2 billion in toll credits for use in California.

Toll credits are managed by Caltrans at the state level.

Current State Toll Credit Policy

Caltrans has established a toll credit policy for federal transportation funds managed by the state. The use of toll credits for STP/CMAQ and FTA Formula FG funds is at the discretion of the RTPA/designated recipient.

Regional Principles

The use of toll credits should be focused toward the objectives below:

- **Maximize Efficient Use of Federal Funds:** Apply toll credits on large federalized projects to substitute for non-federal funding otherwise used as local match (e.g. County sales tax funds). This would allow the local funds to be used on other transportation projects and would focus federal funds on fewer, larger projects, while redirecting more flexible funding to other transportation projects that may have difficulty proceeding through the federal-aid process.
- **Facilitate Funding Exchanges:** Consider the use of toll credits if needed to facilitate the exchange of non-federal funds. Using toll credits maximizes the local dollars available for exchanges thereby expanding the 'pool' of non-federal funds with which to implement a broader range of regional transportation strategies, consistent with MTC's existing exchange program.

- **Target Federal Funds to Specific Phase(s):** For some projects it is often advantageous to use non-federal funds for specific phases, such as preliminary engineering, and use federal funds for other phases such as construction. However, it is difficult to obtain federal approval to consider local funding spent on earlier phases as match to federal funds in later phases. Sponsors tend to over-match smaller projects as a result. It is proposed that toll credits may be used on a case-by-case basis for a specific phase, where non-federal funds have been expended in excess of the required non-federal match in the earlier phases. The overall project would still have non-federal funding exceeding the required match for the entire project, while facilitating project delivery by targeting federal funds to a specific phase.
- **Flexibility for Programs of Regional Significance:** Allow toll credits for programs of regional significance including planning and outreach activities, allowing greater flexibility in managing on-going regional programs and planning efforts.

Implementation

The Toll Credit policy is to be implemented by MTC through the policies and procedures developed for the specific federal program managed by MTC.

This policy only applies to federal funds managed by MTC (including FTA 5307, FTA 5309 FG, STP and CMAQ).

Monitoring

Toll credits are to be entered into MTC's Fund Management System (FMS) for tracking and reporting purposes.

APPENDIX A – 57

Regional Policies: Project Funding and Specific Funding Programs

**Cap and Trade Funding Framework and Process
Development Guidelines**

MTC Resolution No. 4130



Date: December 18, 2013
W.I.: 1515
Referred by: PAC
Revised: 04/27/16-C

ABSTRACT

Resolution No. 4130, Revised

This resolution establishes the Cap and Trade Funding Framework and Process Development Guidelines.

This resolution includes the following attachments:

- A – Cap and Trade Funding Framework
- B – Guideline Development Process

This resolution was revised on April 27, 2016 to update the Cap and Trade Funding Framework.

Further discussion of these actions is contained in the Programming and Allocations Summary Sheets dated November 13, 2013, December 11, 2013, and April 13, 2016, and the Commission handouts of December 18, 2013.

Date: December 18, 2013
W.I.: 1515
Referred by: PAC

RE: Cap and Trade Funding Framework and Process Development Guidelines

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4130

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, Plan Bay Area (“Plan”), the region’s integrated long-range transportation and land use plan adopted by MTC, provides the planning foundation for transportation improvements and regional growth throughout the San Francisco Bay Area through 2040; and

WHEREAS, the Plan includes a \$3.1 billion reserve from future Cap and Trade funding; and

WHEREAS, the Plan identifies the expected uses of Cap and Trade funding as including but not limited to transit operating and capital rehabilitation/replacement, local streets and roads rehabilitation, goods movement, and transit-oriented affordable housing, consistent with the Plan's focused land use strategy; and

WHEREAS, the Plan states that Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process; and

WHEREAS, the Plan calls for the process to ensure that at least 25 percent of the Cap and Trade revenues will be spent to benefit disadvantaged communities in the Bay Area; and

WHEREAS, the Plan directs a significant portion of the revenue generated from Cap and Trade funding be dedicated to unmet transit needs as a robust and efficient public transit network is critical for the Plan's compact land use strategy focused around existing and planned transit nodes; now therefore be it

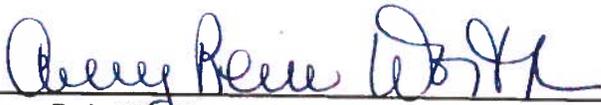
RESOLVED, that the Cap and Trade Funding Framework is a comprehensive strategy for reducing greenhouse gas emissions as outlined in Attachment A, attached hereto and incorporated herein as though set forth at length; and, be it further

RESOLVED, that Attachment B sets forth the Project Selection Process Development Guidelines for all funding categories with the exception of the Transit Core Capacity Challenge Grant Program; and be it further

RESOLVED, that the Transit Core Capacity Challenge Grant Program is detailed in Resolution No. 4123; and be it further

RESOLVED, that the funding framework established in Attachment A is subject to state statute and regulations governing the availability and use of the Cap and Trade Funding.

METROPOLITAN TRANSPORTATION COMMISSION



Amy Rein-Worth, Chair

The above resolution was entered into by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on December 18, 2013

Date: December 18, 2013
W.I.: 1515
Referred by: PAC
Revised: 04/27/16-C

Attachment A
Resolution No. 4130
Page 1 of 4

Attachment A

Bay Area Cap and Trade Funding Framework

Cap and Trade Reserve Investment Principles

1. Cap and Trade Funds must have a strong nexus to Greenhouse Gas (GHG) reduction
2. Distribution of the available funds will serve to strategically advance the implementation of Plan Bay Area and related regional policies
3. Investment Categories and related Policy Initiatives will be structured to provide co-benefits and opportunities to leverage investments across categories and from multiple sources (public and private).
4. All Investment Categories should include funding that benefits disadvantaged communities in accordance with program guidelines from the applicable state agencies.

Cap and Trade Reserve Funding Categories

The following chart summarizes the framework including amounts from each category, with additional details following.

| Funding Category | Amount (\$ millions) |
|--|-------------------------|
| 1. Transit Core Capacity Challenge Grants Program/ TIRCP | 3,000 |
| 2. Transit Operating and Efficiency Program/ LCTOP | 1,136 |
| 3. One Bay Area Grants/ AHSC | 5,000 |
| 4. High Speed Rail | TBD |
| 5. Climate Initiatives | TBD |
| 6. Goods Movement | TBD |
| TOTAL | TBD |

1. Transit and Intercity Rail Capital Program/ Transit Core Capacity Challenge Grants Program

Plan Bay Area identifies a remaining need of \$17 billion over nearly three decades to achieve an optimal state of repair for the region's public transit network. The plan's in-fill and transit-oriented growth strategy relies on a well-maintained transit system to meet greenhouse gas emissions reduction targets and other plan performance objectives.

Proposal:

- Invest \$3.0 billion over the life of Plan Bay Area through the Transit and Intercity Rail Capital Program (TIRCP)
- The TIRCP, and including the Transit Core Capacity Challenge Grant Program:
 - accelerates fleet replacement and other state of good repair projects from Plan Bay Area, including “greening” the fleet and other strategic capital enhancements
 - focuses on BART, SFMTA, AC Transit, VTA, and Caltrain – transit operators that carry 91% of region’s passengers, account for approximately 88% of the plan’s estimated transit capital shortfall, and serve PDAs that are expected to accommodate the lion’s share of the region’s housing and employment growth
 - achieves roughly \$7 billion in total state of good repair investment by leveraging other regional discretionary funds and requiring a minimum approximate 30% local match from the three operators
 - Identifies funding for key transit expansion projects, and allows smaller operators and projects to seek funding from the discretionary TIRCP as needs arise
 - requires that participating operators meet the Transit Sustainability Project’s performance objectives outlined in MTC Resolution No. 4060
- See Attachment A-1 for full TIRCP framework.

2. Low Carbon Transit Operations Program

Plan Bay Area fully funds existing transit service levels at nearly \$115 billion over the three decade period, with an assumption that the largest transit operators achieve near-term performance improvements. However, the plan also identifies the importance of a more robust and expanded public transit network, anchored by expanded local service, as a key ingredient for success of Plan Bay Area’s growth strategy. In particular, the plan falls short of the funding necessary to meet the performance target of growth in the non-auto mode share to 26 percent of all trips.

Proposal:

- Invest \$302 million in Low Carbon Transit Operations Program (LCTOP) population-based funds over the life of Plan Bay Area as follows:
 - \$102 million to North Counties / Small Operators, distributed in same manner as State Transit Assistance population-based Northern Counties/Small Operators category as defined in MTC Resolution No. 3837
 - \$100 million to Clipper and fare policy investments
 - \$100 million to investments in key transit corridors, similar to the Transit Performance Initiative program, with AC Transit, SFMTA, and VTA receiving at minimum the following percentages based on ridership (50%) and service area population (50%):
 - AC Transit: 16%

- SFMTA: 28%
- VTA: 17%
- These percentages would be achieved over a five year period, provided that the three operators have eligible, ready to go projects during a five year cycle.
- The remaining 39% would be available to any operator with suitable projects, including AC Transit, SFMTA, and VTA.
- All projects would be selected through a regional process.
- Full LCTOP framework is shown in Attachment A-2.

3. One Bay Area Grants/ Affordable Housing and Sustainable Communities Program

Plan Bay Area invests over \$14 billion in transportation improvements concentrated near high quality transit and higher density housing – through the One Bay Area grant program – focusing on complete streets, bicycle and pedestrian facilities, and streetscape improvements. The Plan identifies a remaining need of \$20 billion over the next three decades to achieve a PCI score of 75, the Plan’s adopted performance target for pavement; of this, roughly 45% is for non-pavement infrastructure, critical for complete streets that would serve alternative modes and transit-oriented development that is a key part of Plan Bay Area’s growth strategy. Further, the provision of housing for low and moderate income households in areas that provide access to jobs was identified in Plan Bay Area as critical to sustaining the region’s economic growth and attaining the Plan’s GHG and Housing Targets.

Proposal:

- Target award of 40% of statewide Affordable Housing and Sustainable Communities program funding for projects in the Bay Area, equaling \$5 billion over the life of Plan Bay Area.

4. High Speed Rail

Plan Bay Area includes several projects related to the California High Speed Rail project, including the electrification of Caltrain, and extension into downtown San Francisco. Twenty-five percent of Cap and Trade revenues are continuously appropriated to the California High Speed Rail Authority for planning and capital costs of the high speed rail project.

Proposal:

- Advocate for High Speed Rail investment in Bay Area elements of the system, including the Caltrain corridor and Transbay Transit Center / Caltrain Downtown Extension.

5. Climate Initiatives

The Climate Initiatives Program is a multi-agency program focused on investments in technology advancements and incentives for travel options that help the Bay Area meet the GHG emission reduction targets related to SB375.

Proposal:

- Advocate for Cap and Trade funding program out of the 40% of uncommitted revenues from which Climate Initiatives projects could be funded.

6. Goods Movement

Goods movement investments fall into two categories: (1) projects focused on improving the efficiency of the movement of goods within and through the region, and (2) mitigation projects that reduce the associated environmental impacts on local communities. MTC recently adopted a regional goods movement plan that should form the basis for advocacy and project development.

Proposal:

- Advocate for Cap and Trade funding program out of the 40% of uncommitted revenues from which goods movement projects could be funded.

Attachment A-1
Transit and Intercity Rail Capital (TIRCP) Framework

| Agency | Project/Category | TIRCP Framework Amount (\$millions) |
|---------------------------|---|-------------------------------------|
| BART | Train Control | 250 |
| | Hayward Maintenance Center | 50 |
| | Fleet Expansion | 200 |
| | BART Total | 500 |
| SFMTA | Fleet Expansion | 481 |
| | Facilities | 67 |
| | Core Capacity Study Projects/ BRT | 237 |
| | SFMTA Total | 785 |
| AC Transit | Fleet Expansion | 90 |
| | Facilities | 50 |
| | Major Corridors | 200 |
| | AC Transit Total | 340 |
| VTA | BART to San Jose | 750 |
| Caltrain | Electrification* | 100 |
| | EMUs | 125 |
| | Caltrain Total | 225 |
| Multiple Operators | TBD Expansion Projects: High Ridership Bus, Rail and Ferry Corridors | 400 |
| Region Total | | \$3,000 |

*Assumes an equal or greater contribution from Cap and Trade High Speed Rail category, and an FTA Core Capacity commitment of \$447 million.

Attachment A-2

Cap and Trade Framework

Low Carbon Transit Operations Program Distribution - 24 year estimate

Estimates revenues based on State Controller's Office Letter dated 10/30/2015

Attachment A-2

Resolution No. 4130

Page 1 of 1

| | Revenue-Based Funding Estimate* | Population-based Funding Estimate | Total Funding (Revenue-based and Pop.-based) |
|---|---------------------------------|-----------------------------------|--|
| (\$ millions) | | | |
| Operator / Entity / Program | 835 | 302 | 1,136 |
| ACCMA - Corresponding to ACE | 1.8 | - | 1.8 |
| Caltrain | 44.4 | - | 44.4 |
| CCCTA | 5.0 | 20.4 | 25.4 |
| ECCTA | 2.3 | 12.3 | 14.6 |
| LAVTA | 2.1 | 8.4 | 10.6 |
| NCPTA | 0.4 | 5.8 | 6.2 |
| SamTrans | 32.4 | - | 32.4 |
| City of Union City | 0.4 | 3.0 | 3.3 |
| VTA | 99.1 | - | 99.1 |
| VTA - Corresponding to ACE | 2.0 | - | 2.0 |
| WCCTA | 2.6 | 2.7 | 5.3 |
| WETA | 10.3 | - | 10.3 |
| <i>Marin County</i> | | | - |
| GGBHTD | 37.9 | - | 37.9 |
| Marin Transit | - | - | - |
| Marin County Operators (TBD) | - | 10.8 | 10.8 |
| <i>Solano County</i> | | | - |
| City of Dixon | 0.0 | - | 0.0 |
| City of Fairfield | 0.9 | - | 0.9 |
| City of Rio Vista | 0.0 | - | 0.0 |
| City of Vacaville** | - | - | - |
| Solano County Transit | 2.3 | - | 2.3 |
| Solano County Operators (TBD) | - | 17.5 | 17.5 |
| <i>Sonoma County</i> | | | - |
| City of Healdsburg | 0.0 | - | 0.0 |
| City of Petaluma | 0.2 | - | 0.2 |
| City of Santa Rosa | 1.1 | - | 1.1 |
| Sonoma County Transit | 1.3 | - | 1.3 |
| Sonoma County Operators (TBD) | - | 20.6 | 20.6 |
| SUBTOTAL | 247 | 102 | 348 |
| AC Transit | 70.8 | - | 70.8 |
| BART | 197.2 | - | 197.2 |
| SFMTA | 320.2 | - | 320.2 |
| SUBTOTAL | 588 | - | 588 |
| Clipper and Fare Policy | - | 100 | 100 |
| Invest in key transit corridors (i.e. TPI)*** | - | 100 | 100 |

* LCTOP Revenue-based funds are distributed per STA current revenue factors for LCTOP Population-based funds

** Vacaville does not receive STA Revenue-based funds

*** The following operators will receive at minimum the following share of this program over each five-year period subject to provisions in Attachment A:

AC Transit: 16%; SFMTA: 28%; VTA: 17%

Date: December 18, 2013
W.I.: 1515
Referred by: PAC
Revised: 04/27/16-C

Attachment B
Resolution No. 4130
Page 1 of 2

Attachment B

Cap and Trade Guideline Development Process

Following adoption of the Cap and Trade Funding Framework, and in conjunction with the timing for the applicable state program, staff will convene stakeholders to develop the project selection process and criteria for individual categories, summarized below:

- TIRCP/ Core Capacity Challenge Grant program*
- Transit Operating and Efficiency Program/ LCTOP
- One Bay Area Grants/ AHSC
- High Speed Rail
- Climate Initiatives (if available)
- Goods Movement (if available)

The Transit Core Capacity Challenge Grant Program would also follow the process and project selection included in MTC Resolution No. 4123.

Stakeholder Involvement: Staff will provide information and develop processes with the Regional Advisory Working Group (RAWG), the Partnership Board and working groups, and the Policy Advisory Council (or their working groups), as appropriate. In addition, certain subject matter experts or stakeholders may be added to the standing working groups to provide information for specific categories of funding.

Development of Program Guidelines: Where MTC has discretion within the state programs, the development of project selection process and criteria is proposed to occur in conjunction with state program timelines, and will generally:

- Review studies/efforts completed to-date
- Develop draft guidelines
- Release the draft guidelines for stakeholder review
- Conduct project selection process
- Seek Commission approval for projects/program

| Work Plan and Timeframe | | | | | | | | | | | | | | | | | | | | | |
|---|---|--|--|----------------------------|-----------------------|-----------------------------------|------------------|------------------|------------------|---|-----------------------|---------------------------------|--|--|--|------------------------------------|-------------------------------------|--|--|------------------|--|
| <p>Process Steps Review Studies and Efforts Completed To-Date</p> | <p>Staff will consider and review with stakeholders recent efforts completed for each of the Cap and Trade categories. Possible studies by category include:</p> <table border="0"> <tr> <td>Transit Operating and Efficiency/ LCTOP</td> <td>OneBayArea Grants/ AHSC</td> <td>Climate Initiatives</td> <td>Goods Movement</td> </tr> <tr> <td>1) Transit Sustainability Project</td> <td>1) Plan Bay Area</td> <td>1) Plan Bay Area</td> <td>1) Plan Bay Area</td> </tr> <tr> <td>2) Short Range Transit Plans or similar plans</td> <td>2) Cycle 1 Evaluation</td> <td>2) Innovative Grants Evaluation</td> <td>2) Regional Goods Movement Plan and update</td> </tr> <tr> <td></td> <td></td> <td>3) Air District Plans and programs</td> <td>3) California Freight Mobility Plan</td> </tr> <tr> <td></td> <td></td> <td>4) CARB programs</td> <td></td> </tr> </table> | Transit Operating and Efficiency/ LCTOP | OneBayArea Grants/ AHSC | Climate Initiatives | Goods Movement | 1) Transit Sustainability Project | 1) Plan Bay Area | 1) Plan Bay Area | 1) Plan Bay Area | 2) Short Range Transit Plans or similar plans | 2) Cycle 1 Evaluation | 2) Innovative Grants Evaluation | 2) Regional Goods Movement Plan and update | | | 3) Air District Plans and programs | 3) California Freight Mobility Plan | | | 4) CARB programs | |
| Transit Operating and Efficiency/ LCTOP | OneBayArea Grants/ AHSC | Climate Initiatives | Goods Movement | | | | | | | | | | | | | | | | | | |
| 1) Transit Sustainability Project | 1) Plan Bay Area | 1) Plan Bay Area | 1) Plan Bay Area | | | | | | | | | | | | | | | | | | |
| 2) Short Range Transit Plans or similar plans | 2) Cycle 1 Evaluation | 2) Innovative Grants Evaluation | 2) Regional Goods Movement Plan and update | | | | | | | | | | | | | | | | | | |
| | | 3) Air District Plans and programs | 3) California Freight Mobility Plan | | | | | | | | | | | | | | | | | | |
| | | 4) CARB programs | | | | | | | | | | | | | | | | | | | |
| <p>Develop the Guidelines</p> | <p>The guidelines should consider the information gathered in the process steps above as well as state program guidelines and include the following:</p> <ol style="list-style-type: none"> 1) Eligible project types 2) Individual project review and scoring 3) Funding amount and timing 4) Consistency with other initiatives 5) Potential leverage opportunities/local match requirements 6) Other requirements specified for funding eligibility (state requirements) | | | | | | | | | | | | | | | | | | | | |
| <p>Release the Draft Guidelines for Stakeholder Review</p> | <p>Stakeholders would have an opportunity to review the draft guidelines and provide additional comments. Staff would review comments and finalize the guidelines accordingly.</p> | | | | | | | | | | | | | | | | | | | | |
| <p>Conduct Project Selection</p> | <ul style="list-style-type: none"> • Conduct call for projects/information solicitation in accordance with MTC guidelines or state program guidelines • Seek Commission approval of projects/programs, or of an endorsement strategy • Submit information as required to applicable state agency | | | | | | | | | | | | | | | | | | | | |

APPENDIX A – 58

Project Delivery

**Regional Project Funding Delivery Policy Guidance
for FHWA-Administered Federal Funds
in the San Francisco Bay Area
MTC Resolution No. 3606**



Date: October 22, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/26/06-C 07/23/08-C
01/22/14-C

ABSTRACT

Resolution No. 3606, Revised

This Resolution establishes the regional policy for project delivery for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) period and subsequent extensions, for Surface Transportation Program (STP) and Congestion Management and Air Quality Improvement (CMAQ) funds.

This resolution was revised on April 26, 2006 to reflect changes in Caltrans procedures and federal regulations.

This resolution was revised on July 23, 2008 to advance the obligation and obligation request submittal deadlines in response to a change in Caltrans' release date for unused regional Obligation Authority (OA).

Attachment A to the resolution was revised on January 22, 2014 to advance the obligation and obligation request submittal deadlines to be more aligned with the summer construction season, shorten the award deadline to be consistent with CTC and Caltrans requirements, expand the policy to cover all FHWA-administered funds programmed in the TIP rather than just STP/CMAQ funds, establish local public agency project management expectations, require a single point of contact for all agencies delivering projects with FHWA-administered funds, apply the policy to MAP-21 and beyond, and modify attachment A to focus on specific Commission policies rather than general guidance which are to be promulgated by staff in consultation with partnering agencies.

Further discussion of this action is contained in the summary/ MTC Executive Director's Memorandums to the MTC Programming and Allocations Committee dated October 8, 2003, April 12, 2006, July 9, 2008, and January 8, 2014.

Date: October 22, 2003
W.I.: 1512
Referred by: PAC

Re: Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ Funds

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3606

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency (RTPA) for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area Region (the region); and

WHEREAS, MTC, as the designated RTPA and MPO for the region, is responsible for programming and managing certain federal and state funding provided to the San Francisco Bay Area for transportation purposes; and

WHEREAS, Assembly Bill 1012 (Chapter 783, Statutes of 1999 - Torlakson) established stringent timely use of funds deadlines for projects receiving federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) program funding; and

WHEREAS, Section 16304 of the California Government Code requires that federal funds obligated to a project must be encumbered within two state fiscal years following the year of obligation, and requires that these funds be liquidated (expended, invoiced and reimbursed) within three state fiscal years following the state fiscal year of encumbrance; and

WHEREAS, the region could lose STP and CMAQ funding if projects within the region do not adhere to the timely use of funds requirements under AB 1012 and Section 16304 of the California Government Code; and

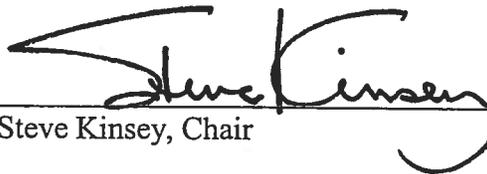
WHEREAS, the region has used all of its federal Obligation Authority (OA) under TEA-21 and has over 125 projects totaling approximately \$100 million waiting for additional OA; and

WHEREAS, MTC has established regional obligation deadlines for projects receiving STP and CMAQ funding to ensure that the region obligates federal funding in a timely manner; and

WHEREAS, Attachment A to this resolution, attached hereto and incorporated herein as though set forth at length, establishes the policy for managing the region's OA and enforcing the region's delivery of STP and CMAQ funding; now, therefore, be it

RESOLVED, that MTC approves the Regional Project Delivery Policy for TEA-21 Reauthorization for STP and CMAQ funds set forth in Attachment A to this resolution.

METROPOLITAN TRANSPORTATION COMMISSION



A handwritten signature in black ink, reading "Steve Kinsey", is written over a horizontal line. The signature is stylized with a large, sweeping initial "S".

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on October 22, 2003

Date: October 22, 2003
W.I.: 1512
Referred by: PAC
Revised: 04/26/06-C 07/23/08-C
01/22/14-C

Attachment A
MTC Resolution No. 3606
Page 1 of 5

**Regional Project Funding Delivery Principles for
FHWA-Administered Federal Funds
in the San Francisco Bay Area**

Background

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for various fund sources (referred collectively as 'Regional Discretionary Funding').

As a result of the responsibility to administer these funding programs, the region has established various principles for the delivery of regional discretionary funds in various programs, including the regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) and Regional Transportation Improvement Program (RTIP), to ensure timely project delivery against state and federal funding deadlines. The regional project funding delivery principles establish a standard policy and guidance for implementing project funding deadlines for these and other federal funds administered by the Federal Highway Administration (FHWA) during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Moving Ahead for Progress in the 21st Century (MAP 21) and subsequent extensions and federal transportation acts.

Regional Project Funding Delivery Policy Intent

The intent of this regional project funding delivery policy is to ensure implementing agencies do not lose transportation funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority (OA), and in meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in addition to state and federal funding deadlines to provide the opportunity for implementing agencies, the county Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back on-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

The policy applies to all FHWA-administered funds programmed in the federal TIP, with additional principles applied to regional discretionary funding as noted. Implementing agencies should pay close attention to additional state and federal deadlines and requirements imposed on their funding so as not to miss any other applicable funding deadlines, such as those required by the California Transportation Commission (CTC).

This regional project funding delivery policy was developed by the San Francisco Bay Area Partnership, through the working groups of the Bay Area Partnership's Technical Advisory Committee (PTAC) consisting of representatives of Caltrans, CMAs, transit operators, counties, cities and MTC staff.

Benefits of the Regional Project-Funding Delivery Policy and Principles:

The following are key benefits of the policy and principles:

- Strengthens the region's delivery efforts, which has assisted the region and sponsors in delivering to the full apportionment and Obligation Authority (OA) levels.
- Strengthens the region's ability to meet AB 1012 requirements, and incorporate Caltrans and FHWA post-obligation requirements, thus minimizing risk of losing federal transportation funding.
- Supports subsequent requests for additional federal funding for the region by demonstrating success in delivery of regional transportation projects.
- Establishes standard guidance to be applied for all regional discretionary funds and programming cycles and all FHWA-administered funds included in the TIP. A standardized policy makes it easier for project sponsors to implement project delivery strategies consistently among the programmed projects.
- Keeps the region ahead of other regions in the state, that in recent years have been improving their own delivery rates.

Regional Principles

The following requirements apply to the management and implementation of FHWA-administered funds within the region:

- **Federal funds must comply with federal fiscal constraint requirements.** FHWA-administered federal funds are to be programmed in the federal Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by FHWA or transferred to the Federal Transit Administration (FTA) or allocated by the CTC.
- **Regional discretionary funds are project specific.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone and may be used for any phase of

the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.

- **Funds must be included in the annual obligation plan.** MTC staff, in consultation with regional partners, will prepare an annual obligation plan as required by California Streets and Highway Code 182.6(f) at the end of each state fiscal year based on the funding programmed in the federal TIP and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made in the following federal fiscal year.
- **Advance Construction Conversion has priority for funding.** Conversion of Advance Construction Authorization (AC) to full authorization receives priority in the annual obligation plan. At the end of the federal authorization Act, AC may be the only option available should the region fully use its Obligation Authority.
- **Federal funds must meet timely use of funds requirements.** To comply with federal timely use of funds requirements, the Request for Authorization (RFA) and obligation (E-76 authorization/ FTA Transfer) deadlines are November 1 and January 31, respectively. These deadlines align with the natural schedule to have projects ready for the following summer construction season.
- **Projects may be advanced from future years.** Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and generally will only be considered after the obligation submittal deadline of November 1. OA is available first-come first-served after January 31. In some years OA may not be available for project advancements until after April 30, when Caltrans releases unused OA statewide.
- **CTC allocation and FHWA authorization requests should be coordinated.** To ensure deadlines imposed by the CTC are met, allocation requests to the CTC for federal funds should be accompanied with a complete RFA package, so the authorization request for federal funds may be submitted to FHWA immediately following CTC action.
- **Funds for construction should be awarded within 6 months of obligation.** This deadline is for consistency with the CTC's 6-month award deadline following CTC allocation, and to ensure there are eligible expenditures to invoice against to meet Caltrans' 6-month invoicing requirement and FHWA's inactive obligations requirements.
- **Funds must be invoiced against at least once every 6 months.** Project sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly. This ensures the sponsor complies with Caltrans requirements and the project does not become inactive under FHWA's rules.

- **Funds not used in a timely manner are subject to rescission.** For regional discretionary funds subject to a federal rescission, the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated. This ensures future funding commitments are not impacted due to delivery failures of earlier-funded projects.
- **Local Agencies delivering federal-aid projects are to assign a single point of contact.** Every Local Public Agency (LPA) with FHWA-administered funds programmed in the federal TIP must identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. This will improve communication and coordination of delivering federal-aid projects.
- **Local Public Agencies should be qualified in the federal-aid process.** By requesting the programming of federal funds in the federal TIP, the agency is self-certifying they are qualified to deliver federal-funding transportation projects. This regional qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the federal-aid project.
- **LPAs should engage in good project management practices.** Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate, if requested, in a consultation meeting with the county CMA, MTC and Caltrans. This will ensure sponsors are actively monitoring the status of their projects to ensure federal funds are not lost.
- **LPAs should be in good standing.** It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing FHWA federal-aid projects will have future programming and OA restricted for additional projects until the troubled projects are brought back on schedule, and the agency demonstrates it can deliver new projects within the funding deadlines and can meet federal-aid project requirements.
- **Guidance on these delivery principles shall be promulgated by MTC staff.** Commission policies and principles for the management and implementation of FHWA-administered funds programmed in the federal TIP shall be promulgated by staff through the development of regional guidance in consultation with partner agencies.

Consequences of Non-compliance

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of all their FHWA federal-aid projects against these regional, state and federal funding deadlines and milestones and report any potential difficulties in meeting these deadlines to MTC, Caltrans and

the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and will work with the agency to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines, or are out of compliance with federal-aid requirements and deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive Regional Discretionary Funding based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

APPENDIX A – 59

Project Delivery

Regional Project Delivery Policy Guidance



**Metropolitan Transportation Commission (MTC)
Regional Project Funding Delivery Policy Guidance for
FHWA-Administered Federal Funds
In the San Francisco Bay Area
MTC Resolution 3606
January 22, 2014**

Regional Project Funding Delivery Policy Intent

The intent of the regional funding delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. It is also intended to assist the region in managing Obligation Authority (OA) and meeting federal financial constraint requirements. MTC has purposefully established regional deadlines in advance of state and federal funding deadlines to provide the opportunity for implementing agencies, Congestion Management Agencies (CMAs), Caltrans, and MTC to solve potential project delivery issues and bring projects back in-line in advance of losing funds due to a missed funding deadline. The policy is also intended to assist in project delivery, and ensure funds are used in a timely manner.

Although the policy guidance specifically addresses the Regional Discretionary Funding managed by MTC, the state and federal deadlines cited apply to all federal-aid funds administered by the state (with few exceptions such as congressionally mandated projects including Earmarks which come with their own assigned OA). Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines, such as those imposed by the CTC on funds it administers and allocates.

This regional project delivery policy guidance was developed by the San Francisco Bay Area's Partnership, through the working groups of the Bay Area Partnership Technical Advisory Committee's (PTAC) consisting of representatives of Caltrans, county Congestion Management Agencies (CMAs), transit operators, counties, cities, interested stakeholders, and MTC staff.

General Policy Guidance

As the federally designated Metropolitan Planning Organization (MPO) and the agency serving as the Regional Transportation Planning Agency (RTPA) for the nine-counties of the San Francisco Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for various funding and programming requirements, including, but not limited to: development and submittal of the Regional Transportation Improvement Program (RTIP); managing and administering the federal Transportation Improvement Program (TIP); and project selection for designated federal funds (referred collectively as 'Regional Discretionary Funding');

As a result of the responsibility to administer these funding programs, the region has established various deadlines for the delivery of regional discretionary funds including the

regional Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program, regional Transportation Alternatives Program (TAP) and Regional Transportation Improvement Program (RTIP) to ensure timely project delivery against state and federal funding deadlines. MTC Resolution 3606 establishes standard guidance and policy for enforcing project funding deadlines for these and other FHWA-administered federal funds during the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) the Moving Ahead for Progress in the 21st Century (MAP 21) and subsequent extensions and federal transportation acts.

Once FHWA-administered funds are transferred to FTA, non-applicable provisions of this policy guidance no longer apply. The project sponsor must then follow FTA guidance and requirements.

FHWA-administered federal funds are to be programmed in the federal Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA).

The regional discretionary funds such as the RTIP, STP, CMAQ and regional-TAP funds are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone, and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.

It is the responsibility of the implementing agency at the time of project application and programming to ensure the regional deadlines and provisions of the regional project funding delivery policy can be met. Agencies with difficulty in delivering existing FHWA federal-aid projects will have future programming and Obligation Authority (OA) restricted for additional projects until the troubled projects are brought back on schedule, and the agency has demonstrated it can deliver new projects within the funding deadlines and can meet all federal-aid project requirements.

MTC staff will actively monitor and report the obligation status of projects to the Working Groups of the Bay Area Partnership. The Working Groups will monitor project funding delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the regional discretionary fund programming. These changes, or revisions to these regional programs, are not routine. Proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the MTC Commission. Regional discretionary funds may be shifted among any phase of the project without the concurrence or

involvement of MTC if allowed under Caltrans procedures and federal regulations. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must comply with the provisions of Title VI, must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the TIP. Additionally, any changes involving funding managed by the California Transportation Commission (CTC), such as RTIP and TAP, must also follow the CTC's processes for amendments and fund management.

Regional Discretionary Funding:

Regional Discretionary Funding is revenue assigned to MTC for programming and project selection, including but not limited to funding in the Regional Transportation Improvement Program (RTIP), Surface Transportation Program (STP) funding, Congestion Mitigation and Air Quality Improvement (CMAQ) funding, regional Transportation Alternatives Program (TAP) funding and any subsequent federal funding programs at MTC's discretion. The funds are referred collectively as Regional Discretionary Funding.

Programming to Apportionment in the year of Obligation/Authorization

Federal funds are to be programmed in the TIP, up to the apportionment level available, in the fiscal year in which the funds are to be obligated by FHWA or transferred to FTA. The implementing agency is committed to obligate/transfer the funds by the required obligation deadline once the program year in the TIP becomes the current year, and the regional annual Obligation Plan has been developed for that year. This will improve the overall management of federal apportionment and Obligation Authority (OA) within the region and help ensure apportionment and OA are available for projects that are programmed in a particular year. It will also assist the region in meeting federal financial constraint requirements. At the end of the federal authorization act, MTC will reconcile any differences between final apportionments, programmed amounts, obligations and actual OA received for the funds it manages.

Advanced Project Selection Process

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA, with Advance Construction Authorization (ACA) projects in the annual obligation plan having first priority for OA in a given year, and current programmed projects that have met the delivery deadlines having second priority for OA in a given year. Advanced obligations will be based on the availability of OA and generally will only be considered after January 31 of each fiscal year. In some years OA may not be available for advancements until after May 1, but the funds must be included in the annual obligation plan, and the obligation request for the advanced OA should be received by Caltrans prior to May 1.

Agencies requesting advanced funding should be in good standing in meeting deadlines for other FHWA federal-aid projects. Restrictions may be placed on the advancement of funds for

agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are not in compliance with funding deadlines and federal-aid requirements. MTC may consult with FHWA, Caltrans and/or the appropriate Congestion Management Agency (CMA) to determine whether the advancement of funds is warranted and will not impact the delivery of other projects.

Implementing agencies wishing to advance projects may request Advance Construction Authorization from FHWA, or pre-award authority from FTA, to proceed with the project using local funds until OA becomes available. ACA does not satisfy the obligation deadline requirement.

Important Tip: Caltrans releases unused local OA by May 1 of each year. Projects that do not access their OA through obligation or transfer to FTA by that date are subject to having their funds taken by other regions. This provision also allows the advancement of projects after May 1, by using unclaimed OA from other regions.

Advance Construction Authorization (ACA)

Agencies that cannot meet the regional, state or federal deadlines subsequent to the obligation deadline (such as award and invoicing deadlines) have the option to use Advance Construction Authorization (ACA) rather than seeking an obligation of funds and risk losing the funds due to missing these subsequent deadlines. For example if the expenditure of project development funds or award of a construction contract, or project invoicing cannot easily be met within the required deadlines, the agency may consider using ACA until the project phase is underway and the agency is able to meet the deadlines. The use of ACA may also be considered by agencies that prefer to invoice once – at the end of the project, rather than invoice on the required semi-annual basis. When seeking this option, the project sponsor must program the local funds supporting the ACA in the same year of the TIP as the ACA, and program an equal amount of federal funds in the TIP in the year the ACA will be converted to a funding authorization.

ACA conversion to full obligation receives priority in the annual obligation plan. MTC will monitor the availability of OA to ensure delivery of other projects is not impacted by ACA conversions. At the end of the federal authorization Act, ACA may be the only option available should the region's OA be fully used.

Project Cost Savings/Changes in Scope/Project Failures – For FHWA-Administered Funds Managed By MTC (Regional Discretionary Funding)

Projects may be completed at a lower cost than anticipated, or have a minor change in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must inform MTC, Caltrans and the appropriate county Congestion Management Agency (CMA) within a timely manner that the funds resulting from these project funding reductions will not be used. Federal regulations require that the project proceed to

construction within ten years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in ten years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds.

Project funding reductions accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the CMA administered programs are available for redirection within the program by the respective CMA, subject to Commission approval. Project funding reductions within regional programs, are available for redirection by the Commission. For all programs, projects using the redirected funding reductions prior to the obligation deadline must still obligate the funds within the original deadline.

Minor adjustments in project scope may be made to accommodate final costs, in accordance with Caltrans (and if applicable, CTC) procedures and federal regulation. However, Regional Discretionary Funding managed by MTC and assigned to the project is limited to the amount approved by MTC for that specific project. Once funds are de-obligated, there is no guarantee replacement funding will be available for the project. However, in rare instances, such as when a project becomes inactive, funds de-obligated from a project may be made available for that project once again, as long as the de-obligated funds are not rescinded and are re-obligated within the same federal fiscal year.

For federal regional discretionary funds managed by MTC, any funding reductions or unused funds realized after the obligation deadline return to MTC. Any Regional Discretionary Funding such as STP/CMAQ funds that have been obligated but remain unexpended at the time of project close-out will be de-obligated and returned to the Commission for reprogramming. However, for funding administered by the CTC, such as STIP funds, any unexpended funds at the time of project close-out are returned to the state rather than the region.

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Important Tip: If a project is canceled and does not proceed to construction or right of way acquisition within 10 years, the agency may be required to repay all reimbursed federal funds.

Federal Rescissions

FHWA regularly rescinds unused federal funds, either annually as part of the annual federal appropriations or at the end or beginning of a federal transportation act or extension. Therefore, local public agencies must obligate the funds assigned to them within the deadlines established in this policy. Should regional discretionary funds be subject to a federal rescission,

the rescinded funding will first apply to projects with funds that have missed the regional obligation deadline and to projects with funds that have been de-obligated but not yet re-obligated, unless otherwise directed by the Commission.

Annual Obligation Plan

California Streets and Highway Code Section 182.6(f) requires the regions to notify Caltrans of the expected use of OA each year. Any local OA, and corresponding apportionment that is not used by the end of the fiscal year will be redistributed by Caltrans to other projects in a manner that ensures the state continues to receive increased obligation authority during the annual OA redistribution from other states. There is no provision in state statute that the local apportionment and OA used by the state will be returned.

MTC will prepare an annual Obligation Plan prior to each federal fiscal year based on the funding programmed in the TIP, and the apportionment and OA expected to be available in the upcoming federal fiscal year. This plan will be the basis upon which priority for OA and obligations will be made for the upcoming federal fiscal year. It is expected that the CMAs and project sponsors with funds programmed in the TIP will assist in the development of the plan by ensuring the TIP is kept up to date, and review the plan prior to submittal to Caltrans. Projects listed in the plan that do not receive an obligation by the deadline are subject to re-programming. Projects to be advanced from future years, or converted from ACA must be included in the plan to receive priority for obligations against available OA.

The project sponsor shall be considered committed to delivering the project (obligating/authorizing the funds in an E-76 or transferring to FTA) by the required funding deadline at the beginning of the federal fiscal year (October 1) for funding programmed in that year of the TIP. If a project or project phase will not be ready for obligation in the year programmed, the agency responsible for the project should request to delay the project prior to entering the federal fiscal year.

In the event that OA is severely limited, such as at the end of a federal authorization act, and there is insufficient OA to obligate all of the projects in the annual obligation plan, restrictions may be placed on funds for agencies that continue to have difficulty delivering projects within required deadlines or have current projects that are in violation of funding deadlines and federal-aid requirements.

Local Public Agency (LPA) Single Point of Contact

To further facilitate project delivery and ensure all federal funds in the region are meeting federal and state regulations, requirements and deadlines, every Local Public Agency (LPA) that receives FHWA-administered funds and includes these funds in the federal TIP will need to identify and maintain a staff position that serves as the single point of contact for the implementation of all FHWA-administered funds within that agency. The person in this position must have sufficient knowledge and expertise in the federal-aid delivery process to coordinate

issues and questions that may arise from project inception to project close-out. The local public agency is required to identify, maintain and update the contact information for this position at the time of programming changes in the federal TIP. This person will be expected to work closely with FHWA, Caltrans, MTC and the respective CMA on all issues related to federal funding for all FHWA-funded projects implemented by the recipient.

By applying for and accepting FHWA funds that must be included in the federal TIP, the project sponsor is acknowledging that it has and will maintain the expertise and staff resources necessary to deliver the federal-aid project within the funding timeframe, and meet all federal-aid project requirements.

FHWA-Administered Project Milestones Status

Project sponsors that miss delivery milestones and funding deadlines for FHWA-administered funds are required to prepare and update a delivery status report on major delivery milestones for all active projects with FHWA-administered funds and participate if requested in a consultation meeting with the county CMA, MTC and Caltrans to discuss the local agency's ability to deliver current and future federal-aid transportation projects, and efforts, practices and procedures to be implemented by the local agency to ensure delivery deadlines and requirements are met in the future. The purpose of the status report and consultation is to ensure the local public agency has the resources and technical capacity to deliver FHWA federal-aid projects, is fully aware of the required delivery deadlines, and has developed a delivery timeline that takes into consideration the requirements and lead-time of the federal-aid process within available resources. For purposes of the delivery status report, 'Active' projects are projects programmed in the current federal TIP with FHWA-administered funds (including those in grouped TIP listings), and projects with FHWA-administered funds that remain active (have received an authorization/obligation but have not been withdrawn or closed out by FHWA). The local public agency is to use the status report format provided by MTC, or use a report agreeable by the respective CMA and MTC staff.

Local Public Agency (LPA) Qualification

In an effort to facilitate project delivery and address federal-aid process requirements, Local Public Agencies (LPA) applying for and accepting FHWA administered funds must be qualified in the federal-aid process. By requesting the programming of federal funds in the federal TIP, the LPA is self-certifying they are qualified to deliver federal-funding transportation projects. This regional LPA qualification is to help confirm the jurisdiction has the appropriate knowledge and expertise to deliver the project. The regional LPA self-qualification is not a substitute for any state or federal certification requirements and is simply to acknowledge a minimum requirement by which a local agency can demonstrate to the respective CMA, MTC and Caltrans a basic level of readiness for delivering federal-aid projects. The purpose of the regional LPA qualification is to allow the LPA to program the funds in the federal TIP and has no other standing, implied or otherwise. The regional LPA qualification does not apply to transit operators that transfer all of their FHWA-administered funds to FTA.

To be 'regionally qualified' for regional discretionary funds, and for programming federal funds in the federal TIP, the LPA must comply with the following, in addition to any other state and federal requirements:

- Assign and maintain a single point of contact for all FHWA-administered projects implemented by the agency.
- Maintain a project tracking status of major delivery milestones for all programmed and active FHWA-administered projects implemented by the agency
- Have staff and/or consultant(s) on board who have delivered FHWA-administered projects within the past five years and/or attended the federal-aid process training class held by Caltrans Local Assistance within the past 5 years, and have the knowledge and expertise to deliver federal-aid projects.
- Maintain all active FHWA-administered projects in good standing with respect to regional, state and federal delivery deadlines, and federal-aid requirements
- Maintain the expertise and staff resources necessary to deliver federal-aid projects within the funding timeframe, and meet all federal-aid project requirements
- Has a financial/accounting system in place that meets state and federal invoicing and auditing requirements;
- Has demonstrated a good delivery record and delivery practices with past and current projects.

Maximizing Federal Funds on Local Projects

To facilitate project delivery and make the most efficient use of federal funds, project sponsors are encouraged to concentrate federal funds on fewer, larger projects and maximize the federal share on federalized project so as to reduce the overall number of federal-aid projects.

Sponsors may also want to consider using local funds for the Preliminary Engineering (PE) and Right of Way (ROW) phases and target the federal funds on the Construction (CON) phase, thus further reducing the number of authorizations processed by Caltrans and FHWA. Under the regional toll credit policy (MTC Resolution 4008) sponsors that demonstrate they have met or exceeded the total required non-federal project match in the earlier phases, may use toll credits in lieu of a non-federal match for the construction phase. However, sponsors must still comply with NEPA and other federal requirements for the PE and ROW phases. Such an approach can provide the sponsor with greater flexibility in delivering federal projects and avoiding invoicing requirements for the earlier phases. Sponsors pursuing this strategy should ensure that federal funds are programmed to the construction phase in the federal TIP so that Caltrans will prioritize field reviews and NEPA review and approval.

Specific Project-Level Policy Provisions

Projects selected to receive Regional Discretionary Funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of

the TIP. Agencies with a continued history of being delivery-challenged and continue to miss funding delivery deadlines will have restrictions placed on future obligations and programming and are required to develop major milestone delivery schedules for each of their federal-aid projects.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional funding delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or loss of funding.

Specific project-level provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Field Reviews**

Implementing agencies are to request a field review from Caltrans Local Assistance within twelve months of approval of the project in the TIP, but no less than twelve months prior to the obligation deadline of construction funds. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable, such as FTA transfers, regional operations projects and planning activities, or if a field review is otherwise not required by Caltrans. It is expected that Caltrans will conduct the review within 60 calendar days of the request.

Failure for an implementing agency to make a good-faith effort in requesting and scheduling a field review from Caltrans Local Assistance within twelve months of programming into the TIP (but no less than twelve months prior to the obligation deadline) could result in the funding being reprogrammed and restrictions on future programming and obligations. Completed field review forms (if required) must be submitted to Caltrans in accordance with Caltrans Local Assistance procedures.

- **Environmental Submittal Deadline**

Implementing agencies are required to submit a complete Preliminary Environmental Study (PES) form and attachments to Caltrans for all projects, twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way and construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being reprogrammed. The requirement does not apply to FTA transfers, regional operations projects or planning activities.

- **Obligation/Request For Authorization (RFA) Submittal Deadline**

Projects selected to receive Regional Discretionary funding must demonstrate the ability to obligate programmed funds by the established deadlines. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the funding deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete, funding obligation / FTA Transfer Request for Authorization (RFA) package to Caltrans Local Assistance by November 1 of the fiscal year the funds are listed in the TIP. The RFA package is to include the CTC allocation request documentation for CTC administered funds such as STIP and state-TAP funded projects as applicable. Projects with complete packages delivered by November 1 of the TIP program year will have priority for available OA, after ACA conversions that are included in the Obligation Plan. If the project is delivered after November 1 of the TIP program year, the funds will not be the highest priority for obligation in the event of OA limitations, and will compete for limited OA with projects advanced from future years. Funding for which an obligation/ FTA transfer request is submitted after the November 1 deadline will lose its priority for OA, and be viewed as subject to reprogramming.

Important Tip: Once a federal fiscal year (October 1 through September 30) has begun, and the Obligation Plan for that year developed, the agency is committed to obligating/authorizing the funds by the required obligation deadline for that fiscal year. Funds that do not meet the obligation deadline are subject to re-programming by MTC.

Within the CMA administered programs, the CMAs may adjust delivery, consistent with the program eligibility requirements, up until the start of federal fiscal year in which the funds are programmed in the TIP, swapping funds to ready-to-go projects in order to utilize all of the programming capacity. The substituted project(s) must still obligate the funds within the original funding deadline.

For funds programmed through regional programs, the Commission has discretion to redirect funds from delayed or failed projects.

MTC Regional Discretionary Funding is subject to a regional obligation/ authorization/ FTA transfer deadline of January 31 of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the completed request for obligation/ authorization or FTA transfer to Caltrans Local Assistance by November 1 of the fiscal year the funds are programmed in the TIP, and receive an obligation/authorization/ FTA transfer of the funds by January 31 of the fiscal year programmed in the TIP. For example, projects programmed in FY 2014-15 of the TIP have a request for authorization/ obligation/ FTA transfer submittal deadline (to Caltrans Local Assistance) of November 1, 2014 and an

obligation/ authorization/FTA transfer deadline of January 31, 2015. No extensions will be granted to the obligation deadline.

In Summary:

- Request For Authorization (RFA) Submittal Deadline: November 1 of the fiscal year the funds are programmed in the federal TIP. The Implementing Agency is required to submit a complete Request for Authorization (RFA)/ obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline). For projects with federal funds administered by the CTC, such as STIP and State-TAP, the required CTC allocation request documentation must also be submitted by November 1 in order to meet the January 31 obligation deadline of federal funds.
- Obligation /Authorization Deadline: January 31 of the fiscal year the funds are programmed in the TIP, including funds administered by the CTC, such as STIP and state-TAP. No extensions will be granted to the obligation deadline for regional discretionary funds.

Important Tip: If an agency must coordinate delivery with other delivery timelines and other fund sources, it should program the regional discretionary funding in a later year of the TIP and advance the funds after May 1 using the Expedited Project Selection Process (EPSP) once additional OA is made available by Caltrans. Projects with federal funds administered by the CTC, such as STIP and state-TAP, should receive a CTC allocation in sufficient time to receive the federal obligation by the obligation deadline.

November 1 - Regional Request for Authorization (RFA) submittal deadline. Complete and accurate Request for Authorization package submittals, and ACA conversion requests for projects in the annual obligation plan received by November 1 of the fiscal year the funds are programmed in the TIP receive priority for obligations against available OA. The RFA should include CTC allocation request documentation for federal STIP and state-TAP funded projects as applicable.

November 1 – January 31 – Projects programmed in the current year of the TIP and submitted during this timeframe are subject to re-programming. If OA is still available, these projects may receive OA if obligated by January 31. If OA is limited, these projects will compete for OA with projects advanced from future years on a first-come first-served basis. Projects with funds to be advanced from future years should request the advance prior to January 31, in order to secure the funds within that federal fiscal year. This rule does not apply to federal funds administered by the CTC such as STIP or state-TAP funds.

January 31 - Regional Obligation/Authorization deadline. Regional Discretionary Funding not obligated (or transferred to FTA) by January 31 of the fiscal year the funds are programmed in the TIP are subject to reprogramming by MTC. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years should request the advance prior to January 31 in order to secure the funds within that federal fiscal year, though a project may be advanced from a later year any time after January 31. For funding administered by the CTC, the CTC allocation should occur in sufficient time to meet the January 31 federal obligation deadline.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they are subject to de-programming from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Advance Construction Authorization does not satisfy the regional obligation deadline requirement.

Important Tip: In some years, OA for the region may be severely limited, such as when the state has run out of OA, or Congress has only provided a partial year's appropriation or during short-term extensions of a federal Authorization Act. When OA is limited, ACA conversions identified in the annual obligation plan and submitted before the RFA deadline of November 1 have priority, followed by other projects in the annual obligation plan submitted before the RFA Submittal deadline of November 1. Projects in the obligation plan but submitted after November 1 may have OA (and thus the obligation of funds) restricted and may have to wait until OA becomes available – either after May 1, when unused OA is released from other regions, or in the following federal fiscal year when Congress approves additional OA. RFAs submitted after the November 1 deadline have no priority for OA for that year. Agencies with projects not in good standing with regards to the deadlines of this policy or not complying with federal-aid requirements are subject to restrictions in future Regional Discretionary Funding and the programming of funds in the federal TIP.

- **Coordination with CTC allocations**

The CTC has its own delivery deadlines that must be met in addition to the regional deadlines. Regional deadlines are in advance of both state and federal deadlines to ensure all deadlines can be met and funds are not jeopardized. To further ensure that CTC deadlines are met, allocation requests to the CTC for federal funds must be accompanied with a complete and accurate E-76 Request for Authorization (RFA) package, so that the authorization/ obligation may be processed immediately following CTC action. MTC will not sign off on allocation concurrences for federal funds unless the E-76 RFA package is also submitted.

Important Tip: There may be occasions when the schedule for a project funded by the CTC is not in sync with the standard summer construction season or with the January 31 regional obligation deadline. Considering that CTC-administered construction funds must be awarded within 6 months of the CTC allocation, the project sponsor may want to delay the CTC construction allocation until later in the season in order to comply with the CTC award deadline. This is allowed on a case-by-case basis for construction funds when the project sponsor has demonstrated a special project delivery time-schedule, and programming the funds in the following state fiscal year was not an option. Regardless of the regional obligation deadline, the end-of-state-fiscal-year CTC allocation deadline still applies, and CTC-administered funds must still receive a CTC allocation by June 30 of the year the funds are programmed in the STIP. This means the construction CTC allocation request/ RFA must be submitted to Caltrans local assistance no later than March 31 of the year the funds are programmed in the STIP/TIP in order to meet the June CTC allocation deadline.

- **Program Supplement Agreement (PSA) Deadline**

The implementing agency must execute and return the Program Supplement Agreement (PSA) to Caltrans in accordance with Caltrans Local Assistance procedures. It is expected that Caltrans will initiate the PSA within 30 days of obligation. The agency should contact Caltrans if the PSA is not received from Caltrans within 30 days of the obligation. This requirement does not apply to FTA transfers.

Agencies that do not execute and return the PSA to Caltrans within the required Caltrans deadline will be unable to obtain future approvals for any projects, including obligation and payments, until all PSAs for that agency, regardless of fund source, meet the PSA execution requirement. Funds for projects that do not have an executed PSA within the required Caltrans deadline are subject to de-obligation by Caltrans.

- **Construction Advertisement / Award Deadline**

For the Construction (CON) phase, the construction/equipment purchase contract must be advertised within 3 months and awarded within 6 months of obligation / E-76 Authorization (or awarded within 6 months of allocation by the CTC for funds administered by the CTC). However, regardless of the award deadline, agencies must still meet the invoicing deadline for construction funds. Failure to advertise and award a contract in a timely manner could result in missing the subsequent invoicing and reimbursement deadline, resulting in the loss of funding.

Agencies must submit the complete award package immediately after contract award and prior to submitting the first invoice to Caltrans in accordance with Caltrans Local Assistance procedures.—Agencies with projects that do not meet these award deadlines will have future

programming and OA restricted until their projects are brought into compliance (CTC-administered construction funds lapse if not awarded within 6 months).

For FTA projects, funds must be approved/awarded in an FTA Grant within one federal fiscal year following the federal fiscal year in which the funds were transferred to FTA.

Important Tip: Agencies may want to use the flexibility provided through Advance Construction Authorization (ACA) if it will be difficult meeting the deadlines. Agencies may consider proceeding with ACA and converting to a full obligation at time of award when project costs and schedules are more defined or when the agency is ready to invoice.

- **Regional Invoicing and Reimbursement Deadlines – Inactive Projects**

Caltrans requires administering agencies to submit invoices at least once every 6 months from the time of obligation (E-76 authorization). Projects that have not received a reimbursement of federal funds in the previous 12 months are considered inactive with the remaining un-reimbursed funds subject to de-obligation by FHWA with no guarantee the funds are available to the project sponsor.

To ensure funds are not lost in the region, regional deadlines have been established in advance of federal deadlines. Project Sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly.

Agencies with projects that have not been invoiced against at least once in the previous 6 months or have not received a reimbursement within the previous 9 months have missed the invoicing/reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.

Important Tip: In accordance with Caltrans procedures, federal funds must be invoiced against at least once every six months. Funds that are not reimbursed against at least once every 12 months are subject to de-obligation by FHWA. There is no guarantee the funds will be available to the project once de-obligated. Agencies that prefer to submit one final billing rather than semi-annual progress billings, or anticipate a longer project-award process or anticipate having difficulty in meeting these deadlines can use Advance Construction Authority (ACA) to proceed with the project, then convert to a full obligation prior to project completion. ACA conversions receive priority in the annual obligation plan. Furthermore, agencies that obligate construction engineering (CE) funds may (with concurrence from Caltrans) invoice against this phase for project advertisement activities to comply with invoicing deadlines.

- **State Liquidation Deadline**

California Government Codes 16304.1 and 16304.3 places additional restrictions on the liquidation of federal funds. Generally, federal funds must be liquidated (fully expended, invoiced and reimbursed) within 4 state fiscal years following the fiscal year in which the funds were appropriated. CTC-administered funds must be expended within 2 state fiscal years following the fiscal year in which the funds were allocated. Funds that miss the state's liquidation/ reimbursement deadline will lose State Budget Authority and will be de-obligated if not re-appropriated by the State Legislature, or extended in a Cooperative Work Agreement (CWA) with the California Department of Finance. CTC-administered funds must also be extended by the CTC. This requirement does not apply to FTA transfers.

- **Project Completion /Close-Out Deadline**

Implementing Agencies must fully expend federal funds on a phase one year prior to the estimated completion date provided to Caltrans.

At the time of obligation (E-76 authorization) the implementing agency must provide Caltrans with an estimated completion date for that project phase. Any unreimbursed federal funding remaining on the phase after the estimated completion date has passed, is subject to project funding adjustments by FHWA.

Implementing agencies must submit to Caltrans the Final Report of Expenditures within six months of project completion. Projects must proceed to right of way acquisition or construction within 10 years of federal authorization of the initial phase.

Federal regulations require that federally funded projects proceed to construction or right of way acquisition within 10 years of initial federal authorization of any phase of the project. Furthermore, if a project is canceled, or fails to proceed to construction or right of way acquisition in 10 years, FHWA will de-obligate any remaining funds, and the agency may be required to repay any reimbursed funds. If a project is canceled as a result of the environmental process, the agency may not be required to repay reimbursed costs for the environmental activities. However, if a project is canceled after the environmental process is complete, or a project does not proceed to right of way acquisition or construction within 10 years, the agency is required to repay all reimbursed federal funds.

Agencies with projects that have not been closed out within 6 months of final invoice will have future programming and OA restricted until the project is closed out or brought back to good standing by providing written explanation to Caltrans Local Assistance, the applicable CMA and MTC.

Note that funds managed and allocated by the CTC may have different and more stringent funding deadlines. A CTC allocated-project must fully expend those funds within 36 months of the CTC funding allocation.

Consequences of Missed Deadlines

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional project-funding delivery policy, and all other state and federal requirements can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of all their FHWA federal-aid projects against these regional, state and federal funding deadlines and milestones and report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner. MTC, Caltrans and the CMAs are available to assist the implementing agencies in meeting the funding deadlines, and will work with the agency to find solutions that avoid the loss of funds.

Agencies that do not meet these funding deadlines risk the loss of federal funds. To minimize such losses to the region, and encourage timely project delivery, agencies that continue to be delivery-challenged and/or have current projects that have missed the funding deadlines, or are out of compliance with federal-aid requirements and deadlines will have future obligations, programming or requests for advancement of funds restricted until their projects are brought back into good standing. Projects are selected to receive Regional Discretionary Funding based on the implementing agency's demonstrated ability to deliver the projects within the funding deadlines. An agency's proven delivery record will be used for selecting projects for funding and placement in a particular year of the TIP, and for receipt of OA.

Regional Project Delivery Principles

The following requirements apply to the management and implementation of FHWA-administered funds within the region:

- **Federal funds must comply with federal fiscal constraint requirements.** FHWA-administered federal funds are to be programmed in the federal Transportation Improvement Program (TIP), up to the apportionment level for that fiscal year, in the fiscal year in which the funds are to be obligated by FHWA or transferred to the Federal Transit Administration (FTA) or allocated by the CTC.
- **Regional discretionary funds are project specific.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional discretionary funds are for those projects alone and may be used for any phase of the project, unless otherwise specified at the time of programming, in accordance with Caltrans procedures and federal regulations.
- **Funds must be included in the annual obligation plan.** MTC staff, in consultation with regional partners, will prepare an annual obligation plan as required by California Streets and Highway Code 182.6(f) at the end of each state fiscal year based on the funding programmed in the federal TIP and the apportionment and OA expected to be available. This plan will be the basis upon which obligations will be made in the following federal fiscal year.
- **Advance Construction Conversion has priority for funding.** Conversion of Advance Construction Authorization (AC) to full authorization receives priority in the annual obligation plan. At the end of the federal authorization Act, AC may be the only option available should the region fully use its Obligation Authority.
- **Federal funds must meet timely use of funds requirements.** To comply with federal timely use of funds requirements, the Request for Authorization (RFA) and obligation (E-76 authorization/ FTA Transfer) deadlines are November 1 and January 31, respectively. These deadlines align with the natural schedule to have projects ready for the following summer construction season.
- **Projects may be advanced from future years.** Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and generally will only be considered after the obligation submittal deadline of November 1. OA is available first-come first-served after January 31. In some years OA may not be available for project advancements until after April 30, when Caltrans releases unused OA statewide.
- **CTC allocation and FHWA authorization requests should be coordinated.** To ensure deadlines imposed by the CTC are met, allocation requests to the CTC for federal funds should be accompanied with a complete RFA package, so the authorization request for federal funds may be submitted to FHWA immediately following CTC action.
- **Funds for construction should be awarded within 6 months of obligation.** This deadline is for consistency with the CTC's 6-month award deadline following CTC allocation, and to ensure there are eligible expenditures to invoice against to meet Caltrans' 6-month invoicing requirement and FHWA's inactive obligations requirements.
- **Funds must be invoiced against at least once every 6 months.** Project sponsors must submit a valid invoice to Caltrans Local Assistance at least once every 6 months and receive a reimbursement at least once every 9 months, but should not submit an invoice more than quarterly. This ensures the sponsor complies with Caltrans requirements and the project does not become inactive under FHWA's rules.

Regional Project Delivery Policy Guidance

MTC Resolution 3606

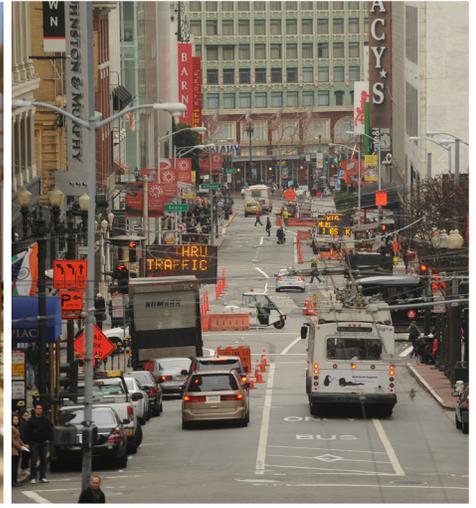
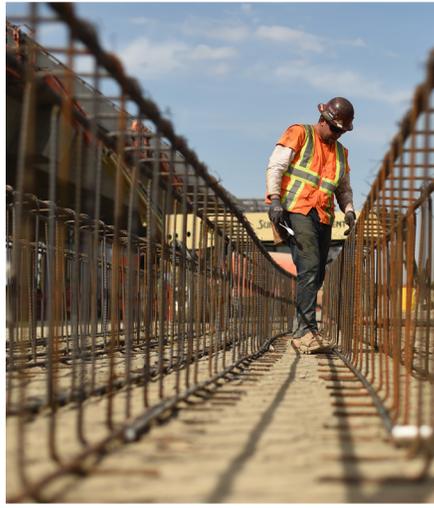
| Milestone | Deadline | Authority | Consequence of Missed Deadline |
|--|--|---------------------------------|---|
| Programming in TIP | Agency is committed to delivering project in the year programmed in the TIP | Region | Deprogramming of funds and redirection to other projects that can use the OA (MTC) |
| Field Review (If applicable) | Within 12 months of inclusion in TIP | Region | Restrictions on future programming, obligations and OA until deadline is met (MTC) |
| MTC Obligation Plan CA S&H Code § 182.6(f) | October 1 - Beginning of each federal fiscal year | Caltrans Region | Only projects identified in MTC's annual Obligation Plan receive priority for OA. Projects not in annual plan may need to wait until after May 1 to receive an obligation (MTC) |
| Request For Authorization (RFA) Submittal | November 1 of year funds programmed in TIP | Region | Project loses priority for OA. OA may be redirected to other projects (MTC) |
| Obligation / FTA Transfer E-76 / Authorization | January 31 of year programmed in TIP | Region | Reprogramming of funds and redirection to other projects that can use the OA (MTC) |
| Release of Unused OA | May 1 | Caltrans | Unused OA becomes available for all regions to access on first-come first-served basis (Caltrans) |
| CTC-Allocation CA Gov Code § 14529.8 | June 30 of the year CTC funds are programmed | CTC | CTC-programmed funds lapse (CTC) Requires CTC approval for extension |
| Last opportunity to submit Request For Authorization (RFA) for federal fiscal year | June 30 | Caltrans | Requests submitted after June 30 may need to wait until following federal fiscal year to receive E-76 / Authorization (Caltrans) |
| End of Federal Fiscal Year - OA No Longer Available | August 30 | Caltrans Federal | Federal system shut down. Unused OA at end of federal fiscal year is taken for other projects. No provision funds taken will be returned (FHWA) |
| Program Supplement Agreement (PSA) | 60 days after receipt from Caltrans 6 months after obligation | Caltrans Region | De-obligation of funds after 6 months (so project does not become inactive) (Caltrans) Restrictions on future programming, obligations and OA until deadline is met (MTC) |
| Construction Advertisement | 3 months after obligation | Region | Potential to miss award deadline. Restrictions on future programming, obligations and OA until deadline is met (MTC) |
| Construction Award | 6 months after Allocation/ Obligation | CTC Region | CTC-allocated funds lapse. Requires CTC extension approval (CTC) Potential for project to become Inactive. Restrictions on future programming, obligations and OA until deadline is met (MTC) |
| Invoicing & Reimbursement | Submit invoice and receive reimbursement at least once every 6 months following obligation of funds. | Federal Caltrans Region | Placed on pending inactive list after 6 months. Must submit invoice status reports (Caltrans) De-obligation of funds if project does not receive reimbursement within 12 months, with no guarantee funds will be returned (FHWA) Restrictions on future funding (MTC) |
| Expenditure CA Gov Code § 14529.8 | 2 years following the year of CTC allocation of funds | CTC | CTC-allocated funds lapse (CTC) Requires CTC approval for extension |
| Liquidation CA Gov Code § 16304.1 | 2 years following the year of allocation (state funds) 4 years following the year of allocation (Federal funds) | State of California Caltrans | Loss of State budget authority and de-obligation of funds (State of California). Requires CWA with Caltrans for extension (Caltrans) |
| Project Close-Out | 6 months after final invoice | Caltrans Region | Must submit explanation in writing (Caltrans) Restrictions on future funding (MTC) |

APPENDIX A – 60

Project Delivery

**Annual Listing of Federally Obligated Projects
for Federal Fiscal Year 2015**





ANNUAL LISTING OF FEDERALLY OBLIGATED PROJECTS

Federal Fiscal Year 2014-2015
(October 1, 2014 through
September 30, 2015)



Metropolitan
Transportation
Commission

Cover Project Photos: (Clockwise from upper left) San Francisco County US 101 Doyle Drive Replacement (Karl Nielsen); Santa Clara County, BART to Silicon Valley, Berryessa Station Construction (Noah Berger); San Francisco County, New Central Subway Construction Detour Union Square; Santa Clara County, VTA Preventative Maintenance; Marin-Sonoma Counties, US 101 San Antonio Curve Correction; (below) BART Car Exchange Replacement



**METROPOLITAN
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COMMISSION**

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December 30, 2015

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Santa Clara County

Jake Mackenzie, Vice Chair
Sonoma County and Cities

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Cities of San Mateo County

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U.S. Department of Housing
and Urban Development

Jason Baker
Cities of Santa Clara County

Tom Bates
Cities of Alameda County

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City and County of San Francisco

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

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Sam Liccardo
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Napa County and Cities

Julie Pierce
Association of Bay Area Governments

Bijan Sartipi
California State
Transportation Agency

Libby Schaaf
Oakland Mayor's Appointee

James P. Spering
Solano County and Cities

Adrienne J. Tissier
San Mateo County

Scott Wiener
San Francisco Mayor's Appointee

Amy Rein Worth
Cities of Contra Costa County

Steve Heminger
Executive Director

Alix Bockelman
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

TO: Federal Highway Administration, Federal Transit Administration, Interested Agencies, Organizations and Individuals

RE: Annual Listing of Federally Obligated Projects for Federal Fiscal Year 2014-15

The Moving Ahead for Progress in the 21st Century (MAP-21) Act requires the Metropolitan Transportation Commission to publish a listing of projects using federal funds obligated in the previous federal fiscal year. The Annual Listing of Federally Obligated Projects ("Annual Listing") provides a record of project delivery and promotes awareness of government spending on transportation projects.

The Annual Listing includes explanatory text, as well as summary listings by categories such as mode, system, and fund source. Additionally, the Annual Listing includes a glossary of the commonly used abbreviations and acronyms to help the public better understand the listing.

MAP-21 also encourages cooperation among the state transportation agency (Caltrans), public transit operators, and MTC to develop this Annual Listing. As a part of our development process, MTC distributed the draft Annual Listing to the Bay Area Partnership Working Groups and stakeholders for comment. The information comes from data compiled by Caltrans and MTC. For the last federal fiscal year (2014-15), the region obligated approximately \$952 million in federal transportation funds.

The Annual Listing has two sub-listings: road and highway projects, and transit projects. Information for the road and highway project listing includes obligation of fund sources such as the Surface Transportation Program (STP), the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, and miscellaneous earmarks. The sources of this information are Caltrans and MTC. The second table, for transit, includes obligation of fund sources such as Federal Transit Administration Sections 5307, 5337 and 5309, and the source is MTC.

The enclosed document is available through the Internet at the MTC home page:

<http://www.mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>

Annual Listing of Federally Obligated Projects, FFY 2014-15
December 30, 2015
Page 2

If you have any questions regarding the Annual Listing, please contact Kenneth Kao of MTC's Programming and Allocations Section by phone at (510) 817-5768 or by e-mail at: kkao@mtc.ca.gov.

Thank you for your interest in the FFY 2014-15 Annual Listing of Federally Obligated Projects.

Sincerely,



Anne Richman
Director, Programming and Allocations

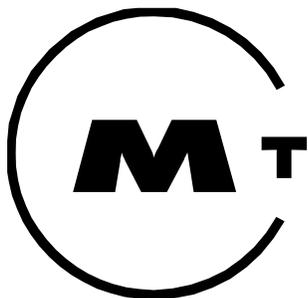
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Attachment: FFY2014-15 Annual Listing of Federally Obligated Projects

Annual Listing of Federally Obligated Projects FFY 2014-15

**Federal Fiscal Year 2015
(October 1, 2014– September 30, 2015)**



**METROPOLITAN
TRANSPORTATION
COMMISSION**

About this Document

The Metropolitan Transportation Commission, as the Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area, is required by federal law to publish a listing of projects that obligated federal transportation funds in the previous year.

The purpose of this document is to provide a record of project delivery, increase public awareness of government spending on transportation projects, and demonstrate continued coordination between the various agencies responsible for implementing the projects programmed in the region's Transportation Improvement Program, or TIP, including MTC, the California Department of Transportation (Caltrans), the nine Bay Area Congestion Management Agencies (CMAs), and the various regional public transportation operators.

Obligation

- The term obligation means that a project sponsor has received federal authorization to begin work on a phase of a project and a commitment from the federal government to reimburse the project sponsor for eligible expenses.
- A project that has obligated funds during the year was not necessarily completed or initiated during the year.
- The amount of funds obligated on a project during the year is not necessarily representative of the total cost of that project.

This document is available for download on the MTC website at <http://mtc.ca.gov/our-work/fund-invest/federal-funding/project-delivery>.

About the Metropolitan Transportation Commission

Created by the state Legislature in 1970 (California Government Code § 66500 *et seq.*), the Metropolitan Transportation Commission (MTC) is the transportation planning, coordinating and financing agency for the nine-county San Francisco Bay Area. The Commission's work is guided by a 21-member policy board.

Federal Framework

Over the years, state and federal laws have given MTC an increasingly important role in financing Bay Area transportation improvements. At the federal level, beginning with the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, Metropolitan Planning Organizations (MPOs) like MTC have been responsible for selecting the mix of transportation projects best suited to meet their region's needs. Recent federal authorizations are summarized below.

- **Fixing America's Surface Transportation (FAST) Act:**
Congress reaffirmed MPOs' role in transportation financing in 2015 with the passage of the most recent federal transportation authorization, the Fixing America's Surface Transportation (FAST) Act, signed into law in December 2015. The FAST Act is effective October 1, 2015.
- **Moving Ahead for Progress in the 21st Century (MAP-21)**
Prior to the FAST Act, the federal framework for surface transportation came from the Moving Ahead for Progress in the 21st Century (MAP-21) Act, the first long-term

federal highway/transit authorization bill enacted since 2005. Signed by President Obama in July 2012, MAP-21 authorized \$105 billion for federal highway and transit programs through FFY 2014. In FFY 2015, Congress passed a series of extensions to extend MAP-21 until a new long-term federal highway/transit authorization bill could be approved.

This annual obligation listing report covers the MAP-21 extension for FFY 2014-15.

Regional Transportation Plan: Plan Bay Area

As the agency responsible for transportation planning in the nine-county San Francisco Bay Area, MTC is responsible for adopting the Bay Area's regional transportation plan. The current plan, known as *Plan Bay Area*, was adopted by the Commission on July 18, 2013.

The plan establishes the long-range goals for the region, and identifies a set of investments and strategies to implement them. Updated every four years to reflect new planning priorities and changing projections of growth and travel demand, the long-range plan must be based on a realistic forecast of future revenues. Taken as a whole, the projects included must also help improve regional air quality. *Plan Bay Area* can be found at the MTC website at <http://mtc.ca.gov/our-work/plans-projects/plan-bay-area-2040/plan-bay-area>.

Federal Funding in *Plan Bay Area*

A variety of sources are required to fund the set of investments included in the plan. Over the 28-year period of *Plan Bay Area* (2013-2040), federal funds represent approximately 11% of the revenues for the Bay Area's planned surface transportation investments.

As a reminder, this obligation report is limited to federal funds and does not represent all revenues that have been expended on transportation in a given year.

Transportation Improvement Program

With the long-range plan in place, the Transportation Improvement Program, or TIP, serves as a short range programming document for projects which are to be undertaken in the next few years. The TIP sets forth the region's investment priorities for transit and transit-related improvements, highways and roadways, bicycle and pedestrian, and other surface transportation improvements in the nine-county San Francisco Bay Area. Only projects consistent with the regional transportation plan's financially-constrained list may be placed in the TIP for federal funding. In addition, in order for a project to obligate federal funds, the project's funding must be included in the TIP.

Projects in the TIP

The TIP is a comprehensive listing of all Bay Area transportation projects that receive federal funds, are regionally significant, or are subject to a federally-required action such as a review for impacts on air quality.

MTC's TIP for the San Francisco Bay Area can be found online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

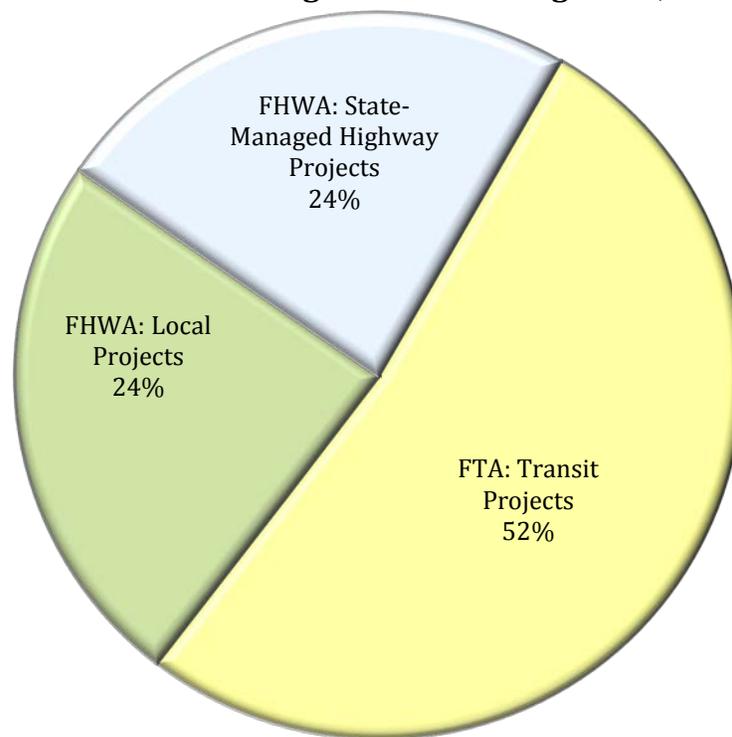
By law, the TIP must be adopted at least once every four years, cover at least a four-year period, and contain a priority list of projects grouped by year. Further, the TIP must be

financially constrained by year (meaning that the amount of dollars programmed must not exceed the amount of dollars estimated to be available). Federal regulations also require an opportunity for public comment prior to TIP approval.

The 2015 TIP, which covered federal fiscal year 2014-15, was approved by the Federal Highway Administration and Federal Transit Administration on December 15, 2014.

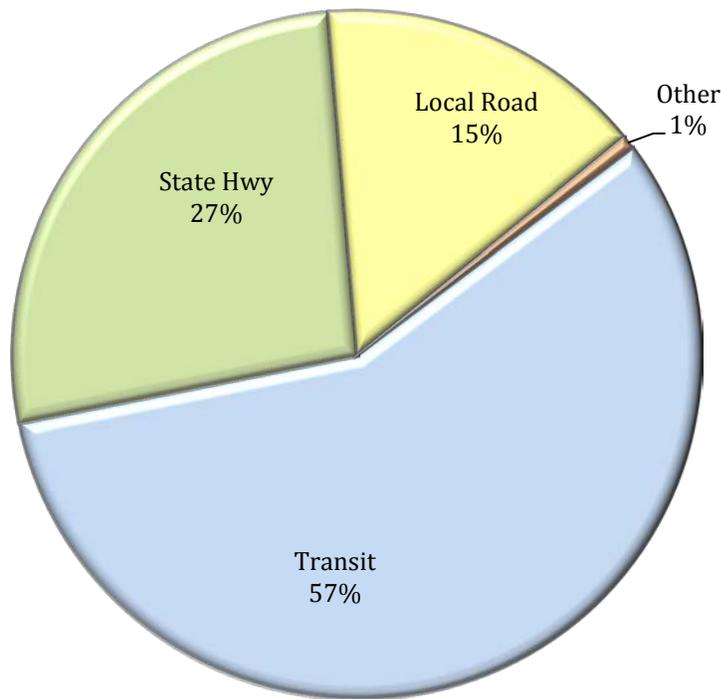
Annual Obligated Project Listing Summary

This annual listing shows that approximately \$952 million of federal funds were obligated in the MTC region in FFY 2014-15. Of this amount, nearly half, or \$496 million, was obligated by the Federal Highway Administration (FHWA) for highway, local road, bicycle and pedestrian facilities, transportation enhancement, and air quality projects. Of this amount, the California State Department of Transportation (Caltrans) obligated 24% for state highway related projects. Local agencies obligated another 24% for local projects on and off the state highway system. Over half, or \$496 million, of the funds were obligated by the Federal Transit Administration (FTA) for transit projects. Chart A-1 illustrates the breakdown of obligations by obligating agency.

A-1: MTC Region Federal Obligations, FFY 2014-15

| Obligating Agency | Total Obligations* | Percent of Total |
|---|----------------------|------------------|
| Federal Transit Administration: Transit Projects | \$496 million | 52% |
| Federal Highways Administration: Local Projects | \$230 million | 24% |
| Federal Highways Administration: State-Managed Highway Projects | \$226 million | 24% |
| Total | \$952 million | 100.0% |

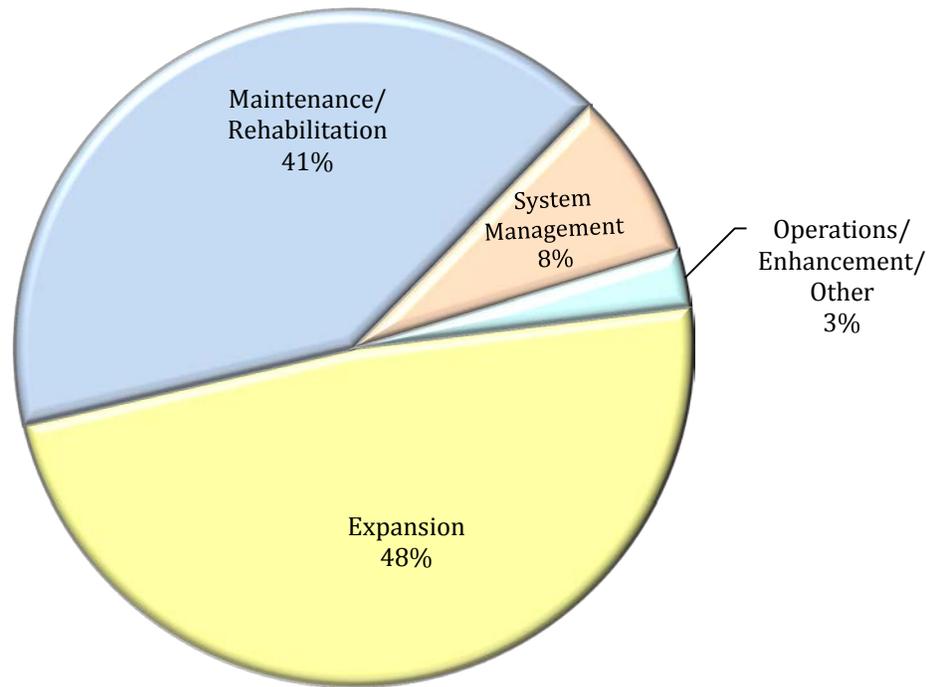
* Total Obligation Amount, rounded to the nearest million dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

A-2: MTC-Region Federal Obligations by System, FFY 2014-15

| System | Total Obligations* | Percent of Total |
|--|----------------------|------------------|
| Transit | \$544 million | 57% |
| State Highway | \$255 million | 27% |
| Local Road | \$147 million | 15% |
| Other (Public Land/Trail/Region/Freight/Port) | \$6 million | 1% |
| Total | \$952 million | 100% |

* Total Obligation Amount, rounded to the nearest million dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

Chart A-2 above shows all federal obligations in the MTC region, broken down by system. The largest system receiving federal obligations in FFY 2014-15 was transit, making up 57% of all obligations, or \$544 million. Transit obligations include funding transferred from FHWA to FTA. State highway projects received the second largest amount of obligations, at 27%. Local road projects received 15% of all obligations. The remaining FFY 2014-15 federal obligations were for projects categorized as either Regional, Public Land, Trail, or Freight/ Port systems.

A-3: MTC-Region Federal Obligations by Purpose, FFY 2014-15

| Purpose/System | Total Obligations* | Percent of Total |
|--|----------------------|------------------|
| Expansion | \$460 million | 48% |
| Transit | \$352 million | 77% |
| State Highway | \$86 million | 19% |
| Local Road/ Public Land/ Freight/ Rail | \$22 million | 5% |
| Maintenance/Rehabilitation | \$390 million | 41% |
| Transit | \$164 million | 42% |
| State Highway | \$143 million | 37% |
| Local Road/ Public Land | \$83 million | 21% |
| System Management | \$77 million | 8% |
| Local Road | \$33 million | 42% |
| State Highway | \$26 million | 34% |
| Transit/ Region | \$18 million | 23% |
| Operations/ Enhancements/ Other | \$26 million | 3% |
| Total | \$952 million | 100% |

* Total Obligation Amount, rounded to the nearest million dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

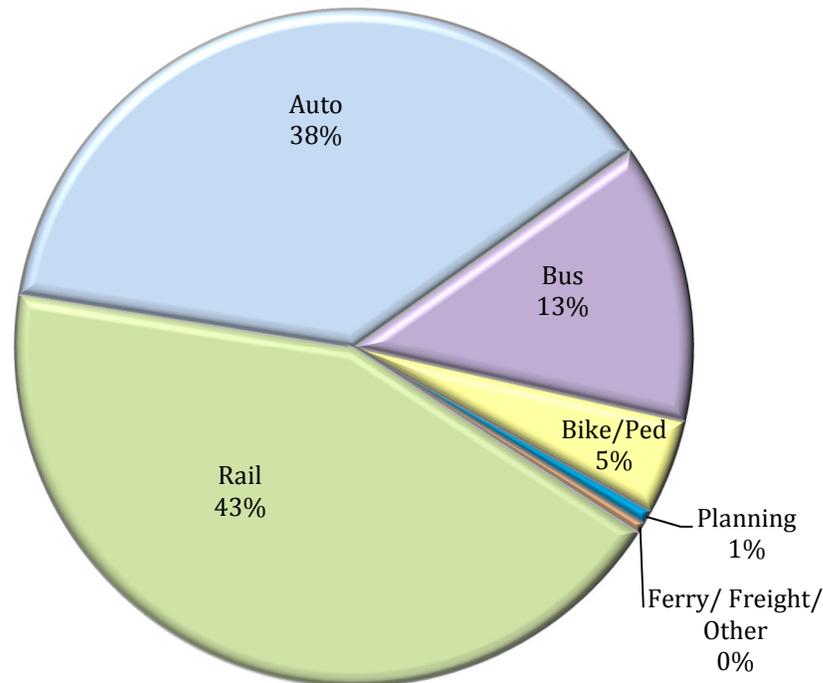
Chart A-3 above illustrates all obligations in the MTC region, broken down by purpose and system. Nearly half of all federal investments (48%) expand our highways, transit, and local roads, another 41% is for ongoing maintenance and rehabilitation of the region's

transportation infrastructure, 8% is to manage the system more efficiently, and 3% is for operating, enhancements, and other investments.

In FFY 2014-15, transit expansion received the largest amount of federal obligations, making up 37% of all obligations, or about \$352 million. Transit maintenance obligated the second highest amount of federal funds, with 17% or \$164 million. State Highway maintenance obligated the third highest amount of federal funds, with 15% or \$143 million of federal funds.

Chart A-4 below illustrates the total obligations by mode in the MTC region. The modes tracked are Auto, Bike/Pedestrian, Rail, Freight, Bus, Ferry, Planning and Other. In FFY 2014-15, Rail projects received the most obligations at 43%, or \$413 million in obligations, with \$314 million of those obligations being focused on expansion to the transit system. The second highest obligations were applied to Auto with 38%, or \$358 million of all obligations, with \$225 million of those obligations being focused on maintenance and rehabilitation to the auto system.

A-4: MTC-Region Federal Obligations by Mode, FFY 2014-15



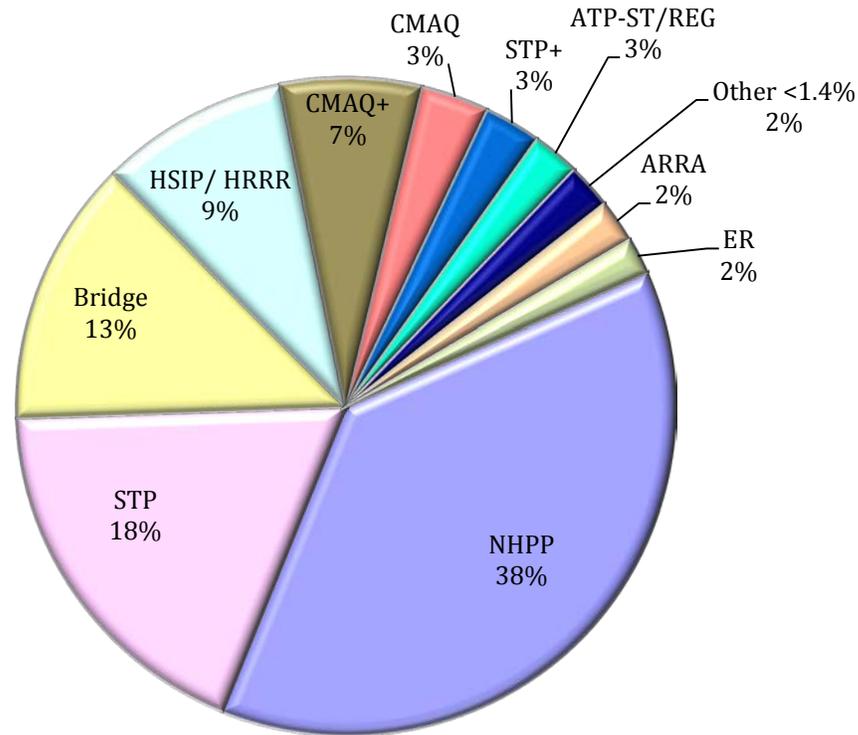
| Mode/Purpose | Total Obligations* | Percent of Total |
|------------------------------|----------------------|------------------|
| Rail | \$413 million | 43% |
| Expansion | \$314 million | 76% |
| Maintenance/Rehabilitation | \$94 million | 23% |
| System Management | \$5 million | 1% |
| Auto | \$358 million | 38% |
| Maintenance/Rehabilitation | \$225 million | 63% |
| Expansion | \$89 million | 25% |
| System Management | \$34 million | 10% |
| Operations/Enhancement/Other | \$9 million | 2% |
| Bus | \$127 million | 13% |
| Maintenance/Rehabilitation | \$64 million | 50% |
| Expansion | \$38 million | 30% |
| System Management | \$14 million | 11% |
| Operations/Enhancement/Other | \$11 million | 9% |
| Bike/Ped | \$43 million | 5% |
| Expansion | \$20 million | 46% |
| System Management | \$17 million | 40% |
| Operations/Enhancement/Other | \$5 million | 12% |
| Maintenance/Rehabilitation | \$1 million | 2% |
| Planning | \$6 million | 1% |
| Ferry/Freight/Other | \$5 million | 0% |
| | | |
| Total | \$952 million | 100% |

* Total Obligation Amount, rounded to the nearest million dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

Obligated Project Table Charts

The charts on the following pages illustrate the breakdown of obligations by fund program based on data provided in Tables 1 and 2, respectively.

**B-1: FHWA Locally and State-Managed Project Obligations,
FFY 2014-15**

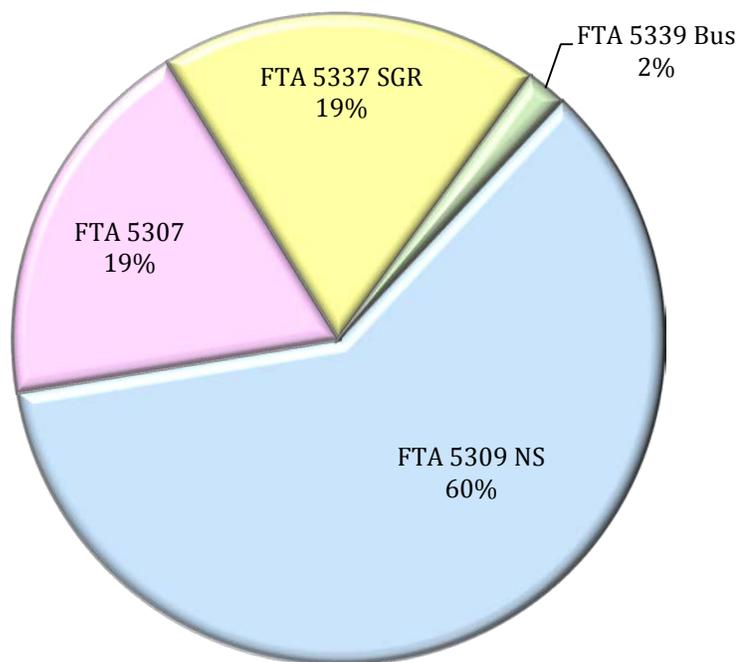


| Fund Program | Total Obligations* | Percent of Total |
|--|----------------------|------------------|
| National Highway Performance Program (NHPP) | \$172 million | 38% |
| Surface Transportation Program (STP) | \$83 million | 18% |
| Bridge Program | \$60 million | 13% |
| Highway Safety Improvement Program (HSIP/ HRRR) | \$42 million | 9% |
| Congestion Mitigation Air Quality Improvement –Flex Transfers to FTA (CMAQ+) | \$31 million | 7% |
| Congestion Mitigation Air Quality Improvement (CMAQ) | \$15 million | 3% |
| Surface Transportation Program – Flex Transfers to FTA (STP+) | \$13 million | 3% |
| Active Transportation Program – State and Regional (ATP-ST/REG) | \$11 million | 2% |
| Other (<1.4%) (Misc. Earmarks, SRTS, RIP-TE) | \$10 million | 2% |
| American Recovery and Reinvestment Act (ARRA) | \$10 million | 2% |
| Emergency Relief (ER) | \$8 million | 2% |
| Total | \$456 million | 100% |

* Total Obligation Amount, rounded to the nearest million dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

Chart B-1 shows that the largest share of funding obligated by FHWA was National Highway Performance Program (NHPP) projects, which accounted for 38% of obligations of all federal funds, or \$172 million. STP projects, with total obligations of about \$83 million, or 18%, were the second highest obligations. These funds obligated are mainly used for roadway and transit rehabilitation needs. The Bridge Program (Bridge) accounted for \$60 million, or 13% of the total projects obligated. The High Risk Rural Roads (HRRR/HR3) program merged with Highway Safety Improvement Program (HSIP) as a result of MAP-21 and made up 9%, or \$42 million, of obligated funds. A combination of CMAQ and CMAQ flexible (CMAQ+) projects obligated about 10% or \$47 million. The region used CMAQ funds for a number of bicycle and pedestrian improvement and other significant air quality improvement projects. The CMAQ flexible funds were transferred from FHWA to be utilized in FTA grants for a variety of transit needs. The Active Transportation Program – State and Regional (ATP-ST/REG) debuted this year with obligations totaling \$11 million.

- The obligations accounting for \$10 million or 2% are for projects classified under “Other (<1.4%)” funds, including programs such as:
 - Miscellaneous Earmarks (e.g., Non-motorized Transportation, Rail and Highway Crossing Hazard Elimination, Urban Mobility)
 - Transportation Enhancement (RIP-TE)
 - Public Land Highways (PLH)
 - Safe Routes to School (SRTS)
 - Value Pricing Parking (VPP)
 - Transportation Investment Generating Economic Recovery Cycle 2 (TIGERII)

B-2: FTA Transit Obligations, FFY 2014-15

| Fund Program | Total Obligations* | Percent of Total |
|-------------------------------------|----------------------|------------------|
| FTA Section 5309 New Starts (NS) | \$300 million | 60% |
| FTA Section 5307 Urbanized Area | \$93 million | 19% |
| FTA 5337 State of Good Repair (SGR) | \$93 million | 19% |
| FTA Section 5339 Bus | \$10 million | 2% |
| Total | \$496 million | 100% |

* Total Obligation Amount, rounded to the nearest million dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

Chart B-2 shows the breakdown of FTA obligations in FFY 2014-15. The largest share of obligations was for FTA Section 5309 New Starts (NS) which account for 60% of FTA-obligated funds, or \$300 million. FTA section 5337 State of Good Repair (SGR) account for \$93 million, or 19% of the FTA obligations. MAP-21 introduced the new formula-based FTA section 5337 SGR program which is dedicated to repairing and upgrading the nation's rail transit systems, along with bus rapid transit (BRT) and bus service operating in HOV lanes. FTA section 5307 account for 19% of FTA-obligated funds, or about \$93 million. Section 5307 funds can be used for a variety of purposes, including bus purchases, maintenance, facility improvements, and other capital projects as well as maintenance and, in certain circumstances, operating costs. A portion of FTA section 5307 funds were obligated for the Lifeline Transportation Program projects that enhance mobility of low-income residents; the remaining funds were obligated for State of Good Repair (SGR) capital projects and operating costs. FTA section 5339 Bus funds make up a total of 2% of FTA-obligated funds, or \$10 million.

Annual Obligated Projects Listing Explanation

There are two tables included in the listing at the end of this report:

- Table 1: FHWA State and Locally-Managed Projects obligated, sorted by county, implementing agency, and primary mode. This list includes projects from fund sources such as Surface Transportation Program (STP), Congestion Mitigation Air Quality Improvement (CMAQ), and Federal High-Priority earmarks. Funds transferred to FTA are marked with a “+” after the fund source. State-managed projects include funds obligated by Caltrans for work on the state highway system, and include fund sources such as Emergency Relief (ER), Interstate Maintenance (IM), and National Highway System (NHS) funds.
- Table 2: FTA Transit obligations, sorted by transit operator and primary mode. This list includes all funds obligated directly through FTA.

The columns in the listing include:

- TIP ID, the identification code for the project in MTC’s TIP. State-Managed (Caltrans) projects do not have this field available, and are noted by a “N/A” or a Caltrans Expenditure Authorization (EA) ID in that field.
- Project Title and Description
- Fund Source, indicating the obligated fund source
- Federal Project ID, indicating the federal project identification code (for FTA obligations, this is the grant number)
- Total Obligation Amount, rounded to the nearest dollar. Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project. For additional information, please contact Caltrans or the project sponsor.
- Obligation Date, indicating the date FHWA or FTA obligated the funds
- 2015 Programmed Amount, the Federal amount programmed in FFY 2014-15 only. Please note that blank fields in this column indicate funds obligated were programmed in a year other than FFY 2014-15;
 - These amounts were current in the 2015 TIP as of December 2, 2015.
 - Please note that if there are multiple obligations for each TIP ID, the 2015 Programmed Amount will also be displayed multiple times.
 - Some projects may have been obligated in advance of the TIP program year through the Expedited Project Selection Process (EPSP), which is allowed under federal regulations.
- Future Funding (by TIP ID), the amount programmed in the current TIP, rounded to the nearest dollar;
 - These amounts were current in the 2015 TIP as of December 2, 2015.
 - Please note that if there are multiple obligations for each TIP ID, the future funding amount will also be displayed multiple times.

Caltrans may have additional information regarding the obligations they manage. Many of the funds Caltrans obligates for the State Highway System are programmed in the TIP and obligated at the beginning of the year as a lump sum.

Please note that due to the continuing conflict over whether the California Public Employees' Pension Reform Act (PEPRA) conflicts with Federal transit labor protections and to delayed apportionments, many transit agencies were forced to submit partial grants in FFY 2014-15, or to delay submitting grants until FFY 2015-16. As a result, there are less FTA transit obligations in the period of this Annual Listing, FFY 2014-15, compared to FFY 2013-14.

The Use of Toll Credits (TC)

Federal-aid highway projects typically require the project sponsors to provide a certain amount of non-federal funds as match to the federal funds. For example, STP-funded projects require a minimum of 11.47% of non-federal match funds. Through the use of toll credits, the non-federal share match requirement can be met by applying an equal amount of toll credit and therefore allow a project to be funded with up to 100% federal funds for federally participating costs.

The amount of credit a state can earn is determined by the amount of toll revenue used for capital expenditures to build or improve public highway facilities. Once a credit amount is appropriately established, this credit will remain available until used by the state. The state is required to track the use of toll credit on a project-by-project basis and report such use to FHWA on a regular basis.

Annual Obligation Listing Highlights

Below are the projects with the highest obligation amount in FFY 2014-15 for each of the attached tables.

Table 1: FHWA State and Locally-Managed Project Obligations, Top 10 Obligations Overall

| Agency | Project Title | Total |
|----------------------|--|--------------|
| State-Managed | Marin & Sonoma Counties on US 101, San Antonio Curve Correction (toll credits) | \$61,905,490 |
| State-Managed | San Francisco on Rte US-101 from PM 8.8-9.2, Doyle Dr Replacement, Replace/Rehabilitate Roadway | \$43,084,632 |
| ACTC | In/Near Livermore & Pleasanton from South of Ruby Hill Drive to North of Concannon Blvd, Widen and Upgrade 2.8 miles of SR 84 (toll credits) | \$32,557,100 |
| State-Managed | In San Mateo County on US 101 in the City of Burlingame, Reconfigure the Broadway Interchange (toll credits) | \$18,989,548 |
| San Francisco County | Fourth St Bridge (China Basin) Bridge No 34c-0027, Seismic Retrofit & HBRR Rehabilitation | \$11,413,382 |
| SFMTA | Additional Light Rail Vehicles to Expand Muni Rail | \$10,227,539 |
| SFMTA | SFMTA: Muni Forward Capital Implementation Program | \$9,123,591 |
| Contra Costa County | Bridge 28C0024, Orwood Road Bridge Replacement | \$8,372,700 |
| VTA | VTA: Preventive Maintenance | \$8,000,000 |
| State-Managed | On SR 29 about 6 Miles North of the City of Calistoga at Troutdale Creek Bridge, Replace Bridge and Realignment (toll credits) | \$7,337,800 |

Table 2: Federal Transit Administration Obligated Projects, Top 10 Obligations

| Operator | Project Description | Obligation Amount |
|----------|---|-------------------|
| VTA | BART - Warm Springs to Berryessa Extension | \$150,000,000 |
| SFMTA | SF Muni Third St LRT Phase 2 - New Central Subway | \$150,000,000 |
| BART | BART Car Exchange (Preventive Maintenance) | \$46,038,405 |
| SFMTA | SFMTA: Purchase 60' expansion motor coaches | \$30,500,000 |
| SFMTA | SFMTA Replacement of (98) 60' Motor Coaches | \$20,000,000 |
| SFMTA | SFMTA - Replacement of (67) 40' Motor Coaches | \$16,317,069 |
| BART | BART: Rail, Way and Structures Program | \$13,147,345 |
| SFMTA | SFMTA Replacement of (98) 60' Motor Coaches | \$8,365,234 |
| BART | BART Train Control Renovation | \$8,340,085 |
| Caltrain | San Mateo Bridges Replacement | \$7,100,000 |

Listing of Commonly Used Abbreviations

Below is a listing of commonly-used abbreviations in this document and their meanings.

| Abbreviation | Meaning |
|---------------------|--|
| ALA | Alameda |
| AC | Advance Construction |
| AC Transit | Alameda-Contra Costa Transit District |
| ACCMA | Alameda County Congestion Management Agency |
| ACTC | Alameda County Transportation Commission |
| ADA | Americans with Disabilities Act |
| ARRA | American Recovery and Reinvestment Act |
| ATP – REG | Active Transportation Program – Regional Program |
| ATP-ST | Active Transportation Program – State Program |
| BAAQMD | Bay Area Air Quality Management District |
| BART | Bay Area Rapid Transit District |
| BR | Bridge |
| BRT | Bus Rapid Transit |
| Caltrain/JPB | Caltrain / Peninsula Joint Powers Board |
| Caltrans | California Department of Transportation |
| CC | Contra Costa |
| CCAG | [San Mateo] Cities/County Associated Governments |
| CCCTA | Central Contra Costa Transit Authority |
| CCTA | Contra Costa Transportation Authority |
| CCTV | Closed-Circuit Television |
| CHP | California Highway Patrol |
| CMA | Congestion Management Agency |
| CMAQ | Congestion Mitigation Air Quality Improvement |
| CO | County |
| CON | Construction |
| DPW | Department of Public Works |
| E/B | Eastbound |
| E/O | East of |
| EA | Expenditure Authorization |
| EBRPD | East Bay Regional Parks District |
| ECCTA | Eastern Contra Costa Transit Authority |
| ENV | Environmental |
| ER | Emergency Relief (or Response) |
| Fed Disc | Federal Discretionary |
| FFY | Federal Fiscal Year |
| FHWA | Federal Highway Administration |
| FTA | Federal Transit Administration |
| FTA 5307 | Federal Transit Administration section 5307 Urbanized Area |
| FTA 5307 TCP | Federal Transit Administration section 5307 Transit Capital Priorities |
| FTA 5309 FG | Federal Transit Administration section 5309 – Fixed Guideways |
| FTA Ear 5309 Bus | Federal Transit Administration section 5309 Earmark – Bus |
| FTA Ear 5309 NS | Federal Transit Administration section 5309 Earmark – New Starts |

| Abbreviation | Meaning |
|---------------------|--|
| FTA 5308 CF | Federal Transit Administration section 5308 Clean Fuel |
| FTA 5317 NF | Federal Transit Administration section 5317 New Freedom |
| FTA 5320 TIPP | Federal Transit Administration section 5320 Transit in Parks Program |
| FTA 5337 SGR | Federal Transit Administration section 5337 State of Good Repair |
| FTA 5339 Bus | Federal Transit Administration section 5339 Bus |
| FFY | Federal Fiscal Year |
| FY | Fiscal Year |
| GGBHTD | Golden Gate Bridge, Highway, and Transportation District |
| HBP | Highway Bridge Program |
| HE | Hazard Elimination |
| HOT | High Occupancy – Toll |
| HOV | High Occupancy Vehicle |
| HPP | High Priority Program |
| HRRR, HR3 | High Risk Rural Roads |
| HSIP | Highway Safety Improvement Program |
| I/C | Interchange |
| I/S | Intersection |
| IBRC | Innovative Bridge Research and Construction |
| IIP | Infrastructure Investment Program |
| IM | Interstate Maintenance |
| ISTEA | Intermodal Surface Transportation Efficiency Act |
| ITS | Intelligent Transportation Systems |
| JARC | Job Access and Reverse Commute |
| LAVTA | Livermore Amador Valley Transit Authority |
| LTAP | Local Technical Assistance Plan |
| MAP-21 | Moving Ahead for Progress in the 21st Century |
| MCTD | Marin County Transit District |
| MPO | Metropolitan Planning Organization |
| MTC | Metropolitan Transportation Commission |
| N/B | Northbound |
| N/O | North of |
| NCTPA | Napa County Transportation Planning Agency |
| NII | National Infrastructure Investment |
| NHS | National Highway System |
| NHPP | National Highway Performance Program |
| NWPRR | Northwestern Pacific Railroad |
| OA | Obligation Authority |
| OC, O/C | Overcrossing |
| PBA | <i>Plan Bay Area</i> |
| PCC | Portland Cement Concrete |
| PE | Preliminary Engineering |
| PEPRA | California Public Employees' Pension Reform Act |
| PLH | Public Land Highway |
| PM | Postmile |

| Abbreviation | Meaning |
|---------------------|--|
| PNRS | Projects of National or Regional Significance |
| PS&E | Plans, Specifications, and Estimates |
| PTAP | Pavement Technical Assistance Program |
| RBP | Regional Bicycle/Pedestrian |
| ROW, R/W, RW | Right of Way |
| RTP | Regional Transportation Plan |
| RTPA | Regional Transportation Planning Agency |
| S/B | Southbound |
| S/O | South of |
| SAFETEA | Safe, Accountable, Flexible, Efficient Transportation Equity Act |
| SamTrans | San Mateo County Transit District |
| SC, SCL | Santa Clara |
| SCTA | Sonoma County Transportation Authority |
| SF | San Francisco |
| SFMTA | San Francisco Municipal Transportation Agency |
| SFCTA | San Francisco County Transportation Authority |
| SGR | State of Good Repair |
| SHOPP | State Highway Operations and Protection Program |
| SM | San Mateo |
| SR | State Route |
| SRTS, SR2S | Safe Routes to Schools |
| STA | Solano Transportation Authority |
| STIP | State Transportation Improvement Program |
| STP | Surface Transportation Program |
| T-2035 | Transportation 2035 (MTC's RTP) |
| TAM | Transportation Authority of Marin |
| TAP | Transportation Alternative Program |
| TBJPB | Transbay Joint Powers Board |
| TC | Toll Credits |
| TCA | Transit Capital Assistance |
| TCP | Transit Capital Priorities |
| TE | Transportation Enhancements |
| TEA | Transportation Enhancement Activities |
| TETAP | Traffic Engineering Technical Assistance Program |
| TIP | Transportation Improvement Program |
| TIGERII | Transportation Investment Generating Economic Recovery Cycle 2 |
| TMC | Traffic Management Center |
| TMP | Traffic Management Plan |
| TOS | Traffic Operations System |
| UA, UZA | Urbanized Area |
| UC, U/C | Undercrossing |
| VPP | Value Pricing Parking |
| VTA | Santa Clara Valley Transportation Authority |
| W/B | Westbound |
| W/O | West of |

| Abbreviation | Meaning |
|---------------------|--|
| Westcat | Western Contra Costa Transit Authority |
| WETA | Water Emergency Transportation Authority |
| ZEB | Zero-Emissions Bus |

Further Information

For additional information regarding specific projects contained within this report, please contact the project sponsor.

For additional information about this report or federal programming and obligations in general, please visit our website at:

<http://www.mtc.ca.gov>

Or, you may contact the following staff persons at MTC's Programming and Allocations section:

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|-----------------|------------------|----------------|--|
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| Ross McKeown | Program Manager | (510) 817-5842 | rmckeown@mtc.ca.gov |
| Anne Richman | Section Director | (510) 817-5722 | arichman@mtc.ca.gov |

TABLE 1: FHWA LOCALLY AND STATE-MANAGED PROJECTS OBLIGATIONS, FFY 2014-15

| County | TIP ID/ EA | Agency | Project Name | Program | Federal Project ID | Oblig Date | Oblig Amount* | Funding Later than 2015 |
|---------|------------|----------------|--|----------------|--------------------|------------|---------------|-------------------------|
| Alameda | ALA150004 | AC Transit | AC Transit: East Bay Bus Rapid Transit | CMAQ+ | FTACML-6002024 | 08/05/2015 | \$1,185,376 | |
| Alameda | ALA150020 | AC Transit | AC Transit: South County Corridors | CMAQ+ | FTACML-6002023 | 05/15/2015 | \$5,000,000 | |
| Alameda | ALA050009 | ACTC | I-580 Castro Valley Interchange Improvements | STP | STPL-6430001 | 12/15/2014 | (\$284,850) | |
| Alameda | ALA050009 | ACTC | I-580 Castro Valley Interchange Improvements | EARMARK - HPP | STPL-6430001 | 12/15/2014 | (\$231,706) | |
| Alameda | ALA050014 | ACTC | In/Near Livermore & Pleasanton From S/O Ruby Hill Drive to N/O Concannon Blvd, Widen and Upgrade 2.8 Miles of SR 84 (TC) | STP | STP-P084042 | 09/15/2015 | \$32,557,100 | |
| Alameda | ALA050018 | ACTC | Grand/MacArthur Bus Improvements | CMAQ | CML-6273038 | 07/15/2015 | \$21,722 | |
| Alameda | ALA070020 | ACTC | I-580-Alameda County Greenville Rd to Hacienda Dr., Widen Fwy to Construct HOV Lane | CMAQ | HPLUL-6204071 | 02/02/2015 | (\$49,366) | |
| Alameda | ALA070020 | ACTC | I-580-Alameda County Greenville Rd to Hacienda Dr., Widen Fwy to Construct HOV lane | EARMARK - HPP | HPLUL-6204071 | 02/02/2015 | (\$1,804,261) | |
| Alameda | ALA090004 | ACTC | I-580 WB HOT Corridor Project | TCRP - IM | ESPL-6273056 | 02/18/2015 | \$1,000,000 | |
| Alameda | ALA110011 | ACTC | San Leandro St. Oakland Coliseum BART to 85th Ave., Bicycle and Pedestrian Path | TIGERII | TGR2DGL-6480003 | 08/28/2015 | \$300,000 | |
| Alameda | ALA150008 | ACTC | East Bay Greenway | ATP-ST | ATPL-6480010 | 03/26/2015 | \$2,656,000 | |
| Alameda | ALA070022 | Alameda (City) | City of Alameda - Park St Streetscape | EARMARK | TCSP-5014040 | 11/21/2014 | \$254,934 | |
| Alameda | ALA110084 | Alameda (City) | Park St. Corridor Safety & Operation Improvement | HSIP | HSIP-5014038 | 05/13/2015 | \$607,050 | |
| Alameda | ALA130022 | Alameda (City) | Alameda City Complete Streets | STP | STPL-5014041 | 05/07/2015 | \$504,900 | |
| Alameda | ALA050035 | Alameda County | Cherryland/Ashland/CastroValley/Fairview SidwImp | EARMARK - TCSP | DEMO05L-5933123 | 08/20/2015 | (\$67,391) | |
| Alameda | ALA050035 | Alameda County | Cherryland/Ashland/CastroValley/Fairview SidwImp | EARMARK - TCSP | DEMO05L-5933123 | 08/28/2015 | \$67,391 | |
| Alameda | ALA050035 | Alameda County | Cherryland/Ashland/CastroValley/Fairview SidwImp | CMAQ | CML-5933127 | 03/19/2015 | \$300,000 | |
| Alameda | ALA050035 | Alameda County | Various Local Roadways within Alameda County. Sidewalk Improvements | STP | CML-5933127 | 08/28/2015 | \$27,100 | |
| Alameda | ALA090069 | Alameda County | Tesla Rd., Mountain House Rd., Greenville Rd. -Alameda County Rural Rd, pavement rehab. | STP | STPL-5933110 | 02/03/2015 | (\$2) | |
| Alameda | ALA110047 | Alameda County | Alameda Co Patterson Pass Road HR3 | HRRR | HRRRL-5933089 | 03/19/2015 | \$717,300 | |
| Alameda | ALA110049 | Alameda County | Foothill & Mines Rd Roadside Obstacle Removal HSIP | HSIP | HSIP-5933097 | 05/12/2015 | \$426,600 | |
| Alameda | ALA110127 | Alameda County | Pedestrian Imp, Ala Co (HSIP6-04-001) | HSIP | HSIP-5933129 | 12/04/2014 | \$73,700 | |
| Alameda | ALA130018 | Alameda County | Alameda Co-Variou Streets and Roads Preservation | STP | STPL-5933125 | 03/06/2015 | \$1,800,000 | |
| Alameda | ALA110057 | BART | Seismic Retrofit of BART West Oakland Aerials | BRIDGE | STPLZ-6000049 | 06/16/2015 | (\$8,456) | |
| Alameda | BRT9910003 | BART | Various BART Aerial Structures in Oakland, Seismic Retrofit | STP | RPSTPL-6000014 | 01/16/2015 | (\$443,426) | |
| Alameda | BRT991003 | BART | North Oakland Aerial Structures, Seismic Retrofit | STP | STPLZ-6000034 | 11/26/2014 | (\$3,577) | |
| Alameda | BRT991003 | BART | In the Cities of Oakland and Berkeley, Seismic Retrofit-R-Line North Aerials | STP | STPLZ-6000043 | 11/21/2014 | (\$599,290) | |
| Alameda | VAR110045 | BART | BART A Line: Lake Merritt to Coliseum Seismic Retrofit | STP | STPLZ-6000058 | 04/15/2015 | \$3,695,805 | |
| Alameda | VAR110045 | BART | A Line: Stations: Fruitvale and Coliseum, Seismic Retrofit | STP | STPLZ-6000060 | 04/15/2015 | \$3,016,056 | |
| Alameda | ALA090062 | Berkeley | Berkeley Bay Trail Extension - Segment One | RIP-TE | RPSTPLE-5057038 | 06/11/2015 | (\$53,228) | |
| Alameda | ALA990078 | Berkeley | San Pablo Ave. Corridor in City of Berkeley, Bicycle Related - Other | CMAQ | CML-5057019 | 03/30/2015 | (\$23,579) | |
| Alameda | ALA130012 | Dublin | Dublin Boulevard Preservation | STP | STPL-5432018 | 02/26/2015 | \$470,000 | |
| Alameda | ALA110011 | EBPRD | East Bay Parks Green Transportation Initiative | TIGERII | TGR2DG-6075019 | 07/15/2015 | (\$154,822) | |
| Alameda | ALA130025 | Fremont | Fremont City Center Multi-Modal Improvements | STP | STPL-5322055 | 03/12/2015 | \$1,229,258 | |
| Alameda | VAR110045 | Fremont | In Fremont: Ardenwood OH, Ardenwood North, Paseo Padre OH, Bridge Preventative Maintenance | BRIDGE | BPMP-5322047 | 01/14/2015 | (\$198,457) | |
| Alameda | ALA130013 | Hayward | Hayward - Industrial Boulevard Preservation | STP | STPL-5050041 | 03/26/2015 | \$1,265,000 | |
| Alameda | ALA110013 | Livermore | Downtown Livermore, Bike & Ped. Trail | CMAQ | CML-5053025 | 01/06/2015 | (\$172,921) | |
| Alameda | MTC030003 | MTC | SF-Oakland Bay Area, Freeway Operation - TOS 08/09 | STP | CML-6084082 | 01/27/2015 | (\$473) | |
| Alameda | REG090066 | MTC | San Francisco Bay Area, Climate Initiatives Evaluation and Administration | CMAQ | CML-6084165 | 08/13/2015 | (\$400,000) | |
| Alameda | SF-050043 | MTC | City and County of San Francisco, Value Pricing Pilot (VPP) | VPPP | VPPL-6084133 | 01/05/2015 | (\$699) | |
| Alameda | ALA110016 | Newark | Cedar Blvd.- Milani Ave. to Central Ave., and Jarvis Ave.- U.P.R. X to Spruce S, Pavement Rehab. | STP | STPL-5317014 | 11/26/2014 | (\$88,979) | |
| Alameda | ALA110040 | Oakland | Oakland Safe Routes To School (SRTS), Cycle 1 | SRTS | SRTSL-5012089 | 12/15/2014 | (\$113,714) | |
| Alameda | ALA110068 | Oakland | Seismic Retrofit of Coliseum Way Bridge (33C0253) | BRIDGE | STPLZ-5012094 | 12/10/2014 | (\$174,128) | |
| Alameda | ALA110109 | Oakland | HSIP5-04-011 W. MacArthur Blvd | HSIP | HSIP-5012117 | 07/07/2015 | \$574,500 | |
| Alameda | ALA110110 | Oakland | HSIP5-04-012 98th Ave Corridor | HSIP | HSIP-5012118 | 08/11/2015 | \$557,600 | |

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|---------|------------|-----------------|--|----------------|--------------------|------------|---------------|-------------------------|
| Alameda | ALA110111 | Oakland | HSIP5-04-013 Market St (45th St/Arlington Ave) | HSIP | HSIPL-5012119 | 08/18/2015 | \$540,400 | |
| Alameda | ALA130015 | Oakland | Lake Merritt BART Bikeways | STP | STPL-5012125 | 04/07/2015 | \$571,000 | |
| Alameda | ALA130016 | Oakland | Oakland Complete Streets | STP | STPL-5012125 | 04/07/2015 | \$3,384,000 | |
| Alameda | ALA150023 | Oakland | Oakland Car Share and Outreach Program | CMAQ | CMLNI-5012133 | 09/08/2015 | \$320,526 | |
| Alameda | REG090001 | Oakland | Bret Harte MS, Peralta ES,Manzanita CS, Pacific, Install Bulbouts, ADA-Compliance | SRTS | SRTSL-5012102 | 01/06/2015 | (\$209,818) | |
| Alameda | REG090025 | Oakland | Various Street and Roadway Rehab., AC Overlay | ARRA | ESPL-5012101 | 10/09/2014 | (\$141,103) | |
| Alameda | VAR110045 | Oakland | 23rd Ave BR 33C0148, Campus Dr BR 33C0238 & Coliseum Way BR 33C0253, Seismic Retrofit | BRIDGE | STPLZ-5012028 | 07/24/2015 | \$841,035 | |
| Alameda | VAR991007 | Oakland | 12th & 14th St Bridges 33C0181 & 33C0182, Bridge Replacement (Seismic) | BRIDGE | BRLS-5012085 | 12/15/2014 | (\$2,316,395) | |
| Alameda | ALA130019 | Piedmont | Piedmont Complete Streets (CS) | STP | STPL-5156003 | 08/13/2015 | \$129,000 | |
| Alameda | ALA110129 | Pleasanton | Bridge No. 33C0132 Bernal Ave/Laguna - Painting | BRIDGE | BHLS-5101028 | 05/22/2015 | \$156,821 | |
| Alameda | ALA110130 | Pleasanton | 2014 Various Bridges, City of Pleasanton PM00079 | BRIDGE | BPMP-5101027 | 05/01/2015 | \$615,903 | |
| Alameda | ALA070054 | Port of Oakland | California Inter-regional Rail Intermodal Study | EARMARK - HPP | DEM005L-6057014 | 03/12/2015 | (\$880,340) | |
| Alameda | ALA130008 | San Leandro | San Leandro Boulevard Preservation | STP | STPL-5041044 | 04/15/2015 | \$804,000 | |
| Alameda | N/A | State-Managed | Alameda and San Joaquin Counties at Various Locations, Install Ramp Meters, CCTV, RWIS & Fiber Optic (TC) | NHP | NHP-000C419 | 09/10/2015 | \$5,094,000 | |
| Alameda | ALA050035 | State-Managed | Maubert Ave. from 159th Av. TO 162nd Ave., Alameda County, Sidewalk Improvements | STP | TSCPL-09CA018 | 09/03/2015 | (\$27,100) | |
| Alameda | ALA050035 | State-Managed | Maubert Ave. from 159th Av. to 162nd Ave., Alameda County, Sidewalk Improvements | EARMARK - TCSP | TSCPL-09CA018 | 09/03/2015 | (\$67,391) | |
| Alameda | ALA070042 | State-Managed | I-880 SB HOV Lanes - Marina Blvd to Hegenberger | STP | CML-6273045 | 06/19/2015 | (\$613) | |
| Alameda | ALA070042 | State-Managed | Interstate 880 Southbound - Marina Blvd to Hegenberger Road, HOV Lane Extension Landscape Enhancements | STP | STPE-8801069 | 03/27/2015 | (\$288,339) | |
| Alameda | MTC050009 | State-Managed | All Co Rte 238 from 238/680 Sep to Blanche St, Rehabilitate Roadway (TC) | NHS | NH-P238009 | 04/09/2015 | \$755 | |
| Alameda | MTC050011 | State-Managed | In Oakland on I-880 from Broadway to Adeline Street, Concrete Pavement Overlay on Bridge Structure (TC) | IM | IM-8801062 | 10/27/2014 | (\$138,048) | |
| Alameda | VAR110003 | State-Managed | In Oakland from Route 13/580 Separation to Route 13/24 Separation, Rehabilitate Pavement (TC) | NHP | NHP-P013027 | 09/16/2015 | \$5,449,000 | |
| Alameda | VAR110003 | State-Managed | In Oakland 0.1 Mile E/O Boston Ave O/C to 0.2 Miles W/O Rt 80/580 Junction, Rehabilitate Pavement (TC) | NHP | NHPI-X001588 | 05/29/2015 | \$1,204,600 | |
| Alameda | VAR110004 | State-Managed | In Dublin at the 580/680 Interchange, Replace Metal Beam Guardrail w/Concrete Guardrail | HSIP | NSNHPIG-6801074 | 09/24/2015 | \$940,400 | |
| Alameda | VAR110004 | State-Managed | In Fremont from Route 238 (Mission Blvd) to Interstate 680, Construct Minor Safety Improvements (TC) | HSIP | HSNHP-P084043 | 07/01/2015 | \$2,602,200 | |
| Alameda | VAR110004 | State-Managed | On Route 24, at Pm 2.3 and PM 5.6; Route 580 at PM 20.6, Remove Gore Signs and Replace w/ Overhead Signs | HSIP | HSNHPG-X001586 | 09/24/2015 | (\$188,799) | |
| Alameda | VAR110004 | State-Managed | Fremont, Union City, San Leandro, Oakland on Rts 580, 680, 880, 238 Various Loc, Construct Roadside Paving (TC) | NHP | NHPI-X001592 | 08/04/2015 | \$1,744,100 | |
| Alameda | VAR110004 | State-Managed | I-580 Dougherty O/C - Macarthur Blvd U/C, I-680 Grimmer Ave U/C to Amador Valley Blvd, Update Mbgr Transition Railings | HSIP | HSNHPIG-X001593 | 09/21/2015 | \$5,029,900 | |
| Alameda | VAR110004 | State-Managed | In Alameda County on Various Routes at Various Locations., Upgrade Transition Railing (Site Group #1) (TC) | HSIP | HSNHPG-X001595 | 09/10/2015 | \$5,839,000 | |
| Alameda | VAR110005 | State-Managed | In Alameda County, on Interstate 580 at Benedict Drive Off Ramp, Construct a Soldier Beam and Lagging Wall (TC) | IM | NHPI-5801059 | 09/24/2015 | (\$107,545) | |
| Alameda | VAR110005 | State-Managed | In San Leandro at 150th Ave Off Ramp at Pm 32.5, Construct Soldier Pile Retaining Wall (TC) | NHP | NHPI-5801060 | 09/24/2015 | (\$517,231) | |
| Alameda | VAR110005 | State-Managed | On I-580 in Ashland from 164th Ave Offramp to 164th Ave Undercrossing, Construct a Soldier Pile Wall and Repair (TC) | NHP | NHPI-5801063 | 09/24/2015 | (\$41,438) | |
| Alameda | VAR110005 | State-Managed | In Oakland at 0.1 Mile South of Carson Street Undercrossing, Install Soldier Beam Tie-Back Retaining Wall (TC) | NHP | NHP-P013026 | 09/24/2015 | \$3,803,300 | |

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| Alameda | VAR110005 | State-Managed | In the City of Oakland at 0.1 North of Moraga Avenue Undercrossing, Install Tie-Back Retaining Wall (TC) | STP | STP-P013033 | 09/22/2015 | (\$242,215) | |
| Alameda | VAR110042 | State-Managed | In Alameda and Contra Costa Counties at Various Locations., Construct ADA Compliant Curb Ramps (TC) | NHS | NHP-000C384 | 08/11/2015 | \$888,200 | |
| Alameda | VAR110042 | State-Managed | In Oakland on I-880 from 0.3 Mi S/O 7th Street to 0.4 Mi S/O West Grand Avenue, Storm Water Mitigation (TC) | IM | NHPI-8801071 | 09/24/2015 | \$2,047,022 | |
| Alameda | VAR110044 | State-Managed | In the City of Alameda at the San Leandro Bay Bridge and San Leandro Bike Bridge, Rehabilitate Bridge (TC) | NHP | BRNHP-P061005 | 09/22/2015 | \$4,555,100 | |
| Alameda | VAR110044 | State-Managed | Near Alameda at Posey-Webster Tubes, Bridge #330106 L/R, Rehabilitate Bridges (TC) | NHP | NHP-P260005 | 09/08/2015 | \$2,637,100 | |
| Alameda | VAR110044 | State-Managed | Rts. 24, 580, 680, 880 and 980 at Various Locations., Rehabilitate Bridge Decks (TC) | NHP | BHNHP-X001603 | 09/24/2015 | \$3,533,000 | |
| Alameda | ALA150029 | UC Berkeley | UC Berkeley Parking Price Auction Study | VPPP | VPPL-6073030 | 09/10/2015 | \$169,185 | |
| Alameda | 0415000294L | UC Berkeley | University of California, Berkeley Technology Transfer Center, Local Technical Assistance Program | OTHER FEDERAL | LTAP-6073028 | 05/01/2015 | \$99,863 | |
| Alameda | 04928229L | Union City | Various Locations, Seismic Retrofit | BRIDGE | STPLZ-5354008 | 02/02/2015 | (\$71,999) | |
| Alameda | ALA110028 | Union City | Union City Blvd- from Smith St. to 600' South of Alvarado Blvd., Widening to Allow Bicycle Lanes and Related Improvements | CMAQ | CML-5354030 | 01/06/2015 | (\$14,729) | |
| Alameda | ALA110112 | Union City | Alvarado-Niles Rd Pedestrian Safety Imps. | HSIP | HSIPL-5354035 | 03/26/2015 | \$195,822 | |
| Alameda | ALA110131 | Union City | Traffic Signal Safety Improvements (HSIP6-04-026) | HSIP | HSIPL-5354038 | 01/06/2015 | \$99,103 | |
| Contra Costa | CC-130019 | Antioch | Antioch Ninth Street Preservation | STP | STPL-5038023 | 04/03/2015 | (\$39,054) | |
| Contra Costa | CC-110009 | Brentwood | In Brentwood on Sellers Ave, San Creek Road, and O'Hare Ave, Roadway Rehabilitation and Curb Ramp Upgrade | STP | STPL-5300009 | 11/21/2014 | (\$1,301) | |
| Contra Costa | CC-110052 | Brentwood | American Ave at Heritage High School Parking Lot and Grant Street Near Adams Ln, Traffic Signal, Sidewalk, and ADA Upgrades | CMAQ | CML-5300010 | 11/21/2014 | (\$39,017) | |
| Contra Costa | CC-130018 | Brentwood | Balfour Road Preservation | STP | STPL-5300012 | 03/26/2015 | \$290,000 | |
| Contra Costa | CC-030028 | CCTA | CC Co in Antioch/Pittsburg on Rte 4 Fr. 4 Mi West to .6 Mi East Somersville Rd UC, Widen Roadway & Reconstruct Interchange | NHP | NH-P004138 | 11/21/2014 | (\$10,388,762) | |
| Contra Costa | CC-070035 | CCTA | Reconstruct I-80/San Pablo Dam Rd Interchange | ATP-REG | ATPL-6072019 | 07/06/2015 | \$2,000,000 | \$2,000,000 |
| Contra Costa | CC-150013 | CCTA | SR 4 Integrated Corridor Management | OTHER FEDERAL | ITSL-6072022 | 09/02/2015 | \$200,000 | |
| Contra Costa | CC-090067 | Concord | Monument Corridor Pedestrian and Bikeway Network | RIP-TE | RPSTPLE-5135046 | 04/09/2015 | (\$13,854) | |
| Contra Costa | CC-130006 | Concord | Concord BART Station Bike/Ped Access Improvements | RIP | RPSTPL-5135052 | 06/11/2015 | \$166,000 | |
| Contra Costa | CC-130011 | Concord | Detroit Avenue Bicycle and Pedestrian Improvements | RIP | CML-5135050 | 04/15/2015 | \$849,503 | |
| Contra Costa | CC-130011 | Concord | Detroit Avenue Bicycle and Pedestrian Improvements | CMAQ | CML-5135050 | 04/15/2015 | \$766,036 | |
| Contra Costa | VAR110045 | Concord | 28C-0034, 28C-0116, 28C-0189-L, 28C-0189-R, 28C-0427, 28C-0436, Bridge Preventive Maintenance Program | BRIDGE | BPMP-5135048 | 03/26/2015 | \$682,724 | |
| Contra Costa | CC-110024 | Contra Costa County | Marsh Creek Road Safety Improvements - Deer Valley | HRRR | HRRRL-5928095 | 04/01/2015 | \$1,370,000 | |
| Contra Costa | CC-110025 | Contra Costa County | Marsh Creek Road Safety Improvements - Russelmann | HRRR | HSIPHR3L-5928096 | 11/12/2014 | (\$9,304) | |
| Contra Costa | CC-110028 | Contra Costa County | Alhambra Valley Rd: 225 Ft W/O Alhambra Valley, Realign and Widen Roadway | HSIP | HRRRL-5928098 | 09/24/2015 | \$1,510,000 | |
| Contra Costa | CC-110067 | Contra Costa County | BRIDGE 28C0024, Orwood Road Bridge Replacement | BRIDGE | BRLO-5928045 | 02/26/2015 | \$8,372,700 | \$6,034,000 |
| Contra Costa | CC-110072 | Contra Costa County | Byron Highway Bridge Replacement Project | BRIDGE | BRLS-5928104 | 06/04/2015 | \$331,988 | |
| Contra Costa | CC-110078 | Contra Costa County | Pacifica Avenue Sidewalk Project | SRTS | SRTSL-5928112 | 11/12/2014 | \$23,685 | |
| Contra Costa | CC-130004 | Contra Costa County | Contra Costa County Various Streets & Road Preserv | STP | STPL-5928120 | 03/12/2015 | \$1,941,000 | |
| Contra Costa | VAR110045 | Contra Costa County | San Pablo Ave Bridge @ Rodeo Creek, 28C0071, Bridge Replacement | NHP | BRLS-5928067 | 04/30/2015 | \$310,866 | |
| Contra Costa | VAR110045 | Contra Costa County | Jail Access Rd over Marsh Crk Deten. Facility, Bridge Replacement, 28C-0226 (TC) | BRIDGE | BRLO-5928068 | 05/29/2015 | (\$64,796) | |
| Contra Costa | VAR110045 | Contra Costa County | Marsh Creek Rd, Approx. 1.8 mi E of Morgan Territory Rd, Replace Existing Bridge (28C0141) | BRIDGE | BRLS-5928107 | 09/24/2015 | \$177,060 | |
| Contra Costa | VAR110045 | Contra Costa County | Two Bridges (28C-0143 and (28C-0145) on Marsh Creek Road over Marsh Creek, Bridge Replacement | BRIDGE | BRLS-5928125 | 03/26/2015 | \$921,154 | |
| Contra Costa | ALA110011 | EBPRD | Iron Horse Trail Pleasanton BART to Santa Rita Rd., Bike & Pedestrian Trail | TIGERII | TGR2DGL-6075018 | 07/16/2015 | \$640,087 | |

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| Contra Costa | CC-070020 | EBPRD | Carquinez Scenic Drive, SF Bay Trail Segment | TIGERII | HPLUL-6075017 | 07/15/2015 | (\$785,265) | |
| Contra Costa | CC-130049 | EBPRD | Breuner Marsh Restoration and Public Access | STP | STPHPL-6075020 | 07/01/2015 | \$1,000,000 | |
| Contra Costa | CC-130049 | EBPRD | Breuner Marsh Restoration and Public Access | EARMARK - HPP | STPHPL-6075020 | 07/01/2015 | \$120,831 | |
| Contra Costa | CC-110041 | El Cerrito | Fairmount-Ashbury Intersection Safety Improvements | HSIP | HSIPL-5239012 | 05/07/2015 | \$31,114 | |
| Contra Costa | CC-130010 | Lafayette | Happy Valley Rd. Walkway SRTS Improvements | CMAQ | CML-5404026 | 03/26/2015 | \$100,000 | |
| Contra Costa | CC-070085 | Martinez | Martinez - Marina Vista Streetscape | RIP-TE | ESPL-5024024 | 06/11/2015 | (\$36,579) | |
| Contra Costa | REG090003 | MTC-SAFE | 19 Locations Along SR242 and SR4, Buy/Install/Repair Metering and TOS Equipment | STP | STPL-6160022 | 01/08/2015 | (\$1) | |
| Contra Costa | CC-130031 | Oakley | Oakley Various Streets and Roads Preservation | STP | STPL-5477006 | 03/06/2015 | \$1,031,000 | |
| Contra Costa | CC-130036 | Orinda | Orinda SRTS Sidewalk Project | CMAQ | CML-5444016 | 03/27/2015 | \$100,000 | |
| Contra Costa | CC-130042 | Orinda | Ivy Drive Pavement Rehabilitation | STP | STPL-5444015 | 03/26/2015 | \$552,000 | |
| Contra Costa | CC-130015 | Pinole | Pinole - San Pablo Avenue Preservation | STP | STPL-5126013 | 03/26/2015 | \$453,000 | |
| Contra Costa | CC-070084 | Pittsburg | Bailey Road Transit Access Improvements | RIP-TE | RPSTPLE-5127021 | 06/11/2015 | (\$45,271) | |
| Contra Costa | CC-130016 | Pittsburg | Pittsburg - Railroad Avenue Preservation | STP | STPL-5127028 | 04/03/2015 | \$299,000 | |
| Contra Costa | CC-130017 | Pittsburg | Pittsburg School Area Safety Improvements | CMAQ | CML-5127030 | 03/26/2015 | \$203,000 | |
| Contra Costa | CC-110039 | Pleasant Hill | Contra Costa Bl/Golf Club Rd Intersection Upgrade | HSIP | HSIPL-5375026 | 02/10/2015 | \$550,000 | |
| Contra Costa | CC-110039 | Pleasant Hill | Contra Costa Bl/Golf Club Rd Intersection Upgrade | HSIP | HSIPL-5375026 | 02/03/2015 | \$100,000 | |
| Contra Costa | CC-110051 | Pleasant Hill | In City of Pleasant Hill Lisa Lane North Side, Install New Sidewalk | CMAQ | SRTSL-5375019 | 05/29/2015 | \$35,228 | |
| Contra Costa | VAR991007 | Pleasant Hill | Taylor Blvd @ Grayson Creek; 0.2 Mile West of Contra Costa Blvd, Replace Bridge Barrier Rails with New Guardrails | BRIDGE | STPL-5375023 | 01/06/2015 | (\$11,726) | |
| Contra Costa | CC-130026 | Richmond | Richmond Local Streets and Roads Preservation | STP | STPL-5137047 | 03/26/2015 | \$3,030,000 | |
| Contra Costa | VAR991007 | San Pablo | Rumrill Blvd over San Pablo Creek @ Brookside, Replace Bridge No. 28C-0325 | BRIDGE | BRLS-5303003 | 06/19/2015 | (\$10,582) | |
| Contra Costa | CC-110008 | San Ramon | Alcosta Blvd; San Ramon Blvd.-Fircrest Lane, Resurfacing | STP | STPL-5437024 | 07/09/2015 | \$825,307 | |
| Contra Costa | 04061P013S | State-Managed | Contra Costa Co. Non Interstate Various Locations, Preliminary Engineering | ER | ER-4309005 | 05/13/2015 | (\$10) | |
| Contra Costa | MTC050009 | State-Managed | Contra Costa, I-680 from Dublin to Walnut Creek, Pavement Rehab/Southbound HOV Extension (TC) | IM | IM-6801067 | 07/31/2015 | (\$3,572,898) | |
| Contra Costa | VAR110001 | State-Managed | CC Rt 4 PM 10.7 and Nap Rt 29 PM 9.1, Install Weigh-In-Motion System (TC) | NHP | NHP-000C406 | 09/24/2015 | \$2,352,500 | |
| Contra Costa | VAR110003 | State-Managed | Contra Costa County at Various Locations, Replace the Overhead Sign Panels (TC) | NHP | NHP-X013029 | 09/10/2015 | \$4,530,805 | |
| Contra Costa | VAR110004 | State-Managed | In Contra Costa County on Route 680 at Various Locations., Upgrade Existing Mbgr Transition Railings. | HSIP | ACHSNHPIG-6801075 | 09/08/2015 | \$614,200 | |
| Contra Costa | VAR110005 | State-Managed | In Contra Costa County, in Lafayette, at 0.6 miles from Happy Valley Road., Construct a Tie-Back Wall.(TC) | NHP | NHP-P024033 | 09/24/2015 | \$5,075,978 | |
| Marin | MRN070014 | Fairfax | Pastori Ave. between SFD Blvd. & Center, Sidewalk, Pathway Improvements | EARMARK-NMTP | NMTPL-5277022 | 05/29/2015 | \$89,204 | |
| Marin | MRN110017 | Fairfax | Bridge No. 27C0008, Meadow Way over San Anselmo Cr | BRIDGE | BRLO-5277025 | 06/04/2015 | \$663,532 | |
| Marin | VAR110045 | Fairfax | Marin Rd & Spruce Rd over Fairfax Cr; Canyon Rd over San Anselmo Cr, Bridge Preventive Maintenance | BRIDGE | BPMP-5277026 | 09/10/2015 | \$61,599 | |
| Marin | VAR110045 | Fairfax | Creek Road over Fairfax Creek in the Town of Fairfax, Marin County, Seismic Retrofit (TC) | BRIDGE | STPLZ-5277027 | 09/10/2015 | \$95,000 | |
| Marin | VAR110045 | Fairfax | Azalea Ave Bridge in Town of Fairfax, Bridge Replacement (TC) | BRIDGE | BRLO-5277028 | 08/25/2015 | \$15,000 | |
| Marin | MRN070015 | Larkspur | Larkspur - Non-motorized Transpo. Pilot Program | CMAQ | NMTPL-5166018 | 06/11/2015 | \$85,000 | |
| Marin | MRN070015 | Larkspur | Larkspur - Non-motorized Transpo. Pilot Program | EARMARK-NMTP | NMTPL-5166018 | 06/11/2015 | \$182,000 | |
| Marin | MRN110024 | Larkspur | Bridge No. 27C0150, Alexander Ave | BRIDGE | STPLZ-5166004 | 08/27/2015 | \$75,810 | |
| Marin | VAR11045 | Larkspur | Bon Air Bridge rehabilitation, Rehab. Bridge Piles & Structure | BRIDGE | BHLS-5166015 | 08/13/2015 | \$1,458,400 | |
| Marin | 0412000242L | Marin County | Paradise Drive MP 6.31 in Marin County Near Town of Tiburon, Slide Repair | ER | ER-20D0002 | 03/25/2015 | \$374,659 | |
| Marin | 0412000243L | Marin County | Muirwood Road, MP 0.49 in Marin county, Install CIDH Wall at Downhill Side. | ER | ER-20D0003 | 03/27/2015 | \$342,017 | |
| Marin | MRN110011 | Marin County | Marin County Guard Rail HSIP Project | HSIP | HSIPL-5927060 | 05/22/2015 | \$26,100 | |
| Marin | MRN110035 | Marin County | Mountain View Rd Bridge Replacement - 27C0154 | BRIDGE | BRLO-5927094 | 09/01/2015 | \$175,600 | \$918,400 |
| Marin | MRN130010 | Marin County | Donahue Street Road Rehabilitation Project | STP | STPL-5927106 | 03/26/2015 | \$108,000 | |

TABLE 1: FHWA LOCALLY AND STATE-MANAGED PROJECTS OBLIGATIONS, FFY 2014-15

| County | TIP ID/ EA | Agency | Project Name | Program | Federal Project ID | Oblig Date | Oblig Amount* | Funding Later than 2015 |
|--------|-------------|---------------|---|---------------|--------------------|------------|---------------|-------------------------|
| Marin | MRN130014 | Marin County | Mill Valley-Sausalito Pathway Preservation | STP | STPL-5927107 | 04/16/2015 | \$205,000 | |
| Marin | VAR110045 | Marin County | Arroyo Nicasio Bridge on Nicasio Valley Road, Bridge Replacement | BRIDGE | BRLS-5927097 | 09/01/2015 | \$115,356 | |
| Marin | MRN050030 | MCTD | Bus Stop on Donahue St. Marin City, Marin Co, Bus Shelter, Lighting, Landscape | STP | RPSTPLE-5927049 | 04/15/2015 | (\$21,652) | |
| Marin | MRN110050 | Mill Valley | Camino Alto South End Bike Lanes | HSIP | HSIPL-5113018 | 12/30/2014 | \$63,500 | |
| Marin | MRN110019 | Novato | Bridge No. 27C0021, Grant Ave over Novato Creek | BRIDGE | BHLS-5361023 | 07/14/2015 | \$177,060 | |
| Marin | VAR110045 | Ross | Glenwood Ave over Ross Creek in Town of Ross, Bridge Scour Repair and Counter-Measure | BRIDGE | BRLS-5176014 | 06/24/2015 | \$44,265 | |
| Marin | MRN110032 | San Anselmo | Center-Sycamore Ave Bridge over San Anselmo Creek in the Town of San Anselmo, Bridge Replacement | NHP | BRLS-5159019 | 12/04/2014 | \$123,942 | |
| Marin | MRN130013 | San Anselmo | Sunny Hill Ridge and Red Hill Trails | STP | STPL-5159021 | 11/06/2014 | \$40,000 | |
| Marin | VAR110045 | San Anselmo | Nokomis Ave Bridge over San Anselmo Cr in the Town of San Anselmo, Bridge Replacement (TC) | BRIDGE | BRLO-5159017 | 12/04/2014 | \$670,000 | |
| Marin | VAR110045 | San Anselmo | Madrone Ave Bridge over San Anselmo Creek, Bridge Replacement | BRIDGE | BRLS-5159018 | 12/04/2014 | \$587,839 | |
| Marin | MRN070009 | San Rafael | San Rafael - Non-motorized Transport Pilot Program | EARMARK-NMTP | NMTPL-5043023 | 02/19/2015 | \$405,000 | |
| Marin | MRN130004 | San Rafael | San Rafael Various Streets and Roads Preservation | STP | STPL-5043035 | 11/12/2014 | \$37,000 | |
| Marin | MRN130004 | San Rafael | San Rafael Various Streets and Roads Preservation | STP | STPL-5043035 | 06/04/2015 | \$420,000 | |
| Marin | MRN130005 | San Rafael | San Rafael Transit Center Pedestrian Access Imps. | CMAQ | CML-5043036 | 07/24/2015 | \$1,900,000 | |
| Marin | 040113E041S | State-Managed | In Marin County, Various Routes, Various Locations, Emergency Relief -- Storm Damage Repair | ER | ER-19DW001 | 07/31/2015 | (\$1,123,671) | |
| Marin | 04061P041S | State-Managed | Marin Co. Non Interstate Var. Locations, Preliminary Engineering | ER | ER-4330005 | 03/12/2015 | \$382,741 | |
| Marin | 044S5404S | State-Managed | Near Stinson Beach From 2.2 Mile North of Calle Del Arroyo to Bolinas Road, Rock Slope Protection/Replace Culverts (TC) | STP | STP-P001554 | 12/23/2014 | (\$50,876) | |
| Marin | MRN050034 | State-Managed | MRN & SON Counties on US 101, San Antonio Curve Correction (TC) | NHP | ACNHP-NHP-Q101261 | 09/24/2015 | \$61,905,490 | |
| Marin | VAR110005 | State-Managed | Near Stinson Beach at 0.3 Mile North of Dipsea Trail, Storm Damage Repair (TC) | STP | STP-P001589 | 09/24/2015 | \$2,964,300 | |
| Marin | VAR110044 | State-Managed | Near Greenbrae @ Sir Francis Drake Blvd O/C and at Bellam Blvd U/C, Upgrade Bridge Rail | IM | NHPIG-5802367 | 09/22/2015 | \$2,417,500 | |
| Marin | VAR110044 | State-Managed | Near Bloomfield, at Estero Americano Bridge # 27-0028, Replace Bridge (TC) | BRIDGE | ACSTP-P001605 | 09/08/2015 | \$1,800,000 | |
| Marin | MRN050034 | TAM | SR101-- Marin Sonoma Narrows, Safety-LU Demo HOV Lanes in Marin | EARMARK - HPP | DEMO06L-6406005 | 06/25/2015 | (\$3) | |
| Marin | MRN070017 | TAM | TAM - Non-motorized Transportation Pilot Program | EARMARK | NMTPL-6406015 | 07/01/2015 | \$60,000 | |
| Marin | MRN110039 | TAM | Local PDA Planning - Marin | STP | RSTPL-6406014 | 11/06/2014 | \$750,000 | |
| Marin | MRN150004 | TAM | TAM - Car Share Canal | CMAQ | CML-6406016 | 04/16/2015 | \$125,000 | |
| Napa | NAP110034 | Calistoga | Berry Street Bridge Replacement Project (21C0115) | BRIDGE | BRLO-5061007 | 12/30/2014 | \$205,390 | |
| Napa | 04928168L | Napa (City) | First St Bridge @ Napa Crk (Br # 21C-0096), Bridge Replacement | BRIDGE | BRLO-5042012 | 04/15/2015 | \$23,346 | |
| Napa | NAP110020 | Napa (City) | Trancas Street Bridge Scour Repair | BRIDGE | BHLS-5042042 | 06/24/2015 | (\$49,270) | |
| Napa | VAR991007 | Napa (City) | First St Over Napa River Bridge 21C-0095 ., Bridge Replacement | BRIDGE | BRLS-5042038 | 10/29/2014 | (\$314,005) | |
| Napa | NAP110021 | Napa County | Oakville Crossroad Bridge Replacement | BRIDGE | BRLO-5921010 | 06/02/2015 | \$3,385,930 | |
| Napa | NAP110014 | NCTPA | Napa Valley Vine Trail Design and Construction | ATP-ST | CML-6429008 | 05/01/2015 | \$3,600,000 | |
| Napa | 0415000062S | State-Managed | In Napa County, Near Napa at Cuttings Wharf Road, Emergency Relief - Earthquake Damage | ER | ER-25E0001 | 09/24/2015 | \$180,000 | |
| Napa | 0415000069S | State-Managed | In Napa Co, in Napa, from Imola Avenue to First Street, Emergency Relief - Earthquake Damage | ER | ER-25E2001 | 09/22/2015 | \$1,298,000 | |
| Napa | 0415000070S | State-Managed | In Napa Co, In & Near Napa, at Napa River Bridge OH & Imola Avenue, Emergency Relief - Earthquake Damage | ER | ER-25E1001 | 09/22/2015 | \$3,374,000 | |
| Napa | 0415000073S | State-Managed | In Napa Co, at Wooden Valley, at 0.3 Mi N of Wild Horse Valley Rd, Emergency Relief - Earthquake Damage | ER | ER-25E3001 | 12/29/2014 | (\$625,000) | |
| Napa | 0415000114S | State-Managed | Napa County, Various Locations, Various Postmiles, Emergency Relief- Napa Eq Damage Repair | ER | ER-25E6001 | 03/27/2015 | \$36,694 | |
| Napa | NAP010008 | State-Managed | SR 12 (Jamieson Canyon Road) Widening | STP | HPLUL-6204065 | 06/24/2015 | (\$2,992) | |

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| County | TIP ID/ EA | Agency | Project Name | Program | Federal Project ID | Oblig Date | Oblig Amount* | Funding Later than 2015 |
|---------------|------------|---------------|--|---------------|--------------------|------------|---------------|-------------------------|
| Napa | REG090058 | State-Managed | In Napa from Trancas Street to Route 128, Cold Plan and Overlay with Rubberized Hot Mix (TC) | STP | STP-P121024 | 01/23/2015 | (\$877,950) | |
| Napa | VAR110003 | State-Managed | In/Near St. Helena from Mee lane to 0.1 mile South of Sulphur Creek Bridge, Left Turn Channelization and Pavement Rehab (TC) | BRIDGE | STP-P029114 | 09/24/2015 | \$889,100 | |
| Napa | VAR110005 | State-Managed | Near Spanish Flat, at Capell Creek Bridge, Install Slope Indicators and Drainage (TC) | BRIDGE | STP-P128055 | 09/24/2015 | \$1,000,945 | |
| Napa | VAR110044 | State-Managed | On SR 29 about 6 Miles North of the City of Calistoga at Troutdale Creek Bridge, Replace Bridge and Realignment (TC) | BRIDGE | STP-P029117 | 09/24/2015 | \$7,337,800 | |
| Napa | VAR110044 | State-Managed | In Napa County on Route 29 at Napa River Bridge (Br # 21-0018), Scour Replace Bridge TC | BRIDGE | STP-P029122 | 07/29/2015 | \$1,284,000 | |
| Regional | REG090065 | BAAQMD | Climate Initiatives Program Public Education | CMAQ | CML-6084164 | 12/01/2014 | \$400,000 | |
| Regional | REG110010 | BAAQMD | Regional Bicycle Sharing Program | CMAQ | CML-6084188 | 07/09/2015 | (\$568,229) | |
| Regional | REG090038 | MTC | Regional Planning Activities and PPM - MTC | OTHER FEDERAL | SHRP2L-6084192 | 11/12/2014 | \$700,000 | |
| Regional | REG090046 | MTC | Regional Arterial Operations & Signal Timing Prog | STP | STPL-6084193 | 05/07/2015 | \$2,500,000 | |
| Regional | REG090003 | State-Managed | Freeway Performance Initiative (FPI) | CMAQ | CML-6204116 | 08/20/2015 | \$270,000 | |
| Regional | REG090003 | State-Managed | Freeway Performance Initiative (FPI) | CMAQ | CML-6204121 | 05/01/2015 | \$170,000 | |
| San Francisco | SF-070027 | SFCTA | Yerba Buena Island (YBI) Ramp Improvements | BRIDGE | STPLZ-6272024 | 05/22/2015 | \$88,523 | \$88,523 |
| San Francisco | SF-070027 | SFCTA | Yerba Buena Island (YBI) Ramp Improvements | BRIDGE | STPLZ-6272026 | 05/07/2015 | \$5,311,650 | |
| San Francisco | SF-070027 | SFCTA | Yerba Buena Island (YBI) Ramp Improvements | BRIDGE | STPLZ-6272028 | 05/22/2015 | \$163,633 | \$163,633 |
| San Francisco | SF-070027 | SFCTA | Yerba Buena Island (YBI) Ramp Improvements | BRIDGE | STPLZ-6272030 | 05/07/2015 | \$5,424 | \$5,424 |
| San Francisco | SF-070027 | SFCTA | Yerba Buena Island (YBI) Ramp Improvements | BRIDGE | STPLZ-6272031 | 05/07/2015 | \$23,313 | \$23,313 |
| San Francisco | SF-070027 | SFCTA | Yerba Buena Island (YBI) Ramp Improvements | BRIDGE | STPLZ-6272032 | 05/22/2015 | \$26,520 | \$26,520 |
| San Francisco | SF-150012 | SFCTA | San Francisco Travel Smart Rewards Pilot Program | VPPP | VPPL-6272043 | 09/10/2015 | \$508,000 | |
| San Francisco | SF-110015 | SFDPH | Various Locations, Education and Outreach | CMAQ | CML-6447004 | 01/08/2015 | (\$11,620) | |
| San Francisco | SF-010004 | SFDPW | Fourth St Bridge (China Basin) Br no 34c-0027, Seismic Retrofit & HBRR Rehabilitation | NHP | STPLZ-5934080 | 01/22/2015 | \$11,413,382 | |
| San Francisco | SF-090004 | SFDPW | Harney Way in San Francisco, Roadway Widening | STP | DEMO09L-5934155 | 03/12/2015 | \$475,000 | |
| San Francisco | SF-110046 | SFDPW | SF- Sloat Blvd. Pedestrian Safety Improvements | HSIP | HSIPL-5934167 | 11/26/2014 | \$359,200 | |
| San Francisco | SF-130012 | SFDPW | SF- Longfellow ES Safe Routes to School | CMAQ | CML-5934172 | 03/06/2015 | \$477,495 | |
| San Francisco | SF-130013 | SFDPW | SF-ER Taylor ES Safe Routes to School | CMAQ | CML-5934173 | 12/10/2014 | \$244,329 | |
| San Francisco | SF-130014 | SFDPW | SF- Broadway Chinatown Complete Streets | STP | STPL-5934174 | 03/27/2015 | \$3,206,545 | |
| San Francisco | SF-150001 | SFDPW | John Yehall Chin Safe Routes to School | ATP-ST | ATPL-5934175 | 09/10/2015 | \$21,000 | \$21,000 |
| San Francisco | SF-050019 | SFMTA | Shared Lane Pavement Marking | RIP-TE | RPSTPLE-5934123 | 06/19/2015 | (\$10,534) | |
| San Francisco | SF-050034 | SFMTA | Light Rail Vehicle Overhaul Program | STP+ | FTASTPL-6328076 | 07/27/2015 | \$4,656,260 | |
| San Francisco | SF-090012 | SFMTA | Additional Light Rail Vehicles to Expand Muni Rail | CMAQ+ | FTACML-6328074 | 07/27/2015 | \$10,227,539 | |
| San Francisco | SF-090032 | SFMTA | SFMTA: Muni Forward Capital Implementation Program | CMAQ+ | FTACML-6328075 | 08/03/2015 | \$9,123,591 | |
| San Francisco | SF-110017 | SFMTA | Fulton St. between 8th and 25th Ave., Sidewalk Improvement | HSIP | HSIPL-6328026 | 01/06/2015 | (\$71,012) | |
| San Francisco | SF-110023 | SFMTA | Alamo Elementary Safe Routes to School | SRTS | SRTSL-6328040 | 11/04/2014 | \$558,358 | |
| San Francisco | SF-110032 | SFMTA | Upgrade Traffic Signals - Masonic Avenue | HSIP | HSIPL-6328048 | 03/30/2015 | (\$32,677) | |
| San Francisco | SF-110034 | SFMTA | Denman Safe Routes to School | SRTS | SRTSL-6328050 | 07/01/2015 | \$759,927 | |
| San Francisco | SF-110035 | SFMTA | Tenderloin Safe Routes to School | SRTS | SRTSL-6328051 | 05/07/2015 | \$724,155 | |
| San Francisco | SF-110037 | SFMTA | Throughout City and County of San Francisco, Bicycle Sharing Pilot | VPPP | VPPL-6328054 | 11/21/2014 | \$1,142,799 | |
| San Francisco | SF-110056 | SFMTA | Polk Street Signals (HSIP6-04-015) | HSIP | HSIPL-6328068 | 06/26/2015 | \$1,294,000 | |
| San Francisco | SF-130015 | SFMTA | Mansell Corridor Complete Streets | STP | STPL-6328066 | 05/29/2015 | \$1,551,614 | |
| San Francisco | SF-130022 | SFMTA | Twin Peaks Connectivity Planning | STP | STPL-6328072 | 11/04/2014 | \$167,589 | |
| San Francisco | SF-150002 | SFMTA | San Francisco Safer Streets Campaign | ATP-ST | ATPL-6328073 | 07/01/2015 | \$2,000,000 | \$2,000,000 |
| San Francisco | 04163744S | State-Managed | SF on Rte 101 from pm 8.8-9.2, Doyle Dr Repl, Replace/Rehabilitate Roadway | NHP | SARRA-Q101153 | 07/21/2015 | \$23,697,535 | |
| San Francisco | 04163744S | State-Managed | SF on Rte 101 from pm 8.8-9.2, Doyle Dr Repl, Replace/Rehabilitate Roadway | ARRA | SARRA-Q101153 | 07/21/2015 | \$9,868,298 | |
| San Francisco | SF-991030 | State-Managed | Doyle Drive from Lombard/Richardson to Route 1 Interchange, Reconstruction and Rehabilitation | PUBLIC LANDS | PLHLN10-6204103 | 07/21/2015 | (\$2,030) | |
| San Francisco | SF-991030 | State-Managed | US 101 Doyle Drive Replacement | NHP | ACNH-NH-X075041 | 05/04/2015 | (\$8,000,000) | |
| San Francisco | SF-991030 | State-Managed | US 101 Doyle Drive Replacement | NHP | NH-X075046 | 05/05/2015 | \$9,518,799 | \$9,680,000 |

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| County | TIP ID/ EA | Agency | Project Name | Program | Federal Project ID | Oblig Date | Oblig Amount* | Funding Later than 2015 |
|---------------|-------------|---------------------|---|-------------------------|--------------------|------------|---------------|-------------------------|
| San Francisco | VAR110005 | State-Managed | City and County of SF on US 101 at the 23rd Street Overcrossing, Construct Retaining Wall and Reconstruct Slope (TC) | NHP | NHP-Q101271 | 09/10/2015 | \$1,223,250 | |
| San Francisco | VAR110044 | State-Managed | In the City and County of San Francisco at Crissy Field, Modify and Extend Storm Drain Outfall | NHP | NHP-X075045 | 09/24/2015 | \$5,008,600 | |
| San Francisco | SF-010015 | TBJPA | Transbay Term/Caltrain Downtown Ext - Ph.1 | CMAQ+ | FTACML-6503001 | 08/03/2015 | \$6,000,000 | |
| San Mateo | BRT991003 | BART | West Oakland Aerial Structures, Seismic Retrofit | STP | STPLZ-6000040 | 01/09/2015 | (\$502) | |
| San Mateo | BRT991003 | BART | SF to Daly City, M-line Aerial Structures, Seismic Retrofit | STP | STPLZ-6000042 | 12/17/2014 | (\$8) | |
| San Mateo | SM-130007 | Belmont | Belmont Pavement Reconstruction Program | STP | STPL-5268017 | 01/23/2015 | \$534,000 | |
| San Mateo | SM-150004 | Belmont | Belmont Village Specific/Implementation Plan | STP | STPL-5268020 | 04/09/2015 | \$440,000 | |
| San Mateo | SM-11048 | Daly City | Intersection at Hickey and Callan, Traffic Signal Modification | HSIP | HSIPL-5196037 | 11/26/2014 | (\$53,410) | |
| San Mateo | SM-130023 | Menlo Park | Menlo Park - Willow Rd Traffic Signal Modification | EARMARK - HPP | HPLUL-5273024 | 05/01/2015 | \$202,400 | |
| San Mateo | SM-090017 | Millbrae | El Camino Real at Victoria Avenue, Install New Signal, Bus Pad, and Pedestrian Improv | CMAQ | CML-5299012 | 02/10/2015 | (\$306,043) | |
| San Mateo | SM-150001 | Millbrae | Millbrae Priority Development Area Specific Plan | STP | STPL-5299013 | 02/06/2015 | \$500,000 | |
| San Mateo | SM-110060 | Redwood City | Charter St between Stambaugh and Spring, Crosswalk, Bulb Out, Curb Ramp | SRTS | SRTSL-5029030 | 04/14/2015 | (\$57,207) | |
| San Mateo | SM-130002 | Redwood City | Redwood City Various Streets Overlay | STP | STPL-5029033 | 02/17/2015 | \$548,000 | |
| San Mateo | SM-150003 | Redwood City | Redwood City Dwntrwn Transit Area Impvmnts-Streetcar | STP | STP-5029034 | 04/17/2015 | \$450,000 | |
| San Mateo | SM-050051 | Samtrans | SR 82 - El Camino Real Grand Boulevard Initiative | EARMARK - HPP | CML-5267020 | 12/15/2014 | \$177,838 | |
| San Mateo | SM-050051 | Samtrans | Victoria and SR82 (El Camino Real), Install Traffic Signal | EARMARK - HPP | HP21L-6014009 | 01/27/2015 | (\$190,624) | |
| San Mateo | SM-110011 | San Bruno | San Bruno Street Median and SR82 Improvements, Landscaping Median | CMAQ | CML-5226018 | 02/24/2015 | (\$41,046) | |
| San Mateo | SM-110071 | San Carlos | Phelps, Wellington, San Carlos, Install Sidewalks, Ramps, Crosswalk | SRTS | SRTSL-5267018 | 01/08/2015 | (\$977) | |
| San Mateo | SM-130012 | San Carlos | San Carlos Streetscape and Ped Improvments | CMAQ | CML-5267021 | 02/11/2015 | \$725,000 | |
| San Mateo | SM-110007 | San Mateo (City) | Delaware from Charles Lane to Sunnybrae, Street Improvements and Bike Lane | CMAQ | CML-5102038 | 01/08/2015 | (\$263) | |
| San Mateo | SM-110064 | San Mateo (City) | North Central Pedestrian Improvement Program | CMAQ | CML-5102042 | 05/01/2015 | \$1,222,574 | |
| San Mateo | SM-130004 | San Mateo (City) | Mount Diablo Ave. Rehabilitation | STP | STPL-5102043 | 02/03/2015 | \$270,000 | |
| San Mateo | SM-150006 | San Mateo (City) | City of San Mateo Car Sharing Program | CMAQ | CMLNI-5102046 | 05/22/2015 | \$210,000 | |
| San Mateo | SM-110067 | San Mateo CCAG | Local PDA Planning - San Mateo | STP | STPL-6419022 | 02/11/2015 | \$302,000 | |
| San Mateo | SM-110035 | San Mateo County | Resurfacing of Pescadero Creek Road | STP | STPL-5935061 | 03/26/2015 | (\$125,328) | |
| San Mateo | SM-110044 | San Mateo County | BRIDGE NO. 35C0043, SKYLINE BLVD, CRYSTAL SPRINGS | BRIDGE | BRLO-5935053 | 07/01/2015 | \$3,000,000 | |
| San Mateo | SM-110045 | San Mateo County | PM00041, Bridge Preventive Maintenance Program | BRIDGE | BPMP-5935062 | 08/14/2015 | \$54,021 | |
| San Mateo | SM-130015 | San Mateo County | Semicircular Rd Bicycle / Ped Access Improvements | CMAQ | CML-5935070 | 02/11/2015 | \$320,000 | |
| San Mateo | SM-110055 | South San Francisco | Los Cerritos School West Orange Ave Improvements | SRTS | SRTSL-5177029 | 03/19/2015 | \$91,800 | |
| San Mateo | SM-110066 | South San Francisco | Evergreen Dr/Mission Rd Traffic Signal | HSIP | HSIPL-5177031 | 02/06/2015 | \$242,000 | |
| San Mateo | SM-110078 | South San Francisco | Junipero Serra Blvd at King Dr (HSIP6-04-024) | HSIP | HSIPL-5177034 | 11/07/2014 | \$125,800 | |
| San Mateo | VAR110045 | South San Francisco | Various Bridges Located in City of South San Francisco, Bridge Preventative Maintenance | BRIDGE | BPMP-5177026 | 11/21/2014 | (\$73,953) | |
| San Mateo | 04061P081S | State-Managed | San Mateo Co. Non Interstate Var. Locations, Preliminary Engineering | ER | ER-4362005 | 01/14/2015 | (\$417) | |
| San Mateo | 0413000413S | State-Managed | San Mateo Co, Near Pigeon Point, at 0.3 mi N of the Santa Cruz Co Line, Emergency Relief - Storm Damage Repair, Washout | ER | -21X1001 | 10/27/2014 | (\$55,774) | |
| San Mateo | 0413000453L | State-Managed | Portola Rd, Replace Culvert , Head Wall, Trash Rack | ER | ER-22X0005 | 08/11/2015 | \$22,169 | |
| San Mateo | 0414000062L | State-Managed | Woodland Ave, Emergency Opening | ER | ER-22X0007 | 05/29/2015 | \$301,195 | |
| San Mateo | MTC050011 | State-Managed | Near La Honda, Skylonda and Woodside from Pescadero Road to Tripp Road, Install Centerline Rumble Strip (TC) | STP | STP-P084040 | 01/05/2015 | (\$226,510) | |
| San Mateo | MTC050011 | State-Managed | In San Mateo County on I-280 near Los Altos Hills, from the Santa Clara County, Replace Landscape (TC) | NHS | -X081025 | 02/02/2015 | (\$2,045,850) | |
| San Mateo | REG090058 | State-Managed | Menlo Park and Atherton on Rt 82 from San Mateo County Line to Berkshire Avenue, Cold Plan Pavement and Overlay (TC) | STP | STP-P082021 | 10/27/2014 | (\$453,350) | |
| San Mateo | SM-050028 | State-Managed | In San Mateo County on US 101 in the City of Burlingame, Reconfigure the Broadway Interchange (TC) | NHP | NHP-Q101237 | 09/24/2015 | \$16,960,565 | |
| San Mateo | SM-050028 | State-Managed | In San Mateo County on US 101 in the City of Burlingame, Reconfigure the Broadway Interchange (TC) | EQUITY BONUS LIMITATION | NHP-Q101237 | 09/24/2015 | \$2,028,983 | |

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|-------------|------------|--------------------|---|-------------------------|--------------------|------------|---------------|-------------------------|
| San Mateo | SM-979013 | State-Managed | Route 1 in the City of Pacifica at Devil's Slide Tunnel, Install Base (Bay Area Security Enhancement) | ER | ACSTP-1187014 | 09/24/2015 | \$2,852,108 | |
| San Mateo | VAR110004 | State-Managed | In San Mateo and Solano Counties on SR 92 pm 5.34/6.27 and SR 780 pm 1.46/2.34, Install Mid-West Guardrail System Along Embankment | HSIP | HSSTPG-000C391 | 09/24/2015 | \$1,572,200 | |
| San Mateo | VAR110004 | State-Managed | In San Mateo County at Various Locations on Interstate Route 280, Update Metal Beam Guardrail Transition Railing | HSIP | HSNHPG-2801142 | 09/24/2015 | \$3,700,100 | |
| San Mateo | VAR110004 | State-Managed | In the City of Millbrae at Millwood Drive, Install Traffic Signal(TC) | HSIP | HSNHPG-P082024 | 09/24/2015 | \$338,900 | |
| San Mateo | VAR110004 | State-Managed | In/Near So SF, Rt 380 to So Airport Blvd; also Rts 35, 280 & 380 @ Var Locations, Construct Roadside Pav, Access Gates & Reloc (TC) | NHP | NHP-X081027 | 08/25/2015 | \$634,523 | |
| San Mateo | VAR110004 | State-Managed | In/near So SF, Rt 380 to So Airport Blvd; also Rts 35, 280 & 380 @ Var Locations, Construct Roadside Pav, Access Gates & Reloc (TC) | EQUITY BONUS LIMITATION | NHP-X081027 | 08/25/2015 | \$453,077 | |
| San Mateo | VAR110005 | State-Managed | In El Granada from 0.2 mile West to Coronado Street Intersection, Install RSP, Construct Paved Trail (TC) | NHP | NHP-P001598 | 09/02/2015 | \$1,139,600 | |
| San Mateo | VAR110042 | State-Managed | In San Mateo County At Various Locations., Construct Curb Ramps And Passageways (TC) | STP | STP-000C378 | 09/24/2015 | (\$106,490) | |
| San Mateo | VAR110044 | State-Managed | US 101 near East Palo Alto, at the Santa Clara County Line, Replace Bridge Structure at SF Creek Bridge (TC) | NHP | n/a-000C366 | 09/24/2015 | (\$1,552,075) | |
| San Mateo | VAR110044 | State-Managed | In the City of San Bruno, on Route 280 at the Sneath Lane Overcrossing, Seismic Retrofit (TC) | IM | NHPI-2801137 | 09/22/2015 | (\$327,234) | |
| San Mateo | VAR110044 | State-Managed | On US101 in the City of Brisbane at the Sierra Point Overhead Bridge, Spot Blast Clean & Paint the Girders and Bent (TC) | NHP | NHP-Q101265 | 07/02/2015 | \$5,497,900 | |
| San Mateo | VAR991007 | TBJPA | Tilton Ave, E. Poplar, Santa Inez & Monte Diablo, Bridge Rehabilitation | BRIDGE | STPLZ-6170026 | 01/27/2015 | (\$1) | |
| Santa Clara | SCL130017 | Campbell | Virginia Avenue Sidewalks | CMAQ | CML-5306028 | 03/19/2015 | \$708,000 | |
| Santa Clara | SCL110022 | Cupertino | Bubb Rd (McClellan-Stevens Crk), Wolfe Rd (South Side I-280 to North Side I-280), Road Rehabilitation | STP | STPL-5318027 | 11/26/2014 | (\$1,698) | |
| Santa Clara | SCL130025 | Gilroy | Eagleberry Street Resurfacing | STP | STPL-5034025 | 11/21/2014 | (\$17,000) | |
| Santa Clara | SCL110110 | Los Altos | Bridge No. 37C0115, Fremont Avenue, Over Permanent | BRIDGE | BHLS-5309004 | 03/12/2015 | \$1,482,878 | |
| Santa Clara | SCL130013 | Los Altos Hills | El Monte Road Preservation | STP | STPL-5324007 | 02/11/2015 | \$186,000 | |
| Santa Clara | SCL130014 | Los Gatos | Hillside Road Preservation | STP | STPL-5067020 | 02/26/2015 | \$139,000 | |
| Santa Clara | SCL130035 | Milpitas | Milpitas Various Streets and Roads Preservation | STP | STPL-5314010 | 03/17/2015 | \$1,652,000 | |
| Santa Clara | SCL110125 | MTC | Local PDA Planning - Santa Clara | STP | STPL-6084186 | 01/23/2015 | \$740,305 | |
| Santa Clara | SCL110125 | MTC | Local PDA Planning - Santa Clara | STP | STPL-6264068 | 05/22/2015 | \$899,000 | |
| Santa Clara | SCL110048 | Palo Alto | City of Palo Alto Alma Street HSIP Project | HSIP | HSIPL-5100014 | 12/14/2014 | (\$202) | |
| Santa Clara | VAR110045 | Palo Alto | Newell Rd Over San Francisquito Creek, Bridge 37C0223, Bridge Replacement | BRIDGE | BRLS-5100017 | 05/06/2015 | \$429,852 | |
| Santa Clara | SCL050039 | San Jose | Almaden Expwy Pedestrian Overcrossing, Bike/Ped Bridge | STP | DEMO05-5005088 | 10/24/2014 | (\$68,773) | |
| Santa Clara | SCL110016 | San Jose | Innovative Bicycle Detection System | CMAQ | CML-5005106 | 04/15/2015 | (\$1,500,000) | |
| Santa Clara | SCL110034 | San Jose | San Jose - San Carlos Multimodal Phase 2 | STP | STPCML-5005104 | 06/05/2015 | (\$310,936) | |
| Santa Clara | SCL110117 | San Jose | Park Avenue Multi-Modal Improvements | RIP | RPSTPL-5005130 | 04/15/2015 | \$1,456,000 | |
| Santa Clara | SCL110128 | San Jose | North First Street Bicycle Lane Improvements | HSIP | HSIPL-5005123 | 04/15/2015 | \$800,000 | |
| Santa Clara | SCL110136 | San Jose | Bucknall Rd. between Mayfield to Woodglen Dr., Construct Curb, Gutter, Sidewalk, Pavement, Lights | SRTS | SRTSL-5005124 | 10/08/2014 | \$34,077 | |
| Santa Clara | SCL130005 | San Jose | San Jose Citywide Pavement Management Program | STP | STPL-5005134 | 05/01/2015 | \$0 | \$11,003,000 |
| Santa Clara | SCL130007 | San Jose | Jackson Ave Bicycle and Pedestrian Improvements | CMAQ | CML-5005125 | 04/16/2015 | \$975,000 | |
| Santa Clara | SCL130010 | San Jose | San Jose Pedestrian Oriented Traffic Signals | CMAQ | CML-5005127 | 05/01/2015 | \$700,000 | |
| Santa Clara | SCL130012 | San Jose | The Alameda Grand Blvd. Phase 2 | CMAQ | CML-5005129 | 04/06/2015 | \$3,150,000 | |
| Santa Clara | SCL130036 | San Jose | San Jose Smart Intersections Program | CMAQ | CML-5005139 | 02/17/2015 | \$360,800 | |
| Santa Clara | SCL150002 | San Jose | Coyote Creek Trail Reach 5.3 (Brokaw to UPRR) | STP | STPL-5005140 | 05/08/2015 | \$712,700 | |
| Santa Clara | REG090063 | Santa Clara County | Stanford University, ITS High Priority Parking Pricing | VPPP | VPPPL-5937170 | 01/08/2015 | (\$12,276) | |
| Santa Clara | SCL090002 | Santa Clara County | San Tomas Expressway Box Culvert Rehabilitation | STP | DEMO08L-5937137 | 11/03/2014 | \$707,173 | |
| Santa Clara | SCL090002 | Santa Clara County | San Tomas Expressway Box Culvert Rehabilitation | STP | DEMO08L-5937137 | 02/20/2015 | (\$2,149,810) | |
| Santa Clara | SCL110003 | Santa Clara County | Brdg# 37C0117, Loyola Dr Bridge Widening | BRIDGE | BHLO-5937174 | 03/26/2015 | \$4,148,950 | |
| Santa Clara | SCL110066 | Santa Clara County | Bridge #37C0096 Uvas Rd over Llagas Creek | BRIDGE | BRLO-5937106 | 09/16/2015 | \$53,118 | \$3,284,463 |
| Santa Clara | SCL110076 | Santa Clara County | Bridge #37C0574 Stevens Cyn Rd over Stevens Creek | BRIDGE | BRLO-5937107 | 03/06/2015 | \$2,321,600 | |

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| County | TIP ID/ EA | Agency | Project Name | Program | Federal Project ID | Oblig Date | Oblig Amount* | Funding Later than 2015 |
|-------------|-------------|--------------------|---|---------|--------------------|------------|---------------|-------------------------|
| Santa Clara | SCL110077 | Santa Clara County | Bridge #37C0575 Stevens Cyn Rd over Stevens Creek | BRIDGE | BRLO-5937109 | 03/06/2015 | \$2,733,000 | |
| Santa Clara | SCL130022 | Santa Clara County | San Tomas Aquino Spur Multi-Use Trail Phase 2 | CMAQ | CML-5937197 | 02/17/2015 | \$3,234,000 | |
| Santa Clara | VAR110045 | Santa Clara County | Gilroy Hot Springs Rd/Hollow Hunting Creek, Scour Countermeasures, Br #37c0538 (TC) | BRIDGE | BHLO-5937144 | 01/23/2015 | (\$43,007) | |
| Santa Clara | VAR110045 | Santa Clara County | Helyer Ave/ Coyote Creek, Bridge#37c0541, Construct Scour Countermeasure | BRIDGE | BHLS-5937148 | 01/06/2015 | (\$76,604) | |
| Santa Clara | VAR110045 | Santa Clara County | Stevens Canyon Rd/ Stevens Ck,Bridge#37c0571, Construct Scour Countermeasure (TC) | BRIDGE | BHLO-5937149 | 01/14/2015 | (\$75,151) | |
| Santa Clara | VAR110045 | Santa Clara County | Gilman Rd over Llagas Creek, Bridge Preventive Maintenance (TC) | BRIDGE | BPMP-5937154 | 01/08/2015 | (\$127,610) | |
| Santa Clara | VAR110045 | Santa Clara County | Thomas Rd - Luchessa Rd over Carnadero Creek, Gilroy, Br # 37c00580, Bridge Preventive Maintenance | BRIDGE | BPMP-5937157 | 01/12/2015 | (\$112,244) | |
| Santa Clara | VAR11045 | Santa Clara County | Watsonville Rd over Llagas Creek, Morgan Hill (Bridge # 37c0092), Bridge Preventive Maintenance | BRIDGE | BPMP-5937151 | 01/08/2015 | (\$70,761) | |
| Santa Clara | SCL110112 | Saratoga | Bridge No. 37C0114: Quito Road Bridge Replacement | BRIDGE | BRLS-5332004 | 12/01/2014 | \$354,120 | |
| Santa Clara | 0400000968S | State-Managed | On Route 101, near Sunnyvale from pm 45.9 to 46.4 in Santa Clara County., AC Resurfacing, PCC Grinding and Slab (TC) | NHS | NH-Q101205 | 10/27/2014 | (\$328,171) | |
| Santa Clara | 04448804S | State-Managed | Gilroy-Vicinity of Uvas Creek Bridge, Bridge Scour Mitigation | BRIDGE | ACBRSTP-P152072 | 10/27/2014 | (\$20,295) | |
| Santa Clara | MTC050006 | State-Managed | Santa Clara Co Rtes 17 & 880 @ Var. Locations, Install 12 CCTV Cameras (TC) | STP | STP-X085045 | 10/27/2014 | (\$185,016) | |
| Santa Clara | MTC050006 | State-Managed | In Santa Clara Co -Rts 101 & 237 @ Vari Locs*, install 21 CCTV Cameras | STP | STP-X085046 | 06/09/2015 | (\$1,129,267) | |
| Santa Clara | MTC050011 | State-Managed | In San Jose 0.2 mile North of Leigh Ave Overcrossing to Union Ave Overcrossing, Improve Drainage Facilities (TC) | STP | STP-P085052 | 07/24/2015 | \$98,224 | |
| Santa Clara | REG090058 | State-Managed | Santa Clara, Sunnyvale & Mountain View - Lawrence Expwy to 0.4 mile W/O rt 82/85, Cold Plane and Place Hot Mix Asphalt (TC) | STP | STP-P082020 | 03/06/2015 | (\$330,242) | |
| Santa Clara | SCL050033 | State-Managed | RT 101 from 280/680 I/C to Yerba Buena Road, Operational Improvement Project | BRIDGE | NHBR-Q101167 | 10/24/2014 | (\$13,995) | |
| Santa Clara | VAR110003 | State-Managed | In Cupertino and Los Altos from Tantau Ave Overcrossing to Foothill Expressway, Resurface AC Shder Replace PCC Slabs Guardrail(TC) | NHP | NHPI-2801140 | 09/24/2015 | (\$1,245,659) | |
| Santa Clara | VAR110003 | State-Managed | In Cupertino, from Tantau Ave Overcrossing to Foothill Expressway, Rehabilitate Pavement/Curb Ramps (TC) | NHP | NHPI-2801143 | 09/10/2015 | \$3,309,000 | |
| Santa Clara | VAR110003 | State-Managed | In the City of Gilroy on SR 152 from SR 101 to SR 156, Pavement Preservation Project (TC) | STP | NHP-P152083 | 09/24/2015 | (\$1,535,131) | |
| Santa Clara | VAR110004 | State-Managed | Sunnyvale @ Var Locations (0.5 Mile W/o Lawrence Expwy to 0.7 Mile E/o Sr82/85, Drainage Improvement Project (TC) | HSIP | HSNHP-P082025 | 09/08/2015 | \$5,963,280 | |
| Santa Clara | VAR110004 | State-Managed | On SR 9 at Various Locations from 2.0 miles East of Heather Heights Rd to 6th St, Upgrade Shoulder and Provide Minor Realignment (TC) | HSIP | HSSTP-S009019 | 08/20/2015 | \$2,646,000 | |
| Santa Clara | VAR110004 | State-Managed | In San Jose, South of Route 101 and North of Airport Parkway Undercrossing, Replace K-Rail Barrier with Metal Beam Guardrail | HSIP | HSNHG-S087029 | 09/17/2015 | \$477,900 | |
| Santa Clara | VAR110005 | State-Managed | In San Jose, at Minor Avenue., Construct Geo-Synthetic Reinforced Embt (TC) | IM | NHPI-2801141 | 09/24/2015 | \$1,977,000 | |
| Santa Clara | VAR110005 | State-Managed | In Saratoga 0.84 mile West of Sanborn Road, Storm Damage Repair/Tie-Back Wall (TC) | STP | STP-S009018 | 09/24/2015 | \$7,259 | |
| Santa Clara | VAR110031 | State-Managed | On State Route 152 from Pacheco Creek to Santa Clara/Merced County Line, Cold Plane AC Pavement and Place Rhma-g (TC) | NHP | NHP-P152086 | 08/28/2015 | \$3,951,800 | |
| Santa Clara | VAR110031 | State-Managed | On State Route 237 from Fair Oaks Ave O/C to No 1st Street O/C., Cold Plane AC Pavement and Place Rhma-g (TC) | NHP | ACNHP-P237011 | 09/24/2015 | \$2,711,200 | |
| Santa Clara | VAR110044 | State-Managed | Routes 85, 87, 101, 237, 280, 680 and 880 at Various Locations, Bridge Rehabilitation (TC) | BRIDGE | STP-X085056 | 09/17/2015 | (\$9,519) | |
| Santa Clara | VAR9910007 | State-Managed | Santa Clara St over Coyote Creek (Br#37C0033), Bridge Replacement | BRIDGE | BRLS-5005089 | 03/12/2015 | (\$20,054) | |
| Santa Clara | SCL110109 | Sunnyvale | Bridge No. 37C0765 Fair Oaks Ave Over Caltrain, UP | BRIDGE | BHLS-5213039 | 03/26/2015 | \$1,757,321 | |

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| County | TIP ID/ EA | Agency | Project Name | Program | Federal Project ID | Oblig Date | Oblig Amount* | Funding Later than 2015 |
|-------------|-------------|---------------|---|---------------|--------------------|------------|---------------|-------------------------|
| Santa Clara | SCL110115 | Sunnyvale | Remington/Bernardo Traffic Signal | HSIP | HSIPL-5213045 | 04/15/2015 | (\$47,032) | |
| Santa Clara | SCL110127 | Sunnyvale | Mathilda Maude Traffic Signal Safety Modifications | HSIP | HSIP5-5213049 | 02/11/2015 | \$237,100 | |
| Santa Clara | SCL110129 | Sunnyvale | Sunnyvale Saratoga/Fremont Signal Safety Project | HSIP | HSIP5-5213048 | 02/17/2015 | \$205,100 | |
| Santa Clara | SCL130029 | Sunnyvale | Fair Oaks Avenue Bikeway and Street Enhancements | CMAQ | CML-5213051 | 02/19/2015 | \$143,700 | |
| Santa Clara | SCL130033 | Sunnyvale | Duane Avenue Roadway Preservation | STP | STPL-5213050 | 05/22/2015 | \$1,296,000 | |
| Santa Clara | SCL991063 | Sunnyvale | Sunnyvale on Borregas Ave at Hwy 101/Rt 237, Construct Bridges for Pedestrian | BRIDGE | STPE-P085043 | 02/17/2015 | \$98,640 | |
| Santa Clara | VAR110012 | Sunnyvale | Columbia MS, Peterson MS, SVA ES & Cupertino MS (MS Middle School, ES Elementary), Sidewalks, Bulbouts, Curb Ramps, Signages, Markers | SRTS | SRTSL-5213044 | 09/10/2015 | \$730,000 | |
| Santa Clara | SCL010040 | VTA | 152/156 Interchange Improvements, Construct Flyover(W/B152 - S/B 156) | STP | STPL-6264016 | 10/23/2014 | (\$33,366) | |
| Santa Clara | SCL070002 | VTA | Interstate 880, Interstate 280 & Steven Creek Blvd Interchange, San Jose, Interchange Improvement | EARMARK - HPP | HPLUL-6264030 | 07/30/2015 | (\$565,788) | |
| Santa Clara | SCL070041 | VTA | SR 87 (Branham Lane to Julian St), Landscaping | STP | STPL-6264036 | 10/23/2014 | (\$6,348) | |
| Santa Clara | SCL130044 | VTA | I-880 Stevens Creek Landscaping | EARMARK | HPLUL-6264065 | 11/21/2014 | \$565,788 | |
| Santa Clara | SCL990031 | VTA | San Jose on Rt 87 from Rt 280 to Rt 85/87 I/C, HOV & Collector | NHS | ACNH-NH-S087027 | 10/28/2014 | (\$14) | |
| Santa Clara | SCL990046 | VTA | VTA: Preventive Maintenance | STP+ | FTASTPL-6264067 | 04/17/2015 | \$8,000,000 | |
| Solano | SOL130009 | Benicia | Benicia Safe Routes to Schools Infrastructure Imps | CMAQ | CML-5003028 | 12/10/2014 | (\$298) | |
| Solano | SOL130013 | Dixon | West A Street Preservation | STP | STPL-5056019 | 07/07/2015 | \$584,000 | |
| Solano | SOL130002 | Fairfield | Beck Avenue Preservation | STP | STPL-5132042 | 05/22/2015 | \$1,350,135 | |
| Solano | SOL070012 | Solano County | Cordelia Hills Sky Valley | EARMARK - HPP | HPLUL-5923094 | 07/14/2015 | \$2,019,760 | |
| Solano | SOL070021 | Solano County | Travis AFB: South Gate Improvement Project | EARMARK - HPP | HPLUL-5923083 | 05/01/2015 | \$1,641,283 | |
| Solano | SOL070048 | Solano County | Vanden Rd. at North Gate of Travis AFB, Roadway Safety Improvement | EARMARK - HPP | HPLUL-5923089 | 10/23/2014 | (\$102,204) | |
| Solano | SOL090027 | Solano County | Allendale Rd. Bunker Station Rd, Cantelow Rd, King Rd, and Various, Pavement Rehabilitation | STP | STPL-5923100 | 01/22/2015 | (\$1) | |
| Solano | SOL090035 | Solano County | Vacaville-Dixon Bicycle Route (Phase 5) | CMAQ | CML-5923110 | 06/26/2015 | \$1,140,000 | |
| Solano | SOL090035 | Solano County | Vacaville-Dixon Bicycle Route (Phase 5) | STP | CML-5923110 | 06/26/2015 | \$600,000 | |
| Solano | SOL110036 | Solano County | Roadway Preservation in Solano County | STP | STPL-5923111 | 05/07/2015 | \$601,750 | |
| Solano | SOL110050 | Solano County | Midway Sievers Safety Improvement | HSIP | HRRRL-5923104 | 05/01/2015 | \$844,400 | |
| Solano | VAR991007 | Solano County | Gordon Valley Rd over Gordon Creek, Bridge Replacement | BRIDGE | BRLS-5923080 | 11/12/2014 | (\$25,180) | |
| Solano | SOL150001 | STA | Ingraining Walking & Rolling into School Culture | ATP-ST | ATPL-6249039 | 06/19/2015 | \$388,000 | |
| Solano | 040T10U4S | State-Managed | 1.1 km E/O Walters Rd in Suisun to Currie Rd. , Rehabilitate Roadway | STP | STP-P012100 | 10/27/2014 | (\$1,267,561) | |
| Solano | 0415000072S | State-Managed | In Solano Co, in Vallejo, from Walnut Avenue to Mare Island Channel, Emergency Relief - Earthquake Damage | ER | ER-25E4001 | 09/15/2015 | \$1,144,000 | |
| Solano | 0415000115S | State-Managed | Solano County, Various Locations, Various Postmiles, Emergency Relief- Napa Eq Damage Repair | ER | ER-25E7001 | 03/25/2015 | \$3,156 | |
| Solano | MTC050006 | State-Managed | In Fairfield at the EB Cordelia Truck Scale, Relocate and Expand Truck Scale | NHP | NH-X095023 | 09/23/2015 | \$714 | |
| Solano | MTC050009 | State-Managed | On Rte 80 in Solano Co fr 1 mile west of Pedrick Rd Overcrossing to Yolo Co Line, Road Resurfacing and Approach slab Replacement TC | IM | IM-0802357 | 10/28/2014 | (\$5,698,280) | |
| Solano | VAR110003 | State-Managed | In Solano County, from Route 780 to 80, Rehabilitate Pavement (TC) | NHP | NHPI-6801073 | 09/24/2015 | (\$1,126,988) | |
| Solano | VAR110031 | State-Managed | On SR 780 from the Park Rd U/C to Lemon Street, Place Rhma Overlay (TC) | NHP | NHPI-7802366 | 09/24/2015 | \$4,166,000 | |
| Solano | SOL110046 | Suisun City | Walters Rd/Pintail Dr Traffic Signal- HSIP6-04-025 | HSIP | HSIPL-5032027 | 03/26/2015 | \$318,000 | |
| Solano | SOL070026 | Vacaville | Ulatis Creek from Ulatis Dr to Leisure Town Road, Class 1 Bike Path | CMAQ | CML-5094046 | 01/27/2015 | (\$3,566) | |
| Solano | SOL130016 | Vacaville | Vacaville SRTS Infrastructure Improvements | CMAQ | CML-5094063 | 02/06/2015 | \$40,000 | |
| Solano | SOL050048 | Vallejo | Downtown Vallejo Square, Pedestrian Enhancements, Landscape | STP | STP-5030042 | 11/26/2014 | (\$548) | |
| Solano | SOL050048 | Vallejo | Sacramento St. from Georgia to Maine, Virginia St. from Marin to Sacramento, Downtown Streetscape | CMAQ | RPSTPLE-5030052 | 04/23/2015 | (\$231,744) | |

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|--------|-------------|---------------|--|---------------|--------------------|------------|----------------------|-------------------------|
| Solano | SOL110023 | Vallejo | Bridge - Mare Island Causeway West Approach | BRIDGE | BRLS-5030054 | 11/26/2014 | \$2,209,827 | |
| Solano | SOL110035 | Vallejo | Vallejo Downtown Streetscape | STP | TCSPCML-5030058 | 10/30/2014 | \$400,000 | |
| Solano | SOL110035 | Vallejo | Vallejo Downtown Streetscape | STP | TCSPCML-5030058 | 08/04/2015 | \$317,235 | |
| Solano | SOL130015 | Vallejo | Vallejo SRTS Infrastructure Improvements | CMAQ | CML-5030059 | 03/06/2015 | \$18,000 | |
| Sonoma | SON130008 | Cotati | Cotati - Old Redwood Highway S. Preservation | STP | STPL-5383011 | 05/08/2015 | \$250,000 | |
| Sonoma | SON130005 | Healdsburg | Healdsburg Various Streets & Roads Rehabilitation | STP | STPL-5027018 | 06/11/2015 | \$250,000 | |
| Sonoma | SON130002 | Petaluma | Petaluma Complete Streets | STP | STPL-5022055 | 05/22/2015 | \$1,609,000 | |
| Sonoma | SON090032 | Rohnert Park | Copeland Creek in Rohnert Park, Pedestrian and Bike Path (TC) | RIP | RPSTPL-5379018 | 03/17/2015 | (\$43,904) | |
| Sonoma | SON130009 | Rohnert Park | Rohnert Park Various Streets Preservation | STP | STPL-5379020 | 03/26/2015 | \$1,103,000 | |
| Sonoma | SON070004 | SCTA | US 101 Marin/Sonoma Narrows (Sonoma) | EARMARK - HPP | HPLU-6204120 | 11/21/2014 | \$480,507 | |
| Sonoma | SON130004 | Sebastopol | Sebastopol Various Streets and Roads Preservation | STP | STPL-5123015 | 03/26/2015 | \$249,392 | |
| Sonoma | SON090002 | SMART | Sonoma Marin Area Rail Corridor | RIP | RPSTPL-6411007 | 09/08/2015 | \$4,043,000 | |
| Sonoma | SON110046 | Sonoma (City) | Chase St Bridge over Nathanson Creek (20C0497) | BRIDGE | BRLS-5114016 | 06/19/2015 | \$79,677 | |
| Sonoma | SON130011 | Sonoma (City) | Sonoma Various Streets and Roads Preservation | STP | STPL-5114017 | 05/01/2015 | \$250,000 | |
| Sonoma | REG090001 | Sonoma County | 8 Schools within Sonoma County, Implementation of SRTS Program | SRTS | SRTSLNI-5920114 | 06/04/2015 | (\$2,575) | |
| Sonoma | SON110009 | Sonoma County | Sonoma County 2010 Pavement Preservation Program | STP | STPL-5920123 | 04/09/2015 | (\$345,151) | |
| Sonoma | SON110025 | Sonoma County | Replace Hauser Bridge over Gualala River 20C0240 | BRIDGE | BRLO-5920125 | 04/17/2015 | \$50,000 | |
| Sonoma | SON110036 | Sonoma County | Bridge No. 20c0155, Wohler Rd. over Russian River | BRIDGE | STPL-5920137 | 09/10/2015 | \$3,718,260 | \$3,718,260 |
| Sonoma | SON110037 | Sonoma County | Bridge No. 20c0227, Geysers rd. over Frasier Cr. | BRIDGE | BRLO-5920129 | 07/14/2015 | \$686,250 | \$812,000 |
| Sonoma | SON110039 | Sonoma County | Bridge No. 20c0406, River Rd over Gill Creek | BRIDGE | BRLO-5920131 | 12/30/2014 | (\$46,670) | |
| Sonoma | SON110040 | Sonoma County | Bridge No. 20c0018, Bohemian Hwy over Russian River | BRIDGE | STPLZ-5920135 | 08/04/2015 | \$2,458,921 | |
| Sonoma | SON110057 | Sonoma County | Adobe Road at E. Washington St (HRRR2-04-022) | HRRR | HRRRL-5920113 | 05/13/2015 | \$850,500 | |
| Sonoma | SON130001 | Sonoma County | Within Sonoma County, Sonoma County Urban Footprint Planning | STP | STPL-5920141 | 07/24/2015 | \$250,000 | |
| Sonoma | SON130014 | Sonoma County | Sonoma County - Safe Routes to School Program | STP | STPLNI-5920145 | 03/12/2015 | \$1,379,000 | |
| Sonoma | SON150001 | Sonoma County | PDA Planning - Springs Area Plan | STP | STPL-5920148 | 02/17/2015 | \$450,000 | |
| Sonoma | SON150002 | Sonoma County | PDA Planning - Airport Station/Specific Plan Amend | STP | STPL-5920147 | 02/17/2015 | \$350,000 | |
| Sonoma | VAR110045 | Sonoma County | Franz Valley School Road over Franz Creek (20c0326), Replace Bridge (TC) | BRIDGE | BRLO-5920149 | 08/25/2015 | \$500,750 | |
| Sonoma | 0400000323S | State-Managed | 1.8 mi N/O Tolay Creek Br to Yellow Creek Br from Arroyo Seco Br to Napa Co Line, Install Rumble Strips (TC) | HSIP | HSSTP-P121023 | 12/23/2014 | (\$3,940) | |
| Sonoma | 041G1804S | State-Managed | Sonoma Co., SR 128 at Geyserville, at the Russian River Bridge, Emergency Relief -- Storm Damage Repair | ER | ER-4717001 | 07/07/2015 | (\$1,157,394) | |
| Sonoma | 041G2904S | State-Managed | Son Co, Near the Town of Guerneville, Adjacent to Pocket Cyn Creek, Emergency Relief -- Storm Damage Repair | ER | ER-4718001 | 09/08/2015 | (\$456,415) | |
| Sonoma | 04245414S | State-Managed | Son101 HOV - Route 12 to Steele Lane, Construct HOV lanes | NHS | NH-Q101107 | 10/23/2014 | (\$359,106) | |
| Sonoma | 044A8704S | State-Managed | Near Kellog at Maacama Crk and Redwood Crk Br , Bridge Replacement | BRIDGE | BRSTP-P128044 | 12/23/2014 | (\$446,995) | |
| Sonoma | SON070026 | State-Managed | Rehab King Ridge Bridge over Austin Crk 20C0433 | BRIDGE | BHLO-5920106 | 12/30/2014 | (\$122,653) | |
| Sonoma | SON070026 | State-Managed | Rehab King Ridge Bridge over Austin Crk 20C0433 | BRIDGE | BRLO-5920146 | 07/16/2015 | \$428,000 | \$428,000 |
| Sonoma | SON110001 | State-Managed | In the City of Santa Rosa at College Avenue Undercrossing, Major Widening Project (TC) | NHP | NHP-Q101236 | 09/24/2015 | \$1,362,000 | |
| Sonoma | SON990001 | State-Managed | Son 101 from Rt 12 to Steele Lane, Widen Fwy to 6 Lanes | NHS | NH-Q101065 | 11/17/2014 | \$96,937 | |
| Sonoma | VAR110003 | State-Managed | Near Bodega Bay, from Marin/Sonoma County line to 0.8 mile North of Bay Hill Rd., Rehabilitate Pavement (TC) | STP | STP-P001597 | 09/24/2015 | \$2,740,600 | |
| Sonoma | VAR110005 | State-Managed | Son Co, Near Cloverdale, at 2.4 mi West of North Cloverdale Blvd, Storm Damage Repair | ER | ER-47C4004 | 09/24/2015 | \$1,426,191 | |
| Sonoma | VAR110005 | State-Managed | State Route 121 Near the Community of Schellville at 0.6 Mile South of Napa Road, Repair Roadway Pavement Slipout (TC) | STP | STP-P121027 | 09/16/2015 | \$1,433,700 | |
| Sonoma | VAR110005 | State-Managed | On SR 128 near Cloverdale at Pm 1.8 West of Cloverdale Blvd, Install Segmented Pile Retaining Wall (TC) | STP | STP-P128054 | 09/22/2015 | (\$231,173) | |
| | | | | | | | \$455,725,780 | \$40,206,536 |

* Total Obligation Amount, rounded to the nearest dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2014-15

| County | TIP ID / EA | Operator | Project Name | Program | FTA Grant Number | FTA Grant Date | FTA Grant Amount* | Future Funding |
|---------------|-------------|--------------------------|--|-----------------|------------------|----------------|-------------------|----------------|
| Alameda | ALA090065 | BART | BART: Fare Collection Equipment | 5337 - FG | CA-54-0041 | 09/25/2015 | \$5,726,499 | |
| Alameda | ALA130033 | Union City Transit | Union City Transit: Replacement of (2) Buses | 5307 - Capital | CA-90-Z123-01 | 09/03/2015 | \$588,728 | |
| Regional | BRT030004 | BART | BART Train Control Renovation | 5337 - FG | CA-54-0041 | 09/25/2015 | \$8,340,085 | |
| Regional | BRT030005 | BART | BART: Traction Power System Renovation | 5337 - FG | CA-54-0041 | 09/25/2015 | \$3,000,000 | |
| Regional | BRT97100B | BART | BART: Rail, Way and Structures Program | 5337 - FG | CA-54-0041 | 09/25/2015 | \$13,147,345 | |
| Regional | BRT99T01B | BART | ADA Paratransit Capital Accessibility Improve | 5307 - TCP | CA-90-Z276 | 09/25/2015 | \$2,255,679 | |
| Contra Costa | CC-070092 | Tri-Delta | ECCTA: Transit Bus Replacements | 5339 - Bus | CA-34-0032 | 09/25/2015 | \$375,050 | |
| Contra Costa | CC-150001 | WestCAT | WestCAT: Replacement of (10) Paratransit Cut-Aways | 5307 - TCP | CA-90-Z286 | 09/21/2015 | \$984,000 | |
| Contra Costa | CC-150002 | WestCAT | WestCAT: Purchase of (10) Radio systems | 5307 - TCP | CA-90-286 | 09/21/2015 | \$8,000 | |
| Contra Costa | CC-150003 | WestCAT | WestCAT: Purchase of (2) Electronic Fareboxes | 5307 - TCP | CA-90-Z286 | 09/21/2015 | \$28,498 | |
| Contra Costa | CC-150004 | WestCAT | WestCAT: Replace (1) 2003 40ft Revenue Vehicle | 5307 - TCP | CA-90-Z286 | 09/21/2015 | \$427,220 | |
| Contra Costa | CC-150005 | WestCAT | WestCAT: Replace (1) 40ft Rev. Vehicle with 45ft | 5307 - TCP | CA-90-Z286 | 09/21/2015 | \$497,740 | |
| Contra Costa | CC-150006 | CCTA | CCCTA: Replace 18 30' Buses | 5339 - Bus | CA-34-0032 | 09/25/2015 | \$710,302 | |
| Marin | MRN150001 | MCTD | MCTD: Replace 9 ADA Paratransit Vehicles | 5307 - TCP | CA-90-Z190-01 | 05/12/2015 | \$713,400 | |
| Marin | MRN150002 | MCTD | MCTD: Replace 3 Stagecoach Vehicles | 5307 - TCP | CA-90-Z190-01 | 05/12/2015 | \$364,080 | |
| Marin | MRN150003 | MCTD | MCTD: Fareboxes | 5307 - TCP | CA-90-Z190-01 | 05/12/2015 | \$47,462 | |
| Regional | REG050020 | BART | BART Car Exchange (Preventive Maintenance) | 5337 - FG | CA-54-0041 | 09/25/2015 | \$46,038,405 | |
| Regional | REG050020 | BART | BART Car Exchange (Preventive Maintenance) | 5307 - TCP | CA-90-Z276 | 09/25/2015 | \$1,345,875 | |
| Regional | REG090037 | BART | BART: Railcar Procurement Program | 5337 - FG | CA-54-0041 | 09/25/2015 | \$438,450 | |
| Regional | REG090051 | Caltrain | Caltrain: Revenue Vehicle Rehab Program | 5307 - TCP | CA-90-Z237 | 08/26/2015 | \$109,650 | |
| Regional | REG090055 | WETA | WETA: Ferry Propulsion System Replacement | 5337 - FG | CA-54-0044 | 09/01/2015 | \$2,288,000 | |
| Regional | REG090057 | WETA | WETA: Ferry Major Component Rehab/Replacement | 5337 - FG | CA-54-0044 | 09/01/2015 | \$3,077,133 | |
| Regional | REG150004 | Various Agencies | GL: Lifeline Cycle 4 5307 JARC | 5307 - Lifeline | CA-90-Z221 | 09/21/2015 | \$38,182 | |
| Regional | REG150004 | Various Agencies | GL: Lifeline Cycle 4 5307 JARC | 5307 - Lifeline | CA-90-Z239 | 09/24/2015 | \$698,844 | |
| Regional | REG150004 | Various Agencies | GL: Lifeline Cycle 4 5307 JARC | 5307 - Lifeline | CA-90-Z286 | 09/24/2015 | \$87,387 | |
| Regional | REG150004 | Various Agencies | GL: Lifeline Cycle 4 5307 JARC | 5307 - Lifeline | CA-90-Z287 | 09/24/2015 | \$30,318 | |
| Regional | REG150004 | Various Agencies | GL: Lifeline Cycle 4 5307 JARC | 5307 - Lifeline | CA-90-Z298 | 09/25/2015 | \$418,135 | |
| Santa Clara | SCL050001 | VTA | VTA: Standard & Small Bus Replacement | 5339 - Bus | CA-34-0032 | 09/25/2015 | \$2,387,508 | |
| Santa Clara | SCL110005 | VTA | BART - Warm Springs to Berryessa Extension | 5309 - NS | CA-03-0818-03 | 09/15/2015 | \$150,000,000 | |
| San Mateo | SF-010028 | Caltrain | Caltrain Electrification | 5337 - FG | CA-54-0034 | 08/18/2015 | \$4,236,074 | |
| San Francisco | SF-010037 | SFMTA | SF Muni Third St LRT Phase 2 - New Central Subway | 5309 - NS | CA-03-0767-08 | 09/24/2015 | \$150,000,000 | |
| San Francisco | SF-130020 | SFMTA | SFMTA: Purchase 60 foot expansion motor coaches | 5307 - TCP | CA-90-Z180-01 | 09/15/2015 | \$30,500,000 | |
| San Francisco | SF-150004 | SFMTA | SFMTA Station-Area Ped and Bicycle Access Imp. | 5307 - TCP | CA-90-Z239 | 09/24/2015 | \$500,000 | |
| San Francisco | SF-150005 | SFMTA | SFMTA - Replacement of (67) 40' Motor Coaches | 5339 - Bus | CA-34-0032 | 09/25/2015 | \$5,725,808 | |
| San Francisco | SF-150005 | SFMTA | SFMTA - Replacement of (67) 40' Motor Coaches | 5307 - TCP | CA-90-Z180-01 | 09/15/2015 | \$5,000,000 | |
| San Francisco | SF-150005 | SFMTA | SFMTA - Replacement of (67) 40' Motor Coaches | 5307 - TCP | CA-90-Z239 | 09/24/2015 | \$5,591,261 | |
| San Francisco | SF-150006 | SFMTA | SFMTA Replacement of 98 60' Motor Coaches | 5307 - TCP | CA-90-Z180-01 | 09/15/2015 | \$8,365,234 | |
| San Francisco | SF-150006 | SFMTA | SFMTA Replacement of 98 60' Motor Coaches | 5307 - TCP | CA-90-Z239 | 09/24/2015 | \$20,000,000 | |
| San Francisco | SF-150007 | SFMTA | SFMTA Farebox Replacement | 5307 - TCP | CA-90-Z180-01 | 09/15/2015 | \$1,120,000 | |
| San Francisco | SF-990022 | SFMTA | SFMTA: ADA Paratransit operating support | 5307 - TCP | CA-90-Z239 | 09/24/2015 | \$3,990,682 | |
| San Mateo | SM-010054 | Caltrain | San Mateo Bridges Replacement | 5337 - FG | CA-54-0034 | 08/18/2015 | \$7,100,000 | |
| Solano | SOL010006 | Fairfield-Suisun Transit | Fairfield-Suisun Transit: Operating Assistance | 5307 - TCP | CA-90-Z245 | 07/20/2015 | \$1,673,592 | |
| Solano | SOL010007 | Vacaville | Vacaville Transit: Operating Assistance | 5307 - TCP | CA-90-Z261 | 09/30/2015 | \$985,000 | |

TABLE 2: FEDERAL TRANSIT ADMINISTRATION OBLIGATIONS, FFY 2014-15

| County | TIP ID / EA | Operator | Project Name | Program | FTA Grant Number | FTA Grant Date | FTA Grant Amount* | Future Funding |
|--------------|-------------|-----------------------|--|------------|------------------|----------------|----------------------|----------------|
| Solano | SOL070032 | SolTrans | SolTrans: Preventive Maintenance | 5307 - TCP | CA-90-Z298 | 09/25/2015 | \$300,000 | |
| Solano | SOL090034 | SolTrans | Bus Replacement (Alternative Fuel) | 5307 - TCP | CA-90-Z298 | 09/25/2015 | \$30,598 | |
| Solano | SOL090034 | SolTrans | Bus Replacement (Alternative Fuel) | 5307 - TCP | CA-90-Z298 | 09/25/2015 | \$416,385 | |
| Solano | SOL110025 | SolTrans | SolTrans: ADA Paratransit Operating Subsidy | 5307 - TCP | CA-90-Z298 | 09/25/2015 | \$302,177 | |
| Solano | SOL110038 | SolTrans | SolTrans: Technology Enhancements | 5307 - TCP | CA-90-Z298 | 09/25/2015 | \$75,000 | |
| Solano | SOL110040 | SolTrans | SolTrans: Operating Assistance | 5307 - TCP | CA-90-Z298 | 09/25/2015 | \$2,839,481 | |
| Solano | SOL130019 | SolTrans | Bus Replacement (Commuter) | 5307 - TCP | CA-90-Z298 | 09/25/2015 | \$975,000 | |
| Sonoma | SON030005 | Sonoma County Transit | Sonoma Co Transit : Preventive Maintenance Program | 5307 - TCP | CA-90-Z287 | 09/10/2015 | \$1,083,789 | |
| Sonoma | SON050021 | Sonoma County Transit | Sonoma County Transit: Bus Stop Improvement | 5307 - TCP | CA-90-Z287 | 09/10/2015 | \$14,703 | |
| Sonoma | SON090030 | Petaluma | Petaluma Transit: AVL System | 5307 - TCP | CA-90-Z221 | 09/21/2015 | \$352,302 | |
| Sonoma | SON110049 | Sonoma County Transit | Sonoma County Transit: Replacement Bus Purchase | 5339 - Bus | CA-34-0032 | 09/25/2015 | \$164,661 | |
| Sonoma | SON110049 | Sonoma County Transit | Sonoma County Transit: Replacement Bus Purchase | 5307 - TCP | CA-90-Z287 | 09/10/2015 | \$371,875 | |
| Sonoma | SON110052 | Petaluma | Petaluma: Replace 2 Paratransit Cutaways FY14 | 5307 - TCP | CA-90-Z221 | 09/21/2015 | \$10,657 | |
| Sonoma | SON150004 | Petaluma | Petaluma Transit: Purchase (1) Fixed Route Bus | 5307 - TCP | CA-90-Z221 | 09/21/2015 | \$283,608 | |
| Sonoma | SON150005 | Petaluma | Petaluma Transit: (3) Digital Two-Way Radios | 5307 - TCP | CA-90-Z221 | 09/21/2015 | \$1,476 | |
| Sonoma | SON150007 | Petaluma | Petaluma Transit: ADA Set-Aside | 5307 - TCP | CA-90-Z221 | 09/21/2015 | \$82,795 | |
| Sonoma | SON150008 | Santa Rosa City Bus | SantaRosa Bus: Bus Replacement Purchase | 5339 - Bus | CA-34-0032 | 09/25/2015 | \$227,389 | |
| TOTAL | | | | | | | \$496,491,522 | \$0 |

* Total Obligation Amount, rounded to the nearest dollar. (Figures may not add up due to rounding.) Negative numbers indicate a deobligation, where the federal funding commitment is no longer needed for the project.

APPENDIX A – 61

2017 TIP Detail

Fund Code Description



**2017 TIP
Fund Code Description**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|---------------------|---|--------------------|------------------|----------------------|
| 1064-T2-FERRY-D | Section 1064 - TEA21 - Ferry Boat Discretionary | 1064 | FEDERAL | TEA21 |
| 1064-T3-FERRY-D | Section 1064 - SAFETEA-LU - Ferry Boat Discretionary | 1064 | FEDERAL | SAFETEA-LU |
| 1064-T3-FERRY-D-UPP | Section 1064 - SAFETEA-LU - Ferry Boat Discretionary - Urban Partnership Program | 1064 | FEDERAL | SAFETEA-LU |
| 5208-T2-ITS | Section 5208 - TEA21 - Intelligent Transportation System | 5208 | FEDERAL | TEA21 |
| 5303-T3-MP | Metropolitan Planning Program - SAFETEA-LU | 5303 | FEDERAL | SAFETEA-LU |
| 5307-ARRA-SFO | Urbanized Area Formula Program - ARRA - San Francisco/Oakland Share | 5307 | FEDERAL | ARRA |
| 5307-T2-CAP-ANT | Urbanized Area Formula Program - TEA21 - Capital - Antioch Share | 5307 | FEDERAL | TEA21 |
| 5307-T2-OP-NAP | Urbanized Area Formula Program - TEA21 - Operating - Napa Share | 5307 | FEDERAL | TEA21 |
| 5307-T3-CAP | Urbanized Area Formula Program - SAFETEA-LU - Capital | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-CAP-ANT | Urbanized Area Formula Program - SAFETEA-LU - Capital - Antioch Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-CAP-CON | Urbanized Area Formula Program - SAFETEA-LU - Capital - Concord Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-CAP-GMH | Urbanized Area Formula Program - SAFETEA-LU - Capital - Gilroy/Morgan Hill Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-CAP-LIV | Urbanized Area Formula Program - SAFETEA-LU - Capital - Livermore Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-CAP-NAP | Urbanized Area Formula Program - SAFETEA-LU - Capital - Napa Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-CAP-PET | Urbanized Area Formula Program - SAFETEA-LU - Capital - Petaluma Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-CAP-SFO | Urbanized Area Formula Program - SAFETEA-LU - Capital - San Francisco/Oakland Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-CAP-SJO | Urbanized Area Formula Program - SAFETEA-LU - Capital - San Jose Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-CAP-SR | Urbanized Area Formula Program - SAFETEA-LU - Capital - Santa Rosa Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-CAP-VAL | Urbanized Area Formula Program - SAFETEA-LU - Capital - Vallejo Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-ENH-ANT | Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - Antioch Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-ENH-CON | Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - Concord Share | 5307 | FEDERAL | SAFETEA-LU |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|--------------------|--|--------------------|------------------|----------------------|
| 5307-T3-ENH-SFO | Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - San Francisco/Oakland Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-ENH-SR | Urbanized Area Formula Program - SAFETEA-LU - Transit Enhancements - Santa Rosa Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-OP-NAP | Urbanized Area Formula Program - SAFETEA-LU - Operating - Napa Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-OP-SR | Urbanized Area Formula Program - SAFETEA-LU - Operating - Santa Rosa Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T3-OP-VAL | Urbanized Area Formula Program - SAFETEA-LU - Operating - Vallejo Share | 5307 | FEDERAL | SAFETEA-LU |
| 5307-T4-10-CAP-ANT | Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Antioch Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-10-CAP-CON | Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Concord Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-10-CAP-GMH | Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Gilroy/Morgan Hill Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-10-CAP-LIV | Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Livermore Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-10-CAP-NAP | Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Napa Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-10-CAP-PET | Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Petaluma Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-10-CAP-SFO | Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - San Francisco/Oakland Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-10-CAP-SJO | Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - San Jose Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-10-CAP-SRO | Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Santa Rosa Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-10-CAP-VAL | Urbanized Area Formula Program - SAFETEA-LU Extension - 2010 - Capital - Vallejo Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-11-CAP-ANT | Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Antioch Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-11-CAP-CON | Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Concord Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-11-CAP-GMH | Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Gilroy/Morgan Hill Share | 5307 | FEDERAL | SAFETEA-LU Extension |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|--------------------|--|--------------------|------------------|----------------------|
| 5307-T4-11-CAP-LIV | Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Livermore Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-11-CAP-NAP | Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Napa Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-11-CAP-PET | Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Petaluma Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-11-CAP-SFO | Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - San Francisco/Oakland Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-11-CAP-SJO | Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - San Jose Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-11-CAP-SRO | Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Santa Rosa Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-11-CAP-VAL | Urbanized Area Formula Program - SAFETEA-LU Extension - 2011 - Capital - Vallejo Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-12-CAP-ANT | Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Antioch Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-12-CAP-CON | Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Concord Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-12-CAP-GMH | Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Gilroy/Morgan Hill Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-12-CAP-LIV | Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Livermore Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-12-CAP-NAP | Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Napa Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-12-CAP-PET | Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Petaluma Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-12-CAP-SFO | Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - San Francisco/Oakland Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-12-CAP-SJO | Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - San Jose Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-12-CAP-SRO | Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Santa Rosa Share | 5307 | FEDERAL | SAFETEA-LU Extension |
| 5307-T4-12-CAP-VAL | Urbanized Area Formula Program - SAFETEA-LU Extension - 2012 - Capital - Vallejo Share | 5307 | FEDERAL | SAFETEA-LU Extension |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|--------------------|---|--------------------|------------------|----------------------|
| 5307-T4-13-CAP-ANT | Urbanized Area Formula Program - MAP21 - 2013 - Capital - Antioch Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-13-CAP-CON | Urbanized Area Formula Program - MAP21 - 2013 - Capital - Concord Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-13-CAP-GMH | Urbanized Area Formula Program - MAP21 - 2013 - Capital - Gilroy/Morgan Hill Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-13-CAP-LIV | Urbanized Area Formula Program - MAP21 - 2013 - Capital - Livermore Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-13-CAP-NAP | Urbanized Area Formula Program - MAP21 - 2013 - Capital - Napa Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-13-CAP-PET | Urbanized Area Formula Program - MAP21 - 2013 - Capital - Petaluma Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-13-CAP-SFO | Urbanized Area Formula Program - MAP21 - 2013 - Capital - San Francisco/Oakland Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-13-CAP-SJO | Urbanized Area Formula Program - MAP21 - 2013 - Capital - San Jose Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-13-CAP-SRO | Urbanized Area Formula Program - MAP21 - 2013 - Capital - Santa Rosa Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-13-CAP-VAL | Urbanized Area Formula Program - MAP21 - 2013 - Capital - Vallejo Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-14-CAP-ANT | Urbanized Area Formula Program - MAP21 - 2014 - Capital - Antioch Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-14-CAP-CON | Urbanized Area Formula Program - MAP21 - 2014 - Capital - Concord Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-14-CAP-GMH | Urbanized Area Formula Program - MAP21 - 2014 - Capital - Gilroy/Morgan Hill Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-14-CAP-LIV | Urbanized Area Formula Program - MAP21 - 2014 - Capital - Livermore Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-14-CAP-NAP | Urbanized Area Formula Program - MAP21 - 2014 - Capital - Napa Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-14-CAP-PET | Urbanized Area Formula Program - MAP21 - 2014 - Capital - Petaluma Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-14-CAP-SFO | Urbanized Area Formula Program - MAP21 - 2014 - Capital - San Francisco/Oakland Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-14-CAP-SJO | Urbanized Area Formula Program - MAP21 - 2014 - Capital - San Jose Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-14-CAP-SRO | Urbanized Area Formula Program - MAP21 - 2014 - Capital - Santa Rosa Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-14-CAP-VAL | Urbanized Area Formula Program - MAP21 - 2014 - Capital - Vallejo Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-15-CAP-ANT | Urbanized Area Formula Program - MAP21 - 2015 - Capital - Antioch Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-15-CAP-CON | Urbanized Area Formula Program - MAP21 - 2015 - Capital - Concord Share | 5307 | FEDERAL | MAP21 |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|--------------------|---|--------------------|------------------|----------------------|
| 5307-T4-15-CAP-GMH | Urbanized Area Formula Program - MAP21 - 2015 - Capital - Gilroy/Morgan Hill Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-15-CAP-LIV | Urbanized Area Formula Program - MAP21 - 2015 - Capital - Livermore Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-15-CAP-NAP | Urbanized Area Formula Program - MAP21 - 2015 - Capital - Napa Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-15-CAP-PET | Urbanized Area Formula Program - MAP21 - 2015 - Capital - Petaluma Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-15-CAP-SFO | Urbanized Area Formula Program - MAP21 - 2015 - Capital - San Francisco Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-15-CAP-SJO | Urbanized Area Formula Program - MAP21 - 2015 - Capital - San Jose Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-15-CAP-SRO | Urbanized Area Formula Program - MAP21 - 2015 - Capital - Santa Rosa Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-15-CAP-VAL | Urbanized Area Formula Program - MAP21 - 2015 - Capital - Vallejo Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-LIFE-ANT | Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Antioch Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-LIFE-CON | Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Concord Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-LIFE-FAI | Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Fairfield Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-LIFE-GMH | Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Gilroy/Morgan Hill Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-LIFE-LIV | Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Livermore Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-LIFE-NAP | Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Napa Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-LIFE-PET | Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Petaluma Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-LIFE-SFO | Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - San Francisco Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-LIFE-SJO | Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - San Jose Share | 5307 | FEDERAL | MAP21 |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|--------------------|---|--------------------|------------------|----------------------|
| 5307-T4-LIFE-SRO | Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Santa Rosa Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-LIFE-VAC | Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Vacaville Share | 5307 | FEDERAL | MAP21 |
| 5307-T4-LIFE-VAL | Urbanized Area Formula Program - MAP21 - Lifeline Transportation Program - Vallejo Share | 5307 | FEDERAL | MAP21 |
| 5307-T5-16-CAP-ANT | Urbanized Area Formula Program - FAST - 2016 - Capital - Antioch Share | 5307 | FEDERAL | FAST |
| 5307-T5-16-CAP-CON | Urbanized Area Formula Program - FAST - 2016 - Capital - Concord Share | 5307 | FEDERAL | FAST |
| 5307-T5-16-CAP-GMH | Urbanized Area Formula Program - FAST - 2016 - Capital - Gilroy/Morgan Hill Share | 5307 | FEDERAL | FAST |
| 5307-T5-16-CAP-LIV | Urbanized Area Formula Program - FAST - 2016 - Capital - Livermore Share | 5307 | FEDERAL | FAST |
| 5307-T5-16-CAP-NAP | Urbanized Area Formula Program - FAST - 2016 - Capital - Napa Share | 5307 | FEDERAL | FAST |
| 5307-T5-16-CAP-PET | Urbanized Area Formula Program - FAST - 2016 - Capital - Petaluma Share | 5307 | FEDERAL | FAST |
| 5307-T5-16-CAP-SFO | Urbanized Area Formula Program - FAST - 2016 - Capital - San Francisco/Oakland Share | 5307 | FEDERAL | FAST |
| 5307-T5-16-CAP-SJO | Urbanized Area Formula Program - FAST - 2016 - Capital - San Jose Share | 5307 | FEDERAL | FAST |
| 5307-T5-16-CAP-SRO | Urbanized Area Formula Program - FAST - 2016 - Capital - Santa Rosa Share | 5307 | FEDERAL | FAST |
| 5307-T5-16-CAP-VAL | Urbanized Area Formula Program - FAST - 2016 - Capital - Vallejo Share | 5307 | FEDERAL | FAST |
| 5307-T5-17-CAP-SFO | Urbanized Area Formula Program - FAST - 2017 - Capital - San Francisco/Oakland Share | 5307 | FEDERAL | FAST |
| 5307-T5-18-CAP-SFO | Urbanized Area Formula Program - FAST - 2018 - Capital - San Francisco/Oakland Share | 5307 | FEDERAL | FAST |
| 5308-T3-CFGP | Clean Fuels Grant Program - SAFETEA-LU | 5308 | FEDERAL | SAFETEA-LU |
| 5309-T2-FG-ANT | Fixed Guideway Formula - TEA21 - Antioch Share | 5309 | FEDERAL | TEA21 |
| 5309-T2-FG-CON | Fixed Guideway Formula - TEA21 - Concord Share | 5309 | FEDERAL | TEA21 |
| 5309-T3-BUS | Bus Earmark - formerly Section 3 - SAFETEA-LU | 5309 | FEDERAL | SAFETEA-LU |
| 5309-T3-FG | Fixed Guideway Formula - SAFETEA-LU | 5309 | FEDERAL | SAFETEA-LU |
| 5309-T3-FG-ANT | Fixed Guideway Formula - SAFETEA-LU - Antioch Share | 5309 | FEDERAL | SAFETEA-LU |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|-------------------|--|--------------------|------------------|----------------------|
| 5309-T3-FG-CON | Fixed Guideway Formula - SAFETEA-LU - Concord Share | 5309 | FEDERAL | SAFETEA-LU |
| 5309-T3-FG-REG | Fixed Guideway Formula - SAFETEA-LU - Regional Share | 5309 | FEDERAL | SAFETEA-LU |
| 5309-T3-FG-SFO | Fixed Guideway Formula - SAFETEA-LU - San Francisco/Oakland Share | 5309 | FEDERAL | SAFETEA-LU |
| 5309-T3-FG-SJO | Fixed Guideway Formula - SAFETEA-LU - San Jose Share | 5309 | FEDERAL | SAFETEA-LU |
| 5309-T3-NRS | New Rail Starts Discretionary - SAFETEA-LU | 5309 | FEDERAL | SAFETEA-LU |
| 5309-T3-SS | Small Starts Discretionary - SAFETEA-LU | 5309 | FEDERAL | SAFETEA-LU |
| 5309-T4-10-BUS | Bus Earmark - formerly Section 3 - SAFETEA-LU Extension - 2010 | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-10-FG-ANT | Fixed Guideway Formula - SAFETEA-LU Extension - 2010 - Antioch Share | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-10-FG-CON | Fixed Guideway Formula - SAFETEA-LU Extension - 2010 - Concord Share | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-10-FG-SFO | Fixed Guideway Formula - SAFETEA-LU Extension - 2010 - San Francisco/Oakland Share | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-10-FG-SJO | Fixed Guideway Formula - SAFETEA-LU Extension - 2010 - San Jose Share | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-11-BUS | Bus Earmark - formerly Section 3 - SAFETEA-LU Extension - 2011 | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-11-FG-ANT | Fixed Guideway Formula - SAFETEA-LU Extension - 2011 - Antioch Share | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-11-FG-CON | Fixed Guideway Formula - SAFETEA-LU Extension - 2011 - Concord Share | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-11-FG-SFO | Fixed Guideway Formula - SAFETEA-LU Extension - 2011 - San Francisco/Oakland Share | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-11-FG-SJO | Fixed Guideway Formula - SAFETEA-LU Extension - 2011 - San Jose Share | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-12-BUS | Bus Earmark - formerly Section 3 - SAFETEA-LU Extension - 2012 | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-12-FG-ANT | Fixed Guideway Formula - SAFETEA-LU Extension - 2012 - Antioch Share | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-12-FG-CON | Fixed Guideway Formula - SAFETEA-LU Extension - 2012 - Concord Share | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-12-FG-SFO | Fixed Guideway Formula - SAFETEA-LU Extension - 2012 - San Francisco/Oakland Share | 5309 | FEDERAL | SAFETEA-LU Extension |
| 5309-T4-12-FG-SJO | Fixed Guideway Formula - SAFETEA-LU Extension - 2012 - San Jose Share | 5309 | FEDERAL | SAFETEA-LU Extension |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|-------------------|---|--------------------|------------------|----------------------|
| 5309-T5-SS | Small Starts Discretionary - FAST | 5309 | FEDERAL | FAST |
| 5310-T3-EPD | Elderly and Persons with Disabilities Program - SAFETEA-LU | 5310 | FEDERAL | SAFETEA-LU |
| 5310-T4-EPD | Elderly and Persons with Disabilities Program - MAP21 | 5310 | FEDERAL | MAP21 |
| 5311F-T3-NON | Non-Urbanized Area Formula Program - Intercity Bus - SAFETEA-LU | 5311F | FEDERAL | SAFETEA-LU |
| 5311F-T4-NON | Non-Urbanized Area Formula Program - Intercity Bus - MAP21 | 5311F | FEDERAL | MAP21 |
| 5311-T3-NON | Non-Urbanized Area Formula Program - SAFETEA-LU | 5311 | FEDERAL | SAFETEA-LU |
| 5311-T4-NON | Non-Urbanized Area Formula Program - MAP21 | 5311 | FEDERAL | MAP21 |
| 5316-T3-JARC | Job Access and Reverse Commute - SAFETEA-LU | 5316 | FEDERAL | SAFETEA-LU |
| 5316-T3-JARC-ANT | Job Access and Reverse Commute - SAFETEA-LU - Antioch Share | 5316 | FEDERAL | SAFETEA-LU |
| 5316-T3-JARC-CON | Job Access and Reverse Commute - SAFETEA-LU - Concord Share | 5316 | FEDERAL | SAFETEA-LU |
| 5316-T3-JARC-SFO | Job Access and Reverse Commute - SAFETEA-LU - San Francisco/Oakland Share | 5316 | FEDERAL | SAFETEA-LU |
| 5316-T3-JARC-SJO | Job Access and Reverse Commute - SAFETEA-LU - San Jose Share | 5316 | FEDERAL | SAFETEA-LU |
| 5316-T3-JARC-SR | Job Access and Reverse Commute - SAFETEA-LU - Santa Rosa Share | 5316 | FEDERAL | SAFETEA-LU |
| 5317-T3-NFP | New Freedom Program - SAFETEA-LU | 5317 | FEDERAL | SAFETEA-LU |
| 5317-T3-NFP-ANT | New Freedom Program - SAFETEA-LU - Antioch Share | 5317 | FEDERAL | SAFETEA-LU |
| 5317-T3-NFP-CON | New Freedom Program - SAFETEA-LU - Concord Share | 5317 | FEDERAL | SAFETEA-LU |
| 5317-T3-NFP-SFO | New Freedom Program - SAFETEA-LU - San Francisco/Oakland Share | 5317 | FEDERAL | SAFETEA-LU |
| 5317-T3-NFP-SJO | New Freedom Program - SAFETEA-LU - San Jose Share | 5317 | FEDERAL | SAFETEA-LU |
| 5317-T3-NFP-SR | New Freedom Program - SAFETEA-LU - Santa Rosa Share | 5317 | FEDERAL | SAFETEA-LU |
| 5337-T4-13-FG-ANT | State of Good Repair Program - MAP21 - 2013 - High-Intensity Fixed Guideway - Antioch Share | 5337 | FEDERAL | MAP21 |
| 5337-T4-13-FG-CON | State of Good Repair Program - MAP21 - 2013 - High-Intensity Fixed Guideway - Concord Share | 5337 | FEDERAL | MAP21 |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|--------------------|---|--------------------|------------------|----------------------|
| 5337-T4-13-FG-SFO | State of Good Repair Program - MAP21 - 2013 - High-Intensity Fixed Guideway - San Francisco/Oakland Share | 5337 | FEDERAL | MAP21 |
| 5337-T4-13-FG-SJO | State of Good Repair Program - MAP21 - 2013 - High-Intensity Fixed Guideway - San Jose Share | 5337 | FEDERAL | MAP21 |
| 5337-T4-13-HIM-SJO | State of Good Repair Program - MAP21 - 2013 - High-Intensity Motorbus - San Jose Share | 5337 | FEDERAL | MAP21 |
| 5337-T4-14-FG-ANT | State of Good Repair Program - MAP21 - 2014 - High-Intensity Fixed Guideway - Antioch Share | 5337 | FEDERAL | MAP21 |
| 5337-T4-14-FG-CON | State of Good Repair Program - MAP21 - 2014 - High-Intensity Fixed Guideway - Concord Share | 5337 | FEDERAL | MAP21 |
| 5337-T4-14-FG-SFO | State of Good Repair Program - MAP21 - 2014 - High-Intensity Fixed Guideway - San Francisco/Oakland Share | 5337 | FEDERAL | MAP21 |
| 5337-T4-14-FG-SJO | State of Good Repair Program - MAP21 - 2014 - High-Intensity Fixed Guideway - San Jose Share | 5337 | FEDERAL | MAP21 |
| 5337-T4-14-HIM-SJO | State of Good Repair Program - MAP21 - 2014 - High-Intensity Motorbus - San Jose Share | 5337 | FEDERAL | MAP21 |
| 5337-T4-15-FG-ANT | State of Good Repair Program - MAP21 - 2015 - High-Intensity Fixed Guideway - Antioch Share | 5337 | FEDERAL | MAP21 |
| 5337-T4-15-FG-CON | State of Good Repair Program - MAP21 - 2015 - High-Intensity Fixed Guideway - Concord Share | 5337 | FEDERAL | MAP21 |
| 5337-T4-15-FG-SFO | State of Good Repair Program - MAP21 - 2015 - High-Intensity Fixed Guideway - San Francisco/Oakland Share | 5337 | FEDERAL | MAP21 |
| 5337-T4-15-FG-SJO | State of Good Repair Program - MAP21 - 2015 - High-Intensity Fixed Guideway - San Jose Share | 5337 | FEDERAL | MAP21 |
| 5337-T5-16-FG-ANT | State of Good Repair Program - FAST - 2016 - High-Intensity Fixed Guideway - Antioch Share | 5337 | FEDERAL | FAST |
| 5337-T5-16-FG-CON | State of Good Repair Program - FAST - 2016 - High-Intensity Fixed Guideway - Concord Share | 5337 | FEDERAL | FAST |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|-------------------|--|--------------------|------------------|----------------------|
| 5337-T5-16-FG-SFO | State of Good Repair Program - FAST - 2016 - High-Intensity Fixed Guideway - San Francisco/Oakland Share | 5337 | FEDERAL | FAST |
| 5337-T5-16-FG-SJO | State of Good Repair Program - FAST - 2016 - High-Intensity Fixed Guideway - San Jose Share | 5337 | FEDERAL | FAST |
| 5339-T3 | Alternatives Analysis Program - SAFETEA-LU | 5339 | FEDERAL | SAFETEA-LU |
| 5339-T4-13-ANT | Bus and Bus Facilities Formula Program - MAP21 - 2013 - Antioch Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-13-GMH | Bus and Bus Facilities Formula Program - MAP21 - 2013 - Gilroy/Morgan Hill Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-13-NAP | Bus and Bus Facilities Formula Program - MAP21 - 2013 - Napa Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-13-PET | Bus and Bus Facilities Formula Program - MAP21 - 2013 - Petaluma Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-13-SJO | Bus and Bus Facilities Formula Program - MAP21 - 2013 - San Jose Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-13-SRO | Bus and Bus Facilities Formula Program - MAP21 - 2013 - Santa Rosa Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-13-VAL | Bus and Bus Facilities Formula Program - MAP21 - 2013 - Vallejo Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-14-ANT | Bus and Bus Facilities Formula Program - MAP21 - 2014 - Antioch Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-14-CON | Bus and Bus Facilities Formula Program - MAP21 - 2014 - Concord Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-14-FAI | Bus and Bus Facilities Formula Program - MAP21 - 2014 - Fairfield Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-14-GMH | Bus and Bus Facilities Formula Program - MAP21 - 2014 - Gilroy/Morgan Hill Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-14-NAP | Bus and Bus Facilities Formula Program - MAP21 - 2014 - Napa Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-14-PET | Bus and Bus Facilities Formula Program - MAP21 - 2014 - Petaluma Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-14-SFO | Bus and Bus Facilities Formula Program - MAP21 - 2014 - San Francisco/Oakland Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-14-SJO | Bus and Bus Facilities Formula Program - MAP21 - 2014 - San Jose Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-14-SRO | Bus and Bus Facilities Formula Program - MAP21 - 2014 - Santa Rosa Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-14-VAL | Bus and Bus Facilities Formula Program - MAP21 - 2014 - Vallejo Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-15-ANT | Bus and Bus Facilities Formula Program - MAP21 - 2015 - Antioch Share | 5339 | FEDERAL | MAP21 |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|------------------|---|--------------------|------------------|----------------------|
| 5339-T4-15-CON | Bus and Bus Facilities Formula Program - MAP21 - 2015 - Concord Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-15-FAI | Bus and Bus Facilities Formula Program - MAP21 - 2015 - Fairfield Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-15-GMH | Bus and Bus Facilities Formula Program - MAP21 - 2015 - Gilroy/Morgan Hill Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-15-LIV | Bus and Bus Facilities Formula Program - MAP21 - 2015 - Livermore Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-15-NAP | Bus and Bus Facilities Formula Program - MAP21 - 2015 - Napa Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-15-PET | Bus and Bus Facilities Formula Program - MAP21 - 2015 - Petaluma Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-15-SFO | Bus and Bus Facilities Formula Program - MAP21 - 2015 - San Francisco/Oakland Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-15-SJO | Bus and Bus Facilities Formula Program - MAP21 - 2015 - San Jose Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-15-SRO | Bus and Bus Facilities Formula Program - MAP21 - 2015 - Santa Rosa Share | 5339 | FEDERAL | MAP21 |
| 5339-T4-15-VAL | Bus and Bus Facilities Formula Program - MAP21 - 2015 - Vallejo Share | 5339 | FEDERAL | MAP21 |
| 5339-T5-16-ANT | Bus and Bus Facilities Formula Program - FAST - 2016 - Antioch Share | 5339 | FEDERAL | FAST |
| 5339-T5-16-CON | Bus and Bus Facilities Formula Program - FAST - 2016 - Concord Share | 5339 | FEDERAL | FAST |
| 5339-T5-16-FAI | Bus and Bus Facilities Formula Program - FAST - 2016 - Fairfield Share | 5339 | FEDERAL | FAST |
| 5339-T5-16-GMH | Bus and Bus Facilities Formula Program - FAST - 2016 - Gilroy/Morgan Hill Share | 5339 | FEDERAL | FAST |
| 5339-T5-16-LIV | Bus and Bus Facilities Formula Program - FAST - 2016 - Livermore Share | 5339 | FEDERAL | FAST |
| 5339-T5-16-NAP | Bus and Bus Facilities Formula Program - FAST - 2016 - Napa Share | 5339 | FEDERAL | FAST |
| 5339-T5-16-PET | Bus and Bus Facilities Formula Program - FAST - 2016 - Petaluma Share | 5339 | FEDERAL | FAST |
| 5339-T5-16-SFO | Bus and Bus Facilities Formula Program - FAST - 2016 - San Francisco/Oakland Share | 5339 | FEDERAL | FAST |
| 5339-T5-16-SJO | Bus and Bus Facilities Formula Program - FAST - 2016 - San Jose Share | 5339 | FEDERAL | FAST |
| 5339-T5-16-SRO | Bus and Bus Facilities Formula Program - FAST - 2016 - Santa Rosa Share | 5339 | FEDERAL | FAST |
| 5339-T5-16-VAL | Bus and Bus Facilities Formula Program - FAST - 2016 - Vallejo Share | 5339 | FEDERAL | FAST |
| AB1171-AB144 | AB1171 and AB144 | AB1171-AB144 | STATE | STATE |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|-------------------|--|--------------------|------------------|----------------------|
| AC-LOCAL | Advance Construction - Local Funds | AC | LOCAL | LOCAL |
| AC-STATE-SHOPP | SHOPP Advance Construction | AC | STATE | STATE |
| ATP-REG-T4-1-FED | Active Transportation Program - Regional Share - MAP21 - Cycle 1 - Federal | ATP-REG | STATE | MAP21 |
| ATP-REG-T4-1-ST | Active Transportation Program - Regional Share - MAP21 - Cycle 1 - State | ATP-REG | STATE | MAP21 |
| ATP-REG-T4-2-FED | Active Transportation Program - Regional Share - MAP21 - Cycle 2 - Federal | ATP-REG | STATE | MAP21 |
| ATP-REG-T4-2-ST | Active Transportation Program - Regional Share - MAP21 - Cycle 2 - State | ATP-REG | STATE | MAP21 |
| ATP-ST-T4-1-FED | Active Transportation Program - State Share - MAP21 - Cycle 1 - Federal | ATP-ST | STATE | MAP21 |
| ATP-ST-T4-1-ST | Active Transportation Program - State Share - MAP21 - Cycle 1 - State | ATP-ST | STATE | MAP21 |
| ATP-ST-T4-2-FED | Active Transportation Program - State Share - MAP21 - Cycle 2 - Federal | ATP-ST | STATE | MAP21 |
| ATP-ST-T4-2-ST | Active Transportation Program - State Share - MAP21 - Cycle 2 - State | ATP-ST | STATE | MAP21 |
| BT-664 | Bridge Toll - AB664 | BT | REGIONAL | AB644 |
| BTA | Bridge Toll Account | BTA | STATE | STATE |
| BT-RM1-2%-NBG | Bridge Toll - Regional Measure 1 - 2% - Northern Bridge Group | BT | REGIONAL | Regional Measure 1 |
| BT-RM1-2%-SBG | Bridge Toll - Regional Measure 1 - 2% - Southern Bridge Group | BT | REGIONAL | Regional Measure 1 |
| BT-RM1-BR | Bridge Toll - Regional Measure 1 - Bridge | BT | REGIONAL | Regional Measure 1 |
| BT-RM1-TR | Bridge Toll - Regional Measure 1 - Transit | BT | REGIONAL | Regional Measure 1 |
| BT-RM2-CAP | Bridge Toll - Regional Measure 2 - Capital | BT | REGIONAL | Regional Measure 2 |
| BT-RM2-LOC | Bridge Toll - Regional Measure 2 - Local | BT | REGIONAL | Regional Measure 2 |
| BT-RM2-OP | Bridge Toll - Regional Measure 2 - Operating | BT | REGIONAL | Regional Measure 2 |
| CARB | California Air Resources Board | CARB | STATE | STATE |
| CMAQ-T2-FY00-CM | CMAQ - TEA21 - 2000 - Corridor Management | CMAQ | FEDERAL | TEA21 |
| CMAQ-T2-FY99-TLC | CMAQ - TEA21 - 1999 - Transportation for Livable Communities | CMAQ | FEDERAL | TEA21 |
| CMAQ-T3-1-AQ | CMAQ - SAFETEA-LU - Cycle 1 - Air Quality Strategies | CMAQ | FEDERAL | SAFETEA-LU |
| CMAQ-T3-1-AQ-SWAP | CMAQ - SAFETEA-LU - Cycle 1 - Air Quality Strategies - Funding exchange | CMAQ | FEDERAL | SAFETEA-LU |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|----------------------|--|--------------------|------------------|----------------------|
| CMAQ-T3-3-AQ-SOL | CMAQ - SAFETEA-LU - Cycle 3 - Air Quality - Eastern Solano | CMAQ | FEDERAL | SAFETEA-LU |
| CMAQ-T3-3B-3434 | CMAQ - SAFETEA-LU - Cycle 3 Bonus - 3434 Transit Expansion | CMAQ | FEDERAL | SAFETEA-LU |
| CMAQ-T3-3B-SYS-SFTY- | CMAQ – SAFETEA-LU - Cycle 3 Bonus - System - Safety - Exchange | CMAQ | FEDERAL | SAFETEA-LU |
| CMAQ-T3-3-RBP-CO | CMAQ - SAFETEA-LU - Cycle 3 - Regional Bicycle/Pedestrian - County Discretion | CMAQ | FEDERAL | SAFETEA-LU |
| CMAQ-T3-3-RO | CMAQ - SAFETEA-LU - Cycle 3 - Regional Operations | CMAQ | FEDERAL | SAFETEA-LU |
| CMAQ-T3-3-TLC-HIP | CMAQ - SAFETEA-LU - Cycle 3 - Transportation for Livable Communities - Housing Incentive Program | CMAQ | FEDERAL | SAFETEA-LU |
| CMAQ-T3-3-TLC-REG | CMAQ - SAFETEA-LU - Cycle 3 - Transportation for Livable Communities - Regional | CMAQ | FEDERAL | SAFETEA-LU |
| CMAQ-T4-1-CCI | CMAQ - SAFETEA-LU Extension - Cycle 1 - Climate Change Initiative | CMAQ | FEDERAL | SAFETEA-LU Extension |
| CMAQ-T4-1-CCI | CMAQ - MAP21 - Cycle 1 - Climate Change Initiative | CMAQ | FEDERAL | MAP21 |
| CMAQ-T4-1-CCI-SOL | CMAQ - SAFETEA-LU Extension - Cycle 1 - Climate Change Initiative - Eastern Solano CMAQ | CMAQ | FEDERAL | SAFETEA-LU Extension |
| CMAQ-T4-1-FPI | CMAQ - SAFETEA-LU Extension - Cycle 1 - Freeway Performance Initiative | CMAQ | FEDERAL | SAFETEA-LU Extension |
| CMAQ-T4-1-LIFE | CMAQ - MAP21 - Cycle 1 - Lifeline Transportation Program | CMAQ | FEDERAL | MAP21 |
| CMAQ-T4-1-RBP-CO | CMAQ - SAFETEA-LU Extension - Cycle 1 - Regional Bicycle Program - County Discretionary | CMAQ | FEDERAL | SAFETEA-LU Extension |
| CMAQ-T4-1-RBP-CO | CMAQ - MAP21 - Cycle 1 - Regional Bicycle Program - County Discretionary | CMAQ | FEDERAL | MAP21 |
| CMAQ-T4-1-RO | CMAQ - SAFETEA-LU Extension - Cycle 1 - Regional Operations | CMAQ | FEDERAL | SAFETEA-LU Extension |
| CMAQ-T4-1-RSI | CMAQ - MAP21 - Cycle 1 - Regional Strategic Initiatives | CMAQ | FEDERAL | MAP21 |
| CMAQ-T4-1-RSRTS-CO | CMAQ - SAFETEA-LU Extension - Cycle 1 - Regional Safe Routes to School - County Discretionary | CMAQ | FEDERAL | SAFETEA-LU Extension |
| CMAQ-T4-1-RSRTS-CO | CMAQ - MAP21 - Cycle 1 - Regional Safe Routes to School - County Discretionary | CMAQ | FEDERAL | MAP21 |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|-----------------------|---|--------------------|------------------|----------------------|
| CMAQ-T4-1-TLC-CO | CMAQ - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - County Discretion | CMAQ | FEDERAL | SAFETEA-LU Extension |
| CMAQ-T4-1-TLC-CO | CMAQ - MAP21 - Cycle 1 -Transportation for Livable Communities - County Discretion | CMAQ | FEDERAL | MAP21 |
| CMAQ-T4-1-TLC-REG | CMAQ - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - Regional Competitive | CMAQ | FEDERAL | SAFETEA-LU Extension |
| CMAQ-T4-1-TLC-REG | CMAQ - MAP21 - Cycle 1 -Transportation for Livable Communities - Regional Competitive | CMAQ | FEDERAL | MAP21 |
| CMAQ-T4-2-CIP-REG | CMAQ - MAP21 - Cycle 2 - Climate Initiatives Program | CMAQ | FEDERAL | MAP21 |
| CMAQ-T4-2-FPI-REG | CMAQ - SAFETEA-LU Extension - Cycle 2 - Freeway Performance Initiative | CMAQ | FEDERAL | SAFETEA-LU Extension |
| CMAQ-T4-2-FPI-REG | CMAQ - MAP21 - Cycle 2 - Freeway Performance Initiative | CMAQ | FEDERAL | MAP21 |
| CMAQ-T4-2-OBAG | CMAQ - MAP21 - Cycle 2 - One Bay Area Grant Program | CMAQ | FEDERAL | MAP21 |
| CMAQ-T4-2-RO-REG | CMAQ - SAFETEA-LU Extension - Cycle 2 - Regional Operations | CMAQ | FEDERAL | SAFETEA-LU Extension |
| CMAQ-T4-2-RO-REG | CMAQ - MAP21 - Cycle 2 - Regional Operations | CMAQ | FEDERAL | MAP21 |
| CMAQ-T4-2-RSRTS-REG | CMAQ - SAFETEA-LU Extension - Cycle 2 - Regional Safe Routes to School - Regional Competitive | CMAQ | FEDERAL | SAFETEA-LU Extension |
| CMAQ-T4-2-RSRTS-REG | CMAQ - MAP21 - Cycle 2 - Regional Safe Routes to School - Regional Competitive | CMAQ | FEDERAL | MAP21 |
| CMAQ-T4-2-TCP-TPI-REG | CMAQ - SAFETEA-LU Extension - Cycle 2 – Transit Capital Program - Transit Performance Initiative | CMAQ | FEDERAL | MAP21 |
| CMAQ-T4-2-TPI-REG | CMAQ - SAFETEA-LU Extension - Cycle 2 - Transit Performance Initiative - Regional Competitive | CMAQ | FEDERAL | SAFETEA-LU Extension |
| CMAQ-T4-2-TPI-REG | CMAQ - MAP21 - Cycle 2 - Transit Performance Initiative - Regional Competitive | CMAQ | FEDERAL | MAP21 |
| DBR-T2-RPL | Discretionary Bridge Program - TEA21 - Replacement | DBR | STATE | TEA21 |
| DBR-T2-SR | Discretionary Bridge Program - TEA21 - Seismic Retrofit | DBR | STATE | TEA21 |
| EARMARK-T2-DEMO | Earmark - TEA21 - Demonstration | EARMARK | FEDERAL | TEA21 |
| EARMARK-T2-HP | Earmark - TEA21 - High Priority | EARMARK | FEDERAL | TEA21 |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|---------------------|---|--------------------|------------------|----------------------|
| EARMARK-T2-STP115 | Earmark - TEA21 - Surface Transportation Program Section 115 | EARMAR K | FEDERAL | TEA21 |
| EARMARK-T3-05-STP | Earmark - SAFETEA-LU - 2005 Federal Appropriation - FHWA Earmark | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-06-STP | Earmark - SAFETEA-LU - 2006 Federal Appropriation - Surface Transportation Priorities | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-08-STP | Earmark - SAFETEA-LU - 2008 Federal Appropriation - FHWA Earmark - STP | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-08-TCSP | Earmark - SAFETEA-LU - 2008 Federal Appropriation - FHWA Earmark - TCSP | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-09-TCSP | Earmark - SAFETEA-LU - 2009 Federal Appropriation FHWA Earmark - TCSP | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-10-IM | Earmark - SAFETEA-LU - 2010 Federal Appropriation FHWA Earmark - IM | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-10-STP | Earmark - SAFETEA-LU - 2010 Federal Appropriation - FHWA Earmark - STP | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-10-TCSP | Earmark - SAFETEA-LU - 2010 Federal Appropriation FHWA Earmark - TCSP | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-HBP | Earmark - SAFETEA-LU - Highway Bridge Program | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-HPP | Earmark - SAFETEA-LU - High Priority Project | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-HPP-1767 | Earmark - SAFETEA-LU - High Priority Project - Project # 1767 | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-HPP-2444 | Earmark - SAFETEA-LU - High Priority Project - Project # 2444 | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-HPP-3762 | Earmark - SAFETEA-LU - High Priority Project - Project # 3762 | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-HPP-3763 | Earmark - SAFETEA-LU - High Priority Project - Project # 3763 | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-MFI | Earmark - SAFETEA-LU - Multimodal Facility Improvements | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-NMTPP | Earmark - SAFETEA-LU - Non-Motorized Transportation Pilot Program | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-PNRS | Earmark - SAFETEA-LU - Projects of National and Regional Significance | EARMAR K | FEDERAL | SAFETEA-LU |
| EARMARK-T3-STP115 | Earmark - SAFETEA-LU - Surface Transportation Program Section 115 | EARMAR K | FEDERAL | SAFETEA-LU |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|------------------------|--|--------------------|------------------|----------------------|
| EARMARK-T3-TI | Earmark - SAFETEA-LU - Transportation Improvements | EARMARK | FEDERAL | SAFETEA-LU |
| ECCRFA | Eastern Contra Costa Regional Fee and Financing Authority | ECCRFA | LOCAL | LOCAL |
| ERS-T2 | Emergency Relief State - TEA21 | ERS | FEDERAL | TEA21 |
| FARE REVENUE | Transit Fare Revenue | OTHER LOCAL | LOCAL | LOCAL |
| FED-DISC-T4-12-HSR | Federal Discretionary - SAFETEA-LU Extension - 2012 - High-Speed Rail | FED-DISC | FEDERAL | SAFETEA-LU Extension |
| FED-DISC-T4-12-TCSP | Federal Discretionary - SAFETEA-LU Extension - 2012 –Transportation, Community, and System Preservation | FED-DISC | FEDERAL | SAFETEA-LU Extension |
| FLHP-T2-PLH | Federal Lands Highway Program - TEA21 - Public Lands Highway | FLHP | FEDERAL | TEA21 |
| FLHP-T3 | Federal Lands Highway Program - SAFETEA-LU | FLHP | FEDERAL | SAFETEA-LU |
| FLHP-T3-PLH | Federal Lands Highway Program - SAFETEA-LU - Public Lands Highway | FLHP | FEDERAL | SAFETEA-LU |
| FLHP-T3-PLH-UPP | Federal Lands Highway Program - SAFETEA-LU - Public Lands Highway - Urban Partnership Program | FLHP | FEDERAL | SAFETEA-LU |
| GENERAL FUND | General Fund Revenue | GENERAL FUND | LOCAL | LOCAL |
| GFSTIP-T2-FY98-GF-F/ST | GrandFathered State Transportation Improvement Program - TEA21 - 1998 - Federal/State | GFSTIP | FEDERAL/STATE | TEA21 |
| GFSTIP-T2-FY98-GF-NHS | GrandFathered State Transportation Improvement Program - TEA21 - 1998 - National Highway System with State Match | GFSTIP | FEDERAL/STATE | TEA21 |
| HBP-T3-L | Highway Bridge Program - SAFETEA-LU - Local Bridge | HBP | FEDERAL | TEA21 |
| HBP-T4-L | Highway Bridge Program - SAFETEA-LU Extension - Local Bridge | HBP | FEDERAL | SAFETEA-LU Extension |
| HBP-T4-L | Highway Bridge Program - MAP21 - Local Bridge | HBP | FEDERAL | MAP21 |
| HBP-T4-S | Highway Bridge Program - MAP21 - State Bridge | HBP | FEDERAL | MAP21 |
| HBRR | Highway Bridge Replacement And Rehabilitation | HBRR | FEDERAL | TEA21 |
| HSIP-T4-3 | Highway Safety Improvement Program - SAFETEA-LU Extension - Cycle 3 | HSIP | FEDERAL | SAFETEA-LU Extension |
| HSIP-T4-4 | Highway Safety Improvement Program - SAFETEA-LU Extension - Cycle 4 | HSIP | FEDERAL | SAFETEA-LU Extension |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|-------------------|---|--------------------|-------------------|----------------------|
| HSIP-T4-4 | Highway Safety Improvement Program - MAP21 - Cycle 4 | HSIP | FEDERAL | SAFETEA-LU Extension |
| HSIP-T4-5 | Highway Safety Improvement Program - SAFETEA-LU Extension - Cycle 5 | HSIP | FEDERAL | SAFETEA-LU Extension |
| HSIP-T4-5 | Highway Safety Improvement Program - MAP21 - Cycle 5 | HSIP | FEDERAL | MAP21 |
| HSIP-T4-6 | Highway Safety Improvement Program - MAP21 - Cycle 6 | HSIP | FEDERAL | MAP21 |
| HSIP-T5-7 | Highway Safety Improvement Program - FAST - Cycle 7 | HSIP | FEDERAL | FAST |
| IIP-T2-00-F/ST | Interregional Improvement Program - TEA21 - 2000 STIP - Federal/State | IIP | FEDERAL/ STATE | TEA21 |
| IIP-T2-00-ST | Interregional Improvement Program - TEA21 - 2000 STIP - State | IIP | STATE | TEA21 |
| IIP-T2-02-F/ST | Interregional Improvement Program - TEA21 - 2002 STIP - Federal/State | IIP | FEDERAL/ STATE | TEA21 |
| IIP-T2-02-ST | Interregional Improvement Program - TEA21 - 2000 STIP - State | IIP | STATE | TEA21 |
| IIP-T3-04-ST | Interregional Improvement Program - SAFETEA-LU - 2004 STIP - State | IIP | STATE | SAFETEA-LU |
| IIP-T3-06A-ST | Interregional Improvement Program - SAFETEA-LU - 2006 Augmentation - State | IIP | STATE | SAFETEA-LU |
| IIP-T3-08-ST | Interregional Improvement Program - SAFETEA-LU - 2008 STIP - State | IIP | STATE | SAFETEA-LU |
| IIP-T4-12-FED | Interregional Improvement Program - SAFETEA-LU Extension - 2012 STIP - Federal | IIP | FEDERAL | SAFETEA-LU Extension |
| IIP-T4-12-ST | Interregional Improvement Program - MAP21 - 2012 STIP - State | IIP | FEDERAL | MAP21 |
| IIP-T4-14-FED | Interregional Improvement Program - MAP-21 - 2014 STIP - Federal | IIP | FEDERAL | MAP-21 |
| IIP-TE-T4-10-F/ST | Interregional Improvement Program - Transportation Enhancement - SAFETEA-LU Extension - 2010 STIP - Federal/State | IIP-TE | FEDERAL/ STATE | SAFETEA-LU Extension |
| IIP-TE-T4-12-FED | Interregional Improvement Program - Transportation Enhancement - SAFETEA-LU Extension - 2012 STIP - Federal | IIP-TE | FEDERAL | SAFETEA-LU Extension |
| LBSRA-T3 | Local Bridge Seismic Retrofit Account | BR- SEISMIC | STATE | Prop 1B |
| LOCAL GAS | Local Gas Tax Funds | OTHER LOCAL | LOCAL | LOCAL |
| MTC-REG-EXCH | MTC - Regional - Funding Exchange | MTC | REGIONAL | REGIONAL |
| NFCB | National Fuel Cell Bus | NFCB | FEDERAL | SAFETEA-LU |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|------------------------|---|--------------------|------------------|----------------------|
| NHS-GARVEE | National Highway System - Grant Anticipation Revenue Vehicle - Bond | NHS-GARVEE | FEDERAL | TEA21 |
| OPFUNDS | Operating Funds | OTHER LOCAL | LOCAL | LOCAL |
| OTHER FED | Other Federal Funds | OTHER FEDERAL | FEDERAL | SAFETEA-LU |
| OTHER FED | Other Federal Funds | OTHER FEDERAL | FEDERAL | SAFETEA-LU Extension |
| OTHER FED | Other Federal Funds | OTHER FEDERAL | FEDERAL | MAP21 |
| OTHER FEDERAL-ARRA- | Other Federal Funds - American Recovery and Reinvestment Act | OTHER FEDERAL | FEDERAL | ARRA |
| OTHER FEDERAL-ARRA-HSR | HSR - ARRA Federal Railroad Administration (FRA) Discretionary | OTHER FEDERAL | FEDERAL | ARRA |
| OTHER LOCAL | Other Local | OTHER LOCAL | LOCAL | LOCAL |
| OTHER STATE | Other State | OTHER STATE | STATE | STATE |
| P116 | Proposition 116 (1990) - Clean Air and Transportation Improvement Act | P116 | STATE | Prop 116 |
| PRIVATE | Private Contribution | PRIVATE | LOCAL | LOCAL |
| PRIVATE-DEV | Private Development Fees | PRIVATE | LOCAL | LOCAL |
| PRIVATE-DEV-FEE | Private Development Fees | PRIVATE | LOCAL | LOCAL |
| PRIVATE-JOINT-DEV | Private Joint Development Fees | PRIVATE | LOCAL | LOCAL |
| PROP-1A-HSR | Proposition 1A (2008) - California High Speed Rail | PROP | STATE | PROP 1A |
| PROP-1B-CMIA | Proposition 1B (2006) - Corridor Mobility Improvement Account | PROP | STATE | PROP 1B |
| PROP-1B-CTSGP | Proposition 1B (2006) - California Transit Security Grant Program | PROP | STATE | PROP 1B |
| PROP-1B-HRCSA | Proposition 1B (2006) - Highway-Railroad Crossing Safety Account | PROP | STATE | PROP 1B |
| PROP-1B-PTMISEA-POP | Proposition 1B (2006) - Public Transit Population Share | PROP | STATE | PROP 1B |
| PROP-1B-PTMISEA-REV | Proposition 1B (2006) - Public Transit Revenue Share | PROP | STATE | PROP 1B |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|---------------------|---|--------------------|------------------|----------------------|
| PROP-1B-SLPP | Proposition 1B (2006) - State Local Partnership Program | PROP | STATE | PROP 1B |
| PROP-1B-TCIF | Proposition 1B (2006) - Trade Corridor Improvement Fund | PROP | STATE | PROP 1B |
| PROP-1B-TCIF-GARVEE | Proposition 1B (2006) - Trade Corridors Improvement Fund - GARVEE | PROP | STATE | PROP 1B |
| PROP-1B-TLSP | Proposition 1B (2006) - Traffic Light Synchronization Program | PROP | STATE | PROP 1B |
| PROPERTY TAX | Local Property Tax | PROPERTY TAX | LOCAL | LOCAL |
| RIP-T2-00-F/ST-ALA | Regional Improvement Program - TEA21 - 2000 STIP - Federal/State - Alameda County Share | RIP | FEDERAL/STATE | TEA21 |
| RIP-T2-00-F/ST-SOL | Regional Improvement Program - TEA21 - 2000 STIP - Federal/State - Solano County Share | RIP | FEDERAL/STATE | TEA21 |
| RIP-T2-00-F/ST-SON | Regional Improvement Program - TEA21 - 2000 STIP - Federal/State - Sonoma County Share | RIP | FEDERAL/STATE | TEA21 |
| RIP-T2-00-ST-SCL | Regional Improvement Program - TEA21 - 2000 STIP - State Only - Santa Clara County Share | RIP | STATE | TEA21 |
| RIP-T2-00-ST-SON | Regional Improvement Program - TEA21 - 2000 STIP - State Only - Sonoma County Share | RIP | STATE | TEA21 |
| RIP-T2-02-F/ST-ALA | Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Alameda County Share | RIP | FEDERAL/STATE | TEA21 |
| RIP-T2-02-F/ST-NAP | Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Napa County Share | RIP | FEDERAL/STATE | TEA21 |
| RIP-T2-02-F/ST-SCL | Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Santa Clara County Share | RIP | FEDERAL/STATE | TEA21 |
| RIP-T2-02-F/ST-SF | Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - San Francisco County Share | RIP | FEDERAL/STATE | TEA21 |
| RIP-T2-02-F/ST-SM | Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - San Mateo County Share | RIP | FEDERAL/STATE | TEA21 |
| RIP-T2-02-F/ST-SOL | Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Solano County Share | RIP | FEDERAL/STATE | TEA21 |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|--------------------------|--|--------------------|-------------------|----------------------|
| RIP-T2-02-F/ST-SON | Regional Improvement Program - TEA21 - 2002 STIP - Federal/State - Sonoma County Share | RIP | FEDERAL/ STATE | TEA21 |
| RIP-T2-02-GARVEE-DS-NHS- | Regional Improvement Program - TEA21 - 2002 STIP - GARVEE - Debt Service - National Highway System | RIP | STATE | TEA21 |
| RIP-T2-02-ST-ALA | Regional Improvement Program - TEA21 - 2002 STIP - State Only - Alameda County Share | RIP | STATE | TEA21 |
| RIP-T2-02-ST-CC | Regional Improvement Program - TEA21 - 2002 STIP - State Only - Contra Costa County Share | RIP | STATE | TEA21 |
| RIP-T2-02-ST-NAP | Regional Improvement Program - TEA21 - 2002 STIP - State Only - Napa County Share | RIP | STATE | TEA21 |
| RIP-T2-02-ST-SCL | Regional Improvement Program - TEA21 - 2002 STIP - State Only - Santa Clara County Share | RIP | STATE | TEA21 |
| RIP-T2-02-ST-SOL | Regional Improvement Program - TEA21 - 2002 STIP - State Only - Solano County Share | RIP | STATE | TEA21 |
| RIP-T2-ALA | Regional Improvement Program - TEA21 - Alameda County Share | RIP | STATE | TEA21 |
| RIP-T2-FY98-F/ST-ALA | Regional Improvement Program - TEA21 - 1998 STIP - Federal/State - Alameda County Share | RIP | FEDERAL/ STATE | TEA21 |
| RIP-T2-FY98-F/ST-MRN | Regional Improvement Program - TEA21 - 1998 STIP - Federal/State - Marin County Share | RIP | FEDERAL/ STATE | TEA21 |
| RIP-T2-FY98-F/ST-SON | Regional Improvement Program - TEA21 - 1998 STIP - Federal/State - Sonoma County Share | RIP | FEDERAL/ STATE | TEA21 |
| RIP-T2-FY98-FED-SF | Regional Improvement Program - TEA21 - 1998 STIP - Federal - San Francisco County Share | RIP | FEDERAL | TEA21 |
| RIP-T2-FY98-SOL | Regional Improvement Program - TEA21 - 1998 STIP - Solano County Share | RIP | STATE | TEA21 |
| RIP-T3-06A-PTA-ALA | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - Alameda County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06A-PTA-CC | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - Contra Costa County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06A-PTA-SCL | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - Santa Clara County Share | RIP | STATE | SAFETEA-LU |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|--------------------|---|--------------------|-------------------|----------------------|
| RIP-T3-06A-PTA-SF | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - San Francisco County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06A-PTA-SOL | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - PTA - Solano County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06A-ST-ALA | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Alameda County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06A-ST-CC | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Contra Costa County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06A-ST-MRN | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Marin County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06A-ST-NAP | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Napa County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06A-ST-SF | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - San Francisco County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06A-ST-SM | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - San Mateo County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06A-ST-SOL | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Solano County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06A-ST-SON | Regional Improvement Program - SAFETEA-LU - 2006 STIP Augmentation - State - Sonoma County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06-F/ST-SF | Regional Improvement Program - SAFETEA-LU - 2006 STIP - Federal/State - San Francisco County Share | RIP | FEDERAL/ STATE | SAFETEA-LU |
| RIP-T3-06-F/ST-SON | Regional Improvement Program - SAFETEA-LU - 2006 STIP - Federal/State - Sonoma County Share | RIP | FEDERAL/ STATE | SAFETEA-LU |
| RIP-T3-06-FED-SM | Regional Improvement Program - SAFETEA-LU - 2006 STIP - Federal - San Mateo County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06-FED-SOL | Regional Improvement Program - SAFETEA-LU - 2006 STIP - Federal – Solano County Share | RIP | STATE | SAFETEA-LU |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|-------------------|--|--------------------|------------------|----------------------|
| RIP-T3-06-PTA-SF | Regional Improvement Program - SAFETEA-LU - 2006 STIP - PTA - San Francisco County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06-ST-ALA | Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Alameda County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06-ST-CC | Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Contra Costa County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06-ST-MRN | Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Marin County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06-ST-NAP | Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Napa County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06-ST-SCL | Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Santa Clara County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06-ST-SF | Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - San Francisco County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06-ST-SM | Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - San Mateo County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06-ST-SOL | Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Solano County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-06-ST-SON | Regional Improvement Program - SAFETEA-LU - 2006 STIP - State - Sonoma County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-08-ALA-ST | Regional Improvement Program - SAFETEA-LU - 2008 STIP - Alameda County Share - State | RIP | STATE | SAFETEA-LU |
| RIP-T3-08-CC-ST | Regional Improvement Program - SAFETEA-LU - 2008 STIP - Contra Costa County Share - State | RIP | STATE | SAFETEA-LU |
| RIP-T3-08-MRN-ST | Regional Improvement Program - SAFETEA-LU - 2008 STIP - Marin County Share - State | RIP | STATE | SAFETEA-LU |
| RIP-T3-08-NAP-ST | Regional Improvement Program - SAFETEA-LU - 2008 STIP - Napa County Share - State | RIP | STATE | SAFETEA-LU |
| RIP-T3-08-NHS-ALA | Regional Improvement Program - SAFETEA-LU - 2008 STIP - National Highway System - Alameda County Share | RIP | STATE | SAFETEA-LU |
| RIP-T3-08-SCL-ST | Regional Improvement Program - SAFETEA-LU - 2008 STIP - Santa Clara County Share - State | RIP | STATE | SAFETEA-LU |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|-------------------|--|--------------------|------------------|----------------------|
| RIP-T3-08-SF-ST | Regional Improvement Program - SAFETEA-LU - 2008 STIP - San Francisco County Share - State | RIP | STATE | SAFETEA-LU |
| RIP-T3-08-SM-ST | Regional Improvement Program - SAFETEA-LU - 2008 STIP - San Mateo County Share - State | RIP | STATE | SAFETEA-LU |
| RIP-T3-08-SOL-ST | Regional Improvement Program - SAFETEA-LU - 2008 STIP - Solano County Share - State | RIP | STATE | SAFETEA-LU |
| RIP-T3-08-SON-ST | Regional Improvement Program - SAFETEA-LU - 2008 STIP - Sonoma County Share - State | RIP | STATE | SAFETEA-LU |
| RIP-T4-10-FED-MRN | Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Marin Share - Federal Funds | RIP | FEDERAL | SAFETEA-LU Extension |
| RIP-T4-10-FED-SCL | Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Santa Clara Share - Federal Funds | RIP | FEDERAL | SAFETEA-LU Extension |
| RIP-T4-10-ST-ALA | Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Alameda Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-10-ST-CC | Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Contra Costa Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-10-ST-NAP | Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Napa Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-10-ST-SCL | Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Santa Clara Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-10-ST-SF | Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - San Francisco Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-10-ST-SM | Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - San Mateo Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-10-ST-SOL | Regional Improvement Program - SAFETEA-LU Extension - 2010 RTIP - Solano Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-12-FED-ALA | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Alameda Share - Federal Funds | RIP | FEDERAL | SAFETEA-LU Extension |
| RIP-T4-12-FED-CC | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Contra Costa Share - Federal Funds | RIP | FEDERAL | SAFETEA-LU Extension |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|-------------------|---|--------------------|------------------|----------------------|
| RIP-T4-12-FED-MRN | Regional Improvement Program - MAP21 - 2012 RTIP - Marin Share - Federal Funds | RIP | FEDERAL | MAP21 |
| RIP-T4-12-FED-NAP | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Napa Share - Federal Funds | RIP | FEDERAL | SAFETEA-LU Extension |
| RIP-T4-12-FED-SCL | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP – Santa Clara Share - Federal Funds | RIP | FEDERAL | MAP-21 |
| RIP-T4-12-FED-SF | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - San Francisco Share - Federal Funds | RIP | FEDERAL | SAFETEA-LU Extension |
| RIP-T4-12-FED-SF | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - San Francisco Share - Federal Funds | RIP | FEDERAL | MAP-21 |
| RIP-T4-12-FED-SM | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - San Mateo Share - Federal Funds | RIP | FEDERAL | SAFETEA-LU Extension |
| RIP-T4-12-FED-SM | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - San Mateo Share - Federal Funds | RIP | FEDERAL | MAP-21 |
| RIP-T4-12-FED-SOL | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Solano Share - Federal Funds | RIP | FEDERAL | SAFETEA-LU Extension |
| RIP-T4-12-FED-SOL | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Solano Share - Federal Funds | RIP | FEDERAL | MAP-21 |
| RIP-T4-12-FED-SON | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - Federal Funds | RIP | FEDERAL | SAFETEA-LU Extension |
| RIP-T4-12-FED-SON | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - Federal Funds | RIP | FEDERAL | MAP-21 |
| RIP-T4-12-ST-ALA | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Alameda Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-12-ST-CC | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Contra Costa Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-12-ST-MRN | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Marin Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-12-ST-NAP | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Napa Share - State Funds | RIP | STATE | SAFETEA-LU Extension |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|-------------------|--|--------------------|------------------|----------------------|
| RIP-T4-12-ST-SCL | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Santa Clara Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-12-ST-SCL | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP – Santa Clara Share - State Funds | RIP | STATE | MAP-21 |
| RIP-T4-12-ST-SF | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - San Francisco Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-12-ST-SF | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - San Francisco Share - State Funds | RIP | STATE | MAP-21 |
| RIP-T4-12-ST-SM | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - San Mateo Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-12-ST-SM | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - San Mateo Share - State Funds | RIP | STATE | MAP-21 |
| RIP-T4-12-ST-SOL | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Solano Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-12-ST-SOL | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Solano Share - State Funds | RIP | STATE | MAP-21 |
| RIP-T4-12-ST-SON | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - State Funds | RIP | STATE | SAFETEA-LU Extension |
| RIP-T4-12-ST-SON | Regional Improvement Program - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - State Funds | RIP | STATE | MAP-21 |
| RIP-T4-14-FED-ALA | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Alameda Share - Federal Funds | RIP | FEDERAL | MAP-21 |
| RIP-T4-14-FED-CC | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Contra Costa Share - Federal Funds | RIP | FEDERAL | MAP-21 |
| RIP-T4-14-FED-MRN | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Marin Share - Federal Funds | RIP | FEDERAL | MAP-21 |
| RIP-T4-14-FED-NAP | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Napa Share - Federal Funds | RIP | FEDERAL | MAP-21 |
| RIP-T4-14-FED-SCL | Regional Improvement Program - MAP21 - 2014 RTIP - Santa Clara Share - Federal Funds | RIP | FEDERAL | MAP21 |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|---------------------------|---|--------------------|-------------------|-------------------------|
| RIP-T4-14-FED-SF | Regional Improvement Program - MAP21 - 2014 RTIP - San Francisco Share - Federal Funds | RIP | FEDERAL | MAP21 |
| RIP-T4-14-FED-SM | Regional Improvement Program - MAP21 - 2014 RTIP - San Mateo Share - Federal Funds | RIP | FEDERAL | MAP21 |
| RIP-T4-14-FED-SOL | Regional Improvement Program - MAP21 - 2014 RTIP - Solano Share - Federal Funds | RIP | FEDERAL | MAP21 |
| RIP-T4-14-FED-SON | Regional Improvement Program - MAP21 - 2014 RTIP - Sonoma Share - Federal Funds | RIP | FEDERAL | MAP21 |
| RIP-T4-14-ST-ALA | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Alameda Share - State Funds | RIP | STATE | MAP-21 |
| RIP-T4-14-ST-CC | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Contra Costa Share - State Funds | RIP | STATE | MAP-21 |
| RIP-T4-14-ST-MRN | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Marin Share - State Funds | RIP | STATE | MAP-21 |
| RIP-T4-14-ST-NAP | Regional Improvement Program - SAFETEA-LU Extension - 2014 RTIP - Napa Share - State Funds | RIP | STATE | MAP-21 |
| RIP-T4-14-ST-SCL | Regional Improvement Program - MAP21 - 2014 RTIP - Santa Clara Share - State Funds | RIP | FEDERAL | MAP21 |
| RIP-T4-14-ST-SF | Regional Improvement Program - MAP21 - 2014 RTIP - San Francisco Share - State Funds | RIP | FEDERAL | MAP21 |
| RIP-T4-14-ST-SM | Regional Improvement Program - MAP21 - 2014 RTIP - San Mateo Share - State Funds | RIP | FEDERAL | MAP21 |
| RIP-T4-14-ST-SOL | Regional Improvement Program - MAP21 - 2014 RTIP - Solano Share - State Funds | RIP | FEDERAL | MAP21 |
| RIP-T4-14-ST-SON | Regional Improvement Program - MAP21 - 2014 RTIP - Sonoma Share - State Funds | RIP | FEDERAL | MAP21 |
| RIP-TE-T3-06-DIS-CO-F/ST- | Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal/State | RIP-TE | FEDERAL | SAFETEA-LU |
| RIP-TE-T3-06-DIS-CO-FED- | Regional Improvement Program - Transportation Enhancements - SAFETEA - 2006 STIP - County Discretionary - Federal | RIP-TE | FEDERAL | SAFETEA-LU |
| RIP-TE-T4-10-F/ST-ALA | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Alameda Share - Federal TE and State Matching Funds | RIP-TE | FEDERAL/ STATE | SAFETEA-LU Extension |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|-----------------------|--|--------------------|-------------------|----------------------|
| RIP-TE-T4-10-F/ST-SOL | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Solano Share - Federal TE and State Matching Funds | RIP-TE | FEDERAL/ STATE | SAFETEA-LU Extension |
| RIP-TE-T4-10-FED-ALA | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Alameda Share - Federal TE | RIP-TE | FEDERAL | SAFETEA-LU Extension |
| RIP-TE-T4-10-FED-CC | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2010 RTIP - Contra Costa Share - Federal TE | RIP-TE | FEDERAL | SAFETEA-LU Extension |
| RIP-TE-T4-12-FED-ALA | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Alameda Share - Federal TE | RIP-TE | FEDERAL | SAFETEA-LU Extension |
| RIP-TE-T4-12-FED-CC | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Contra Costa Share - Federal TE | RIP-TE | FEDERAL | SAFETEA-LU Extension |
| RIP-TE-T4-12-FED-MRN | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Marin Share - Federal TE | RIP-TE | FEDERAL | SAFETEA-LU Extension |
| RIP-TE-T4-12-FED-NAP | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Napa Share - Federal TE | RIP-TE | FEDERAL | SAFETEA-LU Extension |
| RIP-TE-T4-12-FED-SCL | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Santa Clara Share - Federal TE | RIP-TE | FEDERAL | SAFETEA-LU Extension |
| RIP-TE-T4-12-FED-SF | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - San Francisco Share - Federal TE | RIP-TE | FEDERAL | SAFETEA-LU Extension |
| RIP-TE-T4-12-FED-SM | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - San Mateo Share - Federal TE | RIP-TE | FEDERAL | SAFETEA-LU Extension |
| RIP-TE-T4-12-FED-SOL | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Solano Share - Federal TE | RIP-TE | FEDERAL | SAFETEA-LU Extension |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|------------------------|---|--------------------|------------------|----------------------|
| RIP-TE-T4-12-FED-SON | Regional Improvement Program - Transportation Enhancements - SAFETEA-LU Extension - 2012 RTIP - Sonoma Share - Federal TE | RIP-TE | FEDERAL | SAFETEA-LU Extension |
| RTP-LRP | Regional Transportation Plan - Long Range Plan (funding identified in Long Range Plan, but not committed in TIP) | RTP-LRP | Uncommitted | Uncommitted |
| SALESTAX-MEASURE-ALA | Sales Tax Measure - Alameda County | SALESTAX-MEASURE | LOCAL | LOCAL |
| SALESTAX-MEASURE-CC | Sales Tax Measure - Contra Costa County | SALESTAX-MEASURE | LOCAL | LOCAL |
| SALESTAX-MEASURE-J-CC | Sales Tax Measure - Measure J - Contra Costa County | SALESTAX-MEASURE | LOCAL | LOCAL |
| SALESTAX-MEASURE-MRN | Sales Tax Measure - Marin County | SALESTAX-MEASURE | LOCAL | LOCAL |
| SALESTAX-MEASURE-SCL | Sales Tax Measure - Santa Clara County | SALESTAX-MEASURE | LOCAL | LOCAL |
| SALESTAX-MEASURE-SF | Sales Tax Measure - San Francisco County | SALESTAX-MEASURE | LOCAL | LOCAL |
| SALESTAX-MEASURE-SM | Sales Tax Measure - San Mateo County | SALESTAX-MEASURE | LOCAL | LOCAL |
| SALESTAX-MEASURE-SMART | Sales Tax Measure - SMART | SALESTAX-MEASURE | LOCAL | LOCAL |
| SALESTAX-MEASURE-SON | Sales Tax Measure - Sonoma County | SALESTAX-MEASURE | LOCAL | LOCAL |
| SHA-T2 | State Highway Account - TEA21 | SHA | STATE | TEA21 |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|------------------|---|--------------------|------------------|----------------------|
| SHA-T3-SHOPP-NHS | State Highway Account - SAFETEA-LU - State Highway Operations and Protection Program - National Highway System | SHA | STATE | SAFETEA-LU |
| SR2S | Safe Routes To School | SR2S | STATE | STATE |
| SRTS-T4-3 | Safe Routes To School - SAFETEA-LU Extension - Cycle 3 | SRTS | FEDERAL | SAFETEA-LU Extension |
| STA-POP-D | State Transit Assistance - Population Based - Discretionary | STA-POP | LOCAL | LOCAL |
| STA-REV | State Transit Assistance - Revenue Based | STA-REV | LOCAL | LOCAL |
| ST-CASH-T2 | State Funds - TEA21 | ST-CASH | STATE | TEA21 |
| STP-ARRA-CC | Regional Surface Transportation Program - ARRA - Contra Costa County | STP | FEDERAL | ARRA |
| STP-ARRA-REG | Regional Surface Transportation Program - ARRA - Regional | STP | FEDERAL | ARRA |
| STP-ARRA-SCL | Regional Surface Transportation Program - ARRA - Santa Clara County | STP | FEDERAL | ARRA |
| STP-T2-D | Regional Surface Transportation Program - TEA21 - Discretionary | STP | FEDERAL | TEA21 |
| STP-T2-FY00-RAB | Regional Surface Transportation Program - TEA21 - FY 2000 - RABA | STP | FEDERAL | TEA21 |
| STP-T2-FY96-D | Regional Surface Transportation Program - TEA21 - FY 1996 - Discretionary | STP | FEDERAL | TEA21 |
| STP-T2-FY96-G | Regional Surface Transportation Program - TEA21 - FY 1996 - Guaranteed | STP | FEDERAL | TEA21 |
| STP-T2-FY99-CSCM | Regional Surface Transportation Program - TEA21 - FY 1999 - Customer Service/Corridor Management | STP | FEDERAL | TEA21 |
| STP-T2-FY99-RE | Regional Surface Transportation Program - TEA21 - FY 1999 - Rehabilitation | STP | FEDERAL | TEA21 |
| STP-T3-1A-TCP-SF | Regional Surface Transportation Program - SAFETEA-LU - Cycle 1 Augmentation - Transit Capital Priorities - Rehabilitation Shortfall | STP | FEDERAL | SAFETEA-LU |
| STP-T3-2-BF | Regional Surface Transportation Program - SAFETEA-LU - Cycle 2 - STIP Backfill | STP | FEDERAL | SAFETEA-LU |
| STP-T3-2-TCP-SF | Regional Surface Transportation Program - SAFETEA-LU - Cycle 2 - Transit Capital - Rehabilitation Shortfall | STP | FEDERAL | SAFETEA-LU |
| STP-T3-3-TCP-SF | Regional Surface Transportation Program - SAFETEA-LU - Cycle 3 - Transit Capital Priorities - Rehabilitation Shortfall | STP | FEDERAL | SAFETEA-LU |
| STP-T4-1-FPI | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Freeway Performance Initiative | STP | FEDERAL | SAFETEA-LU Extension |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|------------------------|--|--------------------|------------------|----------------------|
| STP-T4-1-LIFE | Regional Surface Transportation Program - MAP21 - Cycle 1 - Lifeline Transportation Program | STP | FEDERAL | MAP21 |
| STP-T4-1-LSR-CO-PL-CMA | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Local Streets & Roads - County CMA Planning Activities | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-1-LSR-PMP | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Local Streets & Roads - Pavement Management Program | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-1-PL-REG | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Planning Activities - County Program | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-1-RBP-CO-PL-CMA | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Bicycle Program - County CMA Planning Activities | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-1-RO | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Operations | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-1-RSI | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Strategic Investments | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-1-RSI | Regional Surface Transportation Program - MAP21 - Cycle 1 - Regional Strategic Investments | STP | FEDERAL | MAP21 |
| STP-T4-1-RSRTS-CO | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Regional Safe Routes to School - County Program | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-1-TLC-CO | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - County Program | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-1-TLC-CO-PL-CMA | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - County CMA Planning Activities | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-1-TLC-REG | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - Regional Program | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-1-TLC-REG | Regional Surface Transportation Program - MAP21 - Cycle 1 - Transportation for Livable Communities - Regional Program | STP | FEDERAL | MAP21 |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|--------------------|--|--------------------|------------------|----------------------|
| STP-T4-1-TLC-SAP | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 1 - Transportation for Livable Communities - Station Area Planning | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-2-FPI-REG | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - Freeway Performance Initiative - Regional | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-2-FPI-REG | Regional Surface Transportation Program - MAP21 - Cycle 2 - Freeway Performance Initiative - Regional | STP | FEDERAL | MAP21 |
| STP-T4-2-OBAG | Regional Surface Transportation Program - MAP21 - Cycle 2 - One Bay Area Grant Program | STP | FEDERAL | MAP21 |
| STP-T4-2-OBAG-PL | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - One Bay Area Grant Program - CMA Planning Activities Augmentation | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-2-OBAG-PL | Regional Surface Transportation Program - MAP21 - Cycle 2 - One Bay Area Grant Program - CMA Planning Activities Augmentation | STP | FEDERAL | MAP21 |
| STP-T4-2-PCA-REG | Regional Surface Transportation Program - MAP21 - Cycle 2 - Local Priority Conservation Area | STP | FEDERAL | MAP21 |
| STP-T4-2-PDA-CO | Regional Surface Transportation Program - MAP21 - Cycle 2 - Local PDA Planning and Implementation | STP | FEDERAL | MAP21 |
| STP-T4-2-PDA-REG | Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional PDA Planning and Implementation | STP | FEDERAL | MAP21 |
| STP-T4-2-PL-REG | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - Regional Planning Activities | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-2-PMP-REG | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - Pavement Management Program | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-2-RO-REG | Regional Surface Transportation Program - SAFETEA-LU Extension - Cycle 2 - Regional Operations | STP | FEDERAL | SAFETEA-LU Extension |
| STP-T4-2-RO-REG | Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional Operations | STP | FEDERAL | MAP21 |
| STP-T4-2-RSRTS-REG | Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional Safe Routes to School - Regional Program | STP | FEDERAL | MAP21 |

**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|----------------------|---|--------------------|------------------|----------------------|
| STP-T4-2-TCP-REG | Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional Safe Routes to School - Transit Capital Rehabilitation - Regional Program | STP | FEDERAL | MAP21 |
| STP-T4-2-TCP-TPI-REG | Regional Surface Transportation Program - MAP21 - Cycle 2 - Regional Safe Routes to School - Transit Capital Rehabilitation - Transit Performance Initiative - Regional Program | STP | FEDERAL | MAP21 |
| STP-T4-2-TPI-REG | Regional Surface Transportation Program - MAP21 - Cycle 2 - Transit Performance Initiative - Regional Program | STP | FEDERAL | MAP21 |
| STP-T5-OBAG2-CO-PL | Regional Surface Transportation Program – FAST ACT – OBAG Cycle 2 - County Planning Activities | STP | FEDERAL | FAST Act |
| STP-T5-OBAG2-REG-PL | Regional Surface Transportation Program – FAST Act – OBAG Cycle 2 - Regional Planning Activities | STP | FEDERAL | FAST Act |
| ST-STP-ARRA-CC | State Surface Transportation Program - ARRA - Contra Costa County | ST-STP | FEDERAL | ARRA |
| ST-STP-ARRA-REG | State Surface Transportation Program - ARRA - Regional | ST-STP | FEDERAL | ARRA |
| ST-STP-ARRA-SHOPP | State Surface Transportation Program - ARRA -SHOPP | ST-STP | FEDERAL | ARRA |
| ST-STP-ARRA-ST | State Surface Transportation Program - ARRA - State | ST-STP | FEDERAL | ARRA |
| ST-STP-T3-RL | State Surface Transportation Program - SAFETEA-LU - Railroad Local | ST-STP | FEDERAL | SAFETEA-LU |
| ST-STP-T3-SAFETY | State Surface Transportation Program - SAFETEA-LU - Safety | ST-STP | FEDERAL | SAFETEA-LU |
| ST-STP-T4 | State Surface Transportation Program - MAP21 | ST-STP | FEDERAL | MAP21 |
| TCI | Transit Capital Improvement | TCI | STATE | STATE |
| TCRP | Traffic Congestion Relief Program (1999) | TCRP | STATE | STATE |
| TCRP-LONP | Traffic Congestion Relief Program - Letter of No Prejudice | TCRP | LOCAL | LOCAL |
| TCSP | Transportation and Community and System Preservation Pilot Program | TCSP | FEDERAL | TEA21 |
| TDA3 | Transportation Development Act - Article 3 | TDA | STATE | STATE |
| TDA4 | Transportation Development Act - Article 4 | TDA | STATE | STATE |
| TDA4.5 | Transportation Development Act - Article 4.5 | TDA | STATE | STATE |
| TDA4/8 | Transportation Development Act - Articles 4 and 8 | TDA | STATE | STATE |



**2017 TIP
Fund Code Description (cont.)**

| Fund Code | TIP Fund Code Description | Fund Source | Fund Type | Authorization |
|------------------------|---|--------------------|------------------|----------------------|
| TEA-T2-FY99-TLC-NS | Transportation Enhancement Activities - TEA21 - FY 1999 - Transportation for Livable Communities - Non-STIP | TEA | FEDERAL | TEA21 |
| TEA-T2-LOC | Transportation Enhancement Activities - TEA21 - Local | TEA | FEDERAL | TEA21 |
| TFCA-AB | Transportation Fund for Clean Air - Air Board | TFCA | REGIONAL | REGIONAL |
| TFCA-PM | Transportation Fund for Clean Air - Program Manager | TFCA | REGIONAL | REGIONAL |
| TIFIA-DS-SF | Transportation Infrastructure Finance and Innovation Act of 1998 - Debt Service - San Francisco County | TIFIA-DS | LOCAL | LOCAL |
| TIFIA-T3-SF | Transportation Infrastructure Finance and Innovation Act of 1998 - SAFETEA-LU - San Francisco County | TIFIA | FEDERAL | SAFETEA-LU |
| TIGER-ARRA | Transportation Investment Generating Economic Recovery - ARRA - Federal DOT Discretionary | TIGER | FEDERAL | ARRA |
| TIGERII-T4-10-FED-DISC | Transportation Investment Generating Economic Recovery II - SAFETEA-LU Extension - 2010 - Federal Discretionary | TIGERII | FEDERAL | SAFETEA-LU Extension |
| TIGGER2-T4-10-FED-DISC | Transit Investments for Greenhouse Gas and Energy Reduction 2 - SAFETEA-LU Extension - 2010 - Federal Discretionary | TIGGER2 | FEDERAL | SAFETEA-LU Extension |
| TIGGER-ARRA | Transit Investments for Greenhouse Gas and Energy Reduction - ARRA - FTA Discretionary | TIGGER | FEDERAL | ARRA |
| TOLLS-EXPRESS-REG | Regional Express Lane Toll funds | TOLLS | REGIONAL | REGIONAL |
| TOLLS-GGB | Golden Gate Bridge Toll funds | TOLLS | LOCAL | LOCAL |
| TSM | Traffic System Management | TSM | STATE | STATE |
| USC 206 - REC TRAILS | Recreational Trails Program | OTHER FEDERAL | FEDERAL | SAFETEA-LU Extension |
| USC 206 - REC TRAILS | Recreational Trails Program | OTHER FEDERAL | FEDERAL | MAP21 |
| VPPP-T3 | Value Pricing Pilot Program - SAFETEA-LU | VPPP | FEDERAL | SAFETEA-LU |
| VRF-CO-ALA | Vehicle Registration Fee - Alameda County | VRF | LOCAL | LOCAL |
| VRF-CO-SF | Vehicle Registration Fee - San Francisco County | VRF | LOCAL | LOCAL |
| XGEN | Local General Fund Transfer | XGEN | LOCAL | LOCAL |
| XTRAN | Local Transportation Sales Tax Transfer | XTRAN | LOCAL | LOCAL |

APPENDIX A – 62

2017 TIP Detail

Financial Plan

Plan Bay Area Chapter 4: Investments

Plus Supplementary Reports

- Final Financial Assumptions, July 2013
- Final Local Street and Road Needs and Revenue Assessment, July 2013
- Final Transit Operating and Capital Needs and Revenue Assessment, July 2013

4

Investments



San Francisco-Oakland Bay Bridge, East Span

Barrie Rokeach ©2013

Chapter 4

Investments

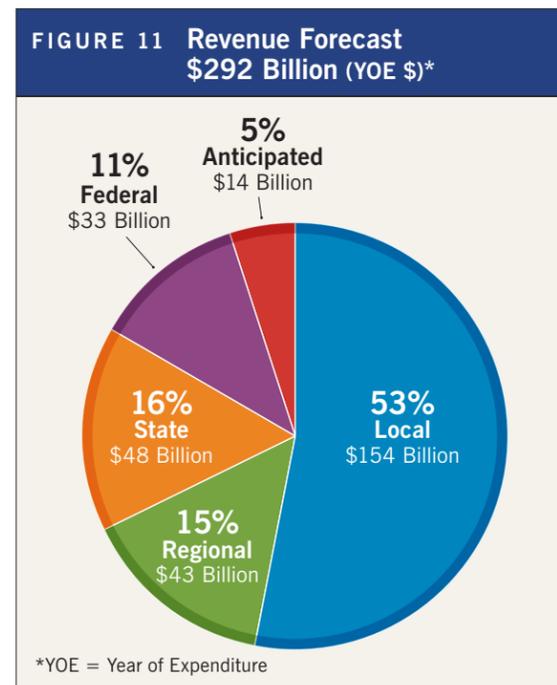
In crafting an investment program for Plan Bay Area, MTC and ABAG had to grapple with a number of important, but often competing, questions.

How to best support the expected growth in jobs and housing over the next quarter-century?
How much do we invest to maintain, expand and improve the efficiency of our regional transportation system, when the needs exceed available revenue? How should we weigh specific project performance characteristics in assembling a package of investments to address the plan's economic, environmental and equity goals?

Plan Bay Area structures an investment plan in a systematic way to support the region's long-term land use strategy, relying on a performance assessment of scenarios and individual projects. The plan makes investments in the region's transportation network that support job growth and new homes in existing communities by focusing the lion's share of investment on maintaining and boosting the efficiency of the existing transit and road system. Plan Bay Area also takes a bold step with strategic investments that provide support for focused growth in Priority Development Areas, including major new transit projects and the OneBayArea Grant program.

Gauging Our Financial Resources

The Plan Bay Area investment strategy is based on an estimate of available funding through 2040. Although the region continues to feel the impact of a slow recovery on revenues for transportation in the short term, total revenues over the 28-year life of the plan are expected to exceed the long-term revenue estimates prepared for the preceding regional transportation plan, Transportation 2035, which was adopted in April 2009 when various transportation revenues were in decline.



For Plan Bay Area, MTC worked with partner agencies and used financial models to forecast how much revenue will be available for transportation purposes over the 28-year duration of the plan. These forecasts are used to plan investments that fit within the “financially constrained” envelope of revenues that are reasonably expected to be available.

Plan Bay Area revenue forecasts total \$292 billion over the 28-year period, reckoned in year of

expenditure (YOE) dollars. As shown in Figure 11, over two-thirds (68 percent) of these funds are from regional and local sources, primarily transit fares, dedicated sales tax programs, and bridge tolls.

Making up the remainder of the pie are state and federal revenues (mainly derived from fuel taxes), and “Anticipated” revenues, which are unspecified revenues that reasonably can be expected to become available within the plan horizon. Although federal and state funding for transportation is critical, it is insufficient to cover growing needs. Annual revenues from local sources dwarf the revenues local jurisdictions receive in state transportation infrastructure funding.

The Great Recession also had a severe impact on the budgets of state and local jurisdictions in California. Bay Area communities seeking to support focused growth and increase the amount of affordable housing were particularly hard hit by the elimination of redevelopment agencies and related funding in 2010. In the Bay Area, these agencies generated \$1 billion annually before they were dissolved by the Legislature and the funding programs eliminated.

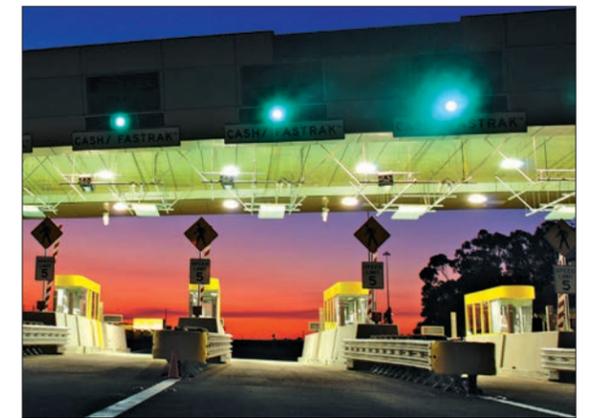
Financial Assumptions

The complete financial assumptions and amounts for the financially constrained Plan Bay Area are provided in *Plan Bay Area Financial Assumptions*, listed in Appendix 1. The estimated revenues in Plan Bay Area assume an inflation rate of 2.2 percent and are reported in year of expenditure dollars. Key highlights are as follows:

- The federal highway and transit programs are assumed to continue in their current form and grow at a rate of 3 percent annually. Base year revenue is set at the nationally authorized level for fiscal year (FY) 2009–10, and the Bay Area is projected to receive its historically proportionate share of these programs.
- The state funding sources — primarily fuel tax-based — are assumed to maintain their

structure and distribution formulas over the 28-year period, starting from FY 2009–10 base levels. Assumptions concerning fuel price and consumption growth assume that state gasoline consumption will decline at an increasing rate until 2020 and then grow slowly at a constant long-term rate. For the 2006 voter-approved Proposition 1B, the revenue forecast includes the Bay Area’s remaining share beyond FY 2011–12.

- Regional bridge toll revenues are based on projected travel demand on the region’s seven state-owned toll bridges. Further, it was assumed that in FY 2018–19, there would be a \$1 increase in the non-carpool vehicle toll on all state-owned bridges. The Regional Express Lane Network revenues included in the financially constrained plan represent projected gross toll revenue for express lanes including toll revenues from express lanes in Santa Clara County.
- Local revenues, sales taxes such as Transportation Development Act (TDA) and Assembly Bill 1107 (1977) are assumed to grow at rates that take into account demographic and economic factors such as median income, regional employment and population growth.
- County and transit district transportation sales tax revenues in Alameda, Contra Costa, Napa, Marin, San Francisco, San Mateo, Santa Clara and Sonoma counties are based on estimates provided by the respective sales tax authorities in those counties. Measures that are set to expire within the 28-year period are assumed to be renewed and/or augmented.
- Transit operator-specific revenue projections including transit fares, tolls, property and parcel taxes, and other sources have been provided by the respective operators. Projections of local streets and roads revenue are based on information provided to MTC by local agencies.
- Revenues forecasted to become available for high-speed rail include approximately \$1.5



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billion from California’s Proposition 1A (2008), the Safe, Reliable High-Speed Passenger Train Bond Act. It was also assumed that the region would receive 12.5 percent, or \$1.5 billion, of federal revenues that are expected to become available to finance the project.

- Plan Bay Area assumes \$3.1 billion dollars in Cap and Trade revenue. These funds represent the Bay Area’s share of funds that are expected to be administered by the state’s metropolitan planning organizations.
- The inclusion of “Anticipated” revenues in the financially constrained plan strikes a balance between the past practice of only including specific revenue sources currently in existence or statutorily authorized, and the more flexible federal requirement of revenues that are “reasonably expected to be available” within the plan period.

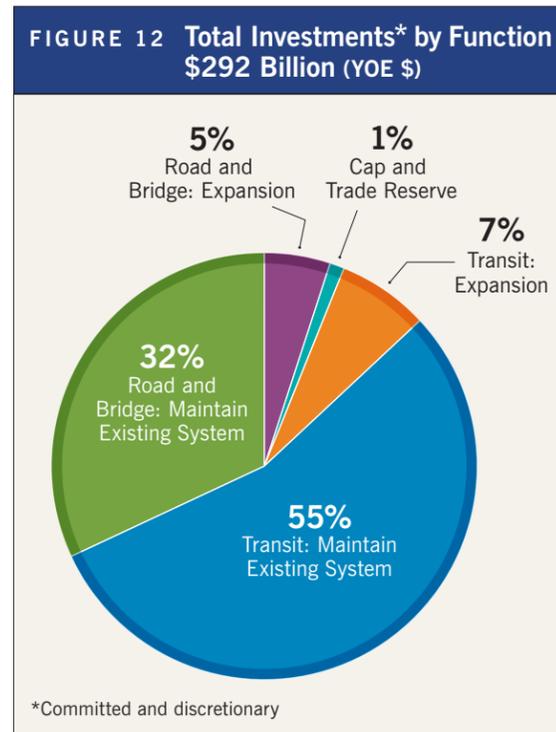
MTC performed a retrospective analysis of projections for previous long-range plans, including a review of unexpected revenues that had come to the region but had not been anticipated or included in those projections. Over a 15-year analysis period, the San Francisco Bay Area received an annualized amount of roughly \$400 million (in 2011 dollars) from these “unanticipated” fund sources. MTC generated an estimate of these anticipated revenues by projecting the \$400 million figure forward at a 3 percent annual growth rate. These revenues are not assumed in the first five years of the plan.

Plan Bay Area Investments—Committed and Discretionary Funds

Revenues for Plan Bay Area are either committed to existing purposes or considered discretionary and available for new projects and programs. Committed funds may be designated by law for a specific purpose or are reserved by action of a governing board (such as MTC, a transit agency, a congestion management agency, etc.). Discretionary revenues are those that are available for assignment to projects or programs through the plan. In spring 2011, MTC determined that if any transportation project/program met one of the following criteria, the project would be considered “Committed” for Plan Bay Area (consistent with Senate Bill 375):

- Project is under construction with a full funding plan, or a regional program that is currently under contract.
- Project is funded with dollars designated by statute for a specific purpose, or dollars are locally generated and locally administered.

Additional funding was deemed committed to transit operating and maintenance in Spring 2012. Based on these conditions, \$60 billion of the \$292 billion



in total revenue forecasted for Plan Bay Area is available for discretionary investments.

As summarized in Table 17, the investment strategy totals \$292 billion in committed and discretionary funds. This combined investment strategy focuses 87 percent of the funding over the life of the plan on taking care of our existing transportation system. (See Figure 12.) The remaining 13 percent funds key transit and road expansion projects. Bicycle and

TABLE 17: Plan Bay Area Investments by Function (in billions of YOE \$)

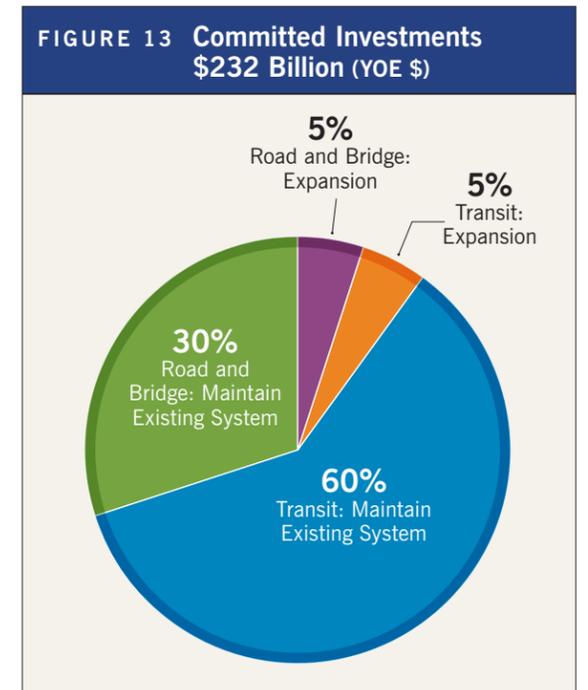
| Function | Committed | Discretionary | Total |
|---|--------------|---------------|--------------|
| Transit: Maintain Existing System | \$139 | \$20 | \$159 |
| Road and Bridge: Maintain Existing System | \$69 | \$25 | \$94 |
| Transit: Expansion | \$13 | \$8 | \$21 |
| Road and Bridge: Expansion | \$11 | \$4 | \$15 |
| Cap and Trade Reserve | \$0 | \$3 | \$3 |
| Total | \$232 | \$60 | \$292 |

pedestrian projects and programs are included with road maintenance and expansion due to the region’s policies to ensure roads are built or modified to be accessible for all users, so-called “complete streets.”

Committed Revenues

Seventy-nine percent (\$232 billion) of all the revenues forecast for Plan Bay Area are deemed “Committed.” Examples of committed funds include existing sales tax measure revenues, which have been assigned through a voter-approved expenditure plan, and State Transportation Improvement Program (STIP) funds that have already been designated for specific projects by the California Transportation Commission. Figure 13 provides a breakdown by functional category of how committed funds will be expended over the course of the plan.

Funding for “Committed” projects is included in Plan Bay Area in order to provide a complete picture of the regional investments and so that these critical efforts can continue to advance. Included in this group are several large projects that are under construction, such as the new eastern span of the San Francisco-Oakland Bay Bridge; the Bay Area Rapid Transit (BART) extensions to Warm



Springs and Eastern Contra Costa County (eBART); the BART Airport Connector to Oakland International Airport; the San Francisco Municipal Railway Central Subway; the Sonoma-Marín Area Rail Transit (SMART) Initial Operating Segment from Santa Rosa to San Rafael; and the Caldecott Tunnel Fourth Bore project.

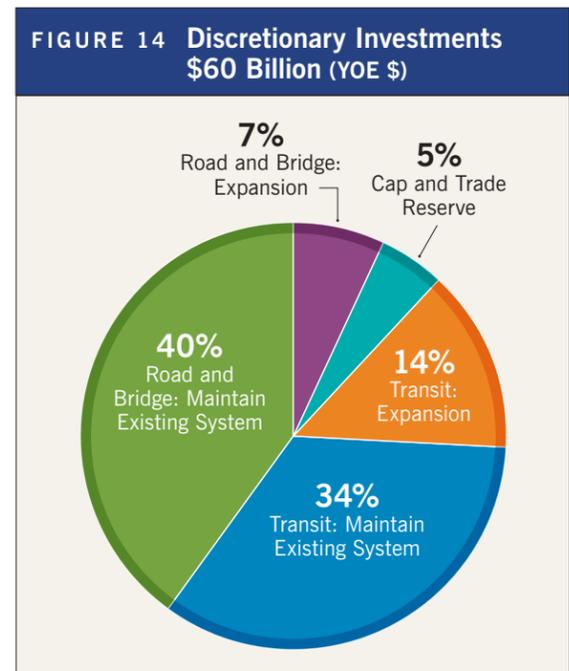


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The allocation of committed funds supports growth in our established rural, suburban and urban communities by directing 90 percent of these funds to the region's existing transit and road systems as shown in Figure 13. These investments, totaling more than \$200 billion of the committed funds, ensure that the buses and trains can serve today's and tomorrow's passengers, and that our roads and sidewalks can carry current and future residents on their way to work or school. More detailed information on the committed investments can be found in the Online Project Database, listed in Appendix 1.

Discretionary Revenues

The 21 percent of Plan Bay Area revenues that are discretionary (\$60 billion) are assigned to projects or programs to support the plan's land use and transportation investment strategy. While the funds may be discretionary in that they have not yet been assigned to a project or program, they may be subject to rules associated with how they can be spent. For example, federal New Starts funds are discretionary because they have not been assigned to a particular project; however, those funds can only be used for new transit projects. Surface



Transportation Program funds can be used across different modes of transportation, but they can only be used for capital improvements and not for operating purposes. Figure 14 provides a breakdown by functional category of how discretionary revenues will be invested through Plan Bay Area.

Cap and Trade Revenues

This investment strategy is complemented by a \$3.1 billion dollar reserve from future Cap and Trade funding included in the plan. The expected eligible uses include but are not limited to transit operating and capital rehabilitation/replacement, local street and road rehabilitation, goods movement, and transit-oriented affordable housing — consistent with the focused land use strategy outlined in Plan Bay Area. The share of funds reserved for these purposes, the specific project sponsors and investment requirements will be subject to further deliberation with partner agencies and public input following adoption of Plan Bay Area.

Cap and Trade revenues will be allocated to specific programs through a transparent and inclusive regional public process. That process will specifically ensure that at least 25 percent of these revenues will be spent to benefit disadvantaged communities in the Bay Area, and to achieve the goals of Plan Bay Area.

Investment Strategies

The discretionary funds provide the opportunity to address six key investment strategies to support both the future land use pattern outlined in the previous chapter and the performance targets adopted for the plan as discussed in Chapter 1. The following section details the region's six primary investment strategies to address the key issues identified during the Plan Bay Area process.

At the end of this chapter, key road and transit projects are highlighted in a series of maps. Additional detail on the proposed Plan Bay Area-funded projects and programs is available in the Online Project Database, listed in Appendix 1.



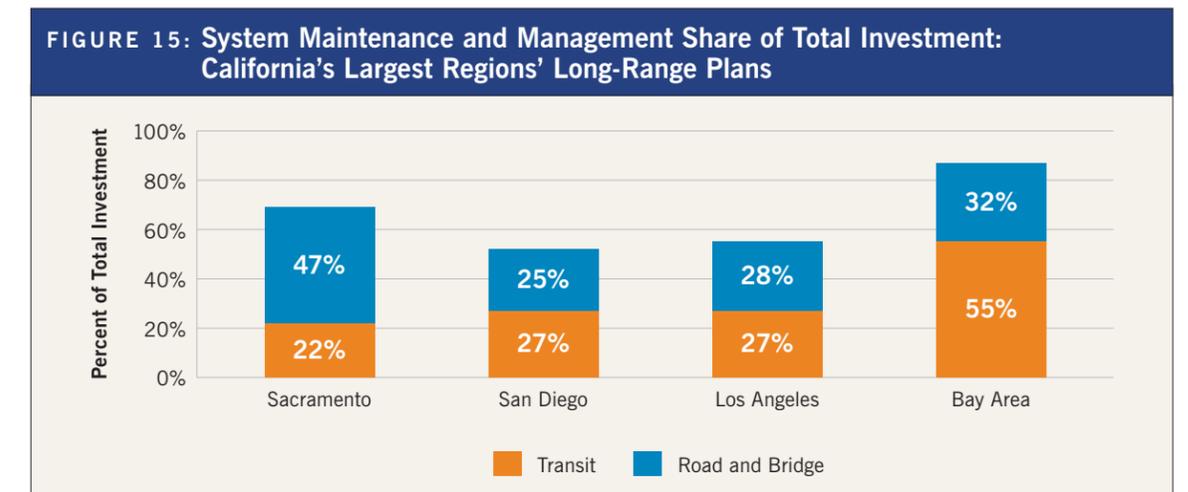
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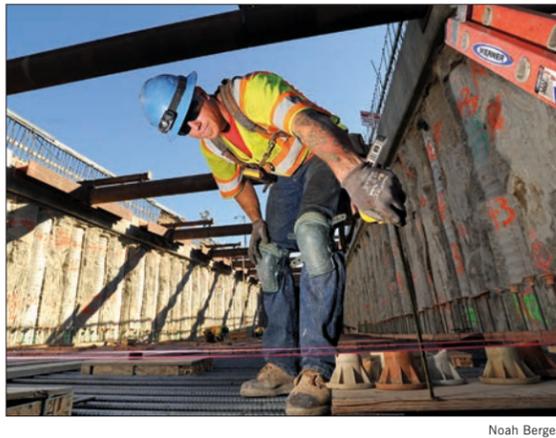
Investment Strategy 1 Maintain the Existing Transportation System

Plan Bay Area continues to support the “fix it first” emphasis from 2009's Transportation 2035 Plan to ensure that the region directs a majority of funding to maintain existing transportation assets, while also supporting focused growth in areas served by the transportation system over the life of the plan. A well-maintained multimodal transportation system is fundamental to the success of the more compact

future land use outlined in Chapter 3. Plan Bay Area fully funds operating needs for existing transit services and timely transit vehicle replacement while funding 76 percent of remaining high-priority transit capital needs. Furthermore, this investment strategy invests scarce resources in state bridge rehabilitation and retrofit.

Plan Bay Area dedicates 87 percent of all available funds to keeping the current transportation network in working order as shown in Figure 12. Roughly three-quarters of the draft plan's discretionary funds and 90 percent of the committed funds are dedicated to funding transit operations, maintaining transit





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capital assets, repairing and replacing bridges, and maintaining complete streets. This includes complementary funding in the OneBayArea Grant investment strategy (see page 77) and County Investment Priorities strategy (see page 86).

Plan Bay Area makes a greater financial commitment to system maintenance and management than do the plans of California's other large metropolitan regions. Approximately 87 percent of total Plan Bay Area funding goes toward sustaining the existing system, while other metropolitan regions in the state dedicate substantially smaller shares of funding for this purpose (see Figure 15). There are several reasons for the difference in priorities:

- The Bay Area has some of the oldest transportation systems in the state (and even in the country) — and old infrastructure requires more funding to maintain, renovate and replace than newer systems. San Francisco's Municipal Railroad recently celebrated its 100th anniversary, and BART operates the oldest railcar fleet in the country.

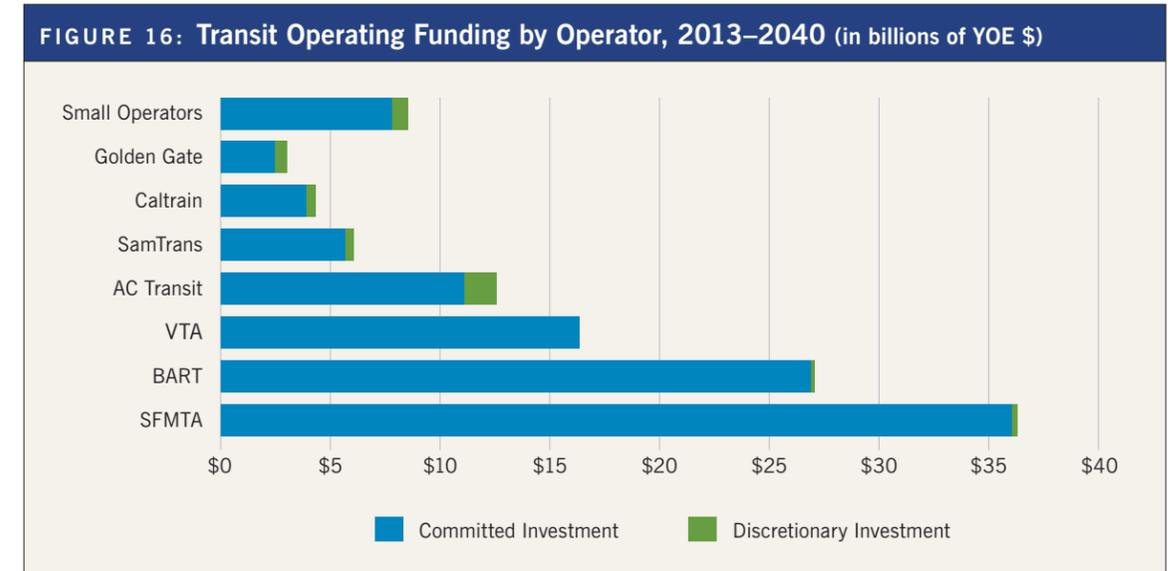
- Our region's greater reliance on rail services results in higher costs to maintain these capital-intensive modes. Plan Bay Area includes nearly \$3 billion for replacing BART's and Caltrain's aging fleets over the next decade.
- The Bay Area is relatively built-out compared to other newer, faster-growing urban areas, and our transportation system is correspondingly more fully developed. That means there is relatively less need to invest in new highways and transit lines, and relatively more existing infrastructure to maintain here than in other areas. Even so, all four of California's major metropolitan areas devote more than 50 percent of their future transportation budgets to upkeep of their current road and transit networks.

Investment in the Transit System

Operating and Maintaining Transit: A Key Challenge

Buses, trains, ferries, light-rail vehicles, cable cars and streetcars not only provide mobility for people without cars — including those who are low-income, elderly, disabled or too young to drive — they also provide a viable alternative to driving for hundreds of thousands of area residents who do own cars. By reducing the number of vehicles on the roads, public transit helps to fight congestion and curb greenhouse gas emissions. It is also the essential transportation complement to Plan Bay Area's distribution of housing and employment in key locations throughout the region.

| | Total Need 2013–2040 | Committed Investment | Discretionary Investment | Remaining Need |
|--------------------|----------------------|----------------------|--------------------------|----------------|
| Transit Operations | \$114 | \$110 | \$4 | \$0 |
| Transit Capital | \$47 | \$21 | \$9 | \$17 |
| Total | \$161 | \$131 | \$13 | \$17 |



Yet despite the importance of transit to the Bay Area and its economy, maintaining and sustaining the network is an ongoing challenge. The cost of buying the fuel and paying the drivers, mechanics, dispatchers and other workers needed to operate a transit system — and paying for the replacement of buses, train cars, tracks, fare machines and other capital equipment — can outpace available funds. Delayed maintenance of the transit system leads to even costlier rehabilitation down the road. Plan Bay Area thus places a high priority on funding for transit operations and equipment.

Over the next 28 years, operating and capital replacement costs for Bay Area transit providers are projected to total \$161 billion. This includes \$114 billion in operating costs plus \$47 billion for capital replacement to achieve an optimal state of repair. Committed revenues over the same period are expected to total only \$131 billion (\$110 billion for operations and \$21 billion for capital). The result is \$30 billion in initial unfunded needs, approximately \$26 billion of which is needed to bring our capital assets up to an optimal state of repair.

To address transit operating and capital needs, Plan Bay Area invests a total of \$13 billion in discretionary revenues. This includes more than \$2 billion in

discretionary revenue plus almost \$2 billion in revenues that are expected to come from a future extension of the transportation sales tax in Alameda County to eliminate the \$4 billion forecasted operating shortfall over the plan period. Another \$9 billion in discretionary revenue will be invested in transit capital, leaving unfunded capital needs of \$17 billion to achieve a state of optimal repair that the region must take into account when pursuing new funding resources, as discussed in Chapter 6.

As illustrated in Figure 16, some transit agencies have operating needs that exceed the forecasted level of committed revenue — such as AC Transit, Golden Gate Transit, SamTrans, Caltrain and the small operators. The variability of the operating needs across the region results from the uniqueness of each system's forecasted cost growth and revenue availability. For example, on the revenue side, some transit operators have access to permanent sales taxes or are supported by general fund contributions, while others are not and are more reliant on fare revenues. As part of the investment strategy, MTC shored up the operating funding plan so that operations for existing services for all transit operators are fully funded through committed and discretionary revenues over the plan period.

Transit Sustainability Project Helps Bend Operating Cost Curve

The region's operating cost projections assume a continuation of existing levels of service and also take into account the increased operating costs associated with committed transit expansion projects. Plan Bay Area reflects the recommendations of MTC's Transit Sustainability Project (TSP), a series of actions to complement recent individual transit agency efforts to control costs, improve service and attract new riders. By establishing performance metrics and targets, new investment and incentive programs, and additional focused efforts related to cost, service and institutional arrangements, the recommendations set a course toward a more sustainable transit system. The operating cost projections associated with implementing the Transit Sustainability Project recommendations assume a five percent drop in operating costs by 2018, then indexing those costs to inflation. Over the life of the plan, this results in billions of dollars of savings.

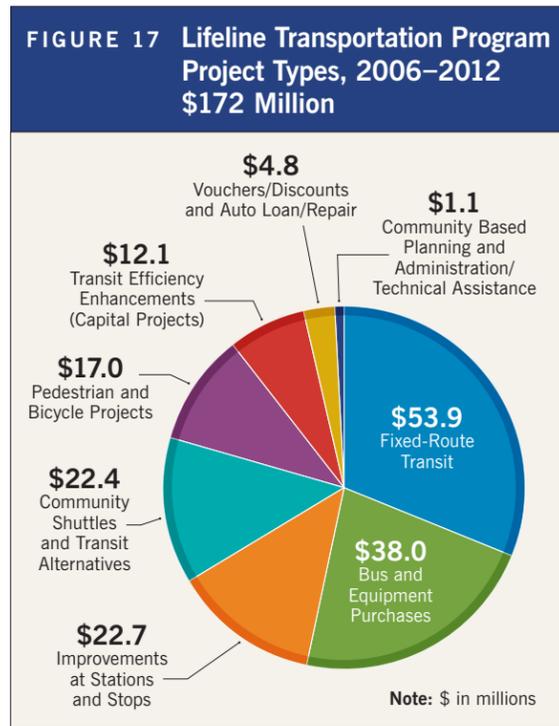
More information on the TSP can be found in Investment Strategy 4, "Boost Freeway and Transit Efficiency."

Lifeline Transportation Program Improves Mobility and Accessibility

Plan Bay Area reaffirms the importance of addressing the mobility and accessibility needs of seniors, persons with disabilities, and residents in low-income



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communities throughout the region. The plan adds approximately \$800 million in discretionary funding for MTC's Lifeline Transportation Program over the 28-year period of the plan. In addition to continuing the types of projects that are currently being funded, an area of possible focus for the future is "mobility management," a strategic approach to connecting people to transportation resources within a community including services provided by human services agencies and other community sponsors. This strategy is especially key to the region's ability to address growth in the Bay Area's senior population and persons with disabilities. Through partnerships with many transportation service providers, mobility management enables communities to monitor transportation needs and links individuals to travel options that meet their specific needs, are appropriate for their situation and trip, and are cost efficient. The Lifeline program, which implements locally crafted Community Based Transportation Plans funded by MTC, has already invested over \$170 million in a diverse mix of projects to support high-need travelers. (See Figure 17.) In addition to

mobility management projects, Lifeline has invested in additional fixed-route transit, shuttles, and non-motorized safety and access improvements.

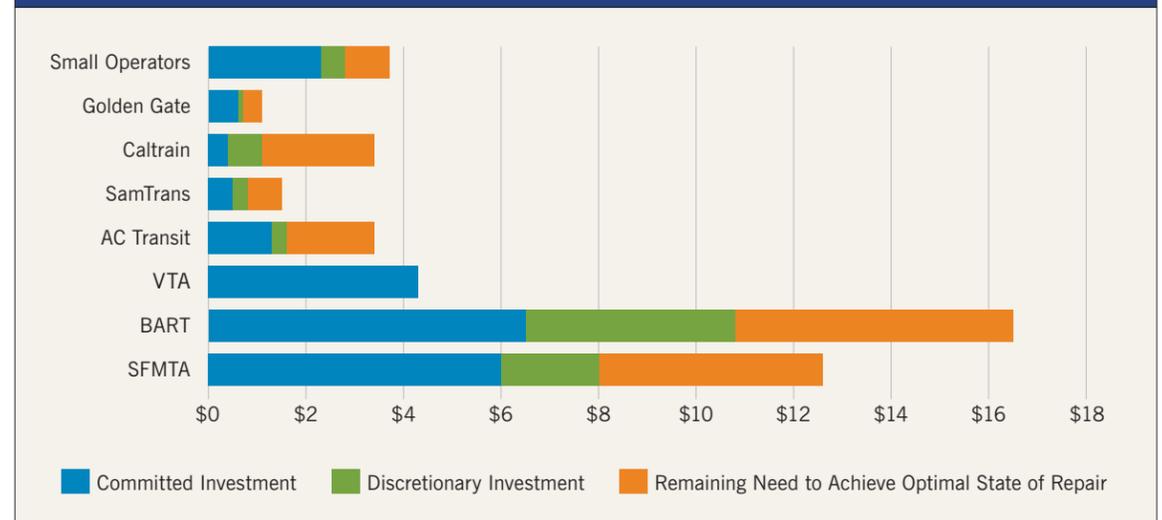
Transit Capital Replacement and Rehabilitation: A Big Hole to Fill

On the capital side, Plan Bay Area assures that all vehicles are replaced at the end of their useful lives and receive all required rehabilitation on schedule, though large capital needs remain for other assets such as maintenance facilities and station upgrades to ensure the long-term health of the region's transit operations. (See Figure 18.) In particular, a robust and efficient public transit network, anchored by expanded local service, is a linchpin of Plan Bay Area's land use strategy to promote future development around existing and planned transit nodes. The plan falls short in achieving two voluntary performance targets that are key indicators of a sustainable transit system: fully funded maintenance and state of good repair of existing capital assets; and transit operating funding necessary to meet the projected growth in non-auto mode share to 26 percent of all trips.

Consistent with MTC's Transit Capital Priorities Policy, high-priority transit capital investments include revenue vehicles (buses, railcars and ferries) — which are Plan Bay Area's first priority for transit capital funds — as well as "fixed guideway" infrastructure (track, bridges, tunnels and power systems) and communications equipment to ensure the safe, reliable, and timely delivery of transit service throughout the region.

Nearly \$20 billion of the projected transit capital replacement and rehabilitation needs of the Bay Area's transit systems through 2040 are unfunded under the plan. Plan Bay Area will dedicate a significant portion of the revenue generated from Cap and Trade to these unmet transit needs. In addition, promptly after adoption of the plan, MTC will work with the region's operators and other stakeholders to develop a plan to address the gap in funding for transit capital replacement and rehabilitation needs, and to expand the funding available to support future increases in transit service.

FIGURE 18: Transit Capital Funding and Remaining Needs, 2013–2040 (in billions of YOE \$)



Plan Bay Area’s total capital investment of \$30 billion in committed and discretionary revenues will be sufficient to fund all revenue vehicle replacements and 76 percent of fixed guideway and other high-priority needs, a substantial improvement over the 60 percent funded in the Transportation 2035 Plan. Chapter 6 outlines priorities for the region to cover the remaining capital needs, totaling \$17 billion, to achieve our performance target.

Investment in Local Streets and Roads

A critical component of the OneBayArea Grant (OBAG) investment strategy discussed later in this chapter is the investment of discretionary funds for the purpose of preserving the existing local street and road network. While congestion management agencies have the flexibility to spend their OBAG county shares on any eligible OBAG programs, Plan Bay Area provides sufficient funding within the program to reaffirm the commitment to maintain the region’s pavement conditions at existing levels.

The 42,000 lane-miles of local streets and roads interconnect in a way that knits the region together, and they form the foundation of the region’s transportation system. They are the conduits to the highways, ports and farmlands that are vital to the economic vitality and sustainability of the San Francisco Bay Area. All trips begin and end on a local street and road, and all modes of surface travel rely on the local street and road infrastructure. In addition to pavement, the local street and road system includes all of the safety and accessibility infrastructure that makes a functioning network possible — sidewalks, curbs and gutters, storm drains, signs and signals, and so forth.

The typical life cycle of a pavement is about 20 years. Over the first three-quarters of its life, the pavement will deteriorate slowly, resulting in a 40 percent drop in condition. Past that point, pavement will begin to deteriorate rapidly. It costs five to ten times more to rehabilitate or reconstruct a roadway that has been allowed to deteriorate, than it costs to



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maintain that roadway in good condition. Through the OneBayArea Grant program, Plan Bay Area invests \$10 billion in discretionary funding to maintain the region’s existing pavement condition, currently at a regional average of 66 on a pavement condition index (PCI) scale of 0 to 100. Even with an infusion of discretionary funds, sizable funding gaps remain in each county to bring pavement up to a state of good repair, as shown in Figure 19.

The total amount of funding needed for the Bay Area to achieve a PCI of 75 (the plan’s adopted performance target, as discussed in Chapter 5) over the Plan Bay Area period is \$45 billion. Committed revenues over the same period of time are expected to cover \$15 billion, or about one-third of the need. Add in the \$10 billion in discretionary funds, and the region still falls \$20 billion short of the revenue needed to achieve the plan’s performance target, with the biggest shortfalls occurring in the region’s largest counties, as shown in Figure 19. Chapter 6 discusses ways to pursue the revenues that will allow the region to meet its targets for roadway preservation.

Funding Active Transportation

Plan Bay Area makes a significant commitment to increase the convenience and safety of walking and bicycling by delivering complete streets for all

users. State Transportation Development Act (TDA) and local sales tax funds committed to bicycle and pedestrian improvements total \$4.6 billion during the plan period. In addition, the OneBayArea Grant program discussed in the next section includes \$14.6 billion over the life of the plan. These funds may be used for complete streets projects, including stand-alone bicycle and pedestrian paths, bicycle lanes, pedestrian bulb-outs, lighting, new sidewalks, and Safe Routes to Transit and Safe Routes to Schools projects that will improve bicycle and pedestrian safety and travel.

Investment in State Bridges

The bridges that span San Francisco Bay are critical transportation links for the region. It is vital to the economic health of the region and quality of life of its residents that these essential structures be kept in a state of good repair. Currently, existing toll revenues are used to strengthen, reinforce and maintain bridge structures and roadways on all of the seven state-owned Bay Area bridges; this includes replacing the eastern span of the San Francisco-Oakland Bay Bridge.

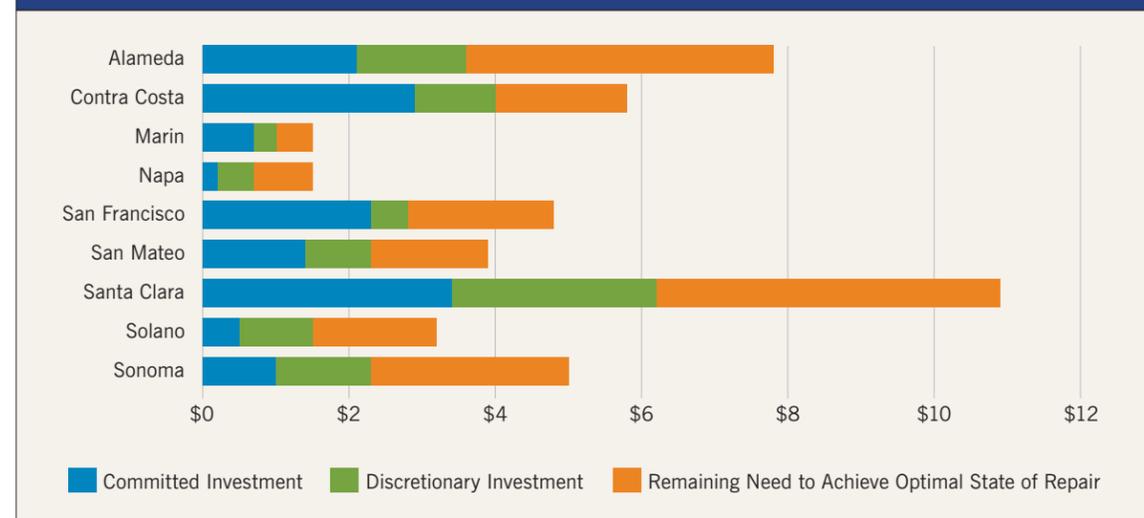
Plan Bay Area assumes a single one-dollar toll increase on all state-owned bridges, beginning in the year 2019. These new bridge tolls are considered a source of regional discretionary funds and total \$2.7 billion over the course of the plan.

Due to the important role that our toll bridges play in the ability of the region’s transportation network to function smoothly, Plan Bay Area assumes that approximately \$1 billion, or about one third of the \$2.7 billion in estimated new bridge toll funds, will be needed for additional maintenance or unforeseen repairs to the Bay Area’s bridges.

Investment in State Highways

California’s 50,000 lane-mile state highway system is an essential contributor to the state’s economic vitality, linking people and goods with intermodal

FIGURE 19: Local Streets and Roads Investments and Remaining Needs by County, 2013–2040 (in billions of YOE \$)



“MTC’s new OneBayArea Grant program is an innovative way to use transportation funding to promote coordinated and environmentally responsible regional planning for jobs and housing. All Californians will benefit from such efforts to put SB 375’s sustainability principles into practice.”

— Senator Darrell Steinberg, *President Pro Tempore, California Senate*

transportation facilities, growing metropolitan centers, and major international airports and ports. The value of this important transportation resource is reckoned at more than \$300 billion. Of the total mileage, 6,500 lane-miles are within the nine-county Bay Area, giving residents a network of interstate, freeway, highway and arterial routes maintained and managed by Caltrans. These lane-miles carry more than one-third of our region’s vehicle miles traveled.

State law requires Caltrans to prepare a 10-year plan for the State Highway Operation and Protection Program (SHOPP). The SHOPP identifies the various needs for all state-owned highways and bridges. Bay Area highway maintenance needs over the 28-year life of this plan are forecasted to total about \$22 billion. Projected revenues over the same period are expected to cover only \$14 billion. Plan Bay Area has not yet identified any new funding sources for the \$8 billion in unfunded needs, despite its heavy emphasis on maintaining our current transportation system. The magnitude of the Bay Area’s highway rehabilitation needs and lack of available funding suggests that maintenance will have to be delayed or deferred on some highways. New state funding, as discussed later in Chapter 6, will need to be secured in order to ensure the long-term health of today’s system.

Investment Strategy 2 Support Focused Growth

To encourage more development near high-quality transit and reward jurisdictions that produce housing and jobs, Plan Bay Area proposes to target transportation investments in Priority Development Areas (PDAs), support planning efforts for transit-oriented development in PDAs, and support Priority Conservation Areas.

In May 2012, MTC approved a new funding approach that directs specific federal funds to support more focused growth in the Bay Area. The OneBayArea Grant (OBAG) program commits \$320 million over the next four years (\$14.6 billion over the life of the plan), from federal surface transportation legislation currently known as MAP-21 (Moving Ahead for Progress in the 21st Century). OBAG is designed to support jurisdictions that focus housing growth in Priority Development Areas through their planning and zoning policies, and the production of housing units. Specifically the program rewards jurisdictions that accept housing allocations through the

Regional Housing Need Allocation (RHNA) process. The distribution of OBAG funds to counties is based on the following factors: population, past housing production and future housing commitments, and efforts to produce low-income housing.

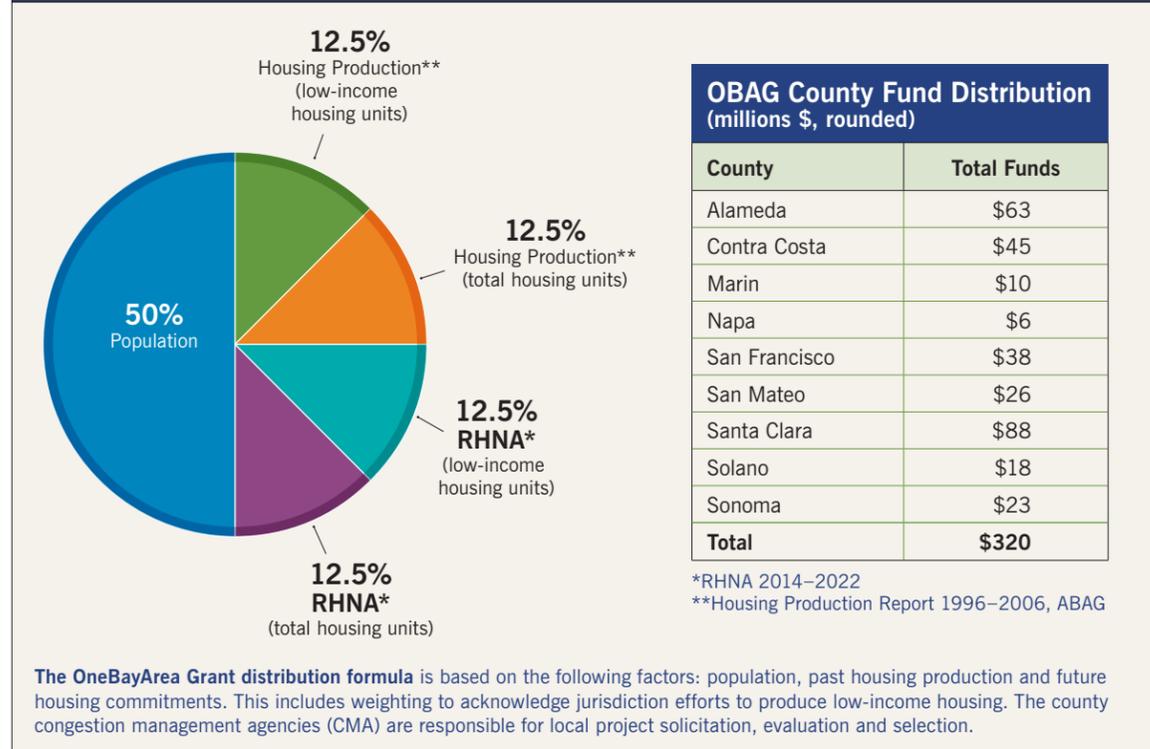
Focus on Priority Development Areas

As outlined in Chapter 3, Priority Development Areas (PDAs) are transit-oriented, infill development opportunity areas within existing communities that are expected to host the majority of future development. The OBAG program allows communities flexibility to invest in transportation infrastructure that supports infill development by providing funding for bicycle and pedestrian improvements, local street repair, and planning activities, while also providing specific funding opportunities for Safe Routes to Schools

projects and Priority Conservation Areas. By promoting transportation investments in PDAs, the OBAG program supports the Sustainable Communities Strategy for the Bay Area.

Per OBAG requirements, congestion management agencies (CMAs) will develop a PDA Investment and Growth Strategy for their respective counties; this will be used to guide future transportation investments that are supportive of PDA-focused development. The growth strategy also will consider strategies and plans to increase the production of affordable housing in PDAs, as well as ways to preserve existing affordable housing opportunities. The CMAs in larger counties (Alameda, Contra Costa, San Mateo, San Francisco and Santa Clara) must direct at least 70 percent of their OBAG investments to the PDAs. For North Bay counties (Marin, Napa, Solano and Sonoma) the requirement is 50 percent.

FIGURE 20: OneBayArea Grant Distribution Formula: FY 2012–13 through FY 2015–16





Renee Goodard

A project lying outside the limits of a PDA may count toward the minimum provided that it directly connects to or provides proximate access to a PDA. A zoomable map of PDAs in the Bay Area is available at <http://geocommons.com/maps/141979>. The counties are expected to conduct an open decision process to justify projects that geographically fall outside of a PDA but are considered directly connected to (or provide proximate access to) a PDA.

To complement these locally administered funds, OBAG also directs additional funds to support the region's Priority Conservation Areas and Priority Development Areas. The first round of OBAG funding directs an additional \$10 million to the Bay Area's Transit Oriented Affordable Housing (TOAH) Fund. These funds will see TOAH grow from a \$50 million pool today to at least a \$90 million pool by 2014. TOAH will help finance affordable housing projects in transit-rich locations and target neighborhood-stabilization investments, including housing acquisition and rehabilitation, small-site acquisition and land banking in the region's PDAs. OBAG also includes \$30 million for the PDA Planning Program to assist cities and counties planning for employment and housing growth in their city centers and transit-served corridors. In addition, these funds will continue to facilitate the entitlement of affordable housing. Finally, the first

round of OBAG commits \$10 million to support the Priority Conservation Areas with funding for planning, farm-to-market projects, and to support strategic partnerships that seek to purchase conservation lands for long-term protection and use by Bay Area residents.

The OneBayArea Grant Program will provide a solid platform to advance Priority Development Areas as walkable, amenity-rich "complete communities," and to protect our Priority Conservation Areas for future generations. However, as outlined in Chapter 6, realizing the plan's full potential will require a concerted, collaborative effort on the part of federal and state agencies.

Performance and Accountability Policies

In addition to providing funding to support Priority Development Areas, OBAG requires each jurisdiction to adopt policies to support complete streets and planning and zoning policies that are adequate to provide housing at various income levels, as required by the Regional Housing Need Allocation (RHNA) process. These requirements must be met before a jurisdiction is eligible for OBAG funding:

- **Complete Streets Policy Resolution:** In addition to meeting MTC's 2005 complete streets requirements, a jurisdiction will now need to adopt a complete streets resolution. A jurisdiction can also meet this requirement by having a general plan that complies with the California Complete Streets Act of 2008. All jurisdictions seeking future rounds of OBAG funding will be required to have the updated general plan language adopted.
- **RHNA-Compliant General Plan:** A jurisdiction is required to have its general plan housing element adopted and certified by the State Department of Housing and Community Development (HCD) to be eligible for OBAG funding.

Investment Strategy 3 Build Next-Generation Transit

As discussed in Chapter 5, Plan Bay Area relied on a transportation Project Performance Assessment, which, together with public involvement, helped identify priorities for the next generation

of transit investments. These include improvements to the region's core transit systems, new bus rapid transit lines in San Francisco and Oakland, rail extensions that support and rely on high levels of future housing and employment growth, and an early investment strategy for high-speed rail in the Peninsula corridor. MTC's Resolution 3434, a 2001 framework that identified regional priorities for transit expansion projects, has served the region well.

TABLE 19: MTC Resolution 3434 Project Status

| Project | Project Cost* (in millions of YOE \$) | Status |
|---|--|-------------------------------|
| Caltrain Express: Baby Bullet | \$128 | Open for Service |
| Regional Express Bus | 102 | |
| BART to Warm Springs | 890 | In Construction |
| East Contra Costa BART Extension (eBART) | 493 | |
| Transbay Transit Center: Phase 1 | 1,589 | |
| BART/Oakland Airport Connector | 484 | |
| Sonoma-Marin Rail Initial Operating Segment | 360 | |
| Expanded Ferry Service to South San Francisco (Berkeley, Alameda/Oakland/Harbor Bay, Hercules and Richmond, and other improvements) | 180 | |
| MUNI Third Street Light Rail Transit Project – Central Subway | 1,578 | |
| BART: Warm Springs to Berryessa | 2,330 | Environmental Docs Approved |
| BART: Berryessa to San Jose/Santa Clara | 3,962 | |
| Transbay Transit Center/Caltrain Downtown Extension: Phase 2 | 2,596 | |
| AC Transit Berkeley/Oakland/San Leandro Bus Rapid Transit | 218 | Environmental Docs in Process |
| Downtown to East Valley; Light Rail & Bus Rapid Transit Phases 1 & 2 | 559 | |
| Caltrain Electrification | 785 | |
| Caltrain Express: Phase 2 | 427 | |
| Van Ness Avenue Bus Rapid Transit | 126 | |
| Tri-Valley Transit Access Improvements to/from BART | 168 | |
| AC Transit Enhanced Bus: Grand-MacArthur corridor | 41 | |
| Dumbarton Rail | 701 | |
| ACE Right-of-Way Acquisition for Service Expansion | 150 | |
| Capitol Corridor: Phase 2 Enhancements | 254 | |
| Total | \$18,121 | |

*Full project cost may not be included in Plan Bay Area.

TABLE 20: New Starts and Small Starts – Plan Bay Area “Next Generation” Projects
(in millions of YOE \$)

| Project | Cost | Previously Committed Funding | New Starts/ Small Starts | Other Funding from Plan Bay Area |
|--|----------------|------------------------------|--------------------------|----------------------------------|
| BART: Berryessa to San Jose/ Santa Clara | \$3,962 | \$1,355 | \$1,100 | \$1,507 |
| Transbay Transit Center/Caltrain Downtown Extension: Phase 2 | 2,596 | 639 | 650 | 1,307 |
| AC Transit Enhanced Bus/BRT: Grand-MacArthur corridor | 41 | 0 | 30 | 11 |
| Van Ness Avenue Bus Rapid Transit Project | 126 | 66 | 30 | 30 |
| AC Transit Berkeley/Oakland/ San Leandro Bus Rapid Transit | 218 | 179 | 28 | 11 |
| New Starts and Small Starts Reserve | 660 | — | 660 | — |
| Total | \$7,603 | \$2,239 | \$2,498 | \$2,866 |

Roughly half of the projects are in service or under construction. Many of the others are reconfirmed as priorities for continued funding, or are included in the plan for early phases of work as the projects are being developed.

Resolution 3434 established the region’s priority projects for federal New Starts and Small Starts funds (see Table 19), creating a unified regional strategy to secure commitments from this highly competitive national funding source. In 2012, the Bay Area secured commitments for nearly \$2 billion in federal funding for its two most recent New Start projects — San Francisco’s Central Subway and the extension of BART to Berryessa in Santa Clara County. These successes pave the way for a new generation of projects that can leverage current and future development patterns to create financially stable transit service in these corridors.

Plan Bay Area assumes that the region can attract approximately \$2.5 billion in additional federal New Starts and Small Starts funding through 2040.

Building on the successful delivery of Resolution 3434, and the results of the Performance Assessment and transit-specific project evaluation, Plan Bay Area’s priorities for the next generation of federal New Starts and Small Starts funding include major rail and bus rapid transit (BRT) investments, as summarized in Table 20. Along with identifying these significant future transit investments, Plan Bay Area also retains \$660 million in financial capacity for projects that are in the planning stages. The \$660 million New and Small Starts reserve, or a regional investment equivalent, is proposed to support transit projects that are located in or enhance transit service in the East and North Bay counties, subject to future assessments of feasible alternatives, evaluation for cost-effectiveness, and for performance against MTC’s Transit-Oriented Development Policy.

Reference maps of key local and regional transit projects are included at the end of this chapter.

Investment Strategy 4 Boost Freeway and Transit Efficiency

The Bay Area consistently ranks as one of the most congested metropolitan areas in the nation. In the Texas A&M Transportation Institute’s 2012 Urban Mobility Report (<http://mobility.tamu.edu/ums/report/>), San Francisco Bay Area ranked as the third most congested region in hours of delay caused by congestion. The same report estimated that congestion cost our region’s peak-commute drivers an average of more than \$1,200 per year. A decade or two ago, the response to congestion might have been simply to add additional roadway capacity. With today’s mature system of roadways and increased demands on available financial resources, it is no longer possible to build our way out of congestion. Instead, the region must find ways to operate our existing highway and transit networks more efficiently, and target expansion projects that will provide long-term and sustainable congestion relief.



Bill Hall, Caltrans

Plan Bay Area includes a discretionary funding commitment of \$3.9 billion over the next 28 years to support projects and programs that will boost system efficiency. These include the Freeway Performance Initiative (FPI) and the Transit Performance Initiative (TPI) that aim to use low-cost technology upgrades to dramatically improve the speed and reliability of roadways and transit service. In addition, efforts like San Francisco’s cordon pricing program and the Regional Express Lane Network will leverage revenues generated from pricing to improve the efficiency of the existing system while expanding travel choice.

TABLE 21: Freeway Performance Initiative

| Program Elements | Description & Benefits |
|--|--|
| Ramp Metering | Activate 300 additional ramp-metering locations on freeways. |
| Intelligent Transportation Systems Infrastructure | Install and maintain traffic cameras, changeable message signs, speed sensors and other related infrastructure to improve travel-time reliability on freeways. |
| Arterial Operations | Implement traffic signal coordination, transit-priority timing and incident/emergency clearance plans on regionally significant routes. |
| Incident and Emergency Management | Maintain the Freeway Service Patrol and Call Box programs, and enhance transportation agencies’ and first responders’ capabilities to clear traffic incidents and respond to major emergencies through integrated corridor management. |
| Traveler Information/511 | Collect, consolidate and distribute accurate regional traffic, transit and parking data for trip-planning and real-time traveler information. |
| Operations & Maintenance | Maintain existing and future arterial and freeway technology improvements. |

Freeway Performance Initiative

Plan Bay Area supports MTC's Freeway Performance Initiative (FPI), which is designed to maximize the efficiency and improve the operations and safety of the existing freeway, highway and arterial network.

Owing to investments made through the Transportation 2035 Plan, FPI expanded the number of metered ramps throughout the Bay Area, directly resulting in reduced travel times and improved safety on major freeway corridors while managing the impact on local arterial operations. FPI investments also support the Program for Arterial System Synchronization (PASS), through which an average of 500 traffic signals are re-timed each year to improve coordination across jurisdictions, and provide priority signal timing for transit vehicles.

FPI funding for the Freeway Service Patrol and call boxes has enhanced the region's ability to quickly identify and respond to planned and unplanned freeway incidents. Currently, FSP includes 78 tow trucks that cover 552 miles of Bay Area freeways and respond to an average of 130,000 incidents per year. The 2,200 call boxes in place along the region's freeways and bridges receive an average of 22,000 calls per year.

Plan Bay Area calls for an investment of approximately \$2.7 billion in discretionary regional funds over the next 28 years to implement the FPI.



Noah Berger

Transit Performance Initiative

The Transit Performance Initiative (TPI) makes a regional investment in supportive infrastructure to achieve performance improvements in major transit corridors where current and future land use supports high-quality transit. The TPI also provides incentives to reward agencies that achieve improvements in ridership and service productivity. Plan Bay Area dedicates \$500 million over the plan period to support this initiative, which is expected to result in reduced emissions and vehicle miles traveled, as well as an increase in the non-auto mode share of all trips.

MTC approved the first round of capital investment projects in the spring of 2012, providing over \$27 million to reduce travel times and enhance the passenger experience on major corridors served by AC Transit, San Francisco Municipal Transportation

Agency (SFMTA), and Santa Clara Valley Transportation Authority (VTA). (See Table 22.) These busy routes offer the potential to improve service quality, speed, and reliability, ultimately reducing travel times and increasing ridership.

MTC has also created an incentive program to reward transit agencies that achieve ridership increases and productivity improvements, and will allocate funds on the basis of performance, thereby encouraging all of the region's transit operators to continuously improve their service and attract more riders. In winter 2013, the first round of funding for the TPI Incentive program awarded over \$13 million to eight projects focused on increasing ridership and/or productivity, including youth and low-income pass programs.

Regional Express Lane Network

Express lanes, otherwise known as high-occupancy toll (HOT) lanes, are carpool lanes that give solo drivers the option of paying a fee to use the uncongested carpool lane, while carpools and buses may use the express lane free of charge. Express lanes make better use of carpool lanes that often sit empty while solo drivers are stuck in traffic. Opening up the express lane to solo drivers has been proven effective across the nation in moving cars out of traffic. Fewer cars in general-purpose lanes reduce traffic even for those who do not choose to use the express lane.

Express lane tolls vary based on levels of congestion. They are priced low enough to attract drivers out of slow traffic in the regular lanes, but high enough to ensure a free flow of cars in the express lane at all times. Drivers pay based on distance traveled in the express lane. Tolls are collected through the FasTrak® electronic toll collection system.



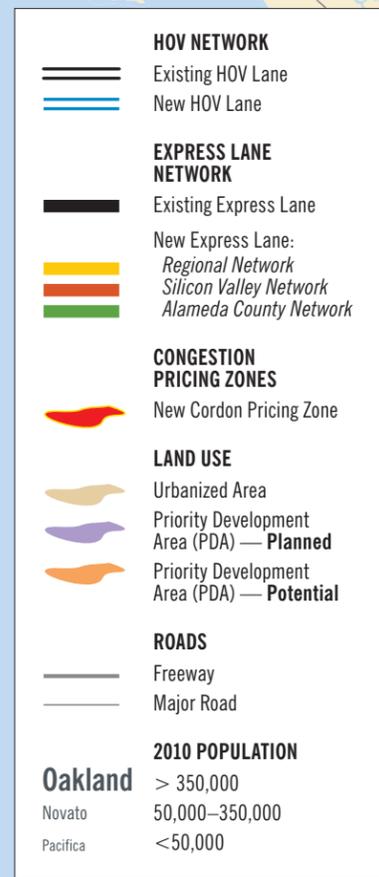
Noah Berger

In October 2011, the California Transportation Commission (CTC) approved MTC's plan to add 270 miles of express lanes on I-80 in Solano, Contra Costa and Alameda counties, I-880 in Alameda County, I-680 in Solano and Contra Costa counties, and the approaches to the Bay Bridge, San Mateo-Hayward Bridge and the Dumbarton Bridge. These will be operated by MTC in tandem with express lanes operated by county agencies on I-580 and I-680 in Alameda County and throughout Santa Clara County to form a seamless system of express lanes throughout the region. Of the proposed network, 150 miles would involve converting existing carpool lanes, or high-occupancy vehicle (HOV) lanes, to express lanes, and 120 miles would involve widening freeways to create new HOV/express lanes in both directions to close gaps in and extend the existing HOV system.

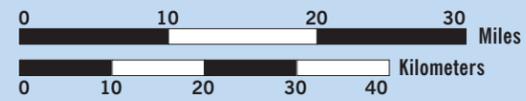
TABLE 22: Transit Performance Initiative Investments – Spring 2012

| Sponsor | Project | Investment (millions \$) |
|------------|---|--------------------------|
| AC Transit | Line 51 Corridor Speed Protection and Restoration | \$10.1 |
| SFMTA | Mission Customer First | \$7.0 |
| SFMTA | N-Judah Customer First | \$3.7 |
| SFMTA | Bus Stop Consolidation and Roadway Modifications | \$4.1 |
| VTA | Light Rail Transit Signal Priority Improvements | \$1.6 |
| VTA | Stevens Creek – Limited 323 Transit Signal Priority | \$0.7 |

MAP 8 Road Pricing Improvements



Map is for general information. For more information on local zoning or designations for a particular site or parcel, please contact your city or county.



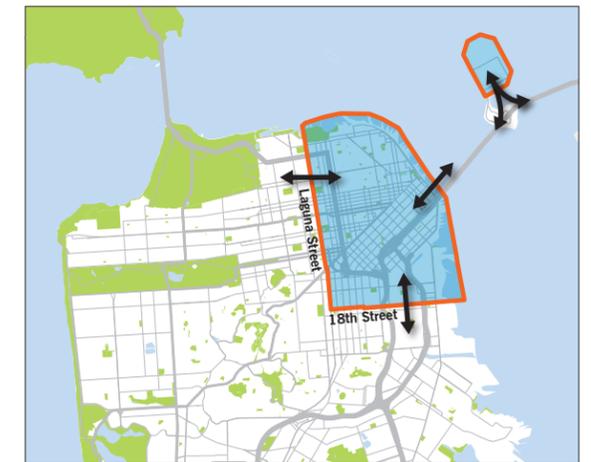
The goals of the Regional Express Lane system remain the same as they were in the Transportation 2035 Plan:

- **Connectivity** – Use express lane toll revenue to close gaps within the HOV lane system and to increase travel-time savings for carpools and buses. Without express lane toll revenue, the region’s HOV system will remain fragmented for the foreseeable future.
- **Efficiency** – Optimize throughput on freeway corridors to better meet current and future traffic demands, using excess capacity in the existing HOV system to reduce travel time for all travelers.
- **Reliability** – Provide a reliable, congestion-free transportation option.

Express lane toll revenue will be used first and foremost to fund the operations and maintenance of the express lanes. Plan Bay Area invests \$600 million in discretionary revenue in order to complete the financing package for construction of the Regional Express Lane Network in Solano, Contra Costa and Alameda counties. Conversions of existing HOV lanes will be built first. Revenues from those early express lanes will be used to bond-finance the gap closures first, and, eventually, the extensions. Express lanes in Santa Clara County will be financed by bonds that are fully supported by committed express lane toll revenue.

All project-level environmental clearances will comply with applicable requirements for environmental justice, and focused outreach will be conducted with low-income communities as part of the express lane network development and implementation. Furthermore, MTC will study the potential benefits and impacts of converting general purpose lanes to express lanes in order to inform implementation of the express lane network.

A map of other critical roadway improvements proposed in the Plan Bay Area investment strategy is included at the end of this chapter.



Proposed congestion pricing locations in downtown San Francisco and Treasure Island.

San Francisco Congestion Pricing

Congestion pricing involves charging drivers a fee to drive in congested areas, and using the revenue generated to fund transportation improvements — such as better transit service, signal coordination, and bicycle and pedestrian projects — that improve travel options and traffic flow. Congestion pricing is being advanced in San Francisco through a demonstration project as a part of the Treasure Island development project, and through ongoing planning for congestion pricing in downtown San Francisco.

Treasure Island

In June 2011, the city of San Francisco approved development plans for Treasure Island (a Priority Development Area), including 8,000 residential units, along with retail and commercial uses. The Treasure Island Transportation Implementation Plan, adopted as part of the development project’s approval, calls for an integrated approach to managing traffic and improving mobility management, including a congestion fee to be assessed for residents traveling by private automobile on or off the island during peak hours. The congestion fee, in combination with parking charges and a pre-paid transit voucher for each household, will help fund a comprehensive suite of transportation services including new ferry service to San Francisco and enhanced East Bay bus services.



London congestion pricing The Guardian UK

Investment Strategy 5 County Investment Priorities

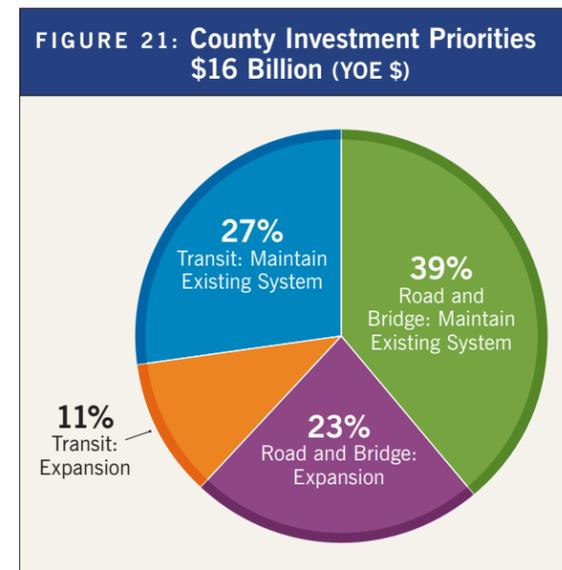
The county congestion management agencies have identified key local transportation priorities during the development of their county transportation plans. This process resulted in \$29 billion in discretionary funding requests, which is nearly twice the \$16 billion that is expected to be available over the life of the plan. Overall, the county funding priorities are closely aligned with the investment strategy, including an investment of 66 percent of these funds dedicated to maintaining and sustaining current transportation systems. Their priorities complement a number of the regional discretionary investment strategies including the OneBayArea Grant, Build Next Generation Transit, and Freeway and Transit Efficiency strategies. The county programs also include complete streets programs that will deliver substantial bicycle and pedestrian improvements. Figure 21 summarizes the counties' investment priorities; more details can be found in the Online Project Database, listed in Appendix 1.

Downtown San Francisco

During rush hours, congestion in the greater downtown area results in average bus transit and automobile speeds below 10 miles per hour. Congestion is already a problem, and the city has ambitious growth plans for the future. Unless bold measures are taken, downtown San Francisco streets will be unable to accommodate expected levels of housing and job growth, and gridlocked conditions will threaten the city's and region's economic development plans. A recent study found congestion pricing in downtown San Francisco to be a feasible and potentially effective way to manage and grow the transportation system while supporting new businesses and residents. The mobility and pricing program could result in:

- 12 percent fewer peak-period vehicle trips and a 21 percent reduction in vehicle hours of delay
- 5 percent reduction in greenhouse gases citywide
- \$60–80 million in annual net revenue for mobility improvements
- 20–25 percent transit speed improvement and 12 percent reduction in pedestrian incidents

Plan Bay Area supports the implementation of these congestion pricing projects in San Francisco with a \$150 million investment over the plan period.



| TABLE 23: Summary of Climate Initiatives Program | | |
|---|---------------------------------|---|
| Policy Initiative (from most to least cost-effective) | Cost (in millions of YOE \$) | Per Capita CO ₂ Emissions Reductions in 2035 |
| Commuter Benefit Ordinance | \$0 | -0.3% |
| Car Sharing | \$13 | -2.6% |
| Vanpool Incentives | \$6 | -0.4% |
| Clean Vehicles Feebate Program | \$25 | -0.7% |
| Smart Driving Strategy | \$160 | -1.5% |
| Vehicle Buy-Back & Plug-in or Electric Vehicle Purchase Incentive | \$120 | -0.5% |
| Regional Electric Vehicle Charger Network | \$80 | -0.3% |
| Climate Initiatives Innovative Grants | \$226 | TBD |
| Total | \$630 | -6.3% |

Investment Strategy 6 Protect Our Climate

Pursuant to SB 375, the California Air Resources Board in 2011 assigned the Bay Area a per capita greenhouse gas (GHG) emissions reduction target of 7 percent by 2020 and 15 percent by 2035. These are aggressive targets that we are determined to meet and possibly exceed. In terms of its development, the Bay Area is a relatively mature region, with a well-established transportation system and a large population already in place. While it can focus the pattern of future growth, Plan Bay Area does not significantly rearrange the development pattern that already exists. So in harmony with our multimodal transportation network and focused land use plan, we have to invest in technology advancements and provide incentives for travel options to help meet these emissions targets. The Plan Bay Area climate initiative invests \$630 million in the eight programs highlighted in Table 23.

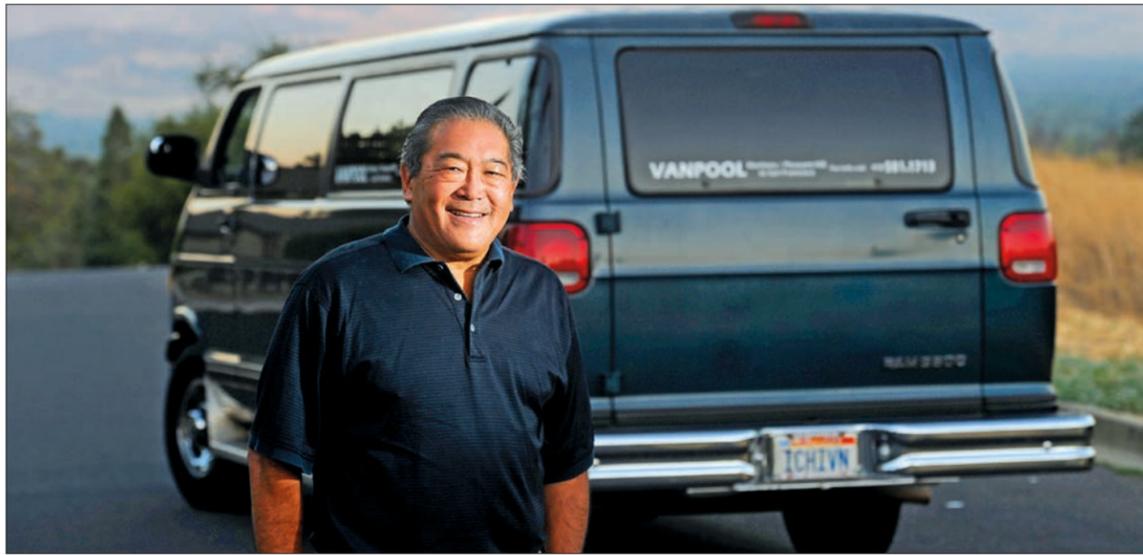
Commuter Benefit Ordinance

Senate Bill 1339 authorizes the Bay Area Air Quality Management District (BAAQMD) and MTC to jointly adopt a regional commuter benefit ordinance as a

means to reduce GHG emissions and to improve air quality. Commuter benefits would include pre-tax benefit programs, employer-provided subsidies, free shuttles or vanpools, or an employer-chosen alternative that would provide an equal or greater benefit in terms of reducing GHG emissions. The agencies are required to report to the Legislature in 2016 on the results of the program, including vehicle miles reduced and greenhouse gases reduced.

Car-Sharing

Car-sharing services have been available in the Bay Area since 2001, and in that time the number of vehicles available and the number of subscribers has grown. Bay Area wide, there were an estimated 60,500 members in 2012 and fleets with hundreds of cars to serve those customers. Car-sharing allows people to rent cars by the hour, for as short a time as 30 minutes up to a full weekend. Car-sharing saves families and individuals hundreds of dollars every month in car payments, insurance, gas, registration and repairs. This investment strategy proposes to invest \$13 million to expand car-sharing services to ensure vehicles are available at high-demand locations, and to expand services in suburban communities.



Noah Berger

Vanpool Incentives

The Bay Area has had an organized vanpool program since 1981. Currently managed by local, county and regional partners including MTC's 511 program, the region's vanpool service helps people with long commutes that are not well-served by transit. This strategy will enhance the appeal of vanpooling by dedicating \$6 million to reduce the cost of van rentals. Encouraging more people to participate in the vanpool program can help to remove personal cars from crowded freeways and reduce overall emissions.

Clean Vehicles Feebate Program

A "feebate" charges a fee to one user, and that fee is used to provide a discount to another user. The feebate program in Plan Bay Area would charge a one-time, point-of-purchase fee on new vehicles with low miles-per-gallon ratings to help purchase fuel-efficient vehicles that emit much less pollution.

Although the fees and subsidies from the program are revenue-neutral, this strategy still includes \$25 million to pay for the administrative costs of the program over the period of the plan.

Smart Driving Strategy

Despite Plan Bay Area's targeted efforts to incentivize the purchase of fuel-efficient vehicles, many of the cars currently on the road fall short of current and future emission or fuel-efficiency standards, yet they work well and are not ready to be retired. Smart driving tactics are easy-to-implement actions (e.g., change in driving style, more-frequent vehicle maintenance, etc.) that any driver can do to save gas and reduce emissions. Plan Bay Area provides a total of \$160 million to develop a public education campaign for the region's drivers and to provide rebates for in-vehicle, real-time fuel efficiency gauges.

Vehicle Buy-Back/Purchase Incentive Program for Plug-ins or Electric Vehicles

While the federal government and the state are offering incentives for the purchase of electric vehicles, most EVs still cost more than many gas vehicles at the time of purchase. Typically when consumers buy new cars, their older, less-efficient vehicles are re-sold rather than being removed from the fleet. As long as older vehicles are still on the road polluting, it is hard to significantly reduce emissions. Plan Bay Area sets aside a total of

\$120 million for a voluntary incentive program to accelerate the removal of low-mpg vehicles from the region's roads. In return for trading in their car, which is retired from service, people can receive a cash incentive towards the purchase of a new plug-in hybrid or electric vehicle.

Regional Electric Vehicle Charger Network

BAAQMD, in partnership with regional and local partners, and auto manufacturers and service providers, is charting the Bay Area path for electric vehicle use in the Bay Area. The Electric Vehicle (EV) Readiness Plan, completed in late 2012, sets forth short-term strategies to increase EV usage. A long-term strategy is currently under development. Plan Bay Area supports this initiative with supportive strategies to help clean our air and cut the region's GHGs.

The Bay Area is expected to be a successful clean-vehicle market, but due to the limited range of today's all-electric vehicles (EVs) it is projected that many EV purchases will be plug-in hybrid electric vehicles (PHEVs) that can switch over to a gasoline engine once they have used up the energy in their batteries. Plan Bay Area allocates \$80 million to install more EV chargers at Bay Area workplaces. The proposed investment will allow vehicles to be charged during the day, ready to make the drive back home without using the gasoline engine.



Noah Berger

Climate Initiatives Innovative Grants

With the adoption of the Transportation 2035 Plan, MTC created a new Climate Initiatives Innovative Grant program and invested \$33 million in innovative and creative pilot grants to reduce greenhouse gas (GHG) emissions from the transportation sector. The grant categories included: Safe Routes to Schools, which encourages children to bike and walk to school; Parking Pricing; Transportation Demand Management, which includes strategies to reduce travel demand or shift demand in order to relieve congestion; and Showcase Projects, for creative ideas that did not fit neatly into the other categories. These grants are still being implemented and evaluated, but many of the pilot projects show promise in their potential to reduce GHG emissions. Plan Bay Area sets aside \$226 million to invest in the expansion of the most successful strategies identified in the innovative grants program.



Peter Beeler

Key Transit and Road Improvements

The following maps show priority transit and road projects from the Plan Bay Area investment strategy. These projects reflect a mix of committed and discretionary investments, with local, state and federal investments all in support. The maps show key road and highway improvements, local transit projects, and regional transit projects. More details on these and other Plan Bay Area-funded projects and programs are available in the Online Project Database, listed in Appendix 1.



Caltrain

Peter Beeler

Regional Transit System Improvements*

BART Projects

- 1 BART Extension to San Jose/Santa Clara

Commuter Rail Projects

- 2 Caltrain Electrification & Frequency Improvements
- 3 Caltrain Downtown Extension (4th & King to Transbay Transit Center)
- 4 eBART to Antioch
- 5 SMART Commuter Rail (Larkspur to Windsor)

Infill Stations & Bus Terminals

- 6 Transbay Transit Center
- 7 Irvington BART Station
- 8 Union City Commuter Rail Station
- 9 Hercules Commuter Rail Station

Ferry

- 10 New Ferry Routes: Treasure Island, Berkeley, Richmond, Hercules, Redwood City

* For clarity, only major expansion projects or operational improvements with costs exceeding \$50 million are depicted.



Local Transit Improvements*

Bus Rapid Transit (BRT) Projects

- 1 Van Ness BRT
- 2 Geary BRT
- 3 Geneva-Harney BRT
- 4 East Bay BRT
- 5 Grand-MacArthur BRT
- 6 Alameda-Oakland BRT
- 7 El Camino BRT
- 8 Santa Clara-Alum Rock BRT
- 9 Stevens Creek BRT
- 10 King Road Rapid

Light Rail (LRT) Projects

- 11 Central Subway (Chinatown to Caltrain)
- 12 Embarcadero Streetcar (Fort Mason to Caltrain)
- 13 Parkmerced Light Rail Extension
- 14 Bayshore Light Rail Extension
- 15 Oakland Airport Connector
- 16 San Jose Airport People Mover
- 17 Vasona Light Rail Extension
- 18 Capitol Expressway Light Rail Extension

Other Projects

- 19 Transit Effectiveness Project
- 20 Dumbarton Express Bus Frequency Improvements

* For clarity, only major expansion projects or operational improvements with costs exceeding \$50 million are depicted.



Future Oakland Airport Connector

BART



Highway System Improvements*

US-101 Corridor

- 1 Widening from Story Road to Yerba Buena Road
- 2 Operational Improvements along Presidio Parkway/Doyle Drive and in the Twin Cities/Greenbrae Corridor
- 3 New Auxiliary Lanes from Oyster Point to San Francisco county line and from Marsh Road to Embarcadero Road
- 4 Interchange Improvements at: Petaluma Boulevard, Greenbrae, Candlestick Point, Produce Avenue, Broadway, SR-92, Woodside Road, Willow Road and Oregon Expressway
- 5 New Interchanges at: Zanker Road/Skyport Drive and Mabury Road/Taylor Street

I-80 Corridor

- 6 Widening from I-680 to Airbase Parkway
- 7 Integrated Corridor Management (Emeryville to Crockett)
- 8 Interchange Improvements at: I-680/SR-12, San Pablo Dam Road, Ashby Avenue, and Yerba Buena Island

I-280 Corridor

- 9 Interchange Improvements at: SR-85 and Senter Road

I-580 Corridor

- 10 Widening from Greenville Road to North Flynn Road
- 11 Interchange Improvements at: Vasco Road and Greenville Road

I-680 Corridor

- 12 Interchange Improvements at: SR-84 and SR-4
- 13 New Interchange at: Norris Canyon Road

I-880 Corridor

- 14 Interchange Improvements at: Jackson Street, 23rd Avenue, 29th Avenue, A Street, Industrial Parkway, Whipple Road, and SR-262

SR-4 Corridor

- 15 Widening from Somersville Road to SR-160 and from Lone Tree Way to Balfour Road
- 16 Interchange Improvements at: SR-160/Phillips Lane

SR-12 Corridor

- 17 Jameson Canyon Widening
- 18 New Interchange at: Fulton Road

Other Projects

- 19 Willow Road Expressway (SR-84 to US-101)
- 20 SR-84 Widening (I-680 to Jack London Boulevard)
- 21 SR-262 Widening (I-680 to I-880)
- 22 SR-1 Widening (Fassler Avenue to Westport Drive)
- 23 Redwood Parkway/Fairground Drive Widening
- 24 SR-238 & SR-185 Operational Improvements
- 25 SR-85/SR-237 Interchange Improvements
- 26 SR-92/Clawiter Road/Whitesell Street Interchange Improvements

* For clarity, only major expansion projects or operational improvements with costs exceeding \$50 million are depicted.

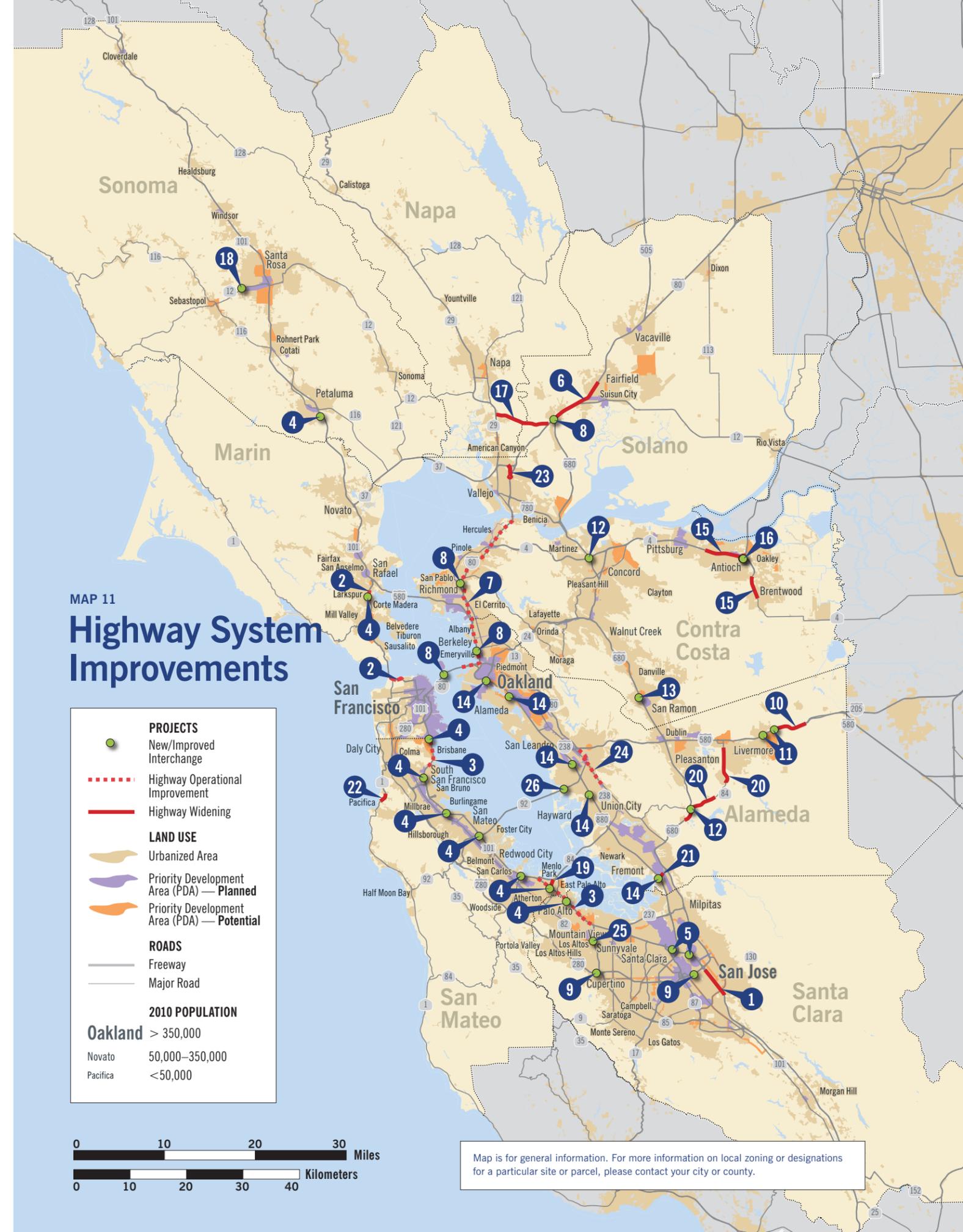


TABLE 24: Plan Bay Area Investment Strategy Summary – Discretionary Revenues
(in billions of YOE \$)

| Strategy | Investment | % of Total |
|---|-------------|-------------|
| 1 Maintain Our Existing System | \$15 | 25% |
| 2 Build Next Generation Transit* | \$7 | 12% |
| 3 Boost Freeway and Transit Efficiency | \$4 | 7% |
| 4 Support Focused Growth – OBAG | \$14 | 23% |
| 5 County Investment Priorities | \$16 | 27% |
| 6 Protect Our Climate | < \$1 | 1% |
| 7 Reserve | \$3 | 5% |
| Total | \$60 | 100% |

*Includes \$2 billion in funds retained for future New/Small Starts and High-Speed Rail projects.

Summary

The investment strategies for the \$60 billion in discretionary revenue support key priorities that will help our region to surpass our per-capita greenhouse gas target, deliver the long-term land use strategy, maintain the infrastructure investments made by past generations, and provide for future economic growth. Table 24 above summarizes the investment strategies and their respective funding levels of discretionary revenue in Plan Bay Area.

Plan Bay Area also sets a path for the region to participate in and inform the California Transportation Plan (CTP 2040). This plan, scheduled for completion by the end of 2015, will integrate regional planning efforts from around the state into a comprehensive plan. CTP 2040 will address the state’s mobility, reduce greenhouse gas emissions from the transportation sector, and define performance-based goals, policies and strategies to plan, enhance and sustain California’s statewide, integrated, multimodal transportation system.



Vallejo Transit Center

Karl Nielsen

Bay Area Plan

July 2013

Strategy for a Sustainable Region



Association of
Bay Area
Governments



Metropolitan
Transportation
Commission

Final
Financial
Assumptions

Metropolitan Transportation Commission

Amy Rein Worth, Chair
Cities of Contra Costa County

Dave Cortese, Vice Chair
Santa Clara County

Alicia C. Aguirre
Cities of San Mateo County

Tom Azumbrado
*U.S. Department of Housing
and Urban Development*

Tom Bates
Cities of Alameda County

David Campos
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Scott Haggerty
Alameda County

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and Development Commission*

Steve Kinsey
Marin County and Cities

Sam Liccardo
San Jose Mayor's Appointee

Mark Luce
Association of Bay Area Governments

Jake Mackenzie
Sonoma County and Cities

Joe Pirzynski
Cities of Santa Clara County

Jean Quan
Oakland Mayor's Appointee

Bijan Sartipi
*State Business, Transportation
and Housing Agency*

James P. Spering
Solano County and Cities

Adrienne J. Tissier
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Financial Assumptions

Funds to implement Plan Bay Area come from federal, state, regional, and local funding sources. Many funding sources and programs have specific purposes and eligibility restrictions, while various funding sources and programs provide flexibility. The following section details the fund sources and their respective funding programs of Plan Bay Area's revenue projections. The revenues detailed in the following section are presented in Table 2-1. The 28-year period begins in Fiscal Year (FY) 2012-13 and extends through FY 2039-40.

Projected revenues in Plan Bay Area reflect Fiscal Constraint as required by 23 CFR part 450.322. Forecasted revenues are presented in nominal, or "year-of-expenditure dollars" and consist of all revenues that are "reasonably expected to be available" within the plan period.

Federal Funding

Federal transportation revenues are generated through a Federal fuel excise tax (18.4 cents a gallon of gasoline and 24.4 cents a gallon of diesel fuel). The generated revenues are deposited into the Highway Trust Fund (HTF). Generally, about 85% of the HTF revenues are directed to the Highway Account and the remaining 15% of the HTF revenues are directed to the Transit Account.

At the time the revenue forecasts for Plan Bay Area were prepared, the transportation funding framework that was in place for federal funds was the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA). On July 5, 2012, President Obama signed into law the Moving Ahead for Progress in the 21st Century Act (MAP-21). This new two-year bill builds upon past multimodal policies, consolidates certain funding programs, and establishes a framework for performance-based planning and policies. Although the signing of MAP-21 made some modest changes in the way that transportation programs are funded at the federal level, there was no significant change in the overall amounts and intended purpose of funding from SAFETEA.

Federal Highway Administration (FHWA) Funding

The federal highway program is assumed to continue in its current form. Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program and Highway Bridge funds are assumed to grow at a rate of 3-percent annually. Base year revenue is set at the SAFETEA nationally authorized level for fiscal year (FY) 2009-10, and the Bay Area is projected to receive its historically proportionate share of these programs.

Federal Transit Administration (FTA) Funding

Federal Transit Administration programs — Sections 5307, 5309, 5310, 5311, 5316 and 5317 — are based on the FY 2009-10 nationally authorized levels and are assumed to

grow at a rate of 3 percent annually. The Bay Area is assumed to receive its historical proportionate share. MAP-21 consolidates some of these programs (as noted on the Revenue Projections chart at the end of this section) and creates other new funding programs but the overall level of federal funding for transit remains similar to that under SAFETEA.

State Funding

State transportation revenues are generated through a State fuel excise tax (18 cents a gallon of gasoline and 13 cents a gallon of diesel fuel), truck weight fees, a fuel tax swap that eliminated the state sales tax on gasoline and instead imposed an additional excise tax on gasoline that would fluctuate annually to remain revenue neutral with the former sales tax, and a general state sales and use tax. Senate Bill 45 (SB 45) 1997 establishes the program structure and distribution formulas for most state transportation funds. These assumptions are based on a continuation of SB 45.

The state funding programs estimated to be available over the 28-year period to the Bay Area region include: the State Highway and Operations Program (SHOPP), the State Transportation Improvement Program (STIP), State Transit Assistance (STA), and funds for local street and road maintenance and operations through gas tax subvention funds and the fuel tax swap (AB 105). In addition, revenues from state bond programs are included under state funding. Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by voters in 2006, provides funding for a variety of transportation programs. Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act, passed by voters in November 2008, will help to finance construction of a high-speed rail link between San Francisco and San Diego.

Assumptions concerning fuel price and consumption growth are consistent with the MTC travel demand model and the EMFAC 2007 forecasting software. Fuel consumption estimates reflect an assumption that the state gasoline consumption will decline at an increasing rate until 2020 and then grow slowly at a constant long-term rate. The decline in the initial years for consumption is attributable to the improvements in the fuel efficiency of the fleet as brought about by AB 1493 (Pavley), Phase 1. Fuel prices are expected to grow at approximately 8 percent annually until 2020, and at approximately 3 percent annually thereafter.

SHOPP

SHOPP revenues are based on funding levels and growth rates assumed in the 2010 STIP Fund Estimate. The share of SHOPP funds assumed to flow to the Bay Area over the 28-year period is based on historical expenditure averages as reported in the 2006 SHOPP plan.

STIP

STIP funds and STIP TE funds are consistent with the estimates of the 2010 STIP Fund Estimate and are distributed 75 percent to the Regional Transportation Improvement

Program (RTIP) and 25 percent to the Interregional Transportation Improvement Program (ITIP). The RTIP funds are further distributed, consistent with the formula specified in SB 45. STIP revenues are assumed to maintain the current structure and distribution formula, as laid out in SB 45, over the 28-year period. Revenue projections and regional distribution shares for state funds are based on FY 2009-10 levels.

STA

STA program revenues are distributed 50 percent to the Population-Based program, and 50 percent to the Revenue-Based program. STA program revenues are based on current funding formulas and projections for fuel price and consumption growth consistent with MTC's travel demand model and the EMFAC 2007 forecasting software. The revenue forecast assumes that the STA program is funded primarily through the 1.75 percent sales tax on diesel that was instituted by the 2010 gas tax swap legislation (AB 6 and AB 9), and revenue transfers from the Public Transportation Account (PTA). The regional shares of both the Population-Based and Revenue-Based programs are based on the state controller's distribution factors for FY 2010-11. All distribution factors are assumed fixed for the duration of the forecast.

Gas Tax Subventions

Gas tax subvention revenues are assumed to maintain the current structure and distribution formula, as laid out in SB 45, over the 28-year period. Revenue projections and regional distribution shares for state funds are based on FY 2009-10 levels.

Fuel Tax Swap (AB 105)

The fuel tax swap, enacted in 2011, eliminates the state sales tax on gasoline and instead imposes an additional excise tax on gasoline that is adjusted annually to remain revenue neutral with the former sales tax. Fuel tax swap revenues are assumed to maintain the current structure and distribution formula over the 28-year period. Revenue projections and regional distribution shares for state funds are based on FY 2009-10 levels.

Proposition 1B

Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act, approved by voters in 2006, provides funding for a variety of transportation programs. Senate Bill 88 (2007) lays out the structure and distribution method for several of the bond programs. For those programs that do not yet have a structure or distribution formula in place on which to base assumptions regarding the region's share of these funds, it was assumed that the Bay Area's share of the funding would be proportionate to the region's share of population relative to the rest of the state. The revenue forecast for Plan Bay Area includes estimates of the Bay Area's remaining share of Proposition 1B programs beyond what has been received or programmed through FY 2011-12.

Traffic Congestion Relief Program (TCRP)

TCRP is a series of legislative projects throughout California to improve traffic mobility and relieve congestion, provide for safe and efficient movement of goods, and provide

system connectivity. The revenue estimate includes the Bay Area's share of Tier I and Tier II projects.

High Speed Rail

Revenues forecasted to become available for high-speed rail include approximately \$1.5 billion from California's Proposition 1A (2008), the Safe, Reliable High-Speed Passenger Train Bond Act. This act authorized \$10 billion in general obligation rail bond proceeds to help finance construction of a high-speed rail link between San Francisco and San Diego. Estimates of the Bay Area's share of revenue from Proposition 1A include just over \$400 million from the act's formula-based local connectivity program and approximately \$1.1 billion as the Bay Area's proportional share of the remaining bond revenues. It was also assumed that the region would receive 12.5 percent, or \$1.5 billion, of federal revenues that are expected to become available to finance the project. The region's share was estimated based on the percentage of the entire high-speed rail project funding that is estimated to be invested in the Bay Area.

Cap-and-Trade

Revenues generated from the Cap-and-Trade program are projected to be available starting in FY 2014-15. Approximately 40% of generated revenues are expected to be invested into transportation, of that, 40% is expected to be distributed to regional transportation planning agencies based on their share of total population. Plan Bay Area proposes establishing a reserve account for projected Cap-and-Trade revenues to be used for transit-oriented affordable housing, for transit operating and capital rehabilitation/replacement, and for local street and road rehabilitation, consistent with the focused land use strategy outlined in Plan Bay Area.

Regional Funding

Regional transportation revenues are generated through a number of sources, including: general sales and use taxes, bridge tolls, express lanes, and a regional excise tax on gasoline.

Assembly Bill 1107 (AB 1107)

Revenues from AB 1107 (1977), the half-cent sales tax for the three BART counties of Alameda, Contra Costa and San Francisco, are distributed 75 percent to BART, and 25 percent to MTC. Revenues are assumed to grow at a rate derived by taking a weighted average of sales tax growth rates estimated by the Association of Bay Area Governments within the three counties.

Bridge Toll

Bridge toll revenues are based on projected travel demand on the region's seven state-owned toll bridges. Toll-paid travel on the bridges is projected to grow at varied annual rates of between 0.3 and 0.5 percent over the 28-year period. It was assumed that in FY 2018-19, there would be a \$1 increase in non-carpool vehicle toll on all state-owned bridges.

Regional Express Lanes

Regional Express Lane Network revenues included in the financially constrained plan represent projected gross toll revenue for express lanes in Solano, Contra Costa and Alameda counties, which will be operated by MTC, the Alameda County Transportation Commission and Sunol Smart Carpool Lane Joint Powers Authority. Over the course of the Plan Bay Area period, these revenues will be wholly dedicated to meet the operations, maintenance, rehabilitation and capital financing of the Network. The revenue estimates are from MTC's 2011 application to the California Transportation Commission. The financial plan also includes toll revenues from express lanes in Santa Clara County, which are considered Committed.

Regional Gas Tax

Regional gas tax revenues included in the financially constrained plan represent revenues collected from a regional 10 cent excise tax on gasoline beginning in FY 2017-18. The revenue estimate is based on the Bay Area's share of statewide gasoline consumption.

Local Funding

The majority of funds that support Plan Bay Area come from local funding sources, primarily dedicated sales tax programs, revenues dedicated to local street and road maintenance and operations, transit fares and other transit revenues, and other local pricing initiatives.

Sales and Use Taxes

County and transit district transportation sales tax revenues in Alameda, Contra Costa, Napa, Marin, San Francisco, San Mateo, Santa Clara and Sonoma counties are based on estimates provided by the respective sales tax authorities in those counties. Measures that are set to expire within the 28-year period are assumed to be renewed, and/or augmented, as in the case of Alameda County. Where they do not currently exist, transportation sales tax measures were not assumed in the financially constrained plan.

Transportation Development Act (TDA)

TDA revenue, derived from the statewide quarter-cent sales tax, is estimated based on a multivariate regression model developed by the Association of Bay Area Governments. This model takes into account several demographic and economic factors such as median income, regional employment and population growth. The data points used in the model to estimate TDA revenue are consistent with the demographic estimates used in the Sustainable Communities Strategy element of Plan Bay Area.

Local Streets and Roads

Local streets and roads revenue includes funds made available from local sources (not including county transportation sales tax measures). Local revenue estimates are based on information provided to MTC by local agencies in response to a comprehensive

survey. A region-wide growth rate based on historical averages was applied to these revenues over the 28-year period.

All Other Local Revenues

Operator-specific revenue projections including transit fares, VTA Express Lane tolls, San Francisco pricing initiatives, Golden Gate Bridge tolls, AC Transit and BART property taxes, AC Transit parcel taxes, BART seismic bond proceeds, and San Francisco Municipal Transportation Agency general fund and parking revenue, have been provided by the respective operators.

Anticipated Funding

The inclusion of “Anticipated” revenues in the financially constrained plan strikes a balance between the past practice of only including specific revenue sources currently in existence or statutorily authorized, and the more flexible federal requirement of revenues that are “reasonably expected to be available” within the plan period.

MTC performed a retrospective analysis of projections for predecessor long-range plans, including a review of unexpected revenues that had come to the region but had not been anticipated or included in these projections. Over a 15-year analysis period, the San Francisco Bay Area received an annualized amount of roughly \$400 million (in 2011 dollars) from these “unanticipated” fund sources. These revenue sources include Traffic Congestion Relief Plan, Proposition 42, nonformula federal funds, Proposition 1B, and American Recovery and Reinvestment Act funding. For each fund source, only the amount distributed to the Bay Area was included. Based on this retrospective analysis, MTC believes it is reasonable to anticipate that additional revenues will become available to the region over the course of the Plan Bay Area period. MTC generated an estimate of these anticipated revenues by projecting the \$400 million figure forward at a 3 percent annual growth rate. To be conservative, these revenues are not assumed in the first five years of the plan.

Table 1. Plan Bay Area Revenue Projections
(In Escalated \$)

| Revenue Source | Plan Bay Area Revenue Assumptions | FY 2012-13 Revenue Estimate (\$ millions) | Plan Bay Area 28-Year Revenue (\$ billions) |
|--|--|---|---|
| FEDERAL | - | - | - |
| FHWA Surface Transportation Program (STP) | Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal | \$97.4 | \$4.2 |
| FHWA Congestion Mitigation and Air Quality (CMAQ) | Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal | \$88.9 | \$3.8 |
| FHWA Ferry Boat Discretionary | Base Year: FY 2009 – 10 Data Source: FHWA Growth Rate: 3% nominal | \$3.3 | \$0.1 |
| FHWA Bridge/Safety Program | Base Year: FY 2009 – 10 Data Source: FHWA Growth Rate: 3% nominal | \$62.3 | \$2.7 |
| FTA 5307 Urbanized Area Formula | Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal | \$237.0 | \$10.2 |
| FTA 5309 Fixed Guideway (Now 5339 State of Repair) | Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal | \$142.5 | \$6.1 |
| FTA 5309 Bus | Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal | \$4.5 | \$0.2 |
| FTA 5309 New Starts | Assumes 5% share of total Federal program based on 5-year average of MTC full funding grant agreements | N/A | \$3.8 |
| FTA 5309 Small Starts | Assumes 5% share of total Federal program based on 5-year average of MTC full funding grant agreements | N/A | \$0.7 |
| FTA 5310 Elderly and Disabled | Base Year: FY 2008 – 09 Data Source: FTA Growth Rate: 3% nominal | \$3.4 | \$0.1 |
| FTA 5311 Non-Urbanized Area Formula | Base Year: FY 2008 – 09 Data Source: FTA Growth Rate: 3% nominal | \$1.5 | \$0.1 |

| | | | |
|---|---|----------------|---------------|
| FTA 5316 Jobs Access and Reverse Commute (JARC) (Now part of FTA 5307 Formula) | Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal | \$2.8 | \$0.1 |
| FTA 5317 New Freedom (Now part of FTA 5310 Elderly & Disabled) | Base Year: FY 2009 – 10 Data Source: FTA Growth Rate: 3% nominal | \$2.2 | \$0.1 |
| FTA 5303 Planning | Base Year: FY 2011 – 12 Data Source: FTA Growth Rate: 3% nominal | \$0.9 | \$0.0 |
| High-Speed Rail | Assumes % share of total CHSRP (12.5% of \$20B) \$10B from state prop 1A bonds and \$10B in Federal contributions | N/A | \$1.3 |
| FEDERAL SUBTOTAL | | \$646.7 | \$33.5 |
| STATE | | | |
| State Highway Operations and Protection Program (SHOPP)* | Assumption Base: 2010 STIP FE and estimate of gas tax subvention revenue Distribution Base: Bay Area historical share of total funds | \$434.0 | \$14.1 |
| STIP - Regional Transportation Improvement Fund (RTIP)* | Assumption Base: 2010 STIP FE and estimate of gas tax subvention revenue Distribution Base: Bay Area historical share of total funds | \$106.3 | \$6.0 |
| STIP - Interregional Road/Intercity Rail (ITIP)* | Assumption Base: 2010 STIP FE and estimate of gas tax subvention revenue Distribution Base: Bay Area historical share of total funds | \$25.4 | \$1.5 |
| STIP - Transportation Enhancement (TE) | Data Source: 2010 STIP FE | \$25.5 | \$1.1 |
| State Transit Assistance (STA) Population-Based - PUC 99313 | Assumption Base: Estimate of diesel sales tax and excise tax revenue Distribution Base: FY 2010-11 distribution factors derived from state 2010 population estimates | \$35.0 | \$2.2 |

| | | | |
|--|--|------------------|---------------|
| State Transit Assistance (STA) Revenue-Based - PUC 99314 | Assumption Base: Estimate of diesel sales tax and excise tax revenue Distribution Base: Based on FY 2010-11 State Controller's factors | \$95.9 | \$6.1 |
| Gas Tax Subvention | Assumption Base: Estimate of Fuel excise tax revenue Distribution Base: Bay Area share of registered vehicle, road mileage, and population | \$171.2 | \$4.2 |
| AB 105 Revenue for Local Streets and Roads | Assumption Base: Estimate of the AB 9 portion of the Gas Tax Swap for LSR Distribution Base: Bay Area share of registered vehicle, road mileage, and population | \$140.9 | \$8.5 |
| Proposition 1B | Based on existing law or estimates of region's relative share for both competitive and formula-based programs--All shares are 20% except for Transit, Transit Security, SLPP,TCIP, and CMIA | N/A | \$0.4 |
| Traffic Congestion Relief Program (TCRP) | Estimate is equal to the dollar amount of all Tier I and Tier II projects for the Bay Area, beginning in 2013 | N/A | \$0.1 |
| High-Speed Rail | Assumes % share of total CHSRP (12.5% of \$20B) \$10B from state Proposition 1A bonds and \$10B in Federal contributions | N/A | \$1.3 |
| Cap-and-Trade | Assumes % share of total revenues Only revenues from FYs 2015 - 2040 are included in forecast | N/A | \$3.1 |
| STATE SUBTOTAL | | \$1,034.2 | \$48.6 |
| REGIONAL | | | |
| AB 1107 ½-cent Sales Tax in three Bart Counties (BART Share - 75%) | Base Year: FY 2009-10 Growth Rate: Growth rates derived from the TDA estimates provided by ABAG | \$181.4 | \$7.5 |

| | | | |
|---|---|----------------|---------------|
| AB 1107 ½-cent Sales Tax in three Bart Counties (MTC Share - 25%) | Base Year: FY 2009-10 Growth Rate: Growth rates derived from the TDA estimates provided by ABAG | \$60.5 | \$2.5 |
| BATA Base Toll Revenues | Base Year: FY2008-09 Growth Rate: Varied (0.3% - 0.6%) | \$119.4 | \$3.1 |
| Seismic Retrofit | | \$116.4 | \$3.4 |
| RM2 | | \$116.4 | \$3.4 |
| Seismic Surcharge | | \$116.4 | \$3.4 |
| Seismic Surcharge + Carpool | | \$131.5 | \$3.9 |
| AB 664 | | \$12.6 | \$0.4 |
| 2% Toll Revenues | | \$2.9 | \$0.1 |
| 5% State General Fund | | \$3.1 | \$0.1 |
| Rail Extension East Bay* | | \$7.2 | \$0.1 |
| Rail Extension West Bay | | \$3.1 | \$0.1 |
| AB 1171* | | N/A | \$0.3 |
| New Bridge Tolls | | N/A | \$2.7 |
| Transportation Fund for Clean Air (TFCA)/AB 434 (Regional Funds) | Base Year: FY 2009-10 Growth Rate: MTC estimate based on Vehicle Registration data | \$13.9 | \$0.4 |
| Service Authority for Freeway and Expressways (SAFE) | Base Year: FY 2009-10 Growth Rate: Estimate provided by Jaime M and Danielle S | \$5.8 | \$0.2 |
| Regional Express Lane Revenues | Planning Model | N/A | \$5.4 |
| Regional Gas Tax (\$0.10) | Assumption Base: Estimate of Fuel Consumption Distribution Base: Bay Area share of population Only revenues from FYs 2018 - 2040 are included in forecast | N/A | \$5.1 |
| REGIONAL SUBTOTAL | | \$890.6 | \$42.0 |
| LOCAL | | | |
| County Sales Tax Measures | Base Year: FY 2009-10 Growth Rate: Growth rates provided by County Transportation Authority sales tax agencies | \$814.1 | \$26.8 |
| Sales Tax Reauthorizations | Base Year: FY 2009-10 Growth Rate: Growth rates provided by County Transportation Authority sales tax agencies | N/A | \$12.9 |

| | | | |
|---|---|---------|--------|
| Transportation Development Act (TDA) | Base Year: FY 2009-10 Growth Rate: Growth rates provided by ABAG | \$279.4 | \$12.7 |
| Transit Fare Revenues | Base Year: FY2009-10 Data Source: Each operator Growth Rate: Based on operators' estimates | \$801.1 | \$36.2 |
| Transit Non-Fare Revenues | Base Year: FY2009-10 Data Source: Each operator Growth Rate: Based on operators' estimates | \$213.2 | \$16.6 |
| San Francisco General Fund (SFMTA) | Base Year: FY2009-10 Data Source: SFMTA Growth Rate: SFMTA estimates | \$188.2 | \$7.7 |
| San Francisco Parking Revenue (SFMTA) | Base Year: FY2009-10 Data Source: SFMTA Growth Rate: SFMTA estimates | \$107.7 | \$6.3 |
| Property Tax | Base Year: FY2009-10 Data Source: Operator Survey for BART, AC Transit, and Alameda Ferry | \$94.6 | \$4.5 |
| AC Transit Parcel Tax | Base Year: FY 2009-10 Data Source: AC Transit Survey | \$29.3 | \$0.8 |
| Local Streets and Roads | Base Year: FY 2009-10 Data Source: LS&R surveys, MTC Projections Growth Rate: Weighted according to each jurisdiction's mix of funds per expenditure category | \$394.8 | \$15.0 |
| Golden Gate Bridge | Base Year: FY2006-07 Data Source: MTC Model Growth Rate: Based on Traffic Growth | \$101.0 | \$3.0 |
| Transportation Fund for Clean Air (TFCA)/AB 434 (Local Funds) | Base Year: FY2009-10 Data Source: Local Agencies | \$9.3 | \$0.3 |
| Existing County-wide Vehicle Registration Fee (\$10) | \$10 fee in all Alameda, Marin, San Francisco, San Mateo, and Santa Clara Counties | \$40.5 | \$1.3 |
| Land Sales and Developer Revenues | Proceeds from land sales related to Plan Bay Area related projects; per sponsoring agencies | N/A | \$1.0 |
| BART General Obligation Seismic | Proceeds from bond measure | N/A | \$0.2 |

| | | | |
|--|---|------------------|----------------|
| Bond | expected within FYs 2013-2040; per BART | | |
| San Francisco Treasure Island Pricing Revenues | Estimates provided by San Francisco County Transportation Authority | N/A | \$2.5 |
| VTA Express Lane Revenues | Estimates provided by Santa Clara Valley Transportation Authority | N/A | \$3.0 |
| Other Local | Development fees and other local revenues; per sponsoring agencies | N/A | \$2.9 |
| LOCAL SUBTOTAL | | \$3,073.2 | \$153.7 |
| ANTICIPATED/UNSPECIFIED | | | |
| Anticipated | Base Year: FY 2013 Growth Rate: 2.2% Data Source: Retrospective analysis of a 15-year period Only revenues from FYs 2018 - 2040 are included in forecast | N/A | \$14.0 |
| GRAND TOTAL | | \$5,645 | \$292 |

**28-Year revenue net of programming and allocations for FY 2013 and beyond*

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Bay Area Plan

July 2013

Strategy for a
Sustainable
Region

Pacific Ocean



Association of
Bay Area
Governments



Metropolitan
Transportation
Commission

Final Local Street
and Road Needs and
Revenue Assessment

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Local Streets and Roads Needs and Revenue Assessment

The Bay Area’s local street and road (LS&R) network includes nearly 42,500 lane miles of roadway, and includes a lot more than just the paved surfaces used for travel by cars, buses, trucks and bicycles. The LS&R system also includes curbs and gutters, sidewalks, storm drains, traffic signs, signals and lights. These “non-pavement” items are necessary for functioning street and road network. All trips begin and end on a local street and road and all modes of surface travel rely on the local street and road infrastructure.

The average condition of the Bay Area’s LS&R network, rated on a scale of 0 to 100, is currently at 66. This pavement condition index (PCI) places the region’s roadway network in the “fair” category. The classifications used to rate LS&R pavements are shown in the table below.

Table1. Pavement Condition Categories

| | |
|--|---|
| Very Good-Excellent (PCI = 80-100) | Pavements are newly constructed or resurfaced and have few if any signs of distress |
| Good (PCI = 70-79) | Pavements require mostly preventive maintenance and have only low levels of distress, such as minor cracks or spalling, which occurs when the top layer of asphalt begins to peel or flake off as a result of water permeation. |
| Fair (PCI = 60-60) | Pavements at the low end of this range have significant levels of distress and may require a combination of rehabilitation and preventive maintenance to keep them from deteriorating rapidly. |
| At Risk (PCI = 50-59) | Pavements are deteriorated and require immediate attention including rehabilitative work. Ride quality is significantly inferior to better pavement categories. |
| Poor (PCI = 25-49) | Pavements have extensive amounts of distress and require major rehabilitation or reconstruction. Pavements in this category affect the speed and flow of traffic significantly. |
| Failed (PCI = 0-24) | Pavements need reconstruction and are extremely rough and difficult to drive on. |

While the region’s average pavement condition is still in the fair category, it is important to note that the deterioration curve of a typical pavement is exponential, and not linear. As shown in Figure 1 below, a new pavement will deteriorate slowly for the first 15 years of its standard 20 year life span. Once it reaches a PCI of 60, it will begin to deteriorate rapidly. Without any intervention, the pavement will drop from the fair category to the “failed” category in the next five years. This deterioration holds serious implications for

the cost of system preservation. Pavements that are still in good condition (a PCI of 70 or above) can be preventively maintained at a low cost, whereas pavements that need significant rehabilitation or reconstruction require five to 15 times the amount of funding.

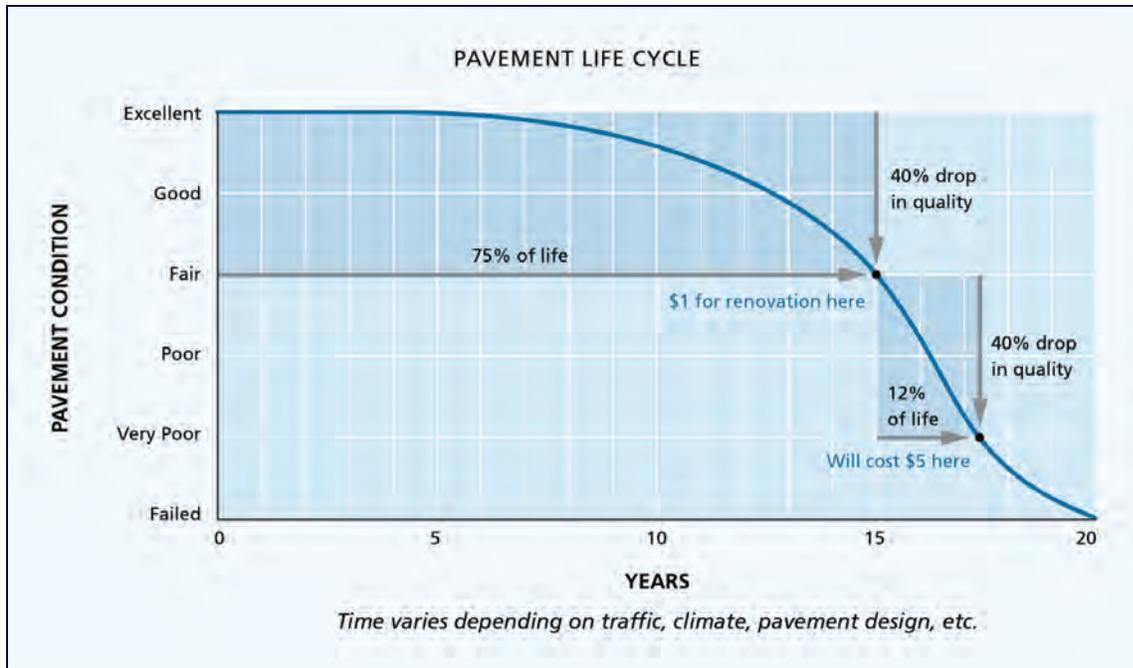


Figure 1. Pavement Life Cycle Curve

Unfortunately, local and state revenues available for system preservation have not kept pace with the needs. In response, Plan Bay Area provides regional funding through the One Bay Area Grant (OBAG) program to help meet some of the LS&R system preservation needs in the region. Within OBAG, sufficient funding is provided to help the region maintain pavement quality in the fair condition.

Local Street and Road Revenue Projections

The Metropolitan Transportation Commission (MTC) has been documenting LS&R system preservation needs and revenues for cities and counties in the Bay Area since the early 1980s in order to understand the complete funding picture for LS&R. The following sections describes the projection process that was undertaken to determine the LS&R system preservation needs and revenues for Plan Bay Area and the resulting estimates.

Needs

For Plan Bay Area, MTC staff evaluated how much funding will be needed to preserve the LS&R system over the 28-year plan period (Fiscal Years 2013 to 2040). System preservation consists of activities that extend the useful life of the roadway asset by five or more years. This category can be further broken down into preservation for pavements and

non-pavement assets (sidewalks, storm drains, traffic signals, curb and gutter, etc.). It is important to note that system preservation needs do not include the cost of “operations” which consist of routine maintenance such as pothole filling, street sweeping and striping, as well as overhead expenses. Operations costs were calculated separately and total \$14 billion for the region.

The system preservation needs were calculated for two different “condition level” scenarios in order to better inform future trade-off discussions related to Plan Bay Area.

- 1.) **Maintain Existing PCI** – Local jurisdictions maintain the existing pavement condition index (PCI) but deferred maintenance costs are allowed to grow.
- 2.) **State of Good Repair** – The LS&R system reaches the target condition level, a PCI of 75, within the first ten years and is maintained at that level for the duration of the Plan period

To maintain existing PCI conditions, approximately \$32.5 billion is needed, and to reach the target PCI of 75 for pavement, with a corresponding condition level for non-pavement assets, an investment of nearly \$45 billion is needed over the next 28 years.

In November, 2010, MTC staff surveyed all 109 local jurisdictions for information on pavement treatment unit costs, non-pavement asset inventories and revenues available for LS&R capital maintenance and operation activities. Survey information, combined with condition, inventory and cost data derived from jurisdiction’s StreetSaver® pavement management system databases, is used to calculate the long-range LS&R needs and revenues.

Pavement Need

Maintain Current PCI Scenario:

For this scenario, staff utilized MTC’s pavement management system software, StreetSaver®’s, “Target-PCI Driven” module to determine the needs over the 28-year plan period. With the Target-Driven scenario calculation, the pavement network is maintained at the desired state (in this case the current/existing PCI for each jurisdiction) at the minimum cost, while identifying the best combination of projects to maximize treatment effectiveness. The timing of applying treatments makes a significant difference in future investment needs. Each jurisdiction’s target PCI was set to remain at the current level over the 28-year plan period. The costs were escalated at a 2.2% annual growth rate, consistent with the inflation rate that is assumed for Plan Bay Area. The 28-year total pavement need for each jurisdiction was then summed at the county level.

State of Good Repair Scenario:

The optimal scenario represents the cost of attaining the regional goal of a PCI of 75. To calculate this need, StreetSaver® was used to determine how much funding would be needed for each jurisdiction to reach a PCI of 75 within the first ten years of the analysis period, and then to maintain that PCI level for the duration of the 28 years. Maintenance costs were escalated at a 2.2% annual growth rate.

Non-Pavement Need

To estimate the Non-Pavement needs on the LS&R system, MTC used a model prediction model that uses information provided by local jurisdictions on non-pavement asset inventory and useful life to estimate long term costs to maintain non-pavement assets. Through the development of the model, it was determined that replacement costs can be predicted by the inventory of two non-pavement assets - curb and gutter and streetlights. The total regional non-pavement asset replacement cost is then divided by the average useful life for each of the major non-pavement asset groups – storm drains, sidewalks, curb & gutter, street signs and street lights – in order to estimate an annual preservation cost. The regional totals are then divided into city non-pavement need and county non-pavement need. The city need is distributed across all jurisdictions based on relative population share and the county need is distributed across the unincorporated jurisdictions based on total lane mileage. San Francisco was considered as a city only.

Since the model only provides a total non-pavement need under an “unconstrained” scenario (assumes there are revenues available to meet required needs and deferred maintenance is not a factor) a ratio of unconstrained pavement to non-pavement need was calculated, by jurisdiction, and applied to the pavement need in both scenarios in order to estimate the corresponding non-pavement needs for each.

Revenues

Information derived from a recent survey of all Bay Area jurisdictions was used to determine revenues for LS&R maintenance derived from local and county sources, as well as to determine the categorical split—pavement maintenance, non-pavement, operations and new construction—by which each jurisdiction expends revenues available for LS&R maintenance. While all revenues available for LS&R maintenance and operations were estimated, only revenues available for pavement and non-pavement system preservation were used in this assessment. Revenues estimated to be used for operations and new construction, were not considered.

For the local and county generated revenue sources, an annual average was determined based on five years worth of each jurisdiction’s budget data. In order to generate the annual average, only the values within one standard deviation were taken into account. This helps to eliminate any one-time spikes or severe reductions in funding. The annual average was then grown over the 28-year period. The growth rate used for locally generated revenue was 2.2% (based on the assumed inflation rate for Plan Bay Area) and the growth rate used for countywide sales tax measure revenue was based on information provided by the county sales tax authorities.

Projections of revenue for county vehicle registration fees, state gas tax subvention and AB 105 were prepared by MTC. The nominal growth rate for gas tax revenue averages about - 0.2% annually, and for AB 105 funding, about 5% annually.

Plan Bay Area proposes establishing a reserve account for projected Cap-and-Trade revenues to be used for transit-oriented affordable housing, for transit operating and capital rehabilitation/replacement, and for local street and road rehabilitation, consistent with the focused land use strategy outlined in Plan Bay Area. The projected Cap-and-Trade revenues would increase the investment capacity for local street and road rehabilitation. However, these projected revenues were not distributed among Bay Area jurisdictions, and in turn are not reflected in the needs and revenue assessment results detailed on the following pages.

Assessment Results

As mentioned above, in order to maintain the LS&R System in a state of good repair, about \$45 billion is needed over the 28-year Plan Bay Area period. Committed revenue available to meet that need over the same period, is approximately \$15 billion. To maintain the region’s *pavements* at current conditions (not including non-pavement assets), approximately \$10 billion is needed in addition to committed revenues. Within the Plan Bay Area investment strategy, sufficient funding has been made available through the OBAG program to maintain the region’s current PCI. The Investment Strategy distribution shown in Table 2 below is based on the OBAG distribution formula. It should be noted that within the OBAG program, each county’s Congestion Management Agency has discretion over the total funding amounts directed towards OBAG eligible projects. The amounts invested in LS&R system preservation may be more or less than the amounts depicted in Table 2.

Table 2. Local Street and Road Needs and Revenues

| County | Pavement Needs | Non-Pavement Needs | Total System Preservation Needs | Committed Revenue | Plan Bay Area Investment Strategy | Remaining System Preservation Needs to Meet Performance Target |
|---------------|---------------------|---------------------|---------------------------------|---------------------|-----------------------------------|--|
| Alameda | \$3,715,245 | \$4,082,437 | \$7,797,682 | \$2,147,587 | \$1,477,014 | \$4,173,081 |
| Contra Costa | \$3,111,346 | \$2,674,212 | \$5,785,558 | \$2,914,794 | \$1,078,936 | \$1,791,829 |
| Marin | \$864,832 | \$641,477 | \$1,506,309 | \$654,672 | \$332,981 | \$523,087 |
| Napa | \$1,087,116 | \$428,822 | \$1,515,938 | \$704,995 | \$457,632 | \$368,422 |
| San Francisco | \$2,415,717 | \$2,362,721 | \$4,778,438 | \$2,298,843 | \$487,602 | \$1,991,992 |
| San Mateo | \$1,929,281 | \$1,983,937 | \$3,913,217 | \$1,440,204 | \$919,297 | \$1,607,188 |
| Santa Clara | \$5,776,128 | \$5,117,758 | \$10,893,886 | \$3,373,599 | \$2,838,700 | \$4,695,585 |
| Solano | \$1,906,084 | \$1,288,751 | \$3,194,835 | \$487,841 | \$998,578 | \$1,708,415 |
| Sonoma | \$3,698,515 | \$1,319,208 | \$5,017,723 | \$994,268 | \$1,349,131 | \$2,674,323 |
| TOTAL | \$24,504,263 | \$19,899,322 | \$44,403,585 | \$15,016,804 | \$9,939,872 | \$19,533,922 |

Bicycle Infrastructure Need

In addition to pavement and non-pavement, the local street and road system also includes bicycle facilities. Bicycle facilities can consist of both on-road striped lanes and grade separated trails. The bicycle infrastructure needs were estimated at the regional level and are therefore not included in the table above.

The bicycle infrastructure need was estimated by using the current inventory of Class I, II and III facilities defined by the California Highway Design Manual with an assumption that growth of these facilities would occur in the future. The Bay Area currently has 700 miles of Class I facilities, over 2,000 miles of Class II facilities, and over 1,300 miles of Class III facilities. Costs for these three facility types were estimated using the total cost which included the project development costs, right-of-way acquisition and constructions costs. MTC's Regional Bikeway Network was also included in the total bicycle infrastructure needs at a cost of \$500 million. The costs were escalated with a 2.2% annual growth rate to the mid-year of the 28 year plan period. The growth of the network of bicycle facilities was estimated at a 50% increase over the base year for a total need of \$4.5 billion for Plan Bay Area. Pedestrian infrastructure needs were not estimated since it was assumed that these costs would be included in the non-pavement needs.

Local Bridge Needs and Revenue Assessment

Another component of the Bay Area's local street and road system is the over two thousand bridges that span 20 or more feet. Local bridges are an integral part of the transportation system. While relatively rare, local bridge failures can have significant consequences. Aside from the threat to public safety, many local bridges are the only access to homes and communities, and a failure can result in lengthy detours and economic losses.

The local bridge needs estimate for Plan Bay Area utilized the Caltrans bridge management system, Pontis, to assess and forecast the health and preservation needs of the local bridges over the 28-year Plan Bay Area period. Pontis is designed to analyze bridge data to predict future bridge conditions and needs, determine optimal policies, and recommend projects and schedules within budget and policy limitations. For this update, MTC staff trended the needs derived from a 2008 analysis to reach the 2011 base year and then escalated the costs over 28 years at the rate of 2.2 percent.

The estimate of revenues available to meet the system preservation needs consist of federal Highway Bridge Program (HBP) funds in addition to local match as well as a small amount of Proposition 1B funds for seismic retrofitting. Since HBP program funds are competitive and at the state's discretion to allocate, revenue estimates were developed based on historic shares of funding received in the region. The revenue was then distributed among the counties according to the prioritization recommendations from the Pontis bridge model. Other assumptions include allocating a 50-50 share of HBP funding between local and transit/state bridges in the region.

As seen in the table below, the estimated need for local bridge maintenance over the Paln Bay Area time frame is \$2.4 billion. Approximately \$1 billion in revenue was identified over the same time period, leaving a remaining need of \$1.4 billion.

Table 3. Comparison of Local Bridge Funding Need by County (In Millions)

| County | Needs | Revenue | Additional Funding Need |
|---------------|----------------|----------------|-------------------------|
| Alameda | \$295 | \$186 | \$109 |
| Contra Costa | \$326 | \$93 | \$232 |
| Marin | \$122 | \$9 | \$113 |
| Napa | \$149 | \$105 | \$44 |
| San Francisco | \$276 | \$99 | \$177 |
| San Mateo | \$206 | \$118 | \$89 |
| Santa Clara | \$587 | \$239 | \$348 |
| Solano | \$190 | \$61 | \$129 |
| Sonoma | \$278 | \$115 | \$162 |
| TOTAL | \$2,430 | \$1,026 | \$1,404 |

Note: Only non-transit local bridges were included in the financial analysis above.

Local Bridge Sufficiency Rating and Health Index

Sufficiency rating (SR) is the standard measure used to evaluate whether a bridge is sufficient to remain in service. The SR ranges from zero to 100 where,

- Zero is entirely insufficient;
- Sixty to 80 is the acceptable range of sufficiency; and
- Greater than 80 is sufficient.

For Federal Highway Bridge Program (HBP) funding eligibility, bridges must be rated Structurally Deficient (SD) or Functionally Obsolete (FO) with the SR less than or equal to 80 to be eligible candidates for rehabilitation. Bridges must be rated SD or FO with the SR < 50 to be eligible candidates for replacement (See [23 CFR 650.409](#) for details).

The 2010 average SR for the Bay Area is 78.4, down from 80.7 in 2008. The average age for the Bay Area local bridges is 51 years. Table 4 represents the average SR, age of structures by county. Local bridges exclude transit bridges.

Table 4. 2010 Bridge Condition by County

| County | # of Bridges | Avg Age (Yr) | Avg Sufficiency Rating | Structures with SR >80 | Structures with SR <=80 | Structures with SR <50 | No SR data |
|---------------|--------------|--------------|------------------------|------------------------|-------------------------|------------------------|------------|
| Alameda | 225 | 46 | 83.2 | 129 | 64 | 9 | 23 |
| Contra Costa | 345 | 45 | 82.8 | 197 | 76 | 16 | 56 |
| Marin | 118 | 59 | 77.0 | 56 | 45 | 11 | 6 |
| Napa | 104 | 63 | 73.0 | 49 | 38 | 17 | 0 |
| San Francisco | 61 | 60 | 64.6 | 15 | 18 | 5 | 23 |
| San Mateo | 133 | 52 | 79.0 | 69 | 45 | 10 | 9 |
| Santa Clara | 531 | 47 | 79.1 | 310 | 140 | 51 | 30 |
| Solano | 194 | 40 | 87.4 | 144 | 37 | 6 | 7 |
| Sonoma | 425 | 49 | 79.1 | 246 | 135 | 42 | 2 |
| Average | | 51 | 78.4 | | | | |
| Total | 2,136 | | | 1,215 | 598 | 167 | 156 |
| % | | | | 57% | 28% | 8% | 7% |

As shown, counties with older bridges tend to have a lower sufficiency rating, while young jurisdictions tend to have higher SR.

Another common measure for demonstrating bridge performance over time is the bridge health index (BHI) developed by Caltrans. The BHI measures the condition of each element on a structure, with a range of zero to 100, with 100 representing the best condition. In 2008 assessment, the BHI for the region then was 91. Based on projected needs and available funding, the BHI will drop to 77 by 2038.

Figure 1 represents the age distribution of the local bridges in the Bay Area. As shown, the local bridges are aging – more than 75 percent of the structures are 30 years or older. Over 40 percent of the structures are 50 years or older and 15 percent are over 80 years old.

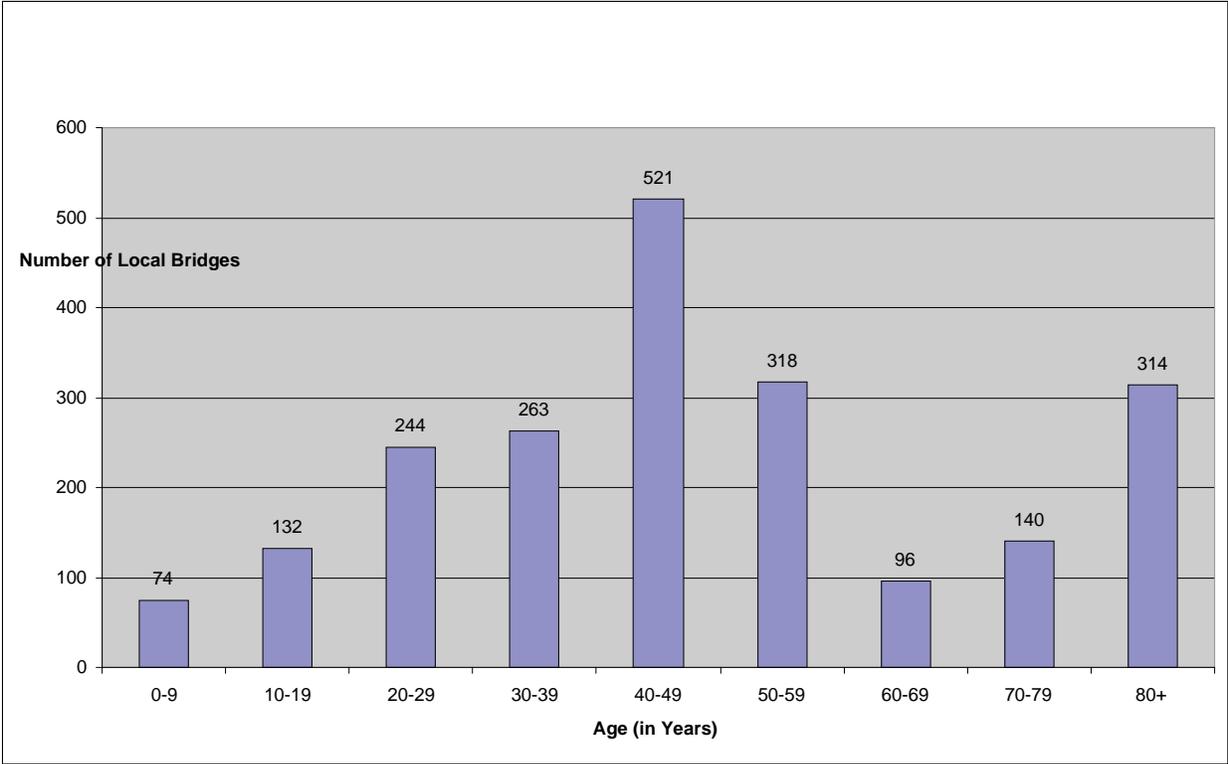


Figure 2. Age Distribution of Local Bridges

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Bay Area Plan

July 2013

Strategy for a Sustainable Region



Association of Bay Area Governments



Metropolitan Transportation Commission

Final Transit Operating and Capital Needs and Revenue Assessment

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Transit Operating and Capital Needs and Revenue Assessment

MTC analyzed how much funding is needed to operate and maintain existing transit services over the 28-year plan period from FY2012-13 to FY2039-40. On the cost side, the analysis has two components: (a) operating and maintenance costs, and (b) capital replacement and rehabilitation costs. On the revenue side, the analysis also has two components: (a) revenues that are committed to transit operating or capital costs by law or MTC or transit agency policy, and (b) discretionary funds that are allocated to transit operating or capital needs by MTC or Congestion Management Agencies (CMAs).

Transit Operating Needs and Revenues

The cost to operate and maintain existing service levels was projected by the transit operators. MTC requested a cost breakdown of expenses by mode (bus, paratransit, rail, etc.) and system wide non-operating expenses including debt service by year-of-expenditure. All projections were checked for consistency against cost projections provided in operators' Transportation Development Act (TDA) claims, which cover an audited historical year, as well as budgeted projections for the current and approaching fiscal years. Projections also were checked for reasonableness and consistency against cost projections included in *Transportation 2035 Plan for the San Francisco Bay Area*. Inflation assumptions were checked for reasonableness across similar expense categories. The cost impact of projected changes in service levels during the plan period was accounted for only in instances where those changes are a result of the transit operators' policy directives. The operating cost projections include existing service levels and cost projections for committed expansion projects. Where there were questions on the assumptions, MTC generally worked with the transit operator to get clarification and used information deemed most accurate by the transit operator. Estimates of transit operators' annual costs to operate the Clipper[®] system, were added to operators' annual projected costs. Lastly, beginning in FY 2017-18, a five-percent cost savings reduced annual cost projections for the seven largest transit operators, consistent with the MTC's Transit Sustainability Project (TSP) performance measure implementation.

Dedicated local funds that are controlled by the operators include fares, non-fare revenue (such as general fund contributions or revenue from advertising), other revenue (such as those from charter service), and county sales tax for operating and maintenance needs. Operating revenues were projected by the transit operators, and were again checked for consistency with revenue projections provided in the operators' most recently submitted TDA claim. The 28-year fare revenue projections were used as provided by the operators, with most projected to keep pace with inflation. Revenues from county sales tax measures were projected only up to the sunset date of the measure, and were projected to increase consistently with growth rates estimated by the county sales tax authorities. Revenues from Alameda County's proposed sales tax measure, a ½-cent augmentation to an existing measure, was included in the revenue projections beginning in FY 2016-17.

Revenues that pass through or are typically estimated by MTC include federal grants, State Transit Assistance (STA) funds, Transportation Development Act (TDA) funds, and bridge tolls for operating and maintenance needs (refer to the Financial Assumptions supplemental report for information on the projections for these sources). The revenues were assigned to each of the operators on an annual basis using MTC adopted formulas and any other applicable restrictions on the use of those funds. Some fund sources are restricted by either statute or policy to either operations or capital uses, while some fund sources are flexible. MTC staff generally assumed that all flexible transit revenues would first cover operating expenses; and then additional revenue, if any, were assigned to capital replacement if there was an identified need.

The projections resulted in 28-year total operating expenses for all operators combined of \$114.3 billion, and operating revenues of \$110.4 billion, leaving \$3.9 billion of operating costs remaining to be funded. The remaining operating costs were addressed with \$2.1 billion in regional discretionary funds and \$1.7 billion in CMA discretionary funds (numbers do not add to \$3.9 billion due to rounding). Projected operating service levels, expenses, and revenues are summarized in Table 1, and projected operating revenues are presented in greater detail in Table 2.

Plan Bay Area proposes establishing a reserve account for projected Cap-and-Trade revenues to be used for transit-oriented affordable housing, for transit operating and capital rehabilitation/replacement, and for local street and road rehabilitation, consistent with the focused land use strategy outlined in Plan Bay Area. Projected Cap-and-Trade revenues were not distrusted among Bay Area transit operators, and would increase the investment capacity for transit operations. Consequently, the needs and revenue assessment results detailed in Tables 1 and 2 do not include projected Cap-and-Trade revenues.

Transit Capital Replacement and Rehabilitation Needs and Revenues

The transit capital replacement and rehabilitation need projections are based on data in the Regional Transit Capital Inventory (RTCI), a database of all of the region's transit capital assets, such as buses, railcars, ferries, track, bridges, tunnels, train control and traction power systems, stations, maintenance facilities, and communications systems. The objective of the RTCI is to collect consistent and comparable data on the region's transit capital assets and replacement and rehabilitation costs for each transit operator.

In addition to an inventory of assets, the RTCI includes replacement and rehabilitation lifecycle costs for each type of asset. Asset data for the RTCI was developed by each operator, using multiple sources, such as maintenance management systems, fleet plans, condition assessments, and fixed asset accounting systems. Industry standard replacement and rehabilitation cycles and costs for each asset type were developed based on a national inventory maintained by the Federal Transit Administration (FTA) and other sources. The industry standard costs and lifecycles were used for assets for which the operator did not have complete data. The RTCI data was initially collected in 2007, and updated with data on new and retired assets, as well as refined cost and lifecycle information, in 2011.

Transit capital needs were defined as the cost of replacing all assets at the end of their useful lives, and performing all capital rehabilitation work in accordance with the recommended rehabilitation cycle for the asset type. This includes eliminating the existing \$5.0 billion backlog of deferred replacement and rehabilitation projects over the first ten years of the planning period. In some cases, particularly for long-lived assets such as stations or tunnels, major components were assumed to be replaced, rather than the entire asset. Clipper® equipment replacement and upgrade costs were projected by Clipper® staff and included in a centralized Clipper® line item.

Transit revenues that are currently committed to capital replacement and rehabilitation by statute or policy were assumed to continue to be dedicated to capital over the 28-year planning period. These sources include FTA Urbanized Area Formula (Section 5307), and Fixed Guideway Modernization (Section 5309 FG) funds, AB 664 and 2 percent bridge tolls, certain county transportation sales taxes, local and state bond proceeds for seismic work, and, as noted above, projected operating surpluses, if any. The MAP-21 federal transportation authorization made several changes to FTA funding programs, including replacing the Fixed Guideway Modernization with a new State of Good Repair (Section 5337) program, and creating a new Bus & Bus Facilities (Section 5339) program. However, the total FTA funding for the region under MAP-21 remains generally consistent with the projections used for Plan Bay Area, so the projections were not revised based on MAP-21's program changes.

FTA revenue projections were based on actual apportionments with assumed 3.0 percent annual growth. The FTA and bridge toll revenues for each operator were projected by using the current programming policies for those sources applied to the projected needs. The 10 percent ADA Operating Set-Aside funds in the FTA 5307 program were assumed to be used as operating revenues. The remaining 90 percent of projected 5307 funds, as well as the other FTA formula funds, were assigned to operators using the Transit Capital Priorities Project Apportionment Model used for annual programming of the FTA funds. The FTA funds come into the region through 12 urbanized areas, and each operator is eligible for funding from one or more urbanized areas. The Project Apportionment Model assigns funds to projects based on urbanized area eligibility and project score. Refer to the Financial Assumptions supplemental report for information on projections of other revenue sources.

Projected committed capital revenues totaled \$20.9 billion before the assignment of Plan Bay Area discretionary revenues. The projected capital needs totaled \$46.5 billion, resulting in \$25.6 billion of remaining needs before adding the discretionary revenues. For projects that are high-scoring (Score 16) under the region's Transit Capital Priorities policy – revenue vehicle replacement, fixed guideway rehabilitation, and major systems – projected needs totaled \$32.7 billion, with \$13.3 billion of the Score 16 needs remaining unfunded after applying the eligible committed funds.

The Commission directed \$8.3 billion of the region's projected discretionary revenues to address transit capital rehabilitation and replacement shortfalls, and CMAs contributed

another \$950 million. These actions reduced the amount of remaining transit maintenance needs to achieve the Plan Bay Area performance target to \$16.4 billion.

Plan Bay Area prioritizes the region's revenue vehicle replacement needs, followed by other Score 16 needs, such as fixed guideway and major systems. Of the \$9.3 billion total discretionary revenues (Commission and CMA), approximately \$700 million was directed to meet the remaining revenue vehicle needs, and \$8.6 billion for other Score 16 needs. The \$8.6 billion for other Score 16 needs was allocated to individual transit operators in proportion to each operator's share of the remaining other Score 16 needs.

The \$30.2 billion total project revenues for transit capital rehabilitation – committed, Commission discretionary and CMA discretionary – are sufficient to cover 100% of projected vehicle replacement needs, 76% of other Score 16 needs, and 65% of all capital needs.

It is important to note that these Plan Bay Area funding assignments are based on projections of aggregate need over 28 years; actual programming will vary year to year and will take into account actual project eligibility and readiness. Projected transit capital rehabilitation and replacement needs and revenues for all projects are summarized in Table 3. The distribution of Plan Bay Area discretionary revenues for transit capital rehabilitation and replacement is detailed in Table 4. Projected revenues for transit capital rehabilitation and replacement, including committed revenues and the discretionary revenues assigned to these needs, are summarized in Table 5.

Similar to transit operations, projected Cap-and-Trade revenues were not distributed among Bay Area transit operators, and would increase the investment capacity for transit capital rehabilitation/replacement. However, these projected revenues were not included in the needs and revenue assessment. The needs and revenue assessment results detailed in Tables 3-5 do not include projected Cap-and-Trade revenues.

Table 1. Plan Bay Area 28-Year Transit Operating Needs & Revenues for Existing and Committed Service Levels
(In Escalated \$ Millions)

| Operator | FY 2011-12 Revenue Vehicle Hours (1,000s) | Operating Expenses | Committed Operations Funds | Regional Discretionary Funds | CMA Discretionary Funds | Total Operating Revenue Used For Operations | Remaining Needs |
|------------------------|---|--------------------|----------------------------|------------------------------|-------------------------|---|-----------------|
| Large Operators | | | | | | | |
| AC Transit | 1,624 | \$12,572 | \$11,080 | \$0 | \$1,491 | \$12,572 | \$0 |
| BART | 2,000 | 27,044 | 26,948 | 0 | 96 | 27,044 | 0 |
| Caltrain | 30 | 4,325 | 3,896 | 429 | 0 | 4,325 | 0 |
| GGBHTD | 406 | 3,010 | 2,470 | 540 | 0 | 3,010 | 0 |
| SamTrans | 880 | 6,067 | 5,665 | 402 | 0 | 6,067 | 0 |
| SFMTA | 3,439 | 36,285 | 36,110 | 175 | 0 | 36,285 | 0 |
| VTA | 1,803 | 16,356 | 16,356 | 0 | 0 | 16,356 | 0 |
| Subtotal | 10,182 | \$105,659 | \$102,524 | \$1,547 | \$1,587 | \$105,659 | \$0 |
| Small Operators | | | | | | | |
| ACE | 20 | \$635 | \$571 | \$0 | \$64 | \$635 | \$0 |
| CCCTA | 306 | 1,029 | 1,029 | 0 | 0 | 1,029 | 0 |
| ECCTA | 98 | 470 | 432 | 38 | 0 | 470 | 0 |
| Fairfield | 149 | 667 | 539 | 96 | 32 | 667 | 0 |
| LAVTA | 188 | 356 | 356 | 0 | 0 | 356 | 0 |
| Marin County | 94 | 302 | 302 | 0 | 0 | 302 | 0 |
| Napa | 23 | 84 | 84 | 0 | 0 | 84 | 0 |
| Petaluma | 6 | 32 | 32 | 0 | 0 | 32 | 0 |
| Rio Vista | 112 | 621 | 353 | 269 | 0 | 621 | 0 |
| Santa Rosa | 97 | 396 | 396 | 0 | 0 | 396 | 0 |
| SMART | 105 | 570 | 496 | 74 | 0 | 570 | 0 |
| SolTrans | 0 | 817 | 779 | 38 | 0 | 817 | 0 |
| Sonoma County | 203 | 730 | 730 | 0 | 0 | 730 | 0 |
| Union City | 49 | 154 | 138 | 0 | 16 | 154 | 0 |
| Vacaville | 30 | 79 | 79 | 0 | 0 | 79 | 0 |
| Westcat | 93 | 446 | 377 | 69 | 0 | 446 | 0 |
| WETA | 13 | 1,133 | 1,101 | 0 | 32 | 1,133 | 0 |
| Subtotal | 1,585 | \$8,522 | \$7,794 | \$584 | \$144 | \$8,522 | \$0 |
| Clipper® | N/A | 96 | 96 | 0 | 0 | 96 | 0 |
| Total | 11,767 | \$114,277 | \$110,415 | \$2,131 | \$1,731 | \$114,277 | \$0 |

Notes:

1. The total available revenues may exceed the revenues needed for operations. In that case, the additional revenues were assumed to be available to capital replacement and rehabilitation. See Table 2 for details.
2. Costs and revenues listed under Clipper® are for central, systemwide costs. Clipper® operating costs and revenues attributable to individual operators are included under each operator.
3. Included in the projected operating costs are Caltrain's service frequency improvements with electrification, and BART's service expansion to San Jose.

Table 2. Plan Bay Area Transit Operations 28-Year Cost and Revenue Projections Detail

(In Escalated \$ Millions)

| Operators | Committed Transit Operating Revenues | | | | | | | | | | Plan Bay Area Regional Disc. Revenues | Plan Bay Area CMA Disc. Revenues | Total Operating Revenues Used for Operations | Operating Revenue Available for Capital Replacement * |
|------------------------|--------------------------------------|--------------------------|--------------------|-----------------|----------------|---------------------|----------------|-------------------|------------------|--------------------------|---------------------------------------|----------------------------------|--|---|
| | Fares | Non-Fare/ Other Revenues | County Sales Taxes | TDA Revenues | STA Revenues | AB 1107 Sales Taxes | Bridge Tolls | FTA ADA Operating | County Reg. Fees | Total Committed Revenues | | | | |
| Large Operators | | | | | | | | | | | | | | |
| AC Transit | \$2,203 | \$4,425 | \$271 | \$1,925 | \$854 | \$1,243 | \$273 | \$193 | \$78 | \$11,465 | \$0 | \$1,491 | \$12,572 | \$384 |
| BART | 17,586 | 2,693 | 0 | 0 | 1,253 | 7,456 | 0 | 143 | 0 | 29,132 | 0 | 96 | 27,044 | 2,184 |
| Caltrain | 2,221 | 1,331 | 0 | 0 | 295 | 0 | 0 | 49 | 0 | 3,896 | 429 | 0 | 4,325 | 0 |
| GGBHTD | 778 | 666 | 0 | 549 | 334 | 0 | 70 | 55 | 19 | 2,470 | 540 | 0 | 3,010 | 0 |
| SamTrans | 781 | 558 | 2,687 | 1,271 | 254 | 0 | 9 | 49 | 56 | 5,665 | 402 | 0 | 6,067 | 0 |
| SFMTA | 7,933 | 23,186 | 96 | 1,339 | 2,150 | 1,243 | 75 | 183 | 37 | 36,242 | 175 | 0 | 36,285 | 132 |
| VTA | 3,065 | 1,821 | 9,376 | 4,041 | 909 | 0 | 0 | 168 | 0 | 19,380 | 0 | 0 | 16,356 | 3,024 |
| Subtotal | \$34,567 | \$34,681 | \$12,431 | \$9,126 | \$6,047 | \$9,942 | \$427 | \$839 | \$190 | \$108,249 | \$1,547 | \$1,587 | \$105,659 | \$5,724 |
| Small Operators | | | | | | | | | | | | | | |
| ACE | \$170 | \$389 | \$0 | \$0 | \$33 | \$0 | \$0 | \$24 | \$0 | \$616 | \$0 | \$64 | \$635 | \$44 |
| CCCTA | 159 | 59 | 152 | 608 | 201 | 0 | 4 | 32 | 0 | 1,215 | 0 | 0 | 1,029 | 186 |
| ECCTA | 131 | 3 | 37 | 350 | 177 | 0 | 15 | 22 | 0 | 735 | 0 | 0 | 730 | 5 |
| Fairfield | 79 | 151 | 0 | 133 | 50 | 0 | 20 | 0 | 0 | 432 | 38 | 0 | 470 | 0 |
| LAVTA | 93 | 29 | 35 | 258 | 82 | 0 | 16 | 14 | 12 | 539 | 96 | 32 | 667 | 0 |
| Marin County | 26 | 197 | 141 | 0 | 0 | 0 | 0 | 0 | 0 | 363 | 0 | 0 | 356 | 7 |
| Napa | 41 | 1 | 0 | 262 | 44 | 0 | 11 | 1 | 0 | 361 | 0 | 0 | 302 | 59 |
| Petaluma | 9 | 1 | 8 | 66 | 17 | 0 | 0 | 0 | 0 | 102 | 0 | 0 | 84 | 17 |
| Rio Vista | 2 | 19 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 34 | 0 | 0 | 32 | 1 |
| Santa Rosa | 67 | 0 | 35 | 194 | 57 | 0 | 0 | 0 | 0 | 353 | 269 | 0 | 621 | 0 |
| SMART | 176 | 61 | 542 | 0 | 0 | 0 | 0 | 0 | 0 | 779 | 38 | 0 | 817 | 0 |
| SoITrans | 105 | 9 | 0 | 188 | 80 | 0 | 34 | 30 | 0 | 446 | 0 | 0 | 396 | 50 |
| Sonoma Co. | 69 | 0 | 30 | 308 | 89 | 0 | 0 | 0 | 0 | 496 | 74 | 0 | 570 | 0 |
| Union City | 21 | 0 | 24 | 87 | 23 | 0 | 0 | 0 | 5 | 159 | 0 | 16 | 154 | 21 |
| Vacaville | 13 | 1 | 0 | 123 | 30 | 0 | 0 | 0 | 0 | 166 | 0 | 0 | 79 | 87 |
| Westcat | 95 | 7 | 52 | 94 | 108 | 0 | 16 | 5 | 0 | 377 | 69 | 0 | 446 | 0 |
| WETA | 398 | 295 | 34 | 0 | 0 | 0 | 579 | 0 | 0 | 1,307 | 0 | 32 | 1,133 | 206 |
| Subtotal | \$1,653 | \$1,220 | \$1,090 | \$2,682 | \$992 | \$0 | \$695 | \$129 | \$17 | \$8,479 | \$584 | \$144 | \$8,522 | \$685 |
| Clipper® | 0 | 96 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 96 | 0 |
| Total | \$36,220 | \$35,998 | \$13,521 | \$11,807 | \$7,040 | \$9,942 | \$1,122 | \$968 | \$207 | \$116,824 | \$2,131 | \$1,731 | \$114,277 | \$6,409 |

* Additional operating revenue available for Capital Replacement or to support other Plan Bay Area projects.

Table 3. Plan Bay Area 28-Year Capital Needs and Revenues Summary for All Projects (All Scores)

(In Escalated \$ Millions)

| Operators | All Scores Capital Need | Total Committed Revenues | Plan Bay Area Regional Discretionary Revenues | Plan Bay Area CMA Discretionary Revenues | Total Capital Revenues | Remaining Needs* After Discretionary Revenues* |
|------------------------|-------------------------|--------------------------|---|--|------------------------|--|
| Large Operators | | | | | | |
| AC Transit | \$3,354 | \$1,324 | \$267 | \$0 | \$1,591 | \$1,763 |
| BART | 16,473 | 6,349 | 3,982 | 114 | 10,444 | 6,028 |
| Caltrain | 3,342 | 358 | 731 | 0 | 1,090 | 2,252 |
| GGBHTD | 1,230 | 646 | 132 | 0 | 778 | 452 |
| SamTrans | 1,468 | 461 | 337 | 0 | 797 | 671 |
| SFMTA | 12,712 | 5,194 | 2,366 | 835 | 8,395 | 4,317 |
| VTA | 4,313 | 4,313 | 0 | 0 | 4,313 | 0 |
| Subtotal | \$42,891 | \$18,644 | \$7,815 | \$949 | \$27,408 | \$15,483 |
| Small Operators | | | | | | |
| ACE | \$155 | \$102 | \$17 | \$0 | \$119 | \$36 |
| CCCTA | 415 | 372 | 0 | 0 | 372 | 43 |
| Dixon | 4 | 1 | 2 | 0 | 4 | 0 |
| ECCTA | 197 | 112 | 61 | 0 | 172 | 25 |
| Fairfield | 184 | 110 | 0 | 0 | 110 | 74 |
| LAVTA | 218 | 112 | 67 | 0 | 178 | 40 |
| Marin County | 43 | 32 | 9 | 0 | 41 | 2 |
| Napa | 145 | 125 | 0 | 0 | 125 | 21 |
| Petaluma | 34 | 27 | 0 | 0 | 27 | 7 |
| Rio Vista | 10 | 3 | 0 | 0 | 3 | 7 |
| Santa Rosa | 127 | 111 | 0 | 0 | 111 | 16 |
| SMART | 241 | 64 | 85 | 0 | 149 | 92 |
| SolTrans | 409 | 199 | 0 | 0 | 199 | 211 |
| Sonoma County | 269 | 78 | 48 | 0 | 126 | 143 |
| Union City | 64 | 54 | 5 | 0 | 59 | 4 |
| Vacaville | 68 | 68 | 0 | 0 | 68 | 0 |
| Westcat | 157 | 60 | 47 | 0 | 107 | 51 |
| WETA | 324 | 324 | 0 | 0 | 324 | 0 |
| Subtotal | \$3,065 | \$1,953 | \$341 | \$0 | \$2,293 | \$772 |
| Clipper® | 584 | 316 | 157 | 0 | 473 | 111 |
| Total | \$46,540 | \$20,913 | \$8,313 | \$949 | \$30,175 | \$16,365 |

* Remaining needs to meet performance target of 0% of assets in service past useful life.

Table 4. Distribution of Regional Discretionary Revenues for Transit Capital Needs

(In Escalated \$ Millions)

| Operators | Discretionary Funding for Vehicles Based on Vehicle Remaining Need* | | Discretionary Funding for Other Score 16 Based on Other Score 16 Remaining Need* | | Total Discretionary Funding |
|------------------------|---|-----------------------|--|-----------------------|-----------------------------|
| | Vehicle Remaining Need | Discretionary Funding | Other 16 Remaining Need | Discretionary Funding | |
| Large Operators | | | | | |
| AC Transit | \$155 | \$155 | \$186 | \$112 | \$267 |
| BART | 0 | 0 | 6,601 | 3,982 | 3,982 |
| Caltrain | 1 | 1 | 1,210 | 730 | 731 |
| GGBHTD | 32 | 32 | 166 | 100 | 132 |
| SamTrans | 283 | 283 | 89 | 54 | 337 |
| SFMTA | 0 | 0 | 3,923 | 2,366 | 2,366 |
| VTA | 0 | 0 | 0 | 0 | 0 |
| Subtotal | \$471 | \$471 | \$12,176 | \$7,344 | \$7,815 |
| Small Operators | | | | | |
| ACE | \$16 | \$16 | \$1 | \$1 | \$17 |
| CCCTA | 0 | 0 | 0 | 0 | 0 |
| Dixon | 2 | 2 | 0 | 0 | 2 |
| ECCTA | 60 | 60 | 2 | 1 | 61 |
| Fairfield | 0 | 0 | 0 | 0 | 0 |
| LAVTA | 63 | 63 | 6 | 3 | 67 |
| Marin County | 9 | 9 | 0 | 0 | 9 |
| Napa | 0 | 0 | 0 | 0 | 0 |
| Petaluma | 0 | 0 | 0 | 0 | 0 |
| Rio Vista | 0 | 0 | 0 | 0 | 0 |
| Santa Rosa | 0 | 0 | 0 | 0 | 0 |
| SMART | 0 | 0 | 140 | 85 | 85 |
| SolTrans | 0 | 0 | 0 | 0 | 0 |
| Sonoma County | 37 | 37 | 18 | 11 | 48 |
| Union City | 4 | 4 | 1 | 1 | 5 |
| Vacaville | 0 | 0 | 0 | 0 | 0 |
| Westcat | 46 | 46 | 1 | 1 | 47 |
| WETA | 0 | 0 | 0 | 0 | 0 |
| Subtotal | \$238 | \$238 | \$169 | \$102 | \$341 |
| Clipper® | 0 | 0 | 261 | 157 | 157 |
| Total | \$709 | \$709 | \$12,606 | \$7,604 | \$8,313 |

* Remaining needs to meet performance target of 0% of assets in service past useful life.

Table 5. Plan Bay Area 28-Year Transit Capital Maintenance Revenues Summary

(In Escalated \$ Millions)

| Operators | Committed Transit Capital Revenues | | | | | | | | | | | Plan Bay Area Regional Disc. Revenues | Plan Bay Area CMA Disc. Revenues | Total Capital Revenues |
|------------------------|------------------------------------|--------------------|---------------------|-----------------------|-------------------|---------------------------|-----------------|------------------|-----------------|--------------------|--------------------------|---------------------------------------|----------------------------------|------------------------|
| | FTA Formula Funds | County Sales Taxes | AB 664 Bridge Tolls | BART Seismic GO Bonds | Prop 1B Rev-Based | STP Transit Capital Rehab | 2% Bridge Tolls | Pop 1B Pop-Based | Operating Funds | Reconcile Adjust.* | Total Committed Revenues | | | |
| Large Operators | | | | | | | | | | | | | | |
| AC Transit | \$870 | \$0 | \$42 | \$0 | \$21 | \$7 | \$0 | \$0 | \$384 | \$0 | \$1,324 | \$267 | \$0 | \$1,591 |
| BART | 3,635 | 29 | 175 | 215 | 52 | 58 | 0 | 0 | 2,184 | 0 | 6,349 | 3,982 | 114 | 10,444 |
| Caltrain | 321 | 122 | 16 | 0 | 9 | 9 | 0 | 0 | 0 | (119) | 358 | 731 | 0 | 1,090 |
| GGBHTD | 633 | 0 | 0 | 0 | 8 | 4 | 0 | 1 | 0 | 0 | 646 | 132 | 0 | 778 |
| SamTrans | 437 | 0 | 9 | 0 | 11 | 4 | 0 | 0 | 0 | 0 | 461 | 337 | 0 | 797 |
| SFMTA | 4,091 | 776 | 84 | 0 | 69 | 41 | 0 | 0 | 132 | 0 | 5,194 | 2,366 | 835 | 8,395 |
| VTA | 2,175 | 420 | 0 | 0 | 32 | 14 | 0 | 0 | 3,024 | (1,352) | 4,313 | 0 | 0 | 4,313 |
| Subtotal | \$12,163 | \$1,348 | \$326 | \$215 | \$202 | \$137 | \$0 | \$1 | \$5,724 | (\$1,471) | \$18,644 | \$7,815 | \$949 | \$27,408 |
| Small Operators | | | | | | | | | | | | | | |
| ACE | \$56 | \$0 | \$0 | \$0 | \$1 | \$1 | \$0 | \$0 | \$44 | \$0 | \$102 | \$17 | \$0 | \$119 |
| CCCTA | 174 | 0 | 8 | 0 | 1 | 1 | 0 | 1 | 186 | 0 | 372 | 0 | 0 | 372 |
| Dixon | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 4 |
| ECCTA | 100 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 5 | 0 | 112 | 61 | 0 | 172 |
| Fairfield | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 110 | 0 | 0 | 110 |
| LAVTA | 105 | 0 | 5 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 112 | 67 | 0 | 178 |
| Marin County | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 32 | 9 | 0 | 41 |
| Napa | 65 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 125 | 0 | 0 | 125 |
| Petaluma | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 | 0 | 27 | 0 | 0 | 27 |
| Rio Vista | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 0 | 0 | 3 |
| Santa Rosa | 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 0 | 0 | 111 |
| SMART | 63 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 64 | 85 | 0 | 149 |
| SolTrans | 139 | 0 | 7 | 0 | 1 | 1 | 0 | 1 | 50 | 0 | 199 | 0 | 0 | 199 |
| Sonoma County | 76 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 78 | 48 | 0 | 126 |
| Union City | 31 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 21 | 0 | 54 | 5 | 0 | 59 |
| Vacaville | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 87 | (94) | 68 | 0 | 0 | 68 |
| Westcat | 56 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 60 | 47 | 0 | 107 |
| WETA | 222 | 0 | 11 | 0 | 0 | 1 | 29 | 0 | 206 | (144) | 324 | 0 | 0 | 324 |
| Subtotal | \$1,416 | \$0 | \$40 | \$0 | \$6 | \$10 | \$29 | \$6 | \$685 | (\$239) | \$1,953 | \$341 | \$0 | \$2,293 |
| Clipper® | 313 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 316 | 157 | 0 | 473 |
| Total | \$13,892 | \$1,348 | \$366 | \$215 | \$207 | \$149 | \$29 | \$7 | \$6,409 | (\$1,710) | \$20,913 | \$8,313 | \$949 | \$30,175 |

* Revenues for operators with projected capital maintenance surpluses adjusted so total revenues equal amount needed to cover capital needs.

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APPENDIX A – 63

2017 TIP Detail

Projects Being Added Into the 2017 TIP



Projects Being Added into the 2017 TIP

| SI No. | TIP ID | County | Sponsor | Project Name | Total Project Cost | TIP Funding (2017-2020) |
|---------------|---------------|---------------|--------------------|--|---------------------------|--------------------------------|
| 1 | ALA170001 | ALA | ACTC | State Route 262 (Mission Blvd) Improvements | \$20,120,000 | \$3,500,000 |
| 2 | ALA170002 | ALA | ACTC | I-80/Ashby Avenue Interchange Improvements | \$53,560,000 | \$7,500,000 |
| 3 | ALA170003 | ALA | Union City Transit | Union City Transit: Single Point Login Terminals | \$23,255 | \$23,255 |
| 4 | ALA170004 | ALA | ACTC | I-880/West Winton Avenue Interchange | \$21,000,000 | \$5,000,000 |
| 5 | ALA170005 | ALA | ACTC | I-880/Whipple Road Interchange Improvements | \$60,000,000 | \$4,000,000 |
| 6 | ALA170006 | ALA | BAIFA | ALA-880 Express Lanes | \$77,900,000 | \$58,500,000 |
| 7 | ALA170007 | ALA | MTC | Regional Planning Activities and PPM - Alameda | \$8,401,159 | \$8,401,159 |
| 8 | ALA170008 | ALA | ACTC | I-580/680 Interchange HOV/HOT Widening | \$186,000,000 | \$3,000,000 |
| 9 | ALA170009 | ALA | ACTC | Widen I-680 NB and SB for EL from SR-84 to Alcosta | \$322,000,000 | \$1,500,000 |
| 10 | ALA170010 | ALA | ACTC | I-880 NB HOV/HOT: North of Hacienda to Hegenberger | \$221,000,000 | \$1,500,000 |
| 11 | CC-170001 | CC | Danville | San Ramon Valley Blvd Lane Addition and Overlay | \$953,046 | \$953,046 |
| 12 | CC-170002 | CC | BAIFA | CC-680 Northern Segment Express Lane - Southbound | \$36,100,000 | \$3,004,000 |
| 13 | CC-170003 | CC | BAIFA | CC-680 Northern Segment Express Lane - Northbound | \$31,900,000 | \$2,000,000 |
| 14 | CC-170004 | CC | MTC | Regional Planning Activities and PPM - CC County | \$6,422,553 | \$6,422,553 |
| 15 | MRN170001 | MRN | MTC | Regional Planning Activities and PPM - Marin | \$4,729,181 | \$4,729,181 |
| 16 | NAP170001 | NAP | MTC | Regional Planning Activities and PPM - Napa | \$4,592,181 | \$4,592,181 |
| 17 | REG170001 | REG | MTC | Regional Planning Activities and PPM - MTC | \$12,754,000 | \$12,754,000 |
| 18 | REG170002 | REG | MTC | Transportation Management Systems | \$3,000,000 | \$3,000,000 |
| 19 | REG170003 | REG | MTC | 511 Carpool and Vanpool Programs | \$19,300,000 | \$2,900,000 |
| 20 | SCL170001 | SCL | MTC | Regional Planning Activities and PPM - Santa Clara | \$9,485,470 | \$9,485,470 |
| 21 | SF-170001 | SF | Port of SF | Mission Bay Ferry Terminal | \$17,540,000 | \$2,000,000 |
| 22 | SF-170002 | SF | MTC | Regional Planning Activities and PPM - SF County | \$5,628,854 | \$5,628,854 |
| 23 | SM-170001 | SM | San Mateo County | Hwy 1 Congestion throughput and safety improvement | \$7,150,000 | \$1,650,000 |
| 24 | SM-170002 | SM | MTC | Regional Planning Activities and PPM - San Mateo | \$5,455,181 | \$5,455,181 |
| 25 | SM-170003 | SM | San Bruno | SR-35 (Skyline Blvd) Widening from I-280 to Sneath | \$4,450,000 | \$500,000 |
| 26 | SM-170004 | SM | Pacifica | Manor Drive Overcrossing and Milagra On Ramp | \$17,000,000 | \$1,000,000 |
| 27 | SOL170001 | SOL | MTC | Regional Planning Activities and PPM - Solano | \$4,998,181 | \$4,998,181 |



Projects Being Added into the 2017 TIP, continued

| SI No. | TIP ID | County | Sponsor | Project Name | Total Project Cost | TIP Funding (2017-2020) |
|---------------|---------------|---------------|----------------|--|---------------------------|--------------------------------|
| 28 | SON170001 | SON | Windsor | Windsor River Road/Windsor Road/NWPRR Intersection | \$8,800,000 | \$2,000,000 |
| 29 | SON170002 | SON | MTC | Regional Planning Activities and PPM - Sonoma | \$5,164,181 | \$5,164,181 |
| 30 | VAR170001 | VAR | Caltrans | GL: Safety Improvements - SRTS | \$579,700 | \$537,700 |
| 31 | VAR170002 | VAR | Caltrans | GL: Highway Safety Improvement Program | \$24,530,157 | \$24,530,157 |
| 32 | VAR170003 | VAR | BAIFA | ALA/CC-80 and Bay Bridge Approach Express Lanes | \$98,300,000 | \$0 |
| 33 | VAR170004 | VAR | Caltrans | GL: Pavement Resurfacing/Rehab SHS - Highway Maint | \$15,854,000 | \$15,854,000 |
| 34 | VAR170005 | VAR | Caltrans | GL: Safety Improvements - SHOPP Mobility Program | \$66,965,000 | \$66,965,000 |
| 35 | VAR170006 | VAR | Caltrans | GL: Pavement Resurf./Rehab - SHOPP Roadway Presv. | \$509,941,000 | \$509,941,000 |
| 36 | VAR170007 | VAR | Caltrans | GL: Safety Imprv. - SHOPP Collision Reduction | \$341,966,000 | \$341,966,000 |
| 37 | VAR170008 | VAR | Caltrans | GL: Emergency Repair - SHOPP Emergency Response | \$120,050,000 | \$120,050,000 |
| 38 | VAR170009 | VAR | Caltrans | GL: Safety Improvements - SHOPP Mandates | \$49,884,000 | \$49,884,000 |
| 39 | VAR170010 | VAR | Caltrans | GL: Bridge Rehab and Reconstruction - SHOPP | \$276,104,000 | \$276,104,000 |
| 40 | VAR170011 | VAR | Caltrans | GL: Shoulder Imprv - SHOPP Roadside Preservation | \$5,600,000 | \$5,600,000 |
| 41 | VAR170012 | VAR | Caltrans | GL: Bridge Rehab/Recon. - Local Hwy Bridge Program | \$422,922,956 | \$173,837,999 |

APPENDIX A – 64

2017 TIP Detail

**Projects Being Archived Before
2017 TIP Approval**



Projects Being Archived Before the 2017 TIP Approval

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|-----------------|---------------------------|-------------------------------------|
| 1 | ALA050006 | I-580 (TriValley) Right of Way Preservation | ALA | ACTC | \$9,700,000 | \$0 |
| 2 | ALA050015 | BART - Warm Springs Extension | ALA | BART | \$890,000,000 | \$69,000,000 |
| 3 | ALA050042 | ACE: ADA Operating Set-aside | SCL | ACE | \$528,000 | \$0 |
| 4 | ALA050043 | ACE Signal System Rehabilitation | ALA | ACE | \$4,579,000 | \$0 |
| 5 | ALA050064 | AC Transit: Transit Security Projects | ALA | AC Transit | \$32,246,878 | \$4,296,776 |
| 6 | ALA070018 | I-580 (TriValley) Corridor - WB HOV & Connectors | ALA | ACTC | \$136,818,888 | \$0 |
| 7 | ALA070020 | I-580 (TriValley) Corridor - EB HOV Lanes | ALA | ACTC | \$179,290,144 | \$0 |
| 8 | ALA070022 | City of Alameda - Park St Streetscape | ALA | Alameda | \$2,495,113 | \$0 |
| 9 | ALA070041 | I-80 Integrated Corridor Mobility Project | ALA | ACTC | \$92,855,000 | \$0 |
| 10 | ALA070046 | AC Transit: Zero Emission Bus Advanced Demo | ALA | AC Transit | \$40,300,000 | \$0 |
| 11 | ALA070051 | BART Station Electronic Bike Lockers, Ph. 2 | ALA | BART | \$543,000 | \$0 |
| 12 | ALA070060 | I-238 Widening Replacement Planting | ALA | Caltrans | \$4,059,000 | \$0 |
| 13 | ALA090004 | I-580 WB HOT Corridor Project | ALA | ACTC | \$23,393,399 | \$0 |
| 14 | ALA090010 | I-680/Bernal Avenue interchange improvements | ALA | Pleasanton | \$4,000,000 | \$0 |
| 15 | ALA090013 | I-580 / Foothill Road interchange improvements | ALA | Pleasanton | \$3,750,000 | \$0 |
| 16 | ALA090015 | Union City Intermodal Station Infrastructure | ALA | Union City | \$23,019,974 | \$0 |
| 17 | ALA090025 | I-580 WB Auxiliary Lane, First to Isabel | ALA | ACTC | \$1,000,000 | \$0 |
| 18 | ALA090028 | I-580 N. Flynn-Greenville EB Truck Climbing Lane | ALA | Caltrans | \$77,400,000 | \$0 |
| 19 | ALA090030 | Regional Planning Activities and PPM - Alameda | ALA | MTC | \$20,563,966 | \$1,167,966 |
| 20 | ALA090031 | Union City Transit: Replace Two 35' Buses | ALA | Union C Transit | \$22,000 | \$0 |
| 21 | ALA090060 | ACE: Rebuild Diesel Locomotives | ALA | ACE | \$953,883 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|-----------------|---------------------------|-------------------------------------|
| 22 | ALA090061 | Union City: Replacement of Four (4) Transit Buses | ALA | Union C Transit | \$2,073,845 | \$0 |
| 23 | ALA090062 | Berkeley Bay Trail Extension - Segment One | ALA | Berkeley | \$2,581,000 | \$0 |
| 24 | ALA090066 | Alamo Canal Regional Trail, I-580 Undercrossing | ALA | Dublin | \$2,651,000 | \$0 |
| 25 | ALA090067 | I-580 Landscaping in the City of San Leandro | ALA | ACTC | \$350,000 | \$0 |
| 26 | ALA090069 | Alameda County: Rural Roads Pavement Rehab | ALA | Alameda County | \$2,411,612 | \$0 |
| 27 | ALA110004 | I-580 Oakland 14th to Ardley Noise Barriers | ALA | ACTC | \$1,600,000 | \$0 |
| 28 | ALA110005 | LAVTA Rideo Bus Restoration | ALA | LAVTA | \$200,000 | \$0 |
| 29 | ALA110006 | Various Streets Resurfacing and Bikeway Facilities | ALA | Oakland | \$4,823,000 | \$0 |
| 30 | ALA110007 | City of Berkeley Transportation Action Plan - TDM | ALA | Berkeley | \$2,260,000 | \$0 |
| 31 | ALA110009 | Bikemobile: Bike Repair and Encouragement Vehicle | ALA | ACTC | \$576,000 | \$0 |
| 32 | ALA110010 | Shore Power Initiative | ALA | Port of Oakland | \$13,243,000 | \$0 |
| 33 | ALA110011 | East Bay Parks Green Transportation Initiative | ALA | EB Reg Park Dis | \$17,810,000 | \$0 |
| 34 | ALA110012 | Fremont CBD/Midtown Streetscape | ALA | Fremont | \$2,101,000 | \$0 |
| 35 | ALA110016 | Newark - Cedar Blvd and Jarvis Ave Pavement Rehab | ALA | Newark | \$800,000 | \$0 |
| 36 | ALA110024 | Dublin Citywide Street Resurfacing | ALA | Dublin | \$672,000 | \$0 |
| 37 | ALA110026 | Alameda Co - Central Unincorporated Pavement Rehab | ALA | Alameda County | \$1,279,000 | \$0 |
| 38 | ALA110027 | San Leandro Downtown-BART Pedestrian Interface | ALA | San Leandro | \$6,214,470 | \$0 |
| 39 | ALA110028 | Union City Blvd Corridor Bicycle Imp, Phase 1 | ALA | Union City | \$1,860,000 | \$0 |
| 40 | ALA110030 | Albany - Buchanan Bicycle and Pedestrian Path | ALA | Albany | \$2,544,000 | \$0 |
| 41 | ALA110031 | Pleasanton - Foothill/I-580 IC Bike/Ped Facilities | ALA | Pleasanton | \$1,004,000 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|-----------------|---------------------------|-------------------------------------|
| 42 | ALA110034 | West Dublin BART Golden Gate Drive Streetscape | ALA | Dublin | \$1,885,547 | \$0 |
| 43 | ALA110035 | South Hayward BART Area/Dixon Street Streetscape | ALA | Hayward | \$2,315,000 | \$0 |
| 44 | ALA110036 | Union City BART East Plaza Enhancements | ALA | Union City | \$9,520,145 | \$0 |
| 45 | ALA110045 | Walnut Argonaut Lane Reduction & Roundabout | ALA | Fremont | \$584,790 | \$0 |
| 46 | ALA110085 | Shoreline Dr, Westline Dr and Broadway Bike Lanes | ALA | Alameda | \$963,400 | \$0 |
| 47 | ALA110086 | Environmental Study for ACE Alignment | ALA | Caltrans | \$300,000 | \$0 |
| 48 | ALA110090 | Enterprise Asset Management | ALA | BART | \$2,500,000 | \$0 |
| 49 | ALA110091 | AC Transit: Procure (23) 60' Articulated Buses | ALA | AC Transit | \$18,753,877 | \$0 |
| 50 | ALA110092 | AC Transit: Procure (38) 40-ft Urban Buses | ALA | AC Transit | \$17,814,552 | \$0 |
| 51 | ALA110093 | AC Transit: Replace 16 40' Suburban Buses | ALA | AC Transit | \$7,937,230 | \$0 |
| 52 | ALA110095 | LAVTA - East Bay Radio Communication System Hookup | ALA | LAVTA | \$640,000 | \$0 |
| 53 | ALA110098 | Alameda County SR2S Local | ALA | ACTC | \$1,300,000 | \$0 |
| 54 | ALA110100 | AC Transit: Line 51 Corridor | ALA | AC Transit | \$10,515,624 | \$0 |
| 55 | ALA110105 | AC Transit: San Leandro BART Imprv | ALA | AC Transit | \$3,929,026 | \$0 |
| 56 | ALA110106 | AC Transit: Farebox Replacement | ALA | AC Transit | \$11,875,000 | \$0 |
| 57 | ALA110107 | ALA-Community-Based Transportation Plan Updates | ALA | ACTC | \$593,750 | \$0 |
| 58 | ALA110114 | Union City: Replacement of Two (2) Transit Buses | ALA | Union C Transit | \$1,191,419 | \$0 |
| 59 | ALA110116 | AC Transit: Bus Diesel Particulate Filters | ALA | AC Transit | \$1,590,450 | \$0 |
| 60 | ALA110117 | AC Transit: Procure (28) 40-ft Urban Buses | ALA | AC Transit | \$12,839,711 | \$0 |
| 61 | ALA110118 | AC Transit: Procure (40) 40-ft Urban Buses | ALA | AC Transit | \$18,338,156 | \$0 |
| 62 | ALA110119 | AC Transit: Spectrum Ridership Growth | ALA | AC Transit | \$2,036,232 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|-----------------|---------------------------|-------------------------------------|
| 63 | ALA110121 | BART Train Car Accident Repair | ALA | BART | \$1,687,189 | \$0 |
| 64 | ALA110122 | Local PDA Planning - Alameda | ALA | ACTC | \$4,411,000 | \$0 |
| 65 | ALA110123 | AC Transit: Replace 27 40' Urban Buses | ALA | AC Transit | \$13,037,439 | \$0 |
| 66 | ALA110124 | AC Transit: Replace 38 40' Suburban Buses | ALA | AC Transit | \$19,399,976 | \$0 |
| 67 | ALA130004 | Oakland 19th Street Uptown Bike Station | ALA | Oakland | \$606,000 | \$0 |
| 68 | ALA130010 | Livermore Various Streets Preservation | ALA | Livermore | \$1,366,000 | \$0 |
| 69 | ALA130020 | Fremont Various Streets and Roads Preservation | ALA | Fremont | \$3,912,000 | \$0 |
| 70 | ALA130023 | Whipple Road Pavement Rehabilitation | ALA | Union City | \$761,000 | \$0 |
| 71 | ALA130029 | Reconst I-880/SR92 Inter - Repl Planting & Irrigat | ALA | Caltrans | \$1,260,000 | \$1,260,000 |
| 72 | ALA130031 | I-580 Eastbound Express/HOT Lanes | ALA | ACTC | \$31,578,967 | \$2,000,000 |
| 73 | ALA130033 | Union City Transit: Replacement of (2) Buses | ALA | Union C Transit | \$735,910 | \$735,910 |
| 74 | ALA150013 | AC Transit: Procure (15) 40' Urban Buses | ALA | AC Transit | \$6,795,645 | \$6,795,645 |
| 75 | ALA150018 | AC Transit: Procure (65) 40' Urban Buses | ALA | AC Transit | \$37,071,720 | \$37,071,720 |
| 76 | ALA977007 | Route 238 Corridor Improvement | ALA | Hayward | \$100,500,000 | \$0 |
| 77 | ALA990015 | Union City Intermodal Station Infrastructure | ALA | Union City | \$61,276,442 | \$0 |
| 78 | ALA991070 | AC Transit: Preventive Maintenance Program | ALA | AC Transit | \$392,437,743 | \$0 |
| 79 | ALA991077 | E. 14th St/Mission Blvd Streetscape | ALA | Alameda County | \$3,560,940 | \$0 |
| 80 | BRT050003 | BART Transbay Tube Seismic Retrofit | REG | BART | \$276,175,000 | \$0 |
| 81 | BRT990002 | BART Oakland Airport Connector | ALA | BART | \$484,000,000 | \$0 |
| 82 | CC-010002 | SR 24 - Caldecott Tunnel 4th Bore | CC | Caltrans | \$420,346,000 | \$0 |
| 83 | CC-010021 | Richmond Transit Village Transit & Ped Imps | CC | BART | \$1,150,000 | \$0 |
| 84 | CC-030005 | I-680 Auxiliary Lanes | CC | CCTA | \$34,000,500 | \$1,520,000 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|----------------|---------------------------|-------------------------------------|
| 85 | CC-030011 | Dornan Drive/Garrard Blvd Tunnel Rehabilitation | CC | Richmond | \$1,608,698 | \$0 |
| 86 | CC-030028 | SR 4 East Widening from Somersville to SR 160 | CC | CCTA | \$384,802,441 | \$0 |
| 87 | CC-030034 | CCCTA: Preventive Maintenance Program | CC | CCCTA | \$19,549,035 | \$0 |
| 88 | CC-030037 | ECCTA: Preventive Maintenance Program | CC | ECCTA | \$3,450,027 | \$0 |
| 89 | CC-050002 | Antioch - Wilbur Ave Bridge Widening | CC | Antioch | \$15,220,119 | \$0 |
| 90 | CC-050010 | Pacheco Transit Hub | CC | CCCTA | \$2,805,742 | \$0 |
| 91 | CC-050074 | Hercules Intermodal Station Improvements | CC | WCCTA | \$1,613,895 | \$0 |
| 92 | CC-070004 | Somersville Road Widening | CC | Antioch | \$5,700,000 | \$5,000,000 |
| 93 | CC-070030 | Concord Blvd. Gap Closure, Phase 2 | CC | Concord | \$1,220,000 | \$0 |
| 94 | CC-070049 | SR4 Bypass: Laurel Rd to Sand Creek | CC | CCTA | \$16,600,000 | \$0 |
| 95 | CC-070050 | Pleasant Hill Geary Road Widening Phase 3 | CC | Walnut Creek | \$7,950,000 | \$2,000,000 |
| 96 | CC-070054 | SR4 /SR160 Interchange and Connectors | CC | CCTA | \$50,100,000 | \$0 |
| 97 | CC-070057 | SR4 Bypass: Sand Creek Interchange | CC | CCTA | \$24,800,000 | \$0 |
| 98 | CC-070074 | San Pablo Avenue Streetscape | CC | El Cerrito | \$4,516,000 | \$0 |
| 99 | CC-070084 | Bailey Road Transit Access Improvements | CC | Pittsburg | \$2,197,506 | \$0 |
| 100 | CC-090002 | Pleasant Hill - Buskirk Avenue Widening | CC | Pleasant Hill | \$11,000,000 | \$0 |
| 101 | CC-090004 | San Ramon Valley Bus Program | CC | Danville | \$8,000,000 | \$0 |
| 102 | CC-090010 | Double rail track btw Oakley & Port Chicago | CC | Caltrans | \$28,071,000 | \$0 |
| 103 | CC-090018 | Marina Bay Parkway Grade Separation | CC | Richmond | \$36,925,000 | \$0 |
| 104 | CC-090032 | Richmond Rail Connector | CC | Caltrans | \$24,320,000 | \$0 |
| 105 | CC-090035 | Regional Planning Activities and PPM - CC County | CC | MTC | \$12,580,981 | \$1,576,981 |
| 106 | CC-090063 | BART Community Information Wayfinding | CC | BART | \$1,550,000 | \$0 |
| 107 | CC-090065 | Hercules (Bio-Rad) Bay Trail | CC | Hercules | \$4,612,121 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|----------------|---------------------------|-------------------------------------|
| 108 | CC-090066 | Moeser & Ashbury Ped/Bike Corridor Improvements | CC | El Cerrito | \$1,095,000 | \$0 |
| 109 | CC-090067 | Monument Corridor Pedestrian and Bikeway Network I | CC | Concord | \$1,474,000 | \$0 |
| 110 | CC-110002 | Martinez Ferry Service | CC | WETA | \$812,500 | \$0 |
| 111 | CC-110003 | Antioch Ferry Service | CC | WETA | \$812,500 | \$0 |
| 112 | CC-110005 | El Cerito Central Ave & Liberty St Streetscape Imp | CC | El Cerrito | \$1,186,000 | \$0 |
| 113 | CC-110006 | Lafayette Downtown Bike/Ped Imp & Streetscape | CC | Lafayette | \$2,301,000 | \$0 |
| 114 | CC-110009 | Brentwood 2012 Pavement Management Program | CC | Brentwood | \$1,342,000 | \$0 |
| 115 | CC-110010 | Concord Blvd Pavement Rehabilitation | CC | Concord | \$2,687,000 | \$0 |
| 116 | CC-110012 | Pittsburg Railroad Avenue Pavement Rehab | CC | Pittsburg | \$1,230,000 | \$0 |
| 117 | CC-110013 | Walnut Creek Various Arterials & Collectors Rehab | CC | Walnut Creek | \$2,103,000 | \$0 |
| 118 | CC-110016 | Richmond Transit Village: Nevin Imps 19th-27th | CC | Richmond | \$7,075,765 | \$0 |
| 119 | CC-110017 | Pittsburg N. Parkside Dr. Bike Lanes and Sidewalks | CC | Pittsburg | \$1,151,000 | \$0 |
| 120 | CC-110018 | Richmond Barrett Avenue Bicycle Lanes | CC | Richmond | \$764,000 | \$0 |
| 121 | CC-110019 | Concord Monument Corridor Shared Use Trail | CC | Concord | \$668,000 | \$0 |
| 122 | CC-110031 | SR2S - Nystrom, Coronado, Highland, Wilson & Wash. | CC | Richmond | \$976,000 | \$0 |
| 123 | CC-110048 | Moraga Way Pedestrian Pathway | CC | Orinda | \$258,000 | \$0 |
| 124 | CC-110049 | Central-East County SR2S Program | CC | Pleasant Hill | \$819,000 | \$0 |
| 125 | CC-110050 | San Ramon Valley Street Smarts SR2S Program | CC | Danville | \$413,000 | \$0 |
| 126 | CC-110051 | Lisa Lane Sidewalk Project | CC | Pleasant Hill | \$721,150 | \$0 |
| 127 | CC-110052 | Brentwood Area Schools Bike/Ped Access Imps | CC | Brentwood | \$492,500 | \$0 |
| 128 | CC-110055 | Moraga Way Streetscape | CC | Moraga | \$640,000 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|----------------|---------------------------|-------------------------------------|
| 129 | CC-110057 | WCCTA: Replace (5) 1999 35' Revenue Vehicles | CC | WCCTA | \$2,329,355 | \$0 |
| 130 | CC-110058 | WCCTA: Purchase of non revenue Service Vehicle | CC | WCCTA | \$39,651 | \$0 |
| 131 | CC-110061 | CCCTA - Replace 10 40' buses - Hybrid | CC | CCCTA | \$7,034,275 | \$0 |
| 132 | CC-110062 | CCCTA: Replace 4 LINK Vans | CC | CCCTA | \$464,800 | \$0 |
| 133 | CC-110063 | CCCTA: Replace 4 Minivans | CC | CCCTA | \$216,945 | \$0 |
| 134 | CC-110064 | CCCTA: Maintenance Facility Rehabilitation | CC | CCCTA | \$600,000 | \$0 |
| 135 | CC-110065 | CCCTA: Inventory Asset Management System | CC | CCCTA | \$375,000 | \$0 |
| 136 | CC-110092 | WCCTA Replace (8)1988 40' transit buses | CC | WCCTA | \$4,379,715 | \$0 |
| 137 | CC-110093 | WCCTA: Replace (2) 2002 35' transit buses | CC | WCCTA | \$919,155 | \$0 |
| 138 | CC-110094 | WCCTA - Replace (2) 35 foot diesel transit vehicle | CC | WCCTA | \$279,943 | \$0 |
| 139 | CC-110095 | CCCTA: Replace 7 30' Buses | CC | CCCTA | \$3,549,849 | \$0 |
| 140 | CC-110096 | CCCTA - Replace 6 22' Paratransit Vans | CC | CCCTA | \$501,990 | \$0 |
| 141 | CC-110097 | CCCTA - Replace 4 Paratransit Minivans | CC | CCCTA | \$225,295 | \$0 |
| 142 | CC-110098 | CCCTA - Purchase and Install 40 Elec. Cooling Fans | CC | CCCTA | \$400,000 | \$0 |
| 143 | CC-110101 | Local PDA Planning - Contra Costa | CC | CCTA | \$3,101,000 | \$0 |
| 144 | CC-110102 | Easy Go Richmond | CC | Richmond | \$254,114 | \$0 |
| 145 | CC-130007 | Pleasant Hill - Contra Costa Blvd. Preservation | CC | Pleasant Hill | \$1,262,000 | \$0 |
| 146 | CC-130008 | San Ramon Valley Boulevard Preservation | CC | San Ramon | \$1,916,196 | \$0 |
| 147 | CC-130009 | Mt. Diablo Blvd West End Preservation | CC | Lafayette | \$660,000 | \$0 |
| 148 | CC-130010 | Happy Valley Rd. Walkway SRTS Improvements | CC | Lafayette | \$129,000 | \$113,000 |
| 149 | CC-130014 | Richmond BART Station Intermodal Improvements | CC | BART | \$4,331,000 | \$0 |
| 150 | CC-130016 | Pittsburg - Railroad Avenue Preservation | CC | Pittsburg | \$338,000 | \$299,000 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|---|---------------|----------------|---------------------------|-------------------------------------|
| 151 | CC-130017 | Pittsburg School Area Safety Improvements | CC | Pittsburg | \$230,300 | \$203,000 |
| 152 | CC-130018 | Balfour Road Preservation | CC | Brentwood | \$509,000 | \$480,000 |
| 153 | CC-130019 | Antioch Ninth Street Preservation | CC | Antioch | \$1,580,000 | \$0 |
| 154 | CC-130021 | El Cerrito Various Streets and Roads Preservation | CC | El Cerrito | \$941,000 | \$0 |
| 155 | CC-130022 | Antioch - SRTS Pedestrian Improvements | CC | Antioch | \$520,000 | \$0 |
| 156 | CC-130028 | San Pablo Various Streets and Roads Preservation | CC | San Pablo | \$1,122,000 | \$0 |
| 157 | CC-130034 | West Contra Costa SRTS Non-Infrastructure Program | CC | CC County | \$709,800 | \$0 |
| 158 | CC-130035 | Interstate 80 Corridor Real Time Rideshare | CC | CCTA | \$403,000 | \$403,000 |
| 159 | CC-130036 | Orinda SRTS Sidewalk Project | CC | Orinda | \$125,000 | \$113,000 |
| 160 | CC-130041 | Citywide School Crossing Enhancement Project | CC | San Ramon | \$305,600 | \$0 |
| 161 | CC-130042 | Ivy Drive Pavement Rehabilitation | CC | Orinda | \$624,000 | \$552,000 |
| 162 | CC-130044 | 511 Real-Time Interface Project | CC | CCCTA | \$113,636 | \$0 |
| 163 | MRN010006 | Tennessee Valley Bridge | MRN | Marin County | \$911,000 | \$0 |
| 164 | MRN030011 | GGBHTD: Ferry Major Components Rehabilitation | MRN | GGBHTD | \$14,010,729 | \$0 |
| 165 | MRN050012 | US 101 - Golden Gate Botanical Area Revegetation | MRN | Caltrans | \$595,000 | \$0 |
| 166 | MRN050015 | 4 Replacement Express Buses | MRN | GGBHTD | \$1,600,000 | \$0 |
| 167 | MRN070001 | Marin County: Bus Stop Improvements | MRN | MCTD | \$2,423,000 | \$0 |
| 168 | MRN070003 | Marin Bike/Ped Facility North of Atherton Ave. | MRN | TAM | \$610,000 | \$0 |
| 169 | MRN070012 | Sausalito - Non-motorized Transp. Pilot Program | MRN | Sausalito | \$530,000 | \$0 |
| 170 | MRN070014 | Fairfax - Non-motorized Transp. Pilot Program | MRN | Fairfax | \$296,062 | \$89,204 |
| 171 | MRN070015 | Larkspur - Non-motorized Transpo. Pilot Program | MRN | Larkspur | \$1,595,875 | \$182,000 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|---|---------------|----------------|---------------------------|-------------------------------------|
| 172 | MRN090020 | Regional Planning Activities and PPM - Marin | MRN | MTC | \$7,778,284 | \$813,284 |
| 173 | MRN090025 | GGBHTD: Replacement of Ferry Propulsion Systems | MRN | GGBHTD | \$3,900,000 | \$0 |
| 174 | MRN090034 | GGBHTD: Replace 11 - 1997 45' MCI Buses | MRN | GGBHTD | \$6,997,000 | \$6,997,000 |
| 175 | MRN090050 | Sir Francis Drake Boulevard Westbound Bike Lane | MRN | Marin County | \$461,000 | \$0 |
| 176 | MRN090052 | Mill Valley - Sycamore Ave Pedestrian Facilities | MRN | Mill Valley | \$411,000 | \$0 |
| 177 | MRN090053 | Marin County: Southern Marin Roads Rehab | MRN | Marin County | \$1,354,000 | \$0 |
| 178 | MRN110003 | US-101 Mission Bell Installation | MRN | Caltrans | \$241,000 | \$0 |
| 179 | MRN110004 | Local Bus Stop Revitalization in Marin County | MRN | MCTD | \$2,000,000 | \$0 |
| 180 | MRN110008 | San Rafael Citywide Street Resurfacing | MRN | San Rafael | \$1,332,000 | \$0 |
| 181 | MRN110028 | Marin Transit - Replace 3 - 2005 Paratransit Vans | MRN | MCTD | \$244,872 | \$0 |
| 182 | MRN110029 | San Rafael: Sidewalk along East Francisco Blvd | MRN | San Rafael | \$1,500,000 | \$0 |
| 183 | MRN110030 | Capital Improvements For Muir Woods Shuttle | MRN | MCTD | \$2,167,980 | \$0 |
| 184 | MRN110039 | Local PDA Planning - Marin | MRN | TAM | \$848,000 | \$848,000 |
| 185 | MRN110042 | Marin Transit Replace Four Local Buses | MRN | MCTD | \$2,794,715 | \$0 |
| 186 | MRN110043 | Marin Transit Seven Local Buses | MRN | MCTD | \$5,072,134 | \$0 |
| 187 | MRN110044 | Marin Transit - Replace Paratransit Vehicles | MRN | MCTD | \$1,114,173 | \$0 |
| 188 | MRN110046 | GGBHTD - Replace 14 - 45' OTR Coaches | MRN | GGBHTD | \$9,636,988 | \$0 |
| 189 | MRN150001 | MCTD: Replace 9 ADA Paratransit Vehicles | MRN | MCTD | \$891,750 | \$891,750 |
| 190 | MRN150002 | MCTD: Replace 3 Stagecoach Vehicles | MRN | MCTD | \$607,295 | \$607,295 |
| 191 | MTC050028 | WETA Ferry Expansion Studies. | REG | WETA | \$9,280,000 | \$0 |
| 192 | MTC990015 | Spare the Air Program | REG | BAAQMD | \$15,998,038 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|-----------------|---------------------------|-------------------------------------|
| 193 | NAP010002 | Design of SR 12/29 /Airport Blvd Grade Separation | NAP | Caltrans | \$2,415,000 | \$0 |
| 194 | NAP090002 | Regional Planning Activities and PPM - Napa | NAP | MTC | \$6,336,284 | \$951,284 |
| 195 | NAP090006 | Yountville - Napa County Bicycle Path Extension | NAP | Yountville | \$149,000 | \$0 |
| 196 | NAP090007 | American Canyon Napa Junction Elementary Ped Imps | NAP | American Canyon | \$276,000 | \$0 |
| 197 | NAP110006 | American Canyon PDA Development Plan | NAP | American Canyon | \$897,000 | \$0 |
| 198 | NAP110007 | American Canyon: Theresa Ave Sidewalk Imp Phase 3 | NAP | American Canyon | \$230,000 | \$0 |
| 199 | NAP110008 | Napa (City): 2011 Cape Seal Pavement Rehab | NAP | Napa | \$726,000 | \$0 |
| 200 | NAP110009 | Napa County: Silverado Trail Paving Phase F | NAP | Napa County | \$955,000 | \$0 |
| 201 | NAP110011 | Napa:Lincoln Ave Bike Lane - Jefferson to Railroad | NAP | Napa | \$213,000 | \$0 |
| 202 | NAP110012 | NVTA: Napa County SRTS Program Expansion | NAP | NVTA | \$315,000 | \$0 |
| 203 | NAP110013 | Napa City North/South Bike Connection | NAP | Napa | \$707,600 | \$0 |
| 204 | NAP110015 | Napa City - Linda Vista Pavement Overlay | NAP | Napa | \$776,000 | \$0 |
| 205 | NAP110024 | Napa County Community Based Transportation Plan | NAP | NVTA | \$100,000 | \$0 |
| 206 | NAP130001 | City of Napa PDA Implementation | NAP | Napa | \$311,000 | \$0 |
| 207 | NAP130002 | SRTS Non Infrastructure Program Cycle 2 | NAP | NCTPA | \$420,000 | \$0 |
| 208 | NAP130005 | NapaVINE Bus Mobility Device Retrofit Project-TPI | NAP | NCTPA | \$216,770 | \$50,000 |
| 209 | REG050013 | Transit Capital Inventory Improvements | REG | MTC | \$1,250,000 | \$0 |
| 210 | REG090038 | Regional Planning Activities and PPM - MTC | REG | MTC | \$11,943,000 | \$4,137,000 |
| 211 | REG090040 | Regional Planning Activities - ABAG | REG | MTC | \$7,360,000 | \$1,814,000 |
| 212 | REG090041 | Regional Planning Activities - BCDC | REG | MTC | \$3,105,000 | \$407,000 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|----------------|---------------------------|-------------------------------------|
| 213 | REG090053 | Caltrain: Preventive Maintenance | REG | Caltrain | \$14,713,128 | \$0 |
| 214 | REG090066 | Climate Initiatives Evaluation and Administration | REG | MTC | \$3,200,000 | \$0 |
| 215 | REG110012 | eFleet: Carsharing Electrified | REG | SF County TA | \$2,030,754 | \$0 |
| 216 | REG110013 | Local Government EV Fleet Program | REG | Alameda County | \$2,808,000 | \$0 |
| 217 | REG110014 | Station Area Planning Program & Implementation | REG | MTC | \$9,417,000 | \$0 |
| 218 | REG110015 | Regional Dynamic Ridesharing Pilot | REG | Son Co TA | \$2,521,000 | \$0 |
| 219 | REG110016 | Green Star / Cool Schools Program | REG | ACWA | \$980,000 | \$0 |
| 220 | REG110021 | WETA: Revenue Vehicle Communication Equipment | REG | WETA | \$182,000 | \$0 |
| 221 | REG110022 | Statewide Archaeological Reburial Database | REG | Caltrans | \$575,000 | \$0 |
| 222 | REG110023 | Cultural Resources Legacy Data Database | REG | Caltrans | \$1,630,000 | \$0 |
| 223 | REG110024 | Geoarchaeological Study of Route 101 Corridor | REG | Caltrans | \$358,000 | \$0 |
| 224 | REG110025 | Caltrain Transit Asset Management System (CTAMS) | REG | Caltrain | \$750,000 | \$0 |
| 225 | REG110029 | Parking Pricing Regional Analysis | REG | MTC | \$700,000 | \$0 |
| 226 | REG110037 | Regional Planning - PDA Implementation | REG | MTC | \$11,295,606 | \$0 |
| 227 | REG110040 | GL: US 206 Recreational Grants | REG | Natl Park Svc | \$486,688 | \$0 |
| 228 | REG110043 | Climate Change Adaptation&Vulnerability Assessment | REG | MTC | \$1,200,000 | \$0 |
| 229 | REG130006 | Spare the Air Program | REG | BAAQMD | \$4,179,690 | \$0 |
| 230 | SCL010040 | SR-152/SR-156 Interchange Improvements | SCL | VTA | \$44,983,187 | \$0 |
| 231 | SCL030008 | SR 87 Guadalupe Freeway Landscaping | SCL | Caltrans | \$8,925,000 | \$0 |
| 232 | SCL030012 | Garvee Debt. Srv. - SCL010019, SCL990030-31 | SCL | VTA | \$173,966,631 | \$16,100,000 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| SI. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|-----------------|---------------------------|-------------------------------------|
| 233 | SCL050013 | US 101 / SR 87-Trimble Road Landscaping | SCL | Caltrans | \$2,390,000 | \$0 |
| 234 | SCL050045 | VTA: ADA Bus Stop Improvements | SCL | VTA | \$4,535,638 | \$447,778 |
| 235 | SCL070050 | Highway 9 Safety Improvements | SCL | Saratoga | \$2,625,721 | \$1,084,000 |
| 236 | SCL090001 | Santa Clara/Alum Rock Transit Improvement/BRT | SCL | VTA | \$115,263,228 | \$0 |
| 237 | SCL090035 | Regional Planning Activities and PPM - Santa Clara | SCL | VTA | \$17,745,347 | \$3,117,347 |
| 238 | SCL090043 | VTA: San Jose High Volume Bus Stop Upgrade | SCL | VTA | \$750,000 | \$0 |
| 239 | SCL110034 | San Jose - San Carlos Multimodal Phase 2 | SCL | San Jose | \$3,696,700 | \$0 |
| 240 | SCL110057 | San Jose Walk N Roll - Safe Access | SCL | San Jose | \$653,000 | \$0 |
| 241 | SCL110101 | VTA: LRV Body Shop Dust Separation Wall | SCL | VTA | \$693,400 | \$0 |
| 242 | SCL110102 | VTA: LRV Maintenance Shop Hoist | SCL | VTA | \$3,437,320 | \$0 |
| 243 | SCL110103 | VTA: Update Santa Teresa Interlock Signal House | SCL | VTA | \$2,160,000 | \$0 |
| 244 | SCL110105 | VTA: LR Signal Assessment / SCADA Replacement | SCL | VTA | \$3,500,000 | \$0 |
| 245 | SCL110117 | Park Avenue Multi-Modal Improvements | SCL | San Jose | \$1,820,000 | \$1,583,000 |
| 246 | SCL110119 | VTA:Light Rail Transit Signal Priority Improvement | SCL | VTA | \$1,792,812 | \$0 |
| 247 | SCL110131 | South Terminal Wayside Power | SCL | Caltrain | \$2,248,960 | \$0 |
| 248 | SCL130005 | San Jose Citywide Pavement Management Program | SCL | San Jose | \$13,103,000 | \$12,503,000 |
| 249 | SCL130008 | San Jose Walk N' Roll Phase II | SCL | San Jose | \$1,000,000 | \$0 |
| 250 | SCL130012 | The Alameda Grand Blvd. Phase 2 | SCL | San Jose | \$4,080,000 | \$3,150,000 |
| 251 | SCL130013 | El Monte Road Preservation | SCL | Los Altos Hills | \$350,000 | \$315,000 |
| 252 | SCL130014 | Hillside Road Preservation | SCL | Los Gatos | \$157,009 | \$139,000 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|----------------|---------------------------|-------------------------------------|
| 253 | SCL130015 | Mountain View Castro Street Complete Streets | SCL | Mountain View | \$950,000 | \$950,000 |
| 254 | SCL130017 | Virginia Avenue Sidewalks | SCL | Campbell | \$799,760 | \$799,760 |
| 255 | SCL130018 | Mountain View Various Rd Preservation & Bike lanes | SCL | Mountain View | \$1,469,400 | \$1,318,000 |
| 256 | SCL130020 | Upper Penitencia Creek Multi-Use Trail | SCL | VTA | \$2,124,000 | \$0 |
| 257 | SCL130021 | Santa Clara County NonInfrastructure SRTS Program | SCL | Santa Clara Co | \$838,000 | \$0 |
| 258 | SCL130023 | Los Altos Road Preservation on Grant Road | SCL | Los Altos | \$388,200 | \$353,200 |
| 259 | SCL130025 | Eagleberry Street Resurfacing | SCL | Gilroy | \$1,047,299 | \$0 |
| 260 | SCL130033 | Duane Avenue Roadway Preservation | SCL | Sunnyvale | \$1,799,536 | \$1,464,000 |
| 261 | SCL130035 | Milpitas Various Streets and Roads Preservation | SCL | Milpitas | \$2,525,000 | \$2,465,000 |
| 262 | SCL130036 | San Jose Smart Intersections Program | SCL | San Jose | \$1,306,840 | \$1,306,840 |
| 263 | SCL130042 | Palo Alto Various Street Resurfacing & Streetscape | SCL | Palo Alto | \$1,091,000 | \$1,081,000 |
| 264 | SCL150003 | Mountain View Double Track Improvements - Phase II | SCL | VTA | \$30,000,000 | \$24,700,000 |
| 265 | SCL150004 | Central and South County Bicycle Plan | SCL | VTA | \$501,000 | \$501,000 |
| 266 | SCL150007 | VTA Upgrade Ohlone/Chynoweth Interlocking | SCL | VTA | \$1,200,000 | \$1,200,000 |
| 267 | SCL150009 | VTA: Light Rail Signal Shop Modification | SCL | VTA | \$495,000 | \$495,000 |
| 268 | SCL150010 | VTA: Upgrade Light Rail Ring #1 Com Equipment | SCL | VTA | \$2,200,000 | \$2,200,000 |
| 269 | SCL150012 | City of San Jose Transportation Demand Management | SCL | San Jose | \$1,694,000 | \$1,694,000 |
| 270 | SCL150013 | Mountain View Double Track Improvements - Phase I | SCL | VTA | \$22,500,000 | \$20,500,000 |
| 271 | SCL991077 | I-680 Sunol Grade SouthBound HOV Lanes - SCL Final | ALA | Caltrans | \$8,308,000 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|----------------|---------------------------|-------------------------------------|
| 272 | SF-010004 | 4th St Bridge Seismic Retrofit & Rehab | SF | SF DPW | \$52,540,381 | \$0 |
| 273 | SF-030002 | Golden Gate Nat'l Rec. Area Road Rehab | REG | Natl Park Svc | \$53,639,500 | \$0 |
| 274 | SF-050026 | SFMTA: Escalator Rehabilitation | SF | SFMTA | \$20,290,069 | \$0 |
| 275 | SF-050039 | Glen Park Intermodal Facility | SF | SFMTA | \$4,295,767 | \$0 |
| 276 | SF-050042 | Citywide:San Francisco Street Improvements | SF | SF DPW | \$16,859,183 | \$0 |
| 277 | SF-050045 | Golden Gate Nat'l Rec. Area Non-Motorized Access | REG | Natl Park Svc | \$15,688,730 | \$0 |
| 278 | SF-070025 | SR 1 - 19th Avenue Median Improvements | SF | SF DPW | \$1,336,758 | \$0 |
| 279 | SF-070036 | San Francisco Bicycle Route Improvements | SF | SFMTA | \$5,465,000 | \$0 |
| 280 | SF-070037 | Golden Gate Bridge - Moveable Median Barrier | SF | GGBHTD | \$25,000,000 | \$0 |
| 281 | SF-070040 | SF Downtown Parking Pricing | SF | SFMTA | \$46,525,000 | \$0 |
| 282 | SF-070046 | SFMTA: Rehab 170 Neoplans | SF | SFMTA | \$18,289,977 | \$0 |
| 283 | SF-090024 | Golden Gate Nat'l Rec. Area Water Transit Planning | REG | Natl Park Svc | \$1,897,000 | \$822,000 |
| 284 | SF-090027 | Golden Gate Nat'l Rec. Area Transit Enhancements | REG | Natl Park Svc | \$3,497,750 | \$1,999,000 |
| 285 | SF-090030 | Regional Planning Activities and PPM - SF County | SF | MTC | \$10,239,560 | \$1,011,560 |
| 286 | SF-090036 | San Francisco - Arelious Walker Stairway Imps. | SF | SF DPW | \$1,230,000 | \$0 |
| 287 | SF-090038 | San Francisco Point Lobos Streetscape | SF | SF DPW | \$595,000 | \$0 |
| 288 | SF-090039 | San Francisco Bicycle Parking | SF | SFMTA | \$235,000 | \$0 |
| 289 | SF-090040 | Balboa Park Station Eastside Walkway Project | SF | BART | \$13,155,146 | \$0 |
| 290 | SF-090041 | Church and Duboce Bike/Ped Enhancements | SF | SFMTA | \$473,500 | \$0 |
| 291 | SF-090042 | Sunset Boulevard Ped Safety and Education | SF | SFMTA | \$1,299,000 | \$0 |
| 292 | SF-090043 | SFMTA: Replace 45 NABI Motor Coaches & 17 Gilligs | SF | SFMTA | \$61,692,592 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|----------------|---------------------------|-------------------------------------|
| 293 | SF-090051 | 24th Street/Mission BART Plaza Pedestrian Imps. | SF | BART | \$4,013,614 | \$0 |
| 294 | SF-110007 | San Francisco - Folsom Streetscape and Rehab | SF | SF DPW | \$4,994,612 | \$0 |
| 295 | SF-110008 | Second St Phase 1 - SFgo Signal Rehab and Upgrade | SF | SFMTA | \$841,000 | \$0 |
| 296 | SF-110009 | San Francisco - Broadway Streetscape and Rehab | SF | SF DPW | \$1,912,000 | \$0 |
| 297 | SF-110012 | South of Market Alleyways Improvements, Phase 2 | SF | SF DPW | \$2,340,000 | \$0 |
| 298 | SF-110016 | San Francisco Market & Haight St. Transit/Ped Imps | SF | SFMTA | \$4,572,200 | \$0 |
| 299 | SF-110029 | Sunset and AP Giannini SR2S Improvements | SF | SFMTA | \$804,100 | \$0 |
| 300 | SF-110038 | San Francisco Parking Pricing and Regulation Study | SF | SF County TA | \$600,000 | \$0 |
| 301 | SF-110039 | SF Ped Safety and Encouragement Campaign | SF | SFMTA | \$1,000,000 | \$0 |
| 302 | SF-110040 | SF Crosswalk Conversion | SF | SFMTA | \$377,900 | \$0 |
| 303 | SF-110042 | SFMTA: N-Judah Customer First Program | SF | SFMTA | \$6,100,000 | \$0 |
| 304 | SF-110043 | SFMTA: Mission Customer First Program | SF | SFMTA | \$10,440,000 | \$0 |
| 305 | SF-110047 | Local PDA Planning - San Francisco | SF | SFMTA | \$2,689,000 | \$0 |
| 306 | SF-110048 | BART 24th Street Train Control Upgrade | SF | BART | \$2,260,000 | \$0 |
| 307 | SF-110052 | SFMTA - Free Muni for Youth Program | SF | SFMTA | \$1,807,000 | \$0 |
| 308 | SF-130012 | SF- Longfellow ES Safe Routes to School | SF | SF DPW | \$821,731 | \$677,235 |
| 309 | SF-130013 | SF-ER Taylor ES Safe Routes to School | SF | SF DPW | \$467,439 | \$291,469 |
| 310 | SF-99T005 | SFMTA: Historic Rail Car rehabilitation | SF | SFMTA | \$87,393,691 | \$0 |
| 311 | SM-010031 | US 101 Auxiliary Lanes - 3rd to Millbrae | SM | Caltrans | \$188,240,000 | \$0 |
| | | | | | | |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|----------------|---------------------------|-------------------------------------|
| 312 | SM-030001 | US 101 Auxiliary Lanes - Marsh Road to SCL County | SM | Caltrans | \$107,223,000 | \$0 |
| 313 | SM-030010 | Caltrain: Systemwide Security | SM | Caltrain | \$16,152,418 | \$0 |
| 314 | SM-050028 | US 101 / Broadway Interchange Improvement | SM | Caltrans | \$79,828,000 | \$0 |
| 315 | SM-050046 | SR 82 Daly City-Mission St. Pedestrian Imps.- Ph I | SM | Daly City | \$2,632,000 | \$0 |
| 316 | SM-050052 | SR1 San Pedro Creek Bridge Replacement | SM | Pacifica | \$12,805,443 | \$0 |
| 317 | SM-070031 | SR 82 El Camino Real: Grand Boulevard Initiative | SM | San Bruno | \$1,079,000 | \$0 |
| 318 | SM-070032 | VMS-PA Systems Integration | SM | Caltrain | \$1,100,000 | \$0 |
| 319 | SM-070037 | San Mateo County Traffic Incident Management | SM | CCAG | \$27,532,000 | \$0 |
| 320 | SM-090001 | Narrow Banding Project | SM | Caltrain | \$2,593,141 | \$0 |
| 321 | SM-090021 | Caltrain Grade Separation Program | SM | Caltrain | \$147,050,000 | \$0 |
| 322 | SM-090023 | San Mateo County: Install TMS Elements | SM | Caltrans | \$2,163,293 | \$0 |
| 323 | SM-090024 | Regional Planning Activities and PPM - San Mateo | SM | MTC | \$9,993,284 | \$1,333,284 |
| 324 | SM-090054 | Smart Corridor Initial Implementation Project | SM | San Mateo | \$1,940,000 | \$0 |
| 325 | SM-110005 | Making the Last Mile Connection TDM Program | SM | SamTrans | \$1,818,000 | \$0 |
| 326 | SM-110006 | GBI: Removing Barriers to Livable Communities | SM | SamTrans | \$1,397,240 | \$0 |
| 327 | SM-110011 | San Bruno Street Medians and Grand Blvd Imps | SM | San Bruno | \$838,000 | \$0 |
| 328 | SM-110024 | CSRT South of Dam Conversion | SM | San Mateo Co | \$1,125,000 | \$0 |
| 329 | SM-110028 | East Side Community Transit Connectivity Imps | SM | San Carlos | \$2,770,810 | \$0 |
| 330 | SM-110053 | SAMTRANS: Advanced Communication System Upgrades | SM | SamTrans | \$13,494,583 | \$0 |
| 331 | SM-110069 | Replacement of 19 2007 Cutaway Buses | SM | SamTrans | \$2,297,138 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|---|---------------|----------------|---------------------------|-------------------------------------|
| 332 | SM-110070 | SAMTRANS: Replacement of 14 2009 Minivans | SM | SamTrans | \$774,497 | \$0 |
| 333 | SM-110073 | FY 2014-15 Linda Mar Boulevard Pavement Rehab | SM | Pacifica | \$537,000 | \$0 |
| 334 | SM-110074 | Atherton-Fair Oaks-Middlefield Preservation | SM | Atherton | \$455,000 | \$0 |
| 335 | SM-110075 | Crestview Drive Pavement Rehabilitation-Phase 2 | SM | San Carlos | \$700,000 | \$0 |
| 336 | SM-110076 | Caltrain TVM Replacement | SM | Caltrain | \$1,225,000 | \$0 |
| 337 | SM-130001 | Dumbarton Bridge Seismic Retrofit | SM | MTC | \$33,600,000 | \$0 |
| 338 | SM-130005 | Callan Boulevard and King Drive Resurfacing | SM | Daly City | \$708,000 | \$0 |
| 339 | SM-130006 | Town of Portola Valley Resurfacing Prog | SM | Portola Valley | \$284,000 | \$0 |
| 340 | SM-130007 | Belmont Pavement Reconstruction Program | SM | Belmont | \$679,000 | \$604,000 |
| 341 | SM-130010 | Menlo Park Various Streets and Roads Preservation | SM | Menlo Park | \$541,000 | \$0 |
| 342 | SM-130014 | El Camino Real Pedestrian Upgrades | SM | San Carlos | \$217,000 | \$0 |
| 343 | SM-979013 | SR 1 Devils Slide Bypass | SM | Caltrans | \$511,873,295 | \$0 |
| 344 | SOL010031 | Military/Southampton & Military/First Intermodal | SOL | Benicia | \$3,000,000 | \$0 |
| 345 | SOL030015 | San Pablo Bay Entrance Rehabilitation | SOL | FHWA | \$625,000 | \$0 |
| 346 | SOL050003 | I-80/I-680 Aux Lanes Improvement Landscaping | SOL | Caltrans | \$2,544,000 | \$0 |
| 347 | SOL050012 | Vallejo Curtola Transit Center | SOL | Vallejo | \$11,750,275 | \$0 |
| 348 | SOL070002 | I-80 Alamo Creek On-Ramp and Bridge Widening | SOL | Caltrans | \$3,924,000 | \$0 |
| 349 | SOL070021 | Travis AFB: South Gate Improvement Project | SOL | Solano County | \$2,547,000 | \$2,050,000 |
| 350 | SOL090006 | Regional Planning Activities and PPM - Solano | SOL | MTC | \$8,774,284 | \$1,102,284 |
| 351 | SOL090028 | SolTrans: AVL Technology | SOL | SolTrans | \$2,160,000 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|----------------|---------------------------|-------------------------------------|
| 352 | SOL090035 | Vacaville-Dixon Bicycle Route (Phase 5) | SOL | Solano County | \$2,881,000 | \$1,966,000 |
| 353 | SOL110008 | Benicia Industrial Park Bus Hub Project | SOL | Benicia | \$1,250,000 | \$0 |
| 354 | SOL110012 | Grizzly Island Trail - Phase 1 | SOL | Suisun City | \$2,164,000 | \$0 |
| 355 | SOL110020 | Eastern Solano / SNCI Rideshare Program | SOL | STA | \$1,105,056 | \$0 |
| 356 | SOL110033 | SolTrans: Capital Maintenance - Fuel | SOL | SolTrans | \$401,121 | \$0 |
| 357 | SOL110036 | Roadway Preservation in Solano County | SOL | Solano County | \$1,692,600 | \$679,750 |
| 358 | SOL110038 | SolTrans: Technology Enhancements | SOL | SolTrans | \$93,750 | \$0 |
| 359 | SOL110039 | Local PDA Planning - Solano | SOL | STA | \$1,782,000 | \$0 |
| 360 | SOL110042 | Vacaville Transit : Procure 3 Fixed Route Buses | SOL | Vacaville | \$1,590,305 | \$0 |
| 361 | SOL110043 | Vacaville Various Street and Roads Preservation | SOL | Vacaville | \$1,451,000 | \$0 |
| 362 | SOL130001 | Oliver Road Park and Ride | SOL | F-S Transit | \$1,943,000 | \$628,000 |
| 363 | SOL130002 | Beck Avenue Preservation | SOL | Fairfield | \$1,980,000 | \$1,800,000 |
| 364 | SOL130003 | Suisun-Fairfield Intercity Rail Station Access Imp | SOL | Suisun City | \$854,541 | \$730,289 |
| 365 | SOL130004 | Walters Road-Pintail Drive Preservation | SOL | Suisun City | \$417,125 | \$0 |
| 366 | SOL130008 | Benicia - East 2nd Street Preservation | SOL | Benicia | \$569,133 | \$0 |
| 367 | SOL130009 | Benicia Safe Routes to Schools Infrastructure Imps | SOL | Benicia | \$124,000 | \$0 |
| 368 | SOL130010 | Solano Transit Ambassador Program | SOL | STA | \$282,391 | \$0 |
| 369 | SOL130011 | Local PCA Planning - Solano | SOL | STA | \$85,000 | \$0 |
| 370 | SOL130013 | West A Street Preservation | SOL | Dixon | \$725,664 | \$659,664 |
| 371 | SOL130016 | Vacaville SRTS Infrastructure Improvements | SOL | Vacaville | \$443,207 | \$413,207 |
| 372 | SOL130018 | Procure 3 Low Floor Paratransit Buses | SOL | Vacaville | \$492,590 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|----------------|---------------------------|-------------------------------------|
| 373 | SOL950024 | Vacaville: Bus maintenance facility upgrades | SOL | Vacaville | \$1,698,708 | \$0 |
| 374 | SOL950035 | Vallejo Ferry Terminal (Intermodal Station) | SOL | Vallejo | \$79,129,594 | \$0 |
| 375 | SOL97AM70 | Vacaville: Purchase bus shelters | SOL | Vacaville | \$882,000 | \$0 |
| 376 | SOL991032 | North Bay Operations and Maintenance Facility | SOL | WETA | \$28,194,707 | \$6,900,000 |
| 377 | SOL991099 | Purchase Transit Equipment - Fareboxes and Tools | SOL | Vacaville | \$423,238 | \$0 |
| 378 | SON050015 | US 101/East Washington I/C Reconfiguration | SON | Son Co TA | \$20,561,112 | \$0 |
| 379 | SON050017 | Healdsburg Foss Creek Bicycle/Ped Pathway | SON | Healdsburg | \$3,887,500 | \$0 |
| 380 | SON070012 | Downtown Transit Mall Connectivity Improvements | SON | SantaRosa Bus | \$2,458,423 | \$0 |
| 381 | SON070024 | Sonoma County Transit: Replacement Bus Purchase | SON | Son Co Transit | \$3,681,606 | \$0 |
| 382 | SON090003 | Improve U.S. 101/Old Redwood Highway interchange | SON | Son Co TA | \$36,849,000 | \$0 |
| 383 | SON090007 | Automated Vehicle Location System | SON | SantaRosa Bus | \$1,038,174 | \$0 |
| 384 | SON090008 | Regional Planning Activities and PPM - Sonoma | SON | MTC | \$8,868,284 | \$938,284 |
| 385 | SON090009 | Petaluma Transit: Preventive Maintenance | SON | Petaluma | \$554,387 | \$0 |
| 386 | SON090029 | Petaluma Paratransit: Replace 2 Vans | SON | Petaluma | \$226,175 | \$0 |
| 387 | SON090032 | Copeland Creek Bike Path Reconstruction | SON | Rohnert Park | \$740,000 | \$0 |
| 388 | SON110001 | HWY 101 HOV Lane 12/Steele - Follow-up College Ave | SON | Caltrans | \$9,348,000 | \$0 |
| 389 | SON110003 | Sonoma County Transit: Bus Yard Rehab. | SON | Son Co Transit | \$575,000 | \$0 |
| 390 | SON110004 | Petaluma Transit Maintenance Facility Rehab: Ph 1 | SON | Petaluma | \$750,000 | \$0 |
| 391 | SON110007 | Downtown Specific Plan Area Revitalization | SON | Cotati | \$3,110,000 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|-----------------|---------------------------|-------------------------------------|
| 392 | SON110013 | SMART Trail-Hearn Avenue to Joe Rodota Trail | SON | Son Co Reg Park | \$1,122,000 | \$0 |
| 393 | SON110015 | City of Cotati Train Depot | SON | Cotati | \$4,440,891 | \$0 |
| 394 | SON110016 | Countywide Safe Routes to Schools Program | SON | Sonoma County | \$1,168,000 | \$0 |
| 395 | SON110017 | SMART Bicycle and Pedestrian Path | SON | Santa Rosa | \$1,266,000 | \$0 |
| 396 | SON110018 | Chanate Rd Pedestrian and Transit Improvements | SON | Santa Rosa | \$1,633,250 | \$0 |
| 397 | SON110028 | 2011/12 Asphalt Overlay Program | SON | Sonoma County | \$4,445,000 | \$0 |
| 398 | SON110030 | San Pablo Bay NWR Access Road in Petaluma | SON | FWLS | \$23,480,000 | \$0 |
| 399 | SON110032 | Petaluma Transit - Communications Equipment | SON | Petaluma | \$57,964 | \$0 |
| 400 | SON110033 | Petaluma Transit Maintenance Facility Rehab: Ph 2 | SON | Petaluma | \$1,000,000 | \$0 |
| 401 | SON110034 | Stewarts Point Rancheria EV Pilot Program | SON | MTC | \$376,000 | \$0 |
| 402 | SON110044 | ORH at Lakewood Dr. Bike and Ped Facilities | SON | Windsor | \$1,451,854 | \$0 |
| 403 | SON110045 | SR City Bus - Capital Maintenance - Fuel | SON | SantaRosa Bus | \$512,088 | \$0 |
| 404 | SON110047 | Santa Rosa City Bus: Fast-fill CNG Fueling Station | SON | SantaRosa Bus | \$2,760,000 | \$1,980,000 |
| 405 | SON130001 | Sonoma County Urban Footprint Planning | SON | Sonoma County | \$282,400 | \$0 |
| 406 | SON130004 | Sebastopol Various Streets and Roads Preservation | SON | Sebastopol | \$283,000 | \$250,000 |
| 407 | SON130005 | Healdsburg Various Streets & Roads Rehabilitation | SON | Healdsburg | \$283,000 | \$250,000 |
| 408 | SON130011 | Sonoma Various Streets and Roads Preservation | SON | Sonoma City | \$283,000 | \$250,000 |
| 409 | SON130018 | CityBus COA and Service Plan | SON | SantaRosa Bus | \$113,000 | \$0 |
| 410 | SON130019 | Sonoma County Transit: CNG Bus Replacements | SON | Son Co Transit | \$347,422 | \$0 |
| 411 | SON130021 | Roseland Area / Sebastopol Rd Priority Development | SON | Santa Rosa | \$731,000 | \$0 |

Projects Being Archived Before the 2017 TIP Approval (continued)

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | 2015 TIP Funding (2015-2018) |
|----------------|---------------|--|---------------|----------------|---------------------------|-------------------------------------|
| 412 | SON950005 | Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av | SON | Caltrans | \$89,715,000 | \$0 |
| 413 | VAR110001 | GL: Safety Improvements - SHOPP Mobility Program | REG | Caltrans | \$124,330,000 | \$20,607,000 |
| 414 | VAR110003 | GL: Pavement Resurf./Rehab - SHOPP Roadway Presv. | REG | Caltrans | \$413,196,000 | \$318,567,000 |
| 415 | VAR110004 | GL: Safety Imprv. - SHOPP Collision Reduction | REG | Caltrans | \$238,592,000 | \$165,241,000 |
| 416 | VAR110005 | GL: Emergency Repair - SHOPP Emergency Response | REG | Caltrans | \$390,009,000 | \$248,212,000 |
| 417 | VAR110012 | GL: Safety Improvements - SRTS | REG | Caltrans | \$17,199,563 | \$7,145,406 |
| 418 | VAR110031 | GL: Pvmt Resurf/Rehab SHS - Highway Maint. | REG | Caltrans | \$72,430,100 | \$35,835,100 |
| 419 | VAR110037 | GL: Pvmt Resurf/Rehab State Hwy Sys - SHOPP Minor | REG | Caltrans | \$33,443,000 | \$18,385,000 |
| 420 | VAR110042 | GL: Safety Improvements - SHOPP Mandates | REG | Caltrans | \$36,935,000 | \$10,650,000 |
| 421 | VAR110044 | GL: Bridge Rehab and Reconstruction - SHOPP | REG | Caltrans | \$345,848,000 | \$175,175,000 |
| 422 | VAR110045 | GL: Bridge Rehab/Recon. - Local Hwy Bridge Program | REG | Caltrans | \$230,085,760 | \$108,068,284 |
| 423 | VAR110046 | GL: Railroad/Highway Crossings | REG | Caltrans | \$16,779,709 | \$13,567,469 |
| 424 | VAR130004 | GL: Recreational Trails Program | VAR | Dept Parks&Rec | \$7,127,250 | \$441,000 |

APPENDIX A – 65

2017 TIP Detail

Grouped Listings in the 2017 TIP



Index of Grouped Listings in the 2017 TIP

| Sl. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | Total 2017 TIP Cost |
|---------|-----------|---|--------|----------|--------------------|---------------------|
| 1 | REG090002 | GL: JARC FY 09 - FY 10 - Large UA | REG | MTC | \$19,275,469 | \$19,275,469 |
| 2 | REG110028 | GL: FY10 JARC Mobility Management | REG | MTC | \$974,455 | \$974,455 |
| 3 | REG110032 | GL: JARC FY11-FY12 Large UA | REG | MTC | \$6,091,418 | \$6,091,418 |
| 4 | REG110039 | GL: 5307 JARC Set-aside FY13-FY14 Large UA | REG | MTC | \$6,389,078 | \$6,389,078 |
| 5 | REG110041 | GL: FTA Non-Urbanized Formula Program | REG | Caltrans | \$15,083,064 | \$15,083,064 |
| 6 | REG110042 | GL: Elderly & Persons with Disability Program | REG | Caltrans | \$7,920,511 | \$7,920,511 |
| 7 | REG150002 | GL: FTA 5311 Rural Area FY15 | REG | Caltrans | \$3,056,936 | \$3,056,936 |
| 8 | REG150003 | GL: Elderly&Persons with Disability Prog FY13-FY14 | REG | Caltrans | \$11,999,571 | \$11,999,571 |
| 9 | REG150004 | GL: Lifeline Cycle 4 5307 JARC | REG | MTC | \$16,902,642 | \$16,902,642 |
| 10 | VAR130002 | GL: JARC FY12 Small UA & Rural | VAR | MTC | \$785,066 | \$785,066 |
| 11 | VAR130003 | GL: New Freedom FY12 Small UA & Rural | VAR | MTC | \$784,825 | \$784,825 |
| 12 | VAR130005 | GL: New Freedom FY12 Large UA | VAR | MTC | \$4,028,003 | \$4,028,003 |
| 13 | VAR150001 | GL: FTA 5311 Rural Area FY16 | VAR | MTC | \$3,048,098 | \$3,048,098 |
| 14 | VAR150002 | GL: Pavement Resurfacing and/or Rehabilitation – Federal Discretionary Programs | VAR | Caltrans | \$11,600,000 | \$5,000,000 |
| 15 | VAR150003 | GL: Bicycle and Pedestrian Facilities – Federal Discretionary Programs | VAR | Caltrans | \$2,000,000 | \$2,000,000 |
| 16 | VAR170001 | GL: Safety Improvements - SRTS | VAR | Caltrans | \$579,700 | \$537,700 |
| 17 | VAR170002 | GL: Highway Safety | VAR | Caltrans | \$24,530,157 | \$24,530,157 |



Index of Grouped Listings in the 2017 TIP (continued)

| SI. No. | TIP ID | Project Name | County | Sponsor | Total Project Cost | Total 2017 TIP Cost |
|---------|-----------|--|--------|----------|--------------------|---------------------|
| | | Improvement Program | | | | |
| 18 | VAR170004 | GL: Pavement Resurfacing/Rehab SHS - Highway Maint | VAR | Caltrans | \$15,854,000 | \$15,854,000 |
| 19 | VAR170005 | GL: Safety Improvements - SHOPP Mobility Program | VAR | Caltrans | \$66,965,000 | \$66,965,000 |
| 20 | VAR170006 | GL: Pavement Resurf./Rehab - SHOPP Roadway Presv. | VAR | Caltrans | \$509,941,000 | \$509,941,000 |
| 21 | VAR170007 | GL: Safety Imprv. - SHOPP Collision Reduction | VAR | Caltrans | \$341,966,000 | \$341,966,000 |
| 22 | VAR170008 | GL: Emergency Repair - SHOPP Emergency Response | VAR | Caltrans | \$120,050,000 | \$120,050,000 |
| 23 | VAR170009 | GL: Safety Improvements - SHOPP Mandates | VAR | Caltrans | \$49,884,000 | \$49,884,000 |
| 24 | VAR170010 | GL: Bridge Rehab and Reconstruction - SHOPP | VAR | Caltrans | \$276,104,000 | \$276,104,000 |
| 25 | VAR170011 | GL: Shoulder Imprv - SHOPP Roadside Preservation | VAR | Caltrans | \$5,600,000 | \$5,600,000 |
| 26 | VAR170012 | GL: Bridge Rehab/Recon. - Local Hwy Bridge Program | VAR | Caltrans | \$422,922,956 | \$173,837,999 |



**GL: JARC FY09-FY10 – Large UA
(TIP ID – REG090002)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR GROUPED LISTING: JARC FY 09-10 - LARGE URBANIZED AREA PROJECTS (REG090002)

Updated with TIP Revision #17-00

| Project Name | Sponsor | Program Year | FY 09 JARC | FY 10 JARC | STA | 1B | Local | Total |
|--|---|---------------------|---------------------|---------------------|---------------------|-------------------|----------------------|----------------------|
| San Leandro LINKS Shuttle | San Leandro Transportation Management | 2017 | \$ 370,000 | | | | \$ 855,000 | \$ 1,225,000 |
| Neighborhood bicycle centers | East Bay Bicycle Coalition / Cycles of Change | 2017 | \$ 349,000 | | | | \$ 471,000 | \$ 820,000 |
| AC Transit existing service preservation in communities of concern | AC Transit | 2017 | | \$ 876,186 | \$ 989,330 | | | \$ 1,865,516 |
| Continued operation of County Connection Lifeline routes | CCCTA | 2017 | \$ 120,395 | \$ 126,581 | \$ 761,243 | | \$ 10,854,172 | \$ 11,862,391 |
| Continued operation of WestCAT C3 Route | WestCAT | 2017 | \$ 21,253 | \$ 23,690 | \$ 411,578 | | \$ 156,138 | \$ 612,659 |
| East Palo Alto (EPA) Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations | City of East Palo Alto | 2017 | \$ 139,393 | \$ 80,912 | \$ 207,454 | \$ 72,000 | \$ 124,940 | \$ 624,699 |
| Van purchase and operations for shelter resident transportation | Shelter Network | 2017 | \$ 72,250 | \$ - | \$ - | \$ 28,000 | \$ 79,188 | \$ 179,438 |
| Bayshore Shuttle Service | City of Daly City | 2017 | | \$ 144,097 | \$ 349,088 | | | \$ 493,185 |
| Ways to Work Family Loan Program (Santa Clara County) | Peninsula Family Service | 2017 | \$ 103,310 | \$ 236,429 | | | \$ 1,252,842 | \$ 1,592,581 |
| Totals | | | \$ 1,175,601 | \$ 1,487,895 | \$ 2,718,693 | \$ 100,000 | \$ 13,793,280 | \$ 19,275,469 |

**GL: Mobility Management and Job Access
Program – Large UA
(TIP ID – REG110028)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR MOBILITY MANAGEMENT AND JOB ACCESS PROGRAM - PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS (REG110028)

As Updated with TIP Revision 17-00

| No. | County | Subrecipient | Project | | TIP Program Year | Total Federal Share | Local Share | Total Project Cost |
|--------------|--------|--|---|---|------------------|---------------------|-------------------|--------------------|
| | | | Name | Description | | | | |
| 1 | REG | Outreach & Escort, Inc. | Together We Ride – Mobility Management Center | Project is a combination of technology and mobility management best practices designed to improve access to transportation resource information for the region and increase opportunities for employment transportation coordination. Project will make available technologies and service models developed by Outreach to achieve these goals. | 2017 | \$ 377,058 | \$ 94,265 | \$ 471,323 |
| 2 | REG | Marin Transit | Mobility Management Technology "Backbone" Project | Building upon Marin Transit's Access Mobility Management Center, this project would develop an overall systems approach to Marin's mobility management technology needs, and provide seed funding for the creation of comprehensive technology functions to facilitate the coordination of transportation for low-income residents. The Project will include a targeted marketing program focus on gaining the participation of those organizations that serve the employment related needs of the unemployed and under-employed. | 2017 | \$ 300,000 | \$ 75,000 | \$ 375,000 |
| - | REG | Metropolitan Transportation Commission | Administration and Technical Assistance | MTC has set aside five percent of the region's large UA apportionment for program administration costs including administration, planning and technical assistance. | 2017 | \$ 128,132 | \$ - | \$ 128,132 |
| Total | | | | | | \$ 805,190 | \$ 169,265 | \$ 974,455 |

**GL: JARC FY11-FY12 – Large UA
(TIP ID – REG110032)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR JARC PROGRAM - FY2011 & FY2012 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS (REG110032)
As Updated with TIP Revision 17-00

| No. | County | Subrecipient | Project | | Program Year | Total Federal Share | Local Share | Total Project Cost |
|---|--------|---|--|--|--------------|---------------------|--------------|--------------------|
| | | | Name | Description | | | | |
| MTC Grant (Subrecipients + Admin & Technical Assistance) | | | | | | | | |
| 1 | ALA | Cycles of Change | Neighborhood Bicycle Centers/"Bike-go-Round" - 2012 Operations | Neighborhood Bicycle Centers / "Bike-go-Round" provides free bikes and safety training to referred low-income adults for their work commute. An extension of the Lifeline Cycle 2 funded program for calendar year 2012. | FY 2017 | \$ 10,000 | \$ 10,000 | \$ 20,000 |
| 2 | ALA | Cycles of Change | Neighborhood Bicycle Centers/"Bike-go-Round" | Bike-go-Round program offers bicycle education and distribution services for low-income Oakland Residents to use bicycles for work commuting. The funding requested is for three years of program operations which would provide training for 1,500 participants and distribute 600 bikes over a three-year period. | FY 2017 | \$ 360,000 | \$ 360,000 | \$ 720,000 |
| 3 | ALA | City of Oakland* | Oakland Broadway Shuttle | The Broadway Shuttle is a free downtown shuttle linking major transit stations such as the AC Transit 20th St Hub, BART, Amtrak Capitol Corridor, and the Alameda/Oakland/SF Ferry. The route is on Broadway between Embarcadero and 27th St from 7am-7pm Mon-Th; 7am-1am Fri; and 6pm-1am Sat. The Lifeline request also includes expanding weekday evening service until 10pm Mon-Thurs. | FY 2017 | \$ - | \$ - | \$ - |
| 4 | ALA | San Leandro Transportation Mgmt Organization (SLTMO)/San Leandro* | San Leandro "LINKS" Shuttle | LINKS is a free shuttle service from the San Leandro BART station to businesses in West San Leandro. LINKS Shuttle runs two 32 passenger vehicles during commute hours between the San Leandro BART station and hundreds of employers in West San Leandro. Service is jointly managed by the SLTMO and the City of San Leandro. Request is for three years of service. | FY 2017 | \$ 60,911 | \$ 60,911 | \$ 121,822 |
| 5 | ALA | City of Alameda* | Estuary Crossing Shuttle Service Extension | The project would extend the existing Estuary Crossing Shuttle service an additional three years from August 2013 to August 2016. The proposed project includes multi-lingual outreach/marketing and a new bus stop at Willie Stargell Avenue and Fifth Street, which is adjacent to low-income public housing. Request is for three years of service. | FY 2017 | \$ 187,957 | \$ 187,957 | \$ 375,914 |
| 6 | CC | City of Concord* | Monument Neighborhood Shuttle | Shuttle will emphasize connections to job training, jobs and BART. It will also provide improved access to other Monument Corridor agencies and facilities that provide family support services to Monument residents. | FY 2017 | \$ - | \$ 311,704 | \$ 311,704 |
| 7 | CC | Contra Costa County Employment and Human Services Dept | KEYS Auto Loan Program | Provide people in the CalWORKS program low interest loans to purchase vehicles through a bank partner. | FY 2017 | \$ 129,500 | \$ 129,500 | \$ 259,000 |
| 8 | CC | Contra Costa County Employment and Human Services Dept. | Taxi Referral Program | Provide taxi vouchers to people enrolled in CalWORKS as a way to provide transportation to jobs and job training. The service is a bridge until participants have worked long enough to qualify for the KEYS loan program. | FY 2017 | \$ 109,948 | \$ 109,948 | \$ 219,896 |
| 9 | CC | City of Richmond | Easy Go | The Easy Go program is focused on VMT reduction and improving mobility in the City of Richmond. Easy Go includes the following programs: a KIDS CAB, Online Ridematching, Deviated Route Transportation, Neighborhood Electric Vehicle Carsharing, and Bikesharing. | FY 2017 | \$ 140,000 | \$ 140,000 | \$ 280,000 |
| 10 | SM | Peninsula Family Services | Ways to Work Auto Loans for purchase or repair of vehicles | Provide affordable loans for the purchase or repair of a car for qualified individuals needing reliable transportation in order to maintain employment, attend training, and care for a dependent child or older relative. | FY 2017 | \$ 375,000 | \$ 375,000 | \$ 750,000 |
| 11 | SM | City of East Palo Alto | Weekday Community Shuttle | Continue a weekday community shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Community Shuttle connects East Palo Alto residents to Caltrain, and has the largest ridership of all the East Palo Alto shuttles. | FY 2017 | \$ 123,368 | \$ 123,368 | \$ 246,736 |
| 12 | SM | City of East Palo Alto | Weekday Evening Shuttle | Continue a weekday evening shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekday Evening Shuttle provides weekday evening services to commuters. | FY 2017 | \$ 76,872 | \$ 76,872 | \$ 153,744 |
| 13 | SM | San Mateo Human Services Agency | Taxi Vouchers for Low Income Program Participants | Provide emergency taxi vouchers for low-income youth, families, and individuals in need of emergency transportation assistance where a bus pass or ticket cannot provide the transportation in a timely or appropriate manner. | FY 2017 | \$ 60,000 | \$ 60,000 | \$ 120,000 |
| 14 | SM | City of East Palo Alto | Weekend Shuttle | Continue a weekend shuttle, which provides residents access to job training, academic enrichment, shopping and transportation. The Weekend Shuttle connects EPA residents to Caltrain on the weekend. | FY 2017 | \$ 59,557 | \$ 59,557 | \$ 119,114 |
| 15 | SC | Outreach & Escort, Inc.* | Family Transportation Services | Provide a range of no-cost transportation alternatives for CalWORKS participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services; support of public transit use; and vehicle repairs. | FY 2017 | \$ 548,173 | \$ 548,173 | \$ 1,096,346 |
| 16 | REG | MTC* | Administration & Technical Assistance | Consistent with federal JARC guidance, five percent of the region's FY12 JARC apportionment has been set aside to fund administration and technical assistance. | FY 2017 | \$ 189,666 | \$ - | \$ 189,666 |
| <i>Subtotal - MTC Grant (Subrecipients + Administration)</i> | | | | | | \$ 2,430,952 | \$ 2,552,990 | \$ 4,983,942 |

FTIP BACK-UP LIST FOR JARC PROGRAM - FY2011 & FY2012 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS (REG110032)
As Updated with TIP Revision 17-00

| No. | County | Subrecipient | Project | | Program Year | Total Federal Share | Local Share | Total Project Cost |
|---|--------|--------------------|---|---|--------------|---------------------|---------------------|---------------------|
| | | | Name | Description | | | | |
| Direct Recipient Grants | | | | | | | | |
| 18 | CC | AC Transit | Preserve Operations in Community of Concern | Preserve transit operations in Contra Costa County communities of concern | FY 2017 | \$ 8,381 | \$ 8,381 | \$ 16,762 |
| 19 | CC | WestCAT | C3 Operations | Provide operating funding for WestCAT Route C3, which serves Contra Costa College | FY 2017 | \$ 37,007 | \$ 37,007 | \$ 74,014 |
| 20 | MAR | Marin Transit | Route 257 Shuttle | Support Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connection site at the Health and Human Services campus. | FY 2017 | \$ 94,245 | \$ 94,245 | \$ 188,490 |
| 21 | SF | SFMTA | Continuation of Bus Restoration Project | Continue the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton. | FY 2017 | \$ 289,196 | \$ 289,196 | \$ 578,392 |
| 22 | SON | Santa Rosa CityBus | Roseland Lifeline Operations | Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19. | FY 2017 | \$ 124,909 | \$ 124,909 | \$ 249,818 |
| <i>Subtotal - Direct Recipient Grants</i> | | | | | | <i>\$ 553,738</i> | <i>\$ 553,738</i> | <i>\$ 1,107,476</i> |
| | | | | | | \$ 2,984,690 | \$ 3,106,728 | \$ 6,091,418 |

* Indicates that funding was replaced by STA passthrough agreements in the amount of \$723,000 for the City of Oakland Broadway Shuttle; \$310,089 for the San Leandro LINKS Shuttle; \$161,648 for the City of Concord Monument Shuttle; and \$461,829 for Outreach & Escort Family Transportation Services, and \$89,013 for MTC Administrative Assistance.

**GL: 5307 JARC FY13-FY14 – Large UA
(TIP ID – REG110039)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR 5307 JARC PROGRAM - FY2013 & FY14 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS (REG110039)

As Updated with TIP Revision 17-00

| No. | County | Recipient | Project | | | Total Federal Share | Local Share | Total Project Cost |
|--|--------|------------------------------|---|---|--------------|---------------------|---------------------|---------------------|
| | | | Name | Description | Program Year | | | |
| 5307 JARC | | | | | | | | |
| 1 | ALA | AC Transit | Preserve Operations in Community of Concern | Restructure and/or continue service to several key communities of concern in the Southern, Central, and Northern portions of Alameda County. | 2017 | \$ 525,429 | \$ 525,429 | \$ 1,050,858 |
| 2 | CC | AC Transit | Preserve Operations in Community of Concern | Preserve transit operations in Contra Costa County communities of concern | 2017 | \$ 45,986 | \$ 45,986 | \$ 91,972 |
| 3 | CC | County Connection | Preserve Operations in Community of Concern | Preserve frequency and coverage on CCCTA routes #14, 11, 16, 18, 19, 314 and 316, which serve the Monument Corridor and downtown Martinez. These routes connect residents in two communities of concern to medical services, jobs and training programs. | 2017 | \$ 150,055 | \$ 150,055 | \$ 300,110 |
| 4 | CC | AC Transit | Preserve Operations in Community of Concern | Maintain existing services on the following routes that serve low-income areas: 71, 76, 376, 800. All of the routes link low-income riders with employment centers, schools, retail, and services. | 2017 | \$ 244,986 | \$ 244,986 | \$ 489,972 |
| 5 | CC | WestCAT | C3 Operations | Provide operating funding for WestCAT Route C3, which serves Contra Costa College | 2017 | \$ 38,000 | \$ 38,000 | \$ 76,000 |
| 6 | CC | Tri Delta Transit* | Route 200 & 201 | Provide service between Bay Point and central Concord and Martinez. | 2017 | \$ 126,353 | \$ 126,353 | \$ 252,706 |
| 7 | CC | Tri Delta Transit* | Route 200 & 201 | Provide service between Bay Point and central Concord and Martinez. | 2017 | \$ 37,884 | \$ 37,884 | \$ 75,768 |
| 8 | MAR | Marin Transit | Route 257 Shuttle | Suports Route 257 shuttle service to connect welfare and other low-income individuals to jobs and employment related services. Route 257 operates between Central San Rafael, employment and retail centers, Dominican University and the Marin Employment Connections site a the Health and Human Services campus. | 2017 | \$ 144,622 | \$ 144,622 | \$ 289,244 |
| 9 | SF | SFMTA | Continuation of Bus Restoration Project | Continue the expanded service levels and late-night service provided for six bus routes that serve low income communities: 19-Polk, 21-Hayes, 27-Bryant, 29-Sunset, 44-O'Shaughnessy, and 54-Felton. | 2017 | \$ 911,746 | \$ 911,746 | \$ 1,823,492 |
| 10 | SC | VTA/Outreach & Escort, Inc.* | Family Transportation Services | Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low-income individuals to assist them in finding and retaining employment. Services include: door-to-door rides to work, training, school and/or support services: support of public transit use: and vehicle repairs. | 2017 | \$ 688,400 | \$ 688,400 | \$ 1,376,800 |
| 11 | SON | Santa Rosa CityBus | Roseland Operations | Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19. | 2017 | \$ 156,864 | \$ 156,864 | \$ 313,728 |
| 12 | SON | Santa Rosa CityBus | Roseland Operations | Support continued operation of improved transit services in the Roseland community, including service on routes 9, 12, and 19. | 2017 | \$ 124,214 | \$ 124,214 | \$ 248,428 |
| <i>Total - Direct Recipient Grants</i> | | | | | | <i>\$ 3,194,539</i> | <i>\$ 3,194,539</i> | <i>\$ 6,389,078</i> |

* Amount indicates a funding exchange or passthrough agreement for Lifeline Cycle 3 projects

**GL: FTA 5311 Program
(TIP ID – REG110041)**

Last updated with 2017 TIP Update

FTIP Back-up List for FTA FY 2014 Non-Urbanized Formula Program TIP ID: REG110041

As Updated with TIP Revision 17-00

| No. | County | Subrecipient | Project Description | TIP Information | | | Total Grant Award | | Local Share | Total Project Cost |
|--|--------|--|--|-----------------|---------------|--------------|--------------------|--------------|--------------------|--------------------|
| | | | | TIP ID | Revision. No. | Program Year | Federal Share | Toll Credit* | | |
| Section 5311 | | | | | | | | | | |
| 1 | SOL | City of Dixon | Operating Assistance (Readi-Ride) | REG110041 | 17-00 | 2017 | \$243,428 | \$0 | \$271,369 | \$514,797 |
| 2 | SOL | City of Dixon | Replacement of Paratransit Vehicles (Readi-Ride) | REG110041 | 17-00 | 2017 | \$65,000 | \$0 | \$8,421 | \$73,421 |
| 3 | SOL | Fairfield and Suisun Transit | Operating Assistance (Route 30) | REG110041 | 17-00 | 2017 | \$100,000 | \$0 | \$123,698 | \$223,698 |
| 4 | ALA | Livermore Amador Valley Transit Authority | Operating Assistance (Routes 2, 11, 12, 20) | REG110041 | 17-00 | 2017 | \$52,155 | \$0 | \$312,430 | \$364,585 |
| 5 | MAR | Marin County Transit District | Operating Assistance (West Marin Stagecoach) | REG110041 | 17-00 | 2017 | \$251,673 | \$0 | \$203,185 | \$454,858 |
| 6 | NAP | Napa County Transportation and Planning Agency | Operating Assistance (Northern Napa County) | REG110041 | 17-00 | 2017 | \$252,841 | \$0 | \$204,128 | \$456,969 |
| 7 | SOL | City of Rio Vista | Operating Assistance (Delta Breeze) | REG110041 | 17-00 | 2017 | \$40,000 | \$0 | \$32,294 | \$72,294 |
| 8 | SM | San Mateo County Transit District | Operating Assistance (Coastside Demand Response; Route 17) | REG110041 | 17-00 | 2017 | \$187,204 | \$0 | \$895,732 | \$1,082,936 |
| 9 | SOL | SolTrans | Operating Assistance (Route 85) | REG110041 | 17-00 | 2017 | \$40,000 | \$0 | \$32,294 | \$72,294 |
| 10 | SON | Sonoma County Transit | Vehicle Replacements | REG110041 | 17-00 | 2017 | \$579,207 | \$0 | \$75,418 | \$654,625 |
| 11 | SC | Santa Clara Valley Transportation Authority | Operating Assistance (Route 68) | REG110041 | 17-00 | 2017 | \$96,052 | \$0 | \$77,546 | \$173,598 |
| Section 5311 Subtotal | | | | | | | \$1,907,560 | \$0 | \$2,236,515 | \$4,144,075 |
| Section 5311(f) Intercity Bus Program | | | | | | | | | | |
| 12 | NAP | Napa County Transportation and Planning Agency | Napa VINE Intercity Bus Routes (Solano Route & Sonoma Route) | REG110041 | 17-00 | 2017 | \$300,000 | \$0 | \$242,800 | \$542,800 |
| Section 5311(f) Subtotal | | | | | | | \$300,000 | \$0 | \$242,800 | \$542,800 |
| Total Grouped Listing | | | | | | | \$2,207,560 | \$0 | \$2,479,315 | \$4,686,875 |

* Toll Credits do not count towards the total project cost

FTIP Back-up List for FTA FY 2013 Non-Urbanized Formula Program TIP ID: REG110041

As Updated with TIP Revision 17-00

| No. | County | Subrecipient | Project Description | TIP Information | | | Total Grant Award | | Local Share | Total Project Cost |
|--|--------|--|--|-----------------|---------------|--------------|--------------------|------------------|--------------------|--------------------|
| | | | | TIP ID | Revision. No. | Program Year | Federal Share | Toll Credit* | | |
| Section 5311 | | | | | | | | | | |
| 1 | SOL | City of Dixon | Operating Assistance (Readi-Ride) | REG110041 | 17-00 | 2017 | \$130,000 | \$0 | \$435,600 | \$565,600 |
| 2 | SOL | Fairfield and Suisun Transit | Operating Assistance (Route 30) | REG110041 | 17-00 | 2017 | \$200,000 | \$100,000 | \$3,624 | \$203,624 |
| 3 | ALA | Livermore Amador Valley Transit Authority | Operating Assistance (Routes 2, 11, 12, 20) | REG110041 | 17-00 | 2017 | \$70,431 | \$0 | \$56,862 | \$127,293 |
| 4 | MAR | Marin County Transit District | Operating Assistance (West Marin Stagecoach) | REG110041 | 17-00 | 2017 | \$265,119 | \$0 | \$579,287 | \$844,406 |
| 5 | NAP | Napa County Transportation and Planning Agency | Operating Assistance (Northern Napa County) | REG110041 | 17-00 | 2017 | \$303,427 | \$0 | \$244,968 | \$548,395 |
| 6 | SOL | City of Rio Vista | Vehicle Equipment (security cameras and AVLs) | REG110041 | 17-00 | 2017 | \$25,000 | \$0 | \$45,000 | \$70,000 |
| 7 | SOL | City of Rio Vista | Operating Assistance (Delta Breeze) | REG110041 | 17-00 | 2017 | \$68,450 | \$0 | \$70,750 | \$139,200 |
| 8 | SM | San Mateo County Transit District | Operating Assistance (Coastside Demand Response; Route 17) | REG110041 | 17-00 | 2017 | \$201,004 | \$0 | \$162,278 | \$363,282 |
| 9 | SOL | SolTrans | Operating Assistance (Route 85) | REG110041 | 17-00 | 2017 | \$63,474 | \$20,539 | \$14,124 | \$77,598 |
| 10 | SON | Sonoma County Transit | Vehicle Replacements | REG110041 | 17-00 | 2017 | \$527,578 | \$0 | \$272,422 | \$800,000 |
| 11 | SC | Santa Clara Valley Transportation Authority | Operating Assistance (Route 68) | REG110041 | 17-00 | 2017 | \$180,416 | \$0 | \$145,657 | \$326,073 |
| 12 | REG | Metropolitan Transportation Commission | Locally Funded Project | REG110041 | 17-00 | 2017 | \$0 | \$0 | \$787,240 | \$787,240 |
| Section 5311 Subtotal | | | | | | | \$2,034,899 | \$120,539 | \$2,817,812 | \$4,852,711 |
| Section 5311(f) Intercity Bus Program | | | | | | | | | | |
| 12 | NAP | Napa County Transportation and Planning Agency | VINE Napa/Sonoma Connection | REG110041 | 17-00 | 2017 | \$181,000 | \$80,853 | \$0 | \$181,000 |
| Section 5311(f) Subtotal | | | | | | | \$181,000 | \$80,853 | \$0 | \$181,000 |
| Total Grouped Listing | | | | | | | \$2,215,899 | \$201,392 | \$2,817,812 | \$5,033,711 |

* Toll Credits do not count towards the total project cost

FTIP Back-up List for FTA FY 2012 Non-Urbanized Formula Program TIP ID: REG110041

As Updated with TIP Revision 17-00

| No. | County | Subrecipient | Project Description | TIP Information | | | Total Grant Award | | Local Share | Total Project Cost |
|--|--------|--|--|-----------------|---------------|--------------|--------------------|------------------|--------------------|--------------------|
| | | | | TIP ID | Revision. No. | Program Year | Federal Share | Toll Credit* | | |
| Section 5311 | | | | | | | | | | |
| 1 | SOL | City of Dixon | Operating Assistance (Readi-Ride) | REG110041 | 17-00 | 2017 | \$32,038 | \$0 | \$492,262 | \$524,300 |
| 2 | SOL | Fairfield and Suisun Transit | Operating Assistance (Route 30) | REG110041 | 17-00 | 2017 | \$78,765 | \$0 | \$332,508 | \$411,273 |
| 3 | ALA | Livermore Amador Valley Transit Authority | Operating Assistance (Routes 2, 11, 12, 20) | REG110041 | 17-00 | 2017 | \$40,520 | \$0 | \$213,767 | \$254,287 |
| 4 | MAR | Marin County Transit District | Operating Assistance (West Marin Stagecoach) | REG110041 | 17-00 | 2017 | \$213,007 | \$0 | \$692,350 | \$905,357 |
| 5 | NAP | Napa County Transportation and Planning Agency | Operating Assistance (Northern Napa County) | REG110041 | 17-00 | 2017 | \$175,001 | \$0 | \$141,285 | \$316,286 |
| 6 | SOL | City of Rio Vista | Operating Assistance (Delta Breeze) | REG110041 | 17-00 | 2017 | \$61,344 | \$0 | \$260,619 | \$321,963 |
| 7 | SM | San Mateo County Transit District | Operating Assistance (Coastside Demand Response; Route 17) | REG110041 | 17-00 | 2017 | \$114,822 | \$0 | \$730,710 | \$845,532 |
| 8 | SOL | SolTrans | Operating Assistance (Route 85) | REG110041 | 17-00 | 2017 | \$107,300 | \$0 | \$791,715 | \$899,015 |
| 9 | SON | Sonoma County Transit | Vehicle Replacements | REG110041 | 17-00 | 2017 | \$265,115 | \$0 | \$34,349 | \$299,464 |
| 10 | SON | Sonoma County Transit | Replacement Video Equipment for Fixed Route Fleet | REG110041 | 17-00 | 2017 | \$36,703 | \$0 | \$4,755 | \$41,458 |
| 11 | SC | Santa Clara Valley Transportation Authority | Operating Assistance (Route 68) | REG110041 | 17-00 | 2017 | \$109,854 | \$0 | \$88,689 | \$198,543 |
| Section 5311 Subtotal | | | | | | | \$1,234,469 | \$0 | \$3,783,009 | \$5,017,478 |
| Section 5311(f) Intercity Bus Program | | | | | | | | | | |
| 12 | NAP | Napa County Transportation and Planning Agency | VINE Napa/Sonoma Connection | REG110041 | 17-00 | 2017 | \$300,000 | \$105,000 | \$45,000 | \$345,000 |
| Section 5311(f) Subtotal | | | | | | | \$300,000 | \$105,000 | \$45,000 | \$345,000 |
| Total Grouped Listing | | | | | | | \$1,534,469 | \$105,000 | \$3,828,009 | \$5,362,478 |

* Toll Credits do not count towards the total project cost

**GL: Elderly and Disabled Specialized
Transit Program
(TIP ID – REG110042)**

Last updated with 2017 TIP Update

FTIP Back-up List for Elderly and Disabled Specialized Transit Program (FTA 5310 - FY 2012) TIP ID: REG110042

As Updated with TIP Revision 17-00

| No. | County | Subrecipient | Project | TIP Information | | | Total Grant Award | | Local Share | Total Project Cost |
|------------------------------|--------|---|--|-----------------|---------------|--------------|--------------------|------------------|-------------|--------------------|
| | | | | TIP ID | Revision. No. | Program Year | Federal Share | Toll Credit* | | |
| 1 | SCL | Outreach & Escort, Inc. | 13 Minivans; 1 Base Station; 13 Mobile Radios | REG110042 | 2017-00 | 2017 | \$ 599,850 | \$ 119,970 | \$0 | \$599,850 |
| 2 | SOL | Pace Solano | 1 Small Bus; 1 Medium Bus; 6 Large Buses | REG110042 | 2017-00 | 2017 | \$ 565,000 | \$ 113,000 | \$0 | \$565,000 |
| 3 | ALA | Friends of Children with Special Needs | 2 Medium Buses | REG110042 | 2017-00 | 2017 | \$ 134,000 | \$ 26,800 | \$0 | \$134,000 |
| 4 | SF | On Lok Senior Health Services | 1 Small Bus | REG110042 | 2017-00 | 2017 | \$ 60,000 | \$ 12,000 | \$0 | \$60,000 |
| 5 | SOL | Solano County Transit | Computer Software | REG110042 | 2017-00 | 2017 | \$ 37,708 | \$ 7,542 | \$0 | \$37,708 |
| 6 | ALA | Alzheimer's Services of the East Bay | 2 Small Buses | REG110042 | 2017-00 | 2017 | \$ 120,000 | \$ 24,000 | \$0 | \$120,000 |
| 7 | SF | Self-Help for the Elderly | 2 Minivans; 2 Modified Raised Top Vans; 10 Computer Hardware; 10 Computer Software; 1 Base Station; 11 Mobile Radios | REG110042 | 2017-00 | 2017 | \$ 228,580 | \$ 45,716 | \$0 | \$228,580 |
| 8 | ALA | Center for Elders' Independence | 8 Medium Buses; 8 Mobile Radios | REG110042 | 2017-00 | 2017 | \$ 540,000 | \$ 108,000 | \$0 | \$540,000 |
| 9 | SF | Laguna Honda Hospital and Rehabilitation Center | 2 Medium Buses; 1 Larger Bus | REG110042 | 2017-00 | 2017 | \$ 239,000 | \$ 47,800 | \$0 | \$239,000 |
| 100 % Line | | | | | | | | | | |
| 10 | CC | Lamorinda Spirit Van, City of Lafayette | 1 Medium Bus | REG110042 | 2017-00 | 2017 | \$ 67,000 | \$ 13,400 | \$0 | \$67,000 |
| 11 | SF | Institute on Aging | 5 Wheelchair Tie Down Kits | REG110042 | 2017-00 | 2017 | \$ 27,950 | \$ 5,590 | \$0 | \$27,950 |
| 12 | SOL | Milestones Adult Development Center | 1 Minivan; 1 Small Bus; 1 Wheelchair Tie Down Kit | REG110042 | 2017-00 | 2017 | \$ 113,400 | \$ 22,680 | \$0 | \$113,400 |
| Total Grouped Listing | | | | | | | \$2,732,488 | \$546,498 | \$0 | \$2,732,488 |

* Toll credits do not count towards the total project cost

FTIP Back-up List for Elderly and Disabled Specialized Transit Program (FTA 5310 - FY 2010 & FY2011) TIP ID: REG110042

As Updated with TIP Revision 17-00

| No. | County | Subrecipient | Project | TIP Information | | | Total Grant Award | | Local Share | Total Project Cost |
|------------------------------|---------|---------------------------------------|--|-----------------|--------------|--------------|--------------------|------------------|-------------|--------------------|
| | | | | TIP ID | Revision No. | Program Year | Federal Share | Toll Credit* | | |
| 1 | SON | Becoming Independent | 1 Minivan; 8 Small Buses; 25 Mobile Radios; 3 Base Stations | REG11042 | 2017-00 | 2017 | \$556,500 | \$63,831 | \$0 | \$556,500 |
| 2 | MRN | Casa Allegra | 3 Minivans | REG11042 | 2017-00 | 2017 | \$132,000 | \$15,140 | \$0 | \$132,000 |
| 3 | ALA | Center for Elders' Independence | 5 Medium Buses (Hybrid); 1 Base Station; 5 Mobile Radios; 34 GPS Network Modules | REG11042 | 2017-00 | 2017 | \$601,950 | \$69,044 | \$0 | \$601,950 |
| 4 | SCL | Hope Services | 2 Small Buses | REG11042 | 2017-00 | 2017 | \$120,000 | \$13,764 | \$0 | \$120,000 |
| 5 | SF | Jewish Family and Children's Services | Hardware - Computer | REG11042 | 2017-00 | 2017 | \$1,573 | \$180 | \$0 | \$1,573 |
| 6 | SF | Kimochi | 2 Medium Buses | REG11042 | 2017-00 | 2017 | \$130,000 | \$14,911 | \$0 | \$130,000 |
| 7 | SM | Life Steps Foundation | 1 Medium Bus; 1 Small Bus | REG11042 | 2017-00 | 2017 | \$125,000 | \$14,338 | \$0 | \$125,000 |
| 8 | MRN | Novato Human Needs Center | 1 Medium Bus; 1 Small Bus | REG11042 | 2017-00 | 2017 | \$125,000 | \$14,338 | \$0 | \$125,000 |
| 9 | SF, SCL | On Lok | 4 Small Buses | REG11042 | 2017-00 | 2017 | \$240,000 | \$27,528 | \$0 | \$240,000 |
| 10 | SCL | Outreach | 26 Minivans; 1 Base Station; 26 Mobile Radios | REG11042 | 2017-00 | 2017 | \$1,175,000 | \$134,773 | \$0 | \$1,175,000 |
| 11 | SOL | PACE Solano | 2 Large Buses | REG11042 | 2017-00 | 2017 | \$140,000 | \$16,058 | \$0 | \$140,000 |
| 12 | SM | SamTrans | 2 Medium Buses | REG11042 | 2017-00 | 2017 | \$130,000 | \$14,911 | \$0 | \$130,000 |
| 13 | ALA | Satellite Housing | 1 Small Bus; 1 Medium Bus (Hybrid) | REG11042 | 2017-00 | 2017 | \$176,000 | \$20,187 | \$0 | \$176,000 |
| 14 | SF | Self Help for the Elderly | 1 Medium Bus; 1 Large Bus | REG11042 | 2017-00 | 2017 | \$135,000 | \$15,485 | \$0 | \$135,000 |
| 15 | NAP | Veterans Home of Yountville | 3 Large Buses | REG11042 | 2017-00 | 2017 | \$210,000 | \$24,087 | \$0 | \$210,000 |
| 16 | MRN | Whistlestop | 5 Small Buses; 4 Medium Buses (Hybrid) | REG11042 | 2017-00 | 2017 | \$764,000 | \$87,631 | \$0 | \$764,000 |
| 100 % Line | | | | | | | | | | |
| 17 | MRN | Casa Allegra | 1 Minivan | REG11042 | 2017-00 | 2017 | \$44,000 | \$5,047 | \$0 | \$44,000 |
| 18 | CC | City of San Ramon | 1 Large Bus; 1 Small Bus | REG11042 | 2017-00 | 2017 | \$130,000 | \$14,911 | \$0 | \$130,000 |
| 19 | SF | Edgewood Center | 2 Minivans | REG11042 | 2017-00 | 2017 | \$88,000 | \$10,094 | \$0 | \$88,000 |
| 20 | CC | Lamorinda Spirit Van | 1 Minivan | REG11042 | 2017-00 | 2017 | \$44,000 | \$5,047 | \$0 | \$44,000 |
| 21 | ALA | On Lok | 2 Small Buses | REG11042 | 2017-00 | 2017 | \$120,000 | \$13,764 | \$0 | \$120,000 |
| Total Grouped Listing | | | | | | | \$5,188,023 | \$595,066 | \$0 | \$5,188,023 |

* Toll credits do not count towards the total project cost

**GL: FTA 5311 Rural Area Program
(TIP ID – REG150002)**

Last updated with 2017 TIP Update

FTIP Back-up List for FTA Section 5311 FY 2017 Rural Area Formula Program TIP ID: REG150002

As Updated with TIP Revision 17-00

| No. | County | Subrecipient | Project Description | TIP Information | | Federal Share | Local Share | Total Project Cost |
|--|--------|--|--|-----------------|--------------|--------------------|--------------------|--------------------|
| | | | | Revision. No. | Program Year | | | |
| Section 5311 | | | | | | | | |
| 1 | SOL | City of Dixon | Operating Assistance (Readi-Ride) | 2017-00 | 2017 | \$139,091 | \$112,293 | \$251,384 |
| 2 | SOL | City of Dixon | Replacement Paratransit Vehicles (Readi-Ride) | 2017-00 | 2017 | \$65,000 | \$8,421 | \$73,421 |
| 3 | SOL | Fairfield and Suisun Transit | Operating Assistance (Route 30) | 2017-00 | 2017 | \$100,000 | \$80,734 | \$180,734 |
| 4 | ALA | Livermore Amador Valley Transit Authority | Operating Assistance (Routes 2, 11, 12, 20) | 2017-00 | 2017 | \$43,683 | \$35,267 | \$78,950 |
| 5 | MAR | Marin County Transit District | Operating Assistance (West Marin Stagecoach) | 2017-00 | 2017 | \$210,793 | \$170,181 | \$380,974 |
| 6 | NAP | Napa County Transportation and Planning Agency | Operating Assistance (Northern Napa County) | 2017-00 | 2017 | \$211,771 | \$170,971 | \$382,742 |
| 7 | SOL | City of Rio Vista | Operating Assistance (Delta Breeze) | 2017-00 | 2017 | \$65,000 | \$52,477 | \$117,477 |
| 8 | SM | San Mateo County Transit District | Operating Assistance (Coastside Demand Response; Route 17) | 2017-00 | 2017 | \$156,796 | \$126,587 | \$283,383 |
| 9 | SOL | SolTrans | Operating Assistance (Route 85) | 2017-00 | 2017 | \$40,000 | \$32,294 | \$72,294 |
| 10 | SON | Sonoma County Transit | Vehicle Replacements | 2017-00 | 2017 | \$485,123 | \$62,853 | \$547,976 |
| 11 | SC | Santa Clara Valley Transportation Authority | Operating Assistance (Route 68) | 2017-00 | 2017 | \$80,450 | \$64,950 | \$145,400 |
| Section 5311 Subtotal | | | | | | \$1,597,707 | \$917,028 | \$2,514,735 |
| Section 5311(f) Intercity Bus Program | | | | | | | | |
| 12 | NAP | Napa County Transportation and Planning Agency | Napa VINE Intercity Bus Routes | 2017-00 | 2017 | \$300,000 | \$242,201 | \$542,201 |
| Section 5311(f) Subtotal | | | | | | \$300,000 | \$242,201 | \$542,201 |
| Total Grouped Listing | | | | | | \$1,897,707 | \$1,159,229 | \$3,056,936 |

**GL: FTA 5310 Enhanced Mobility of Seniors
and Individuals with Disabilities Program
(TIP ID – REG150003)**

Last updated with 2017 TIP Update

FTIP Back-up List for Enhanced Mobility of Seniors & Individuals with Disabilities Program - Large UZA
(FTA 5310 - FY 2013 & FY 2014) TIP ID: REG150003
As Updated with TIP Revision 2017-00

| No. | County | Subrecipient | Project | TIP Information | | Total Grant Award | | Total Project Cost |
|-----------------------|--------|---|--|-----------------|--------------|-------------------|--------------|--------------------|
| | | | | Revision No. | Program Year | Federal Share | Toll Credit* | |
| 0 | REG | Metropolitan Transportation Commission | Expanded Mobility Management | 2017-00 | 2017 | \$460,430 | \$230,215 | \$460,430 |
| 1 | SON | Sonoma County Human Services Department, Area Agency on Aging | Expanded Mobility Management; Traditional Mobility Management | 2017-00 | 2017 | \$391,975 | \$131,125 | \$391,975 |
| 1 | SON | Sebastopol Area Senior Center | 1 Small Bus | 2017-00 | 2017 | \$60,000 | \$12,000 | \$60,000 |
| 3, 12 | CC | Contra Costa ARC | 3 Minivans; 1 Small Bus | 2017-00 | 2017 | \$198,000 | \$39,600 | \$198,000 |
| 3 | CC | City of Lafayette | 1 Minivan; Expanded Operations | 2017-00 | 2017 | \$169,040 | \$70,720 | \$169,040 |
| 3 | CC | Golden Rain Foundation of Walnut Creek | 2 Medium Buses | 2017-00 | 2017 | \$134,000 | \$26,800 | \$134,000 |
| 3 | CC | Futures Explored | Small Bus; Expanded Operations | 2017-00 | 2017 | \$96,250 | \$30,125 | \$96,250 |
| 3 | CC | Senior Helpline Services | Traditional Mobility Management; Expanded Operations | 2017-00 | 2017 | \$538,253 | \$169,682 | \$538,253 |
| 3 | CC | Rehabilitation Services of Northern California | Expanded Operations | 2017-00 | 2017 | \$94,340 | \$47,170 | \$94,340 |
| 4 | SCL | Outreach & Escort, Inc. | Expanded Mobility Management; Traditional Mobility Management; 10 Minivans; 1 Base Station; 10 Raddios | 2017-00 | 2017 | \$1,961,481 | \$621,136 | \$1,961,481 |
| 5 | MAR | Marin County Transit District | Expanded Operations | 2017-00 | 2017 | \$184,400 | \$92,200 | \$184,400 |
| 7 | MAR | Casa Allegra Community Services | 1 Minivan | 2017-00 | 2017 | \$46,000 | \$9,200 | \$46,000 |
| 8 | MAR | Marin Senior Coordinating Council Inc. (Whistlestop) | 2 Small Buses; 1 Medium Bus | 2017-00 | 2017 | \$187,000 | \$37,400 | \$187,000 |
| 9 | ALA | LIFE ElderCare | Expanded Operations | 2017-00 | 2017 | \$187,154 | \$93,577 | \$187,154 |
| 9 | ALA | Drivers for Survivors | Expanded Operations | 2017-00 | 2017 | \$91,356 | \$45,678 | \$91,356 |
| 10 | ALA | Friends of Children with Special Needs | 2 Minivans | 2017-00 | 2017 | \$92,000 | \$18,400 | \$92,000 |
| 11 | ALA | Center for Elders' Independence (CEI) | 3 Medium Buses; 1 Base Station; 3 Radios | 2017-00 | 2017 | \$206,500 | \$41,300 | \$206,500 |
| 13 | ALA | Center for Independent Living, Inc. | Expanded Mobility Management; Traditional Mobility Management | 2017-00 | 2017 | \$499,663 | \$101,076 | \$499,663 |
| 14 | CC | City of Richmond | Expanded Mobility Management | 2017-00 | 2017 | \$105,000 | \$52,500 | \$105,000 |
| 15 | ALA | On Lok Senior Health Services | 2 Small Buses | 2017-00 | 2017 | \$120,000 | \$24,000 | \$120,000 |
| 15 | SF | On Lok Senior Health Services | 2 Small Buses | 2017-00 | 2017 | \$120,000 | \$24,000 | \$120,000 |
| 16 | SF | Jewish Family and Children's Services | 8 Medium Buses; 3 Large Buses | 2017-00 | 2017 | \$755,000 | \$151,000 | \$755,000 |
| 17 | SF | San Francisco Municipal Transportation Agency | Expanded Mobility Management | 2017-00 | 2017 | \$782,340 | \$391,170 | \$782,340 |
| 18 | SM | San Mateo County Transit District | Expanded Mobility Management | 2017-00 | 2017 | \$250,000 | \$125,000 | \$250,000 |
| 18 | SM | Peninsula Jewish Community Center | 1 Small Bus; Expanded Operations | 2017-00 | 2017 | \$280,000 | \$122,000 | \$280,000 |
| 18 | SM | Outreach & Escort, Inc. | Traditional Mobility Management | 2017-00 | 2017 | \$480,000 | \$96,000 | \$480,000 |
| 19 | SM | Life Steps Foundation, Inc. | 3 Minivans; 1 Small Bus | 2017-00 | 2017 | \$198,000 | \$39,600 | \$198,000 |
| 20 | SM | City of Pacifica | 1 Small Bus | 2017-00 | 2017 | \$60,000 | \$12,000 | \$60,000 |
| Total Grouped Listing | | | | | | \$8,748,182 | \$2,854,675 | \$8,748,182 |

* Toll credits do not count towards the total project cost.

FTIP Back-up List for Enhanced Mobility of Seniors & Individuals with Disabilities Program - Small UZA
(FTA 5310 - FY 2013 & FY 2014) TIP ID: REG150003

As Updated with TIP Revision 17-00

| No. | County | Subrecipient | Project | TIP Information | | Total Grant Award | | Total Project Cost |
|-----------------------|--------|---|-------------------------------------|-----------------|--------------|-------------------|--------------|--------------------|
| | | | | Revision No. | Program Year | Federal Share | Toll Credit* | |
| 10 | SCL | Outreach & Escort, Inc. | Minivan | 2017-00 | 2017 | \$48,000 | \$9,600 | \$48,000 |
| 10 | SCL | Outreach & Escort, Inc. | Minivan | 2017-00 | 2017 | \$48,000 | \$9,600 | \$48,000 |
| 10 | SCL | Outreach & Escort, Inc. | Minivan | 2017-00 | 2017 | \$48,000 | \$9,600 | \$48,000 |
| 10 | SCL | Outreach & Escort, Inc. | Base Station | 2017-00 | 2017 | \$2,500 | \$500 | \$2,500 |
| 10 | SCL | Outreach & Escort, Inc. | Mobile Radio | 2017-00 | 2017 | \$1,000 | \$200 | \$1,000 |
| 10 | SCL | Outreach & Escort, Inc. | Mobile Radio | 2017-00 | 2017 | \$1,000 | \$200 | \$1,000 |
| 10 | SCL | Outreach & Escort, Inc. | Mobile Radio | 2017-00 | 2017 | \$1,000 | \$200 | \$1,000 |
| 7 | SOL | City of Rio Vista | Large Bus | 2017-00 | 2017 | \$76,500 | \$15,300 | \$76,500 |
| 2 | SON | City of Petaluma | Travel Training Program | 2017-00 | 2017 | \$46,089 | \$9,218 | \$46,089 |
| 6 | SOL | City of Rio Vista | Rio Vista Delta Breeze Dial-A-Ride | 2017-00 | 2017 | \$195,000 | \$97,500 | \$195,000 |
| 1 | SOL | Faith in Action Interfaith Volunteer Caregivers of Solano County | Volunteer Driver Program | 2017-00 | 2017 | \$225,000 | \$112,500 | \$225,000 |
| 5 | ALA | Livermore Amador Valley Transit Authority | Parataxi Program | 2017-00 | 2017 | \$80,000 | \$40,000 | \$80,000 |
| 8 | NAPA | Napa County Transportation and Planning Agency | Volunteer Driver Program | 2017-00 | 2017 | \$140,000 | \$70,000 | \$140,000 |
| 8 | NAPA | Napa County Transportation and Planning Agency | Mobility Management | 2017-00 | 2017 | \$160,000 | \$32,000 | \$160,000 |
| 9 | SCL | Outreach & Escort, Inc. | Mobility Management Center | 2017-00 | 2017 | \$148,100 | \$29,620 | \$148,100 |
| 3 | SOL | Solano County Transit | Countywide Travel Training Program | 2017-00 | 2017 | \$300,000 | \$150,000 | \$300,000 |
| 4 | SOL | Solano Transportation Authority | One-Stop Transportation Call Center | 2017-00 | 2017 | \$300,000 | \$150,000 | \$300,000 |
| 11 | Napa | Napa County Transportation and Planning Agency | Medium Bus | 2017-00 | 2017 | \$70,000 | \$14,000 | \$70,000 |
| 12 | Napa | Napa County Transportation and Planning Agency | Medium Bus | 2017-00 | 2017 | \$70,000 | \$14,000 | \$70,000 |
| 13 | Napa | Napa County Transportation and Planning Agency | Medium Bus | 2017-00 | 2017 | \$70,000 | \$14,000 | \$70,000 |
| 14 | SF | Institute on Aging | Large Bus | 2017-00 | 2017 | \$76,500 | \$15,300 | \$76,500 |
| 15 | SF | Institute on Aging | Large Bus | 2017-00 | 2017 | \$76,500 | \$15,300 | \$76,500 |
| 16 | SF | Institute on Aging | Large Bus | 2017-00 | 2017 | \$76,500 | \$15,300 | \$76,500 |
| 17 | SF | Institute on Aging | Large Bus | 2017-00 | 2017 | \$76,500 | \$15,300 | \$76,500 |
| 18 | SF | Institute on Aging | Large Bus | 2017-00 | 2017 | \$76,500 | \$15,300 | \$76,500 |
| 19 | SF | Institute on Aging | Video Surveillance System (12) | 2017-00 | 2017 | \$10,200 | \$2,040 | \$10,200 |
| 20 | SF | North and South of Market Adult Day Health Corp. (SteppingStones) | Medium Bus | 2017-00 | 2017 | \$70,000 | \$14,000 | \$70,000 |
| 21 | SF | North and South of Market Adult Day Health Corp. (SteppingStones) | Medium Bus | 2017-00 | 2017 | \$70,000 | \$14,000 | \$70,000 |
| 22 | SF | On Lok Senior Health Services | Small Bus | 2017-00 | 2017 | \$63,000 | \$12,600 | \$63,000 |
| 23 | SF | On Lok Senior Health Services | Small Bus | 2017-00 | 2017 | \$63,000 | \$12,600 | \$63,000 |
| 24 | SF | On Lok Senior Health Services | Small Bus | 2017-00 | 2017 | \$63,000 | \$12,600 | \$63,000 |
| 25 | SF | On Lok Senior Health Services | Small Bus | 2017-00 | 2017 | \$63,000 | \$12,600 | \$63,000 |
| 26 | SF | On Lok Senior Health Services | Small Bus | 2017-00 | 2017 | \$63,000 | \$12,600 | \$63,000 |
| 27 | SF | On Lok Senior Health Services | Small Bus | 2017-00 | 2017 | \$63,000 | \$12,600 | \$63,000 |
| 28 | SF | On Lok Senior Health Services | Small Bus | 2017-00 | 2017 | \$63,000 | \$12,600 | \$63,000 |
| 29 | SOL | Milestones | Small Bus | 2017-00 | 2017 | \$63,000 | \$12,600 | \$63,000 |
| 30 | SOL | Milestones | Large Bus | 2017-00 | 2017 | \$76,500 | \$15,300 | \$76,500 |
| 31 | SOL | Milestones | Larger Bus | 2017-00 | 2017 | \$108,000 | \$21,600 | \$108,000 |
| Total Grouped Listing | | | | | | \$3,251,389 | \$1,022,278 | \$3,251,389 |

* Toll credits do not count towards the total project cost.

**GL: Lifeline Cycle 4 - 5307 JARC Set-aside
(TIP ID - REG150004)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR 5307 JARC PROGRAM - CYCLE 4 LIFELINE (FY13-FY16) PROGRAM OF PROJECTS (REG150004)
As Updated with TIP Revision 2017-00

| | | | | | | Federal Share by Urbanized Area (UA) and Apportionment Year | | | | Total Federal | Total Local Share | Total Project Cost |
|-----|--------|------------------------------------|---|--|--------------|---|----------------------|----------------------|----------------------|---------------|-------------------|--------------------|
| No. | County | Project Sponsor | Project | Project Description | Program Year | FY 2013 5307/JARC | FY 2014 5307/JARC | FY 2015 5307/JARC | FY 2016 5307/JARC | | | |
| 1 | ALA | AC Transit | Preservation of Existing Services in Communities of Concern | Restructure and/or continue existing service on Lines 31, 40, 45, 62, 98, 800 and 801. Request is for 3 years of service. | 2017 | | 453,484 | 477,871 | 485,516 | 1,416,871 | 1,416,871 | 2,833,742 |
| 2 | ALA | City of Oakland (via AC Transit) | City of Oakland Broadway Shuttle | The Broadway Shuttle currently operates Monday-Thursday 7am-10pm; Friday 7am-1am; and Saturday 6pm-1am, every 10-15 minutes. Request is for 3 years of program operations. | 2017 | | 129,742 | 136,719 | 138,907 | 405,368 | 405,368 | 810,736 |
| 3 | ALA | LAVTA | WHEELS Route 14 Operating Assistance | Route 14 operations. Request is for 2 years of service. | 2017 | 31,800 | 32,239 | 32,239 | 32,755 | 129,033 | 129,033 | 258,066 |
| 4 | CC | County Connection (CCCTA) | Preserve Operations in Community of Concern | Maintain existing service on Routes 11, 14, 16, 18, 19, 311, 314, 316. | 2017 | | 124,656 | 124,656 | 126,650 | 375,962 | 375,962 | 751,924 |
| 5 | CC | Tri Delta Transit | Route 200 and 201 | Provide continued and expanded service between Bay Point (Community of Concern) and central Concord and Martinez. | 2017 | | 89,765 | 127,649 | 129,691 | 347,105 | 347,105 | 694,210 |
| 6 | CC | AC Transit | Preserve Operations in Community of Concern | Maintain existing service on Lines 71, 76, 376, 800. | 2017 | | 87,387 | 78,362 | 79,615 | 245,364 | 245,364 | 490,728 |
| 7 | CC | WestCAT | C3 Operations | Increase frequency on Route C3, which operates between Hercules Transit Center and Contra Costa College in San Pablo. | 2017 | | 87,387 | 78,362 | 79,614 | 245,363 | 245,363 | 490,726 |
| 8 | NAP | NCTPA | Operating Assistance | Continue VINE Transit fixed route service. | 2017 | 71,632 | 5,954 | 5,954 | 7,117 | 90,657 | 90,657 | 181,314 |
| 9 | NAP | City of Napa (via NCTPA) | Tulocay Creek Bridge/Trail Completion | Pave three-quarter mile of Class 1 multi-use trail between new Tulocay Creek bicycle/pedestrian bridge and Riverfront Green Park at Soscol & Third. | 2017 | | 40,000 | 40,000 | 40,000 | 120,000 | 30,000 | 150,000 |
| 10 | NAP | City of Calistoga (via NCTPA) | Pedestrian Safety Enhancement | Installation of crosswalk and in-pavement crosswalk lighting with advanced warning flashing beacons on Lincoln Avenue at Brannan Street-Wappo Avenue. | 2017 | | 26,667 | 26,667 | 26,666 | 80,000 | 20,000 | 100,000 |
| 11 | SF | SFMTA | Expanding Late Night Transit Service to Communities in Need | Improve late-night Owl transit service in key communities of concern for three years. | 2017 | | 340,740 | 358,104 | 363,834 | 1,062,678 | 1,062,678 | 2,125,356 |
| 12 | SM | SamTrans | Expansion of Fixed Route 122 | Expand Route 122 service; add approximately 5.4 hours to daily weekday and Saturday service and 1.1 hours for Sunday service. | 2017 | | 140,890 | 148,070 | 150,439 | 439,400 | 439,400 | 878,800 |
| 13 | SM | SamTrans | Fixed Route Bus Procurement | Replace the articulated bus fleet, which has reached the end of its useful life. | 2017 | | 88,244 | 92,741 | 94,225 | 275,209 | 68,802 | 344,011 |
| 14 | SC | Peninsula Family Service (via VTA) | Vehicle Loan Program - Santa Clara County | Provide low-interest auto loans to individuals who are unable to access affordably priced consumer loan financing. | 2017 | | 228,657 | 228,657 | 232,315 | 689,629 | 689,629 | 1,379,258 |
| 15 | SC | Outreach & Escort, Inc. (via VTA) | Family Transportation Services | Provide a range of no-cost transportation alternatives for CalWORKs participants, veterans, older adults and other low- | 2017 | 61,111 | 61,954 | 61,954 | 62,945 | 247,964 | 1,308,909 | 2,617,818 |
| 16 | SOL | Fairfield and Suisun Transit | Sustaining Route 30 Saturday Service | Continue funding Route 30 bus service on Saturdays between Fairfield and the City of Davis, serving Vacaville and Dixon along the route. | 2017 | 20,716 | 21,003 | 21,003 | 21,338 | 84,060 | 84,060 | 168,120 |
| 17 | SOL | Fairfield and Suisun Transit | ADA Local Taxi Scrip Program | Provide a subsidized taxi fare program for seniors over age 60 and ADA qualified residents of Fairfield and Suisun City. | 2017 | 73,935 | 74,955 | 74,955 | 76,155 | 300,000 | 300,000 | 600,000 |
| 18 | SOL | SolTrans | Sustaining Route 2 (SCC-Vallejo) | Provide continued funding of the Solano Community College/SolTrans Bus Project (SolTrans Route 2). | 2017 | 138,107 | 140,014 | 140,014 | 142,254 | 560,389 | 560,389 | 1,120,778 |
| 19 | SOL | Fairfield and Suisun Transit | Sustaining Route 20 | Fund Route 20, which provides intercity service between Fairfield and Vacaville. | 2017 | 41,073 | 41,640 | 41,640 | 42,306 | 166,659 | 166,659 | 333,318 |
| 20 | SON | Petaluma Transit | Weekend Service | Support continued fixed route bus service on Saturday and Sunday for two years. | 2017 | 18,960 | 19,222 | 19,222 | 19,530 | 76,934 | 76,934 | 153,868 |
| 21 | SON | Santa Rosa CityBus | Lifeline Vehicle Replacement | Project includes partial funding for the replacement of up to ten (10) fixed route buses in the aging Santa Rosa CityBus fleet. | 2017 | | 6,473 | 77,397 | 78,636 | 162,506 | 40,627 | 203,133 |

| | | | | | | Federal Share by Urbanized Area (UA) and Apportionment Year | | | | Total Federal | Total Local Share | Total Project Cost | |
|-----|--------|-----------------------|------------------|---|--------------|---|-----------------|------------------|------------------|-------------------|-------------------|--------------------|-------------------|
| No. | County | Project Sponsor | Project | Project Description | Program Year | FY 2013 | FY 2014 | FY 2015 | FY 2016 | | | | |
| | | | | | | 5307/JARC | 5307/JARC | 5307/JARC | 5307/JARC | 5307/JARC | | | |
| 22 | SON | Sonoma County Transit | CNG Bus Purchase | Assist with the purchase of two compressed natural gas (CNG) transit coaches. | 2017 | 12,640 | 12,815 4,863 | 12,815 58,153 | 13,020 59,083 | 51,290 122,099 | 43,347 | 216,736 | |
| | | | | | | Antioch UA | - | 89,765 | 127,649 | 129,691 | 347,105 | | |
| | | | | | | Concord UA | - | 124,656 | 124,656 | 126,650 | 375,962 | | |
| | | | | | | Fairfield UA | 94,651 | 95,958 | 95,958 | 97,493 | 384,060 | | |
| | | | | | | Gilroy-Morgan Hill UA | 61,111 | 61,954 | 61,954 | 62,945 | 247,964 | | |
| | | | | | | Livermore UA | 31,800 | 32,239 | 32,239 | 32,755 | 129,033 | | |
| | | | | | | Napa UA | 71,632 | 72,621 | 72,621 | 73,783 | 290,657 | | |
| | | | | | | Petaluma UA | 31,600 | 32,037 | 32,037 | 32,550 | 128,224 | | |
| | | | | | | San Francisco-Oakland UA | - | 1,327,874 | 1,370,229 | 1,392,150 | 4,090,253 | | |
| | | | | | | San Jose UA | - | 580,429 | 580,429 | 589,716 | 1,750,574 | | |
| | | | | | | Santa Rosa UA | - | 11,336 | 135,550 | 137,719 | 284,605 | | |
| | | | | | | Vacaville UA | 41,073 | 41,640 | 41,640 | 42,306 | 166,659 | | |
| | | | | | | Vallejo UA | 138,107 | 140,014 | 140,014 | 142,254 | 560,389 | | |
| | | | | | | Total | 469,974 | 2,610,523 | 2,814,976 | 2,860,012 | 8,755,485 | 8,147,157 | 16,902,642 |

**GL: JARC Small UA and Rural – FY12
(TIP ID – VAR130002)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR JARC SMALL UA & RURAL PROGRAM - CYCLE 7 (FY12) PROGRAM OF PROJECTS (VAR130002)

As Amended into the TIP with Revision 17-00

| No. | County | Subrecipient | Description | Program Year | Total Grant Award | | | Total Project Cost |
|--------------|--------|----------------------------------|--|--------------|-------------------|---------------|-------------------|--------------------|
| | | | | | Federal Share | Toll Credits* | Local Share | |
| 1 | SOL | Solano Transportation Authority | Mobility Management to coordinate existing services in a countywide effort to improve mobility and access to transportation options for low income residents of Solano County. | 2017 | \$ 179,200 | \$ - | \$ 44,800 | \$ 224,000 |
| 2 | SC | Outreach & Escort, Inc. | Mobility Management project expanding the community resource entries in Outreach Online Community Search System to better provide mobility options human service providers. | 2017 | \$ 43,200 | \$ - | \$ 10,800 | \$ 54,000 |
| 3 | SOL | Solano County Transit (SolTrans) | Operating Assistance for the continued funding of the Solano Community College/SolTrans Bus Project providing transit bus service to and from the Solano College Vallejo campus. | 2017 | \$ 200,000 | \$ - | \$ 200,000 | \$ 400,000 |
| 4 | SON | City of Petaluma | Operating Assistance for the Petaluma Transit "Primetime" (night) Service expansion project to add reliable and cost effective service at the end of existing service days. | 2017 | \$ 37,533 | \$ - | \$ 37,533 | \$ 75,066 |
| 5 | SON | City of Petaluma | Mobility Management project with focused outreach and marketing efforts to the Latino community living in Petaluma. | 2017 | \$ 16,000 | \$ - | \$ 16,000 | \$ 32,000 |
| Total | | | | | \$ 475,933 | \$ - | \$ 309,133 | \$ 785,066 |

* Toll Credits do not count toward the total cost of the project

**GL: New Freedom Small UA and Rural –
FY12
(TIP ID – VAR130003)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR NEW FREEDOM SMALL UA & RURAL PROGRAM - CYCLE 7 (FY12) PROGRAM OF PROJECTS (VAR130003)

As Amended into the TIP with Revision 17-00

| No. | County | Subrecipient | Description | Program Year | Total Grant Award | | | Total Project Cost |
|--------------|--------|--|---|--------------|-------------------|-------------------|-------------------|--------------------|
| | | | | | Federal Share | Toll Credits* | Local Share | |
| 1 | SOL | Solano Transportation Authority | Mobility Management for the One-Stop Transportation Call Center, which is an expansion of the Solano Napa Commuter Information call center. | 2017 | \$ 175,000 | \$ 35,000 | \$ - | \$ 175,000 |
| 2 | SOL | Faith in Action | Operating Assistance for transportation services in the City of Fairfield's Cordelia Village at the juncture of I-680 and I-80. | 2017 | \$ 102,675 | \$ 51,338 | \$ - | \$ 102,675 |
| 3 | SC | Outreach & Escort, Inc. | Mobility Management to improve access to travel training to individuals with developmental disabilities and others. | 2017 | \$ 64,680 | \$ 12,936 | \$ - | \$ 64,680 |
| 4 | SOL | Solano Transportation Authority | Operating Assistance for the Intercity Taxi Scrip Program providing curb-to-curb service for disabled persons. | 2017 | \$ 100,000 | \$ - | \$ 100,000 | \$ 200,000 |
| 5 | SON | City of Petaluma | Mobility Management to expand the training program that identifies customers who would benefit from travel training, reach out to them, and offer customized training. | 2017 | \$ 42,470 | \$ 8,494 | \$ - | \$ 42,470 |
| 6 | NAP | Napa County Transportation and Planning Agency | Operating Assistance for the Volunteer Driver Reimbursement Program that will fill the gap in transportation for individuals that require lifeline transportation for medical appointments. | 2017 | \$ 100,000 | | \$ 100,000 | \$ 200,000 |
| Total | | | | | \$ 584,825 | \$ 107,768 | \$ 200,000 | \$ 784,825 |

*Toll Credits do not count toward the total cost of the project

**GL: New Freedom Large UA – FY12
(TIP ID – VAR130005)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR NEW FREEDOM PROGRAM - FY2012 PROGRAM OF PROJECTS FOR LARGE URBANIZED AREAS (VAR130005)

As Updated with TIP Revision 17-00

| No. | County | Subrecipient | Project | | | Total Federal Share | Local Share | Total Project Cost |
|---|--------|--|--|---|--------------|---------------------|--------------|--------------------|
| | | | Name | Description | Program Year | | | |
| MTC Grant (Subrecipients + Admin & Technical Assistance) | | | | | | | | |
| 1 | SON | Sonoma County Area Agency on Aging | Sonoma Access Coordinated Transportation Services (SACTS) | This initiative serves to enhance countywide coordinated transportation services and mobility management. SACTS includes the Sonoma Access One Call/One Click transportation resource center, engaging the community partner consortium, conducting outreach, education, and coordinating activities to enhance and create innovative transportation options. | 2017 | \$ 89,572 | \$ 33,740 | \$ 123,312 |
| 2 | SC | Outreach & Escort Inc. | Above & Beyond through Coordination (ABC) Project | Provides one call/one click access to a range of transportation options. | 2017 | \$ 446,731 | \$ 613,851 | \$ 1,060,582 |
| 3 | REG | Center for Independent Living | Mobility Matters: A Mobility Management Hub Project | Mobility Management project to coordinate a family of services at the consumer level to increase the use of transit related services by people with disabilities. The project will coordinate travel training, adaptive technology consultations; assistance with completing regional transit card applications; information and referral; mobility device training; mobility management partners coordination; openstreetmap.org for Alameda County; education activities; safety workshops; travel training smartphone app; trip planning; wheelchair securement. | 2017 | \$ 358,745 | \$ 127,172 | \$ 485,917 |
| 4 | CC | City of Richmond | R-Transit \$5 Same Day 24/7 Transportation Service | Continues R-Transit pilot \$5 same day 24/7 transportation service with wheelchair accessible vehicles for residents with disabilities and seniors living in specified areas of western Contra Costa County. | 2017 | \$ 37,500 | \$ 262,500 | \$ 300,000 |
| 5 | REG | Senior Helpline Services | Rides for Seniors and Transportation Information & Referrals | SHS provides free one-on-one, escorted, door-through-door rides for medical care and basic necessities to otherwise homebound seniors in Contra Costa and Alameda counties, as well as transportation information and referral services. | 2017 | \$ 166,055 | \$ 166,055 | \$ 332,110 |
| 6 | CC | Lamorinda Spirit Van Program, City of Lamorinda | Lamorinda Spirit Van Program for Fragile Elderly and Disabled Seniors | The Lamorinda Spirit Van Program provides seniors, age 60 and up (primarily serving ages 80 to 100), with transportation to essential errands including: medical/personal appointments, shopping, the nutrition program, and special events. We are a door to and through door semi-escorted service, operating with volunteers and part-time paid employees. | 2017 | \$ 51,974 | \$ 218,408 | \$ 270,382 |
| 7 | CC | Rehabilitation Services of Northern California | Mt. Diablo Mobilizer | The Mt. Diablo Mobilizer provides door-through-door transportation to health and social services for frail low-income seniors and others with disabilities, as well as trips to grocery shopping and other basic needs. | 2017 | \$ 32,722 | \$ 32,722 | \$ 65,444 |
| 8 | REG | Metropolitan Transportation Commission | Roadmap Study | The Roadmap Study will document next steps toward implementation of the mobility management and coordination strategies recommended in the Coordinated Public Transit—Human Services Transportation Plan Update for the Bay Area. | 2017 | \$ 100,166 | \$ - | \$ 100,166 |
| 9 | REG | Metropolitan Transportation Commission | Administration and Technical Assistance | MTC has set aside five percent of the region's large UA apportionment for program administration costs including administration, planning and technical assistance. | 2017 | \$ 100,166 | \$ - | \$ 100,166 |
| <i>Subtotal - MTC Grant (Subrecipients + Administration)</i> | | | | | | \$ 1,383,631 | \$ 1,454,448 | \$ 2,838,079 |
| Direct Recipient Grants | | | | | | | | |
| 10 | SM | SamTrans | Peninsula Rides Mobility Management Activities | Expansion and enhancement of mobility management activities of the Senior Mobility Initiative, including MM website; support for personalized I&R; expanding volunteer driver program; establishing a Veterans Mobility Corps; updating the mobility guide. | 2017 | \$ 102,746 | \$ 277,111 | \$ 379,857 |
| 11 | ALA | AC Transit | Marketing Mobility Management Through 211 | Market and publicize the Alameda County 211 website and toll free service, which houses the most extensive and detailed database of paratransit information in Alameda County. Coordinated mobility management will be provided by 211 staff, including detailed and targeted transportation recommendations for seniors and the disabled. | 2017 | \$ 240,000 | \$ 60,000 | \$ 300,000 |
| 12 | MAR | Marin Transit | Expanded Coordination of Transportation Resources & Services to Isolated Populations | Expanded Coordination of Transportation Resources: creates and evaluates plans to encourage non-profit transportation providers to coordinate services and improves taxi service. Services to Isolated Populations: expands group and individual travel training programs, and funds a pilot "traditional model" volunteer driver program to provide escorted transportation. | 2017 | \$ 160,436 | \$ 129,131 | \$ 289,567 |
| 13 | CC | County Connection (CCCTA) | Contra Costa Mobility Management Program Implementation | Implement Phase II and III of the recommendations listed in the Contra Costa County Mobility Management Plan. This includes the formation of a mobility management oversight board, the retention of a mobility manager, and beginning coordination with existing agencies within the County | 2017 | \$ 100,000 | \$ 87,500 | \$ 187,500 |
| 14 | ALA | Livermore-Amador Valley Transportation Authority (LAVTA) | LAVTA Paratransit Project 2014 | A reimbursement based system, offering a taxicab ride as a more flexible transportation alternative to traditional paratransit: Same day, 24-hour service, direct routing transportation. | 2017 | \$ 16,500 | \$ 16,500 | \$ 33,000 |
| <i>Subtotal - Direct Recipient Grants</i> | | | | | | \$ 619,682 | \$ 570,242 | \$ 1,189,924 |
| Total Grouped Listing | | | | | | \$ 2,003,313 | \$ 2,024,690 | \$ 4,028,003 |

**GL: FTA 5311 Program Fiscal Year 2015-16
(TIP ID – VAR150001)**

Last updated with TIP Revision 17-00

FTIP Back-up List for FTA Section 5311 FY 2016 Rural Area Formula Program TIP ID: VAR150001

As Updated with TIP Revision 17-00

| No. | County | Subrecipient | Project Description | TIP Program Year | Federal Share | Local Share | Total Project Cost | |
|------------------------------|--------|--|--|------------------|---------------|--------------------|--------------------|--------------------|
| Section 5311 | | | | | | | | |
| 1 | SOL | City of Dixon | Operating Assistance (Readi-Ride) | 2017 | \$183,266 | \$381,206 | \$564,472 | |
| 2 | SOL | Fairfield and Suisun Transit | Operating Assistance (Route 30) | 2017 | \$100,000 | \$229,003 | \$329,003 | |
| 3 | ALA | Livermore Amador Valley Transit Authority | Operating Assistance (Routes 2, 11, 12, 20) | 2017 | \$41,460 | \$35,267 | \$76,727 | |
| 4 | MAR | Marin County Transit District | Operating Assistance (West Marin Stagecoach) | 2017 | \$200,063 | \$170,181 | \$370,244 | |
| 5 | NAP | Napa County Transportation and Planning Agency | Operating Assistance (Northern Napa County) | 2017 | \$200,991 | \$170,971 | \$371,962 | |
| 6 | SOL | City of Rio Vista | Operating Assistance (Delta Breeze) | 2017 | \$105,000 | \$290,700 | \$395,700 | |
| 7 | SM | San Mateo County Transit District | Operating Assistance (Coastside Demand Response; Route 17) | 2017 | \$148,815 | \$126,587 | \$275,402 | |
| 8 | SON | Sonoma County Transit | Vehicle Replacements | 2017 | \$460,430 | \$62,853 | \$523,283 | |
| 9 | SC | Santa Clara Valley Transportation Authority | Operating Assistance (Route 68) | 2017 | \$76,355 | \$64,950 | \$141,305 | |
| Total Grouped Listing | | | | | | \$1,516,380 | \$1,531,718 | \$3,048,098 |

**GL: Pavement Resurfacing and/or
Rehabilitation – Federal Discretionary
Programs
(TIP ID- VAR150002)**

Last updated with the 2017 TIP Update

Grouped Listing: Pavement Resurfacing and/or Rehabilitation - Federal Discretionary Programs

| Project Name | Program Year | State | County | Cong. District | Primary Fund Source | Project Description | Category | FLMA Region | FLMA Unit | Phase | Delivered by | Total Program Amount (range) | Match Funding Source | Total Project Cost |
|---|--------------|-------|---------|----------------|---------------------|---|----------|-------------|------------------------|-------------------------|--------------|-------------------------------------|----------------------|--------------------|
| CALIFORNIA | | | | | | | | | | | | | | |
| CA FTFW/FLAP DOED 10(3) LA RIVIERE MARSH BRIDGE & MARSHLANDS ROAD | FY16 | CA | Alameda | CA-17 | FLAP | Reconstruct 0.5 mile from Thornton Avenue to Don Edwards NWR visitor center and replace LaRiviere Marsh Bridge. | 4R | FWS-R8 | Don Edwards SF Bay NWR | Preliminary Engineering | CFLHD | Between \$1,000,000 and \$5,000,000 | FLTP | \$4,600,000 |
| CA FTNP GOGA PRES 1(15) GOLDEN GATE NRA TUNNEL PRESERVATION | FY16 | CA | Marin | CA-2 | FLTP | Repair Baker Barry Tunnel Lining | Other | NPS-PWR | Golden Gate NRA | Preliminary Engineering | CFLHD | Between \$1,000,000 and \$5,000,000 | | \$2,000,000 |
| CA FLAP MRN CR107(1) MUIR WOODS ROAD | FY18 | CA | Marin | CA-2 | FLAP | Rehabilitation of a 2.48 mile long segment of Muir Woods Road that connects the national park entrance to CA Highway 1. | 4R | NPS-PWR | Muir Woods NM | Preliminary Engineering | CFLHD | Between \$1,000,000 and \$5,000,000 | Marin County | \$5,000,000 |

**GL: Bicycle and Pedestrian Facilities –
Federal Discretionary Programs
(TIP ID- VAR150003)**

Last updated with 2017 TIP Update

Grouped Listing: Bicycle and Pedestrian Facilities - Federal Discretionary Programs

| Project Name | Program Year | State | County | Cong. District | Primary Fund Source | Project Description | Category | FLMA Region | FLMA Unit | Phase | Delivered by | Total Program Amount (range) | Match Funding Source | Total Project Cost |
|--|--------------|-------|---------------|----------------|---------------------|---|----------|-------------|-----------------|-------------------------|--------------|-------------------------------------|----------------------|--------------------|
| CALIFORNIA | | | | | | | | | | | | | | |
| CA FLAP SF TR95(1) SOUTH OCEAN BEACH TRAIL | FY18 | CA | San Francisco | CA-12 | FLAP | Construct a multi-use trail and active transportation facility at South Ocean Beach | Other | NPS-PWR | Golden Gate NRA | Preliminary Engineering | CFLHD | Between \$1,000,000 and \$5,000,000 | SF Rec & Park Dept | \$2,000,000 |

**GL: Safety Improvements –
Safe Routes to School (SRTS) Program
(TIP ID – VAR170001)**

Last updated with 2017 TIP Update

MPO: Metropolitan Transportation Commission

Backup List Updated On: 2/9/2016

| Unique Project ID | HR3 Eligibility* | District | Agency | MPO | Project Location | Description of Work | Current Total Project Cost Estimate | Current Programmed Federal Funds | Other/Local Funds | Federal Funds Programmed under "Prior" | Federal Funds Programmed in 2016/17 | Federal Funds Programmed in 2017/18 | Federal Funds Programmed in 2018/19 | Federal Funds Programmed in 2019/20 | Federal Funds Programmed under "Beyond" |
|-------------------|------------------|----------|----------------|-----|---|--|-------------------------------------|----------------------------------|-------------------|--|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---|
| SRTS3-04-006 | | 4 | East Palo Alto | MTC | Fordham St. between Notre Dame Ave. and Purdue Ave.; Bay Rd. between Newbridge St. and SR 109 (University Ave.); Pulgas Ave./Runnymede St.; Pulgas Ave. between O'Conner St. and Myrtle St. | Construct sidewalks, curbs and gutters; install LED in-pavement crosswalk lights | \$ 579,700 | \$ 579,700 | \$ - | \$ 42,000 | \$ 537,700 | \$ - | \$ - | \$ - | \$ - |
| MTC | | | | | | | \$ 579,700 | \$ 579,700 | \$ - | \$ 42,000 | \$ 537,700 | \$ - | \$ - | \$ - | \$ - |

**GL: Safety Improvements – Highway Safety
Improvement Program
(TIP ID – VAR170002)**

Last updated with 2017 TIP Update

**Highway Safety Improvement Program (HSIP)
2017 FTIP Back-Up List for Association of Metropolitan Transportation Commission, sorted by District, Agency and Unique Project ID**

| MPO: Backup List Updated On: | | | | | MTC 2/3/2016 | | | | | | | | | | |
|---------------------------------|-----------------|----------|---------------------|-----|---|--|-------------------------------------|---|-------------------|--|--------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|
| Unique Project ID | HR3 Eligibility | District | Agency | MPO | Project Location | Description of Work | Current Total Project Cost Estimate | Current Programmed Federal Funds Includes Toll Credits Effective Until 9/30/16 for Cycle 6 Projects (HSIP6) | Other/Local Funds | Federal Funds Programmed under "Prior" | Federal Funds Programmed in 2014/15* | Federal Funds Programmed in 2015/16* | Federal Funds Programmed in 2016/17 | Federal Funds Programmed in 2017/18 | Federal Funds Programmed under "Beyond" |
| HSIP4-04-010 | | 4 | Alameda | MTC | Park St. between Park St. Draw Br. and Encinal Ave. (SR 61) | Install left-turn phasing and advance flashing beacons; upgrade signal operations | \$964,300 | \$733,400 | \$230,900 | \$126,350 | \$607,050 | | | | |
| HRRR1-04-031 | HR3 | 4 | Alameda County | MTC | Patterson Pass Rd. at PM 6.4 in unincorporated Alameda County | Widen or Improve Shoulder | \$909,000 | \$818,100 | \$90,900 | \$100,800 | \$717,300 | | | | |
| HSIP6-04-001 | | 4 | Alameda County | MTC | Various locations throughout unincorporated Alameda County | Construct sidewalks, curb ramps, curb extensions, curb and gutter; Restriping; Install flashing beacons | \$1,023,400 | \$1,023,333 | \$67 | | | \$1,023,333 | | | |
| HSIP7-04-001 | No | 4 | Benicia | MTC | The intersection of East 5th Street and Vecino Street, and along East 5th Street between I-780 and Vecino Street | Construct a bulb-out and crosswalk with flashing beacons on East 5th Street @ Vecino Street and extend the eastern sidewalk of East 5th Street to I-780 along with adding two new roadway lights | \$470,600 | \$423,540 | \$47,060 | | | | \$423,540 | | |
| HSIP7-04-002 | No | 4 | Benicia | MTC | The intersection of Military West, West 7th Street, Carolina Drive, and Buena Vista | Replace traffic signal to add protected lefts on Military West; upgrade five (5) pedestrian crosswalks, and upgrade controller cabinet | \$281,200 | \$253,080 | \$28,120 | | | | \$253,080 | | |
| HSIP6-04-002 | | 4 | Campbell | MTC | On Harriet Ave between McCoy Ave and San Tomas Aquino Rd | Install traffic signals, signs, striping, and pavement markings, sidewalks, curb and gutter, curb ramps, and other safety improvements | \$574,400 | \$567,733 | \$6,667 | \$59,400 | | \$508,333 | | | |
| HSIP7-04-003 | No | 4 | City of San Leandro | MTC | The intersection of Davis Street with Carpentier Street | Install pedestrian activated or HAWK signal, accessible pedestrian signal equipment; improve street lighting features and signing & striping for crosswalks; and upgrade disabled curb ramps | \$299,300 | \$254,405 | \$44,895 | | | | \$254,405 | | |
| HRRR2-04-028 | HR3 | 4 | Contra Costa County | MTC | Marsh Creek Road from 2.0 to 2.5 miles west of Deer Valley Road | Realign and widen roadway and shoulders; relocate utilities; improve highway signage and drainage | \$1,738,889 | \$1,520,000 | \$218,889 | \$150,000 | \$1,370,000 | | | | |
| HSIP5-04-004 | HR3 | 4 | Contra Costa County | MTC | Byron Hwy /Camino Diablo Rd. | Install traffic signal and turning lanes; upgrade railroad crossings and shoulders | \$2,182,100 | \$900,000 | \$1,282,100 | | | \$900,000 | | | |
| HSIP5-04-005 | | 4 | Contra Costa County | MTC | Alhambra Valley Rd. between Rancho La Boca Rd. and Ferndale Rd. | Remove guardrail, construct paved shoulders, flatten adjacent slope, install traffic calming measures, remove roadside obstacles, and install striping, pavement markings and warning signs. | \$858,000 | \$600,000 | \$258,000 | \$90,000 | | \$510,000 | | | |
| HSIP7-04-004 | No | 4 | Contra Costa County | MTC | Various roadways located in the unincorporated Bay Point area | Bay Point Sign Upgrade Project: Replacement of existing regulatory and warning signs | \$479,900 | \$479,900 | | | | | \$479,900 | | |
| HSIP7-04-005 | No | 4 | Contra Costa County | MTC | On San Pablo Dam Road between Appian Way and Clark Road, within the unincorporated El Sobrante area. | Construct curb, gutter, and sidewalk | \$906,300 | \$613,920 | \$292,380 | | | | | \$613,920 | |
| HSIP7-04-006 | No | 4 | Contra Costa County | MTC | Byron Highway between Byron Hot Springs Road and Contra Costa/Alameda County Line, within the unincorporated Byron area. | Restripe centerline with double yellow no passing lines, install centerline rumble strips, and upgrade signs | \$515,000 | \$515,000 | | | | | \$515,000 | | |
| HSIP7-04-007 | No | 4 | Contra Costa County | MTC | Located on Marsh Creek Road between the city limits of Clayton and Brentwood. The project length is approximately 14 miles. | Install centerline rumble strips/stripes; Add lighting at Deer Valley Road and Marsh Creek Road intersection | \$1,268,000 | \$1,268,000 | | | | | | \$1,268,000 | |
| HSIP5-04-006 | | 4 | El Cerrito | MTC | Arlington Blvd./Brewster Dr. | Construct sidewalks, curb ramps, bulb-outs, curb and gutter, and shoulders; install speed feedback signs, sharrows, signs, striping, pavement markers | \$264,400 | \$237,800 | \$26,600 | \$40,050 | \$197,750 | | | | |
| HSIP6-04-004 | | 4 | Fairfield | MTC | N Texas St /Acacia St | Upgrade traffic signals and ramps; Install protected left-turn phasing | \$151,400 | \$128,778 | \$22,622 | | | \$128,778 | | | |
| HSIP6-04-005 | | 4 | Fairfield | MTC | On Travis Blvd between I-80 EB Off Ramp and Sunset Ave | Install pavement markings | \$246,600 | \$234,000 | \$12,600 | | | \$234,000 | | | |

* Funds programmed in FY2014/15, FY2015/16 and Prior shown here for informational purposes only as these funds are included in VAR110007 for federal programming purposes

**Highway Safety Improvement Program (HSIP)
2017 FTIP Back-Up List for Association of Metropolitan Transportation Commission, sorted by District, Agency and Unique Project ID**

| MPO: Backup List Updated On: | | | | | MTC 2/3/2016 | | | | | | | | | | |
|---------------------------------|-----------------|----------|--------------|-----|---|---|-------------------------------------|---|-------------------|--|--------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|
| Unique Project ID | HR3 Eligibility | District | Agency | MPO | Project Location | Description of Work | Current Total Project Cost Estimate | Current Programmed Federal Funds Includes Toll Credits Effective Until 9/30/16 for Cycle 6 Projects (HSIP6) | Other/Local Funds | Federal Funds Programmed under "Prior" | Federal Funds Programmed in 2014/15* | Federal Funds Programmed in 2015/16* | Federal Funds Programmed in 2016/17 | Federal Funds Programmed in 2017/18 | Federal Funds Programmed under "Beyond" |
| HSIP7-04-008 | No | 4 | Fremont | MTC | On Washington Boulevard from Fremont Boulevard to Interstate 680 | Construct curb bulb-out with rectangular rapid flashing beacons(RRFB), install buffered bike lane striping, radar feedback signs, and APS/countdown pedestrian signal heads | \$517,600 | \$465,840 | \$51,760 | | | | \$465,840 | | |
| HSIP6-04-006 | | 4 | Hayward | MTC | Mission Blvd/Blanche St, Huntwood Way/Gading Rd | Install traffic signals; Install HAWK signal | \$440,000 | \$440,000 | | | | \$440,000 | | | |
| HSIP6-04-007 | | 4 | Healdsburg | MTC | Healdsburg Ave/Front St-Kennedy Lane, Intersection is west of and immediately adjacent to the historic Healdsburg Ave (20C0065) | Install traffic signals | \$253,000 | \$253,000 | | | | | \$253,000 | | |
| HSIP7-04-009 | No | 4 | Lafayette | MTC | On southbound Taylor Boulevard near Pleasant Hill Road | Install guard rail/median barrier and high-friction surface treatment | \$111,500 | \$100,350 | \$11,150 | | | | \$100,350 | | |
| HSIP7-04-010 | No | 4 | Marin County | MTC | Lucas Valley Road at PM 5.08 | Improve roadway curve alignment at Mile Post 5.08 | \$1,350,000 | \$1,207,500 | \$142,500 | | | | | \$1,207,500 | |
| HSIP7-04-011 | No | 4 | Marin County | MTC | Arterials and rural collector roadways | Sign inventory, roadway safety sign audit and signing upgrade project | \$605,000 | \$544,500 | \$60,500 | | | | \$544,500 | | |
| HSIP7-04-012 | No | 4 | Marin County | MTC | Panoramic Highway between Mile Post 6.7 and 8.8 | Install guardrail (1500 ft.)and install additional curve warning and chevron signs | \$482,600 | \$434,340 | \$48,260 | | | | \$434,340 | | |
| HSIP7-04-013 | No | 4 | Marin County | MTC | Sir Francis Drake Boulevard between Mile Post 8.60 and 9.53 | Install dynamic variable speed warning signs at two locations for the downhill traffic, additional curve warning signs and skid resistant pavement resurfacing | \$1,183,000 | \$1,064,700 | \$118,300 | | | | \$1,064,700 | | |
| HSIP6-04-008 | | 4 | Mill Valley | MTC | On Camino Alto between Miller Ave and E. Blithedale Ave | Install bike lanes, striping, signs; upgrade traffic signal | \$396,000 | \$395,889 | \$111 | | | | \$395,889 | | |
| HSIP6-04-009 | HR3 | 4 | Napa County | MTC | Various locations on Butts Canyon Rd, Hagen Rd/Old Sonoma Rd | Install High Friction Surface Treatment | \$335,500 | \$335,444 | \$56 | | | | \$335,444 | | |
| HSIP6-04-010 | HR3 | 4 | Napa County | MTC | Various locations on Silverado Trail, Deer Park Rd And Sanitarium Rd | Install guardrail | \$360,100 | \$360,000 | \$100 | | | \$360,000 | | | |
| HSIP5-04-010 | | 4 | Novato | MTC | Olive Ave. from Samrose Dr. to the city limits | Widen roadway; apply slurry seal; install bike lanes | \$779,400 | \$701,300 | \$78,100 | \$125,200 | \$576,100 | | | | |
| HSIP5-04-011 | | 4 | Oakland | MTC | W. MacArthur Blvd. between Market St. and Telegraph Ave. | Modify traffic signals and striping; install protected left-turn phasing; construct left-turn lane (remove median islands) | \$1,087,800 | \$699,400 | \$388,400 | \$124,900 | | \$574,500 | | | |
| HSIP5-04-012 | | 4 | Oakland | MTC | 98th Ave. Corridor (including intersections with MacArthur Blvd., Bancroft Ave., Sunnyside St., Holly St., International Blvd., D St., E St., Medford Ave., San Leandro St., Pippin St., Walter Ave. and Edes Ave.) | Install advanced "dilemma zone" detection, crosswalks, speed feedback signs; construct bulb-outs | \$939,500 | \$656,900 | \$282,600 | \$99,300 | | \$557,600 | | | |
| HSIP5-04-013 | | 4 | Oakland | MTC | Market St. between 45th St. and Arlington Ave. | Install bike lanes and striping; upgrade traffic signals; reconfigure intersection; construct sidewalks, curb and gutter | \$921,200 | \$643,700 | \$277,500 | \$103,300 | | \$540,400 | | | |
| HSIP6-04-011 | | 4 | Oakland | MTC | On Grand Ave between Park View Terrace and Euclid Ave | Upgrade crosswalks: signing, striping, pedestrian signals, bulb-outs, and raised medians | \$648,500 | \$636,756 | \$11,744 | \$104,200 | | \$532,556 | | | |
| HSIP6-04-012 | | 4 | Oakland | MTC | 9th St/Madison St, 8th St/Jackson St, 8th St/Madison St, 8th St/Oak St, 7th St/Madison St | Upgrade traffic signals | \$770,200 | \$666,867 | \$103,333 | \$58,200 | | | \$608,667 | | |

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**Highway Safety Improvement Program (HSIP)
2017 FTIP Back-Up List for Association of Metropolitan Transportation Commission, sorted by District, Agency and Unique Project ID**

| MPO: Backup List Updated On: | | | | | MTC 2/3/2016 | | | | | | | | | | |
|---------------------------------|-----------------|----------|--------------------|-----|--|---|-------------------------------------|---|-------------------|--|--------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|
| Unique Project ID | HR3 Eligibility | District | Agency | MPO | Project Location | Description of Work | Current Total Project Cost Estimate | Current Programmed Federal Funds Includes Toll Credits Effective Until 9/30/16 for Cycle 6 Projects (HSIP6) | Other/Local Funds | Federal Funds Programmed under "Prior" | Federal Funds Programmed in 2014/15* | Federal Funds Programmed in 2015/16* | Federal Funds Programmed in 2016/17 | Federal Funds Programmed in 2017/18 | Federal Funds Programmed under "Beyond" |
| HSIP7-04-015 | No | 4 | Oakland | MTC | Market Street between 4th and 7th Sts & 18 to 19 Sts: Intersections at Market St at 14, 16, 21 Sts; San Pablo Avenue at 32, Brockhurst, and 34 Sts | Stripe and sign bike improvements on Market between 4-7 Sts and 18-19 Sts; install uncontrolled crosswalk enhancements, such as RRFBS, ladder striping, raised bulb-outs, and raised median refuges at multiple locations | \$1,584,300 | \$1,425,870 | \$158,430 | | | | | \$1,425,870 | |
| HSIP7-04-017 | No | 4 | Oakland | MTC | Signalized intersections in Downtown: 10th/Oak, 10th/Jackson, 10th/Harrison, 11th/Jackson, 11th/Harrison, 12th/Franklin, 12th Ped Signal, 13th/Franklin, 17th/Franklin, 19th/Franklin | Upgrade existing deficient signals for pedestrian safety to include countdown signals accessible pedestrian signals | \$565,600 | \$509,040 | \$56,560 | | | | \$509,040 | | |
| HSIP5-04-014 | | 4 | Petaluma | MTC | Lakeville Hwy. (SR 116)/Pine View Way | Intersection channelization; install raised medians, signs, striping, and pavement markings | \$206,000 | \$185,400 | \$20,600 | \$43,200 | \$142,200 | | | | |
| HSIP7-04-018 | No | 4 | Pittsburg | MTC | On West Leland Road Corridor between Railroad Avenue and Montevideo Drive | Install dynamic/variable speed warning signs and centerline rumble strips | \$376,800 | \$376,800 | | | | | \$376,800 | | |
| HSIP7-04-019 | No | 4 | Pittsburg | MTC | 9 signalized intersections on West Leland Road Corridor between Railroad Avenue and Bailey Road and 2 signalized intersections on Railroad/California Ave. and E. Leland and Loveridge Ave | Provide protected left turn and raised pavement markers and striping through intersection | \$265,900 | \$265,900 | | | | | \$265,900 | | |
| HSIP7-04-020 | No | 4 | Pittsburg | MTC | On West Leland Road Corridor between Railroad Avenue and Bailey Road | Provide High Friction Surface Treatment at 3 curves and 2 intersection approaches on West Leland Corridor | \$608,800 | \$547,920 | \$60,880 | | | | | \$547,920 | |
| HSIP5-04-016A | | 4 | San Francisco | MTC | Sloat Blvd. (SR 35)/Everglade Dr.; Sloat Blvd./23rd Ave. | Construct bulb-outs and curb ramps; install medians and flashing beacons | \$665,200 | \$496,000 | \$169,200 | \$136,800 | \$359,200 | | | | |
| HSIP6-04-014 | | 4 | San Francisco | MTC | 7 intersections various locations on S Van Ness Ave | Upgrade traffic signals; Install pedestrian countdown heads; Construct curb ramps | \$1,630,000 | \$1,600,900 | \$29,100 | \$261,900 | | | \$1,339,000 | | |
| HSIP6-04-015 | | 4 | San Francisco | MTC | 9 intersections various locations on Polk St | Upgrade traffic signals; install curb ramps and pedestrian countdown heads | \$1,575,000 | \$1,546,900 | \$28,100 | \$252,900 | | \$1,294,000 | | | |
| HSIP7-04-021 | No | 4 | San Francisco | MTC | Up to 345 intersections at various locations in the northeast quadrant of San Francisco. | The project will retime up to 345 traffic signals in the northeast quadrant of San Francisco, which includes 251 intersections in the North of Market (NOMA) area and 94 intersections in the South of Market (SOMA) area | \$3,741,900 | \$3,741,900 | | | | | | \$3,741,900 | |
| HSIP5-04-017 | | 4 | San Jose | MTC | North First St. between the bike path adjoining SR 237 and Brokaw Rd. | Install tubular markers (to demarcate bike lanes), green pavement surface treatment (to enhance bike lane visibility), pavement markings (stop bars and bike boxes) | \$1,005,000 | \$900,000 | \$105,000 | \$100,000 | \$800,000 | | | | |
| HSIP5-04-018 | | 4 | San Jose | MTC | Park Ave. between Hedding St. and South Market St. | Install tubular markers (to demarcate bike lanes), pavement surface treatment (to enhance bike lane visibility), sharrows, pavement markings (stop bars and bike boxes) | \$785,100 | \$704,000 | \$81,100 | \$110,300 | \$593,700 | | | | |
| HSIP6-04-016 | | 4 | San Jose | MTC | On Ocala Ave between Daytona Dr and E Capitol Expressway | Install traffic signals; Construct sidewalk and raised median | \$1,352,100 | \$1,064,922 | \$287,178 | \$149,700 | | \$915,222 | | | |
| HSIP7-04-022 | No | 4 | San Jose | MTC | On McLaughlin Avenue between Interstate 280 and Capitol Expressway. | Install flashing beacons, bulb-outs, enhanced crosswalks, median island, additional streetlights, and general improvements | \$2,793,300 | \$2,513,970 | \$279,330 | | | | | \$2,513,970 | |
| HSIP5-04-019 | | 4 | San Leandro | MTC | Bancroft Ave./Sybil Ave. | Upgrade traffic signals; install protected left-turn phasing; construct sidewalks, curb ramps, curb and gutter | \$498,800 | \$448,800 | \$50,000 | \$69,300 | \$379,500 | | | | |
| HSIP6-04-017 | | 4 | San Rafael | MTC | S Grand Ave/W 2nd St | Upgrade traffic signals, including: signal hardware, widen sidewalk, construct curb ramps and other safety improvements | \$580,700 | \$548,556 | \$32,144 | \$63,000 | | | \$485,556 | | |
| HSIP5-04-021 | HR3 | 4 | Santa Clara County | MTC | Uvas Rd. (County Road G8) from Croy Rd. to 0.7 miles N of Casa Loma Rd. | Widen shoulders; install guardrail | \$1,224,500 | \$900,000 | \$324,500 | \$166,500 | \$733,500 | | | | |

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2017 FTIP Back-Up List for Association of Metropolitan Transportation Commission, sorted by District, Agency and Unique Project ID**

| MPO: Backup List Updated On: | | | | | MTC 2/3/2016 | | | | | | | | | | |
|---------------------------------|-----------------|----------|---|-----|--|---|-------------------------------------|---|-------------------|--|--------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|
| Unique Project ID | HR3 Eligibility | District | Agency | MPO | Project Location | Description of Work | Current Total Project Cost Estimate | Current Programmed Federal Funds Includes Toll Credits Effective Until 9/30/16 for Cycle 6 Projects (HSIP6) | Other/Local Funds | Federal Funds Programmed under "Prior" | Federal Funds Programmed in 2014/15* | Federal Funds Programmed in 2015/16* | Federal Funds Programmed in 2016/17 | Federal Funds Programmed in 2017/18 | Federal Funds Programmed under "Beyond" |
| HSIP5-04-022 | HR3 | 4 | Santa Clara County | MTC | Stevens Canyon Rd. from Mt. Eden Rd. to 0.68 miles S of Ricardo Rd. | Widen and pave shoulders; install guardrail | \$800,000 | \$720,000 | \$80,000 | \$125,100 | \$594,900 | | | | |
| HSIP5-04-023 | HR3 | 4 | Santa Clara County | MTC | Clayton Rd. from 0.52 miles E of Fall Ave. to Mt. Hamilton Rd. (SR 130) | Widen shoulders | \$500,000 | \$380,000 | \$120,000 | \$50,000 | \$330,000 | | | | |
| HSIP6-04-018 | | 4 | Santa Clara County | MTC | On Watsonville Rd between Uvas Rd and approx 0.18 miles south of Santa Teresa Blvd | Widen and pave shoulders | \$1,500,000 | \$1,477,000 | \$23,000 | \$207,000 | | \$1,270,000 | | | |
| HSIP6-04-019 | | 4 | Santa Clara Valley Transportation Authority | MTC | On Capitol Expressway between Eastridge Loop and Tully Rd, Capitol Expressway/Eastridge Loop | Install sidewalk, crosswalk and a median fence; upgrade traffic signal | \$1,270,600 | \$1,136,844 | \$133,756 | \$262,400 | | | \$874,444 | | |
| HSIP6-04-020 | | 4 | Santa Rosa | MTC | 114 intersections throughout the City of Santa Rosa | Install crosswalks, signs, markings, and Rectangular Rapid Flashing Beacons (RRFB). Construct pedestrian refuge islands and curb ramps | \$998,000 | \$981,167 | \$16,833 | \$149,500 | | \$831,667 | | | |
| HSIP5-04-024 | HR3 | 4 | Solano County | MTC | Midway Rd. between SR 80 and Porter Rd.; Sievers Rd. between Halley Rd. and Stevenson Bridge Rd. | Widen and pave shoulders | \$999,500 | \$899,400 | \$100,100 | \$55,000 | \$844,400 | | | | |
| HSIP5-04-025 | HR3 | 4 | Solano County | MTC | Pleasants Valley Rd. between Foothill Rd. and Cantelow Rd. | Widen and pave shoulders | \$997,200 | \$897,400 | \$99,800 | \$90,000 | \$807,400 | | | | |
| HSIP5-04-026 | HR3 | 4 | Solano County | MTC | Eighteen (17) curve locations in Solano County | Install guardrail | \$220,000 | \$198,000 | \$22,000 | \$18,000 | \$180,000 | | | | |
| HSIP6-04-021 | | 4 | Solano County | MTC | On Cordelia Rd between Thomasson Lane and Hale Ranch Rd, on Lake Herman Rd from 0.3 mile west of Sky Valley Rd to 0.7 mile east of Sky Valley Rd | Construct 4' paved shoulders | \$752,900 | \$743,516 | \$9,384 | \$81,360 | | \$662,156 | | | |
| HSIP6-04-022 | | 4 | Solano County | MTC | On Hartley Rd between Midway Rd and Allendale Rd, On Rockville Rd from Abernathy Rd to 1.0 mile east | Construct 4' paved shoulders | \$1,038,200 | \$1,029,650 | \$8,550 | \$75,150 | | \$954,500 | | | |
| HSIP6-04-023 | HR3 | 4 | Solano County | MTC | On Putah Creek Rd. between Martinez Lane to 2.0 miles WEST, and on Dixon Ave. West from Jahn Rd. to 2.0 miles EAST | Construct 5-ft paved shoulders on Putah creek Rd. and 4-ft paved shoulders on Dixon Ave. West | \$1,080,500 | \$1,074,644 | \$5,856 | \$52,200 | | \$1,022,444 | | | |
| HRRR2-04-022 | HR3 | 4 | Sonoma County | MTC | Adobe Road at East Washington Street | Install traffic signal; add turn lanes; widen roadway and shoulders | \$2,695,000 | \$900,000 | \$1,795,000 | \$49,500 | \$850,500 | | | | |
| HSIP5-04-027 | | 4 | South San Francisco | MTC | Mission Rd./Evergreen Dr. | Install traffic signals | \$355,200 | \$310,000 | \$45,200 | \$68,000 | \$242,000 | | | | |
| HSIP6-04-024 | | 4 | South San Francisco | MTC | Junipero Serra Blvd/King Dr | Install/upgrade traffic signal mast arms, speed feedback sign, left turn phasing, turn pockets, curb ramps, sidewalks, striping and medians | \$943,800 | \$943,667 | \$133 | | \$943,667 | | | | |
| HSIP6-04-025 | HSIPL | 4 | Suisun City | MTC | Walters Rd/Pintail Dr | Install traffic signals and protected left-turn phasing; upgrade curb ramps, striping, pavement markings, signs, lane reconfiguration, and landscaping & irrigation | \$433,300 | \$425,233 | \$8,067 | \$71,900 | | \$353,333 | | | |
| HSIP7-04-023 | No | 4 | Suisun City | MTC | 1) Sunset Avenue between Highway 12 and a point approximately 300 feet north of Railroad Avenue East. 2) Walters Road between Highway 12 and E. Tabor Avenue. | Install traffic signal post with left turn arrow, and widen the Railroad Avenue East approach. Replace existing pedestrian head modules with pedestrian head modules that include walking countdown sequence. Install Signal Ahead advance warning signs. | \$249,000 | \$224,100 | \$24,900 | | | \$224,100 | | | |
| HSIP7-04-024 | No | 4 | Suisun City | MTC | Eastbound State Route 12 between Pennsylvania Avenue and Marina Boulevard. | Installation of advance warning beacon system with controller and vehicle detection devices | \$180,000 | \$162,000 | \$18,000 | | | \$162,000 | | | |

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**Highway Safety Improvement Program (HSIP)
2017 FTIP Back-Up List for Association of Metropolitan Transportation Commission, sorted by District, Agency and Unique Project ID**

| MPO: | | | | | MTC | | | | | | | | | | |
|-------------------------|-----------------|----------|------------|------------|---|---|-------------------------------------|---|-------------------|--|--------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|
| Backup List Updated On: | | | | | 2/3/2016 | | | | | | | | | | |
| Unique Project ID | HR3 Eligibility | District | Agency | MPO | Project Location | Description of Work | Current Total Project Cost Estimate | Current Programmed Federal Funds Includes Toll Credits Effective Until 9/30/16 for Cycle 6 Projects (HSIP6) | Other/Local Funds | Federal Funds Programmed under "Prior" | Federal Funds Programmed in 2014/15* | Federal Funds Programmed in 2015/16* | Federal Funds Programmed in 2016/17 | Federal Funds Programmed in 2017/18 | Federal Funds Programmed under "Beyond" |
| HSIP5-04-028 | | 4 | Sunnyvale | MTC | Mathilda Ave./Maude Ave. | Upgrade traffic signals; install speed feedback sign | \$343,600 | \$284,100 | \$59,500 | \$47,000 | \$237,100 | | | | |
| HSIP5-04-029 | | 4 | Sunnyvale | MTC | Sunnyvale-Saratoga Rd./Fremont Ave. | Upgrade traffic signals; install speed feedback sign | \$308,600 | \$230,100 | \$78,500 | \$25,000 | \$205,100 | | | | |
| HSIP7-04-025 | No | 4 | Sunnyvale | MTC | Intersection of Mathilda Avenue and Indio Way in the City of Sunnyvale. | Modify traffic signals to convert existing pedestal-mounted traffic signals to mast arm, installation of countdown pedestrian signals for all approaches and installation of left turn lanes and phase | \$500,000 | \$450,000 | \$50,000 | | | | \$450,000 | | |
| HSIP7-04-026 | No | 4 | Sunnyvale | MTC | Intersection of West Remington Drive at Michelangelo Drive | Install pedestrian crossing with enhanced safety features (In-Roadway Warning Lights Pedestrian System); upgrade warning and regulatory signs, and installation/upgrade intersection lighting | \$214,700 | \$214,700 | \$0 | | | | \$214,700 | | |
| HSIP5-04-030 | | 4 | Union City | MTC | Alvarado Rd. (Niles Rd.) between Decoto Rd. and Mann Ave. | Install crosswalks, flashing beacons, and median fencing | \$388,600 | \$349,600 | \$39,000 | \$62,010 | \$287,590 | | | | |
| HSIP6-04-026 | | 4 | Union City | MTC | Alvarado-Niles Rd/Almaden Blvd, Alvarado-Niles Rd/Medallion Dr, Alvarado-Niles Rd/Central Av, Alvarado-Niles Rd/Royal Ann Dr, Alvarado-Niles Road/Western Av, and Alvarado Blvd/Dyer St | Upgrade traffic signals; Install lighting | \$969,000 | \$968,778 | \$222 | | | \$968,778 | | | |
| HSIP7-04-027 | No | 4 | Union City | MTC | Intersections of Whipple Road/Central Avenue and Decoto Road/Perry Road. | Upgrade visibility/safety of existing traffic signals by removal of pedestal mounted signal heads, install new mast arms to accommodate additional signal head installation, install new street lights on the mast arm poles and related improvements | \$437,700 | \$437,700 | | | | | \$437,700 | | |
| | | | | Total(MTC) | | | \$61,948,089 | \$53,391,952 | \$8,556,137 | \$4,024,420 | \$11,055,290 | \$15,525,267 | \$11,467,895 | \$11,319,080 | \$0 |

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**Highway Safety Improvement Program (HSIP)
2017 FTIP Back-Up List for Association of Metropolitan Transportation Commission, sorted by District, Agency and Unique Project ID**

| MPO: | | | | | MTC | | | | | | | | | | |
|---|-----------------|----------|---------------|-----|---|---|-------------------------------------|---|-------------------|--|--------------------------------------|--------------------------------------|-------------------------------------|-------------------------------------|---|
| Backup List Updated On: | | | | | 2/3/2016 | | | | | | | | | | |
| Unique Project ID | HR3 Eligibility | District | Agency | MPO | Project Location | Description of Work | Current Total Project Cost Estimate | Current Programmed Federal Funds Includes Toll Credits Effective Until 9/30/16 for Cycle 6 Projects (HSIP6) | Other/Local Funds | Federal Funds Programmed under "Prior" | Federal Funds Programmed in 2014/15* | Federal Funds Programmed in 2015/16* | Federal Funds Programmed in 2016/17 | Federal Funds Programmed in 2017/18 | Federal Funds Programmed under "Beyond" |
| Individually Listed HSIP Funded Projects | | | | | | | | | | | | | | | |
| TIP ID: ALA150042 | | | | | | | | | | | | | | | |
| HSIP7-04-014 | No | 4 | Oakland | MTC | Telegraph Avenue corridor between 29th Street and 45th Street | Stripe and sign road diet with buffered bike lanes between 29th and 41st Sts; install signal modifications at 29th and 45th Sts; install uncontrolled crosswalk enhancements, painted bulb-outs, and painted median refuges | \$1,493,900 | \$1,344,510 | \$149,390 | | | | \$1,344,510 | | |
| TIP ID: ALA150043 | | | | | | | | | | | | | | | |
| HSIP7-04-016 | No | 4 | Oakland | MTC | Shattuck Avenue at 49 St, 51St, 59th St, Alcatraz Ave; Claremont Avenue between Telegraph Avenue and Clifton Street | Sign and stripe road diet with bike lanes on Claremont; uncontrolled crosswalk enhancements with ladder crosswalk, RRFBs, bulb-out, and/or median refuges at multiple locations; protected left-turn at Shattuck/Alcatraz | \$1,560,100 | \$1,404,090 | \$156,010 | | | | | \$1,404,090 | |
| TIP ID: CC-130013 | | | | | | | | | | | | | | | |
| HSIP5-04-002 | | 4 | Concord | MTC | Various locations in the City of Concord | Upgrade existing traffic signals, install new traffic signals, and related improvements including ADA upgrades | \$2,029,700 | \$1,826,300 | \$203,400 | \$253,600 | | \$1,572,700 | | | |
| TIP ID: CC-130047 | | | | | | | | | | | | | | | |
| HSIP6-04-013 | | 4 | Richmond | MTC | On 37th St between Cerrillo Ave and Center Ave | Install bike lanes and pedestrian countdown head; Upgrade traffic signals; Road diet (reduce travel lanes) | \$368,600 | \$318,444 | \$50,156 | | | \$318,444 | | | |
| TIP ID: CC-150011 | | | | | | | | | | | | | | | |
| HSIP5-04-015 | | 4 | Pleasant Hill | MTC | Contra Costa Blvd. between Harriet Dr. and Beth Dr. | Install bike lanes and safety lighting; construct sidewalks | \$1,494,300 | \$900,000 | \$594,300 | | \$900,000 | | | | |
| TIP ID: MRN070002 | | | | | | | | | | | | | | | |
| HSIP5-04-009 | | 4 | Mill Valley | MTC | Miller Ave. between Millwood St. and Sunnyside Ave. | Construct sidewalks; install bike lanes | \$435,400 | \$391,600 | \$43,800 | | | \$391,600 | | | |
| TIP ID: SCL070050 - Archived | | | | | | | | | | | | | | | |
| HSIP4-04-004 | | 4 | Saratoga | MTC | SR 9 (Saratoga-Los Gatos Rd.) between Fruitvale Ave. and Lexington Dr. | Construct pedestrian pathway, curbs, and curb ramps; install crosswalks, signs, and striping | \$1,084,000 | \$900,000 | \$184,000 | | \$900,000 | | | | |
| TIP ID: SOL110037 | | | | | | | | | | | | | | | |
| HSIP5-04-031 | | 4 | Vallejo | MTC | Sonoma Blvd. (SR 29) between Florida St. and Georgia St. | Implement "road diet" (reduce travel lanes from 4 to 3, add a two-way left-turn lane or median, and add bike lanes) | \$492,012 | \$365,068 | \$126,944 | \$51,660 | | \$313,408 | | | |

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**GL: Pavement Resurfacing and/or
Rehabilitation on the State Highway System
– Highway Maintenance
(TIP ID – VAR170004)**

Last updated with 2017 TIP Update

FTIP Back-Up List for Highway Maintenance Projects - Grouped Listing (VAR170004)
For 2016/2017 Program Year

| District | Agency | EA5 | Project ID # | MPO | * Project Location | Project Description | Total Project Cost | Other/Local Funds | Funds to be Programmed for PE Support Costs | Funds to be Programmed in R/W Support costs | Funds to be Programmed in Construction Support | Latest Estimated Construction Capital Value in Contract | FTIP Program Year | National Highway System (Y/N) | Fund Source | County | Route | Back Post Mile | Ahead Post Mile | Comments | FF/\$1 Job | Lane-Miles |
|----------|----------|-----------|--------------|-----|--|-----------------------------|--------------------|-------------------|---|---|--|---|-------------------|-------------------------------|-------------|--------|-------|----------------|-----------------|----------|------------|------------|
| 04 | Caltrans | 04-1K0401 | 0416000182 | MTC | In Santa Clara County, in San Jose from West Julian Street Undercrossing to Route 87/880 | Maintenance Asphalt Overlay | \$3,359,000 | | \$420,000 | \$1,000 | \$438,000 | \$2,500,000 | 2016/17 | Y | NHS | SCL | 87 | 6.1 | 7.51 | | FF | 9 |
| 04 | Caltrans | 04-1K1001 | 0416000188 | MTC | In Solano County on Route 12 in Fairfield and Suisun City from 0.1 mile west of Chadbourne Road to 0.4 mile east of Walters Road | Maintenance Asphalt Overlay | \$6,179,000 | | \$773,000 | \$1,000 | \$805,000 | \$4,600,000 | 2016/17 | Y | NHS | SOL | 12 | L2.1 | 7.9 | | FF | 23 |
| 04 | Caltrans | 04-2K1301 | 0416000366 | MTC | In Alameda County, In Oakland, From Route 580/24 Separation to Golden Gate Avenue Undercrossing | Maintenance Asphalt Overlay | \$6,316,000 | | \$790,000 | \$1,000 | \$825,000 | \$4,700,000 | 2016/17 | Y | NHS | ALA | 24 | R1.8 | R4.5 | | \$1 | 24 |

**GL: Safety Improvements –
SHOPP Mobility Program
(TIP ID – VAR170005)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP -MOBILITY PROJECTS (VAR170005)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|---|---------------|-------|------------|--|-------|-------|---------|--------------------|------------------|---------------|------------------|------------------|
| SHOPP - Mobility | | | | | | | | | | | | |
| 04 | Alameda | VAR | 0 | In various counties, on various routes, at various locations. On-call service contract to restore non-operational Transportation Management System elements. | 4J370 | 16543 | 2017/18 | 201.315 | \$ 4,800 | \$ - | \$ 16,000 | \$ 20,800 |
| 04 | San Francisco | 1 | R0.7/5.9 | In the City and County of San Francisco, from Junipero Serra Boulevard to Lake Street. Upgrade and interconnect traffic signals. | 0J700 | 0481V | 2017/18 | 201.315 | \$ 1,840 | \$ 115 | \$ 4,628 | \$ 6,583 |
| TOTALS FY 2017/2018 | | | | | | | | | \$ 6,640 | \$ 115 | \$ 20,628 | \$ 27,383 |
| 04 | Alameda | 880 | 14.7 | In Hayward, at 500 feet north of Industrial Parkway West. Install weigh-in-motion system in both directions. (G13 Contingency Project) | 2J320 | 1482G | 2018/19 | 201.321 | \$ 1,184 | \$ 5 | \$ - | \$ 1,189 |
| TOTALS FY 2018/2019 | | | | | | | | | \$ 1,184 | \$ 5 | \$ - | \$ 1,189 |
| 04 | Alameda | 80 | 1.9/4.0 | In Emeryville and Oakland, from San Francisco-Oakland Bay Bridge Toll Plaza to north of Powell Street; also in Oakland on Routes 580 and 880, at various locations. Upgrade/replace Transportation Management System elements. | 2J830 | 1483H | 2019/20 | 201.315 | \$ 2,824 | \$ 12 | \$ 5,135 | \$ 7,971 |
| 04 | Alameda | 580 | R30.8/46.5 | In and near Oakland and San Leandro, from Route 238 to Route 80. Install and upgrade Transportation Management System elements. | 3J050 | 1487A | 2019/20 | 201.315 | \$ 9,050 | \$ 10 | \$ 17,970 | \$ 27,030 |
| 04 | Sonoma | 37 | 2.6 | Near Vallejo, at east of Route 121. Replace Weigh In Motion (WIM) systems. | 1A210 | 0763L | 2019/20 | 201.321 | \$ 1,272 | \$ 10 | \$ 2,110 | \$ 3,392 |
| TOTALS FY 2019/2020 | | | | | | | | | \$ 13,146 | \$ 32 | \$ 25,215 | \$ 38,393 |
| SHOPP - Mobility NEW REQUESTED TOTAL | | | | | | | | | \$ 20,970 | \$ 152 | \$ 45,843 | \$ 66,965 |

**GL: Pavement Resurfacing/Rehabilitation –
SHOPP Roadway Preservation
(TIP ID – VAR170006)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP -ROADWAY PRESERVATION PROJECTS (VAR170006)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|-------------------------------------|---------------|-------|-------------|--|-------|-------|---------|-----------------------|------------------|---------------|------------------|------------------|
| SHOPP - Roadway Preservation | | | | | | | | | | | | |
| 04 | Alameda | 680 | M0.0/M4.0 | In Fremont, from south of Scott Creek Road to Auto Mall Parkway. Rehabilitate roadway. | 3G602 | 0587J | 2016/17 | 201.120 | \$ 5,850 | \$ 10 | \$ 16,500 | \$ 22,360 |
| 04 | Alameda | 680 | M4.0/R12.4 | In and near Fremont, from Auto Mall Parkway to Koopman Road. Rehabilitate roadway. | 3G601 | 0587E | 2016/17 | 201.120 | \$ 6,713 | \$ 10 | \$ 18,860 | \$ 25,583 |
| 04 | Alameda | 880 | 11.9/27.5 | Near Union City, from 0.4 mile north of Fremont Boulevard overcrossing to A Street undercrossing; also from 0.1 mile south of Washington Avenue overcrossing to south of High Street undercrossing. Rehabilitate pavement. (G13 Contingency Project) | 4H580 | 0483W | 2016/17 | 201.121 | \$ 3,520 | \$ 40 | \$ - | \$ 3,560 |
| 04 | Napa | 29 | 13.5/25.5 | In and near Napa and Yountville, from north of Trancas Street/Redwood Road to Mee Lane. Rehabilitate pavement. | 4H200 | 0378E | 2016/17 | 201.121 | \$ 4,545 | \$ 95 | \$ 17,100 | \$ 21,740 |
| 04 | San Francisco | 101 | T4.7/6.7 | In San Francisco, from Mission Street to Lombard Street. Rehabilitate pavement. (Financial Contribution Only) | 3E601 | 0832J | 2016/17 | 201.121 | \$ 210 | \$ - | \$ 7,300 | \$ 7,510 |
| 04 | San Mateo | 1 | 37.9/R48.0 | In and near Montara, Pacifica and Daly cities, from 1.3 miles north of 2nd Street to Sullivan Avenue overcrossing. Rehabilitate pavement. | 4H210 | 0636S | 2016/17 | 201.121 | \$ 2,800 | \$ 50 | \$ 15,163 | \$ 18,013 |
| TOTALS FY 2016/2017 | | | | | | | | | \$ 23,638 | \$ 205 | \$ 74,923 | \$ 98,766 |
| 04 | Alameda | 880 | 28.5/29.0 | In Oakland, from 23rd to 29th Street. Rehabilitate roadway. | 1A683 | 0044Q | 2017/18 | 201.120 | \$ 4,210 | \$ 100 | \$ 8,000 | \$ 12,310 |
| 04 | Alameda | 580 | R30.8/R41.5 | In San Leandro and Oakland, from Routes 580/238 Separation to Fruitvale Avenue undercrossing. Rehabilitate pavement. (G13 Contingency Project) | 27010 | 0135A | 2017/18 | 201.121 | \$ 3,626 | \$ 57 | \$ - | \$ 3,683 |
| 04 | San Francisco | 1 | R0.0/R6.9 | In San Francisco, from Route 280 to Ruckman Avenue undercrossing. Rehabilitate roadway. (G13 Contingency Project) | 4C130 | 0585E | 2017/18 | 201.121 | \$ 1,648 | \$ 180 | \$ - | \$ 1,828 |
| 04 | San Francisco | 101 | 6.7/8.1 | In the city and county of San Francisco, from Van Ness Avenue to Lyon Street. Rehabilitate pavement. | 3E602 | 0480T | 2017/18 | 201.121 | \$ 1,566 | \$ 200 | \$ 3,495 | \$ 5,261 |
| TOTALS FY 2017/2018 | | | | | | | | | \$ 11,050 | \$ 537 | \$ 11,495 | \$ 23,082 |

FTIP BACK-UP LIST FOR SHOPP -ROADWAY PRESERVATION PROJECTS (VAR170006)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|----------------------------|---------------|-------|-------------|---|-------|-------|---------|-----------------------|------------------|-----------------|-------------------|-------------------|
| 04 | Alameda | 580 | 0.0/7.8 | Near Livermore, from San Joaquin county line to east of Greenville overcrossing; also on Route 205 (PM 0.0/1.0) from San Joaquin county line to Midway Road undercrossing. Environmental mitigation for EA 3G590. | 3G59C | 8315X | 2018/19 | 201.122 | \$ 150 | \$ 2,100 | \$ - | \$ 2,250 |
| 04 | San Francisco | 1 | 6.3/6.6 | In the City and County of San Francisco, from north of Lake Street to south of Route 101 at the McArthur Tunnel. Replace existing lighting system with LED lighting system. | 3J300 | 1490A | 2018/19 | 201.170 | \$ 1,475 | \$ 5 | \$ 3,956 | \$ 5,436 |
| 04 | Santa Clara | 82 | 9.8/14.4 | In San Jose, from McKendrie Street to Lawrence Expressway. Pavement rehabilitation. | 4J280 | 1490C | 2018/19 | 201.121 | \$ 2,495 | \$ 70 | \$ 10,711 | \$ 13,276 |
| 04 | Santa Clara | 280 | 11.5/20.6 | In and Near Los Altos, Los Altos Hills, and Palo Alto, from Foothill Boulevard to north of Sand Hill Road (also, in San Mateo County PM R0.0/R2.1). Pavement rehabilitation. | 3J320 | 0449A | 2018/19 | 201.121 | \$ 11,846 | \$ 50 | \$ 47,574 | \$ 59,470 |
| 04 | Sonoma | 101 | 29.3/R54.3 | In and near Windsor, Healdsburg, and Cloverdale, from Old Redwood Highway to 2 miles south of Mendocino County line. Roadway rehabilitation. | 0J642 | 1482F | 2018/19 | 201.122 | \$ 18,944 | \$ 10 | \$ 63,151 | \$ 82,105 |
| TOTALS FY 2018/2019 | | | | | | | | | \$ 34,910 | \$ 2,235 | \$ 125,392 | \$ 162,537 |
| 04 | Alameda | 680 | R12.4/R21.9 | In and near Pleasanton and Dublin, from north of Route 84 to Alcosta Boulevard. Roadway rehabilitation. | 0J620 | 0481P | 2019/20 | 201.122 | \$ 32,200 | \$ 75 | \$ 109,853 | \$ 142,128 |
| 04 | Contra Costa | 242 | R0.0/R3.4 | In Concord, from Route 680 to Route 4. Pavement rehabilitation. | 26980 | 0269H | 2019/20 | 201.121 | \$ 3,740 | \$ 15 | \$ 11,774 | \$ 15,529 |
| 04 | Marin | 1 | 22.8/31.2 | Near Point Reyes Station and Olema, from Olema Creek Bridge to north of Cypress Road; also, near Tomales, from south of Tomales-Petaluma Road to south of Valley Ford Road (PM 45.0/50.5). Pavement rehabilitation. | 1J960 | 1480A | 2019/20 | 201.121 | \$ 4,180 | \$ 517 | \$ 13,783 | \$ 18,480 |
| 04 | San Mateo | 1 | 0.0/10.6 | Near Pescadero, from Santa Cruz County Line to south of Bean Hollow Road. Pavement rehabilitation. | 0C930 | 0622B | 2019/20 | 201.121 | \$ 3,611 | \$ 10 | \$ 11,671 | \$ 15,292 |
| 04 | San Mateo | 101 | 16.5/23.0 | In the cities of Burlingame, Millbrae, San Bruno and South San Francisco, from Broadway to Oyster Point Boulevard. Pavement rehabilitation. | 3J060 | 1487J | 2019/20 | 201.121 | \$ 4,158 | \$ 100 | \$ 16,500 | \$ 20,758 |

FTIP BACK-UP LIST FOR SHOPP -ROADWAY PRESERVATION PROJECTS (VAR170006)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|--|-------------|-------|-----------|--|-------|-------|---------|-----------------------|-------------------|-----------------|-------------------|-------------------|
| 04 | Santa Clara | 17 | 2.8/13.9 | In and near Los Gatos, Campbell and San Jose, from Hebard Way to Route 280. Pavement rehabilitation. (G13 Contingency Project) | 1J970 | 1480B | 2019/20 | 201.121 | \$ 4,650 | \$ 20 | \$ - | \$ 4,670 |
| 04 | Sonoma | 12 | 35.1/38.9 | In and near Sonoma, from Vallejo Avenue to east of Leveroni Road/Napa Road. Pavement rehabilitation. | 1J360 | 0488K | 2019/20 | 201.121 | \$ 2,486 | \$ 5 | \$ 6,208 | \$ 8,699 |
| TOTALS FY 2019/2020 | | | | | | | | | \$ 55,025 | \$ 742 | \$ 169,789 | \$ 225,556 |
| SHOPP - Roadway NEW REQUESTED TOTAL | | | | | | | | | \$ 124,623 | \$ 3,719 | \$ 381,599 | \$ 509,941 |

**GL: Safety Improvements – SHOPP Collision
Reduction Program
(TIP ID – VAR170007)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP - COLLISION REDUCTION PROJECTS (VAR170007)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|------------------------------------|---------------|-------|-----------|--|-------|-------|---------|--------------------|----------|----------|----------|----------|
| SHOPP - Collision Reduction | | | | | | | | | | | | |
| 04 | Alameda | 80 | 4.6/5.7 | In Berkeley, from Potter Street/Ashby Avenue on-ramp to University Avenue off-ramp. Replace metal beam guard rail with concrete barrier. | 4G230 | 1003J | 2016/17 | 201.015 | \$ 1,022 | \$ 50 | \$ 1,800 | \$ 2,872 |
| 04 | Alameda | VAR | 0 | In Alameda and Contra Costa counties, on various routes at various intersection locations. Enhance pedestrian crossings. | 0J000 | 0820P | 2016/17 | 201.015 | \$ 1,070 | \$ 10 | \$ 2,466 | \$ 3,546 |
| 04 | Alameda | 880 | 20.4/22.9 | In San Leandro, between Washington Avenue and Marina Boulevard. Pave side slope areas. | 4H010 | 0085X | 2016/17 | 201.235 | \$ 1,190 | \$ 5 | \$ 2,864 | \$ 4,059 |
| 04 | Alameda | VAR | 0 | On Route 13, between 4.3 and 10.1 miles; also on Route 24 between 1.8 and 6.0 miles. Pave beyond gore areas. | 4G970 | 0481F | 2016/17 | 201.235 | \$ 1,350 | \$ 5 | \$ 1,519 | \$ 2,874 |
| 04 | Contra Costa | 4 | 0.0/T31.5 | Near Concord, on Route 4 from Route 80 to Route 160; also on Route 24 east of Caldecott Tunnel to Route 680. Place vegetation control, Maintenance Vehicle Pullout (MVP) and pave beyond gore. | 4G980 | 0481D | 2016/17 | 201.235 | \$ 1,980 | \$ 5 | \$ 4,925 | \$ 6,910 |
| 04 | Marin | 1 | 3.1/50.5 | In Marin County, near Tamalpais-Homestead Valley, from 0.2 mile west of Erica Road to Valley Ford Road; also in Napa County, on Route 29, from PM 48.0 to PM 48.6. Install centerline rumble strips. | 4H870 | 0487P | 2016/17 | 201.010 | \$ 3,350 | \$ 5 | \$ 5,061 | \$ 8,416 |
| 04 | Napa | 29 | 11.4 | In Napa, at northbound ramps and 1st Street. Construct roundabout. | 2J100 | 1488P | 2016/17 | 201.010 | \$ 1,394 | \$ 280 | \$ 3,780 | \$ 5,454 |
| 04 | Napa | 29 | 11.9 | In Napa, on southbound on-ramp from Solano Avenue to Route 29. Construct concrete barrier. | 4G490 | 0116Q | 2016/17 | 201.015 | \$ 900 | \$ 10 | \$ 1,242 | \$ 2,152 |
| 04 | San Francisco | VAR | 0 | In San Francisco County, on Routes 35 and 82 at various locations; also in Santa Clara County, on Routes 82, 130, and 152 at various locations. Install pedestrian crosswalk safety enhancements. | 4H751 | 0158G | 2016/17 | 201.015 | \$ 2,896 | \$ 80 | \$ 4,650 | \$ 7,626 |
| 04 | San Mateo | 82 | 13.7 | Near Burlingame and Hillsborough city limits, at the intersection of Route 82 and Floribunda Avenue. Install left turn signal. | 1G020 | 0686 | 2016/17 | 201.010 | \$ 3,296 | \$ 1,765 | \$ 2,253 | \$ 7,314 |
| 04 | Santa Clara | 152 | 0.0/5.2 | In Santa Clara, from Hecker pass to Uvas Creek. Environmental species mitigation. | 2A252 | 0483R | 2016/17 | 201.010 | \$ 500 | \$ 2,000 | \$ 1 | \$ 2,501 |

FTIP BACK-UP LIST FOR SHOPP - COLLISION REDUCTION PROJECTS (VAR170007)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|------|-------------|-------|------------|---|-------|-------|---------|--------------------|----------|--------|----------|----------|
| 04 | Santa Clara | 152 | 13.8/14.7 | Near Gilroy, from 0.6 mile west to 0.2 mile east of the Prunedale Avenue intersection. Construct shoulders, install rumble strips and soft median barrier. | 1G870 | 0730F | 2016/17 | 201.010 | \$ 2,616 | \$ 441 | \$ 4,660 | \$ 7,717 |
| 04 | Santa Clara | 237 | R0.0/R0.2 | In Mountain View, from El Camino Real (Route 82) to east of Church Street. Install median barrier. | 2J660 | 1482M | 2016/17 | 201.010 | \$ 995 | \$ 50 | \$ 2,352 | \$ 3,397 |
| 04 | Santa Clara | 280 | 14.9 | In Los Altos, on northbound off-ramp at El Monte Avenue. Realign off-ramp. | 4H880 | 0211Z | 2016/17 | 201.010 | \$ 730 | \$ 10 | \$ 868 | \$ 1,608 |
| 04 | Santa Clara | 82 | R11.3/13.6 | In the city of Santa Clara, from Harrison Street to Alpine Avenue at various locations. Install pedestrian crosswalk safety enhancements. (Financial Contribution Only) | 4H752 | 0158H | 2016/17 | 201.015 | \$ 104 | \$ - | \$ 766 | \$ 870 |
| 04 | Santa Clara | 152 | 6.1/R35.2 | In and near Gilroy, from 1.1 miles east of Watsonville Road to Merced County line. Install rumble strips. | 4H860 | 0487N | 2016/17 | 201.015 | \$ 720 | \$ 6 | \$ 1,632 | \$ 2,358 |
| 04 | Santa Clara | 880 | 1.3/1.4 | In San Jose, on northbound Route 880 off-ramp to westbound Bascom Avenue; also on southbound Route 880 off-ramp to Bascom Avenue. Construct concrete median barriers. | 1G860 | 0730C | 2016/17 | 201.015 | \$ 991 | \$ 53 | \$ 1,830 | \$ 2,874 |
| 04 | Santa Clara | 85 | 2.0/4.5 | In San Jose, from Cottle Road to south of Route 85/87 Separation at various locations. Pave between edge of shoulder and sound wall. | 4G990 | 0085V | 2016/17 | 201.235 | \$ 980 | \$ 5 | \$ 2,075 | \$ 3,060 |
| 04 | Santa Clara | 101 | 17.8/41.1 | In Santa Clara, San Mateo and San Francisco Counties, on various routes, various locations. Upgrade pump houses. | 4G950 | 0086X | 2016/17 | 201.235 | \$ 1,020 | \$ 5 | \$ 1,980 | \$ 3,005 |
| 04 | Santa Clara | 101 | R28.5/40.7 | Near San Jose, from Blossom Hill Road to Trimble Road at various locations. Pave beyond gore areas. | 4H000 | 0085Y | 2016/17 | 201.235 | \$ 756 | \$ 10 | \$ 2,181 | \$ 2,947 |
| 04 | Solano | 80 | 1.1/R25.1 | In and near Vallejo, Fairfield and Vacaville, from Route 29 to Alamo Drive; also in Vallejo on Route 37 at Route 80 (PM R11.45). Install roadside safety improvements. | 4G960 | 0481C | 2016/17 | 201.235 | \$ 1,170 | \$ 15 | \$ 2,573 | \$ 3,758 |
| 04 | Sonoma | 12 | 17.7/18.2 | In Santa Rosa, from Farmers Lane to Brush Creek Road. Install concrete median barrier and Midwest Guardrail System. | 4G220 | 0775F | 2016/17 | 201.010 | \$ 2,780 | \$ 55 | \$ 5,415 | \$ 8,250 |

FTIP BACK-UP LIST FOR SHOPP - COLLISION REDUCTION PROJECTS (VAR170007)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|----------------------------|--------------|-------|-------------|--|-------|-------|---------|--------------------|------------------|-----------------|------------------|------------------|
| 04 | Sonoma | 101 | R33.5/R43.4 | In and near Healdsburg, from Grant Avenue undercrossing to Canyon Road undercrossing at various locations. Upgrade electroliers. | 4G480 | 0780G | 2016/17 | 201.010 | \$ 900 | \$ 10 | \$ 1,090 | \$ 2,000 |
| TOTALS FY 2016/2017 | | | | | | | | | \$ 32,710 | \$ 4,875 | \$ 57,983 | \$ 95,568 |
| 04 | Alameda | 92 | R4.0/R5.5 | In Hayward, from west of Clawiter Road to west of Hesperian Boulevard. Install safety lighting and upgrade lighting. | 2J440 | 1482K | 2017/18 | 201.010 | \$ 1,913 | \$ 10 | \$ 2,556 | \$ 4,479 |
| 04 | Alameda | 123 | 2.8 | In Berkeley, at Bancroft Way. Install traffic signal. | 1J700 | 0481X | 2017/18 | 201.010 | \$ 945 | \$ 20 | \$ 673 | \$ 1,638 |
| 04 | Alameda | 238 | R14.5/16.7 | In and near San Lorenzo, from east of Mission Boulevard to 0.4 mile west of Hesperian Boulevard. Install and upgrade safety lighting. | 2J670 | 1482N | 2017/18 | 201.010 | \$ 2,600 | \$ 10 | \$ 3,268 | \$ 5,878 |
| 04 | Alameda | 880 | 20.9 | In San Leandro at the southbound off-ramp to southbound Route 238. Improve safety visibility by installing lighting and improving signs. | 1J010 | 0488J | 2017/18 | 201.010 | \$ 968 | \$ 10 | \$ 765 | \$ 1,743 |
| 04 | Alameda | VAR | 0 | In Alameda and Contra Costa Counties on various routes at various locations. Apply high friction surface treatment. | 1J370 | 0488M | 2017/18 | 201.010 | \$ 3,494 | \$ 25 | \$ 6,715 | \$ 10,234 |
| 04 | Contra Costa | 4 | 0 | In and near Concord, from Route 680 to east of Bailey Road at three locations. Install safety lighting, high reflective striping and markings. | 2J000 | 1480F | 2017/18 | 201.010 | \$ 2,532 | \$ 217 | \$ 3,933 | \$ 6,682 |
| 04 | Contra Costa | 24 | 1.0/R2.5 | In Orinda and Lafayette, from east of the Caldecott Tunnel to east of Camino Pablo and at Acalanes Road (PM R4.2/R4.99); also in Oakland on Route 13, at Redwood Road (PM 5.2/5.5). Install safety lighting. | 1J990 | 1418C | 2017/18 | 201.010 | \$ 1,700 | \$ 313 | \$ 2,955 | \$ 4,968 |
| 04 | Contra Costa | 680 | 13.9/22.7 | In and near Walnut Creek, Pleasant Hill, and Concord, from Olympic Boulevard to Arthur Road. Install safety lighting. | 0K840 | 1496B | 2017/18 | 201.010 | \$ 4,925 | \$ 100 | \$ 18,943 | \$ 23,968 |
| 04 | Marin | 101 | 4.7/5.6 | Near Mill Valley, from Redwood Highway Frontage Road to Route 131 (Tiburon Boulevard). Install concrete barrier. | 4H980 | 0820K | 2017/18 | 201.010 | \$ 3,865 | \$ 30 | \$ 5,514 | \$ 9,409 |
| 04 | Napa | 121 | 0.7 | Near Napa, at Huichica Creek (PM 0.75). Roadway widening. | 4G210 | 0775G | 2017/18 | 201.010 | \$ 3,870 | \$ 220 | \$ 8,700 | \$ 12,790 |

FTIP BACK-UP LIST FOR SHOPP - COLLISION REDUCTION PROJECTS (VAR170007)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|----------------------------|-------------|-------|-----------|---|-------|-------|---------|--------------------|------------------|-----------------|------------------|------------------|
| 04 | San Mateo | VAR | 0 | On Routes 92, 101 and 280 in Daly City, San Bruno and San Mateo at four locations. Wet pavement conditions safety improvements. | 3J900 | 1489C | 2017/18 | 201.010 | \$ 1,686 | \$ 25 | \$ 3,970 | \$ 5,681 |
| 04 | Santa Clara | 152 | 0.0/6.2 | Near Gilroy, at various locations from Pole Line Road to Burchell Road. Planting and environmental mitigation. | 2A251 | 0483Q | 2017/18 | 201.010 | \$ 935 | \$ 1,000 | \$ 1,100 | \$ 3,035 |
| 04 | Santa Clara | 152 | 16.2/19.5 | Near Gilroy, from Old Lake Road to San Felipe Road. Environmental species mitigation. | 2A442 | 0485Q | 2017/18 | 201.010 | \$ 600 | \$ 913 | \$ 1 | \$ 1,514 |
| 04 | Solano | 12 | 19.2 | Near Rio Vista, at the intersection of Route 12 and Route 113. Install roundabout. | 4G560 | 8060A | 2017/18 | 201.010 | \$ 1,800 | \$ 71 | \$ 4,671 | \$ 6,542 |
| 04 | Solano | 80 | 30.6/38.4 | In and near Vacaville and Dixon, from west of Gibson Canyon Creek Bridge to Curry Road. Upgrade median barrier. | 4A110 | 0876B | 2017/18 | 201.010 | \$ 5,000 | \$ 10 | \$ 14,700 | \$ 19,710 |
| 04 | Sonoma | 101 | 22.4 | In Sonoma County on Routes 12, 101, 116 and 121 at various locations; also, in Napa County on Route 128 near Calistoga from PM 0.5 to 1.0. Place high friction surface treatment. | 1J020 | 0481W | 2017/18 | 201.010 | \$ 1,050 | \$ 5 | \$ 2,295 | \$ 3,350 |
| 04 | Sonoma | 116 | 31.0/31.3 | Near Sebastopol, at the intersection of Route 116 and Llano Road. Construct left-turn and merge lanes. | 4G380 | 0817Q | 2017/18 | 201.010 | \$ 2,440 | \$ 75 | \$ 4,645 | \$ 7,160 |
| TOTALS FY 2017/2018 | | | | | | | | | \$ 40,323 | \$ 3,054 | \$ 85,404 | \$128,781 |
| 04 | Alameda | 84 | 10.8/18.0 | In Fremont, from Route 238 (Mission Boulevard) to Route 680. Widen shoulders, install traffic signals and upgrade barriers. | 2A332 | 0076B | 2018/19 | 201.010 | \$ 18,300 | \$ 2,000 | \$ 19,500 | \$ 39,800 |
| 04 | Alameda | 13 | VAR | In various cities, on Routes 13, 61, and 123 at various locations; also in Contra Costa County, on Route 123, at Eureka Avenue. Crosswalk safety enhancements. | 0J470 | 0488Q | 2018/19 | 201.015 | \$ 2,328 | \$ 260 | \$ 3,320 | \$ 5,908 |
| 04 | Alameda | 13 | VAR | In various cities, on various routes, at various locations. Crosswalk safety enhancements. | 3J110 | 1487Q | 2018/19 | 201.015 | \$ 2,572 | \$ 50 | \$ 4,040 | \$ 6,662 |
| 04 | Alameda | 84 | VAR | In Oakland, San Leandro, Hayward and Fremont on Routes 84, 92, 112, 185 and 238 at various locations. Crosswalk safety enhancements. | 1J600 | 0448R | 2018/19 | 201.015 | \$ 1,586 | \$ 150 | \$ 2,803 | \$ 4,539 |

FTIP BACK-UP LIST FOR SHOPP - COLLISION REDUCTION PROJECTS (VAR170007)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|--|---------------|-------|------------|--|-------|-------|---------|--------------------|-------------------|------------------|-------------------|-------------------|
| 04 | Alameda | 185 | VAR | In Oakland, San Leandro, Hayward, Union City and Fremont on Routes 185, 238, and 262 at various locations. Crosswalk safety enhancements. | 3J190 | 1487P | 2018/19 | 201.015 | \$ 1,716 | \$ 10 | \$ 1,711 | \$ 3,437 |
| 04 | Alameda | 880 | 4.8/11.3 | In Fremont, from north of Auto Mall Parkway to south of Fremont Boulevard at various locations. Highway worker safety improvements. | 2J810 | 1483N | 2018/19 | 201.235 | \$ 2,464 | \$ 10 | \$ 4,918 | \$ 7,392 |
| 04 | San Francisco | 1 | VAR | In the City of San Francisco, on Routes 1, 35, 80, 101 and 280 at various locations. Crosswalk safety enhancements. | 3J890 | 1489B | 2018/19 | 201.015 | \$ 2,359 | \$ 5 | \$ 7,060 | \$ 9,424 |
| 04 | San Mateo | 280 | R0.2/R3.4 | In and near Woodside, at various locations (also Santa Clara County PM 20.4); also in the City and County of San Francisco on Route 101 at San Bruno Avenue off-ramp (PM 1.7). Construct maintenance worker safety improvements. | 0J670 | 0481J | 2018/19 | 201.235 | \$ 2,200 | \$ 10 | \$ 2,678 | \$ 4,888 |
| 04 | Santa Clara | 680 | M0.0/M9.9 | In San Jose and Milpitas, from Route 101 to Scott Creek Road at various locations. Construct maintenance worker safety improvements. | 0J660 | 0481T | 2018/19 | 201.235 | \$ 3,190 | \$ 10 | \$ 8,814 | \$ 12,014 |
| 04 | Sonoma | 12 | 9.5/31.3 | In various cities on Routes 12, 101, and 116 at various locations; also in Marin County on Route 101 at various locations. Highway worker safety improvements. | 0J680 | 0480E | 2018/19 | 201.235 | \$ 1,452 | \$ 10 | \$ 2,190 | \$ 3,652 |
| TOTALS FY 2018/2019 | | | | | | | | | \$ 38,167 | \$ 2,515 | \$ 57,034 | \$ 97,716 |
| 04 | Contra Costa | 80 | 0.0/14.1 | In various cities from the Alameda County line to the Solano County line; also on Route 242, 580, and 680 at various locations. Construct maintenance worker safety improvements | 2J820 | 1483P | 2019/20 | 201.235 | \$ 1,789 | \$ 5 | \$ 2,630 | \$ 4,424 |
| 04 | Santa Clara | 152 | 21.8/R35.2 | Near Gilroy, from east of Dunne Street/San Felipe Road to the Merced County line. Place median barrier. | 0J800 | 0480K | 2019/20 | 201.010 | \$ 4,433 | \$ 60 | \$ 10,984 | \$ 15,477 |
| TOTALS FY 2019/2020 | | | | | | | | | \$ 6,222 | \$ 65 | \$ 13,614 | \$ 19,901 |
| SHOPP - Collision Reduction NEW REQUESTED TOTAL | | | | | | | | | \$ 117,422 | \$ 10,509 | \$ 214,035 | \$ 341,966 |

**GL: Emergency Relief –
SHOPP Emergency Response Program
(TIP ID – VAR170008)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP -EMERGENCY RESPONSE PROJECTS (VAR170008)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|-----------------------------------|--------------|-------|-----------|---|-------|-------|---------|-----------------------|-----------------|---------------|------------------|------------------|
| SHOPP - Emergency Response | | | | | | | | | | | | |
| 04 | Alameda | 880 | 2.4 | In Fremont, at Warren Avenue. Install pressure grouting. | 1SS43 | 0070A | 2016/17 | 201.131 | \$ 3,014 | \$ 80 | \$ 6,016 | \$ 9,110 |
| 04 | Marin | 1 | 2.2 | Near Mill Valley, at 0.2 mile north of Loring Avenue. Provide drainage system and install rock slope protection. | 1SS58 | 0312T | 2016/17 | 201.131 | \$ 1,200 | \$ 55 | \$ 1,639 | \$ 2,894 |
| 04 | Marin | 1 | 6.6 | Near Muir Beach, 0.3 mile north of Seacape Drive. Construct tie-back wall. (G13 Contingency Project) | 3S900 | 0713F | 2016/17 | 201.131 | \$ 3,934 | \$ 285 | \$ - | \$ 4,219 |
| 04 | Marin | 1 | 8.1 | Near Muir Beach, at Cold Stream Road. Construct retaining wall. (G13 Contingency Project) | 4S660 | 0308J | 2016/17 | 201.131 | \$ 2,039 | \$ 100 | \$ - | \$ 2,139 |
| 04 | Marin | 1 | 7.7/7.8 | Near Muir Beach, 0.2 mile north of Cold Stream Fire Road. Construct tie-back wall. (G13 Contingency Project) | 3S910 | 0713G | 2016/17 | 201.131 | \$ 3,152 | \$ 157 | \$ - | \$ 3,309 |
| 04 | Marin | 101 | 10.1 | In San Rafael, at the Route 101/580 interchange. Repair sinking pavement and drainage systems. | 2J480 | 1487B | 2016/17 | 201.131 | \$ 1,241 | \$ 10 | \$ 2,661 | \$ 3,912 |
| 04 | San Mateo | 1 | 4.2/4.4 | Near Ano Nuevo Park, at Rossi Road. Repair slipout. | 4G650 | 0045Q | 2016/17 | 201.131 | \$ 1,810 | \$ 100 | \$ 2,800 | \$ 4,710 |
| 04 | Sonoma | 1 | 19.6 | In San Mateo County in the city of Millbrae, off highway 280, 0.1 miles west of Larkspur Drive. Replace and upgrade North and South Larkspur pumps and electrical controls. | 4S920 | 1770A | 2016/17 | 201.131 | \$ 2,476 | \$ 100 | \$ 1,450 | \$ 4,026 |
| TOTALS FY 2016/2017 | | | | | | | | | \$18,866 | \$ 887 | \$ 14,566 | \$ 34,319 |
| 04 | Alameda | 13 | 4.9 | In Oakland, at 0.1 mile south of Carson Street. Plant establishment and biological monitoring. | 4J260 | 1490H | 2017/18 | 201.131 | \$ 290 | \$ - | \$ 200 | \$ 490 |
| 04 | Contra Costa | 4 | 48.1/48.3 | Near Discovery Bay, at 0.1 mile west of Old River Bridge. Construct retaining walls to repair storm damage slip-outs. | 2J590 | 1484C | 2017/18 | 201.131 | \$ 1,328 | \$ 5 | \$ 2,527 | \$ 3,860 |
| 04 | Contra Costa | 680 | 11.5/11.8 | Near Alamo, on southbound of Route 680, between Rudgear Road and Livorna Road. Repair slide. | 0J380 | 0482S | 2017/18 | 201.131 | \$ 2,865 | \$ 100 | \$ 4,559 | \$ 7,524 |
| 04 | Marin | 1 | 0.3 | Near Mill Valley, at Tennessee Valley Road. Repair roadway slip-out. | 2J560 | 1485J | 2017/18 | 201.131 | \$ 1,320 | \$ 5 | \$ 1,211 | \$ 2,536 |
| 04 | Marin | 1 | 24.7 | Near Olema, 1.8 miles south of Olema. Replace culvert with a bridge. | 4S780 | 0315D | 2017/18 | 201.131 | \$ 3,600 | \$ 90 | \$ 2,650 | \$ 6,340 |

FTIP BACK-UP LIST FOR SHOPP -EMERGENCY RESPONSE PROJECTS (VAR170008)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|---------------------------------------|-------------|-------|-----------|--|-------|-------|---------|-----------------------|------------------|-----------------|------------------|-------------------|
| 04 | Napa | 121 | 14.8 | Near Napa, at 1.5 miles south of Wooden Valley Road. Install rock bolts and flexible cable mesh to mitigate rockfall. | 3J740 | 1488Q | 2017/18 | 201.131 | \$ 1,035 | \$ 144 | \$ 891 | \$ 2,070 |
| 04 | Napa | 121 | 20.5/20.7 | Near the city of Napa, at south of Route 128. Embankment stabilization and culvert repair. | 2J570 | 1485Q | 2017/18 | 201.131 | \$ 1,136 | \$ 65 | \$ 1,822 | \$ 3,023 |
| 04 | San Mateo | 1 | 0.3 | Near Pigeon Point, at 0.3 mile north of the Santa Cruz County line. Construct rock slope protection (RSP) and install drainage system. | 0J210 | 0482K | 2017/18 | 201.131 | \$ 770 | \$ 40 | \$ 740 | \$ 1,550 |
| 04 | San Mateo | 92 | 6.0 | Near San Mateo, east of Route 35. Construct rock slope protection (RSP). | 0J140 | 0482D | 2017/18 | 201.131 | \$ 1,025 | \$ 65 | \$ 615 | \$ 1,705 |
| 04 | Santa Clara | 101 | R5.1 | In Gilroy, at 0.5 mile north of Monterey Road. Fill voids under pavement and repair eroded embankment slope. | 2J460 | 1485C | 2017/18 | 201.131 | \$ 548 | \$ 10 | \$ 564 | \$ 1,122 |
| 04 | Sonoma | 1 | 22.5 | Near Jenner, at 2.4 miles north of Route 116. Repair fire damaged retaining wall. | 1J750 | 1481A | 2017/18 | 201.131 | \$ 810 | \$ 10 | \$ 1,370 | \$ 2,190 |
| 04 | Sonoma | 1 | 15.1/15.8 | Near Camet, 0.1 mile north of Del Sol Road. Realign roadway. | 0A020 | 0748E | 2017/18 | 201.131 | \$12,070 | \$ 3,000 | \$ 21,800 | \$ 36,870 |
| 04 | Sonoma | 1 | 24.3/24.4 | Near Jenner, at 1.5 miles south of Myers Grade Road. Repair roadway slip-outs. | 2J540 | 1485P | 2017/18 | 201.131 | \$ 2,380 | \$ 150 | \$ 3,880 | \$ 6,410 |
| 04 | Sonoma | 37 | 0.3 | Near Novato, at the Petaluma River Bridge No. 27-0013. Restore eastern bridge approach settlement. | 2J500 | 1487C | 2017/18 | 201.131 | \$ 850 | \$ 10 | \$ 1,505 | \$ 2,365 |
| 04 | Sonoma | 101 | 9.0 | Near Petaluma, north of Pepper Road. Repair slide. | 0J100 | 0481B | 2017/18 | 201.131 | \$ 882 | \$ 100 | \$ 694 | \$ 1,676 |
| 04 | Sonoma | 101 | 33.5 | In and near Healdsburg, at Old Redwood Highway/Grant Undercrossing Bridge No. 20-0067L/R. Upgrade drainage elements and restore erosion and settlement damage. | 2J550 | 1485H | 2017/18 | 201.131 | \$ 2,110 | \$ 40 | \$ 3,850 | \$ 6,000 |
| TOTALS FY 2017/2018 | | | | | | | | | \$33,019 | \$ 3,834 | \$ 48,878 | \$ 85,731 |
| SHOPP - ER NEW REQUESTED TOTAL | | | | | | | | | \$ 51,885 | \$ 4,721 | \$ 63,444 | \$ 120,050 |

**GL: Safety Improvements – SHOPP Mandates
Program
(TIP ID – VAR170009)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP -MANDATES PROJECTS (VAR170009)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$,1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|----------------------------|---------------|-------|-------------|--|-------|-------|---------|-----------------------|-----------------|-----------------|-----------------|------------------|
| SHOPP - Mandates | | | | | | | | | | | | |
| 04 | Alameda | 580 | R41.4/R41.5 | In Oakland, between Fruitvale Avenue/Champion Street and Harold Street /Montana Street. Upgrade sidewalk and curb ramps. | 4H260 | 0133H | 2016/17 | 201.378 | \$ 1,115 | \$ 10 | \$ 1,956 | \$ 3,081 |
| 04 | Marin | 101 | 0.0/4.0 | In Sausalito, Corte Madera, Larkspur, and Tiburon, on Routes 101 and 131 at various locations. Upgrade curb ramps, driveways and sidewalks. | 3G210 | 2119Q | 2016/17 | 201.361 | \$ 1,206 | \$ 351 | \$ 1,682 | \$ 3,239 |
| 04 | Napa | 29 | 36.9/38.0 | In Calistoga, on Route 29 from postmile 36.9 to 38.0 at various locations; also on Route 128 from postmile 4.0 to 4.5 at various locations. Construct ADA ramps. | 3G140 | 0371Q | 2016/17 | 201.361 | \$ 1,675 | \$ 561 | \$ 1,422 | \$ 3,658 |
| TOTALS FY 2016/2017 | | | | | | | | | \$ 3,996 | \$ 922 | \$ 5,060 | \$ 9,978 |
| 04 | Marin | 1 | 0.0/0.8 | In Almonte, near Route 101 off-ramp to Route 1; also from Coyote Creek to Flamingo Road. Upgrade pedestrian facilities. | 2G690 | 0434H | 2017/18 | 201.378 | \$ 1,900 | \$ 700 | \$ 1,976 | \$ 4,576 |
| 04 | San Francisco | 1 | 6.0 | In the city of San Francisco, at Presidio National Park. Water quality improvements. | 1A905 | 1067C | 2017/18 | 201.335 | \$ 1,070 | \$ 1,050 | \$ 710 | \$ 2,830 |
| 04 | Sonoma | 116 | 26.6/26.9 | In Sebastopol, from Keating Avenue to Willow Street; also from McKinley Street to Joe Rodora Trail. Upgrade curb ramps, driveways and sidewalks. | 1G840 | 0730E | 2017/18 | 201.378 | \$ 1,340 | \$ 140 | \$ 2,790 | \$ 4,270 |
| TOTALS FY 2017/2018 | | | | | | | | | \$ 4,310 | \$ 1,890 | \$ 5,476 | \$ 11,676 |
| 04 | Alameda | 13 | 12.1/13.4 | In Berkeley, from Shattuck Avenue to 7th Street. Upgrade curb ramps and sidewalks. | 2G482 | 0124L | 2018/19 | 201.378 | \$ 2,213 | \$ 125 | \$ 3,500 | \$ 5,838 |
| 04 | Alameda | 13 | T9.8/10.8 | In Oakland and Berkeley, from Hiller Drive to Claremont Avenue at various locations. Upgrade ADA facilities. (G13 Contingency Project) | 2G660 | 0144A | 2018/19 | 201.378 | \$ 1,750 | \$ 200 | \$ - | \$ 1,950 |
| 04 | Santa Clara | 85 | 18.0/24.1 | In Cupertino, Sunnyvale and Mountain View, from Stevens Creek Boulevard to Route 101; also in various cities, on Route 80 (PM 2.5/8.0), at various locations. Install and/or upgrade existing curb ramps and pedestrian facilities to ADA standards. | 2G730 | 0434G | 2018/19 | 201.361 | \$ 1,649 | \$ 50 | \$ 1,853 | \$ 3,552 |
| TOTALS FY 2018/2019 | | | | | | | | | \$ 5,612 | \$ 375 | \$ 5,353 | \$ 11,340 |

FTIP BACK-UP LIST FOR SHOPP -MANDATES PROJECTS (VAR170009)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|---|-----------|-------|-----------|--|-------|-------|---------|--------------------|------------------|-----------------|------------------|------------------|
| 04 | Alameda | 13 | 10.8/12.1 | In Berkeley, from Claremont Avenue to west of Shattuck Avenue. Upgrade curb ramps and repair sidewalks to meet ADA standards. | 2G460 | 0124M | 2019/20 | 201.378 | \$ 1,660 | \$ 120 | \$ 1,389 | \$ 3,169 |
| 04 | Alameda | 185 | 3.3/9.8 | In Oakland and San Leandro, from Plaza Drive to 55th Avenue; also in Contra Costa County, in El Cerrito on Route 123 (PM 0.18/0.29) and in Pleasant Hill on Route 680 (PM 16.85), at various locations. Reinstall and/or upgrade existing curb ramps and sidewalks to ADA standards. | 1G910 | 0091P | 2019/20 | 201.378 | \$ 1,653 | \$ 50 | \$ 2,252 | \$ 3,955 |
| 04 | San Mateo | 280 | 7.0/7.7 | Near Redwood City, north of Edgewood Road; also on Route 84 from Hildebrand Road to north of La Honda Creek Bridge (PM 9.4/10.0). Stabilize soil and erosion control to mitigate for storm water quality. | 0J720 | 1487G | 2019/20 | 201.335 | \$ 2,278 | \$ 204 | \$ 2,008 | \$ 4,490 |
| 04 | Sonoma | 116 | 8.5/10.5 | Near Monte Rio and Cloverdale, on Routes 116 and 128; also in Marin County, on Route 101, at 0.4 mile north of Sir Francis Drake Boulevard (PM 9.25). Stabilized soil and erosion control to mitigate for storm water quality. | 2J840 | 1487F | 2019/20 | 201.335 | \$ 2,090 | \$ 370 | \$ 2,816 | \$ 5,276 |
| TOTALS FY 2019/2020 | | | | | | | | | \$ 7,681 | \$ 744 | \$ 8,465 | \$ 16,890 |
| SHOPP - Mandates NEW REQUESTED TOTAL | | | | | | | | | \$ 21,599 | \$ 3,931 | \$ 24,354 | \$ 49,884 |

**GL: Bridge Rehabilitation and
Reconstruction – SHOPP Program
(TIP ID – VAR170010)**

Last updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP - BRIDGE PRESERVATION PROJECTS (VAR170010)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|------------------------------------|--------------|-------|-------------|--|-------|-------|---------|-----------------------|------------------|---------------|------------------|------------------|
| SHOPP - Bridge Preservation | | | | | | | | | | | | |
| 04 | Alameda | 580 | 44.3 | In Oakland, at Oakland Avenue Undercrossing No. 33-0288. Rehabilitate bridge deck. | 4G790 | 0135Q | 2016/17 | 201.110 | \$ 2,536 | \$ 5 | \$ 5,300 | \$ 7,841 |
| 04 | Contra Costa | 242 | R1.6 | In Concord, at Buchanan Field Viaduct No. 28-0186. Rehabilitate bridge. | 4G810 | 0250B | 2016/17 | 201.110 | \$ 1,515 | \$ 80 | \$ 1,520 | \$ 3,115 |
| 04 | Contra Costa | 580 | 5.8 | In Richmond, at Scofield Avenue Undercrossing No. 28-140L/R. Seismic retrofit. | 4G890 | 0086R | 2016/17 | 201.113 | \$ 2,715 | \$ 280 | \$ 4,280 | \$ 7,275 |
| 04 | Marin | 101 | 15.4 | Near San Rafael on Route 101 at Miller Creek Bridge No. 27-0004. Scour mitigation. | 4G871 | 0487Q | 2016/17 | 201.111 | \$ 860 | \$ 50 | \$ 965 | \$ 1,875 |
| 04 | Napa | 29 | 47.0/47.2 | Near Calistoga, at Troutdale Creek Bridge No. 21-0004. Plant establishment. | 4A09A | 0382E | 2016/17 | 201.111 | \$ 175 | \$ 5 | \$ 100 | \$ 280 |
| 04 | Napa | 128 | R7.4 | Near Rutherford, at Conn Creek Bridge No. 21-0021. Replace bridge. | 1G430 | 0587H | 2016/17 | 201.111 | \$ 3,160 | \$ 20 | \$ 7,165 | \$ 10,345 |
| 04 | San Mateo | 1 | 44.0 | In Pacifica, at San Jose avenue Pedestrian Overcrossing No. 35-0240. Replace bridge. | 4G850 | 0681Q | 2016/17 | 201.110 | \$ 1,450 | \$ 5 | \$ 3,662 | \$ 5,117 |
| 04 | Santa Clara | 85 | R20.0 | Near Sunnyvale, at Stevens Creek Bridge No. 37-0185, 0.2 mile north of Fremont Avenue undercrossing. Overlay southbound deck with polyester concrete and overlay northbound deck with reinforced concrete. | 4G830 | 0440Q | 2016/17 | 201.110 | \$ 1,532 | \$ 10 | \$ 4,319 | \$ 5,861 |
| 04 | Santa Clara | 152 | 6.1/6.5 | Near Gilroy, at Uvas Creek. Required environmental species mitigation for bridge replacement project EA 04-44880. | 44884 | 0487M | 2016/17 | 201.111 | \$ 330 | \$ - | \$ 800 | \$ 1,130 |
| TOTALS FY 2016/2017 | | | | | | | | | \$ 14,273 | \$ 455 | \$ 28,111 | \$ 42,839 |
| 04 | Alameda | 84 | 13.0/13.6 | In Fremont, at Alameda Creek Bridge No. 33-36. Replace bridge. (G13 Contingency Project) | 16030 | 0084B | 2017/18 | 201.110 | \$ 9,299 | \$ 275 | \$ - | \$ 9,574 |
| 04 | Alameda | 580 | R26.8/R27.2 | In Castro Valley, on eastbound East Castro Valley Boulevard Undercrossing No. 33-0235L. Replace bridge deck. | 4G800 | 0130B | 2017/18 | 201.110 | \$ 2,788 | \$ 27 | \$ 4,000 | \$ 6,815 |
| 04 | Alameda | 880 | 10.7 | In Fremont, at Crandall Creek Bridge No. 33-0273. Seismic retrofit. (G13 Contingency Project) | 4G880 | 0086Q | 2017/18 | 201.113 | \$ 1,476 | \$ 20 | \$ - | \$ 1,496 |

FTIP BACK-UP LIST FOR SHOPP - BRIDGE PRESERVATION PROJECTS (VAR170010)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|----------------------------|---------------|-------|-----------|--|-------|-------|---------|-----------------------|------------------|-----------------|------------------|-------------------|
| 04 | Alameda | 238 | R14.6 | Between Livermore and Hayward, at East Connector Separation Bridge No. 33-0524F, N238/S880 Connector Bridge No. 33-0540G and I-580 Arroyo Seco Bridge No. 33-0066. Bridge maintenance. | 4H080 | 0448E | 2017/18 | 201.119 | \$ 2,552 | \$ 20 | \$ 5,849 | \$ 8,421 |
| 04 | Marin | 101 | 10.6/10.9 | In San Rafael, from Route 101 northbound off-ramp to 2nd Street at San Rafael Harbor Bridge No. 27-0033. Replace bridge. | 4G820 | 0350H | 2017/18 | 201.110 | \$ 2,430 | \$ 570 | \$ 7,264 | \$ 10,264 |
| 04 | Marin | 1 | 33.4 | Near Point Reyes Station, at Millerton Gulch Bridge No. 27-0114. Repair damaged embankment and construct retaining wall. | 0J570 | 0480C | 2017/18 | 201.119 | \$ 3,710 | \$ 450 | \$ 4,020 | \$ 8,180 |
| 04 | Napa | 128 | 19.7/20.7 | Near Napa, at Capell Creek Bridge No. 21-0078. Rehabilitate bridge. | 4G840 | 0830B | 2017/18 | 201.110 | \$ 5,276 | \$ 239 | \$ 12,710 | \$ 18,225 |
| 04 | Napa | 121 | 6.4 | In Napa, at Tulucay Creek Bridge No. 21-0003. Repair bridge girders. | 4G920 | 0086U | 2017/18 | 201.119 | \$ 1,455 | \$ 262 | \$ 2,170 | \$ 3,887 |
| 04 | San Francisco | 101 | 2.0 | Near San Francisco, at Alemany Circle Undercrossing No. 34-0033. Rehabilitate bridge. (G13 Contingency Project) | 3G620 | 0587D | 2017/18 | 201.110 | \$ 5,420 | \$ 20 | \$ - | \$ 5,440 |
| 04 | Santa Clara | 9 | 4.9 | Near Saratoga, at Saratoga Creek Bridge No. 37-0074. Replace bridge. | 3G630 | 0386F | 2017/18 | 201.110 | \$ 4,522 | \$ 6,779 | \$ 11,668 | \$ 22,969 |
| 04 | Solano | 80 | 13.9 | Near Fairfield, at Dan Wilson Creek Bridge No. 23-0006. Rehabilitate bridge. | 3G690 | 8315N | 2017/18 | 201.110 | \$ 2,092 | \$ 145 | \$ 2,600 | \$ 4,837 |
| 04 | Sonoma | 12 | 25.8/33.3 | In and near Sonoma, at Sonoma Creek Bridge No. 20-0027, Stuart Creek Bridge No. 20-0025 and Hooker Creek Bridge No. 20-0030. Scour mitigation. | 4H050 | 0269M | 2017/18 | 201.111 | \$ 2,750 | \$ 150 | \$ 6,800 | \$ 9,700 |
| TOTALS FY 2017/2018 | | | | | | | | | \$ 43,770 | \$ 8,957 | \$ 57,081 | \$ 109,808 |
| 04 | Marin | 1 | 28.5 | Near Point Reyes Station, at Lagunitas Creek Bridge No. 27-0023. Replace bridge. (G13 Contingency Project) | 0G642 | 0756K | 2018/19 | 201.113 | \$ 4,385 | \$ 2,691 | \$ - | \$ 7,076 |

FTIP BACK-UP LIST FOR SHOPP - BRIDGE PRESERVATION PROJECTS (VAR170010)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|----------------------------|---------------|-------|-----------|---|-------|-------|---------|-----------------------|------------------|-----------------|------------------|------------------|
| 04 | San Francisco | 101 | 4.1/R5.1 | In the City and County of San Francisco, at the Central Viaduct (No. 34-0077) from south of 17th Street to S. Van Ness Avenue ; also, on Route 80 at the Bayshore Viaduct (No. 34-0088) from Route 101 to 4th Street (PM 3.9/4.8). Paint superstructure steel members. (G13 Contingency Project) | 2J800 | 1483S | 2018/19 | 201.110 | \$ 12,000 | \$ 62 | \$ - | \$ 12,062 |
| 04 | Solano | 84 | 12.1/12.2 | Near Rio Vista, at Miner Slough Bridge No. 23-0035. Replace bridge. (G13 Contingency Project) | 0G660 | 0886 | 2018/19 | 201.110 | \$ 5,688 | \$ 2,884 | \$ - | \$ 8,572 |
| 04 | Solano | 80 | 1.8/4.4 | In Vallejo, from Magazine Street Overcrossing (No. 23-0066) to Redwood Street Overcrossing (No. 23-0114). Increase vertical clearance at six overcrossing structures. | 0J710 | 0481R | 2018/19 | 201.322 | \$ 6,037 | \$ 10 | \$ 15,951 | \$ 21,998 |
| TOTALS FY 2018/2019 | | | | | | | | | \$ 28,110 | \$ 5,647 | \$ 15,951 | \$ 49,708 |
| 04 | Alameda | 580 | R8.0 | Near Livermore, near Greenville Road at Greenville Overhead Bridge No. 33-0121R. Rehabilitate westbound structure. | 0J520 | 0480J | 2019/20 | 201.110 | \$ 2,620 | \$ 140 | \$ 5,979 | \$ 8,739 |
| 04 | Alameda | 880 | 11.3/12.3 | In Fremont, from 0.5 mile south to 0.5 mile north of Patterson Slough Bridge No. 33-0250 (PM 11.8). Bridge rehabilitation. (G13 Contingency Project) | 0J530 | 0480A | 2019/20 | 201.110 | \$ 4,884 | \$ 427 | \$ - | \$ 5,311 |
| 04 | Alameda | 84 | 17.2 | Near Sunol, at Arroyo De La Laguna Bridge No. 33-0043. Bridge scour mitigation and bridge rail upgrade. | 0J550 | 0481M | 2019/20 | 201.111 | \$ 6,739 | \$ 5 | \$ 6,970 | \$ 13,714 |
| 04 | Contra Costa | 580 | 1.2 | In Richmond, at Stege Drain Bridge No. 28-0091. Bridge rehabilitation. | 2J720 | 1482Q | 2019/20 | 201.110 | \$ 2,569 | \$ 5 | \$ 5,828 | \$ 8,402 |
| 04 | Napa | 121 | 18.6 | Near Napa, at Capell Creek Bridge No. 21-0064. Bridge rehabilitation. | 4J210 | 1489K | 2019/20 | 201.110 | \$ 2,060 | \$ 225 | \$ 2,440 | \$ 4,725 |
| 04 | Napa | 29 | 39.1 | Near Calistoga, at Garnett Creek Bridge No. 21-0005. Bridge preventative maintenance. | 2J880 | 1483E | 2019/20 | 201.119 | \$ 3,850 | \$ 317 | \$ 1,100 | \$ 5,267 |
| 04 | Napa | 29 | 32.1/42.8 | In and near Saint Helena and Calistoga, at Mill Creek Bridge No. 21-0056, Garnett Creek Branch Bridge No. 21-0111, and No Name Creek Bridge No. 21-0100. Bridge preventive maintenance. | 2J770 | 1482P | 2019/20 | 201.119 | \$ 2,696 | \$ 495 | \$ 2,844 | \$ 6,035 |

FTIP BACK-UP LIST FOR SHOPP - BRIDGE PRESERVATION PROJECTS (VAR170010)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|---|-------------|-------|-----------|---|-------|-------|---------|-----------------------|-------------------|------------------|-------------------|-------------------|
| 04 | Santa Clara | 101 | VAR | In various cities, on Routes 101 and 237 at various locations. Bridge rail upgrade at 8 locations. (G13 Contingency Project) | 0J560 | 0481H | 2019/20 | 201.112 | \$ 4,080 | \$ 30 | \$ - | \$ 4,110 |
| 04 | Santa Clara | 280 | R2.9/17.8 | In San Jose, at Bird Avenue Overcrossing Bridge No. 37-0267 (PM R2.78); also in Los Altos Hills at Arastradero Road Undercrossing Bridge No. 37-0251 L/R (PM 17.8). Bridge seismic restoration. | 2J750 | 1483K | 2019/20 | 201.113 | \$ 2,794 | \$ 90 | \$ 2,414 | \$ 5,298 |
| 04 | Santa Clara | VAR | VAR | In various cities on various routes at Saratoga Creek Bridge, Carnadero Creek Bridge, San Francisco Creek Bridge, San Tomas Aquino Creek Bridge, and Bodfish Creek Bridge. Bridge preventative maintenance. | 2J780 | 1482R | 2019/20 | 201.119 | \$ 2,294 | \$ 10 | \$ 2,391 | \$ 4,695 |
| 04 | Solano | 80 | 14.6 | Near Fairfield, at Suisun Creek Bridge No. 23-0007. Scour mitigation. | 4G872 | 0487R | 2019/20 | 201.111 | \$ 2,070 | \$ 5 | \$ 760 | \$ 2,835 |
| 04 | Solano | 80 | 1.1/34.5 | In and near Vallejo, Dixon and Vacaville, at Route 80/29 Separation Bridge No. 23-0087, McCune Creek Bridge No. 23-0084 L/R and Horse Creek Bridge No. 23-0077 L. Bridge preventative maintenance. | 0J600 | 0480N | 2019/20 | 201.119 | \$ 2,816 | \$ 423 | \$ 1,379 | \$ 4,618 |
| TOTALS FY 2019/2020 | | | | | | | | | \$ 39,472 | \$ 2,172 | \$ 32,105 | \$ 73,749 |
| SHOPP - Bridge NEW REQUESTED TOTAL | | | | | | | | | \$ 125,625 | \$ 17,231 | \$ 133,248 | \$ 276,104 |

**GL: Shoulder Improvements –
SHOPP Roadside Preservation Program
(TIP ID- VAR170011)**

As Updated with 2017 TIP Update

FTIP BACK-UP LIST FOR SHOPP - ROADSIDE PRESERVATION PROJECTS (VAR170011)

FOR 2017/2020 PROGRAM YEARS

All amounts in \$1,000

| Dist | County | Route | PM | Location/Description | EA | PPNO | FY | Prog Code (20.XX.) | Support | RW | CON | TOTAL |
|---|--------|-------|----------|--|-------|-------|---------|-----------------------|---------------|-----------------|-------------|-----------------|
| SHOPP - Roadside | | | | | | | | | | | | |
| 04 | Sonoma | 116 | 0.0/46.8 | In various cities, from Route 1 to Route 101; also in Alameda, Marin, Napa, and Sonoma counties, on various routes, at various locations. Advance banking credits for environmental mitigation. Financial Contribution Only (FCO). | 4J120 | 1490B | 2016/17 | 201.240 | \$ 600 | \$ 5,000 | \$ - | \$ 5,600 |
| TOTALS FY 2016/2017 | | | | | | | | | \$ 600 | \$ 5,000 | \$ - | \$ 5,600 |
| SHOPP - Roadside NEW REQUESTED TOTAL | | | | | | | | | \$ 600 | \$ 5,000 | \$ - | \$ 5,600 |

**GL: Highway Bridge Program
(TIP ID – VAR170012)**

Last updated with 2017 TIP Update

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

3/29/2016, 10:46 AM

- Notes:
- 1) This is the FTIP lump sum “backup” list for HBP funded projects. Please see the Local Assistance web site for the most current listings:

http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/HBP_FSTIP.html
 - 2) The purpose of this list is to show which projects being advanced by local agencies have met the eligibility requirements of the federal Highway Bridge Program and have been prioritized for funding by the Department in cooperation with local agencies for funding.
 - 3) Contractual funding levels are determined at time of federal authorization/obligation for given phase of work. For details see Chapter 3 of the Local Assistance Procedures Manual.
 - 4) For FTIP/FSTIP purposes, Federal Highway Bridge Program (HBP) funding constraint is managed by Caltrans.
 - 5) Prop 1B bond funds for the Local Seismic Safety Retrofit Program (LSSRP) used for matching federal funds are also managed by Caltrans.
 - 6) Financial constraint of LOCAL matching funds (including regional STIP funds) and LOCAL Advance Construction (AC) is the responsibility of the MPOs and their local agencies.
 - 7) Some projects show that they are programmed using State STP funds. These funds are HBP funds transferred to the STP for bridge work that is not ordinarily eligible for HBP funds. See the HB Program Guidelines for details. Do not confuse these STP funds with Regional STP funds.
 - 8) Corrections to this report should be addressed to the District Local Assistance Engineer:

<http://www.dot.ca.gov/hq/LocalPrograms/dlae.htm>

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Alameda County 4301 BRIDGE NO. 33C0448, ARROYO ROAD OVER DRY CREEK, 1 MILE SW OF WETMORE. Replace existing two-lane bridge with a new two-lane bridge. 10/1/2015: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|---------|-------|-------|-----------|-----------|
| PE | | | 430,000 | | | | | | 430,000 |
| R/W | | | | | 100,000 | | | | 100,000 |
| CON | | | | | | | | 1,272,600 | 1,272,600 |
| Total | | | 430,000 | | 100,000 | | | 1,272,600 | 1,802,600 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 430,000 | | 100,000 | | | 1,272,600 | 1,802,600 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 430,000 | | 100,000 | | | 1,272,600 | 1,802,600 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 430,000 | | | | | | 430,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 430,000 | | | | | | 430,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 100,000 | | | | 100,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 100,000 | | | | 100,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,272,600 | 1,272,600 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,272,600 | 1,272,600 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Albany 4157 BRIDGE NO. 33C0184, BUCHANAN ST OVER UP RR, BNSF RY, & AMTRAK, NEAR I-80. Bridge preventive maintenance project.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|-------|-------|--------|-------|-------|-------|-------|---------|---------|
| PE | | | 40,000 | | | | | | 40,000 |
| R/W | | | | | 4,000 | | | | 4,000 |
| CON | | | | | | | | 291,300 | 291,300 |
| Total | | | 40,000 | | 4,000 | | | 291,300 | 335,300 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|--------|-------|-------|-------|-------|---------|---------|
| Fed \$ | | | 35,412 | | 3,541 | | | 257,888 | 296,841 |
| Local Match | | | 4,588 | | 459 | | | 33,412 | 38,459 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 40,000 | | 4,000 | | | 291,300 | 335,300 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|--------|-------|-------|-------|-------|--------|--------|
| Fed \$ | | | 35,412 | | | | | | 35,412 |
| Local Match | | | 4,588 | | | | | | 4,588 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 40,000 | | | | | | 40,000 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| Fed \$ | | | | | 3,541 | | | | 3,541 |
| Local Match | | | | | 459 | | | | 459 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 4,000 | | | | 4,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|---------|---------|
| Fed \$ | | | | | | | | 257,888 | 257,888 |
| Local Match | | | | | | | | 33,412 | 33,412 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 291,300 | 291,300 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Bay Area Rapid Transit Authority 4206 BRIDGE NO. BART 7, A line Lake Merritt to Coliseum Seismic Retrofit of BART bridges over public roads (25 bridges)

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|-------|-----------|-------|-------|-------|-------|-------|--------|-----------|
| PE | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | 4,174,636 | | | | | | | 4,174,636 |
| Total | | 4,174,636 | | | | | | | 4,174,636 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 3,695,805 | | | | | | | 3,695,805 |
| Local Match | | 478,831 | | | | | | | 478,831 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 4,174,636 | | | | | | | 4,174,636 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 3,695,805 | | | | | | | 3,695,805 |
| Local Match | | 478,831 | | | | | | | 478,831 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 4,174,636 | | | | | | | 4,174,636 |

Project #:
6000(058)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Fremont 3865 BRIDGE NO. 33C0017, OLD CANYON RD OVER ALAMEDA CREEK, 0.1 MI NE/O SR 84. Scour Countermeasure project. 9/28/2011: Toll Credits programmed for PE & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|----------------|-------|----------------|-------|-------|-------|-------|--------|------------------|
| PE | 280,000 | | | | | | | | 280,000 |
| R/W | | | | | | | | | |
| CON | | | 980,000 | | | | | | 980,000 |
| Total | 280,000 | | 980,000 | | | | | | 1,260,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 280,000 | | 980,000 | | | | | | 1,260,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 280,000 | | 980,000 | | | | | | 1,260,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 280,000 | | | | | | | | 280,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 280,000 | | | | | | | | 280,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 980,000 | | | | | | 980,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 980,000 | | | | | | 980,000 |

Project #:
5322(050)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Oakland 3413 BRIDGE NO. 33C0028, ADELIN ST, OVER UP RR,BNSF,AMTRAK,EMBARC, JUST S OF 3RD ST. Voluntary Seismic retrofit only, no lanes being added.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|---------------|-------|-------|-------|-------|------------------|------------------|
| PE | 632,000 | | | | | | | | 632,000 |
| R/W | | | 80,000 | | | | | | 80,000 |
| CON | | | | | | | | 2,120,000 | 2,120,000 |
| Total | 632,000 | | 80,000 | | | | | 2,120,000 | 2,832,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 559,510 | | 70,824 | | | | | 1,876,836 | 2,507,170 |
| Local Match | 72,490 | | 9,176 | | | | | 243,164 | 324,830 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 632,000 | | 80,000 | | | | | 2,120,000 | 2,832,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 559,510 | | | | | | | | 559,510 |
| Local Match | 72,490 | | | | | | | | 72,490 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 632,000 | | | | | | | | 632,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 70,824 | | | | | | 70,824 |
| Local Match | | | 9,176 | | | | | | 9,176 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 80,000 | | | | | | 80,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,876,836 | 1,876,836 |
| Local Match | | | | | | | | 243,164 | 243,164 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 2,120,000 | 2,120,000 |

Project #: 5012(103)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Oakland 2116 BRIDGE NO. 33C0148, 23RD AVENUE, OVER UP RR, BNSF, AMTRAK, BARTD, S OF EAST 12TH ST., BRIDGE NO. LSSRP Seismic Retrofit

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|------------------|----------------|-------|-------|-------|-------|-------------------|--------|-------------------|
| PE | 1,098,386 | | | | | | | | 1,098,386 |
| R/W | | 950,000 | | | | | | | 950,000 |
| CON | | | | | | | 10,025,000 | | 10,025,000 |
| Total | 1,098,386 | 950,000 | | | | | 10,025,000 | | 12,073,386 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|------------------|----------------|-------|-------|-------|-------|-------------------|--------|-------------------|
| Fed \$ | 972,401 | 841,035 | | | | | 8,875,133 | | 10,688,569 |
| Local Match | 125,985 | | | | | | | | 125,985 |
| LSSRP Bond | -0 | 108,965 | | | | | 1,149,868 | | 1,258,833 |
| Local AC | | | | | | | | | |
| Total | 1,098,386 | 950,000 | | | | | 10,025,000 | | 12,073,386 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|------------------|-------|-------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | 972,401 | | | | | | | | 972,401 |
| Local Match | 125,985 | | | | | | | | 125,985 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,098,386 | | | | | | | | 1,098,386 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|----------------|-------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | | 841,035 | | | | | | | 841,035 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | 108,965 | | | | | | | 108,965 |
| Local AC | | | | | | | | | |
| Total | | 950,000 | | | | | | | 950,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------------------|--------|-------------------|
| Fed \$ | | | | | | | 8,875,133 | | 8,875,133 |
| Local Match | | | | | | | | | |
| LSSRP Bond | -0 | | | | | | 1,149,868 | | 1,149,868 |
| Local AC | | | | | | | | | |
| Total | | | | | | | 10,025,000 | | 10,025,000 |

| |
|-------------------|
| Project #: |
| 5012(028) |
| 5012(092) |
| 5012(130) |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Oakland 2130 BRIDGE NO. 33C0215, LEIMERT BLVD, OVER SAUSAL CREEK, 0.1 MI E OF PARK BLVD. LSSRP Seismic Retrofit

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|----------------|-------|----------------|-------|----------------|-------|------------------|--------|------------------|
| PE | 750,000 | | 723,000 | | | | | | 1,473,000 |
| R/W | | | | | 250,000 | | | | 250,000 |
| CON | | | | | | | 7,553,466 | | 7,553,466 |
| Total | 750,000 | | 723,000 | | 250,000 | | 7,553,466 | | 9,276,466 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|----------------|-------|----------------|-------|------------------|--------|------------------|
| Fed \$ | 663,975 | | 640,072 | | 221,325 | | 6,687,083 | | 8,212,455 |
| Local Match | 86,025 | | 82,928 | | | | | | 168,953 |
| LSSRP Bond | | | | | 28,675 | | 866,383 | | 895,058 |
| Local AC | | | | | | | | | |
| Total | 750,000 | | 723,000 | | 250,000 | | 7,553,466 | | 9,276,466 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|----------------|-------|----------------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | 663,975 | | 640,072 | | | | | | 1,304,047 |
| Local Match | 86,025 | | 82,928 | | | | | | 168,953 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 750,000 | | 723,000 | | | | | | 1,473,000 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|----------------|-------|-------|--------|----------------|
| Fed \$ | | | | | 221,325 | | | | 221,325 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | 28,675 | | | | 28,675 |
| Local AC | | | | | | | | | |
| Total | | | | | 250,000 | | | | 250,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|------------------|--------|------------------|
| Fed \$ | | | | | | | 6,687,083 | | 6,687,083 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | 866,383 | | 866,383 |
| Local AC | | | | | | | | | |
| Total | | | | | | | 7,553,466 | | 7,553,466 |

Project #:

| |
|-----------|
| 5012(025) |
| 5012(124) |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Oakland 3304 PM00002, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Oakland. See Caltrans Local Assistance HBP web site for backup list of bridges.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total | Project #: |
|----------------------|-----------|---------|---------|-----------|-------|-------|-------|-----------|-----------|------------|
| PE | 829,000 | 517,000 | 360,000 | | | | | | 1,706,000 | 5012(083) |
| R/W | | | | | | | | | | 5012(108) |
| CON | 2,970,335 | | | 1,661,985 | | | | 1,081,315 | 5,713,635 | 5012(109) |
| Total | 3,799,335 | 517,000 | 360,000 | 1,661,985 | | | | 1,081,315 | 7,419,635 | 5012(111) |
| | | | | | | | | | | 5012(112) |
| | | | | | | | | | | 5012(121) |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total | |
| Fed \$ | 3,363,551 | 457,700 | 318,708 | 1,471,355 | | | | 957,288 | 6,568,603 | |
| Local Match | 435,784 | 59,300 | 41,292 | 190,630 | | | | 124,027 | 851,032 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 3,799,335 | 517,000 | 360,000 | 1,661,985 | | | | 1,081,315 | 7,419,635 | |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total | |
| Fed \$ | 733,914 | 457,700 | 318,708 | | | | | | 1,510,322 | |
| Local Match | 95,086 | 59,300 | 41,292 | | | | | | 195,678 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 829,000 | 517,000 | 360,000 | | | | | | 1,706,000 | |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total | |
| Fed \$ | 2,629,638 | | | 1,471,355 | | | | 957,288 | 5,058,281 | |
| Local Match | 340,697 | | | 190,630 | | | | 124,027 | 655,354 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 2,970,335 | | | 1,661,985 | | | | 1,081,315 | 5,713,635 | |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Pleasanton 4002 BRIDGE NO. 33C0132, BERNAL AVE OVER ARROYO DE LA LAGUNA, 0.15 MI E/O FOOTHILL RD. Clean and apply protective coating system to the steel members of entire structure.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-----------|-------|------------|-------|-------|-------|--------|-----------|
| PE | 101,750 | 177,139 | | | | | | | 278,889 |
| R/W | | | | | | | | | |
| CON | | 1,450,222 | | | | | | | 1,450,222 |
| Total | 101,750 | 1,627,361 | | | | | | | 1,729,111 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 90,079 | 156,821 | | 1,283,882 | | | | | 1,530,782 |
| Local Match | 11,671 | 186,658 | | | | | | | 198,329 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | 1,283,882 | | -1,283,882 | | | | | |
| Total | 101,750 | 1,627,361 | | | | | | | 1,729,111 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 90,079 | 156,821 | | | | | | | 246,900 |
| Local Match | 11,671 | 20,318 | | | | | | | 31,989 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 101,750 | 177,139 | | | | | | | 278,889 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 1,283,882 | | | | | 1,283,882 |
| Local Match | | 166,340 | | | | | | | 166,340 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | 1,283,882 | | -1,283,882 | | | | | |
| Total | | 1,450,222 | | | | | | | 1,450,222 |

Project #: 5101(028)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Pleasanton 3994 BRIDGE NO. PM00079, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Pleasanton. See Caltrans Local Assistance HBP website for backup list of projects.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|----------------|----------------|-------|-------|-------|-------|-------|--------|----------------|
| PE | 161,300 | | | | | | | | 161,300 |
| R/W | | | | | | | | | |
| CON | | 803,700 | | | | | | | 803,700 |
| Total | 161,300 | 803,700 | | | | | | | 965,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 142,799 | 711,516 | | | | | | | 854,315 |
| Local Match | 18,501 | 92,184 | | | | | | | 110,686 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 161,300 | 803,700 | | | | | | | 965,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 142,799 | | | | | | | | 142,799 |
| Local Match | 18,501 | | | | | | | | 18,501 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 161,300 | | | | | | | | 161,300 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 711,516 | | | | | | | 711,516 |
| Local Match | | 92,184 | | | | | | | 92,184 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 803,700 | | | | | | | 803,700 |

Project #: 5101(027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Alameda

Responsible Agency HBP-ID Project Description

Pleasanton 4256 BRIDGE NO. PM00119, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Pleasanton. See Caltrans Local Assistance HBP web site for backup list of bridges

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|-------|-------|--------|-------|---------|-------|-------|--------|---------|
| PE | | | 90,000 | | | | | | 90,000 |
| R/W | | | | | | | | | |
| CON | | | | | 255,500 | | | | 255,500 |
| Total | | | 90,000 | | 255,500 | | | | 345,500 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 79,677 | | 226,194 | | | | 305,871 |
| Local Match | | | 10,323 | | 29,306 | | | | 39,629 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 90,000 | | 255,500 | | | | 345,500 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 79,677 | | | | | | 79,677 |
| Local Match | | | 10,323 | | | | | | 10,323 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 90,000 | | | | | | 90,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 226,194 | | | | 226,194 |
| Local Match | | | | | 29,306 | | | | 29,306 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 255,500 | | | | 255,500 |

Project #: 5101(029)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Concord 3392 PM00023, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|----------------|-------|------------------|-------|-------|-------|--------|------------------|
| PE | 810,225 | | | | | | | | 810,225 |
| R/W | | | | | | | | | |
| CON | | 771,178 | | 3,006,840 | | | | | 3,778,018 |
| Total | 810,225 | 771,178 | | 3,006,840 | | | | | 4,588,243 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 717,292 | 682,724 | | 2,661,955 | | | | | 4,061,972 |
| Local Match | 92,933 | 88,454 | | 344,885 | | | | | 526,271 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 810,225 | 771,178 | | 3,006,840 | | | | | 4,588,243 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 717,292 | | | | | | | | 717,292 |
| Local Match | 92,933 | | | | | | | | 92,933 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 810,225 | | | | | | | | 810,225 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | | |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | | |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 682,724 | | 2,661,955 | | | | | 3,344,679 |
| Local Match | -0 | 88,454 | | 344,885 | | | | | 433,339 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 771,178 | | 3,006,840 | | | | | 3,778,018 |

| |
|-------------------|
| Project #: |
| 5135(039) |
| 5135(048) |
| 5135(049) |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Contra Costa County 1175 BRIDGE NO. 28C0024, ORWOOD ROAD, OVER INDIAN SLOUGH, 2 MI E BYRON HIGHWAY. Replace 2 lane bridge with new 2 lane bridge. 4/5/2010: Toll Credits programmed for R/W & Con.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|------------------|------------------|------------------|-------|-------|-------|-------|--------|-------------------|
| PE | 1,025,000 | | 525,000 | | | | | | 1,550,000 |
| R/W | 100,000 | | 76,000 | | | | | | 176,000 |
| CON | | 8,372,700 | 2,849,200 | | | | | | 11,221,900 |
| Total | 1,125,000 | 8,372,700 | 3,450,200 | | | | | | 12,947,900 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|------------------|------------------|------------------|-------|-------|-------|-------|--------|-------------------|
| Fed \$ | 920,000 | 8,372,700 | 3,345,200 | | | | | | 12,637,900 |
| Local Match | 205,000 | | 105,000 | | | | | | 310,000 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,125,000 | 8,372,700 | 3,450,200 | | | | | | 12,947,900 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|------------------|-------|----------------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | 820,000 | | 420,000 | | | | | | 1,240,000 |
| Local Match | 205,000 | | 105,000 | | | | | | 310,000 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,025,000 | | 525,000 | | | | | | 1,550,000 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|----------------|-------|---------------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 100,000 | | 76,000 | | | | | | 176,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 100,000 | | 76,000 | | | | | | 176,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|------------------|------------------|-------|-------|-------|-------|--------|-------------------|
| Fed \$ | | 8,372,700 | 2,849,200 | | | | | | 11,221,900 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 8,372,700 | 2,849,200 | | | | | | 11,221,900 |

Project #: 5928(045)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Contra Costa County 1677 BRIDGE NO. 28C0121, BYRON HWY, OVER CALIFORNIA AQUEDUCT, 1.4 MI NW ALA C.L.. Replace existing 2 lane bridge with new 2 lane bridge

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|----------------|-------|-------|---------------|-------|-------|-------------------|-------------------|
| PE | 300,000 | 375,000 | | | | | | | 675,000 |
| R/W | | | | | 75,000 | | | | 75,000 |
| CON | | | | | | | | 10,525,000 | 10,525,000 |
| Total | 300,000 | 375,000 | | | 75,000 | | | 10,525,000 | 11,275,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 265,590 | 331,988 | | | 66,398 | | | 9,317,783 | 9,981,758 |
| Local Match | 34,410 | 43,013 | | | 8,603 | | | 1,207,218 | 1,293,243 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 300,000 | 375,000 | | | 75,000 | | | 10,525,000 | 11,275,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 265,590 | 331,988 | | | | | | | 597,578 |
| Local Match | 34,410 | 43,013 | | | | | | | 77,423 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 300,000 | 375,000 | | | | | | | 675,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 66,398 | | | | 66,398 |
| Local Match | | | | | 8,603 | | | | 8,603 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 75,000 | | | | 75,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 9,317,783 | 9,317,783 |
| Local Match | | | | | | | | 1,207,218 | 1,207,218 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 10,525,000 | 10,525,000 |

Project #: 5928(104)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Contra Costa County 3727 BRIDGE NO. 28C0141, MARSH CREEK RD OVER MARSH CREEK, 1.8 MI E MORGAN TERITY RD. Replace existing two lane bridge with two lane bridge,

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|----------------|----------------|-------|-------|-------|-------|------------------|------------------|
| PE | 379,625 | 200,000 | | | | | | | 579,625 |
| R/W | | | 120,000 | | | | | | 120,000 |
| CON | | | | | | | | 2,875,000 | 2,875,000 |
| Total | 379,625 | 200,000 | 120,000 | | | | | 2,875,000 | 3,574,625 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 336,082 | 177,060 | 106,236 | | | | | 2,545,238 | 3,164,616 |
| Local Match | 43,543 | 22,940 | 13,764 | -0 | | | | 329,763 | 410,009 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 379,625 | 200,000 | 120,000 | | | | | 2,875,000 | 3,574,625 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 336,082 | 177,060 | | | | | | | 513,142 |
| Local Match | 43,543 | 22,940 | | | | | | | 66,483 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 379,625 | 200,000 | | | | | | | 579,625 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 106,236 | | | | | | 106,236 |
| Local Match | | | 13,764 | | | | | | 13,764 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 120,000 | | | | | | 120,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 2,545,238 | 2,545,238 |
| Local Match | | | | -0 | | | | 329,763 | 329,763 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 2,875,000 | 2,875,000 |

Project #: 5928(107)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Contra Costa County 3957 BRIDGE NO. 28C0143, MARSH CREEK RD, OVER MARSH CREEK, 7.3 MI E MORGAN TERITY RD combined with BRIDGE NO. 28C0145, MARSH CREEK RD, OVER MARSH CREEK, 3 MI E DEER VALLEY ROAD . Replace two existing 2-lane brides with two new 2-lane bridges.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-----------|-------|-------|---------|-------|-------|-----------|-----------|
| PE | | 1,040,500 | | | | | | | 1,040,500 |
| R/W | | | | | 300,000 | | | | 300,000 |
| CON | | | | | | | | 5,827,800 | 5,827,800 |
| Total | | 1,040,500 | | | 300,000 | | | 5,827,800 | 7,168,300 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 921,155 | | | 265,590 | | | 5,159,351 | 6,346,096 |
| Local Match | | 119,345 | | | 34,410 | | | 668,449 | 822,204 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 1,040,500 | | | 300,000 | | | 5,827,800 | 7,168,300 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 921,155 | | | | | | | 921,155 |
| Local Match | | 119,345 | | | | | | | 119,345 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 1,040,500 | | | | | | | 1,040,500 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 265,590 | | | | 265,590 |
| Local Match | | | | | 34,410 | | | | 34,410 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 300,000 | | | | 300,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 5,159,351 | 5,159,351 |
| Local Match | | | | | | | | 668,449 | 668,449 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 5,827,800 | 5,827,800 |

Project #: 5928(125)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Contra Costa County 829 BRIDGE NO. 28C0376, CANAL RD, OVER CONTRA COSTA CANAL, 0.5 MI W OF BAILEY RD. Replace existing two lane bridge with two lane bridge. 4/1/2010: Toll Credits programmed for PE, R/W, & Con.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|---------------|-------|-------|-------|-------|------------------|------------------|
| PE | 444,475 | | | | | | | | 444,475 |
| R/W | | | 70,000 | | | | | | 70,000 |
| CON | | | | | | | | 1,582,000 | 1,582,000 |
| Total | 444,475 | | 70,000 | | | | | 1,582,000 | 2,096,475 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 444,475 | | 70,000 | | | | | 1,582,000 | 2,096,475 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 444,475 | | 70,000 | | | | | 1,582,000 | 2,096,475 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 444,475 | | | | | | | | 444,475 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 444,475 | | | | | | | | 444,475 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 70,000 | | | | | | 70,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 70,000 | | | | | | 70,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,582,000 | 1,582,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,582,000 | 1,582,000 |

Project #: 5928(108)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Contra Costa County 4299 BRIDGE NO. 28C0442, MARSH DRIVE OVER WALNUT CREEK, 0.2 MI W OF SOLANO WAY. Replace existing two-lane bridge with a new two-lane bridge, Minor seismic contribution.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|-----------|-------|---------|-------|-----------|--------|-----------|
| PE | | | 1,180,000 | | | | | | 1,180,000 |
| R/W | | | | | 240,000 | | | | 240,000 |
| CON | | | | | | | 6,608,000 | | 6,608,000 |
| Total | | | 1,180,000 | | 240,000 | | 6,608,000 | | 8,028,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 1,044,654 | | 212,472 | | 5,850,062 | | 7,107,188 |
| Local Match | | | 135,346 | | 27,528 | | 528,538 | | 691,412 |
| LSSRP Bond | | | | | | | 229,400 | | 229,400 |
| Local AC | | | | | | | | | |
| Total | | | 1,180,000 | | 240,000 | | 6,608,000 | | 8,028,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 1,044,654 | | | | | | 1,044,654 |
| Local Match | | | 135,346 | | | | | | 135,346 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 1,180,000 | | | | | | 1,180,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 212,472 | | | | 212,472 |
| Local Match | | | | | 27,528 | | | | 27,528 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 240,000 | | | | 240,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 5,850,062 | | 5,850,062 |
| Local Match | | | | | | | 528,538 | | 528,538 |
| LSSRP Bond | | | | | | | 229,400 | | 229,400 |
| Local AC | | | | | | | | | |
| Total | | | | | | | 6,608,000 | | 6,608,000 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Danville 4288 BRIDGE NO. 28C0335, LA GONDA WAY, OVER SAN RAMON CREEK, AT DANVILLE BLVD. Widen existing two-lane bridge to include standard lane width, shoulder and sidewalk. (No added capacity)

Project #:

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|---------|-------|-------|-----------|-----------|
| PE | | | 600,000 | | | | | | 600,000 |
| R/W | | | | | 100,000 | | | | 100,000 |
| CON | | | | | | | | 3,061,520 | 3,061,520 |
| Total | | | 600,000 | | 100,000 | | | 3,061,520 | 3,761,520 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 531,180 | | 88,530 | | | 2,710,364 | 3,330,074 |
| Local Match | | | 68,820 | | 11,470 | | | 351,156 | 431,446 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 600,000 | | 100,000 | | | 3,061,520 | 3,761,520 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 531,180 | | | | | | 531,180 |
| Local Match | | | 68,820 | | | | | | 68,820 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 600,000 | | | | | | 600,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 88,530 | | | | 88,530 |
| Local Match | | | | | 11,470 | | | | 11,470 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 100,000 | | | | 100,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 2,710,364 | 2,710,364 |
| Local Match | | | | | | | | 351,156 | 351,156 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,061,520 | 3,061,520 |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Moraga 4070 BRIDGE NO. 28C0137, CANYON RD OVER W BRANCH SAN LEANDRO CR, 2.4 MI N ALA C.L.. Replace existing 2-lane bridge with new 2-lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|----------------|-------|-------|----------------|-------|-------|------------------|------------------|
| PE | 467,500 | 243,375 | | | | | | | 710,875 |
| R/W | | | | | 100,000 | | | | 100,000 |
| CON | | | | | | | | 3,980,900 | 3,980,900 |
| Total | 467,500 | 243,375 | | | 100,000 | | | 3,980,900 | 4,791,775 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 413,878 | 215,460 | | | 88,530 | | | 3,524,291 | 4,242,158 |
| Local Match | 53,622 | 27,915 | | | 11,470 | | | 456,609 | 549,617 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 467,500 | 243,375 | | | 100,000 | | | 3,980,900 | 4,791,775 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 413,878 | 215,460 | | | | | | | 629,338 |
| Local Match | 53,622 | 27,915 | | | | | | | 81,537 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 467,500 | 243,375 | | | | | | | 710,875 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 88,530 | | | | 88,530 |
| Local Match | | | | | 11,470 | | | | 11,470 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 100,000 | | | | 100,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,524,291 | 3,524,291 |
| Local Match | | | | | | | | 456,609 | 456,609 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,980,900 | 3,980,900 |

Project #: 5415(011)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Orinda 2073 BRIDGE NO. 28C0330, MINER RD, OVER SAN PABLO CREEK, AT CAMINO PABLO. LSSRP Seismic Retrofit

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|----------------|-------|----------------|-------|---------------|-------|-------|------------------|------------------|
| PE | 127,000 | | 195,000 | | | | | | 322,000 |
| R/W | | | | | 33,604 | | | | 33,604 |
| CON | | | | | | | | 1,148,000 | 1,148,000 |
| Total | 127,000 | | 195,000 | | 33,604 | | | 1,148,000 | 1,503,604 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|----------------|-------|---------------|-------|-------|------------------|------------------|
| Fed \$ | 112,433 | | 172,634 | | 29,750 | | | 1,016,324 | 1,331,141 |
| Local Match | 14,567 | -0 | 22,367 | | | | | | 36,933 |
| LSSRP Bond | | | | | 3,854 | | | 131,676 | 135,530 |
| Local AC | | | | | | | | | |
| Total | 127,000 | | 195,000 | | 33,604 | | | 1,148,000 | 1,503,604 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|----------------|-------|----------------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 112,433 | | 172,634 | | | | | | 285,067 |
| Local Match | 14,567 | -0 | 22,367 | | | | | | 36,933 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 127,000 | | 195,000 | | | | | | 322,000 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|---------------|-------|-------|--------|---------------|
| Fed \$ | | | | | 29,750 | | | | 29,750 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | 3,854 | | | | 3,854 |
| Local AC | | | | | | | | | |
| Total | | | | | 33,604 | | | | 33,604 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|------------------|------------------|
| Fed \$ | | | | | | | | 1,016,324 | 1,016,324 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | 131,676 | 131,676 |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,148,000 | 1,148,000 |

Project #: 5444(010)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Orinda 2074 BRIDGE NO. 28C0331, BEAR CREEK RD, OVER SAN PABLO CREEK, 0.2 MI E CAMINO PABLO. LSSRP Seismic Retrofit

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|-------|-------|-------|-------|-------|---------|---------|
| PE | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | 150,000 | 150,000 |
| Total | | | | | | | | 150,000 | 150,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 132,795 | 132,795 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | 17,205 | 17,205 |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 150,000 | 150,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | | |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | | |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 132,795 | 132,795 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | 17,205 | 17,205 |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 150,000 | 150,000 |

Project #: 5444(007)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Pinole 4318 BRIDGE NO. 28C0062, SAN PABLO AVE, OVER BNSF RY AND AMTRAK, JUST W/O HERCULES AVE. Replace existing four-lane bridge with a new four-lane bridge, Chien Wu, 12/24/2015 9:57:52 AM.

New!

Project #:

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|-------|-------|-------|---------|---------|-------|-------|------------|------------|
| PE | | | | 893,000 | | | | | 893,000 |
| R/W | | | | | 100,000 | | | | 100,000 |
| CON | | | | | | | | 15,773,800 | 15,773,800 |
| Total | | | | 893,000 | 100,000 | | | 15,773,800 | 16,766,800 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|-------|---------|---------|-------|-------|------------|------------|
| Fed \$ | | | | 790,573 | 88,530 | | | 13,964,545 | 14,843,648 |
| Local Match | | | | 102,427 | 11,470 | | | 1,809,255 | 1,923,152 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 893,000 | 100,000 | | | 15,773,800 | 16,766,800 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-------------|-------|-------|-------|---------|-------|-------|-------|--------|---------|
| Fed \$ | | | | 790,573 | | | | | 790,573 |
| Local Match | | | | 102,427 | | | | | 102,427 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 893,000 | | | | | 893,000 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|---------|-------|-------|--------|---------|
| Fed \$ | | | | | 88,530 | | | | 88,530 |
| Local Match | | | | | 11,470 | | | | 11,470 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 100,000 | | | | 100,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|------------|------------|
| Fed \$ | | | | | | | | 13,964,545 | 13,964,545 |
| Local Match | | | | | | | | 1,809,255 | 1,809,255 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 15,773,800 | 15,773,800 |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Pittsburg 2061 BRIDGE NO. 28C0165, NORTH PARKSIDE DR, OVER WILLOW PASS ROAD, OVER WILLOW PASS RD.. LSSRP Seismic Retrofit and Bridge Preventive Maintenance work.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-------|--------|-------|-------|-------|-------|---------|---------|
| PE | 229,200 | | 10,000 | | | | | | 239,200 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 467,500 | 467,500 |
| Total | 229,200 | | 10,000 | | | | | 467,500 | 706,700 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 202,911 | | 8,853 | | | | | 413,878 | 625,642 |
| Local Match | 26,289 | | 1,147 | | | | | 20,933 | 48,369 |
| LSSRP Bond | | | | | | | | 32,690 | 32,690 |
| Local AC | | | | | | | | | |
| Total | 229,200 | | 10,000 | | | | | 467,500 | 706,700 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 202,911 | | 8,853 | | | | | | 211,764 |
| Local Match | 26,289 | | 1,147 | | | | | | 27,436 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 229,200 | | 10,000 | | | | | | 239,200 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 413,878 | 413,878 |
| Local Match | | | | | | | | 20,933 | 20,933 |
| LSSRP Bond | | | | | | | | 32,690 | 32,690 |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 467,500 | 467,500 |

Project #:

| |
|-----------|
| 5127(005) |
| 5127(024) |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Pleasant Hill 4336 BRIDGE NO. PM00141, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Pleasant Hill. See Caltrans Local Assistance HBP website for backup list of projects.

New!

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|-------|--------|-------|---------|-------|--------|---------|
| PE | | | | 60,000 | | | | | 60,000 |
| R/W | | | | | | | | | |
| CON | | | | | | 166,800 | | | 166,800 |
| Total | | | | 60,000 | | 166,800 | | | 226,800 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 53,118 | | 147,668 | | | 200,786 |
| Local Match | | | | 6,882 | | 19,132 | | | 26,014 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 60,000 | | 166,800 | | | 226,800 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 53,118 | | | | | 53,118 |
| Local Match | | | | 6,882 | | | | | 6,882 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 60,000 | | | | | 60,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | 147,668 | | | 147,668 |
| Local Match | | | | | | 19,132 | | | 19,132 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | 166,800 | | | 166,800 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Richmond 4057 BRIDGE NO. PM00093, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Richmond. See Caltrans Local Assistance HBP website for backup list of projects.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|--------|-------|-------|-----------|-------|-------|--------|-----------|
| PE | | 50,000 | | | | | | | 50,000 |
| R/W | | | | | | | | | |
| CON | | | | | 2,150,000 | | | | 2,150,000 |
| Total | | 50,000 | | | 2,150,000 | | | | 2,200,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 44,265 | | | 1,903,395 | | | | 1,947,660 |
| Local Match | | 5,735 | | | 246,605 | | | | 252,340 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 50,000 | | | 2,150,000 | | | | 2,200,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 44,265 | | | | | | | 44,265 |
| Local Match | | 5,735 | | | | | | | 5,735 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 50,000 | | | | | | | 50,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 1,903,395 | | | | 1,903,395 |
| Local Match | | | | | 246,605 | | | | 246,605 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 2,150,000 | | | | 2,150,000 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

San Pablo 4337 BRIDGE NO. 28C0057, SAN PABLO AVE OVER SAN PABLO CREEK, AT ROAD 20. Replace existing 6-lane bridge with a new 6-lane bridge, Chien Wu, 3/3/2016 10:07:10 AM.

New!

Project #:

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|-------|---------|---------|-------|-------|-----------|-----------|
| PE | | | | 940,000 | | | | | 940,000 |
| R/W | | | | | 200,000 | | | | 200,000 |
| CON | | | | | | | | 8,312,920 | 8,312,920 |
| Total | | | | 940,000 | 200,000 | | | 8,312,920 | 9,452,920 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 832,182 | 177,060 | | | 7,359,428 | 8,368,670 |
| Local Match | | | | 107,818 | 22,940 | | | 953,492 | 1,084,250 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 940,000 | 200,000 | | | 8,312,920 | 9,452,920 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 832,182 | | | | | 832,182 |
| Local Match | | | | 107,818 | | | | | 107,818 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 940,000 | | | | | 940,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 177,060 | | | | 177,060 |
| Local Match | | | | | 22,940 | | | | 22,940 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 200,000 | | | | 200,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 7,359,428 | 7,359,428 |
| Local Match | | | | | | | | 953,492 | 953,492 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 8,312,920 | 8,312,920 |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

San Pablo 4353 BRIDGE NO. 28C0326, GIANT HWY OVER SAN PABLO CREEK, AT PARR BLVD. Preventive maintenance to include deck methacrylate and joint replacement work, Chien Wu, 3/22/2016 10:16:46 AM. New!

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|-------|--------|-------|-------|-------|---------|---------|
| PE | | | | 50,000 | | | | | 50,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 389,620 | 389,620 |
| Total | | | | 50,000 | | | | 389,620 | 439,620 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 44,265 | | | | 344,931 | 389,196 |
| Local Match | | | | 5,735 | | | | 44,689 | 50,424 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 50,000 | | | | 389,620 | 439,620 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 44,265 | | | | | 44,265 |
| Local Match | | | | 5,735 | | | | | 5,735 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 50,000 | | | | | 50,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 344,931 | 344,931 |
| Local Match | | | | | | | | 44,689 | 44,689 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 389,620 | 389,620 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Walnut Creek 4233 BRIDGE NO. 28C0052, BANCROFT RD, OVER WALNUT CREEK, 0.1 MI N DAVID ST. Bridge Rehabilitation. Widen existing two-lane bridge to two-lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|-------|-------|---------|-------|---------|-------|-------|-----------|-----------|
| PE | | | 485,000 | | | | | | 485,000 |
| R/W | | | | | 100,000 | | | | 100,000 |
| CON | | | | | | | | 1,557,403 | 1,557,403 |
| Total | | | 485,000 | | 100,000 | | | 1,557,403 | 2,142,403 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 429,371 | | 88,530 | | | 1,378,769 | 1,896,669 |
| Local Match | | | 55,630 | | 11,470 | | | 178,634 | 245,734 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 485,000 | | 100,000 | | | 1,557,403 | 2,142,403 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 429,371 | | | | | | 429,371 |
| Local Match | | | 55,630 | | | | | | 55,630 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 485,000 | | | | | | 485,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 88,530 | | | | 88,530 |
| Local Match | | | | | 11,470 | | | | 11,470 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 100,000 | | | | 100,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,378,769 | 1,378,769 |
| Local Match | | | | | | | | 178,634 | 178,634 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,557,403 | 1,557,403 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Contra Costa

Responsible Agency HBP-ID Project Description

Walnut Creek 4234 BRIDGE NO. 28C0075, SOUTH MAIN ST, OVER LAS TRAMPAS CREEK, 0.1 MI S OLYMPIC BLVD. Replace existing 5-lane bridge with a new 5-lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|---------|-------|-------|-----------|-----------|
| PE | | | 615,000 | | | | | | 615,000 |
| R/W | | | | | 100,000 | | | | 100,000 |
| CON | | | | | | | | 4,265,184 | 4,265,184 |
| Total | | | 615,000 | | 100,000 | | | 4,265,184 | 4,980,184 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 544,460 | | 88,530 | | | 3,775,967 | 4,408,957 |
| Local Match | | | 70,541 | | 11,470 | | | 489,217 | 571,227 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 615,000 | | 100,000 | | | 4,265,184 | 4,980,184 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 544,460 | | | | | | 544,460 |
| Local Match | | | 70,541 | | | | | | 70,541 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 615,000 | | | | | | 615,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 88,530 | | | | 88,530 |
| Local Match | | | | | 11,470 | | | | 11,470 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 100,000 | | | | 100,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,775,967 | 3,775,967 |
| Local Match | | | | | | | | 489,217 | 489,217 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 4,265,184 | 4,265,184 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Fairfax 662 BRIDGE NO. 27C0008, MEADOW WAY, OVER SAN ANSELMO CREEK, IN FAIRFAX. Replace FO 1 lane timber bridge with wider 1 lane bridge. 4/5/2010: Toll Credits programmed for Con.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|---------|-------|-------|-------|-----------|-------|--------|-----------|
| PE | 150,000 | 749,500 | | | | | | | 899,500 |
| R/W | | | | | | | | | |
| CON | | | | | | 2,464,000 | | | 2,464,000 |
| Total | 150,000 | 749,500 | | | | 2,464,000 | | | 3,363,500 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 132,795 | 663,532 | | | | 2,464,000 | | | 3,260,327 |
| Local Match | 17,205 | 85,968 | | | | | | | 103,173 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 150,000 | 749,500 | | | | 2,464,000 | | | 3,363,500 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 132,795 | 663,532 | | | | | | | 796,327 |
| Local Match | 17,205 | 85,968 | | | | | | | 103,173 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 150,000 | 749,500 | | | | | | | 899,500 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | 2,464,000 | | | 2,464,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | 2,464,000 | | | 2,464,000 |

Project #: 5277(025)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Fairfax 4062 BRIDGE NO. 27C0142, AZALEA AVE OVER FAIRFAX CREEK, IN FAIRFAX. Replace existing 2-lane bridge with new 2-lane bridge.
3/6/2013: Toll credits used for PE. Toll credits used for CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|--------|---------|-------|-------|-------|-------|-----------|-----------|
| PE | | 15,000 | 400,450 | | | | | | 415,450 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 1,911,070 | 1,911,070 |
| Total | | 15,000 | 400,450 | | | | | 1,911,070 | 2,326,520 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 15,000 | 400,450 | | | | | 1,911,070 | 2,326,520 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 15,000 | 400,450 | | | | | 1,911,070 | 2,326,520 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 15,000 | 400,450 | | | | | | 415,450 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 15,000 | 400,450 | | | | | | 415,450 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,911,070 | 1,911,070 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,911,070 | 1,911,070 |

Project #: 5277(028)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Fairfax 2052 BRIDGE NO. 27C0144, CREEK ROAD, OVER SAN ANSELMO CREEK, IN FAIRFAX. LSSRP Seismic Retrofit 7/8/2013 and Preventive Maintenance: Toll credits used for PE. 12/3/2014: Toll credits used for CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|--------|-------|-------|-------|-------|-----------|--------|-----------|
| PE | 700,994 | 95,300 | | | | | | | 796,294 |
| R/W | | | | | | | | | |
| CON | | | | | | | 1,515,700 | | 1,515,700 |
| Total | 700,994 | 95,300 | | | | | 1,515,700 | | 2,311,994 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 700,994 | 95,300 | | | | | 1,515,700 | | 2,311,994 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 700,994 | 95,300 | | | | | 1,515,700 | | 2,311,994 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 700,994 | 95,300 | | | | | | | 796,294 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 700,994 | 95,300 | | | | | | | 796,294 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 1,515,700 | | 1,515,700 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 1,515,700 | | 1,515,700 |

Project #: 5277(027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Fairfax 4019 BRIDGE NO. PM00083, Bridge Preventive Maintenance Program (BPMP) various bridges in the Town of Fairfax. See Caltrans Local Assistance HBP website for backup list of projects.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total | Project #: |
|----------------------|----------------|---------------|-------|----------------|-------|-------|-------|--------|----------------|------------|
| PE | 355,835 | 69,585 | | | | | | | 425,420 | 5277(026) |
| R/W | | | | | | | | | | |
| CON | | | | 524,600 | | | | | 524,600 | |
| Total | 355,835 | 69,585 | | 524,600 | | | | | 950,020 | |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total | |
| Fed \$ | 315,021 | 61,604 | | 464,428 | | | | | 841,053 | |
| Local Match | 40,814 | 7,981 | | 60,172 | | | | | 108,967 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 355,835 | 69,585 | | 524,600 | | | | | 950,020 | |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total | |
| Fed \$ | 315,021 | 61,604 | | | | | | | 376,624 | |
| Local Match | 40,814 | 7,981 | | | | | | | 48,796 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | 355,835 | 69,585 | | | | | | | 425,420 | |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total | |
| Fed \$ | | | | 464,428 | | | | | 464,428 | |
| Local Match | | | | 60,172 | | | | | 60,172 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | | 524,600 | | | | | 524,600 | |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Larkspur 1480 BRIDGE NO. 27C0028, BON AIR RD, OVER CORTE MADERA CREEK, .5 MI SW SR FRANCIS DRK B. Replace 2 lane bridge with new 2 lane bridge with class 1 bikeway.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-----------|-----------|---------|-------|------------|-------|-------|--------|------------|
| PE | 2,312,000 | 1,824,000 | 350,000 | | | | | | 4,486,000 |
| R/W | | | | | | | | | |
| CON | | | | | 19,800,000 | | | | 19,800,000 |
| Total | 2,312,000 | 1,824,000 | 350,000 | | 19,800,000 | | | | 24,286,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 1,849,600 | 1,459,200 | 280,000 | | 17,528,940 | | | | 21,117,740 |
| Local Match | 462,400 | 364,800 | 70,000 | | 2,271,060 | | | | 3,168,260 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 2,312,000 | 1,824,000 | 350,000 | | 19,800,000 | | | | 24,286,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 1,849,600 | 1,459,200 | 280,000 | | | | | | 3,588,800 |
| Local Match | 462,400 | 364,800 | 70,000 | | | | | | 897,200 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 2,312,000 | 1,824,000 | 350,000 | | | | | | 4,486,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 17,528,940 | | | | 17,528,940 |
| Local Match | | | | | 2,271,060 | | | | 2,271,060 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 19,800,000 | | | | 19,800,000 |

Project #: 5166(015)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Marin County 3891 BRIDGE NO. 27C0051, SAN ANTONIO RD OVER SOUTH SAN ANTONIO CREEK, 0.6 MI N OF S.H. 101. Replace existing two lane bridge with two lane bridge. 1/3/2012: Toll Credits programmed for PE, R/W & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|-------|-------|---------------|-------|-------|------------------|------------------|
| PE | 821,000 | | | | | | | | 821,000 |
| R/W | | | | | 90,000 | | | | 90,000 |
| CON | | | | | | | | 4,597,600 | 4,597,600 |
| Total | 821,000 | | | | 90,000 | | | 4,597,600 | 5,508,600 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 821,000 | | | | 90,000 | | | 4,597,600 | 5,508,600 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 821,000 | | | | 90,000 | | | 4,597,600 | 5,508,600 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 821,000 | | | | | | | | 821,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 821,000 | | | | | | | | 821,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 90,000 | | | | 90,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 90,000 | | | | 90,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 4,597,600 | 4,597,600 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 4,597,600 | 4,597,600 |

Project #: 5927(104)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Marin County 3998 BRIDGE NO. 27C0098, NICASIO VAL RD, OVER ARROYO NICASIO, NEAR LUCAS VALLEY RD. Replace existing two-lane bridge with new two-lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|----------------|-------|-------|----------------|-------|-------|------------------|------------------|
| PE | 426,000 | 130,300 | | | | | | | 556,300 |
| R/W | | | | | 190,152 | | | | 190,152 |
| CON | | | | | | | | 2,385,600 | 2,385,600 |
| Total | 426,000 | 130,300 | | | 190,152 | | | 2,385,600 | 3,132,052 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 377,138 | 115,355 | | | 168,342 | | | 2,111,972 | 2,772,806 |
| Local Match | 48,862 | 14,945 | | | 21,810 | | | 273,628 | 359,246 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 426,000 | 130,300 | | | 190,152 | | | 2,385,600 | 3,132,052 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 377,138 | 115,355 | | | | | | | 492,492 |
| Local Match | 48,862 | 14,945 | | | | | | | 63,808 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 426,000 | 130,300 | | | | | | | 556,300 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 168,342 | | | | 168,342 |
| Local Match | | | | | 21,810 | | | | 21,810 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 190,152 | | | | 190,152 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 2,111,972 | 2,111,972 |
| Local Match | | | | | | | | 273,628 | 273,628 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 2,385,600 | 2,385,600 |

Project #: 5927(097)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Marin County 3996 BRIDGE NO. 27C0104, SIR FRANCIS DRAKE OVER OLEMA CREEK, 0.32 MI W SH 1. Replace existing two-lane bridge with new two-lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|----------------|-------|----------------|-------|----------------|-------|-------|------------------|------------------|
| PE | 296,000 | | 242,800 | | | | | | 538,800 |
| R/W | | | | | 210,552 | | | | 210,552 |
| CON | | | | | | | | 1,657,600 | 1,657,600 |
| Total | 296,000 | | 242,800 | | 210,552 | | | 1,657,600 | 2,406,952 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|----------------|-------|----------------|-------|-------|------------------|------------------|
| Fed \$ | 262,049 | | 214,951 | | 186,402 | | | 1,467,473 | 2,130,875 |
| Local Match | 33,951 | | 27,849 | | 24,150 | | | 190,127 | 276,077 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 296,000 | | 242,800 | | 210,552 | | | 1,657,600 | 2,406,952 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|----------------|-------|----------------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 262,049 | | 214,951 | | | | | | 477,000 |
| Local Match | 33,951 | | 27,849 | | | | | | 61,800 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 296,000 | | 242,800 | | | | | | 538,800 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|----------------|-------|-------|--------|----------------|
| Fed \$ | | | | | 186,402 | | | | 186,402 |
| Local Match | | | | | 24,150 | | | | 24,150 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 210,552 | | | | 210,552 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|------------------|------------------|
| Fed \$ | | | | | | | | 1,467,473 | 1,467,473 |
| Local Match | | | | | | | | 190,127 | 190,127 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,657,600 | 1,657,600 |

Project #: 5927(099)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Marin County 3995 BRIDGE NO. 27C0107, MUIR WOODS RD OVER REDWOOD CREEK, 2.0 MI N OF SR 1. Replace existing two-lane bridge with new two-lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|----------------|-------|----------------|-------|----------------|-------|------------------|--------|------------------|
| PE | 270,000 | | 259,000 | | | | | | 529,000 |
| R/W | | | | | 159,485 | | | | 159,485 |
| CON | | | | | | | 1,474,500 | | 1,474,500 |
| Total | 270,000 | | 259,000 | | 159,485 | | 1,474,500 | | 2,162,985 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 239,031 | | 229,293 | | 141,192 | | 1,305,375 | | 1,914,891 |
| Local Match | 30,969 | | 29,707 | | 18,293 | | 169,125 | | 248,094 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 270,000 | | 259,000 | | 159,485 | | 1,474,500 | | 2,162,985 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 239,031 | | 229,293 | | | | | | 468,324 |
| Local Match | 30,969 | | 29,707 | | | | | | 60,676 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 270,000 | | 259,000 | | | | | | 529,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 141,192 | | | | 141,192 |
| Local Match | | | | | 18,293 | | | | 18,293 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 159,485 | | | | 159,485 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 1,305,375 | | 1,305,375 |
| Local Match | | | | | | | 169,125 | | 169,125 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 1,474,500 | | 1,474,500 |

Project #: 5927(098)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Marin County 3892 BRIDGE NO. 27C0135, MOUNT LASSEN DR OVER MILLER CREEK, 0.06 MI N LUCAS VALLEY RD. Bridge Preventive Maintenance Program project to correct soil erosion. 1/4/2012: Toll Credits programmed for PE & CON. 9/28/2015: Toll credits used for R/W.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------------|-------|----------------|-------|---------------|-------|-------|----------------|----------------|
| PE | 63,250 | | 243,550 | | | | | | 306,800 |
| R/W | | | | | 81,252 | | | | 81,252 |
| CON | | | | | | | | 354,200 | 354,200 |
| Total | 63,250 | | 243,550 | | 81,252 | | | 354,200 | 742,252 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 63,250 | | 243,550 | | 81,252 | | | 354,200 | 742,252 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 63,250 | | 243,550 | | 81,252 | | | 354,200 | 742,252 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 63,250 | | 243,550 | | | | | | 306,800 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 63,250 | | 243,550 | | | | | | 306,800 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 81,252 | | | | 81,252 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 81,252 | | | | 81,252 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 354,200 | 354,200 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 354,200 | 354,200 |

Project #: 5927(100)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Novato 3524 BRIDGE NO. 27C0021, GRANT AVE OVER NOVATO CREEK, IN NOVATO. Bridge rehabilitation no additional lanes added.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|----------------|-------|-------|-------|-------|------------------|--------|------------------|
| PE | 200,000 | 200,000 | | | | | | | 400,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | 1,993,373 | | 1,993,373 |
| Total | 200,000 | 200,000 | | | | | 1,993,373 | | 2,393,373 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 177,060 | 177,060 | | | | | 1,764,733 | | 2,118,853 |
| Local Match | 22,940 | 22,940 | | | | | 228,640 | | 274,520 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 200,000 | 200,000 | | | | | 1,993,373 | | 2,393,373 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 177,060 | 177,060 | | | | | | | 354,120 |
| Local Match | 22,940 | 22,940 | | | | | | | 45,880 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 200,000 | 200,000 | | | | | | | 400,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 1,764,733 | | 1,764,733 |
| Local Match | | | | | | | 228,640 | | 228,640 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 1,993,373 | | 1,993,373 |

Project #: 5361(023)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Ross 4359 BRIDGE NO. 27C0050, SIR FRANCIS DRAKE, OVER CORTE MADERA CREEK, 3.0 MI E OF SR 101. Bridge Rehabilitation. Widen existing two-lane bridge to current standards (non-capacity increasing), Chien Wu, 3/25/2016 10:44:19 AM. New!

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|-------|---------|-------|-------|-------|-----------|-----------|
| PE | | | | 950,000 | | | | | 950,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 2,450,000 | 2,450,000 |
| Total | | | | 950,000 | | | | 2,450,000 | 3,400,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 841,035 | | | | 2,168,985 | 3,010,020 |
| Local Match | | | | 108,965 | | | | 281,015 | 389,980 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 950,000 | | | | 2,450,000 | 3,400,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 841,035 | | | | | 841,035 |
| Local Match | | | | 108,965 | | | | | 108,965 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 950,000 | | | | | 950,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 2,168,985 | 2,168,985 |
| Local Match | | | | | | | | 281,015 | 281,015 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 2,450,000 | 2,450,000 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Ross 4355 BRIDGE NO. 27C0072, GLENWOOD AVE, OVER ROSS CREEK, IN THE CITY OF ROSS. Bridge rehabilitation Widen existing two-lane bridge to current standards (non-capacity increasing). Chien Wu, 3/22/2016 1:52:07 PM.

New!

Project #:

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|-------|-------|-------|---------|-------|-------|-------|-----------|-----------|
| PE | | | | 675,000 | | | | | 675,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 1,708,000 | 1,708,000 |
| Total | | | | 675,000 | | | | 1,708,000 | 2,383,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 597,578 | | | | 1,512,092 | 2,109,670 |
| Local Match | | | | 77,423 | | | | 195,908 | 273,330 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 675,000 | | | | 1,708,000 | 2,383,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 597,578 | | | | | 597,578 |
| Local Match | | | | 77,423 | | | | | 77,423 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 675,000 | | | | | 675,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,512,092 | 1,512,092 |
| Local Match | | | | | | | | 195,908 | 195,908 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,708,000 | 1,708,000 |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Ross 3997 BRIDGE NO. 27C0074, WINSHIP ROAD OVER CORTE MADERA CREEK, IN THE CITY OF ROSS. Replace existing two-lane bridge with new two-lane bridge. 3/25/2014: Toll credits used for PE, R/W and CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-------|-------|-------|--------|-------|-------|-----------|-----------|
| PE | 655,700 | | | | | | | | 655,700 |
| R/W | | | | | 60,000 | | | | 60,000 |
| CON | | | | | | | | 1,613,640 | 1,613,640 |
| Total | 655,700 | | | | 60,000 | | | 1,613,640 | 2,329,340 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 655,700 | | | | 60,000 | | | 1,613,640 | 2,329,340 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 655,700 | | | | 60,000 | | | 1,613,640 | 2,329,340 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 655,700 | | | | | | | | 655,700 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 655,700 | | | | | | | | 655,700 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 60,000 | | | | 60,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 60,000 | | | | 60,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,613,640 | 1,613,640 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,613,640 | 1,613,640 |

Project #: 5176(008)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Ross 4361 BRIDGE NO. 27C0078, SHADY LANE, OVER ROSS CREEK, NEAR LOCUST ST. Bridge Rehabilitation. Widen existing two-lane bridge to current standards (non-capacity increasing), Chien Wu, 3/25/2016 11:01:54 AM.

New!

Project #:

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|-------|---------|-------|-------|-------|-----------|-----------|
| PE | | | | 675,000 | | | | | 675,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 1,708,000 | 1,708,000 |
| Total | | | | 675,000 | | | | 1,708,000 | 2,383,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 597,578 | | | | 1,512,092 | 2,109,670 |
| Local Match | | | | 77,423 | | | | 195,908 | 273,330 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 675,000 | | | | 1,708,000 | 2,383,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 597,578 | | | | | 597,578 |
| Local Match | | | | 77,423 | | | | | 77,423 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 675,000 | | | | | 675,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,512,092 | 1,512,092 |
| Local Match | | | | | | | | 195,908 | 195,908 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,708,000 | 1,708,000 |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

Ross 4360 BRIDGE NO. 27C0149, NORWOOD AVE, OVER ROSS CREEK, 0.1 MI N SHADY LN IN ROSS. Bridge Rehabilitation. Widen existing two-lane bridge to current standards (non-capacity increasing), Chien Wu, 3/25/2016 10:52:20 AM. New!

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|-------|----------------|-------|-------|-------|------------------|------------------|
| PE | | | | 675,000 | | | | | 675,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 1,708,000 | 1,708,000 |
| Total | | | | 675,000 | | | | 1,708,000 | 2,383,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 597,578 | | | | 1,512,092 | 2,109,670 |
| Local Match | | | | 77,423 | | | | 195,908 | 273,330 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 675,000 | | | | 1,708,000 | 2,383,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 597,578 | | | | | 597,578 |
| Local Match | | | | 77,423 | | | | | 77,423 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 675,000 | | | | | 675,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,512,092 | 1,512,092 |
| Local Match | | | | | | | | 195,908 | 195,908 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,708,000 | 1,708,000 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

San Anselmo 3906 BRIDGE NO. 27C0080, MADRONE AVE OVER SAN ANSELMO CR, IN SAN ANSELMO. Bridge replacement. Replace existing two lane bridge with two lane bridge widened to accommodate standard lanes, shoulders and sidewalks.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-------|-------|-------|-------|-------|-------|-----------|-----------|
| PE | 664,000 | | | | | | | | 664,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 1,751,400 | 1,751,400 |
| Total | 664,000 | | | | | | | 1,751,400 | 2,415,400 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 587,839 | | | | | | | 1,550,514 | 2,138,354 |
| Local Match | 76,161 | | | | | | | 200,886 | 277,046 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 664,000 | | | | | | | 1,751,400 | 2,415,400 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 587,839 | | | | | | | | 587,839 |
| Local Match | 76,161 | | | | | | | | 76,161 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 664,000 | | | | | | | | 664,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,550,514 | 1,550,514 |
| Local Match | | | | | | | | 200,886 | 200,886 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,751,400 | 1,751,400 |

Project #: 5159(018)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

San Anselmo 3905 BRIDGE NO. 27C0153, NOKOMIS AVE OVER SAN ANSELMO CREEK, 300 N MADRONE AVE. Bridge Replacement. Replace existing two lane bridge with two lane bridge to accommodate standard lanes, shoulders and sidewalks. 2/15/2012: Toll Credits programmed for PE & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-------|-------|-------|-------|-------|-----------|--------|-----------|
| PE | 670,000 | | | | | | | | 670,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | 1,726,200 | | 1,726,200 |
| Total | 670,000 | | | | | | 1,726,200 | | 2,396,200 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 670,000 | | | | | | 1,726,200 | | 2,396,200 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 670,000 | | | | | | 1,726,200 | | 2,396,200 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 670,000 | | | | | | | | 670,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 670,000 | | | | | | | | 670,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 1,726,200 | | 1,726,200 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 1,726,200 | | 1,726,200 |

Project #: 5159(017)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

San Anselmo 4044 BRIDGE NO. PM00090, Bridge Preventive Maintenance Program (BPMP) various bridges in the Town of San Anselmo. See Caltrans Local Assistance HBP website for backup list of projects.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|-------|-----------|-------|--------|-----------|
| PE | | | 464,736 | | | | | | 464,736 |
| R/W | | | | | | | | | |
| CON | | | | | | 1,264,624 | | | 1,264,624 |
| Total | | | 464,736 | | | 1,264,624 | | | 1,729,360 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 411,431 | | | 1,119,572 | | | 1,531,002 |
| Local Match | | | 53,305 | | | 145,052 | | | 198,358 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 464,736 | | | 1,264,624 | | | 1,729,360 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 411,431 | | | | | | 411,431 |
| Local Match | | | 53,305 | | | | | | 53,305 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 464,736 | | | | | | 464,736 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | 1,119,572 | | | 1,119,572 |
| Local Match | | | | | | 145,052 | | | 145,052 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | 1,264,624 | | | 1,264,624 |

Project #: 5159(022)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Marin

Responsible Agency HBP-ID Project Description

San Rafael 4272 BRIDGE NO. 27C0148, SOUTHRN HEIGHTS BL, OVER HILLSIDE, JCT MEYER RD IN SAN RAFAEL. Replace existing one-lane bridge with a new one-lane bridge. 3/4/2015: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|--------|-------|-------|-----------|-----------|
| PE | | | 245,000 | | | | | | 245,000 |
| R/W | | | | | 40,000 | | | | 40,000 |
| CON | | | | | | | | 1,332,000 | 1,332,000 |
| Total | | | 245,000 | | 40,000 | | | 1,332,000 | 1,617,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 245,000 | | 40,000 | | | 1,332,000 | 1,617,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 245,000 | | 40,000 | | | 1,332,000 | 1,617,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 245,000 | | | | | | 245,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 245,000 | | | | | | 245,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 40,000 | | | | 40,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 40,000 | | | | 40,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,332,000 | 1,332,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,332,000 | 1,332,000 |

Project #: 5043(038)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Calistoga 3986 BRIDGE NO. 21C0115, BERRY ST OVER NAPA RIVER, CALISTOGA. Replace two-lane bridge with new two-lane bridge. 9/26/2012: Toll Credits programmed for PE & CON. 9/27/2012: Toll credits used for R/W.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|----------------|----------------|-------|------------------|-------|-------|--------|------------------|
| PE | 319,000 | 205,390 | | | | | | | 524,390 |
| R/W | | | 164,000 | | | | | | 164,000 |
| CON | | | | | 2,420,600 | | | | 2,420,600 |
| Total | 319,000 | 205,390 | 164,000 | | 2,420,600 | | | | 3,108,990 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 319,000 | 205,390 | 164,000 | | 2,420,600 | | | | 3,108,990 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 319,000 | 205,390 | 164,000 | | 2,420,600 | | | | 3,108,990 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 319,000 | 205,390 | | | | | | | 524,390 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 319,000 | 205,390 | | | | | | | 524,390 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 164,000 | | | | | | 164,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 164,000 | | | | | | 164,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 2,420,600 | | | | 2,420,600 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 2,420,600 | | | | 2,420,600 |

Project #: 5061(007)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa 4210 BRIDGE NO. PM00111, Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Napa. See Caltrans Local Assistance HBP website for backup list of projects.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|-------|-------|--------|-------|---------|-------|-------|--------|---------|
| PE | | | 79,855 | | | | | | 79,855 |
| R/W | | | | | | | | | |
| CON | | | | | 361,947 | | | | 361,947 |
| Total | | | 79,855 | | 361,947 | | | | 441,802 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 70,696 | | 320,432 | | | | 391,127 |
| Local Match | | | 9,159 | | 41,515 | | | | 50,675 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 79,855 | | 361,947 | | | | 441,802 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 70,696 | | | | | | 70,696 |
| Local Match | | | 9,159 | | | | | | 9,159 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 79,855 | | | | | | 79,855 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 320,432 | | | | 320,432 |
| Local Match | | | | | 41,515 | | | | 41,515 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 361,947 | | | | 361,947 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa County 4063 BRIDGE NO. 21C0056, DRY CR RD OVER DRY CREEK, 0.8 MI W MT VEEDER RD. Replace existing 2-lane bridge with new 2-lane bridge plus realignment of roadway. 3/6/2013: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-------|---------|-------|---------|-------|-----------|--------|-----------|
| PE | 379,500 | | 420,500 | | | | | | 800,000 |
| R/W | | | | | 250,000 | | | | 250,000 |
| CON | | | | | | | 4,500,000 | | 4,500,000 |
| Total | 379,500 | | 420,500 | | 250,000 | | 4,500,000 | | 5,550,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 379,500 | | 420,500 | | 250,000 | | 4,500,000 | | 5,550,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 379,500 | | 420,500 | | 250,000 | | 4,500,000 | | 5,550,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 379,500 | | 420,500 | | | | | | 800,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 379,500 | | 420,500 | | | | | | 800,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 250,000 | | | | 250,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 250,000 | | | | 250,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 4,500,000 | | 4,500,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 4,500,000 | | 4,500,000 |

Project #: 5921(061)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa County 817 BRIDGE NO. 21C0069, OAKVILLE CROSS RD, OVER NAPA RIVER, 0.5 MI N/E SR 29. Replace 2 lane bridge with new 2 lane bridge.
7/21/2011: Toll credits used for R/W. Toll credits used for CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-----------|-----------|-------|-------|-------|-------|--------|-----------|
| PE | 685,000 | | 864,196 | | | | | | 1,549,196 |
| R/W | | | | | | | | | |
| CON | | 3,388,006 | 1,988,791 | | | | | | 5,376,797 |
| Total | 685,000 | 3,388,006 | 2,852,987 | | | | | | 6,925,993 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 548,000 | 3,388,006 | 2,680,148 | | | | | | 6,616,154 |
| Local Match | 137,000 | | 172,839 | | | | | | 309,839 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 685,000 | 3,388,006 | 2,852,987 | | | | | | 6,925,993 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 548,000 | | 691,357 | | | | | | 1,239,357 |
| Local Match | 137,000 | | 172,839 | | | | | | 309,839 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 685,000 | | 864,196 | | | | | | 1,549,196 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | | |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | | |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 3,388,006 | 1,988,791 | | | | | | 5,376,797 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 3,388,006 | 1,988,791 | | | | | | 5,376,797 |

Project #:

5921(010)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa County 4066 BRIDGE NO. 21C0074, BERRYESSA-KNOXVILLE OVER ETICUERA CREEK, 7.8 MI N/O POPE CYN ROAD. Replace existing 2-lane bridge with new 2-lane bridge. 3/6/2013: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|-------|-------|-------|-------|---------|-----------|-----------|
| PE | | | | | | | 500,000 | | 500,000 |
| R/W | | | | | | | | 150,000 | 150,000 |
| CON | | | | | | | | 3,000,000 | 3,000,000 |
| Total | | | | | | | 500,000 | 3,150,000 | 3,650,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 500,000 | 3,150,000 | 3,650,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 500,000 | 3,150,000 | 3,650,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 500,000 | | 500,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 500,000 | | 500,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 150,000 | 150,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 150,000 | 150,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,000,000 | 3,000,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,000,000 | 3,000,000 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa County 4068 BRIDGE NO. 21C0075, CHILES-POPE VLY RD OVER CHILES CREEK, 2.1 MI N OF S.R. 128. Replace existing 2-lane bridge with new 2-lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------------|-------|----------------|-------|---------------|-------|-------|------------------|------------------|
| PE | 81,500 | | 668,500 | | | | | | 750,000 |
| R/W | | | | | 50,000 | | | | 50,000 |
| CON | | | | | | | | 4,500,000 | 4,500,000 |
| Total | 81,500 | | 668,500 | | 50,000 | | | 4,500,000 | 5,300,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 72,152 | | 591,823 | | 44,265 | | | 3,983,850 | 4,692,090 |
| Local Match | 9,348 | | 76,677 | | 5,735 | | | 516,150 | 607,910 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 81,500 | | 668,500 | | 50,000 | | | 4,500,000 | 5,300,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 72,152 | | 591,823 | | | | | | 663,975 |
| Local Match | 9,348 | | 76,677 | | | | | | 86,025 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 81,500 | | 668,500 | | | | | | 750,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 44,265 | | | | 44,265 |
| Local Match | | | | | 5,735 | | | | 5,735 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 50,000 | | | | 50,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,983,850 | 3,983,850 |
| Local Match | | | | | | | | 516,150 | 516,150 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 4,500,000 | 4,500,000 |

Project #: 5921(060)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa County 4067 BRIDGE NO. 21C0077, CONN VALLEY RD OVER CONN CREEK, 4.1 MI E SILVERADO TRAIL. Replace existing 2-lane bridge with new 2-lane bridge. 3/6/2013: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|-------|-------|-------|---------|-------|-----------|-----------|
| PE | | | | | | 500,000 | | | 500,000 |
| R/W | | | | | | | | 150,000 | 150,000 |
| CON | | | | | | | | 3,000,000 | 3,000,000 |
| Total | | | | | | 500,000 | | 3,150,000 | 3,650,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | 500,000 | | 3,150,000 | 3,650,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | 500,000 | | 3,150,000 | 3,650,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | 500,000 | | | 500,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | 500,000 | | | 500,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 150,000 | 150,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 150,000 | 150,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,000,000 | 3,000,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,000,000 | 3,000,000 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Napa

Responsible Agency HBP-ID Project Description

Napa County 4064 BRIDGE NO. 21C0088, SODA CYN RD OVER SODA CREEK, 3.1 MI N SILVERADO TRAIL. Replace existing 2-lane bridge with new 2-lane bridge. 3/6/2013: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|-------|-------|-------|---------|-------|-----------|-----------|
| PE | | | | | | 500,000 | | | 500,000 |
| R/W | | | | | | | | 150,000 | 150,000 |
| CON | | | | | | | | 3,000,000 | 3,000,000 |
| Total | | | | | | 500,000 | | 3,150,000 | 3,650,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | 500,000 | | 3,150,000 | 3,650,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | 500,000 | | 3,150,000 | 3,650,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | 500,000 | | | 500,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | 500,000 | | | 500,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 150,000 | 150,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 150,000 | 150,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,000,000 | 3,000,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,000,000 | 3,000,000 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

Peninsula Joint Powers Board 2149 BRIDGE NO. 34C0051, CALTRAIN & UP RR OVER QUINT ST, BETW JERROLD/OAKDALE. Demolish existing bridge and replace with earth berm. LSSRP Seismic Retrofit (STP) participation.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|-------|-------|-------|-------|-------|-------|-------|-----------|-----------|
| PE | | | | | | | | | |
| R/W | | | | | | | | | |
| CON | | | | | | | | 1,728,149 | 1,728,149 |
| Total | | | | | | | | 1,728,149 | 1,728,149 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,529,930 | 1,529,930 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | 198,219 | 198,219 |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,728,149 | 1,728,149 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,529,930 | 1,529,930 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | 198,219 | 198,219 |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,728,149 | 1,728,149 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco 4004 BRIDGE NO. 34C0024, THIRD STREET OVER ISLAIS CREEK, JUST N/O CARGO WAY. Rehabilitate bridge. No added lane capacity. (High Cost Project agreement required)

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-----------|-------|-------|-------|-------|-------|-------|------------|------------|
| PE | 3,400,000 | | | | | | | | 3,400,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 20,000,000 | 20,000,000 |
| Total | 3,400,000 | | | | | | | 20,000,000 | 23,400,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 3,010,020 | | | | | | | 17,706,000 | 20,716,020 |
| Local Match | 389,980 | | | | | | | 2,294,000 | 2,683,980 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 3,400,000 | | | | | | | 20,000,000 | 23,400,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 3,010,020 | | | | | | | | 3,010,020 |
| Local Match | 389,980 | | | | | | | | 389,980 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 3,400,000 | | | | | | | | 3,400,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 17,706,000 | 17,706,000 |
| Local Match | | | | | | | | 2,294,000 | 2,294,000 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 20,000,000 | 20,000,000 |

Project #: 5934(168)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County 4282 BRIDGE NO. 34C0025, THIRD ST OVER CHINA BASIN, S OF BERRY ST. Rehabilitate existing bridge, Work includes rehabilitating bridge deck and corroded members, painting, counterweight and fender pile repairs. (No added lane capacity). High Cost Project agreement needed for this project for construction to be moved into the FTIP.

Change!

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|-------|-------|---------|-------|---------|-------|-----------|------------|------------|
| PE | | | 750,000 | | | | 2,979,212 | | 3,729,212 |
| R/W | | | | | 350,000 | | | | 350,000 |
| CON | | | | | | | | 21,624,404 | 21,624,404 |
| Total | | | 750,000 | | 350,000 | | 2,979,212 | 21,624,404 | 25,703,616 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|---------|-------|-----------|------------|------------|
| Fed \$ | | | 663,975 | | 309,855 | | 2,637,496 | 19,144,085 | 22,755,411 |
| Local Match | | | 86,025 | | 40,145 | | 341,716 | 2,480,319 | 2,948,205 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 750,000 | | 350,000 | | 2,979,212 | 21,624,404 | 25,703,616 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|---------|-------|-------|-------|-----------|--------|-----------|
| Fed \$ | | | 663,975 | | | | 2,637,496 | | 3,301,471 |
| Local Match | | | 86,025 | | | | 341,716 | | 427,741 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 750,000 | | | | 2,979,212 | | 3,729,212 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|---------|-------|-------|--------|---------|
| Fed \$ | | | | | 309,855 | | | | 309,855 |
| Local Match | | | | | 40,145 | | | | 40,145 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 350,000 | | | | 350,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|------------|------------|
| Fed \$ | | | | | | | | 19,144,085 | 19,144,085 |
| Local Match | | | | | | | | 2,480,319 | 2,480,319 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 21,624,404 | 21,624,404 |

Project #: 5934(177)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County Transportation Authority 3546 BRIDGE NO. 01CA0001, Adjacent to westbound on-ramp to SFOBB on the west side of Yerba Buena Island . Seismic Retrofit

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|--------|-------|-------|-------|-------|-------|---------|-----------|
| PE | 247,337 | 99,992 | | | | | | | 347,329 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 771,325 | 771,325 |
| Total | 247,337 | 99,992 | | | | | | 771,325 | 1,118,654 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 218,967 | 88,523 | | | | | | 682,854 | 990,344 |
| Local Match | 28,370 | 11,469 | | | | | | | 39,839 |
| LSSRP Bond | | | | | | | | 88,471 | 88,471 |
| Local AC | | | | | | | | | |
| Total | 247,337 | 99,992 | | | | | | 771,325 | 1,118,654 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 218,967 | 88,523 | | | | | | | 307,490 |
| Local Match | 28,370 | 11,469 | | | | | | | 39,839 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 247,337 | 99,992 | | | | | | | 347,329 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 682,854 | 682,854 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | 88,471 | 88,471 |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 771,325 | 771,325 |

Project #: 6272(024)

This project has been split out to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (TIP ID SF 070027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County Transportation Authority 3547 BRIDGE NO. 01CA0002, 01CA0003, and 01CA0006 Starting on the westbound I-80 on-ramp, 250' from entrance to SFOPB on the west side of Yerba Buena Island three bridges to be demolished and replace with retaining walls and roadway realignments for structure #2 and #6 and bridge replacement for structure #3.. Seismic Retrofit. High cost project agreement must be signed.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-----------|-----------|-------|-------|------------|-------|-------|-------------|------------|
| PE | 4,271,570 | 5,999,830 | | | | | | | 10,271,400 |
| R/W | 550,000 | | | | 300,000 | | | | 850,000 |
| CON | | | | | 46,939,842 | | | | 46,939,842 |
| Total | 4,821,570 | 5,999,830 | | | 47,239,842 | | | | 58,061,242 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 4,268,536 | 5,311,649 | | | 265,590 | | | 41,555,842 | 51,401,618 |
| Local Match | 489,949 | 688,181 | | | 5,384,000 | | | -5,384,000 | 1,178,130 |
| LSSRP Bond | 63,085 | | | | 34,410 | | | 5,384,000 | 5,481,495 |
| Local AC | | | | | 41,555,842 | | | -41,555,842 | |
| Total | 4,821,570 | 5,999,830 | | | 47,239,842 | | | | 58,061,242 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 3,781,621 | 5,311,649 | | | | | | | 9,093,270 |
| Local Match | 489,949 | 688,181 | | | | | | | 1,178,130 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 4,271,570 | 5,999,830 | | | | | | | 10,271,400 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 486,915 | | | | 265,590 | | | | 752,505 |
| Local Match | | | | | | | | | |
| LSSRP Bond | 63,085 | | | | 34,410 | | | | 97,495 |
| Local AC | | | | | | | | | |
| Total | 550,000 | | | | 300,000 | | | | 850,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 41,555,842 | 41,555,842 |
| Local Match | | | | | 5,384,000 | | | -5,384,000 | |
| LSSRP Bond | | | | | | | | 5,384,000 | 5,384,000 |
| Local AC | | | | | 41,555,842 | | | -41,555,842 | |
| Total | | | | | 46,939,842 | | | | 46,939,842 |

Project #: 6272(026)

This project has been split out to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (TIP ID SF-070027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County Transportation Authority 3549 Br No. 01CA0004, on Treasure Island Rd, 1640' West of SFOBB. Seismic Retrofit

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|---------|-------|-------|-------|-------|-------|-----------|-----------|
| PE | 609,325 | 184,833 | | | | | | | 794,158 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 4,129,621 | 4,129,621 |
| Total | 609,325 | 184,833 | | | | | | 4,129,621 | 4,923,779 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 539,435 | 163,633 | | | | | | 3,655,953 | 4,359,022 |
| Local Match | 69,890 | 21,200 | | | | | | | 91,090 |
| LSSRP Bond | | 0 | | | | | | 473,668 | 473,668 |
| Local AC | | | | | | | | | |
| Total | 609,325 | 184,833 | | | | | | 4,129,621 | 4,923,779 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 539,435 | 163,633 | | | | | | | 703,068 |
| Local Match | 69,890 | 21,200 | | | | | | | 91,090 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 609,325 | 184,833 | | | | | | | 794,158 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,655,953 | 3,655,953 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | 473,668 | 473,668 |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 4,129,621 | 4,129,621 |

Project #: 6272(028)

This project has been split out to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (TIP ID SF 070027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County Transportation Authority 3554 BRIDGE NO. 01CA0008, On Treasure Island Rd, 1450' West of SFOBB. Seismic Retrofit

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|--------|-------|-------|-------|-------|-------|---------|---------|
| PE | 274,355 | 29,956 | | | | | | | 304,311 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 679,438 | 679,438 |
| Total | 274,355 | 29,956 | | | | | | 679,438 | 983,749 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 242,886 | 26,520 | | | | | | 601,506 | 870,913 |
| Local Match | 31,469 | 3,436 | | | | | | | 34,904 |
| LSSRP Bond | | | | | | | | 77,932 | 77,932 |
| Local AC | | | | | | | | | |
| Total | 274,355 | 29,956 | | | | | | 679,438 | 983,749 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 242,886 | 26,520 | | | | | | | 269,407 |
| Local Match | 31,469 | 3,436 | | | | | | | 34,904 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 274,355 | 29,956 | | | | | | | 304,311 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 601,506 | 601,506 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | 77,932 | 77,932 |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 679,438 | 679,438 |

Project #: 6272(032)

This project has been split out to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (TIP ID SF 070027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County Transportation Authority 3552 BRIDGE NO. 01CA007A, On Treasure Island Rd, 1000' West of SFOBB. Seismic Retrofit

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-------|-------|-------|-------|-------|-------|---------|---------|
| PE | 169,797 | 6,127 | | | | | | | 175,924 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 312,850 | 312,850 |
| Total | 169,797 | 6,127 | | | | | | 312,850 | 488,774 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 150,321 | 5,424 | | | | | | 276,966 | 432,712 |
| Local Match | 19,476 | 703 | | | | | | | 20,178 |
| LSSRP Bond | | 0 | | | | | | 35,884 | 35,884 |
| Local AC | | | | | | | | | |
| Total | 169,797 | 6,127 | | | | | | 312,850 | 488,774 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 150,321 | 5,424 | | | | | | | 155,746 |
| Local Match | 19,476 | 703 | | | | | | | 20,178 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 169,797 | 6,127 | | | | | | | 175,924 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 276,966 | 276,966 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | 35,884 | 35,884 |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 312,850 | 312,850 |

Project #: 6272(030)

This project has been split out to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (TIP ID SF 070027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Francisco

Responsible Agency HBP-ID Project Description

San Francisco County Transportation Authority 3553 BRIDGE NO. 01CA007B, On Treasure Island Rd, 1300' West of SFOBB. Seismic Retrofit

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|--------|-------|-------|-------|-------|-------|---------|---------|
| PE | 215,930 | 26,333 | | | | | | | 242,263 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 507,328 | 507,328 |
| Total | 215,930 | 26,333 | | | | | | 507,328 | 749,591 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 191,163 | 23,313 | | | | | | 449,137 | 663,613 |
| Local Match | 24,767 | 3,020 | | | | | | | 27,788 |
| LSSRP Bond | | | | | | | | 58,191 | 58,191 |
| Local AC | | | | | | | | | |
| Total | 215,930 | 26,333 | | | | | | 507,328 | 749,591 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 191,163 | 23,313 | | | | | | | 214,475 |
| Local Match | 24,767 | 3,020 | | | | | | | 27,788 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 215,930 | 26,333 | | | | | | | 242,263 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 449,137 | 449,137 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | 58,191 | 58,191 |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 507,328 | 507,328 |

Project #: 6272(031)

This project has been split out to the individually listed Yerba Buena Island (YBI) Ramp Improvements project (TIP ID SF 070027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Half Moon Bay 3561 BRIDGE NO. 35C0025, MAIN ST OVER PILARCITOS CREEK, 0.25 MI S/O S.H. 92. Replace existing 2 lane bridge with 2 lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|------------------|-------|-------|-------|----------------|-------|-------|------------------|------------------|
| PE | 1,351,800 | | | | | | | | 1,351,800 |
| R/W | | | | | 200,000 | | | | 200,000 |
| CON | | | | | | | | 6,310,000 | 6,310,000 |
| Total | 1,351,800 | | | | 200,000 | | | 6,310,000 | 7,861,800 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 1,196,749 | | | | 177,060 | | | 5,586,243 | 6,960,052 |
| Local Match | 155,051 | | | | 22,940 | | | 723,757 | 901,748 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,351,800 | | | | 200,000 | | | 6,310,000 | 7,861,800 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 1,196,749 | | | | | | | | 1,196,749 |
| Local Match | 155,051 | | | | | | | | 155,051 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,351,800 | | | | | | | | 1,351,800 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 177,060 | | | | 177,060 |
| Local Match | | | | | 22,940 | | | | 22,940 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 200,000 | | | | 200,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 5,586,243 | 5,586,243 |
| Local Match | | | | | | | | 723,757 | 723,757 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 6,310,000 | 6,310,000 |

Project #: 5357(006)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Redwood City 3617 BRIDGE NO. 35C0074L, BRIDGE DR PARKWAY OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PKWY. Preventive Maintenance.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|--------|-------|-------|-------|-------|-------|-------|---------|---------|
| PE | 75,000 | | | | | | | | 75,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 244,300 | 244,300 |
| Total | 75,000 | | | | | | | 244,300 | 319,300 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 66,398 | | | | | | | 216,279 | 282,676 |
| Local Match | 8,603 | | | | | | | 28,021 | 36,624 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 75,000 | | | | | | | 244,300 | 319,300 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 66,398 | | | | | | | | 66,398 |
| Local Match | 8,603 | | | | | | | | 8,603 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 75,000 | | | | | | | | 75,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 216,279 | 216,279 |
| Local Match | | | | | | | | 28,021 | 28,021 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 244,300 | 244,300 |

Project #: 5029(024)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Redwood City 3618 BRIDGE NO. 35C0074R, BRIDGE DR PARKWAY OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PKWY. Preventive Maintenance.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|--------|-------|-------|-------|-------|-------|-------|---------|---------|
| PE | 75,000 | | | | | | | | 75,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 244,300 | 244,300 |
| Total | 75,000 | | | | | | | 244,300 | 319,300 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 66,398 | | | | | | | 216,279 | 282,676 |
| Local Match | 8,603 | | | | | | | 28,021 | 36,624 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 75,000 | | | | | | | 244,300 | 319,300 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 66,398 | | | | | | | | 66,398 |
| Local Match | 8,603 | | | | | | | | 8,603 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 75,000 | | | | | | | | 75,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 216,279 | 216,279 |
| Local Match | | | | | | | | 28,021 | 28,021 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 244,300 | 244,300 |

Project #: 5029(025)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Redwood City 3398 PM00029, Planning of the bridge preventive maintenance program by Redwood City. (PLANNING ONLY - for developing projects lists - NOT for project development.)

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|--------|-------|-------|-------|-------|-------|-------|--------|--------|
| PE | 30,000 | | | | | | | | 30,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | | |
| Total | 30,000 | | | | | | | | 30,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 26,559 | | | | | | | | 26,559 |
| Local Match | 3,441 | | | | | | | | 3,441 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 30,000 | | | | | | | | 30,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 26,559 | | | | | | | | 26,559 |
| Local Match | 3,441 | | | | | | | | 3,441 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 30,000 | | | | | | | | 30,000 |

Project #: 5029(027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Redwood City 4018 BRIDGE NO. PM00082, Bridge Preventive Maintenance Program (BPMP) various bridges in the City of Redwood City. See Caltrans Local Assistance HBP website for backup list of projects.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|---------------|-------|-------|---------------|-------|-------|-------|--------|----------------|
| PE | 26,250 | | | | | | | | 26,250 |
| R/W | | | | | | | | | |
| CON | | | | 78,750 | | | | | 78,750 |
| Total | 26,250 | | | 78,750 | | | | | 105,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 23,239 | | | 69,717 | | | | | 92,957 |
| Local Match | 3,011 | | | 9,033 | | | | | 12,044 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 26,250 | | | 78,750 | | | | | 105,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 23,239 | | | | | | | | 23,239 |
| Local Match | 3,011 | | | | | | | | 3,011 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 26,250 | | | | | | | | 26,250 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 69,717 | | | | | 69,717 |
| Local Match | | | | 9,033 | | | | | 9,033 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 78,750 | | | | | 78,750 |

Project #: 5029(032)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

San Mateo 3428 BRIDGE NO. 35C0077, BERMUDA DR, OVER FIESTA CHANNEL, SOUTH OF FIESTA DRIVE. Bridge Rehabilitation. No added lane capacity.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|-------|-------|-------|-------|-------|------------------|------------------|
| PE | 698,125 | | | | | | | | 698,125 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 1,680,000 | 1,680,000 |
| Total | 698,125 | | | | | | | 1,680,000 | 2,378,125 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 618,050 | | | | | | | 1,487,304 | 2,105,354 |
| Local Match | 80,075 | | | | | | | 192,696 | 272,771 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 698,125 | | | | | | | 1,680,000 | 2,378,125 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 618,050 | | | | | | | | 618,050 |
| Local Match | 80,075 | | | | | | | | 80,075 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 698,125 | | | | | | | | 698,125 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,487,304 | 1,487,304 |
| Local Match | | | | | | | | 192,696 | 192,696 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,680,000 | 1,680,000 |

Project #: 5102(033)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

San Mateo County 3464 BRIDGE NO. 35C0043, SKYLINE BLVD, OVER CRYSTAL SPRINGS DAM/SM C, 0.2 MI S CRYSTAL SPRNG RD. Construct replacement bridge. No added lane capacity. 6/6/2011: Toll credits used for PE & Con.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|------------|-------------|-------|-------|-------|-------|--------|------------|
| PE | 114,404 | | | | | | | | 114,404 |
| R/W | | | | | | | | | |
| CON | | 13,000,000 | | | | | | | 13,000,000 |
| Total | 114,404 | 13,000,000 | | | | | | | 13,114,404 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 114,404 | 3,000,000 | 10,000,000 | | | | | | 13,114,404 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | 10,000,000 | -10,000,000 | | | | | | |
| Total | 114,404 | 13,000,000 | | | | | | | 13,114,404 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 114,404 | | | | | | | | 114,404 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 114,404 | | | | | | | | 114,404 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 3,000,000 | 10,000,000 | | | | | | 13,000,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | 10,000,000 | -10,000,000 | | | | | | |
| Total | | 13,000,000 | | | | | | | 13,000,000 |

Project #: 5935(053)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

San Mateo County 3466 PM00041, Bridge Preventive Maintenance Program, various locations within the County of San Mateo. See Caltrans Local Assistance HBP website for backup list of bridges.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|---------------|-------|----------------|-------|-------|-------|--------|----------------|
| PE | 100,000 | 61,020 | | | | | | | 161,020 |
| R/W | | | | | | | | | |
| CON | | | | 712,500 | | | | | 712,500 |
| Total | 100,000 | 61,020 | | 712,500 | | | | | 873,520 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 88,530 | 54,021 | | 630,776 | | | | | 773,327 |
| Local Match | 11,470 | 6,999 | | 81,724 | | | | | 100,193 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 100,000 | 61,020 | | 712,500 | | | | | 873,520 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 88,530 | 54,021 | | | | | | | 142,551 |
| Local Match | 11,470 | 6,999 | | | | | | | 18,469 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 100,000 | 61,020 | | | | | | | 161,020 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 630,776 | | | | | 630,776 |
| Local Match | | | | 81,724 | | | | | 81,724 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 712,500 | | | | | 712,500 |

Project #:

| |
|-----------|
| 5935(062) |
| 5935(069) |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

San Mateo County 3921 BRIDGE NO. PM00067, Bridge Preventive Maintenance Program, various locations in San Mateo County. See Caltrans Local Assistance HBP web site for for backup list of bridges.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total | Project #: |
|----------------------|-------|----------------|-------|----------------|-------|-------|-------|--------|----------------|------------|
| PE | | 119,000 | | | | | | | 119,000 | |
| R/W | | | | | | | | | | |
| CON | | | | 391,000 | | | | | 391,000 | |
| Total | | 119,000 | | 391,000 | | | | | 510,000 | |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total | |
| Fed \$ | | 105,351 | | 346,152 | | | | | 451,503 | |
| Local Match | | 13,649 | | 44,848 | | | | | 58,497 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | 119,000 | | 391,000 | | | | | 510,000 | |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total | |
| Fed \$ | | 105,351 | | | | | | | 105,351 | |
| Local Match | | 13,649 | | | | | | | 13,649 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | 119,000 | | | | | | | 119,000 | |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total | |
| Fed \$ | | | | 346,152 | | | | | 346,152 | |
| Local Match | | | | 44,848 | | | | | 44,848 | |
| LSSRP Bond | | | | | | | | | | |
| Local AC | | | | | | | | | | |
| Total | | | | 391,000 | | | | | 391,000 | |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

South San Francisco 3573 BRIDGE NO. 35C0044, S AIRPORT BLVD OVER SAN BRUNO CANAL, NORTH OF NORTH ACCESS RD. Replace existing 7 lane bridge with new 7 lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-------|---------|-------|-----------|-------|-------|--------|-----------|
| PE | 407,500 | | 125,000 | | | | | | 532,500 |
| R/W | | | 80,000 | | | | | | 80,000 |
| CON | | | | | 4,080,000 | | | | 4,080,000 |
| Total | 407,500 | | 205,000 | | 4,080,000 | | | | 4,692,500 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 360,760 | | 181,487 | | 3,612,024 | | | | 4,154,270 |
| Local Match | 46,740 | | 23,514 | | 467,976 | | | | 538,230 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 407,500 | | 205,000 | | 4,080,000 | | | | 4,692,500 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 360,760 | | 110,663 | | | | | | 471,422 |
| Local Match | 46,740 | | 14,338 | | | | | | 61,078 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 407,500 | | 125,000 | | | | | | 532,500 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 70,824 | | | | | | 70,824 |
| Local Match | | | 9,176 | | | | | | 9,176 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 80,000 | | | | | | 80,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 3,612,024 | | | | 3,612,024 |
| Local Match | | | | | 467,976 | | | | 467,976 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 4,080,000 | | | | 4,080,000 |

Project #: 5177(030)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Woodside 3790 BRIDGE NO. 35C0055, PORTOLA RD OVER ALEMBIQUE CR, 0.25 MI E OF SH 84. Replace existing two lane bridge with two lane bridge to accomodate standard lanes and shoulders.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-------|---------|-------|--------|-------|-------|-----------|-----------|
| PE | 188,760 | | 250,000 | | | | | | 438,760 |
| R/W | | | | | 30,000 | | | | 30,000 |
| CON | | | | | | | | 1,057,056 | 1,057,056 |
| Total | 188,760 | | 250,000 | | 30,000 | | | 1,057,056 | 1,525,816 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 167,109 | | 221,325 | | 26,559 | | | 935,812 | 1,350,805 |
| Local Match | 21,651 | | 28,675 | | 3,441 | | | 121,244 | 175,011 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 188,760 | | 250,000 | | 30,000 | | | 1,057,056 | 1,525,816 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 167,109 | | 221,325 | | | | | | 388,434 |
| Local Match | 21,651 | | 28,675 | | | | | | 50,326 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 188,760 | | 250,000 | | | | | | 438,760 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 26,559 | | | | 26,559 |
| Local Match | | | | | 3,441 | | | | 3,441 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 30,000 | | | | 30,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 935,812 | 935,812 |
| Local Match | | | | | | | | 121,244 | 121,244 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,057,056 | 1,057,056 |

Project #: 5333(012)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Woodside 3793 BRIDGE NO. 35C0122, MOUNTAIN HOME RD OVER BEAR CREEK, 0.3 MI S OF S.H. 84. Rehabilitate bridge, widen to accommodate standard lanes and shoulders. No added lane capacity.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-------|---------|-------|--------|-------|-------|---------|-----------|
| PE | 107,428 | | 300,000 | | | | | | 407,428 |
| R/W | | | | | 20,000 | | | | 20,000 |
| CON | | | | | | | | 601,600 | 601,600 |
| Total | 107,428 | | 300,000 | | 20,000 | | | 601,600 | 1,029,028 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 95,106 | | 265,590 | | 17,706 | | | 532,596 | 910,998 |
| Local Match | 12,322 | | 34,410 | | 2,294 | | | 69,004 | 118,030 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 107,428 | | 300,000 | | 20,000 | | | 601,600 | 1,029,028 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 95,106 | | 265,590 | | | | | | 360,696 |
| Local Match | 12,322 | | 34,410 | | | | | | 46,732 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 107,428 | | 300,000 | | | | | | 407,428 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 17,706 | | | | 17,706 |
| Local Match | | | | | 2,294 | | | | 2,294 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 20,000 | | | | 20,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 532,596 | 532,596 |
| Local Match | | | | | | | | 69,004 | 69,004 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 601,600 | 601,600 |

Project #: 5333(013)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Woodside 3791 BRIDGE NO. 35C0123, KINGS MOUNTAIN RD OVER WEST UNION CREEK, 0.05 MI E TRIPP RD. Rehabilitate bridge, widen to accommodate standard lanes, shoulders and bike lane. No added lane capacity

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|----------------|-------|----------------|-------|---------------|-------|-------|----------------|------------------|
| PE | 135,090 | | 280,000 | | | | | | 415,090 |
| R/W | | | | | 20,000 | | | | 20,000 |
| CON | | | | | | | | 756,290 | 756,290 |
| Total | 135,090 | | 280,000 | | 20,000 | | | 756,290 | 1,191,380 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|----------------|-------|---------------|-------|-------|----------------|------------------|
| Fed \$ | 119,595 | | 247,884 | | 17,706 | | | 669,544 | 1,054,729 |
| Local Match | 15,495 | | 32,116 | | 2,294 | | | 86,746 | 136,651 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 135,090 | | 280,000 | | 20,000 | | | 756,290 | 1,191,380 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|----------------|-------|----------------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 119,595 | | 247,884 | | | | | | 367,479 |
| Local Match | 15,495 | | 32,116 | | | | | | 47,611 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 135,090 | | 280,000 | | | | | | 415,090 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|---------------|-------|-------|--------|---------------|
| Fed \$ | | | | | 17,706 | | | | 17,706 |
| Local Match | | | | | 2,294 | | | | 2,294 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 20,000 | | | | 20,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|----------------|----------------|
| Fed \$ | | | | | | | | 669,544 | 669,544 |
| Local Match | | | | | | | | 86,746 | 86,746 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 756,290 | 756,290 |

Project #: 5333(014)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: San Mateo

Responsible Agency HBP-ID Project Description

Woodside 4291 BRIDGE NO. 35C0190, OLD LA HONDA ROAD OVER DRAINAGE SWALE, 0.1 MI. W. OF PORTOLA RD. Replace existing two-lane bridge with a new two-lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|---------|-------|-------|---------|-----------|
| PE | | | 310,000 | | | | | | 310,000 |
| R/W | | | | | 100,000 | | | | 100,000 |
| CON | | | | | | | | 835,000 | 835,000 |
| Total | | | 310,000 | | 100,000 | | | 835,000 | 1,245,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 274,443 | | 88,530 | | | 739,226 | 1,102,199 |
| Local Match | | | 35,557 | | 11,470 | | | 95,775 | 142,802 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 310,000 | | 100,000 | | | 835,000 | 1,245,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 274,443 | | | | | | 274,443 |
| Local Match | | | 35,557 | | | | | | 35,557 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 310,000 | | | | | | 310,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 88,530 | | | | 88,530 |
| Local Match | | | | | 11,470 | | | | 11,470 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 100,000 | | | | 100,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 739,226 | 739,226 |
| Local Match | | | | | | | | 95,775 | 95,775 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 835,000 | 835,000 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Cupertino 4309 BRIDGE NO. PM00132, Bridge Preventive Maintenance Program (BPMP), various bridges in the City of Cupertino. See Caltrans Local Assistance HBP web site for backup list of bridges.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|-------|-------|---------|-------|---------|-------|-------|--------|---------|
| PE | | | 161,500 | | | | | | 161,500 |
| R/W | | | | | | | | | |
| CON | | | | | 483,650 | | | | 483,650 |
| Total | | | 161,500 | | 483,650 | | | | 645,150 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 142,976 | | 428,175 | | | | 571,151 |
| Local Match | | | 18,524 | | 55,475 | | | | 73,999 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 161,500 | | 483,650 | | | | 645,150 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 142,976 | | | | | | 142,976 |
| Local Match | | | 18,524 | | | | | | 18,524 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 161,500 | | | | | | 161,500 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 428,175 | | | | 428,175 |
| Local Match | | | | | 55,475 | | | | 55,475 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 483,650 | | | | 483,650 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Gilroy 4200 BRIDGE NO. PM00109, Bridge Preventive Maintenance Program (BPMP) for various bridges in the City of Gilroy. See Caltrans Local Assistance HBP website for backup list of projects.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|-------|-------|--------|-------|---------|-------|-------|--------|---------|
| PE | | | 28,000 | | | | | | 28,000 |
| R/W | | | | | | | | | |
| CON | | | | | 128,800 | | | | 128,800 |
| Total | | | 28,000 | | 128,800 | | | | 156,800 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 24,788 | | 114,027 | | | | 138,815 |
| Local Match | | | 3,212 | | 14,773 | | | | 17,985 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 28,000 | | 128,800 | | | | 156,800 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 24,788 | | | | | | 24,788 |
| Local Match | | | 3,212 | | | | | | 3,212 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 28,000 | | | | | | 28,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 114,027 | | | | 114,027 |
| Local Match | | | | | 14,773 | | | | 14,773 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 128,800 | | | | 128,800 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Los Altos 1596 BRIDGE NO. 37C0115, FREMONT AVENUE, OVER PERMANENTE CREEK, NEAR FOOTHILL EXPWY. Project scope has changed to replacement since it is more cost effective. Existing 2-lane bridge will be replace with new 2-lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|----------------|------------------|----------------|-------|-------|-------|-------|--------|------------------|
| PE | 486,000 | | | | | | | | 486,000 |
| R/W | | | | | | | | | |
| CON | | 1,675,000 | 825,613 | | | | | | 2,500,613 |
| Total | 486,000 | 1,675,000 | 825,613 | | | | | | 2,986,613 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|------------------|----------------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | 388,800 | 1,482,878 | 730,915 | | | | | | 2,602,593 |
| Local Match | 97,200 | 192,123 | 94,698 | | | | | | 384,020 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 486,000 | 1,675,000 | 825,613 | | | | | | 2,986,613 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|----------------|-------|-------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 388,800 | | | | | | | | 388,800 |
| Local Match | 97,200 | | | | | | | | 97,200 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 486,000 | | | | | | | | 486,000 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| Fed \$ | | | | | | | | | |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | | |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|------------------|----------------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | | 1,482,878 | 730,915 | | | | | | 2,213,793 |
| Local Match | | 192,123 | 94,698 | | | | | | 286,820 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 1,675,000 | 825,613 | | | | | | 2,500,613 |

Project #: 5309(004)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Palo Alto 3722 BRIDGE NO. 37C0223, NEWELL RD OVER SAN FRANCISQUITO CR, NEAR WOODLAND AVE. Replace existing two-lane bridge with a new two-lane bridge conforming to current standards.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|---------|-------|-------|---------|-------|-------|-----------|-----------|
| PE | 689,265 | 485,544 | | | | | | | 1,174,809 |
| R/W | | | | | 113,000 | | | | 113,000 |
| CON | | | | | | | | 3,221,940 | 3,221,940 |
| Total | 689,265 | 485,544 | | | 113,000 | | | 3,221,940 | 4,509,749 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 610,206 | 429,852 | | | 100,039 | | | 2,852,383 | 3,992,481 |
| Local Match | 79,059 | 55,692 | 0 | | 12,961 | | | 369,557 | 517,268 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 689,265 | 485,544 | | | 113,000 | | | 3,221,940 | 4,509,749 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 610,206 | 429,852 | | | | | | | 1,040,058 |
| Local Match | 79,059 | 55,692 | | | | | | | 134,751 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 689,265 | 485,544 | | | | | | | 1,174,809 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 100,039 | | | | 100,039 |
| Local Match | | | | | 12,961 | | | | 12,961 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 113,000 | | | | 113,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 2,852,383 | 2,852,383 |
| Local Match | | | 0 | | | | | 369,557 | 369,557 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,221,940 | 3,221,940 |

Project #: 5100(017)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

San Jose 3330 BRIDGE NO. 37C0033, SANTA CLARA ST, OVER COYOTE CREEK, 0.8 MI W OF SH 101. Replace existing 4 lane bridge with new 4 lane bridge

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|--------|-------|---------|-------|-------|-------|-------|-----------|-----------|
| PE | 50,000 | | 835,000 | | | | | | 885,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 4,424,000 | 4,424,000 |
| Total | 50,000 | | 835,000 | | | | | 4,424,000 | 5,309,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 44,265 | | 739,226 | | | | | 3,916,567 | 4,700,058 |
| Local Match | 5,735 | | 95,775 | | | | | 507,433 | 608,942 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 50,000 | | 835,000 | | | | | 4,424,000 | 5,309,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 44,265 | | 739,226 | | | | | | 783,491 |
| Local Match | 5,735 | | 95,775 | | | | | | 101,510 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 50,000 | | 835,000 | | | | | | 885,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,916,567 | 3,916,567 |
| Local Match | | | | | | | | 507,433 | 507,433 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 4,424,000 | 4,424,000 |

Project #: 5005(089)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

San Jose 3429 BRIDGE NO. 37C0757, NOBEL AVE, OVER PENITENCIA CREEK, PENITENCIA CREEK RD. Replace existing 2 lane bridge with new 2 lane bridge 4/5/2010: Toll Credits programmed for PE & Con.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|-------|-------|-------|-----------|-----------|
| PE | | | 450,000 | | | | | | 450,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 1,856,250 | 1,856,250 |
| Total | | | 450,000 | | | | | 1,856,250 | 2,306,250 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 450,000 | | | | | 1,856,250 | 2,306,250 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 450,000 | | | | | 1,856,250 | 2,306,250 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 450,000 | | | | | | 450,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 450,000 | | | | | | 450,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,856,250 | 1,856,250 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,856,250 | 1,856,250 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 3477 BRIDGE NO. 37C0028, CURTNER AVE, OVER CURTNER AVE, AT CURTNER AVE. Bridge preventive maintenance. No added capacity.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|---------------|-------|----------------|-------|-------|-------|-------|--------|----------------|
| PE | 70,000 | | | | | | | | 70,000 |
| R/W | | | | | | | | | |
| CON | | | 294,583 | | | | | | 294,583 |
| Total | 70,000 | | 294,583 | | | | | | 364,583 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------------|-------|----------------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 61,971 | | 260,794 | | | | | | 322,765 |
| Local Match | 8,029 | | 33,789 | | | | | | 41,818 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 70,000 | | 294,583 | | | | | | 364,583 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|---------------|-------|-------|-------|-------|-------|-------|--------|---------------|
| Fed \$ | 61,971 | | | | | | | | 61,971 |
| Local Match | 8,029 | | | | | | | | 8,029 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 70,000 | | | | | | | | 70,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|----------------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | | | 260,794 | | | | | | 260,794 |
| Local Match | | | 33,789 | | | | | | 33,789 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 294,583 | | | | | | 294,583 |

Project #: 5937(155)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 3478 BRIDGE NO. 37C0053, SAN TOMAS EXPWY, OVER LOS GATOS CREEK, 0.01 MI N SH 17. Bridge preventive maintenance. No added capacity.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|----------------|-------|------------------|-------|-------|-------|-------|--------|------------------|
| PE | 145,000 | | | | | | | | 145,000 |
| R/W | | | | | | | | | |
| CON | | | 1,888,317 | | | | | | 1,888,317 |
| Total | 145,000 | | 1,888,317 | | | | | | 2,033,317 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|------------------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | 128,369 | | 1,671,727 | | | | | | 1,800,096 |
| Local Match | 16,632 | | 216,590 | | | | | | 233,221 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 145,000 | | 1,888,317 | | | | | | 2,033,317 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|----------------|-------|-------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 128,369 | | | | | | | | 128,369 |
| Local Match | 16,632 | | | | | | | | 16,632 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 145,000 | | | | | | | | 145,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|------------------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | | | 1,671,727 | | | | | | 1,671,727 |
| Local Match | | | 216,590 | | | | | | 216,590 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 1,888,317 | | | | | | 1,888,317 |

Project #: 5937(156)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 3480 BRIDGE NO. 37C0081, CENTRAL EXPRESSWAY, OVER SAN TOMAS EXPWY, AT SAN TOMAS EXPWY. Bridge preventive maintenance. No added capacity.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|---------------|-------|----------------|-------|-------|-------|-------|--------|----------------|
| PE | 60,000 | | | | | | | | 60,000 |
| R/W | | | | | | | | | |
| CON | | | 114,850 | | | | | | 114,850 |
| Total | 60,000 | | 114,850 | | | | | | 174,850 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------------|-------|----------------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 53,118 | | 101,677 | | | | | | 154,795 |
| Local Match | 6,882 | | 13,173 | | | | | | 20,055 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 60,000 | | 114,850 | | | | | | 174,850 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|---------------|-------|-------|-------|-------|-------|-------|--------|---------------|
| Fed \$ | 53,118 | | | | | | | | 53,118 |
| Local Match | 6,882 | | | | | | | | 6,882 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 60,000 | | | | | | | | 60,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|----------------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | | | 101,677 | | | | | | 101,677 |
| Local Match | | | 13,173 | | | | | | 13,173 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 114,850 | | | | | | 114,850 |

Project #: 5937(158)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 1710 BRIDGE NO. 37C0094, UVAS RD, OVER UVAS CREEK, 0.6 MI S/O CROY RD. Replace 2 lane bridge with new 2 lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|----------------|-------|-------|-------|-------|------------------|------------------|
| PE | 750,000 | | 350,000 | | | | | | 1,100,000 |
| R/W | | | 60,000 | | | | | | 60,000 |
| CON | | | | | | | | 4,894,485 | 4,894,485 |
| Total | 750,000 | | 410,000 | | | | | 4,894,485 | 6,054,485 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 663,975 | | 362,973 | | | | | 4,333,088 | 5,360,036 |
| Local Match | 86,025 | | 47,027 | | | | | 561,397 | 694,449 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 750,000 | | 410,000 | | | | | 4,894,485 | 6,054,485 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 663,975 | | 309,855 | | | | | | 973,830 |
| Local Match | 86,025 | | 40,145 | | | | | | 126,170 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 750,000 | | 350,000 | | | | | | 1,100,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 53,118 | | | | | | 53,118 |
| Local Match | | | 6,882 | | | | | | 6,882 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 60,000 | | | | | | 60,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 4,333,088 | 4,333,088 |
| Local Match | | | | | | | | 561,397 | 561,397 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 4,894,485 | 4,894,485 |

Project #: 5937(123)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 1711 BRIDGE NO. 37C0095, UVAS RD, OVER LITTLE UVAS CREEK, 0.2 MI N/O CROY RD. Replace 2 lane bridge with new 2 lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|------------------|-------|----------------|-------|-------|-------|-------|------------------|-------------------|
| PE | 1,105,000 | | 545,000 | | | | | | 1,650,000 |
| R/W | | | 40,000 | | | | | | 40,000 |
| CON | | | | | | | | 9,900,000 | 9,900,000 |
| Total | 1,105,000 | | 585,000 | | | | | 9,900,000 | 11,590,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 978,257 | | 517,901 | | | | | 8,764,470 | 10,260,627 |
| Local Match | 126,744 | | 67,100 | | | | | 1,135,530 | 1,329,373 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,105,000 | | 585,000 | | | | | 9,900,000 | 11,590,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 978,257 | | 482,489 | | | | | | 1,460,745 |
| Local Match | 126,744 | | 62,512 | | | | | | 189,255 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,105,000 | | 545,000 | | | | | | 1,650,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 35,412 | | | | | | 35,412 |
| Local Match | | | 4,588 | | | | | | 4,588 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 40,000 | | | | | | 40,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 8,764,470 | 8,764,470 |
| Local Match | | | | | | | | 1,135,530 | 1,135,530 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 9,900,000 | 9,900,000 |

Project #: 5937(124)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 1709 BRIDGE NO. 37C0096, UVAS RD, OVER LLAGAS CREEK, 1.0 MI N/O OAK GLEN AV. Replace 2 lane bridge with new 2 lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|--------|---------|-------|-------|-------|-------|-----------|-----------|
| PE | 790,000 | | 390,000 | | | | | | 1,180,000 |
| R/W | | 60,000 | 240,000 | | | | | | 300,000 |
| CON | | | | | | | | 4,400,000 | 4,400,000 |
| Total | 790,000 | 60,000 | 630,000 | | | | | 4,400,000 | 5,880,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 699,387 | 53,118 | 557,739 | | | | | 3,895,320 | 5,205,564 |
| Local Match | 90,613 | 6,882 | 72,261 | | | | | 504,680 | 674,436 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 790,000 | 60,000 | 630,000 | | | | | 4,400,000 | 5,880,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 699,387 | | 345,267 | | | | | | 1,044,654 |
| Local Match | 90,613 | | 44,733 | | | | | | 135,346 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 790,000 | | 390,000 | | | | | | 1,180,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 53,118 | 212,472 | | | | | | 265,590 |
| Local Match | | 6,882 | 27,528 | | | | | | 34,410 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 60,000 | 240,000 | | | | | | 300,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,895,320 | 3,895,320 |
| Local Match | | | | | | | | 504,680 | 504,680 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 4,400,000 | 4,400,000 |

Project #: 5937(106)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 1221 BRIDGE NO. 37C0159, ALAMITOS RD, OVER ALAMITOS CREEK, 0.8 MI S OF ALMADEN. Replace 2 lane bridge with new 2 lane bridge.
4/5/2010: Toll Credits programmed for R/W & Con.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|----------------|-------|------------------|-------|-------|-------|--------|------------------|
| PE | 930,000 | | | | | | | | 930,000 |
| R/W | | 200,000 | | | | | | | 200,000 |
| CON | | | | 5,195,264 | | | | | 5,195,264 |
| Total | 930,000 | 200,000 | | 5,195,264 | | | | | 6,325,264 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 744,000 | 200,000 | | 5,195,264 | | | | | 6,139,264 |
| Local Match | 186,000 | | | | | | | | 186,000 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 930,000 | 200,000 | | 5,195,264 | | | | | 6,325,264 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 744,000 | | | | | | | | 744,000 |
| Local Match | 186,000 | | | | | | | | 186,000 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 930,000 | | | | | | | | 930,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 200,000 | | | | | | | 200,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 200,000 | | | | | | | 200,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | 5,195,264 | | | | | 5,195,264 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | 5,195,264 | | | | | 5,195,264 |

Project #: 5937(058)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 189 BRIDGE NO. 37C0172, NEW AVE, OVER RED FOX CREEK, 1.6 MI N LEAVESLY ROAD. Bridge Replacement 4/5/2010: Toll Credits programmed for PE & Con. 10/3/2011: Toll credits used for R/W. Replace two-lane with two-lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|----------------|-------|---------------|-------|-------|------------------|------------------|
| PE | 500,000 | | 250,000 | | | | | | 750,000 |
| R/W | | | | | 25,000 | | | | 25,000 |
| CON | | | | | | | | 3,800,000 | 3,800,000 |
| Total | 500,000 | | 250,000 | | 25,000 | | | 3,800,000 | 4,575,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 500,000 | | 250,000 | | 25,000 | | | 3,800,000 | 4,575,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 500,000 | | 250,000 | | 25,000 | | | 3,800,000 | 4,575,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 500,000 | | 250,000 | | | | | | 750,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 500,000 | | 250,000 | | | | | | 750,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 25,000 | | | | 25,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 25,000 | | | | 25,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,800,000 | 3,800,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,800,000 | 3,800,000 |

Project #: 5937(182)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 3481 BRIDGE NO. 37C0182, CENTRAL EXPWY, OVER WOLFE ROAD, CENTRAL EXPRESSWAY. Bridge preventive maintenance. No added capacity.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------------|-------|---------------|-------|-------|-------|-------|--------|---------------|
| PE | 60,000 | | | | | | | | 60,000 |
| R/W | | | | | | | | | |
| CON | | | 36,200 | | | | | | 36,200 |
| Total | 60,000 | | 36,200 | | | | | | 96,200 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 53,118 | | 32,048 | | | | | | 85,166 |
| Local Match | 6,882 | | 4,152 | | | | | | 11,034 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 60,000 | | 36,200 | | | | | | 96,200 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 53,118 | | | | | | | | 53,118 |
| Local Match | 6,882 | | | | | | | | 6,882 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 60,000 | | | | | | | | 60,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 32,048 | | | | | | 32,048 |
| Local Match | | | 4,152 | | | | | | 4,152 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 36,200 | | | | | | 36,200 |

Project #: 5937(159)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 3482 BRIDGE NO. 37C0198, LAWRENCE EXPWY, OVER SP/UP FRENCH ST SANZENO, 0.25 MI SOUTH KIFER RD. Bridge preventive maintenance. No added capacity.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------|----------------|-------|------------------|-------|-------|-------|-------|--------|------------------|
| PE | 100,000 | | | | | | | | 100,000 |
| R/W | | | | | | | | | |
| CON | | | 1,085,260 | | | | | | 1,085,260 |
| Total | 100,000 | | 1,085,260 | | | | | | 1,185,260 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|----------------|-------|------------------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | 88,530 | | 960,781 | | | | | | 1,049,311 |
| Local Match | 11,470 | 0 | 124,479 | | | | | | 135,949 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 100,000 | | 1,085,260 | | | | | | 1,185,260 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------------|----------------|-------|-------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 88,530 | | | | | | | | 88,530 |
| Local Match | 11,470 | | | | | | | | 11,470 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 100,000 | | | | | | | | 100,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|---------------------|-------|-------|------------------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | | | 960,781 | | | | | | 960,781 |
| Local Match | | 0 | 124,479 | | | | | | 124,479 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 1,085,260 | | | | | | 1,085,260 |

Project #: 5937(160)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 3483 BRIDGE NO. 37C0346, JUNIPERO SERRA BLD, OVER SAN FRANCISQUITO CREEK, WEST OF ALPINE ROAD. Bridge preventive maintenance. No added capacity.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|---------------|-------|----------------|-------|-------|-------|-------|--------|----------------|
| PE | 60,000 | | | | | | | | 60,000 |
| R/W | | | | | | | | | |
| CON | | | 221,505 | | | | | | 221,505 |
| Total | 60,000 | | 221,505 | | | | | | 281,505 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 53,118 | | 196,098 | | | | | | 249,216 |
| Local Match | 6,882 | | 25,407 | | | | | | 32,289 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 60,000 | | 221,505 | | | | | | 281,505 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 53,118 | | | | | | | | 53,118 |
| Local Match | 6,882 | | | | | | | | 6,882 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 60,000 | | | | | | | | 60,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 196,098 | | | | | | 196,098 |
| Local Match | 0 | | 25,407 | | | | | | 25,407 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 221,505 | | | | | | 221,505 |

Project #:
5937(161)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4300 BRIDGE NO. 37C0501, ALAMITOS RD OVER HERBERT CREEK, 0.7 MI W OF HICKS RD. Replace existing one-lane bridge with a new two-lane bridge (non-capacity increasing), 9/28/2015: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|--------|-----------|-------|--------|-----------|
| PE | | | 730,000 | | | | | | 730,000 |
| R/W | | | | | 25,000 | | | | 25,000 |
| CON | | | | | | 3,236,083 | | | 3,236,083 |
| Total | | | 730,000 | | 25,000 | 3,236,083 | | | 3,991,083 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 730,000 | | 25,000 | 3,236,083 | | | 3,991,083 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 730,000 | | 25,000 | 3,236,083 | | | 3,991,083 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 730,000 | | | | | | 730,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 730,000 | | | | | | 730,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 25,000 | | | | 25,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 25,000 | | | | 25,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | 3,236,083 | | | 3,236,083 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | 3,236,083 | | | 3,236,083 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4280 BRIDGE NO. 37C0502, ALAMITOS RD OVER HERBERT CREEK, 0.9 MI SW OF JCT HICKS RD. Replace existing one-lane bridge with a new two-lane bridge.(non capacity increasing) 10/20/2015: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|--------|-------|-------|-----------|-----------|
| PE | | | 600,000 | | | | | | 600,000 |
| R/W | | | | | 35,000 | | | | 35,000 |
| CON | | | | | | | | 3,013,020 | 3,013,020 |
| Total | | | 600,000 | | 35,000 | | | 3,013,020 | 3,648,020 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 600,000 | | 35,000 | | | 3,013,020 | 3,648,020 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 600,000 | | 35,000 | | | 3,013,020 | 3,648,020 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 600,000 | | | | | | 600,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 600,000 | | | | | | 600,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 35,000 | | | | 35,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 35,000 | | | | 35,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,013,020 | 3,013,020 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,013,020 | 3,013,020 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4281 BRIDGE NO. 37C0503, ALAMITOS RD OVER HERBERT CREEK, 1.1 MI SW JET OF HICK RD. Replace existing one-lane bridge with a new two-lane bridge, (not capacity increasing) 10/20/2015: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|-------|-------|---------|-------|--------|-------|-------|-----------|-----------|
| PE | | | 600,000 | | | | | | 600,000 |
| R/W | | | | | 40,000 | | | | 40,000 |
| CON | | | | | | | | 3,024,220 | 3,024,220 |
| Total | | | 600,000 | | 40,000 | | | 3,024,220 | 3,664,220 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 600,000 | | 40,000 | | | 3,024,220 | 3,664,220 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 600,000 | | 40,000 | | | 3,024,220 | 3,664,220 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 600,000 | | | | | | 600,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 600,000 | | | | | | 600,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 40,000 | | | | 40,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 40,000 | | | | 40,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,024,220 | 3,024,220 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,024,220 | 3,024,220 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4277 BRIDGE NO. 37C0506, ALDERCROFT HTS RD OVER HOOKER CREEK, 2.12 MI S LOS GATOS SC RD. Replace existing one-lane bridge with a new two-lane bridge, (not capacity increasing) 10/20/2015: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|--------|-------|-------|-----------|-----------|
| PE | | | 600,000 | | | | | | 600,000 |
| R/W | | | | | 50,000 | | | | 50,000 |
| CON | | | | | | | | 3,181,000 | 3,181,000 |
| Total | | | 600,000 | | 50,000 | | | 3,181,000 | 3,831,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 600,000 | | 50,000 | | | 3,181,000 | 3,831,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 600,000 | | 50,000 | | | 3,181,000 | 3,831,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 600,000 | | | | | | 600,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 600,000 | | | | | | 600,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 50,000 | | | | 50,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 50,000 | | | | 50,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,181,000 | 3,181,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,181,000 | 3,181,000 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4276 BRIDGE NO. 37C0507, ALDERCROFT HTS RD OVER LOS GATOS CREEK, 2.12 MI S LOS GATOS SC RD. Replace existing one-lane bridge to a new two-lane bridge,(not capacity increasing) 10/20/2015: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|--------|-------|-------|-----------|-----------|
| PE | | | 600,000 | | | | | | 600,000 |
| R/W | | | | | 50,000 | | | | 50,000 |
| CON | | | | | | | | 3,645,000 | 3,645,000 |
| Total | | | 600,000 | | 50,000 | | | 3,645,000 | 4,295,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 600,000 | | 50,000 | | | 3,645,000 | 4,295,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 600,000 | | 50,000 | | | 3,645,000 | 4,295,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 600,000 | | | | | | 600,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 600,000 | | | | | | 600,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 50,000 | | | | 50,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 50,000 | | | | 50,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,645,000 | 3,645,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,645,000 | 3,645,000 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4275 BRIDGE NO. 37C0508, ALDERCROFT HTS RD OVER LOS GATOS CREEK, 2.38 MI S LOS GATOS SC RD. Replace existing one-lane bridge with a new two-lane bridge, (not capacity increasing) 10/20/2015: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|--------|-------|-------|-----------|-----------|
| PE | | | 600,000 | | | | | | 600,000 |
| R/W | | | | | 50,000 | | | | 50,000 |
| CON | | | | | | | | 4,000,000 | 4,000,000 |
| Total | | | 600,000 | | 50,000 | | | 4,000,000 | 4,650,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 600,000 | | 50,000 | | | 4,000,000 | 4,650,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 600,000 | | 50,000 | | | 4,000,000 | 4,650,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 600,000 | | | | | | 600,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 600,000 | | | | | | 600,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 50,000 | | | | 50,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 50,000 | | | | 50,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 4,000,000 | 4,000,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 4,000,000 | 4,000,000 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 4278 BRIDGE NO. 37C0515, BERTRAM RD OVER ALAMITOS CREEK, NEAR ALMADEN RD. Replace existing one-lane bridge with a new two-lane bridge, (not capacity increasing) 10/20/2015: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|-------|--------|-------|-------|-----------|-----------|
| PE | | | 650,000 | | | | | | 650,000 |
| R/W | | | | | 50,000 | | | | 50,000 |
| CON | | | | | | | | 4,300,000 | 4,300,000 |
| Total | | | 650,000 | | 50,000 | | | 4,300,000 | 5,000,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 650,000 | | 50,000 | | | 4,300,000 | 5,000,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 650,000 | | 50,000 | | | 4,300,000 | 5,000,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 650,000 | | | | | | 650,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 650,000 | | | | | | 650,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 50,000 | | | | 50,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 50,000 | | | | 50,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 4,300,000 | 4,300,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 4,300,000 | 4,300,000 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 1378 BRIDGE NO. 37C0574, STEVENS CYN RD, OVER STEVENS CREEK, 2.5 MI SW/O MT EDEN RD. Replace 2 lane bridge with new 2 lane bridge. 4/1/2010: Toll Credits programmed for R/W, & Con.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|----------------|------------------|-------|-------|-------|-------|-------|--------|------------------|
| PE | 600,000 | | | | | | | | 600,000 |
| R/W | | | | | | | | | |
| CON | | 2,321,600 | | | | | | | 2,321,600 |
| Total | 600,000 | 2,321,600 | | | | | | | 2,921,600 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|------------------|-------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | 531,180 | 2,321,600 | | | | | | | 2,852,780 |
| Local Match | 68,820 | | | | | | | | 68,820 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 600,000 | 2,321,600 | | | | | | | 2,921,600 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|----------------|-------|-------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 531,180 | | | | | | | | 531,180 |
| Local Match | 68,820 | | | | | | | | 68,820 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 600,000 | | | | | | | | 600,000 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| Fed \$ | | | | | | | | | |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | | |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|------------------|-------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | | 2,321,600 | | | | | | | 2,321,600 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 2,321,600 | | | | | | | 2,321,600 |

Project #: 5937(107)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Santa Clara County 1377 BRIDGE NO. 37C0575, STEVENS CYN RD, OVER STEVENS CREEK, 2.7 MI SW/O MT EDEN RD. Replace 2 lane bridge with new 2 lane bridge. 4/1/2010: Toll Credits programmed for R/W, & Con.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-----------|-------|-------|-------|-------|-------|--------|-----------|
| PE | 600,000 | | | | | | | | 600,000 |
| R/W | | | | | | | | | |
| CON | | 2,733,000 | | | | | | | 2,733,000 |
| Total | 600,000 | 2,733,000 | | | | | | | 3,333,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 531,180 | 2,733,000 | | | | | | | 3,264,180 |
| Local Match | 68,820 | | | | | | | | 68,820 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 600,000 | 2,733,000 | | | | | | | 3,333,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 531,180 | | | | | | | | 531,180 |
| Local Match | 68,820 | | | | | | | | 68,820 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 600,000 | | | | | | | | 600,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | | |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | | |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 2,733,000 | | | | | | | 2,733,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 2,733,000 | | | | | | | 2,733,000 |

Project #: 5937(109)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Saratoga 932 BRIDGE NO. 37C0114 & 37C0113, QUITO RD, OVER SAN TOMAS CREEK, NORTH AND SOUTH OF OLD ADOBE RD. Replace 2 lane bridges with new 2 lane bridges.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|----------------|-------|-------|-------|-------|-------|------------------|------------------|
| PE | 839,500 | | | | | | | | 839,500 |
| R/W | | 400,000 | | | | | | | 400,000 |
| CON | | | | | | | | 3,490,001 | 3,490,001 |
| Total | 839,500 | 400,000 | | | | | | 3,490,001 | 4,729,501 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 671,600 | 354,120 | | | | | | 3,089,698 | 4,115,418 |
| Local Match | 167,900 | 45,880 | | | | | | 400,303 | 614,083 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 839,500 | 400,000 | | | | | | 3,490,001 | 4,729,501 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 671,600 | | | | | | | | 671,600 |
| Local Match | 167,900 | | | | | | | | 167,900 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 839,500 | | | | | | | | 839,500 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 354,120 | | | | | | | 354,120 |
| Local Match | | 45,880 | | | | | | | 45,880 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 400,000 | | | | | | | 400,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 3,089,698 | 3,089,698 |
| Local Match | | | | | | | | 400,303 | 400,303 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,490,001 | 3,490,001 |

Project #: 5332(004)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Saratoga 1793 BRIDGE NO. 37C0294, 4TH ST, OVER SARATOGA CREEK, NEAR BASIN WAY. Replace deck, railings, widen lanes & shoulders, new sidewalks. No added lane capacity.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|-------|-------|---------------|-------|-------|----------------|----------------|
| PE | 105,000 | | | | | | | | 105,000 |
| R/W | | | | | 10,000 | | | | 10,000 |
| CON | | | | | | | | 435,000 | 435,000 |
| Total | 105,000 | | | | 10,000 | | | 435,000 | 550,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 92,957 | | | | 8,853 | | | 385,106 | 486,915 |
| Local Match | 12,044 | | | | 1,147 | | | 49,895 | 63,085 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 105,000 | | | | 10,000 | | | 435,000 | 550,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 92,957 | | | | | | | | 92,957 |
| Local Match | 12,044 | | | | | | | | 12,044 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 105,000 | | | | | | | | 105,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 8,853 | | | | 8,853 |
| Local Match | | | | | 1,147 | | | | 1,147 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 10,000 | | | | 10,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 385,106 | 385,106 |
| Local Match | | | | | | | | 49,895 | 49,895 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 435,000 | 435,000 |

Project #: 5332(020)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Sunnyvale 3215 BRIDGE NO. 37C0254, MTN VIEW-ALVISO RD, OVER CALABAZAS CREEK, NEAR HWY 237. Replace 2 lane bridge with 2 lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|------------------|-------|------------------|-------|-------|-------|-------|------------------|------------------|
| PE | 1,343,000 | | 100,000 | | | | | | 1,443,000 |
| R/W | | | 1,000,000 | | | | | | 1,000,000 |
| CON | | | | | | | | 7,520,000 | 7,520,000 |
| Total | 1,343,000 | | 1,100,000 | | | | | 7,520,000 | 9,963,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 1,188,958 | | 973,830 | | | | | 6,657,456 | 8,820,244 |
| Local Match | 154,042 | | 126,170 | | | | | 862,544 | 1,142,756 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,343,000 | | 1,100,000 | | | | | 7,520,000 | 9,963,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 1,188,958 | | 88,530 | | | | | | 1,277,488 |
| Local Match | 154,042 | | 11,470 | | | | | | 165,512 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,343,000 | | 100,000 | | | | | | 1,443,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 885,300 | | | | | | 885,300 |
| Local Match | | | 114,700 | | | | | | 114,700 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 1,000,000 | | | | | | 1,000,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 6,657,456 | 6,657,456 |
| Local Match | | | | | | | | 862,544 | 862,544 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 7,520,000 | 7,520,000 |

Project #: 5213(040)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Santa Clara

Responsible Agency HBP-ID Project Description

Sunnyvale 3262 BRIDGE NO. 37C0765, FAIROAKS AVE, OVER CALTRAIN, UP RR, HENDY AVE. Bridge rehabilitation. No adding lane capacity.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|------------------|------------------|-------|-------|-------------------|-------------|-------|--------|-------------------|
| PE | 2,941,000 | | | | | | | | 2,941,000 |
| R/W | | 1,985,000 | | | | | | | 1,985,000 |
| CON | | | | | 16,468,000 | | | | 16,468,000 |
| Total | 2,941,000 | 1,985,000 | | | 16,468,000 | | | | 21,394,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 2,603,667 | 1,757,321 | | | | 14,579,120 | | | 18,940,108 |
| Local Match | 337,333 | 227,680 | | | 1,888,880 | | | | 2,453,892 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | 14,579,120 | -14,579,120 | | | |
| Total | 2,941,000 | 1,985,000 | | | 16,468,000 | | | | 21,394,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 2,603,667 | | | | | | | | 2,603,667 |
| Local Match | 337,333 | | | | | | | | 337,333 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 2,941,000 | | | | | | | | 2,941,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 1,757,321 | | | | | | | 1,757,321 |
| Local Match | | 227,680 | | | | | | | 227,680 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 1,985,000 | | | | | | | 1,985,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | 14,579,120 | | | 14,579,120 |
| Local Match | | | | | 1,888,880 | | | | 1,888,880 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | 14,579,120 | -14,579,120 | | | |
| Total | | | | | 16,468,000 | | | | 16,468,000 |

Project #: 5213(039)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Solano County 1498 BRIDGE NO. 23C0092, STEVENSON BR RD, OVER PUTAH CREEK, SOL/YOL CO LINE. Bridge rehabilitation. No adding lane capacity.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|------------------|-------|----------------|-------|-------|-------|------------------|--------|------------------|
| PE | 1,300,000 | | | | | | | | 1,300,000 |
| R/W | | | 500,000 | | | | | | 500,000 |
| CON | | | | | | | 6,372,000 | | 6,372,000 |
| Total | 1,300,000 | | 500,000 | | | | 6,372,000 | | 8,172,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 1,040,000 | | 442,650 | | | | 5,641,132 | | 7,123,782 |
| Local Match | 260,000 | | 57,350 | | | | 730,868 | | 1,048,218 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,300,000 | | 500,000 | | | | 6,372,000 | | 8,172,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 1,040,000 | | | | | | | | 1,040,000 |
| Local Match | 260,000 | | | | | | | | 260,000 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,300,000 | | | | | | | | 1,300,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 442,650 | | | | | | 442,650 |
| Local Match | | | 57,350 | | | | | | 57,350 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 500,000 | | | | | | 500,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 5,641,132 | | 5,641,132 |
| Local Match | | | | | | | 730,868 | | 730,868 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 6,372,000 | | 6,372,000 |

Project #: 5923(059)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Solano County 3438 BRIDGE NO. 23C0096, PLEASANTS VALLEY ROAD, OVER MILLER CANYON CREEK, 7.0 MI N FOOTHILL DR. Rehabilitate existing very narrow 2 lane bridge and restripe to 1 lane. Construct new 1 lane bridge adjacent to existing bridge. No added lane capacity.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|-------|-------|----------------|-------|-------|------------------|------------------|
| PE | 500,000 | | | | | | | | 500,000 |
| R/W | | | | | 150,000 | | | | 150,000 |
| CON | | | | | | | | 2,750,000 | 2,750,000 |
| Total | 500,000 | | | | 150,000 | | | 2,750,000 | 3,400,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 442,650 | | | | 132,795 | | | 2,434,575 | 3,010,020 |
| Local Match | 57,350 | | | | 17,205 | | | 315,425 | 389,980 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 500,000 | | | | 150,000 | | | 2,750,000 | 3,400,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 442,650 | | | | | | | | 442,650 |
| Local Match | 57,350 | | | | | | | | 57,350 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 500,000 | | | | | | | | 500,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 132,795 | | | | 132,795 |
| Local Match | | | | | 17,205 | | | | 17,205 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 150,000 | | | | 150,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 2,434,575 | 2,434,575 |
| Local Match | | | | | | | | 315,425 | 315,425 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 2,750,000 | 2,750,000 |

Project #: 5923(096)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Vacaville 3944 BRIDGE NO. 23C0011, BUCK AVE OVER ALAMO CREEK, 0.1 MI E OF ALAMO AVE. Replace existing two-lane bridge with a new two-lane bridge. Change!

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|----------------|-------|----------------|-------|---------------|-------|-------|------------------|------------------|
| PE | 476,500 | | 140,000 | | | | | | 616,500 |
| R/W | | | | | 20,000 | | | | 20,000 |
| CON | | | | | | | | 2,700,000 | 2,700,000 |
| Total | 476,500 | | 140,000 | | 20,000 | | | 2,700,000 | 3,336,500 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|----------------|-------|---------------|-------|-------|------------------|------------------|
| Fed \$ | 421,845 | | 123,942 | | 17,706 | | | 2,390,310 | 2,953,803 |
| Local Match | 54,655 | | 16,058 | 0 | 2,294 | | | 309,690 | 382,697 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 476,500 | | 140,000 | | 20,000 | | | 2,700,000 | 3,336,500 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|----------------|-------|----------------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 421,845 | | 123,942 | | | | | | 545,787 |
| Local Match | 54,655 | | 16,058 | | | | | | 70,713 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 476,500 | | 140,000 | | | | | | 616,500 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|---------------|-------|-------|--------|---------------|
| Fed \$ | | | | | 17,706 | | | | 17,706 |
| Local Match | | | | | 2,294 | | | | 2,294 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 20,000 | | | | 20,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|------------------|------------------|
| Fed \$ | | | | | | | | 2,390,310 | 2,390,310 |
| Local Match | | | | 0 | | | | 309,690 | 309,690 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 2,700,000 | 2,700,000 |

Project #:

| |
|-----------|
| 5094(057) |
| 5094(066) |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Vacaville 3943 BRIDGE NO. 23C0236, ALDRIDGE RD OVER PUTAH SOUTH CANAL, 500 W EUBANKS DR .
 10/22/2015: Replace existing 2-lane bridge with new 2-lane bridge. Widen bridge for lane and shoulder widths. No added capacity. 5/9/2012:
 Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|----------------|-------|----------------|-------|---------------|-------|-------|------------------|------------------|
| PE | 454,000 | | 126,000 | | | | | | 580,000 |
| R/W | | | | | 30,000 | | | | 30,000 |
| CON | | | | | | | | 1,639,000 | 1,639,000 |
| Total | 454,000 | | 126,000 | | 30,000 | | | 1,639,000 | 2,249,000 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|----------------|-------|---------------|-------|-------|------------------|------------------|
| Fed \$ | 454,000 | | 126,000 | | 30,000 | | | 1,639,000 | 2,249,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 454,000 | | 126,000 | | 30,000 | | | 1,639,000 | 2,249,000 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|----------------|-------|----------------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 454,000 | | 126,000 | | | | | | 580,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 454,000 | | 126,000 | | | | | | 580,000 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|---------------|-------|-------|--------|---------------|
| Fed \$ | | | | | 30,000 | | | | 30,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 30,000 | | | | 30,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|------------------|------------------|
| Fed \$ | | | | | | | | 1,639,000 | 1,639,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,639,000 | 1,639,000 |

Project #:
 5094(058)
 5094(065)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Vallejo 2041 BRIDGE NO. 23C0152, SACRAMENTO ST, OVER US NAVY RR, BTWN ILLINOIS FARRAGUT ST. Scope changed to replacement. Replace existing two-lane bridge with a new two-lane bridge. No added lane capacity. Seismic funds used for portion of the project. Change!

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-------|-------|-------|---------|-------|-------|-----------|-----------|
| PE | 800,000 | | | | | | | | 800,000 |
| R/W | | | | | 200,000 | | | | 200,000 |
| CON | | | | | | | | 3,347,000 | 3,347,000 |
| Total | 800,000 | | | | 200,000 | | | 3,347,000 | 4,347,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 708,240 | | | | 177,060 | | | 2,963,099 | 3,848,399 |
| Local Match | 91,760 | | | | 22,940 | | | 165,397 | 280,097 |
| LSSRP Bond | | | | | | | | 218,504 | 218,504 |
| Local AC | | | | | | | | | |
| Total | 800,000 | | | | 200,000 | | | 3,347,000 | 4,347,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 708,240 | | | | | | | | 708,240 |
| Local Match | 91,760 | | | | | | | | 91,760 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 800,000 | | | | | | | | 800,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 177,060 | | | | 177,060 |
| Local Match | | | | | 22,940 | | | | 22,940 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 200,000 | | | | 200,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 2,963,099 | 2,963,099 |
| Local Match | | | | | | | | 165,397 | 165,397 |
| LSSRP Bond | | | | | | | | 218,504 | 218,504 |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 3,347,000 | 3,347,000 |

Project #:

| |
|-----------|
| 5030(011) |
| 5030(056) |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Vallejo 4240 BRIDGE NO. 23C0248, G STREET, OVER NAPA RIVER, 1 MILE WEST OF SR 29. Bridge Preventive Maintenance (Painting, applying Methacrylate, piles and boards of fender system repairs, replacing anodes at Piers 26 and 27).

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|-------|---------|---------|-------|-------|-------|-----------|-----------|
| PE | | | 365,000 | 129,280 | | | | | 494,280 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 5,148,750 | 5,148,750 |
| Total | | | 365,000 | 129,280 | | | | 5,148,750 | 5,643,030 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 323,135 | 114,452 | | | | 4,558,188 | 4,995,774 |
| Local Match | | | 41,866 | 14,828 | | | | 590,562 | 647,256 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 365,000 | 129,280 | | | | 5,148,750 | 5,643,030 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | 323,135 | 114,452 | | | | | 437,586 |
| Local Match | | | 41,866 | 14,828 | | | | | 56,694 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | 365,000 | 129,280 | | | | | 494,280 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 4,558,188 | 4,558,188 |
| Local Match | | | | | | | | 590,562 | 590,562 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 5,148,750 | 5,148,750 |

Project #: 5030(060)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Solano

Responsible Agency HBP-ID Project Description

Vallejo 3469 BRIDGE NO. 23C0258, West end of Mare Island Causeway. Replace existing timber bridge. No added lane capacity.

Project #:
5030(054)

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|---------|-----------|---------|-------|-------|-------|-------|--------|-----------|
| PE | 616,400 | | | | | | | | 616,400 |
| R/W | | | | | | | | | |
| CON | | 2,496,133 | 181,647 | | | | | | 2,677,780 |
| Total | 616,400 | 2,496,133 | 181,647 | | | | | | 3,294,180 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-----------|---------|-------|-------|-------|-------|--------|-----------|
| Fed \$ | 545,699 | 2,209,827 | 160,812 | | | | | | 2,916,338 |
| Local Match | 70,701 | 286,306 | 20,835 | | | | | | 377,842 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 616,400 | 2,496,133 | 181,647 | | | | | | 3,294,180 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| Fed \$ | 545,699 | | | | | | | | 545,699 |
| Local Match | 70,701 | | | | | | | | 70,701 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 616,400 | | | | | | | | 616,400 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| Fed \$ | | | | | | | | | |
| Local Match | 0 | | | | | | | | 0 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | | 0 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-----------|---------|-------|-------|-------|-------|--------|-----------|
| Fed \$ | | 2,209,827 | 160,812 | | | | | | 2,370,639 |
| Local Match | | 286,306 | 20,835 | | | | | | 307,141 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 2,496,133 | 181,647 | | | | | | 2,677,780 |

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Petaluma 3570 BRIDGE NO. 20C0045, WASHINGTON ST OVER PETALUMA RIVER, NEAR DOWNTOWN PETALUMA. Voluntary seismic retrofit project.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|----------------|-------|-------|-------|-------|------------------|------------------|
| PE | 250,000 | | 626,000 | | | | | | 876,000 |
| R/W | | | | | | | | | |
| CON | | | | | | | | 1,300,000 | 1,300,000 |
| Total | 250,000 | | 626,000 | | | | | 1,300,000 | 2,176,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 221,325 | | 554,198 | | | | | 1,150,890 | 1,926,413 |
| Local Match | 28,675 | | 71,802 | | | | | 149,110 | 249,587 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 250,000 | | 626,000 | | | | | 1,300,000 | 2,176,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 221,325 | | 554,198 | | | | | | 775,523 |
| Local Match | 28,675 | | 71,802 | | | | | | 100,477 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 250,000 | | 626,000 | | | | | | 876,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 1,150,890 | 1,150,890 |
| Local Match | | | | | | | | 149,110 | 149,110 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 1,300,000 | 1,300,000 |

Project #: 5022(050)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma 3643 BRIDGE NO. 20C0497, CHASE ST OVER NATHANSON CREEK, 0.1 MI E SR 12 SONOMA. Replace existing two lane bridge with two lane bridge widened to accommodate shoulders and sidewalks.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|---------|--------|-------|-------|-----------|-------|-------|--------|-----------|
| PE | 411,079 | | | | | | | | 411,079 |
| R/W | | 90,000 | | | | | | | 90,000 |
| CON | | | | | 1,809,266 | | | | 1,809,266 |
| Total | 411,079 | 90,000 | | | 1,809,266 | | | | 2,310,345 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|--------|-------|-------|-----------|-------|-------|--------|-----------|
| Fed \$ | 363,928 | 79,677 | | | 1,601,743 | | | | 2,045,348 |
| Local Match | 47,151 | 10,323 | | | 207,523 | | | | 264,997 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 411,079 | 90,000 | | | 1,809,266 | | | | 2,310,345 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-------------|---------|-------|-------|-------|-------|-------|-------|--------|---------|
| Fed \$ | 363,928 | | | | | | | | 363,928 |
| Local Match | 47,151 | | | | | | | | 47,151 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 411,079 | | | | | | | | 411,079 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|--------|-------|-------|-------|-------|-------|--------|--------|
| Fed \$ | | 79,677 | | | | | | | 79,677 |
| Local Match | | 10,323 | | | | | | | 10,323 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 90,000 | | | | | | | 90,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-----------|-------|-------|--------|-----------|
| Fed \$ | | | | | 1,601,743 | | | | 1,601,743 |
| Local Match | | | | | 207,523 | | | | 207,523 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 1,809,266 | | | | 1,809,266 |

Project #:

5114(016)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 1160 BRIDGE NO. 20C0017, WATMAUGH ROAD, OVER SONOMA CREEK, 0.3 MI W HWY 12. Replace 2 lane bridge with new 2 lane bridge.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|----------------|-------|----------------|------------------|-------|--------|------------------|
| PE | 900,000 | | 225,000 | | | | | | 1,125,000 |
| R/W | | | | | 150,000 | | | | 150,000 |
| CON | | | | | | 5,000,000 | | | 5,000,000 |
| Total | 900,000 | | 225,000 | | 150,000 | 5,000,000 | | | 6,275,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 796,770 | | 199,193 | | 132,795 | 4,426,500 | | | 5,555,258 |
| Local Match | 103,230 | | 25,808 | | 17,205 | 522,971 | | | 669,214 |
| LSSRP Bond | | | | | | 50,529 | | | 50,529 |
| Local AC | | | | | | | | | |
| Total | 900,000 | | 225,000 | | 150,000 | 5,000,000 | | | 6,275,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 796,770 | | 199,193 | | | | | | 995,963 |
| Local Match | 103,230 | | 25,808 | | | | | | 129,038 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 900,000 | | 225,000 | | | | | | 1,125,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 132,795 | | | | 132,795 |
| Local Match | | | | | 17,205 | | | | 17,205 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 150,000 | | | | 150,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | 4,426,500 | | | 4,426,500 |
| Local Match | | | | | | 522,971 | | | 522,971 |
| LSSRP Bond | | | | | | 50,529 | | | 50,529 |
| Local AC | | | | | | | | | |
| Total | | | | | | 5,000,000 | | | 5,000,000 |

Project #: 5920(092)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 1999 BRIDGE NO. 20C0018, BOHEMIAN HWY, OVER RUSSIAN RIVER, AT MONTE RIO. Replace the two lane bridge with a new two lane bridge as LSSRP Seismic Retrofit strategy.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|----------------|------------------|-------|-------|----------------|-------|-------------------|--------|-------------------|
| PE | 200,000 | 2,777,500 | | | | | | | 2,977,500 |
| R/W | | | | | 300,000 | | | | 300,000 |
| CON | | | | | | | 16,674,000 | | 16,674,000 |
| Total | 200,000 | 2,777,500 | | | 300,000 | | 16,674,000 | | 19,951,500 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|------------------|-------|-------|----------------|-------|-------------------|--------|-------------------|
| Fed \$ | 177,060 | 2,458,921 | | | 265,590 | | 14,761,492 | | 17,663,063 |
| Local Match | 22,940 | 318,579 | | | | | | | 341,519 |
| LSSRP Bond | | | | | 34,410 | | 1,912,508 | | 1,946,918 |
| Local AC | | | | | | | | | |
| Total | 200,000 | 2,777,500 | | | 300,000 | | 16,674,000 | | 19,951,500 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|----------------|------------------|-------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | 177,060 | 2,458,921 | | | | | | | 2,635,981 |
| Local Match | 22,940 | 318,579 | | | | | | | 341,519 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 200,000 | 2,777,500 | | | | | | | 2,977,500 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|----------------|-------|-------|--------|----------------|
| Fed \$ | | | | | 265,590 | | | | 265,590 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | 34,410 | | | | 34,410 |
| Local AC | | | | | | | | | |
| Total | | | | | 300,000 | | | | 300,000 |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------------------|--------|-------------------|
| Fed \$ | | | | | | | 14,761,492 | | 14,761,492 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | 1,912,508 | | 1,912,508 |
| Local AC | | | | | | | | | |
| Total | | | | | | | 16,674,000 | | 16,674,000 |

Project #: 5920(135)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 2007 BRIDGE NO. 20C0139, WOHLER RD, OVER MARK WEST CREEK, NEAR RIVER RD. Bridge Replacement, no added lane capacity 4/5/2010:
Toll Credits programmed for R/W & Con. LSSRP

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-------|---------|-------|-------|-------|-----------|--------|-----------|
| PE | 765,000 | | 475,000 | | | | | | 1,240,000 |
| R/W | 100,000 | | | | | | | | 100,000 |
| CON | | | | | | | 4,816,885 | | 4,816,885 |
| Total | 865,000 | | 475,000 | | | | 4,816,885 | | 6,156,885 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 712,000 | | 380,000 | | | | 4,816,885 | | 5,908,885 |
| Local Match | 153,000 | | 95,000 | | | | | | 248,000 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 865,000 | | 475,000 | | | | 4,816,885 | | 6,156,885 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 612,000 | | 380,000 | | | | | | 992,000 |
| Local Match | 153,000 | | 95,000 | | | | | | 248,000 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 765,000 | | 475,000 | | | | | | 1,240,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 100,000 | | | | | | | | 100,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 100,000 | | | | | | | | 100,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 4,816,885 | | 4,816,885 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 4,816,885 | | 4,816,885 |

Project #:

5920(056)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 2011 BRIDGE NO. 20C0155, WOHLER RD, OVER RUSSIAN RIVER, 1.5 MI FROM RIVER RD. LSSRP Seismic Retrofit. 11/13/2012: Toll credits used for PE.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------|----------------|------------------|-------|-------|-------|-------|-------|--------|------------------|
| PE | 750,000 | | | | | | | | 750,000 |
| R/W | | | | | | | | | |
| CON | | 4,200,000 | | | | | | | 4,200,000 |
| Total | 750,000 | 4,200,000 | | | | | | | 4,950,000 |

| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|------------------|------------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | 750,000 | | 3,718,260 | | | | | | 4,468,260 |
| Local Match | | 481,740 | -481,740 | | | | | | |
| LSSRP Bond | | | 481,740 | | | | | | 481,740 |
| Local AC | | 3,718,260 | -3,718,260 | | | | | | |
| Total | 750,000 | 4,200,000 | | | | | | | 4,950,000 |

| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|----------------|-------|-------|-------|-------|-------|-------|--------|----------------|
| Fed \$ | 750,000 | | | | | | | | 750,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 750,000 | | | | | | | | 750,000 |

| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| Fed \$ | | | | | | | | | |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | | |

| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|--------------|-------|------------------|------------|-------|-------|-------|-------|--------|------------------|
| Fed \$ | | | 3,718,260 | | | | | | 3,718,260 |
| Local Match | | 481,740 | -481,740 | | | | | | |
| LSSRP Bond | | | 481,740 | | | | | | 481,740 |
| Local AC | | 3,718,260 | -3,718,260 | | | | | | |
| Total | | 4,200,000 | | | | | | | 4,200,000 |

Project #: 5920(137)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 3626 BRIDGE NO. 20C0227, GEYSERS RD, OVER FRASIER CREEK, 20.4 MI N OF ST HWY 128. Replace deficient 2-lane bridge with new 2-lane bridge meeting current geometrics standards. 9/14/2010: Toll credits for all phases.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|---------|-------|-------|--------|-------|-------|-----------|-----------|
| PE | 125,000 | 686,250 | | | | | | | 811,250 |
| R/W | | | | | 80,000 | | | | 80,000 |
| CON | | | | | | | | 4,543,000 | 4,543,000 |
| Total | 125,000 | 686,250 | | | 80,000 | | | 4,543,000 | 5,434,250 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 125,000 | 686,250 | | | 80,000 | | | 4,543,000 | 5,434,250 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 125,000 | 686,250 | | | 80,000 | | | 4,543,000 | 5,434,250 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 125,000 | 686,250 | | | | | | | 811,250 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 125,000 | 686,250 | | | | | | | 811,250 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 80,000 | | | | 80,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 80,000 | | | | 80,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 4,543,000 | 4,543,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 4,543,000 | 4,543,000 |

Project #: 5920(129)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 2017 BRIDGE NO. 20C0248, LAMBERT BRIDGE RD, OVER DRY CREEK, 0.4 MI W OF DRY CREEK RD. Replace one-lane bridge with two-lane bridge. Formerly LSSRP Seismic Retrofit 11/10/2010: Toll credits used for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-----------|-------|-------|-------|--------|-------|-----------|--------|-----------|
| PE | 1,068,750 | | | | | | | | 1,068,750 |
| R/W | | | | | 65,000 | | | | 65,000 |
| CON | | | | | | | 5,985,000 | | 5,985,000 |
| Total | 1,068,750 | | | | 65,000 | | 5,985,000 | | 7,118,750 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 1,068,750 | | | | 65,000 | | 5,985,000 | | 7,118,750 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,068,750 | | | | 65,000 | | 5,985,000 | | 7,118,750 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 1,068,750 | | | | | | | | 1,068,750 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 1,068,750 | | | | | | | | 1,068,750 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 65,000 | | | | 65,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 65,000 | | | | 65,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 5,985,000 | | 5,985,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 5,985,000 | | 5,985,000 |

Project #: 5920(138)

This project has been split out to the individually listed Replace Lambert Bridge over Dry Creek project (TIP ID SON090026)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 1827 BRIDGE NO. 20C0262, BOYES BLVD, OVER SONOMA CREEK, JUST EAST OF RIVERSIDE DR. Replace 2 lane bridge with 2 lane bridge with LBSRP contribution.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|------------------|-------|----------------|-------|-------|-------|------------------|--------|------------------|
| PE | 987,369 | | 500,000 | | | | | | 1,487,369 |
| R/W | 550,000 | | | | | | | | 550,000 |
| CON | | | | | | | 5,070,000 | | 5,070,000 |
| Total | 1,537,369 | | 500,000 | | | | 5,070,000 | | 7,107,369 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 1,276,810 | | 400,000 | | | | 4,488,471 | | 6,165,281 |
| Local Match | 260,559 | | 100,000 | | | | 507,720 | | 868,278 |
| LSSRP Bond | | | | | | | 73,809 | | 73,809 |
| Local AC | | | | | | | | | |
| Total | 1,537,369 | | 500,000 | | | | 5,070,000 | | 7,107,369 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 789,895 | | 400,000 | | | | | | 1,189,895 |
| Local Match | 197,474 | | 100,000 | | | | | | 297,474 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 987,369 | | 500,000 | | | | | | 1,487,369 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 486,915 | | | | | | | | 486,915 |
| Local Match | 63,085 | | | | | | | | 63,085 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 550,000 | | | | | | | | 550,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 4,488,471 | | 4,488,471 |
| Local Match | | | | | | | 507,720 | | 507,720 |
| LSSRP Bond | | | | | | | 73,809 | | 73,809 |
| Local AC | | | | | | | | | |
| Total | | | | | | | 5,070,000 | | 5,070,000 |

Project #: 5920(059)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 3615 BRIDGE NO. 20C0324, O'DONNELL LANE OVER CALABAZAS CREEK, NEAR ARNOLD DRIVE. Rehabilitate existing historic bridge.
9/8/2010: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------------|-------|----------------|-------|---------------|-------|-------|----------------|------------------|
| PE | 75,000 | | 225,000 | | | | | | 300,000 |
| R/W | | | | | 10,000 | | | | 10,000 |
| CON | | | | | | | | 800,000 | 800,000 |
| Total | 75,000 | | 225,000 | | 10,000 | | | 800,000 | 1,110,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 75,000 | | 225,000 | | 10,000 | | | 800,000 | 1,110,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 75,000 | | 225,000 | | 10,000 | | | 800,000 | 1,110,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 75,000 | | 225,000 | | | | | | 300,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 75,000 | | 225,000 | | | | | | 300,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 10,000 | | | | 10,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 10,000 | | | | 10,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 800,000 | 800,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 800,000 | 800,000 |

Project #: 5920(130)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 4237 BRIDGE NO. 20C0326, FRANZ VALLEY SCH RD, OVER FRANZ CREEK, JUST N/O FRANZ RD. Replace existing 2-lane bridge with new 2-lane bridge. Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|-------|---------|-------|-------|---------|-------|-----------|--------|-----------|
| PE | | 500,750 | | | | | | | 500,750 |
| R/W | | | | | 100,000 | | | | 100,000 |
| CON | | | | | | | 2,804,200 | | 2,804,200 |
| Total | | 500,750 | | | 100,000 | | 2,804,200 | | 3,404,950 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 500,750 | | | 100,000 | | 2,804,200 | | 3,404,950 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 500,750 | | | 100,000 | | 2,804,200 | | 3,404,950 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 500,750 | | | | | | | 500,750 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 500,750 | | | | | | | 500,750 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 100,000 | | | | 100,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 100,000 | | | | 100,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 2,804,200 | | 2,804,200 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 2,804,200 | | 2,804,200 |

Project #: 5920(149)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 4197 BRIDGE NO. 20C0406, RIVER ROAD OVER GILL CREEK, 2.0 MI NW OF SR 128. Replace existing two-lane bridge with new two-lane bridge.
Chien Wu, 3/14/2014 2:55:46 PM. 3/20/2014: Toll Credits programmed for PE, R/W, & CON.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|----------------|-------|-------|-------|---------------|-------|-------|------------------|------------------|
| PE | 868,250 | | | | | | | | 868,250 |
| R/W | | | | | 65,000 | | | | 65,000 |
| CON | | | | | | | | 4,862,220 | 4,862,220 |
| Total | 868,250 | | | | 65,000 | | | 4,862,220 | 5,795,470 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 868,250 | | | | 65,000 | | | 4,862,220 | 5,795,470 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 868,250 | | | | 65,000 | | | 4,862,220 | 5,795,470 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 868,250 | | | | | | | | 868,250 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 868,250 | | | | | | | | 868,250 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 65,000 | | | | 65,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 65,000 | | | | 65,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | | 4,862,220 | 4,862,220 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | | 4,862,220 | 4,862,220 |

Project #: 5920(144)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 2020 BRIDGE NO. 20C0407, WEST DRY CREEK RD, OVER PENA CREEK, 0.7 MI NW YOAKIM BR RD. Replace one-lane bridge with two-lane bridge. Formerly LSSRP Seismic Retrofit 4/26/2010: Toll Credits programmed for PE, R/W & Con.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|---------|-------|---------|-------|---------|-------|-----------|--------|-----------|
| PE | 540,000 | | 260,000 | | | | | | 800,000 |
| R/W | | | | | 250,000 | | | | 250,000 |
| CON | | | | | | | 4,000,000 | | 4,000,000 |
| Total | 540,000 | | 260,000 | | 250,000 | | 4,000,000 | | 5,050,000 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 540,000 | | 260,000 | | 250,000 | | 4,000,000 | | 5,050,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 540,000 | | 260,000 | | 250,000 | | 4,000,000 | | 5,050,000 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | 540,000 | | 260,000 | | | | | | 800,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | 540,000 | | 260,000 | | | | | | 800,000 |
| R/W Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 250,000 | | | | 250,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 250,000 | | | | 250,000 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | | | 4,000,000 | | 4,000,000 |
| Local Match | | | | | | | | | |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | | | 4,000,000 | | 4,000,000 |

Project #: 5920(139)

This project has been split out to the individually listed Replace West Dry Creek Bridge over Pena Creek project (TIP ID SON090027)

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

Sonoma County 4165 BRIDGE NO. PM00101, Bridge Preventive Maintenance Program (BPMP) for various bridges in the County of Sonoma. See Caltrans Local Assistance HBP website for backup list of projects.

| Phase Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|-----------------------------|-------|---------|-------|-------|---------|-------|-------|--------|---------|
| PE | | 182,642 | | | | | | | 182,642 |
| R/W | | | | | | | | | |
| CON | | | | | 547,925 | | | | 547,925 |
| Total | | 182,642 | | | 547,925 | | | | 730,567 |
| Fund Source Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 161,693 | | | 485,078 | | | | 646,771 |
| Local Match | | 20,949 | | | 62,847 | | | | 83,796 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 182,642 | | | 547,925 | | | | 730,567 |
| PE Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | 161,693 | | | | | | | 161,693 |
| Local Match | | 20,949 | | | | | | | 20,949 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | 182,642 | | | | | | | 182,642 |
| CON Summary: | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
| Fed \$ | | | | | 485,078 | | | | 485,078 |
| Local Match | | | | | 62,847 | | | | 62,847 |
| LSSRP Bond | | | | | | | | | |
| Local AC | | | | | | | | | |
| Total | | | | | 547,925 | | | | 547,925 |

Project #:

2014/15-2019/20 Highway Bridge Program

See the appropriate FTIP/FSTIP for current funding commitments. This listing provides the backup project information to support the lump sum amounts programmed in the FTIP.

District: 04 County: Sonoma

Responsible Agency HBP-ID Project Description

MPO Summary: Metropolitan Transportation Commission

Number of Projects: 132

Totals:

| | Prior | 14/15 | 15/16 | 16/17 | 17/18 | 18/19 | 19/20 | Beyond | Total |
|----------------------|------------|------------|-------------|------------|-------------|-------------|------------|-------------|-------------|
| Fed \$ | 50,493,313 | 46,996,114 | 45,880,485 | 16,591,888 | 33,883,690 | 26,972,943 | 77,858,963 | 274,708,273 | 573,385,667 |
| Local Match | 6,207,961 | 4,015,821 | 2,190,088 | 1,310,213 | 11,047,574 | 687,156 | 2,506,606 | 15,616,651 | 43,582,070 |
| LSSRP Bond | 63,085 | 108,965 | 481,740 | | 101,349 | 50,529 | 4,231,967 | 6,716,437 | 11,754,072 |
| Local AC | | 15,002,142 | -13,718,260 | -1,283,882 | 56,134,963 | -14,579,120 | | -41,555,842 | |
| Total for all Phases | 56,764,359 | 66,123,041 | 34,834,053 | 16,618,219 | 101,167,575 | 13,131,507 | 84,597,536 | 255,485,519 | 628,721,809 |

Modifications Made to Programming Totals

Back-up Listing Total

| Source | Prior | FY15 | FY16 | FY17 | FY18 | FY19 | FY20 | Beyond | Total |
|-----------------------------|---------------------|---------------------|---------------------|---------------------|----------------------|---------------------|---------------------|----------------------|----------------------|
| Fed \$ | \$50,493,313 | \$46,996,114 | \$45,880,485 | \$16,591,888 | \$33,883,690 | \$26,972,943 | \$77,858,963 | \$274,708,273 | \$573,385,669 |
| Local Match | \$6,207,961 | \$4,015,821 | \$2,190,088 | \$1,310,213 | \$11,047,574 | \$687,156 | \$2,506,606 | \$15,616,651 | \$43,582,070 |
| LSSRP Bond | \$63,085 | \$108,965 | \$481,740 | | \$101,349 | \$50,529 | \$4,231,967 | \$6,716,437 | \$11,754,072 |
| Local AC | | \$15,002,142 | -\$13,718,260 | -\$1,283,883 | \$56,134,963 | -\$14,579,120 | | -\$41,555,842 | |
| Total for all Phases | \$56,764,359 | \$66,123,042 | \$34,834,053 | \$16,618,218 | \$101,167,576 | \$13,131,508 | \$84,597,536 | \$255,485,519 | \$628,721,811 |

Funds Removed as Programmed in Individual Listings

| Source | Prior | FY15 | FY16 | FY17 | FY18 | FY19 | FY20 | Beyond | Total |
|-----------------------------|---------------------|--------------------|------------------|-------------|---------------------|-------------|--------------------|--------------------|---------------------|
| Fed \$ | \$9,863,829 | \$5,619,062 | \$260,000 | | \$580,590 | | \$9,985,000 | \$47,222,258 | \$73,530,739 |
| Local Match | \$972,039 | \$728,009 | | | \$5,384,000 | | | -\$5,384,000 | \$1,700,048 |
| LSSRP Bond | \$97,495 | | | | \$34,410 | | | \$6,118,146 | \$6,250,051 |
| Local AC | | | | | \$41,555,842 | | | -\$41,555,842 | |
| Total for all Phases | \$10,933,363 | \$6,347,071 | \$260,000 | | \$47,554,842 | | \$9,985,000 | \$6,400,562 | \$81,480,838 |

Total Funding for VAR170012

| Source | Prior | FY15 | FY16 | FY17 | FY18 | FY19 | FY20 | Beyond | Total |
|-----------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|----------------------|
| Fed \$ | \$40,629,484 | \$41,377,052 | \$45,620,485 | \$16,591,888 | \$33,303,100 | \$26,972,943 | \$67,873,963 | \$227,486,015 | \$499,854,930 |
| Local Match | \$5,235,922 | \$3,287,812 | \$2,190,088 | \$1,310,213 | \$5,663,574 | \$687,156 | \$2,506,606 | \$21,000,651 | \$41,882,022 |
| LSSRP Bond | -\$34,410 | \$108,965 | \$481,740 | | \$66,939 | \$50,529 | \$4,231,967 | \$598,291 | \$5,504,021 |
| Local AC | | \$15,002,142 | -\$13,718,260 | -\$1,283,883 | \$14,579,121 | -\$14,579,120 | | | |
| Total for all Phases | \$45,830,996 | \$59,775,971 | \$34,574,053 | \$16,618,218 | \$53,612,734 | \$13,131,508 | \$74,612,536 | \$249,084,957 | \$547,240,973 |

Note: Negative amounts not programmed in FMS; Funding for FY 2012/13 through FY 2015/16 for project phases that have been completed is programmed on VAR110045

APPENDIX A – 66

2017 TIP Detail

Projects Compliant with Americans with Disabilities Act (ADA) Requirements



Projects Compliant with Americans with Disabilities Act (ADA) Requirements

| SI No. | TIP ID | Sponsor | County | Key Stations/ Systemwide | Project Name | Project Description |
|---------------|---------------|----------------|---------------|--|--|---|
| 1 | ALA110032 | BART | Alameda | Downtown Berkeley BART | Downtown Berkeley BART Plaza/Transit Area Imps. | In Berkeley: Area around Downtown Berkeley BART Station: Streetscape improvements; design/construction of custom bus shelter, canopy design for 5 secondary BART entries and construction of one; retrofit design for BART rotunda |
| 2 | ALA150004 | AC Transit | Alameda | Broadway/ International/ E 14th corridor from Oakland to San Leandro | AC Transit: East Bay Bus Rapid Transit | Alameda County: Along Broadway/ International/E 14th corridor from Oakland to San Leandro: Implement BRT including 34 stations, transit signal priority, level-boarding, shelters, off-board ticketing, real-time information, and security cameras |
| 3 | ALA990077 | LAVTA | Alameda | Systemwide | LAVTA: ADA Paratransit Operating Subsidy | LAVTA: ADA Paratransit Operating Subsidy |
| 4 | CC-110082 | BART | Contra Costa | Walnut Creek BART | Walnut Creek BART TOD Access Improvements | Walnut Creek: In the vicinity of the Walnut Creek BART Station: construct public access improvements that are part of the proposed transit-oriented development |
| 5 | CC-130006 | Concord | Contra Costa | Concord BART | Concord BART Station Bike/Ped Access Improvements | Concord: Near the Downtown Concord BART Station: Implement bike/ped access improvements including road diets, buffered bike lanes (0.7 mi), Class 2 bike lanes (0.6 mi), and Class 3 bike routes (0.1 mi), and improvements at three un-signalized crosswalks |
| 6 | CC-070046 | El Cerrito | Contra Costa | El Cerrito Del Norte BART | Del Norte Area TOD Complete Street Imps | El Cerrito del Norte BART Station Area: Complete Streets improvements to access, circulation and safety for bicyclists, pedestrians, local and regional bus, rapid bus, and automobile connections to BART |
| 7 | CC-150020 | ECCTA | Contra Costa | Systemwide | ECCTA: Non-ADA Paratransit to FR Incentive Program | ECCTA: Systemwide: Use outreach, travel training and fare incentives to move non-ADA paratransit users to FR service |

Projects Compliant with Americans with Disabilities Act (ADA) Requirements (cont'd)

| SI No. | TIP ID | Sponsor | County | Key Stations/ Systemwide | Project Name | Project Description |
|---------------|---------------|----------------|---------------|-------------------------------------|---|---|
| 8 | CC-130045 | CCCTA | Contra Costa | Systemwide | CCCTA: Access Improvements Implementation | CCCTA: Various bus stops system-wide: Implement bicycle and pedestrian access improvements identified in County Connection's Access Improvement Study |
| 9 | CC-150008 | CCCTA | Contra Costa | Systemwide | CCCTA: Replace 3 Paratransit Vans | CCCTA: Replace 3 paratransit vans that have reached the end of their useful life |
| 10 | SOL110025 | SolTrans | Solano | Systemwide | SolTrans: ADA Paratransit Operating Subsidy | SolTrans: ADA Paratransit Operating Subsidy |

APPENDIX A – 67

2017 TIP Detail

Air Quality Exempt Codes



Air Quality Exempt Codes

| Exempt Code | Description of Exempt Code |
|-------------|---|
| 0 | Non-Exempt Project |
| 1.01 | Railroad/highway crossing |
| 1.02 | Hazard Elimination Program |
| 1.03 | Safer non-Federal-aid system roads |
| 1.04 | Shoulder Improvements |
| 1.05 | Increasing Sight Distance |
| 1.06 | Safety Improvement Program |
| 1.07 | Traffic control devices and operating assistance other than signalization projects |
| 1.08 | Railroad/highway crossing warning devices |
| 1.09 | Guardrails, median barriers, crash cushions |
| 1.10 | Pavement resurfacing and/or rehabilitation |
| 1.11 | Pavement marking demonstration |
| 1.12 | Emergency Relief (23 U.S.C. 125) |
| 1.13 | Fencing |
| 1.14 | Skid treatments |
| 1.15 | Safety roadside rest areas |
| 1.16 | Adding medians |
| 1.17 | Truck climbing lanes outside the urbanized area |
| 1.18 | Lighting improvements |
| 1.19 | Widening narrow pavements or reconstructing bridges (no additional travel lanes) |
| 1.20 | Emergency truck pullovers |
| 2.01 | Operating assistance to transit agencies |
| 2.02 | Purchase of support vehicles |
| 2.03 | Rehabilitation of transit vehicles |
| 2.04 | Purchase of office, shop, and operating equipment for existing facilities |
| 2.05 | Purchase of operating equipment for vehicles (e.g. radios, Fareboxes, lifts, etc.) |
| 2.06 | Construction or renovation of power, signal, and communications systems |
| 2.07 | Construction of small passenger shelters and information kiosks |
| 2.08 | Reconstruction or renovation of transit buildings and structures |
| 2.09 | Rehabilitation or reconstruction of track structures, track, and trackbed in existing right of way |
| 2.10 | Purchase of new buses and rail cars to replace existing vehicles or for minor expansions of the fleet |
| 2.11 | Construction of new bus or rail storage/maintenance facilities categorically excluded in 23 CFR 771 |
| 3.01 | Continuation of ride-sharing and van-pooling promotion activities at current levels |
| 3.02 | Bicycle and pedestrian facilities |
| 4.01 | Specific activities which do not involve or lead directly to construction |
| 4.02 | Grants for training and research |

Air Quality Exempt Codes (cont.)

| Exempt Code | Description of Exempt Code |
|-------------|---|
| 4.03 | Planning activities conducted pursuant to titles 23 and 49 U.S.C. |
| 4.04 | Federal Aid systems revisions |
| 4.05 | Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action |
| 4.06 | Noise attenuation |
| 4.07 | Emergency or hardship advance land acquisitions (23 CFR 712.204(d)) |
| 4.08 | Acquisition of scenic easements |
| 4.09 | Plantings, landscaping, etc. |
| 4.10 | Sign removal |
| 4.11 | Directional and informational signs |
| 4.12 | Transportation enhancement activities (excepting rehabilitation and operation of historic transportation buildings, structures, or facilities) |
| 4.13 | Repair of damage caused by natural disasters, civil unrest, or terrorist acts, except projects involving substantial functional, locational or capacity |
| 5.01 | Intersection Channelization projects |
| 5.02 | Intersection signalization projects and individual intersections |
| 5.03 | Changes in vertical and horizontal alignment |
| 5.04 | Interchange reconfiguration projects |
| 5.05 | Truck size and weight inspection stations |
| 5.06 | Bus terminals and transfer points |
| 5.07 | Traffic signal synchronization projects |
| 90.00 | TCM2 Related (Non-exempt project) |

APPENDIX A – 68

2017 TIP Detail

TIP Revision Process and Procedures



Metropolitan Transportation Commission 2015 Transportation Improvement Program (TIP) Revision Process and Procedures

The following is an excerpt from the Public Participation Plan (MTC Resolution No. 3821—see Appendix A-3). The Public Participation Plan was updated on December 15, 2010 following approval of the 2011 TIP to address changes in the MTC advisory committee structure, Title VI requirements, and technical changes in other areas. Furthermore, on June 3, 2011, FHWA and FTA issued changes to the FSTIP/TIP Administrative Modifications and Amendment Procedures. The TIP Revision Process and Procedures have been updated to incorporate provisions in the updated Public Participation Plan and the updated FSTIP/TIP Administrative Modifications and Amendment Procedures. These procedures are attached and posted on the internet at: <http://www.mtc.ca.gov/funding/tip/>

Updating and Revising the TIP

Federal regulations require that the TIP be updated at least once every four years. From time to time, circumstances dictate that revisions be made to the TIP between updates. MTC will consider such revisions when the circumstances prompting the change are compelling, and the change will not adversely affect transportation-air quality conformity or negatively impact the financial constraint findings of the TIP. These regulations can be viewed on MTC's website at <http://www.mtc.ca.gov/funding/tip/tiprevisionprocedures.pdf>.

In addition to a TIP update, revisions to the TIP may occur as TIP Amendments, TIP Administrative Modifications, or TIP Technical Corrections. The criteria for Administrative Modifications and Amendments are defined in federal regulations, specifically Title 23, CFR part 450.104.

The Federal Highway Administration, Federal Transit Administration, and Caltrans agreed on Amendment and Administrative Modification Guidelines on November 17, 2008 and revised these guidelines on June 3, 2011. The guidelines are posted online at: www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/amend_mod_procedures_approv_al.pdf. Further explanation about TIP updates and how the types of revisions are processed are shown in the narrative below and table that follows.

- **TIP Update**

This is a complete update of the existing TIP, to reflect new or revised transportation investment strategies and priorities. An update of the TIP is required at least once every four years. Because all projects included in the TIP are consistent with the RTP, MTC's extensive public outreach for development of the RTP is reflected in the TIP as well. The TIP implements, in the short-term, the financially constrained element of the RTP and is responsive to comments received during the development of the RTP. TIP updates will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757 (see Appendix A-53).

- **TIP Amendment**

This is a revision that involves a major change to the TIP, such as the addition or deletion of a project; a major change in project cost or project/project phase initiation date; or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). An amendment is a revision that requires public review and comment, re-demonstration of fiscal constraint, or an air quality conformity determination. Amendments requiring a transportation-air quality conformity analysis will be subject to the conformity and interagency consultation procedures described in MTC Resolution No. 3757.

- **TIP Administrative Modification**

An administrative modification includes minor changes to a project's costs or to the cost of a project phase; minor changes to funding sources of previously included projects; and minor changes to the initiation date of a project or project phase. An administrative modification does not require public review and comment, re-demonstration of fiscal constraint, or conformity determination.

- **TIP Technical Correction**

Technical corrections may be made by MTC staff as necessary. Technical corrections are not subject to an administrative modification or an amendment, and may include revisions such as: changes to information and projects that are included only for illustrative purposes; changes to information outside of the TIP period; changes to information not required to be included in the TIP per federal regulations; or changes to correct simple errors or omissions including data entry errors. These technical corrections cannot significantly impact the cost, scope, or schedule within the TIP period, nor will they be

subject to a public review and comment process, re-demonstration of fiscal constraint, or a conformity determination.

Updating and Revising the Transportation Improvement Program (TIP)

| TIP Update |
|---|
| <p>❶ Notify public of opportunities to participate via U.S. mail; use appropriate lists within MTC's database, including list of Regional Transportation Plan participants Also notify the public using such methods as local media outlets; electronic-mailings to stakeholder and advocacy groups; the TIP-INFO Notification (e-mail); or via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.</p> |
| <p>❷ Notify Bay Area Partnership technical committees or working groups Conduct Intergovernmental consultation, as appropriate.</p> |
| <p>❸ Release Draft TIP for 30-day public review and comment period</p> <ul style="list-style-type: none"> ▪ Draft TIP available for viewing in MTC Library; and mailed to major libraries throughout the Bay Area ▪ Posted on MTC website for public review and comment <p>Extend public review period by 5-days if final TIP differs significantly from draft TIP and the changes are considered material differences.</p> |
| <p>❹ Respond to significant comments; MTC's response compiled into an appendix in the final TIP.</p> |
| <p>❺ Review by an MTC standing committee, typically the Programming & Allocations Committee (a public meeting); referral to Commission.</p> |
| <p>❻ Adoption by Commission at a public meeting. Approval by Caltrans. Approval by Federal Highway and Federal Transit Administrations (FHWA/FTA).</p> |
| <p>❼ Notify the public about the Commission's action with electronic mailings, including via an electronic subscription system that is open for anyone to sign up to be kept informed about the TIP.</p> |

| TIP Amendment |
|---|
| <p>❶ Notify public via TIP-INFO Notification (e-mail) or other electronic notification methods.</p> |
| <p>❷ Notify Bay Area Partnership technical committees or working groups Available for viewing in MTC Library Posted on MTC website for public review</p> |
| <p>❸</p> <ul style="list-style-type: none"> • Amendments deleting or adding a project or changing an existing project that is subject to a new air quality conformity analysis: <ul style="list-style-type: none"> ○ 30-day public review and comment period, with review by an MTC standing committee at a public meeting; and ○ Approval by the full Commission at a public meeting. • Amendments deleting or adding a project that is <i>not</i> subject to an air quality conformity analysis (such as a roadway rehabilitation): <ul style="list-style-type: none"> ○ Review and approval by an MTC standing committee or the full Commission at a public meeting. • An amendment changing an existing project that is not subject to an air quality conformity analysis, or changing an existing grouped project listing (such as the highway bridge program), or bringing a previously listed project or phase back into the TIP for financial purposes; or changing TIP funding revenues: <ul style="list-style-type: none"> ○ Approval by the MTC Executive Director or designee, following 5-day notice on MTC’s website, or ○ Review and approval by an MTC standing committee or the full Commission at a public meeting. |
| <p>❹ Approval by Caltrans Approval by FHWA/FTA</p> <p>Notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP.</p> |

| TIP Administrative Modification |
|--|
| <p>❶ No public review.</p> |
| <p>❷ Approval by MTC Executive Director or designee by delegated authority (authority is delegated by the Federal Highway Administration or Federal Transit Administration), or Caltrans</p> |
| <p>❸ After approval, notify Bay Area Partnership technical committees or working groups.</p> |
| <p>❹ After approval:</p> <ul style="list-style-type: none"> • post in MTC Library • post on MTC website • notify public via TIP-INFO Notification or via an electronic subscription system open to anyone who requests to be kept informed about the TIP. |

| TIP Technical Correction |
|-----------------------------------|
| ❶ No public review. |
| ❷ Technical corrections by staff. |
| ❸ No approval required. |

Federal Transit Administration Program of Projects Public Participation Requirements

Federal transit law and joint Federal Highway Administration (FHWA)/Federal Transit Administration (FTA) planning regulations governing the metropolitan planning process require a locality to include the public and solicit comment when the locality develops its metropolitan long-range transportation plan and its metropolitan TIP. FTA has determined that when a recipient follows the procedures of the public involvement process outlined in the FHWA/FTA planning regulations, the recipient satisfies the public participation requirements associated with development of the Program of Projects (POP) that recipients of Section 5307 funds must meet. This Public Participation Plan follows the procedures for public involvement associated with TIP development and therefore satisfies public participation requirements for the POP. All public notices of public involvement activities and times established for public review and comment on the TIP will state that they satisfy the POP requirements of the Section 5307 Program.

TIP Revision Request Submittal

To request a TIP revision, a project sponsor must log onto MTC's Fund Management System (FMS), MTC's web based programming application tool. The project sponsor identifies the project that needs to be amended, makes the necessary changes and submits the proposal to MTC for review. Likewise, to propose a new project, the project sponsor creates a new project and submits the project proposal to MTC using FMS.

MTC staff reviews the submitted application or amendment proposal for compliance with federal regulations, statute, and regional polices, including funding completeness, impacts to air quality, financial constraint and for compliance with other federal, state and regional requirements before forwarding the submitted application or amendment for approval.

If the proposal is found not to conform to the guidelines (revision process guidelines; fund specific guidelines; Air Quality and conformity regulations), it is sent back to the project sponsor. Generally, changes that require a new Air Quality conformity analysis, as determined through the

Interagency Consultation process, are held until the next TIP update. (See page 34 of the Public Participation Plan in Appendix A-3.)

Revision Approval Authority

Staff have the authority to make technical corrections, and the Executive Director and/or a Deputy Director has signature authority to approve administrative modifications for the TIP and Federal Statewide Transportation Improvement Program (FSTIP) under delegated authority by the California Department of Transportation (Caltrans) and to forward TIP amendments once approved by the Commission to the appropriate state and federal agencies for review and approval.

Fund Management

Federal funds are to be programmed in the TIP, up to the apportionment level for that fiscal year for that fund source, within the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), or awarded in a FTA grant. This ensures proper management of federal Obligation Authority (OA) against program apportionment levels within the region and ensures that OA is available for projects that are programmed in a particular fiscal year.

It is the responsibility of the project sponsor to ensure the funds can be used within the deadlines established by regional, state and federal requirements and that the provisions of MTC's regional project funding-delivery policy can be met (MTC Resolution No. 3606). It is also the responsibility of the project sponsor to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines to MTC, Caltrans and the appropriate county CMA within a timely manner.

Contact

For questions on the TIP revision process contact either:

Adam Crenshaw

(510) 817-5794

acrenshaw@mtc.ca.gov

A copy of this document is available on the Internet at: <http://www.mtc.ca.gov/funding/tip/>

Attachment: FSTIP/FTIP Amendment and Administrative Modification Procedures



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

June 3, 2011

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA

Doc ID: 62,530

Mr. Malcolm Dougherty, Acting Caltrans Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Attention: Federal Resources Office, M.S. 82
For Rachel Falsetti, Division of Transportation Programming

SUBJECT: Revised Federal – Federal Statewide Transportation Improvement Program
(FSTIP) and Federal Transportation Improvement Program (FTIP) Amendment
and Administrative Modification Procedures

In our letter dated November 17, 2008, the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) provided the California Department of Transportation (Caltrans) procedures on the FSTIP/FTIP Administration Modification and Amendment process.

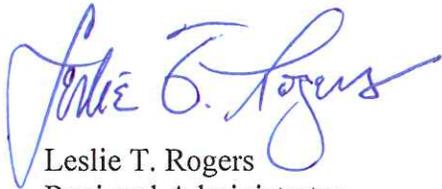
Working in coordination with Caltrans, FTA and FHWA have revised the FSTIP/FTIP Administration Modification and Amendment Procedures. The enclosed revised procedures provide much more flexibility, and in the spirit of FHWA's Every Day Counts Initiative, should shorten project delivery time by allowing for fewer formal amendments which generally take longer to process.

The revised procedures detail what specific types of programming changes to the FSTIP/FTIPs may be made as administrative modifications, for which approval has been delegated to the State, and what changes must be submitted to FHWA and/or FTA for approval as formal amendments. These procedures are intended to offer more flexibility to Caltrans and the Metropolitan Planning Organizations (MPOs) as well as clarify the parameters of an administrative modification.

Throughout the FSTIP/FTIP Administration Modification and Amendment Procedures update process, the FHWA and FTA have been very pleased with our partnership with Caltrans. This effort highlights Caltrans' continued dedication to the stewardship of the Federal-aid Program. More specifically, the FHWA and FTA extend great appreciation to Caltrans Office of Federal Transportation Management Program Chief, Mr. Muhaned Aljabiry and his staff.



If you have any questions regarding the attached procedures, please contact Ray Sukys, FTA, at 415-744-2802 (Raymond.Sukys@dot.gov) or Sue Kiser, FHWA, at 916-498-5009 (Sue.Kiser@dot.gov).



Leslie T. Rogers
Regional Administrator
Federal Transit Administration

Sincerely,



For
Robert F. Tally Jr.
Acting Division Administrator
Federal Highway Administration

Enclosure

cc: (e-mail)

Muhaned Aljabiry, Caltrans Programming

Abhijit Bagde, Caltrans Programming

Ray Sukys, FTA

Ted Matley, FTA

Scott Carson, FHWA

Cecilia Crenshaw, FHWA

Jermaine Hannon, FHWA

Wade Hobbs, FHWA

Sue Kiser, FHWA

Aimee Kratovil, FHWA

Michael Morris, FHWA

Stew Sonnenberg, FHWA

Joseph Vaughn, FHWA

JRH/km

FSTIP/FTIP Administrative Modifications and Amendments Procedures

The following procedures are applicable for processing amendments and administrative modifications to the Federal – Statewide Transportation Improvement Program (FSTIP) and the Federal Transportation Improvement Programs (FTIPs).

Projects programmed in the FSTIP may be delivered in any of the recognized program years of the FSTIP provided Expedited Project Selection Procedures (EPSPs) have been adopted by the MPOs in accordance with 23 CFR 450, and the required interagency consultation or coordination is accomplished and documented. Changing the obligation year of a project using EPSP does not require an administrative modification or an amendment if the change does not require an air quality conformity determination.

1. Administrative Modifications:

An administrative modification is a minor change to the FSTIP/FTIP that does not require a conformity determination, a demonstration of fiscal constraint, public review and comment, or federal approval. The following changes to the FSTIP/FTIP can be processed through administrative modifications:

- i. Revise description of a project or a grouped project listing without changing the project scope or without conflicting with the approved environmental document;
- ii. Revise the funding amount listed for a project or a project phase. Additional funding is limited to the lesser of 40 percent of the total project cost or \$10 million. Programming capacity must be available in the FSTIP/FTIP prior to programming the modification and stated in the supporting documentation, See Table below for examples;

(Note: Updated FTIP financial plans may be requested by Caltrans to validate fiscal constraint, if a MPO has processed only Administrative Modifications for a period of six months or more.)

| Initial Project Cost | New Project Cost | Total Sum Increase | % Change in Cost | % Change < or = 40% | Total Sum Increased is < or = \$10M | Type of Amendment (Formal or Administrative) |
|----------------------|------------------|--------------------|------------------|---------------------|-------------------------------------|--|
| \$1,000,000 | \$1,400,000 | \$400,000 | 40% | Yes | Yes | Administrative |
| \$10,000,000 | \$15,000,000 | \$5,000,000 | 50% | No | Yes | Formal |
| \$500,000,000 | \$510,000,000 | \$10,000,000 | 2% | Yes | Yes | Administrative |
| \$100,000 | \$140,000 | \$40,000 | 40% | Yes | Yes | Administrative |
| \$400,000 | \$1,000,000 | \$600,000 | 150% | No | Yes | Formal |
| \$2,500,000 | \$3,000,000 | \$500,000 | 20% | Yes | Yes | Administrative |

- iii. Program Preliminary Engineering (PE) phase, provided the Right of Way and/or Construction phase(s) are already programmed in the current

FSTIP/FTIP and additional funding amounts stay within the limits specified in Section ii.

(Note: Activities done prior to Federal Authorization are not eligible for Federal participation.)

- iv. A cost decrease has no cap as long as reduction in cost does not result in deletion of a project or a phase, and the affected project phase is still fully funded.
- v. Change source of funds.
- vi. Change a project lead agency.
- vii. Program Federal funds for Advance Construction conversion, programming capacity must be available in the FSTIP/FTIP prior to programming the conversion.
- viii. Change the program year of funds within the current FSTIP/FTIP provided MPO has adopted EPSP in accordance with 23 CFR 450.
- ix. Split or combine an individually listed project or projects, provided that the schedule and scope remain unchanged.
- x. Change grouped project listings description as long as it is consistent with the Programming Grouped Project Listings in Air Quality Non-Attainment or Maintenance Areas guidance.
- xi. Add or delete a project or projects from a grouped project listing, provided the funding amount stays within the limits specified in Section ii.
- xii. Program emergency repair projects on the state highways as a result of a natural disaster or catastrophic failure from an external cause, and that are not covered by the Emergency Relief Program, provided that these projects are exempt from Air Quality Conformity Requirements.
- xiii. Re-program a project for which FHWA funds were transferred to FTA in the prior FSTIP/FTIP and FTA has not approved the grant yet. The project can be programmed in the current FSTIP/FTIP via an administrative modification provided there is no change in the original scope or cost. Program the project using fund type "FTA 5307 (FHWA Transfer Funds)" in the FSTIP/FTIP.
- xiv. Program an FTA funded project from the prior FSTIP/FTIP into the current FSTIP/FTIP provided there is no change in the original scope or cost. Use the project description field (or "CTIPS MPO Comments" section) to list the year, amount, and type of the prior year funds.
- xv. Make minor changes to an FTA funded grouped project listing. Minor changes include changing the number of transit vehicles purchased by 20% or less and changing the fuel type of transit vehicles. The MPO must take the change through its interagency consultation procedures to confirm that the change in scope is minor.

2. Amendments:

Amendments are all other modifications to the FSTIP/FTIP that are not included under administrative modifications and shall be approved in accord with the provisions of 23

CFR 450.326 for each metropolitan area in the State, and in accord with the provisions of 23 CFR 450.216 for the non-metropolitan area.

3. Procedures:

a. Administrative Modifications:

MPOs with approval delegation from Caltrans

Caltrans may delegate to an MPO's Board the authority to approve administrative modifications. In such a case, no Caltrans approval of administrative modifications is required. If the MPO Board has delegated the authority to the Executive Director to approve administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the approved administrative modification to Caltrans, FHWA, and FTA. Once approved by the MPO, the administrative modification will be deemed part of the FSTIP. The MPO will demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Caltrans will conduct periodic reviews of MPO's administrative modification process to confirm adherence to these procedures. Noncompliance with these procedures will result in revocation of that MPO's delegation.

MPOs without approval delegation from Caltrans

Each MPO's administrative modification will be forwarded to Caltrans Division of Transportation Programming for approval. If the MPO Board has delegated the authority to the Executive Director to sign off on administrative modifications, the MPO must provide copies of the delegation to Caltrans, FHWA, and FTA. The MPO must send copies of the administrative modification to Caltrans, FHWA, and FTA. In addition, the MPO must demonstrate in a subsequent amendment that the net financial change from each administrative modification has been accounted for. Once approved by Caltrans, the administrative modification will be deemed part of the FSTIP since no Federal action is required. Caltrans will notify FHWA and FTA of the approved administrative modification.

(Note: If it is found that an approved administrative modification does not meet the criteria of an administrative modification, FHWA and FTA reserves the right to reject that administrative modification and require a formal amendment.)

b. Amendments:

Amendments to the FSTIP must be developed in accordance with the provisions of 23 CFR 450, and approved by FHWA and/or FTA in accordance with 23 CFR 450 and the July 15, 2004 MOU between FHWA – California Division and FTA Region 9. Each amendment must be forwarded to Caltrans Division of Transportation Programming for approval on behalf of the Governor. To expedite processing, the MPO will also forward a copy of the submitted amendment to FHWA and FTA at the same time the amendment is sent to Caltrans. Once

approved by Caltrans, the amendment will be forwarded to FHWA and/or FTA for federal approval. Once approved by FHWA and/or FTA, the amendment will be deemed part of the FSTIP. The FHWA and/or FTA approval letter and respective Conformity Determination will be addressed to Caltrans, with copies sent to the MPO.

4. Consultation:

If a question arises regarding the interpretation of what constitutes an administrative modification or an amendment, Caltrans, the MPO, FHWA and/or FTA will consult with each other to resolve the question. If after consultation the parties disagree, the final decision rests with FTA, for transit projects, and FHWA, for highway projects.

Any exception to these procedures is allowed only through consultation among MPOs, Caltrans, and FHWA/FTA. FTA, for transit projects, and FHWA, for highway projects, will have the final decision whether or not such an exception is granted.

APPENDIX A – 69

2017 TIP Detail

**San Francisco Bay Area Air Quality
Conformity Protocol
MTC Resolution No. 3757**



Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee

ABSTRACT

Resolution No. 3757

This Resolution approves the "San Francisco Bay Area Transportation Air Quality Conformity Protocol," listed as Attachment A (conformity procedures) and Attachment B (interagency consultation procedures), for determining the conformity of the Regional Transportation Plan and Transportation Improvement Program with federal air quality plans and procedures. These two Attachments constitute the "Conformity SIP" for the San Francisco Bay Area (the conformity portion of the State Implementation Plan (SIP)).

This Resolution will be submitted to the California Air Resources Board (ARB) and the U.S. Environmental Protection Agency (EPA) for approval as revisions to the California State Implementation Plan (SIP), which governs transportation conformity and decisions in the San Francisco Bay Area.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee

Re: Approval of San Francisco Bay Area Transportation Air Quality Conformity Protocol

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3757

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code § 66500 et seq.; and

WHEREAS, the Bay Area Air Quality Management District (BAAQMD), Association of Bay Area Governments (ABAG) and MTC are collectively responsible for developing and implementing various portions of the federal air quality plans in the San Francisco Bay Area; and

WHEREAS, prior to adopting or amending the long-range Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP), MTC must first determine that these plans and programs conform to the federal air quality plan for the San Francisco Bay Area (termed the State Implementation Plan, or SIP) using procedures established by the U.S. Environmental Protection Agency (EPA); and

WHEREAS, the three agencies have prepared a protocol for determining transportation air quality conformity in compliance with Federal regulation entitled: San Francisco Bay Area Transportation Air Quality Conformity Protocol (“the Protocol”), which includes certain conformity procedures relating to transportation plans, programs, and projects and the interagency consultation procedures, attached hereto as Attachment A and Attachment B, respectively, and incorporated herein as though set forth at length; and

WHEREAS, the three agencies have revised the Protocol to reflect the most recent guidance provided by the U.S. EPA; and

WHEREAS, Federal regulations for amending the SIP require a public hearing prior to adoption or changes to the Protocol, and the BAAQMD and ABAG have delegated authority to MTC to hold a public hearing on the Protocol as proposed herein; and

WHEREAS, MTC held a duly noticed public hearing on June 9, 2006; and

WHEREAS, at the conclusion of the public hearing, the Protocol was referred back to the three respective agencies along with the public comments and staff recommendations that each agency adopt the new Protocol; and

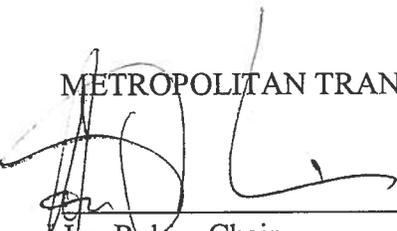
WHEREAS, the Protocol must be submitted to the California Air Resources Board (ARB) for review and subsequent submittal to the U.S. Environmental Protection Agency (EPA) for revision of the California State Implementation Plan (SIP), now therefore be it

RESOLVED, that the Protocol to be included in the Conformity SIP are approved for submission to CARB and to EPA; and, be it further

RESOLVED, that the MTC staff may make minor adjustments, as necessary, to the Protocol in the Conformity SIP in response to ARB and EPA comments; and, be it further

RESOLVED, that this resolution supercedes MTC Resolution No. 3075.

METROPOLITAN TRANSPORTATION COMMISSION



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on July 26, 2006.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee

Attachment A
Resolution No. 3757
Page 1 of 1

SAN FRANCISCO BAY AREA TRANSPORTATION AIR QUALITY CONFORMITY PROTOCOL

Conformity Procedures

Current federal law does not require that EPA's detailed procedures for determining the conformity of plans, programs and projects be included in the Conformity SIP. Therefore, Part 93 of MTC's conformity procedures (MTC Resolution 3075), which includes verbatim EPA's transportation conformity regulation from 40 CFR Part 93, is deleted in entirety, with the exception of sections 93.122(a)(4)(ii) and 93.125(c)(see below).

In accordance with 40 CFR section 93.122(a)(4)(ii), prior to making a conformity determination on the RTP or TIP, MTC will not include emissions reduction credits from any control measures that are not included in the RTP or TIP and that do not require a regulatory action in the regional emissions analysis used in the conformity analysis unless MTC or FHWA/FTA obtains written commitments, as defined in 40 CFR section 93.101, from the appropriate entities to implement those control measures. The written commitments to implement those control measures must be fulfilled by the appropriate entities.

In accordance with 40 CFR section 93.125(c), prior to making a project-level conformity determination for a transportation project, FHWA/FTA must obtain from the project sponsor and/or operator written commitments, as defined in 40 CFR section 93.101, to implement any project-level mitigation or control measures in the construction or operation of the project identified as conditions for NEPA approval. The written commitments to implement those project-level mitigation or control measures must be fulfilled by the appropriate entities. Prior to making a conformity determination on the RTP or TIP, MTC will ensure the project design concept and scope are appropriately identified in the regional emissions analysis used in the conformity analysis.

Date: July 26, 2006
W.I.: 1412
Referred by: Planning Committee

Attachment B
Resolution No. 3757
Page 1 of 15

SAN FRANCISCO BAY AREA TRANSPORTATION AIR QUALITY CONFORMITY PROTOCOL

Interagency Consultation Procedures

I. General

These procedures implement the interagency consultation process for the nine-county San Francisco Bay Area, and include procedures to be undertaken by the Metropolitan Transportation Commission (MTC), California Department of Transportation (Caltrans), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), State and local air agencies and U.S. EPA, before making transportation conformity determinations on the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). Air quality planning in the Bay Area is the joint responsibility of the Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District (BAAQMD).

Air Quality Conformity Task Force

To conduct consultation, staff involved in conformity issues for their respective agencies will participate in an Air Quality Conformity Task Force, hereafter referred to as the "Conformity Task Force." The Conformity Task Force is open to all interested agencies, but will include staff of:

- Federal agencies: FHWA, FTA, EPA
- State DOT: Caltrans
- Regional planning agencies: MTC, ABAG
- County transportation agencies: all CMAs,
- State and local air quality agencies: California Air Resources Board and BAAQMD
- Transit operators

MTC will maintain a directory for the current membership of the Conformity Task Force. MTC will chair the Conformity Task Force and will consult with members of the Conformity Task Force to determine items for meeting agendas and will transmit all meeting materials. Agendas and other meeting material will generally be transmitted seven days in advance of meetings, or on occasion, distributed at the meetings. MTC will prepare summary minutes of each meeting. Any member of the Conformity Task Force listed above can request MTC to call a meeting of this group to discuss issues under the purview of the Conformity Task Force as described below,

including whether certain events would trigger the need to make a new conformity determination for the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP).

Persons of any organizational level in the member agencies may attend meetings of the Conformity Task Force. All meetings of the Conformity Task Force will be open to the public.

Meeting frequency will be at least quarterly, unless there is consensus among the federal and state transportation agencies and air quality agencies to meet less frequently. MTC will also consult with these agencies to determine which items may not require a face-to-face meeting and could be handled via conference call or email.

II. Consultation on Regional Transportation Plan (RTP) and RTP Amendments

a. RTP Consultation Structure and Process

The mechanism for developing the RTP and for reviewing RTP documents is through The Bay Area Partnership or its successor. MTC is responsible for convening meetings of The Bay Area Partnership and its subcommittees.

The Bay Area Partnership, hereafter referred to as the “Partnership”, was established in 1991 by MTC as a strategic alliance to advise and implement the mandates of the Intermodal Surface Transportation Efficiency Act of 1991. The Partnership includes representatives of all federal, state and local transportation agencies involved in developing and implementing transportation policies and programs in the nine-county San Francisco Bay Area as well as other regional agencies, such as the BAAQMD, ABAG, and Bay Conservation and Development Commission (BCDC). The Conformity Task Force member agencies, including EPA and ARB, are represented on the Partnership, and therefore the Conformity Task Force member agencies may participate directly in the Partnership process. MTC maintains a directory of the current membership of the Partnership. Partnership membership changes are frequent and expected. The current membership of the Conformity Task Force will be included in the Partnership directory.

Early in the RTP development process, MTC will develop a schedule for key activities and meetings leading up to the adoption of the RTP. In developing the draft RTP, MTC brings important RTP-related issues to the Partnership for discussion and feedback. MTC is responsible for transmitting all materials used for these discussions to the Partnership prior to the meetings, or on occasion, may distribute materials at the meetings. All materials that are relevant to interagency consultation, such as the RTP schedule, important RTP-related issues, and draft RTP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur with RTP amendments although amendments to the RTP are few and infrequent.

Public involvement in development of the RTP and RTP Amendments will be provided in accordance with MTC’s adopted public involvement procedures. Key RTP supporting documents are posted on MTC’s Web site for reference.

Policy decisions and actions pertaining to the RTP are the responsibility of MTC and will be made through MTC's Commission and its standing committee structure. The MTC standing committee currently in charge of the RTP is the Planning Committee, but changes to committee names can be expected from time to time. Comments received on important RTP-related issues and materials will be reviewed and considered by MTC staff in preparation of issuing a draft and final RTP for public review. MTC staff will respond to all significant comments, and the comments and response to comments will be made available for discussion with the Planning Committee and the Commission. MTC will transmit RTP-related materials to be discussed at the Planning Committee and Commission meetings to the Conformity Task Force prior to the meeting, or on occasion, may distribute materials at the meetings. Staff and policy board members of Conformity Task Force agencies may participate in these meetings.

b. Agency Roles and Responsibilities. Development of the RTP will be a collaborative process with agencies participating through participation the Partnership and/or MTC Commission and its standing committees. The following are the expected participation of key agencies in RTP development and review.

| Agency | Roles |
|---------------------------|--|
| MTC | As the MPO for the San Francisco Bay Area, MTC develops, coordinates, circulates and provides for public involvement prior to adopting the RTP. Develops supporting technical documents, environmental documents, public information and other supplemental reports related to RTP. Prepares conformity analysis for RTP and makes conformity findings prior to adoption. Includes funding for TCMs in RTP. MTC Commission will act as the final policy body in the development and adoption of the RTP. |
| ABAG | Adopts long-range land use and demographic projections for the Bay Area. Provides detailed demographic data to MTC for travel forecasting and regional emissions analysis. |
| California DOT (Caltrans) | Project initiator for all state highway projects in the MTC region. Works directly with MTC in providing and reviewing detailed technical programming information. Defines the design concept and scope of projects in the RTP to conduct regional emissions analysis. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects. Conducts project level CO and PM hotspot analyses. Identifies and commits to project level CO and PM mitigation measures, as required. Implements TCMs for which Caltrans is responsible in a timely fashion. |
| California ARB | Develops, solicits input on and adopts motor vehicle emissions factors; seeks EPA approval for their use in conformity analyses. |
| BAAQMD | Reviews and comments on all aspects of the conformity determinations for the RTP. |
| EPA | Administers and provides guidance on the Clean Air Act and Transportation Conformity regulations. Determines adequacy of motor vehicle emissions budget used for making RTP conformity findings. Reviews and comments on conformity determinations for the RTP. |

| Agency | Roles |
|---|---|
| Local Municipalities | Local municipalities propose projects for inclusion in the RTP and provide related information on design concept and scope for all regionally significant projects, including facilities where detailed design features have not yet been decided. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects that would affect a new conformity analysis. Conducts project level CO and PM hotspot analyses. Identifies and commits to project level mitigation measures for CO and PM, as required. Implement TCMs for which local governments have responsibility in a timely fashion. |
| Local Transportation Agencies (CMAs, Transit Operators) | Project initiators for certain road and transit projects. See above Local Municipalities. |
| FHWA/FTA | FHWA and FTA consult with EPA on finding that the RTP conforms to the SIP. Provide guidance on transportation planning regulations. Ensure that all transportation planning and transportation conformity requirements contained in 23 CFR Part 450 and 40 CFR Part 93, respectively, are met. |

* While these are the key areas and agencies involved in the development of the RTP, participation in the RTP process by other agencies may occur.

c. Consultation on RTP and RTP Amendment Conformity Analysis

Consultation on the assumptions and approach to the conformity analysis of the RTP or RTP Amendment will occur during the preparation of the draft RTP or RTP Amendment. MTC typically starts discussing the assumptions and approach to the conformity analysis with the Conformity Task Force at least two to three months prior to the conformity analysis being conducted. Early in the RTP or RTP Amendment development process, MTC will consult with the Conformity Task Force on, at a minimum, the following topics:

- Travel forecasting and modeling assumptions
- Latest planning assumptions
- Motor vehicle emission factors to be used in conformity analysis
- Appropriate analysis years
- Key regionally significant projects assumed in the transportation network and the year of operation
- Status of TCM implementation
- Financial constraints and other requirements that affect conformity pursuant to Federal Statewide and Metropolitan Planning regulations.
- Reliance on a previous regional emissions analysis
- The need for an Interim RTP (in the event of a conformity lapse)

The preparation of the draft conformity analysis will typically begin after public review of the draft RTP or RTP Amendment since there may be changes to projects and programs resulting from further public input. MTC will transmit the results of the draft conformity analysis to the

Conformity Task Force prior to releasing the draft conformity analysis for public review. The Conformity Task Force will respond promptly to MTC staff with any comments. The draft conformity analysis will be available for public review at least 30 days prior to any final action by MTC on the final conformity analysis and RTP or RTP Amendment. MTC will consult with the Conformity Task Force, as needed, in preparing written responses to significant comments on the draft conformity analysis. The draft conformity analysis will be reviewed by the MTC standing committee responsible for the RTP and will be referred to the Commission for approval. Members of the public can comment on the draft conformity analysis in writing or in person at MTC meetings prior to the close of the 30-day public review period. After the Commission approves the final conformity analysis, MTC will provide the final conformity analysis to FHWA/FTA for joint review as required by 40 CRF 93.104 and 23 CRF 450.322 of the FHWA/FTA Statewide and Metropolitan Planning Rule. Copies of the final conformity analysis will also be transmitted to the Conformity Task Force and made available in the MTC/ABAG Library and MTC's Web site.

III. Consultation on Transportation Improvement Program (TIP) and TIP Amendments

a. TIP Consultation Structure and Process

Similar to the RTP development, the mechanism for developing the TIP or TIP Amendments is through the Partnership or its successor. MTC is responsible for convening meetings of the Partnership and its subcommittees. These meetings are open to the public.

The Partnership includes representatives of all federal, state and local transportation agencies involved in developing and implementing transportation policies and programs in the nine-county San Francisco Bay Area as well as other regional agencies, such as the BAAQMD, ABAG, and BCDC. The Conformity Task Force member agencies, including EPA and ARB, are represented on the Partnership, and therefore the Conformity Task Force member agencies may participate directly in the Partnership process.

Early in the TIP development process, MTC will develop a schedule for key activities and meetings leading up to the adoption of the TIP. In developing the draft TIP, MTC brings important TIP-related issues to the Partnership for discussion and feedback. MTC is responsible for transmitting all materials used for these discussions to the Partnership prior to the meetings, or on occasion, may distribute materials at the meetings. All materials that are relevant to interagency consultation, such as the TIP schedule, important TIP-related issues, and draft TIP, will also be transmitted to the Conformity Task Force for discussion and feedback. Similar consultation will occur for TIP Amendments requiring an air quality conformity determination.

Public involvement in development of the TIP or TIP Amendments will be provided in accordance with MTC's adopted public involvement procedures. Key TIP supporting documents are posted on MTC's Web site for reference.

Policy decisions and actions pertaining to the TIP are the responsibility of MTC and will be made through MTC's Commission and its standing committee structure. The MTC standing committee

currently in charge of the TIP is the Programming and Allocations Committee, but changes to committee names can be expected from time to time. Comments received on important TIP-related issues and materials will be reviewed and considered by MTC staff in preparation of issuing a draft and final TIP for public review. MTC staff will respond to all significant comments, and the comments and response to comments will be made available for discussion with the Programming and Allocations Committee and the Commission. MTC will transmit TIP-related materials to be discussed at the Programming and Allocations Committee and Commission meetings to the Conformity Task Force prior to the meeting, or on occasion, may distribute materials at the meetings. Staff and policy board members of Conformity Task Force agencies may participate in these meetings.

b. Agency Roles and Responsibilities

Development of the TIP will be a collaborative process with agencies participating through the Partnership or its successor. The following are the expected participation of key agencies in TIP development and review:

| Agency | Roles |
|---------------------------|---|
| MTC | As MPO for the San Francisco Bay Area, MTC develops, coordinates, circulates and provides for public involvement prior to adopting the TIP. Develops supporting technical documents and memorandum. Ensures projects in the TIP are consistent with the RTP. Ensures project sponsors have written commitments to any CO or PM mitigation measures required as conditions to NEPA process, prior to funding approval. Prepares conformity analysis for the TIP and makes conformity findings prior to adoption. Includes funding for TCMs in the TIP to ensure timely implementation. MTC Commission will act as the final policy body in the development of the TIP, prior to submittal to Caltrans, FHWA and FTA. |
| ABAG | Adopts long-range land use and demographic projections for the Bay Area. Provides detailed demographic data to MTC for travel forecasting and regional emissions analysis. |
| California DOT (Caltrans) | Project initiator for all state highway projects in the MTC region. As such, works directly with MTC in providing and reviewing detailed technical programming information. Defines the design concept and scope of projects in the TIP to conduct regional emissions analysis and provides costs. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of regionally significant projects. Conducts project level CO and PM hotspot analyses. Identifies and commits to certain CO and PM mitigation measures, as required. Implements TCMs for which Caltrans is responsible in a timely fashion. |
| California ARB | Develops, solicits input on and adopts motor vehicle emissions factors. Seeks EPA approval for their use in conformity analyses |
| BAAQMD | Reviews and comments on all aspects of the conformity determinations for the TIP. |
| EPA | Administers and provides guidance on the Clean Air Act and transportation conformity regulations. Determines adequacy of motor vehicle emissions budget used for making TIP conformity findings. Reviews and comments on conformity determinations for the TIP. |

| Agency | Roles |
|---|--|
| Local Municipalities | Local municipalities propose projects for inclusion in the TIP. Responsible for informing MTC of design concept and scope and costs of all regionally significant projects, including non-FHWA/FTA funded projects when the project sponsor is a recipient of federal funds. Provides design concept and scope for facilities where detailed design features have not yet been decided. Promptly notifies MTC of changes in design concept and scope, cost, and implementation year of any regionally significant projects that would affect a new conformity analysis. Ensures regionally significant projects are in a conforming RTP and TIP (or otherwise meet the requirements of EPA conformity regulations, Sec. 93.121) prior to local approval action. Conducts project level CO and PM hotspot analyses. Identifies and commits to project level mitigation measures for CO and PM, as required. Implement TCMs for which local governments have responsibility in a timely fashion. |
| Local Transportation Agencies (CMAs, Transit Operators) | Project initiators for certain road and transit projects. See above Local Municipalities. |
| FHWA/FTA | FHWA and FTA consult with EPA on finding that the TIP conforms to the SIP. Provide guidance on transportation planning regulations. Ensure that all transportation planning and transportation conformity requirements contained in 23 CFR Part 450 and 40 CFR Part 93, respectively, are met. |

* While these are the key areas and agencies involved in the development of the TIP, participation in the TIP process by other agencies may occur.

c. Consultation and Notification Procedures for Conformity Analysis of TIP and TIP Amendments

Adoption of a new TIP will occur at intervals specified in federal planning requirements, whereas TIP Amendments can be expected to occur much more frequently. Consultation on the assumptions and approach to the conformity analysis of the TIP or TIP Amendment will occur during the preparation of the draft TIP or TIP Amendment. MTC typically starts discussing the assumptions and approach to the conformity analysis with the Conformity Task Force at least two to three months prior to the conformity analysis being conducted. When preparing a new TIP, MTC will consult with the Conformity Task Force on the same topics listed for the RTP (see Section II.c.), as well as the additional topics listed below:

- Identification of exempt projects in the TIP
- Identification of exempt projects which should be treated as non exempt
- Determination of projects which are regionally significant (both FHWA/FTA and non FHWA/FTA funded projects)
- Development of an Interim TIP (in the event of a conformity lapse)

For TIP Amendments, MTC will consult with the Conformity Task Force as identified below:

Consultation Required in Situations Requiring a Conformity Determination, Including But Not Limited To:

- Add a regionally significant project to the TIP when it has already been appropriately accounted for in the regional emissions analysis for the RTP
- Add a non-regionally significant project to the TIP
- Add non-exempt, regionally significant project that has not been accounted for in the regional emissions analysis
- Change in non-exempt, regionally significant project that is not consistent with the design concept and scope or the conformity analysis years

In addition, notification at the beginning of the public comment period is required for major amendments that add/delete exempt project or project phases to/from the TIP and add environmental studies for non-exempt project to the TIP.

Some changes to an adopted TIP do not require consultation or notification of these changes to federal or state agencies.

No Consultation Required:

According to FHWA/FTA/Caltrans *Procedures for Minor Modification to the FSTIP*, minor change amendments are revisions to project descriptions that do not affect the scope or conflict with the environmental documents, funding revisions that are no more than \$2 million but not more than 20% of the total project cost, changes to fund sources, changes to project lead agency, changes that split or combine projects with no scope or funding changes, changes to required information for grouped projects and adding or deleting projects from grouped project listings. Per the *Procedures for Minor Modification to the FSTIP*, these types of changes are considered administrative actions and do not require any public notification or consultation.

The preparation of the draft conformity analysis will typically begin during the public review period and be completed when all changes to the proposed listing of projects and programs in the draft TIP or TIP Amendment have been finalized. MTC will transmit the results of the draft conformity analysis to the Conformity Task Force prior to releasing the draft conformity analysis for public review. The Conformity Task Force will respond promptly to MTC staff with any comments. The draft conformity analysis will be available for public review at least 30 days prior to any final action by MTC on the final conformity analysis and TIP or TIP Amendment. MTC will consult with the Conformity Task Force, as needed, in preparing written responses to significant comments on the draft conformity analysis. The draft conformity analysis will be reviewed by the MTC standing committee responsible for the TIP and will be referred to the Commission for approval. Members of the public can comment on the draft conformity analysis in writing or in person at MTC meetings prior to the close of the 30-day public review period. After the Commission approves the final conformity analysis, MTC will provide the final conformity analysis to FHWA/FTA for joint review as required by 40 CFR 93.104 and 23 CFR 450.322 of the FHWA/FTA Statewide and Metropolitan Planning Rule. Copies of the final

conformity analysis will also be transmitted to the Conformity Task Force and made available in the MTC/ABAG Library and MTC's Web site.

IV. State Implementation Plan (SIP) Consultation Process

a. SIP Consultation Structure and Process

The BAAQMD, MTC and ABAG have co-lead responsibilities for preparing the SIP. The SIP will normally be developed through a series of workshops, technical meetings, and public involvement forums independent of the Conformity Task Force; however, all Conformity Task Force agencies will be provided with all information and every opportunity to fully participate in the development of the SIP. The BAAQMD will provide and update schedules for SIP development that will be available to all agencies and the public. Public involvement will be in accordance with the BAAQMD's public involvement procedures. Key documents will be posted on BAAQMD's website. SIP development will normally cover inventory development, determination of emission reductions necessary to achieve and/or maintain federal air quality standards, transportation and other control strategies that may be necessary to achieve these standards, contingency measures, and other such technical documentation as required. The SIP will include a process to develop and evaluate transportation control measures as may be suggested by the co-lead agencies, other agencies, and the public.

MTC will consult with the BAAQMD and ARB in providing the travel activity data used to develop the on-road motor vehicle emissions inventory. If new transportation control strategies are necessary to achieve and/or maintain federal air quality standards, MTC will evaluate and receive public comment on potential new measures through the SIP consultation process administered by the BAAQMD. This SIP process will define the motor vehicle emissions budget (MVEB), and its various components, that will be used for future conformity determinations of the RTP and TIP. Prior to publishing the draft SIP, the Conformity Task Force will have an opportunity to review and comment on the proposed MVEB.

The BAAQMD will circulate the draft SIP for public review, and all comments will be responded to in writing prior to adoption of the SIP by the co-lead agencies. The Boards of the co-lead agencies will formally adopt the submittal. The BAAQMD will then transmit the adopted submittal, along with the public notice, public hearing transcript and a summary of comments and responses, to the ARB.

b. Agency Roles and Responsibilities

The following provides a summary on the roles and responsibilities of the different agencies with involvement in development and review of SIP submittals dealing with TCMs or emissions budgets.

| Agency | Responsibilities |
|--|---|
| MTC | MTC is a co-lead agency for development of the SIP. Responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agencies' comments, and preparing public hearing transcripts and responding to public comments. MTC is responsible for developing regional travel demand forecasts used in the SIP emissions inventory and analysis of new TCMs. MTC develops, analyzes, and monitors and reports on implementation of federal TCMs. MTC participates in public workshops and hearings on the SIP. MTC will provide final SIP documents to the Conformity Task Force and place copies in MTC's library. |
| ABAG | ABAG is a co-lead agency for development of the SIP. Responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agency comments, and preparing public hearing transcripts and responding to public comments. ABAG's responsibilities include developing regional economic, land use and population forecasts used in developing SIP inventories. ABAG participates in public workshops and hearings on SIP submittals |
| California DOT (Caltrans) | Caltrans participates through various meetings, workshops, and hearings that are conducted by the co-lead agencies. |
| California ARB | ARB participates in the SIP development process in the Bay Area. ARB receives the Bay Area's SIP submittals, and upon approval, transmits them to EPA. Concurs with TCM substitution in the SIP. |
| BAAQMD | BAAQMD is responsible for air quality monitoring, preparation and maintenance of detailed and comprehensive emissions inventories, and other air quality planning and control responsibilities. BAAQMD is responsible for air quality planning in the region. Its responsibilities may include preparing initial drafts of SIP submittals, revising those drafts, incorporating other agencies' comments, and preparing public hearing transcripts and responding to public comments. BAAQMD organizes and participates in public workshops and hearings on SIP submittals. |
| EPA | EPA receives the Bay Area's SIP submittals from the California ARB, and has the responsibility to act on them in a timely manner. EPA directly influences the content of the submittals through regulations implementing the federal Clean Air Act. EPA also has the opportunity to influence the submittals through various meetings, workshops, and hearings that are conducted by the co-lead agencies. Provides guidance on the Clean Air Act. Determines adequacy of motor vehicle emissions budget used for making RTP/TIP conformity findings. Concurs with TCM substitution in the SIP. |
| Local Municipalities | Local municipalities will also participate through various meetings, workshops, and hearings that are conducted by the co-lead agencies. |
| Local Transportation Agencies (CMAs and Transit Operators) | CMAs and transit operators participate through various meetings, workshops, and hearings that are conducted by the co-lead agencies. CMAs represent the collective transportation interests of cities and counties, and, in certain cases, other local agencies. |
| FHWA/FTA | Provide guidance on transportation planning regulations. Opportunities to participate in the SIP are as noted above. |

V. Consultation process for model assumptions, design and data collection

Consultation on model assumptions, design and data collection will take place through two forums ⁽¹⁾:

| Group | Role/Focus | Approximate Meeting Frequency |
|---|---|---|
| Conformity Task Force | Feedback on regional travel demand forecast model development and assumptions. Consultation on regional emission models and assumptions. Feedback on CO and PM hot spot analysis models developed by others | Quarterly, unless consensus to meet less frequently |
| Model Coordination Working Group of the Partnership | Consultation on regional travel model data collection, analysis, forecasting assumptions, and model development and calibration. | At the call of the Chair. |

⁽¹⁾ Membership and meeting frequency changes are regular and expected. Committee structure is subject to change as new committees are formed or as additional committees are included in modeling consultation.

The Model Coordination Working Group focuses on regional transportation model development and coordination. The Working Group or its successor, among other duties, provides a process for consulting on the design, schedule and funding of research and data collection efforts and on development and upgrades to the regional travel demand forecast model maintained by MTC. MTC staff coordinates meetings and helps prepare agenda items. Agendas and packets are generally mailed out one week prior to each meeting. Participation is open to all interested agencies, including members of the Conformity Task Force and the public.

Significant modeling issues that affect or pertain to conformity determinations of the RTP and TIP will be brought by MTC to the Conformity Task Force for discussion prior to any conformity analysis that requires the use of the MTC travel demand forecast model. Any member of the Conformity Task Force can independently request information from MTC concerning specific issues associated with the MTC model design or assumptions, and MTC staff will make the information available.

Models for analysis of localized CO and PM10 hot spots have been developed by others, and the Conformity Task Force does not have any direct role in their development or application. The Conformity Task Force may:

1. Periodically review and participate with Caltrans and other agencies as appropriate in the update of these models and procedures.
2. Refer project sponsors to the most up to date guidance on hot spot analyses.

VI. Project Level Conformity Determinations for Carbon Monoxide (CO)

All project-level conformity determinations are the responsibility of FHWA and FTA. Project sponsors should use the most recent Caltrans procedures for CO analysis approved by CARB and the EPA. In accordance with Government Code 66518 and 66520, MTC will determine the following:

1. That FHWA or FTA has approved the project-level CO conformity analysis which is included in the project's environmental document.
2. That the design concept and scope of the project has not changed significantly from that used by MTC in its regional emissions analysis of the RTP or the TIP.

The Conformity Task Force may periodically review and participate with Caltrans and other agencies as appropriate in the update of the Caltrans procedures for CO analysis, and provide technical guidance to project sponsors who use these procedures.

VII. Monitoring of Transportation Control Measures (TCMs)

The periodic conformity analyses for the RTP and TIP will include updates of the implementation of TCMs in the applicable SIP. The Conformity Task Force may request more frequent updates, as needed.

Prior to conducting a new conformity analysis for an RTP or TIP, MTC will document the status of TCMs that have not been completed, by comparing progress to the implementation steps in the SIP. Where TCM emissions reductions are included as part of the MVEB, MTC will also estimate the portion of emission reductions that have been achieved. If there are funding or scheduling issues for a TCM, MTC will describe the steps being undertaken to overcome these obstacles, including means to ensure that funding agencies are giving these TCM maximum priority. MTC may propose substitution of a new TCM for all or a portion of an existing TCM that is experiencing implementation difficulties (see below).

VIII. Substitution of TCMs in the SIP

After consultation with the Conformity Task Force, MTC may recommend and proceed with the substitution of a new TCM in the SIP to overcome implementation difficulties with an existing TCM(s). The substitution will take place in accordance with MTC's adopted TCM substitution procedures, which provide for full public involvement. In the event of possible discrepancies between MTC's TCM Substitution Procedures and those in SAFETEA (Public Law 109-59), the provisions of SAFETEA will govern.

IX. Other Conformity Task Force Processes and Procedures

Interagency consultation procedures for specific conformity issues are described below:

1. Defining regionally significant projects: Regionally significant projects are defined as a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs and would normally be included in the coded network for the regional transportation demand forecast model, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel. MTC's travel model roadway network may also include other types of facilities for reasons of functionality or connectivity that would not normally be considered regionally significant. MTC will periodically review with the Conformity Task Force the types of facilities and projects that are coded in the network but which MTC recommends should not be classified as regionally significant (and which therefore would not trigger a new regional emissions analysis if amended into the TIP). MTC will document the decisions of the Task Force for future reference. The Task Force will also consider projects that would not be found regionally significant according to the modeling definition above, but should be treated as regionally significant for conformity purposes.
2. Determination of significant change in project design concept and scope: Project sponsors should provide timely notice to MTC of any change in the design concept or scope of any regionally significant project in the RTP and TIP. MTC will consider a significant change in design concept and scope to be one that would alter the coding of the project in the transportation network associated with the regional travel model. When a project(s) have a change in design concept and scope from that assumed in the most recent conformed TIP and RTP, MTC will not normally consider revisions to the RTP or TIP if such a revision requires a new regional emissions analysis for the entire Plan and TIP. MTC will evaluate projects that may be considered to have a change in design concept and scope and will consult with the Conformity Task Force prior to advising the project sponsor as to how MTC intends to proceed with any request to amend the RTP and/or TIP.
3. Determining if exempt projects should be treated as non-exempt: MTC will identify all projects in the TIP that meet the definition of an exempt project, as defined in the Conformity regulations. MTC will provide a list of exempt projects to the Conformity Task Force for review prior to releasing the draft TIP for public comment. If any member of the Conformity Task Force believes an exempt project has potentially adverse emission impacts or interferes with TCM implementation, they can bring their concern to the Conformity Task Force for review and resolution. If it is determined by the Conformity Task Force that the project should be considered non exempt, MTC will notify the project sponsor of this determination and make appropriate changes to the conformity analysis, as required.
4. Treatment of non-FHWA/FTA regionally significant projects: Any recipient of federal funding is required to disclose to MTC the design concept and scope of regionally significant

projects that do not use FHWA or FTA funds. MTC will request that Caltrans and local agencies identify all such projects prior to conducting a new conformity analysis for the RTP or TIP. As part of the conformity analysis, MTC will also include a written response to any significant comment received about whether any project or projects of this type are adequately accounted for in the regional emissions analysis.

5. Projects that can advance during a conformity lapse. In the event of a conformity lapse, MTC will convene the Conformity Task Force to identify projects in the RTP and TIP that may move forward. MTC will also consult the Conformity Task Force on the process for preparing an Interim RTP and TIP.
6. Addressing activities and emissions that cross MPO boundaries: When a project that is not exempt is proposed in another MPO's Plan or TIP crosses MTC's boundaries, MTC will review the project with the Conformity Task Force to determine appropriate methods for addressing the emissions impact of the project in MTC's conformity analysis, consistent with EPA's conformity regulations.

MTC's planning area includes a portion of Solano County, which is in the Sacramento air basin. The Sacramento Area Council of Governments (SACOG) is the MPO for this planning area. MTC and SACOG, in consultation with Caltrans, the State Air Resources Board, and the Governor's Office, have developed and signed a Memorandum of Understanding for undertaking conformity analysis in eastern Solano County.

X. Conflict Resolution

Conflicts between State agencies, ABAG, MTC or BAAQMD that arise during consultation will be resolved as follows:

1. A statement of the nature of the conflict will be prepared and agreed to by the Conformity Task Force.
3. Staff of the affected agencies will meet in a good faith effort to resolve the conflict in a manner acceptable to all parties.
4. If the staff is unsuccessful, the Executive Directors or their designee of any state agency and all other parties to the conflict shall meet to resolve differences in a manner acceptable to all parties.
5. The parties to the conflict will determine when the 14-day clock (see below) starts.
6. Following these steps, the State Air Resources Board has 14 days to appeal to the Governor after Caltrans or MTC has notified the State Air Resources Board that either party plans to proceed with their conformity decision or policy that is the source of the conflict. If the State air agency appeals to the Governor, the final conformity

determination must have the concurrence of the Governor. If the State Air Resources Board does not appeal to the Governor within 14 days, the MTC or State Department of Transportation may proceed with the final conformity determination. The Governor may delegate his or her role in this process, but not to the head or staff of the State or local air agency, State department of transportation, State transportation commission or board, or an MPO.

XI. Public Consultation Procedures

MTC will follow its adopted public involvement procedures when making conformity determinations on transportation plans, and programs. These procedures establish a proactive public involvement process which provides opportunity for public review and comment by, at a minimum, providing reasonable public access to technical and policy information considered by MTC at the beginning of the public comment period and prior to taking formal action on a conformity determination for the RTP and TIP, consistent with these requirements and those of 23 CFR 450.316(b). Meetings of the Conformity Task Force and Partnership are open to the public. Any charges imposed for public inspection and copying should be consistent with the fee schedule contained in 49 CFR 7.95. These agencies shall also provide opportunity for public involvement in conformity determinations for projects where otherwise required by law.

APPENDIX A – 70

2017 TIP Detail

Congestion Management Process Update



2010 Congestion Management Process Update

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

August 18, 2010

I) Background

SAFETEA-LU Requirements for a CMP

The requirements for development of a Congestion Management Process (CMP) were originally established by the federal Intermodal Surface Transportation Efficiency Act of 1991 (the CMP was referred to as the Congestion Management System (CMS). In 2005 the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) continued the requirement that the Metropolitan Planning Organization (MPO) complete a CMP. The CMP requirements challenge regions to develop performance based planning processes that are based on collaboration among transportation interests, specifically focused on congestion management.

The National Highway System (NHS) Bill of 1995 placed the implementation of CMS and the other ISTEA management systems at the discretion of the states. However, subsequent amendments to the metropolitan planning rules and management and monitoring system regulations clearly specify that the planning process in transportation management areas (TMAs), metropolitan areas with population greater than 200,000, is still required to include a CMS. This remains true under SAFETEA-LU (Sections 23 CFR 450.320 and 23 CFR 500.105 as amended December 19, 1997 and April 1, 1997 respectively) Thus, the CMS requirement still applies to the Bay Area. In addition, the NHS revisions did not affect the original provisions that Federal funds may not be programmed in a carbon monoxide and/or ozone non-attainment TMA for any highway project that will result in a significant increase in single-occupant-vehicle capacity unless the project is based on an approved CMS. (Section 23 CFR 450.320 (b) and 23 USC 134 (l)) The deadline for compliance under the revised regulations was October 1, 1997.

The Partnership Approach

Though the NHS Bill generated a brief period of uncertainty about the nature of the CMP requirement in the Bay Area, the region's approach and commitment have remained consistent since MTC first developed an approach in cooperation with the Bay Area Partnership in 1994. Our strategy is to begin by recognizing the diverse efforts already in place to address congestion management and mobility in the regional, county-wide, and local transportation planning processes in the Bay Area. Rather than create a new system, we build on this existing foundation and focused on improving MTC's and the region's tool kit to manage the Bay Area's transportation system.

County Congestion Management Programs

The Bay Area workplan for the CMP is based on a review of federal and state CMP requirements in relation to existing and developing regional, county-wide, and local transportation planning processes. The Regional Transportation Plan, using the congestion management programs and the short range transit plans as major building blocks, is the unifying process and document for transportation planning in the region. The State Implementation Plan, airport and seaport plans, corridor studies, and the major investment study process supplement the RTP to form the foundation of activities supporting the Bay Area's CMP.

County congestion management plans developed under California law comprise some of the main building blocks for the region's federally required CMP and establish specific requirements for the content and development process for county Congestion Management process, for the relationship between the metropolitan planning process, for county monitoring and other responsibilities, and for the responsibilities of MTC as the regional transportation planning agency.

State statutes also specify particular responsibilities involving county Congestion Management Programs for the regional transportation agency, in the Bay Area, MTC. These responsibilities include review of the consistency of the county Congestion Management Program with the RTP, evaluation of the consistency and compatibility of in the Bay Area, and inclusion of the county Congestion Management Program projects in the Regional Transportation Improvement Program (RTIP).

In 1996, the California legislature allowed counties to opt out of the state CMP requirement (AB 2419 (Bowler) Chapter 293, Statutes of 1996). All but two (Sonoma and Napa counties) Bay Area counties have chosen to continue to prepare state congestion management plans under California law.

The other main building blocks of the federally required CMP support the county congestion management plans and fill gaps for the two counties, Sonoma and Napa. These planning efforts include: (1) freeway congestion monitoring conducted annually by MTC and Caltrans on all congested freeways; (2) development of countywide transportation plans in all nine counties, which include performance measures, needs assessments, and identification and evaluation of potential improvements; and (3) other regional planning initiatives including the Freeway Performance Initiative corridor studies and Corridor System Management Plans, which document congestion, include performance measures, identify and evaluate potential improvements.

Under Federal law, a Transportation Management Area (TMA) that is a non-attainment area for ozone may program funds to projects that significantly increase capacity for single-occupancy vehicles only if those improvements are identified in a CMP. Historically, the Bay Area's long-range regional transportation plans (RTPs) and hence the region's transportation improvement programs (TIPs) have included very few projects that significantly increase capacity for single-occupancy vehicles. Of \$218 billion in the current plan, *Transportation 203*, 81% is for maintenance and operations, 14% for transit expansion, and 3% for roadway expansion. MTC takes care to track how projects in the RTP and TIP have emerged through the planning process. Projects listed in the RTP are required to provide project level details including purpose, scope, goals, and the planning processes in which they were identified and evaluated, including county congestion management plans and/or corridor studies. Once in the RTP, projects are further evaluated through the scenario evaluation and cost/benefit analysis for project performance against quantitative evaluation criteria based on performance objectives as well as a qualitative policy assessment criteria based on RTP goals.

Focus Tasks

The CMP also identifies focus tasks so as to direct our efforts to achievable results and address areas where our work can be strengthened. CMP focus tasks are projects and studies arising from diverse, established activities addressing congestion management and mobility in the regional framework illustrated in Appendix A. Several of the focus tasks rely on the efforts of multiple Partner agencies. This report reviews the focus tasks from previous years and identifies new focus tasks for 2010.

Restriction on Programming Federal Funds to Highway Projects

The CMP requirements specify that federal funds may not be programmed for any project that expands capacity for single occupancy vehicles in an ozone, carbon monoxide, or PM_{2.5} non-attainment area unless the project is based on an approved CMP.

The Bay Area pollutant designations are as follows:

- **Ozone:** In June 2004, EPA designated the Bay Area as nonattainment for the national 8-hour ozone standard set in 1997. In March 2008, EPA lowered the ozone standard to 0.75 parts per million. In March 2009, the California Air Resources Board recommended to EPA that the Bay Area be designated as nonattainment for this revised 2008 ozone standard. However, EPA has not taken action on this designation because EPA is in the process of reconsidering the 2008 ozone standard and intends to complete this reconsideration by August 31, 2010. EPA expects to set area designations to the revised 2010 8-hour ozone standard in March 2011.
- **Carbon Monoxide:** In April 1998, EPA designated the Bay Area as a maintenance area for the national 8-hour carbon monoxide standard.
- **PM_{2.5}:** In December 2009, EPA designated the Bay Area as nonattainment for the national 24-hour PM_{2.5} standard.

Regardless of the region's attainment status, it is MTC practice to document the planning context of all projects included in the financially constrained regional transportation plan in the Project Notebook produced with each long range plan update. Specifically, the Project Notebook documents the plans and studies from which the project evolved and the other alternatives considered. Thus the planning context of any project programmed by MTC can be reviewed by tracing that project back to the long range plan. Appendix A of this document illustrates how various plans and studies fit into the regional CMP.

Periodic Update

In order to learn from our experience and apply lessons learned, MTC prepares an update is prepared periodically, approximately every two years, to provide an overview of the CMP efforts, evaluate the previous focus tasks, and define new focus tasks for the year to come. This report represents the sixth update since the establishment of the Bay Area CMP. Section 1 summarizes accomplishments from focus tasks identified in CMP updates since 1994. Section 2 identifies focus tasks for 2010.

Section 1 1994-95 Focus Tasks

| <u>Focus Task (1994-95)</u> | <u>Accomplishments</u> |
|---|--|
| 1) <u>Develop MIS implementation procedures</u> | <p>“Regional criteria for screening pipeline projects for MIS requirements.” (Dec. 1994)</p> <p>“Regional MIS Process and Procedures.” (May 1996)</p> |
| 2) <u>Performance Measures:</u> Explore user oriented performance indicators for evaluating projects and investment alternatives | <p>David Jones study of regional performance Indicators. (June 1995)</p> <p>Summary of Bay Area Performance Measures. (Nov. 1995)</p> <p>Ongoing</p> |
| 3) <u>Improve coordination of data documentation, integration, and travel demand models</u> | <p>“Data Integration Project Catalog.” (Mar. 1996)</p> <p>“Data Integration Project Issues.” (Aug. 1996)</p> <p>“Regional Model Coordination Study.” (Dec. 1995)</p> <p>Ongoing meetings of the Bay Area Travel Model User Community (BATMUC) and associated WWW site: http://tech.groups.yahoo.com/group/batmuc/ (2005 to Present)</p> |
| 4) <u>Metropolitan Transportation System (MTS) Management Strategy:</u> Develop a Partnership approach toward corridor and operational strategies | <p>Phase 1 of Management Strategy, including 8 corridor management workshops. (May 1995)</p> <p>Specific efforts addressed in later focus tasks.</p> |
| 5) <u>Traveler Information:</u> Improve transportation information services to users | <p>Initiated efforts to get TOS freeway sensors working reliably to provide information to TravInfo®. TOS functionality continues to be limited. See items related to 511 and TOS in future focus tasks.</p> <p>Began with TRANSTAR data bases in 1994-1995. Transitioned to web-based Take Transit Trip Planner. (2001-2002)</p> <p>Take Transit Trip Planner will include all Bay Area operators by summer 2003.</p> <p>Continued in later years</p> |
| 6) <u>Evaluate the effectiveness of the Freeway Service Patrol</u> | <p>Final report issued (summer 1995)</p> |

Section 1 1996-97 Focus Tasks

| <u>Focus Task (1996-97)</u> | <u>Accomplishments</u> |
|---|---|
| 1) <u>Transportation System Performance Measures:</u> Identify customer-oriented performance measures and appropriate uses for them at the regional level. | Developed performance measures. (Spring 1997) Developed a pilot project to field-test methods for collecting travel time. (Dec. 1997) Continued in later years. |
| 2) <u>Regional Arterial Program:</u> Promote implementation of programs that improve operation of the region's arterial street network: 1) Regional Traffic Signalization and Operations Program (RTSOP) program provides funding to jurisdictions to implement capital programs, especially multi-jurisdictional & new technology projects; 2) Traffic Engineering Technical Assistance Program (TETAP) program provides technical assistance to local jurisdictions lacking expertise in operations improvements. | Launched Regional Signal Timing Program (RSTP) to provide technical assistance to local jurisdictions for retiming traffic signals, including transit signal priority (2004). Retimed over 3,400 signals in the Bay Area under RSTP (2004-2009). Funded over 235 projects under TETAP (1993-2007). Continued development and expansion of smart corridors in Silicon Valley, East Bay, and San Francisco (2006). Over 92 RTSOP projects funded (1993-1997) and over 170 TETAP projects funded. (2003) RTSOP rolled into TETAP (1998). Identified 14 arterial management strategies. (fall 1997) Developed prototype Arterial Inventory Database to track inventory of signal equipment. (spring 2000 - summer 2002) Implemented Concept of Operations Requirement for multi-jurisdictional signal projects. (fall 1999) Launched Program for Arterial System Synchronization (PASS) with a regional emphasis replacing the RSTP (2010). PASS 2010/11 cycle with 13 projects with over 350 signals selected for signal coordination including services like Incident Management flush plans, Traffic Responsive timing plans and Transit Signal Priority. |
| 3) <u>Carquinez Bridge Reconstruction/Operations:</u> Ensure that plans to reconstruct the westbound span and the subsequent operations plans are consistent with the region's commitment to transit and HOV operations as well as the larger framework for management of the I-80 corridor. | Final Environmental Impact Statement issued. (Jan. 1998) Construction of the new bridge, which will accommodate one HOV lane and three mixed-flow lanes westbound on I-80, began in January 2000. The new bridge opened to traffic in November 2003. |

Focus Task (1996-97)

Accomplishments

- 4) **Electronic Toll Collection (ETC):** Balance the ETC efficiency objectives with gateway functions of toll plazas and with the region's commitment to an HOV program.
- ETC operational on all lanes on Carquinez Bridge. (1998)
 - HOV bypass included to preserve travel time advantage over SOV. (Aug. 1997)
 - ETC operational in at least one lane of every toll bridge. (Dec. 2000)
 - Installation completed in all toll lanes. (Oct. 2001)
 - Increased number of ETC only lanes from 7 in 2001 to 14 in 2006 and ETC marketshare increased from 20% in 2001 to 42% in 2006.
 - 7 more ETC only lanes added in 2007 and plaza lane configuration and signing modified to improve traffic flow to the ETC lanes.
 - Opened first high-speed ETC Open Road Tolling (ORT) lanes at new Benicia-Martinez Bridge (Aug. 2007)
 - Replaced mini-toll plaza at Bay Bridge with an ORT lane to improve traffic operations for ETC vehicles (Sept. 2009)
 - Upgraded violation enforcement system to increase the quality and quantity of readable license plate images on violations (Oct. 2009)
 - 1 more ETC only lane added in 2010 at the Richmond-San Rafael Bridge in improve traffic operations in ETC lanes.
- 5) **HOV Plan and Support Programs:** Meet MTC requirements to define a strategy for assessing, operating, improving, and expanding the regional HOV system.
- HOV Master Plan Update adopted (Nov. 1997)
 - I-580 HOV lanes converted to mixed flow per HOV Plan recommendation. (1999)
 - 350 HOV lane miles in operation (Jan. 2003) up from 270 HOV lane miles in 1997.
 - 2003 HOV Master Plan Update complete in 2003.
 - MTC initiated the Regional High-Occupancy/Toll (HOT) Lane Network Feasibility Study in 2005. The HOT lane network is based on the existing and planned HOV system. See 2007 Focus Tasks.

Focus Task (1996-97)

Accomplishments

- 6) Regional Strategy for Transportation Demand Management Programs (Regional Rideshare Program): Coordinate TDM/ridesharing activities and focus on the most effective programs.

MTC assumed responsibility for Regional Rideshare Program. (FY 1995-96)
Entered into a 6-year contract for Regional Rideshare Program Services (FY 05/06-10/11) and increased advisory role of county congestion management agencies (CMAs) and the BAAQMD (2000)
Launched new online ridematching, trip tracker and incentives system (May, 2009)
Formed Technical Advisory Committee (CMAs, BAAQMD, and TDM practitioners), which provides ongoing strategic direction for the program. (Early 2003 - present)
Delegated employer transportation services to county agencies that are willing and able to provide these services in their respective jurisdictions. (July, 2005 - present)
Committed \$16 million in CMAQ and BAAQMD funds for a contractor to operate the program plus an additional \$2.2 million in CMAQ for three counties to provide rideshare services from FY 05-06 through FY 10-11

- 7) Emergency Response Program: Develop a formal plan for coordinated regional response among transportation agencies following a major earthquake.

Developed the Trans Response Plan (Fall 1997) that defines the roles, responsibilities and procedures for implementing a comprehensive transportation response.
Assisted Caltrans and transit operators in developing agency Emergency Operating Plans (1998).
Developed the Regional Transportation Emergency Management Plan (Spring 2008).
Led the development of the Regional Transportation Public Information Interagency Joint Information System-Center Procedures (Winter 2008).
Updated the San Francisco Bay Area Transit Operators Mutual Aid Agreement (Winter 2008).
Continued to conduct annual regionwide emergency preparedness exercises with Caltrans, transit operators, and county operational areas in response to a natural or man-made terrorist event (2010).

Section 1 1998 Focus Tasks

| <u>Focus Task (1998)</u> | <u>Accomplishments</u> |
|---|---|
| 1) <u>Transportation System Performance Measures:</u> explore methods for collecting travel time data | Conducted study of data collection methods. (March 1999) Continued in later focus tasks. |
| 2) <u>Support I-80 corridor operational analysis</u> in relation to the opening of the HOV/express bus lane (MTS Management Strategy ¹) | Completed 6-month report on HOV lane performance. (July 1998) Completed I-80 HOV Lane and Transit and Ridesharing Service and Monitoring Plan. (August 1998) Ongoing work on the I-80 Integrated Corridor Management Project in conjunction with Caltrans and the Alameda County CMA (2010) |
| 3) <u>Support Alameda County I-880 corridor operational analysis</u> (MTS Management Strategy ¹) | Analysis completed. (1999) Ramp meters along I- 880 in Alameda County turned on between 1996 and 1999. Refer to 2005 Focus Tasks |
| 4) <u>Support San Mateo 101 corridor operational analysis</u> (MTS Management Strategy ¹) | Analysis completed. (March 1999) Additional analysis completed under the Freeway Performance Initiative Corridor Studies. Refer to 2007 Focus Tasks. |
| 5) <u>Facilitate corridor management teams</u> (MTS Management Strategy ¹) | Partners completed 17 sketch level corridor management plans to identify potential projects for STP/CMAQ funding targeted toward system management. (Nov. 1998) |
| 6) <u>Evaluate effectiveness of operational investments</u> (MTS Management Strategy ¹) | Before-and-after study completed for El Camino signal interconnect. (July 1998) Completed evaluation plan for Silicon Valley Smart Corridor project. (April 1998) Continued in later focus tasks. |
| 7) <u>I-680 (Sunol Grade) Phase 2 MIS</u> | Final report completed. (May 2001) Follow-up Value Pricing Study completed (2003) The I-680 High-Occupancy/Toll (HOT) Lane is scheduled to open in 2010, consistent with AB 2032. |

¹ See 1994-95 Focus Tasks.

Focus Task (1998)

Accomplishments

8) Field integration work on traffic operations system (TOS) loop detector monitoring stations

TravInfo® installed non-intrusive surveillance units to demonstrate feasibility as alternative to loop detectors. (1999)
Caltrans' Detector Fitness Program increased number of monitoring stations on-line to 600 in late 2000.
Caltrans detector data integrated into statewide PeMS and 511 Drive Times in 2004.
Deployment of detectors to increase PeMS coverage

Section 1 1999 Focus Tasks

| <u>Focus Task (1999)</u> | <u>Accomplishments</u> |
|--|--|
| 1) <u>Transportation System Performance Measures</u> | Implementation on hold in 1999. See 2001-2002 focus tasks. |
| 2) <u>Traveler Information</u> : design, operate and maintain TravInfo@ system | See 511 Traveler information in 2001-02 focus tasks. |
| 3) <u>Develop Regional ITS Architecture</u> : The architecture will help identify needs, ensure compatibility of ITS systems, and guide regional ITS investments | See 2001-2002 focus tasks. |
| 4) <u>Conduct Route 24/Caldecott Tunnel Corridor Study</u> : Major investment study exploring alternatives to increase capacity for the reverse peak commute | Completed study. (2001) Caltrans began work on the EIR/EIS for fourth bore. (Nov. 2002) Caltrans to begin construction of fourth bore (2009) Hwy 24 Freeway Corridor Study (2011) |
| 5) <u>Facilitate corridor management teams</u> (MTS Management Strategy ²) | Supported efforts of 5 freeway-arterial Smart Corridor teams to secure funds, retain consultant assistance. Refer to Freeway Performance Initiative in 2007 Focus Tasks. |
| 6) <u>Support development of Concept of Operations Reports for arterial signal projects</u> (MTS Management Strategy ²) | Continued development of interim center-to-center communications system, including a Concept of Operations, to allow data and video exchange between smart corridors and the Caltrans traffic management center (2007). Using TETAP funds, prepared Concepts of Operations for 8 corridor management projects. (1999) |

² See 1994-95 Focus Tasks.

7) Evaluate effectiveness of operational investments
(MTS Management Strategy²)

Completed before and after evaluations of signal coordination conducted under Regional Signal Timing Program (2004 - 2009) – see also 1996-1997, item 2, Regional Arterial Program.

Completed before and after evaluations of transit signal priority and bus rapid transit projects for San Pablo Avenue in East Bay (2005) and El Camino Real in Peninsula and South Bay (2006).

Completed before and after evaluations of I-880 ramp metering. (Fall 2000) and Ala-580 ramp metering (2004)

Silicon Valley SMART corridor Evaluation performed by FHWA. (2000)

El Camino Interconnect final ‘after study’ schedule. (Spring 2001)

Completed before and after evaluations of SM 101 ramp metering

Section 1 2001-2002 Focus Tasks

| <u>Focus Task (2001-2002)</u> | <u>Accomplishments</u> |
|---|--|
| 1) <u>Transportation System Performance Measures: Develop performance monitoring program and use performance measurement in the RTP</u> | Conducted system-level performance analysis for the 2001 RTP. (Aug. 2001) Develop first regional state of the system report with information on performance of the existing transportation system. (Dec. 2002) This report will be updated annually. See 2003 Focus Tasks. |
| 2) <u>Develop Regional ITS Architecture and Strategic Deployment/Integration Plan</u> | Completed the Phase 1 "State of ITS in the Bay Area" (April 2003). Completed Phase 2 "Bay Area Regional ITS Architecture & Strategic Plan" (October 2004). Completed first update of Bay Area ITS Regional Architecture (December 2007). |
| 3) <u>Address near term staffing needs for the TOS/TMC (MTS Management Strategy³)</u> | Identified need for 20 additional positions in 2000. Attempts to secure funds through budget change order and state budget earmark unsuccessful in 2001 and 2002. Caltrans attempting to sustain past staffing levels for TOS/TMC despite budget crisis. |
| 4) <u>Freeway Management Concept of Operations (MTS Management Strategy³)</u> | MTC, CHP and Caltrans developed Concept of Operations. (October 2000 - July 2002) These agencies are implementing the Action Plan, and as of 2007, have completed 8 of the 17 near-term items in the action plan, and are currently working on 5 others. |
| 5) <u>Regional Express Bus Program</u> | \$40 Million allocated by CTC (completed in 2007). All vehicles are in service. Performance is monitored through the Regional Measure 2 process (ongoing). |
| 6) <u>San Francisco Bay Crossings Study</u> | Final Report complete. (July 2002) Feasibility Study of reversible lane of San Mateo-Hayward Bridge (2003). Several near-term recommendations were funded in Regional Measure 2. |
| <hr style="border: none; border-top: 1px solid black; margin: 10px 0;"/> | |
| See 2003 focus tasks. | |

³ See 1994-95 Focus Tasks.

Focus Task (2001-2002)

Accomplishments

7) 511 Traveler Information

Launched 511 traveler information telephone system. (Fall 2002)
Launched companion 511.org website. (Fall 2002)
511 Driving Times feature in operation March 2004.
Coverage expanded in July 2004, with plans for further expansion in 2005 and 2006.
See 2005 Focus Tasks.

Section 1 2003 Focus Tasks

| <u>Focus Task (2003)</u> | <u>Accomplishments</u> |
|---|--|
| 1) <u>System Management and Operations Blueprint</u> (Builds on efforts featured as past focus tasks related to MTS Management Strategy ⁴) | “Regional Operations Strategy” (ROS), which provides a comprehensive summary of the region’s current policies, programs and investments related to managing the transportation system, and outlines opportunities for future strategies was adopted with <u>Transportation 2030 Plan</u> . |
| 2) <u>Transportation Corridor Concept Reports (TCCRs) and Traffic Operations Strategies (TOPs)</u> (Builds on efforts featured as past focus tasks related to Facilitate Corridor Management Teams – 1998 and 1998) | Caltrans developed 4-panel maps sets for 24 corridors and “Ideal Sequencing Schematics” for 5 corridors, which were shared with MTC and CMAs. (2003) Caltrans and CMAs used information developed to coordinate Transportation 2030 project submittals. (Fall 2003 and Spring 2004) In conjunction with this effort, Caltrans has participated in ABAG’s Smart Growth Working Group and Corridor Planning Program, the East 14 th Street/International Boulevard corridor team, and numerous regional studies. In 2004, Caltrans began a demo project for I-880 corridor to advance the partnership between planning and operations in comprehensive corridor planning. See 2005 and 2007 Focus Tasks (Freeway Performance Initiative 2010) (CSMP). |
| 3) <u>San Mateo Bridge Reversible Lanes Feasibility Study</u> | Study found that reductions in westbound AM delay on the bridge would be offset by increased delay at the SR 92/US 101 interchange. (Fall 2003) |

⁴ See 1994-95 Focus Tasks.

Focus Task (2003)

Accomplishments

4) Regional Goods Movement Study

Phase I included identification of Federal reauthorization issues for goods movement; data on commodity flows and future trends; goods movement cluster and economic impact analysis; and land use and community impact analysis. (Fall 2003)

Phase II completed in 2004 identified projects for Transportation 2030 Plan with goods movement benefits and identified legislative approaches to address goods movement issues.

A study to evaluate the impact of land use decisions on goods movement is underway.

This was one of the recommendations of the Regional Goods Movement Study.

See 2007 Focus Tasks.

5) Air Quality Management Initiatives

Episodic reduced transit fares: LAVTA offered free rides on Spare the Air days in summer 2003. Free morning commutes were offered on BART and LAVTA in 2004. In 2005, the free morning commute program expanded to add about 20 Bay Area transit systems. In summer 2006, the program was modified to offer free transit, all-day, on 26 Bay Area transit systems. In 2007, the program was further modified to offer free transit all day on Bay Area buses and light-rail but on BART, Caltrain, the ACE trains and the Golden Gate, Vallejo and Alameda ferries, transit was free until 1:00 p.m. In 2008, 30 Bay Area transit operators offered one free transit day on Thursday, June 19. The free transit program is no longer implemented.

Transit station cars: Program on-hold due to uncertain status of state funding (2010)

Focus Task (2003)

Accomplishments

6) System Performance Monitoring - State of the System Report

MTC and Caltrans released the first State of the System report in 2002.

Since then, reports have been released annually through 2009.

Starting in 2008, the report is becoming more web-oriented. MTC Staff have begun uploading current data as it becomes available. This up-to-date web resource is expected to replace the published report.

Count program completed in 2003 and 2004 (traffic counts and bicycle and pedestrian counts).

This program was discontinued in 2005 due to the cost of compiling comprehensive data.

7) RTP Performance Measures

Commission adopted performance measures for Transportation 2030 project evaluation (June 2003). Staff evaluated more than 400 projects prior to adoption of the Transportation 2030 Plan.

MTC staff conducted a scenario performance assessment and project-level assessment during development of the Transportation 2035 Plan. The Plan includes specific, quantitative performance objectives for each Goal. Key findings are that pricing, land use, technology and cultural shifts will be required to meet the aggressive performance objectives. A benefit-cost assessment was performed for approximately 60 of the largest projects. All projects were evaluated qualitatively. The results were used to help define investment priorities. Staff will conduct a similar evaluation for the Regional Transportation Plan/Sustainable Communities Strategy to be adopted in 2013.

8) I-80/I-680/I-780 Major Investment and Corridor Study

Developed a long-range, multi-modal transportation plan for the I-80/I-680 and I-780 corridors in Solano County. The plan identifies highway, transit and park and ride improvements recommended for mid- and long- term implementation.

Study completed in July 2004.

Section 1 2005 Focus Tasks

| <u>Focus Task (2005)</u> | <u>Accomplishments</u> |
|---|---|
| 1. I-880 Corridor System Management Study | Document Review/Data Collection I-880 Simulation Model Draft Base Performance Assessment Draft Investment Scenarios/ Strategies Draft Corridor Management Plan Finalize Corridor Management Plan Demonstration in June 2010 |
| 2. Interim Center-to-Center Program | The MOU was fully executed in January 2005. Contractor given Notice to Proceed with Initial Build of C2C software in February 2005, and implemented initial build for November 2005 ITS World Congress. Contractor about to begin the system acceptance phase, scheduled to be completed late 2010. |
| 3. I-580 FAIR Lanes Study | Study completed. Findings indicate a High-Occupancy/Toll (HOT) lane may be feasible and beneficial in the I-580 corridor. A modest program offering credits to low-income travelers would not adversely affect the HOT lane. A program offering credit to all travelers would jeopardize HOT lane operations. (August 2005). |
| 4. Santa Clara County High Occupancy Toll (HOT) Lanes Feasibility Study | The initial feasibility assessment was completed in November 2004. In 2005, a more detailed operational assessment and financial assessment recommended development of HOT lanes on US 101 and SR 85. Santa Clara Valley Transportation Authority (VTA) continues with project development and environmental studies on these two corridors, consistent with AB 2032 (Winter 2006). VTA has an expected open date of 2013 for the SR-85 HOT lane if capital funding can be identified. |

Focus Task (2005)

Accomplishments

5. Transit Oriented Development Study

The Study assesses the opportunities, benefits and barriers for increased levels of TOD in the San Francisco Bay Area, and helped define MTC's policies in support of Bay Area TODs, specifically, policies for conditioning regional discretionary funds for Resolution 3434 transit expansion projects on the demonstration of supportive land use policies by local governments. The final report and briefing book are available on line at http://www.mtc.ca.gov/planning/smart_growth/tod/TOD_Book.pdf

The original report was updated in 2007 with no changes made to the policy. The policy is next expected to be updated in 2011.

In 2009/10 staff completed a study of housing choice and the implications for TOD, *Choosing Where We Live*

http://www.mtc.ca.gov/planning/smart_growth/tod/5-10/Briefing_Book-Choosing_Where_We_Live.pdf

6. Bay Area Regional Rail Plan

MTC, BART, Caltrain, and California High-Speed Rail Authority are the study partners. The study identified alternative networks for improving and expanding the regional rail system and for including a high-speed train entry from the Bay Area to the Central Valley. In addition, the study will look at benefits and risks for changing institutional governance structures. The final study was adopted by MTC in September 2007.

Analysis and preliminary implementation plan for leveraging system assets

7. 511 Traveler Information System Enhancements

Install 53 additional readers at sites throughout the region to collect traffic data and improve the quality of data provided to 511 users.

Enhance 511 phone and web dissemination systems in response to user feedback (ongoing).

Implement and evaluate design changes to the 511 telephone system to support delivery of real-time transit information for five MUNI light rail routes (2008).

8. 580/680/84 Triangle Analysis Study

Analysis narrowed down to two alternatives with phasing and implementation plan (2007).

Planning level traffic analysis

Benefit cost analysis to prioritize recommended improvements

Phasing and implementation strategy for the I-580, I-680 and Rte 84

Focus Task (2005)

Accomplishments

9. Peninsula Gateway 2020 Study

Public outreach strategy
Operational Analysis
Conceptual Definition of Alternatives
Refer to 2007 Focus Tasks.

Section 1 2007 Focus Tasks

| <u>Focus Task (2007)</u> | <u>Accomplishments</u> |
|---|---|
| 1. Peninsula Gateway 2020 Study | Public outreach strategy Operational Analysis Conceptual Definition of Alternatives Further analysis of selected project alternatives conducted through the Willow/University Traffic Study (2010) |
| 2. Regional High-Occupancy/Toll (HOT) Lanes Network Feasibility Study | MTC, in cooperation with partner agencies, has completed a series of feasibility and implementation studies including: capital cost estimate, O&M cost estimate, draft phasing concept, Concept of Operations. The Commission approved inclusion of the Regional Express Lanes Network in the Transportation 2035 Plan and MTC and BATA sponsored authorization legislation in 2009. This legislation has not been enacted. MTC, Caltrans, CHP and the county CMAs meet regularly to discuss issues related to planning and operation of the first HOT lanes (authorized under AB 2032). This forum may serve as a model for future coordination for the larger network (2010). |
| 3. Regional Goods Movement | MTC, in cooperation with partner agencies including the Ports of Oakland, Sacramento and Stockton, and MPOs and CMAs from the Bay Area and Central Valley developed a Northern California Trade Corridors Improvement Fund program of projects to the CTC for funding. The Northern California coalition was able to secure \$825 million towards key goods movement projects in Northern California. The projects are now being developed and implemented by project sponsors (2004). Completed study that analyzed the impacts projected land use changes might have on the goods movement system, focused primarily on truck traffic along major corridors (completed 2007 with 2009 update). |
| 4. Open Road Tolling | Removed 8 of 17 cash toll booths at the Benicia-Martinez toll bridge and replaced with 3 free flow toll lanes, plus shoulders, and installed Open Road Toll system equipment in these lanes (2007). |

Focus Task (2007)

Accomplishments

5. I-80 Interregional Smart Growth Study

Final report prepared demonstrating various development scenarios for Interstate 80 communities in cooperation with the Sacramento Area Council of Governments (SACOG) (2007)
http://www.mtc.ca.gov/planning/smart_growth/I-80_corridor.htm
6. VII Test Bed

Operated the California VII Test Bed with partner Caltrans and the following stakeholders: Automotive Research Laboratories, UC Berkeley PATH Program and the Collision Avoidance Metrics Partnership (CAMP). (2007 – 2008)

Deployed 12 roadside VII units on US-101 and SR 82 in San Mateo and Santa Clara counties and developed VII applications that showcased the value of VII including: Traveler Information, In-vehicle signage, Curve Overspeed Warning and Intersection Signal Violation Warning (Cooperative Intersection Collision Avoidance Systems). (2007 - 2008)

Completed National VII Proof of Concept testing for urban canyon, hilly terrain, and tolling. (2008)

Integrated California VII Test Bed with the National VII network. (2008)
7. Freeway Performance Initiative Corridor Studies

Completed first set of corridor-level studies to serve as the building blocks of a freeway strategic plan for the Bay Area.

Identified existing and future congestion problems with their causes for each corridor, and developed and prioritized appropriate congestion mitigation strategies to address those problems.
8. Real Time Transit Information

Established a regional real-time transit data clearinghouse to collect real-time information in a standard regional format from participating transit agencies (2008)

Disseminate real-time transit information for three Bay Area transit agencies to the public via the region's 511 phone system, 511.org, a personalized 511 service at my511.org, SMS texting, on regional signs at the Embarcadero BART/MUNI station, and via a public data feed. We will continue to expand the system as new agencies share their data with MTC (2008 Muni, 2009 BART and 2010 WestCAT)

Focus Task (2007)

9. SFCTA Mobility, Access and Pricing Study

Accomplishments

Identified technically feasible congestion pricing scenarios for San Francisco.

Made a recommendation to pursue a pilot program within the next three years which would provide a proof-of-concept of system technologies and institutional capacities and opportunity to measure and monitor benefits and impacts in a real-world setting.

Will launch a final round of outreach summer 2010 to share findings and gather feedback on the idea of a demonstration program.

Should there be public and Board support, the next step would include system engineering and design for a pilot demonstration; legislative action to establish pricing authority and institutional arrangements; and environmental clearance (2010).

Section 2 2010 Focus Tasks

| Focus Task | Committee/Agency | Project Goals | Near Term Products (in 2010) |
|--|---------------------------------------|--|---|
| 1. Regional Transportation Plan/Sustainable Communities Strategy (2013 Adoption) | MTC, ABAG, and Joint Policy Committee | <ul style="list-style-type: none"> • Prepare the Regional Transportation Plan, which includes the Sustainable Communities Strategies (as mandated by Senate Bill 375) to tie transportation and land use planning as a way to reduce Greenhouse gases • Identify key transportation, housing and land use policy considerations as part of the RTP/SCS • Identify transportation investments that will address regional transportation network needs and supports development patterns in the SCS | <ul style="list-style-type: none"> • Identification of performance targets, including: <ul style="list-style-type: none"> • Greenhouse Emission Reduction Target (as defined by the California Air Resources Board) • Housing Target • Economic/Environment/Equity Performance Targets • Identification of Draft Scenarios for Evaluation |
| 2. Freeway Performance Initiative Studies | Caltrans, CMAs and MTC | <ul style="list-style-type: none"> • Complete corridor-level studies to serve as the building blocks of a freeway strategic plan for the Bay Area. • Identify existing and future congestion problems with their causes for each corridor, and develop and prioritize appropriate congestion mitigation strategies to address those problems. | <ul style="list-style-type: none"> • Complete second set of corridor-level studies • Commence additional analysis of interchanges (SM 92/101 I/C & SCL 101/880 I/C) and HOV & Express Conversion (SM 101) |

| Focus Task | Committee/Agency | Project Goals | Near Term Products (in 2010) |
|--|------------------------------|--|---|
| 3. Corridor System Management Plan and Corridor Plans | Caltrans, CMAAs and MTC | <ul style="list-style-type: none"> The CSMP is a requirement by CTC for all corridors that receive CMIA funding to implement capital improvement projects, with the intent to ensure there is a plan in place to preserve the mobility gains of the CMIA-funded projects Development of CP's and/or CSMP's for all 56 State Routes in the Bay Area | <ul style="list-style-type: none"> Nine CSMPs for the Bay Area being developed and submitted to the CTC in 2010 Completion of CP's for States Routes 29, 37, 84, 152, 238, 505, and 780 |
| 4. Regional Express Lanes Network | Caltrans, CHP, CMAAs and MTC | <ul style="list-style-type: none"> Develop a regional network of express lanes by converting existing HOV lanes to express lanes and closing gaps and extending the system. The Express Lane Network is included in the Transportation 2035 Plan as core strategy to improve mobility and reduce delay and motor vehicle emissions. | <ul style="list-style-type: none"> Develop consensus on a strategy to seek authority to implement the Regional Express Lane Network under current law Execute a cooperative agreement between MTC and Caltrans for development of a project initiation document for the Regional Network Initiate work on a program delivery strategy that will explore innovative delivery and finance approaches |
| 5. Urban Partnership Program (UPP) IntelliDrive Technologies for HOT Lane Operations | MTC Operations Committee | <ul style="list-style-type: none"> Design/build/operate a testbed on the I-680 HOT lane corridor in order to demonstrate the technical feasibility of using IntelliDriveSM technologies for the primary use case of toll collection, and if feasible, for the use case of traveler information. | <ul style="list-style-type: none"> Selection of contractor Project Management Plan Demonstration Test Plan |
| 6. Automated Freeway Congestion Data | MTC, Caltrans | <ul style="list-style-type: none"> Transition from vehicle probe runs to an automated data collection system utilizing the PeMS system. | <ul style="list-style-type: none"> Report congestion for the Bay Area using automated data Reduce the amount of vehicle probe runs |

| Focus Task | Committee/Agency | Project Goals | Near Term Products (in 2010) |
|-----------------------------------|---|--|--|
| 7. Tolling and Pricing Evaluation | BATA Oversight Committee | <ul style="list-style-type: none"> • Assess the success of a congestion pricing strategy on the Bay Bridge by charging a higher toll during the weekday peak commute periods and a lower toll during non-peak periods. <p>Assess the impacts of a new carpool toll on carpool usage, occupancy, and violations on all Bay Area state-owned bridges</p> <p>Assess impacts of changes in travel on energy use and CO2 emissions, accounting for changes in vehicle miles traveled (VMT), mode share, vehicle occupancy, vehicle type and fuel used.</p> | <ul style="list-style-type: none"> • Data collection of “before implementation” conditions, including toll plaza volumes, travel time, vehicle occupancy, casual carpool volumes, transbay transit ridership, etc. • Working paper on traffic impacts and toll plaza operations. |
| 8. Transit Sustainability Project | Commission Select Committee on Transit Sustainability; Project Steering Committee | <ul style="list-style-type: none"> • To establish a framework and implementation plan for a more robust, financially viable transit system that is both cost-effective and customer-focused. The TSP will include a comprehensive, fact-based analysis of the existing system focused on service design and delivery, financial viability, and decision-making structures. The analysis will also acknowledge the role external factors play in the long-term viability of the transit system, such as land use and transportation pricing, which are critically important as the region grapples with preparing the Sustainable Communities Strategy required by SB 375 (Calif. Statutes 2008, Chapter 728). | <ul style="list-style-type: none"> • Initial findings from financial analysis. • Regional service analysis will be underway in 2010, with some preliminary findings in 2010. |

Appendix A: Framework for Bay Area CMP Activities

| Partner Plans & Programs CMP Components | Unifying Approach | Regional Transportation Plan (RTP) and the EIR - MTC - | Transportation System Monitoring Program - Partnership - | Short Range Transit Plan (SRTP) -Transit Operators - | SIP/ Bay Area Clean Air Plan - MTC/ BAAQMD - | Congestion Management Programs (CMPs) and Countywide Transportation Plans - CMAs- | Corridor Studies/ Major Investment Studies - Affected Partners - | Regional Airport System Plan - Bay Area Airports, MTC & ABAG - | San Francisco Bay Area Seaport Plan -Bay Area Seaports MTC & BCDC - |
|--|--|---|--|--|--|---|--|---|---|
| System Definition | Regional transportation system (includes intermodal transfer points and non-motorized network) | Regional transportation system | Regional transportation system | Transit Systems | Air basin of regulation | CMP systems (State Highways and major arterials) | Freeway, highway, and transit facilities and services in the corridor | All public use general aviation, air carrier and military aviation in the region | Public use and military seaports |
| Performance Measures | Continue to explore and evaluate alternative performance measures through the Partnership | System level analysis (RTP EIR): average travel times, access to jobs, vehicle trips, VMT, vehicle emissions Project level analysis (Transportation 2030): measures to be determined | Indicators of mobility and accessibility, safety and state of repair. Emphasis is on presenting information in one place in an easy-to-understand format | Ridership, service miles, service hours, cost per hour, on time performance, dependability, load factors, safety, accessibility, customer service/ information | Bay Area Air Quality Plan Standards: based on Federal and State Clear Air Acts including VMT, AVR, & emissions budgets | LOS as trigger to deficiencies for CMPs, multimodal measures must be used, proposing & evaluating projects. Performance measures in Countywide Plans | Developed based on regional and local transportation policies and needs | Peak hour, demand supply ratio, ground access | Tonnage and numbers of containers, berth requirements, measures of ground access (e.g. levels/ extent of congestion on major access routes) |
| Data Collection & System Monitoring | Use of all sources as available and as documented by the Data Integration Project | Caltrans and CMA observed traffic counts and speeds, transit ridership, ridesharing, census data, RIDES Commuter Profile, and MTC Bay Area Travel Survey | Use existing data collected by Caltrans, CHP, CMAs, transit operators, and MTC. Supplemental data collection to fill gaps. | National Transit Database (NTDB), State Controller's Report, MTC Reporting System, & performance audits | Air quality monitoring, VMT, vehicle trips, speeds, occupancy rates, TCM status | CMP monitoring process, Caltrans Congestion Monitoring, CMA models, performance monitoring (optional) | Use of all available sources, including Caltrans, MCA, transit operators, and MTC data and modeling as available and applicable | MTC Air Passenger Survey, Caltrans Acoustic Counter, 5010 Inspections, Airport Manager's Report | Pacific Maritime Assoc. Annual Report, Port of Oakland statistics, Maritime Administration |
| Identification of Proposed Strategies | Major Investment Studies, CMPs, SRTPs, GPs, Management Strategy | RTP goals and policies, local general planning processes, CMP CIPs, SRTPs | Occurs through other planning activities | RTP goals and policies, capital replacement plan, transit operator goals/ interpretation coordination program | Clean Air Plan | CIPs of each CMP and the Countywide Plans | Cooperative analysis of transportation conditions, problems and opportunities, roles and responsibilities for capital and operating improvements | Airport System Plan, Capital Improvement Program | Seaport Plan, Port Priority Use Areas and Marine Terminals Designation |
| Evaluation of Proposed Strategies | RTP financial element, EIRs for RTP, CMPS, Public Review Processes | RTP EIR, Partnership and public review processes; Transportation 2030 project-evaluation Individual project | Occurs through other planning activities | RTP EIR, Partnership and Public Review Processes Planning assessments of | RTP EIR, RTP conformity analysis, Clean Air Plan EIR | Countywide Plan modeling and evaluation, CMP-CIP & environ review processes, then through the RTP, and its EIR | Cooperative evaluation of proposed strategies Individual project dvpt. & review | Airport Systems Plan Alternatives Evaluation | Military Base Evaluation process. |

| Partner Plans & Programs | Unifying Approach | Regional Transportation Plan (RTP) and the EIR | Transportation System Monitoring Program | Short Range Transit Plan (SRTP) | SIP/ Bay Area Clean Air Plan | Congestion Management Programs (CMPs) and Countywide Transportation Plans | Corridor Studies/ Major Investment Studies | Regional Airport System Plan | San Francisco Bay Area Seaport Plan |
|--|---|---|--|---|---|---|---|---|---|
| CMP Components | | - MTC - | - Partnership - | -Transit Operators - | - MTC/ BAAQMD - | - CMAs- | - Affected Partners - | - Bay Area Airports, MTC & ABAG - | -Bay Area Seaports MTC & BCDC - |
| | | dvpt. & review | | transit operators, multimodal fund programming process, project dvpt. & review, performance audits | | process Multimodal fund priority setting process, project dvpt. & review | MIS guidelines | | |
| Implementation of Proposed Strategies * Programming * Project delivery | RTIP/TIP Tip Monitoring Program | RTIP/TIP Tip Monitoring Program | Occurs through other planning activities | Transit operator capital & operating program, RTIP/TIP Monitoring, Productivity Improvement Program | RTIP/TIP Transportation Control Measures | RTP/RTIP/TIP County sales tax programs | RTP/RTIP/TIP TIP Monitoring Program | Funding is through the FAA. ABAG monitors implementation through the Regional Clearinghouse | Seaport Plan, BCDC acts on permit applications. MTC monitors through CEQA documents |
| Evaluation of the Effectiveness of Implemented Strategies | Analysis of expected impacts in RTP/CMP/SRTP forecasting. Process to evaluate observed impacts to be developed | RTP EIR - travel time and volume measures, transit use, hwy. delay, ridesharing | Effectiveness of some improvements will be evident in future State of the System Reports | RTP EIR, Productivity Improvement Program, Transit Planning Assessment, NTDB, performance audits | RTP/TIP conformity process for regional & corridor analysis, RTP EIR, & specific EIR & res. 2270 process for individual, major projects | Countywide and CMP modeling assesses impact of strategies on performance measures | RTP EIR - travel time and volume measures, transit use, hwy. delay, | RASP environmental study - includes aviation and ground access measures | SFBA Seaport Plan Environmental Assessment |
| Sustainable Communities Strategy | Analysis of how the pattern of development and transportation can reduce Greenhouse Gases | Regional Transportation Plan | Occurs through other planning activities | RTP goals and polices, TLC program | | | | | |

APPENDIX A – 71

2017 TIP Detail

System Maintenance



**Appendix A-71: Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)**

Note: Updated in November, 2012 to account for committed revenue forecasted to be derived from Measure T, the Napa countywide sales tax measure.

| Jurisdiction | Pavement Needs | Non- Pavement Needs | Total System Preservation Needs | Committed Revenue | Plan Bay Area Investment Strategy* | Remaining System Preservation Needs to Meet Performance Target |
|---------------------|---------------------|---------------------|---------------------------------|---------------------|------------------------------------|--|
| County of Alameda | \$ 401,550 | \$ 131,951 | \$ 533,501 | \$ 342,853 | \$ 77,807 | \$ 112,841 |
| Alameda | \$ 143,609 | \$ 208,120 | \$ 351,729 | \$ 79,780 | \$ 77,568 | \$ 194,381 |
| Albany | \$ 33,223 | \$ 46,976 | \$ 80,199 | \$ 37,899 | \$ 1,881 | \$ 40,419 |
| Berkeley | \$ 240,376 | \$ 298,396 | \$ 538,772 | \$ 252,875 | \$ 10,908 | \$ 274,989 |
| Dublin | \$ 80,298 | \$ 134,740 | \$ 215,039 | \$ 52,058 | \$ 72,531 | \$ 90,450 |
| Emeryville | \$ 18,409 | \$ 28,225 | \$ 46,635 | \$ 46,635 | \$ - | \$ - |
| Fremont | \$ 609,282 | \$ 602,007 | \$ 1,211,289 | \$ 293,217 | \$ 217,075 | \$ 700,998 |
| Hayward | \$ 273,343 | \$ 422,549 | \$ 695,892 | \$ 311,932 | \$ 89,195 | \$ 294,765 |
| Livermore | \$ 262,988 | \$ 235,451 | \$ 498,439 | \$ 112,194 | \$ 192,100 | \$ 194,144 |
| Newark | \$ 104,585 | \$ 122,484 | \$ 227,068 | \$ 34,256 | \$ 79,793 | \$ 113,019 |
| Oakland | \$ 939,983 | \$ 1,188,587 | \$ 2,128,570 | \$ 254,974 | \$ 353,994 | \$ 1,519,601 |
| Piedmont | \$ 27,547 | \$ 31,082 | \$ 58,629 | \$ 42,207 | \$ 4,059 | \$ 12,363 |
| Pleasanton | \$ 206,360 | \$ 195,154 | \$ 401,514 | \$ 84,414 | \$ 147,073 | \$ 170,027 |
| San Leandro | \$ 238,826 | \$ 229,575 | \$ 468,401 | \$ 160,529 | \$ 32,192 | \$ 275,680 |
| Union City | \$ 134,865 | \$ 207,140 | \$ 342,005 | \$ 41,764 | \$ 120,838 | \$ 179,404 |
| COUNTY TOTAL | \$ 3,715,245 | \$ 4,082,437 | \$ 7,797,682 | \$ 2,147,587 | \$ 1,477,014 | \$ 4,173,081 |

| Jurisdiction | Pavement Needs | Non- Pavement Needs | Total System Preservation Needs | Committed Revenue | Plan Bay Area Investment Strategy* | Remaining System Preservation Needs to Meet Performance Target |
|------------------------|---------------------|---------------------|---------------------------------|---------------------|------------------------------------|--|
| County of Contra Costa | \$ 501,667 | \$ 184,797 | \$ 686,463 | \$ 262,042 | \$ 261,428 | \$ 162,993 |
| Antioch | \$ 293,307 | \$ 282,419 | \$ 575,726 | \$ 342,876 | \$ 61,183 | \$ 171,666 |
| Brentwood | \$ 141,563 | \$ 144,872 | \$ 286,435 | \$ 132,170 | \$ 111,080 | \$ 43,185 |
| Clayton | \$ 41,138 | \$ 30,254 | \$ 71,392 | \$ 20,701 | \$ 24,409 | \$ 26,282 |
| Concord | \$ 356,026 | \$ 347,370 | \$ 703,395 | \$ 523,356 | \$ 15,437 | \$ 164,603 |
| Danville | \$ 128,291 | \$ 120,259 | \$ 248,550 | \$ 109,900 | \$ 54,716 | \$ 83,934 |
| El Cerrito | \$ 39,815 | \$ 65,315 | \$ 105,130 | \$ 28,654 | \$ 32,216 | \$ 44,260 |
| Hercules | \$ 47,102 | \$ 68,150 | \$ 115,252 | \$ 27,244 | \$ 69,203 | \$ 18,805 |
| Lafayette | \$ 71,711 | \$ 67,181 | \$ 138,892 | \$ 39,989 | \$ 43,261 | \$ 55,642 |
| Martinez | \$ 116,532 | \$ 101,186 | \$ 217,718 | \$ 100,673 | \$ 18,403 | \$ 98,642 |
| Moraga | \$ 78,156 | \$ 45,074 | \$ 123,230 | \$ 23,606 | \$ 23,233 | \$ 76,391 |
| Oakley | \$ 93,553 | \$ 98,379 | \$ 191,932 | \$ 56,746 | \$ 54,606 | \$ 80,580 |
| Orinda | \$ 85,272 | \$ 49,308 | \$ 134,580 | \$ 70,953 | \$ 0 | \$ 63,627 |
| Pinole | \$ 54,594 | \$ 53,969 | \$ 108,564 | \$ 22,235 | \$ 35,109 | \$ 51,220 |
| Pittsburg | \$ 185,106 | \$ 179,301 | \$ 364,408 | \$ 199,257 | \$ 18,610 | \$ 146,542 |
| Pleasant Hill | \$ 98,536 | \$ 93,405 | \$ 191,941 | \$ 77,913 | \$ 27,529 | \$ 86,500 |
| Richmond | \$ 306,526 | \$ 291,526 | \$ 598,052 | \$ 375,227 | \$ 24,720 | \$ 198,105 |
| San Pablo | \$ 34,311 | \$ 88,678 | \$ 122,989 | \$ 52,568 | \$ 23,905 | \$ 46,517 |
| San Ramon | \$ 159,508 | \$ 179,006 | \$ 338,514 | \$ 338,514 | \$ - | \$ - |
| Walnut Creek | \$ 278,631 | \$ 183,764 | \$ 462,395 | \$ 110,172 | \$ 179,888 | \$ 172,336 |
| COUNTY TOTAL | \$ 3,111,346 | \$ 2,674,212 | \$ 5,785,558 | \$ 2,914,794 | \$ 1,078,936 | \$ 1,791,829 |

**Appendix A-71: Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)**

Note: Updated in November, 2012 to account for committed revenue forecasted to be derived from Measure T, the Napa countywide sales tax measure.

| Jurisdiction | Pavement Needs | Non- Pavement Needs | Total System Preservation Needs | Committed Revenue | Plan Bay Area Investment Strategy* | Remaining System Preservation Needs to Meet Performance Target |
|---------------------|-------------------|---------------------|---------------------------------|-------------------|------------------------------------|--|
| County of Marin | \$ 291,920 | \$ 117,194 | \$ 409,113 | \$ 318,430 | \$ - | \$ 90,683 |
| Belvedere | \$ 5,462 | \$ 6,003 | \$ 11,465 | \$ 5,950 | \$ 9,947 | \$ - |
| Corte Madera | \$ 27,772 | \$ 27,091 | \$ 54,863 | \$ 11,522 | \$ 18,943 | \$ 24,398 |
| Fairfax | \$ 22,778 | \$ 20,677 | \$ 43,455 | \$ 9,599 | \$ 18,247 | \$ 15,609 |
| Larkspur | \$ 52,846 | \$ 34,217 | \$ 87,063 | \$ 14,906 | \$ 8,722 | \$ 63,435 |
| Mill Valley | \$ 61,485 | \$ 39,036 | \$ 100,521 | \$ 61,779 | \$ 14,815 | \$ 23,928 |
| Novato | \$ 164,662 | \$ 147,259 | \$ 311,921 | \$ 112,265 | \$ 87,565 | \$ 112,091 |
| Ross | \$ 10,711 | \$ 6,684 | \$ 17,396 | \$ 8,337 | \$ 4,572 | \$ 4,486 |
| San Anselmo | \$ 36,828 | \$ 35,172 | \$ 72,000 | \$ 21,808 | \$ 3,897 | \$ 46,296 |
| San Rafael | \$ 147,960 | \$ 162,342 | \$ 310,301 | \$ 54,490 | \$ 155,678 | \$ 100,133 |
| Sausalito | \$ 15,300 | \$ 20,964 | \$ 36,264 | \$ 8,791 | \$ 3,382 | \$ 24,091 |
| Tiburon | \$ 27,107 | \$ 24,839 | \$ 51,946 | \$ 26,795 | \$ 7,213 | \$ 17,937 |
| COUNTY TOTAL | \$ 864,832 | \$ 641,477 | \$ 1,506,309 | \$ 654,672 | \$ 332,981 | \$ 523,087 |

| Jurisdiction | Pavement Needs | Non- Pavement Needs | Total System Preservation Needs | Committed Revenue | Plan Bay Area Investment Strategy* | Remaining System Preservation Needs to Meet Performance Target |
|---------------------|---------------------|---------------------|---------------------------------|-------------------|------------------------------------|--|
| County of Napa | \$ 566,818 | \$ 124,507 | \$ 691,325 | \$ 310,070 | \$ 194,709 | \$ 186,545 |
| American Canyon | \$ 63,203 | \$ 46,465 | \$ 109,668 | \$ 68,257 | \$ 37,054 | \$ 4,357 |
| Calistoga | \$ 20,608 | \$ 14,821 | \$ 35,428 | \$ 17,029 | \$ 21,015 | \$ - |
| Napa | \$ 381,033 | \$ 217,454 | \$ 598,487 | \$ 247,585 | \$ 173,725 | \$ 177,178 |
| St Helena | \$ 46,006 | \$ 16,587 | \$ 62,593 | \$ 31,121 | \$ 31,129 | \$ 343 |
| Yountville | \$ 9,448 | \$ 8,989 | \$ 18,437 | \$ 30,933 | \$ - | \$ - |
| COUNTY TOTAL | \$ 1,087,116 | \$ 428,822 | \$ 1,515,938 | \$ 704,995 | \$ 457,632 | \$ 368,422 |

| Jurisdiction | Pavement Needs | Non- Pavement Needs | Total System Preservation Needs | Committed Revenue | Plan Bay Area Investment Strategy* | Remaining System Preservation Needs to Meet Performance Target |
|---------------|----------------|---------------------|---------------------------------|-------------------|------------------------------------|--|
| San Francisco | \$ 2,415,717 | \$ 2,362,721 | \$ 4,778,438 | \$ 2,298,843 | \$ 487,602 | \$ 1,991,992 |

Appendix A-71: Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)

Note: Updated in November, 2012 to account for committed revenue forecasted to be derived from Measure T, the Napa countywide sales tax measure.

| Jurisdiction | Pavement Needs | Non- Pavement Needs | Total System Preservation Needs | Committed Revenue | Plan Bay Area Investment Strategy* | Remaining System Preservation Needs to Meet Performance Target |
|---------------------|---------------------|---------------------|---------------------------------|---------------------|------------------------------------|--|
| County of San Mateo | \$ 204,119 | \$ 87,793 | \$ 291,912 | \$ 256,014 | \$ 25,102 | \$ 10,797 |
| Atherton | \$ 32,226 | \$ 20,848 | \$ 53,074 | \$ 53,074 | \$ - | \$ - |
| Belmont | \$ 79,612 | \$ 73,156 | \$ 152,768 | \$ 19,835 | \$ 44,857 | \$ 88,076 |
| Brisbane | \$ 27,521 | \$ 11,020 | \$ 38,541 | \$ 16,976 | \$ 14,282 | \$ 7,283 |
| Burlingame | \$ 70,718 | \$ 80,980 | \$ 151,698 | \$ 47,004 | \$ 133,488 | \$ - |
| Colma | \$ 17,614 | \$ 4,518 | \$ 22,132 | \$ 19,676 | \$ 7,730 | \$ - |
| Daly City | \$ 124,793 | \$ 299,124 | \$ 423,917 | \$ 71,269 | \$ 102,874 | \$ 249,774 |
| East Palo Alto | \$ 74,539 | \$ 92,522 | \$ 167,062 | \$ 55,897 | \$ 15,030 | \$ 96,134 |
| Foster City | \$ 51,998 | \$ 84,781 | \$ 136,779 | \$ 47,874 | \$ 36,347 | \$ 52,558 |
| Half Moon Bay | \$ 36,074 | \$ 36,902 | \$ 72,976 | \$ 15,910 | \$ 7,986 | \$ 49,081 |
| Hillsborough | \$ 54,712 | \$ 31,841 | \$ 86,553 | \$ 29,244 | \$ 31,486 | \$ 25,823 |
| Menlo Park | \$ 90,329 | \$ 88,827 | \$ 179,156 | \$ 179,156 | \$ - | \$ - |
| Millbrae | \$ 69,361 | \$ 60,629 | \$ 129,990 | \$ 15,726 | \$ 36,346 | \$ 77,918 |
| Pacifica | \$ 122,892 | \$ 111,585 | \$ 234,476 | \$ 52,265 | \$ 37,529 | \$ 144,682 |
| Portola Valley | \$ 25,424 | \$ 13,040 | \$ 38,464 | \$ 21,690 | \$ 11,653 | \$ 5,121 |
| Redwood City | \$ 208,144 | \$ 216,838 | \$ 424,982 | \$ 109,769 | \$ 139,146 | \$ 176,067 |
| San Bruno | \$ 119,419 | \$ 122,246 | \$ 241,665 | \$ 57,482 | \$ 37,554 | \$ 146,629 |
| San Carlos | \$ 110,416 | \$ 80,464 | \$ 190,881 | \$ 42,016 | \$ 48,291 | \$ 100,573 |
| San Mateo | \$ 182,496 | \$ 269,185 | \$ 451,681 | \$ 191,319 | \$ 60,132 | \$ 200,230 |
| South San Francisco | \$ 173,483 | \$ 181,799 | \$ 355,281 | \$ 108,672 | \$ 70,169 | \$ 176,440 |
| Woodside | \$ 53,392 | \$ 15,836 | \$ 69,228 | \$ 29,336 | \$ 59,296 | \$ - |
| COUNTY TOTAL | \$ 1,929,281 | \$ 1,983,937 | \$ 3,913,217 | \$ 1,440,204 | \$ 919,297 | \$ 1,607,188 |

| Jurisdiction | Pavement Needs | Non- Pavement Needs | Total System Preservation Needs | Committed Revenue | Plan Bay Area Investment Strategy* | Remaining System Preservation Needs to Meet Performance Target |
|-----------------------|---------------------|---------------------|---------------------------------|---------------------|------------------------------------|--|
| County of Santa Clara | \$ 589,845 | \$ 180,208 | \$ 770,053 | \$ 351,431 | \$ 185,789 | \$ 232,834 |
| Campbell | \$ 108,343 | \$ 112,769 | \$ 221,112 | \$ 64,944 | \$ 68,210 | \$ 87,959 |
| Cupertino | \$ 177,170 | \$ 155,743 | \$ 332,913 | \$ 115,960 | \$ 82,665 | \$ 134,288 |
| Gilroy | \$ 156,362 | \$ 143,588 | \$ 299,951 | \$ 45,537 | \$ 105,557 | \$ 148,857 |
| Los Altos | \$ 81,463 | \$ 79,658 | \$ 161,121 | \$ 115,505 | \$ 25,198 | \$ 20,418 |
| Los Altos Hills | \$ 45,649 | \$ 24,955 | \$ 70,604 | \$ 58,577 | \$ 7,275 | \$ 4,751 |
| Los Gatos | \$ 117,212 | \$ 85,010 | \$ 202,222 | \$ 87,619 | \$ 32,350 | \$ 82,253 |
| Milpitas | \$ 202,092 | \$ 197,475 | \$ 399,567 | \$ 79,213 | \$ 91,475 | \$ 228,878 |
| Monte Sereno | \$ 11,807 | \$ 10,118 | \$ 21,925 | \$ 3,786 | \$ 32,137 | \$ - |
| Morgan Hill | \$ 136,426 | \$ 111,074 | \$ 247,500 | \$ 27,441 | \$ 118,286 | \$ 101,773 |
| Mountain View | \$ 179,511 | \$ 209,163 | \$ 388,674 | \$ 89,991 | \$ 126,760 | \$ 171,923 |
| Palo Alto | \$ 239,837 | \$ 180,518 | \$ 420,355 | \$ 188,274 | \$ 74,197 | \$ 157,884 |
| San Jose | \$ 2,989,820 | \$ 2,823,588 | \$ 5,813,408 | \$ 1,484,396 | \$ 1,447,318 | \$ 2,881,693 |
| Santa Clara | \$ 288,251 | \$ 327,957 | \$ 616,207 | \$ 253,638 | \$ 204,096 | \$ 158,473 |
| Saratoga | \$ 121,571 | \$ 88,308 | \$ 209,879 | \$ 57,441 | \$ 86,563 | \$ 65,874 |
| Sunnyvale | \$ 330,769 | \$ 387,625 | \$ 718,394 | \$ 349,845 | \$ 150,824 | \$ 217,725 |
| COUNTY TOTAL | \$ 5,776,128 | \$ 5,117,758 | \$ 10,893,886 | \$ 3,373,599 | \$ 2,838,700 | \$ 4,695,585 |

**Appendix A-71: Plan Bay Area 28-Year Local Street and Road System Preservation Needs and Revenues
(Inflated 1,000s)**

Note: Updated in November, 2012 to account for committed revenue forecasted to be derived from Measure T, the Napa countywide sales tax measure.

| Jurisdiction | Pavement Needs | Non- Pavement Needs | Total System Preservation Needs | Committed Revenue | Plan Bay Area Investment Strategy* | Remaining System Preservation Needs to Meet Performance Target |
|---------------------|---------------------|---------------------|---------------------------------|-------------------|------------------------------------|--|
| County of Solano | \$ 341,161 | \$ 163,624 | \$ 504,785 | \$ 139,082 | \$ 164,145 | \$ 201,558 |
| Benicia | \$ 139,473 | \$ 77,514 | \$ 216,987 | \$ 16,498 | \$ 77,653 | \$ 122,835 |
| Dixon | \$ 63,647 | \$ 48,588 | \$ 112,234 | \$ 5,743 | \$ 53,569 | \$ 52,922 |
| Fairfield | \$ 372,162 | \$ 292,423 | \$ 664,585 | \$ 105,943 | \$ 254,985 | \$ 303,658 |
| Rio Vista | \$ 38,621 | \$ 22,973 | \$ 61,594 | \$ 5,561 | \$ 6,222 | \$ 49,811 |
| Suisun City | \$ 96,729 | \$ 79,932 | \$ 176,661 | \$ 35,647 | \$ 44,208 | \$ 96,806 |
| Vacaville | \$ 315,437 | \$ 268,550 | \$ 583,987 | \$ 119,146 | \$ 214,291 | \$ 250,549 |
| Vallejo | \$ 538,854 | \$ 335,146 | \$ 874,000 | \$ 60,220 | \$ 183,505 | \$ 630,276 |
| COUNTY TOTAL | \$ 1,906,084 | \$ 1,288,751 | \$ 3,194,835 | \$ 487,841 | \$ 998,578 | \$ 1,708,415 |

| Jurisdiction | Pavement Needs | Non- Pavement Needs | Total System Preservation Needs | Committed Revenue | Plan Bay Area Investment Strategy* | Remaining System Preservation Needs to Meet Performance Target |
|---------------------|---------------------|---------------------|---------------------------------|-------------------|------------------------------------|--|
| County of Sonoma | \$ 1,963,525 | \$ 385,667 | \$ 2,349,192 | \$ 205,983 | \$ 655,279 | \$ 1,487,931 |
| Cloverdale | \$ 48,938 | \$ 23,834 | \$ 72,772 | \$ 35,563 | \$ 14,581 | \$ 22,629 |
| Cotati | \$ 36,903 | \$ 20,633 | \$ 57,536 | \$ 2,671 | \$ 23,464 | \$ 31,401 |
| Healdsburg | \$ 75,664 | \$ 32,928 | \$ 108,593 | \$ 37,195 | \$ 21,641 | \$ 49,757 |
| Petaluma | \$ 366,131 | \$ 161,180 | \$ 527,311 | \$ 52,213 | \$ 162,551 | \$ 341,547 |
| Rohnert Park | \$ 160,679 | \$ 119,773 | \$ 280,452 | \$ 48,869 | \$ 102,300 | \$ 129,283 |
| Santa Rosa | \$ 839,670 | \$ 451,064 | \$ 1,290,734 | \$ 601,141 | \$ 209,447 | \$ 480,146 |
| SEBASTOPOL | \$ 33,256 | \$ 21,922 | \$ 55,177 | \$ 16,748 | \$ 22,875 | \$ 15,555 |
| Sonoma | \$ 47,555 | \$ 27,814 | \$ 75,369 | \$ 2,028 | \$ 50,928 | \$ 22,413 |
| Windsor | \$ 126,193 | \$ 74,393 | \$ 200,586 | \$ 20,859 | \$ 86,066 | \$ 93,661 |
| COUNTY TOTAL | \$ 3,698,515 | \$ 1,319,208 | \$ 5,017,723 | \$ 994,268 | \$ 1,349,131 | \$ 2,674,323 |

| Jurisdiction | Pavement Needs | Non- Pavement Needs | Total System Preservation Needs | Committed Revenue | Plan Bay Area Investment Strategy* | Remaining System Preservation Needs to Meet Performance Target |
|---------------|----------------------|----------------------|---------------------------------|----------------------|------------------------------------|--|
| Alameda | \$ 3,715,245 | \$ 4,082,437 | \$ 7,797,682 | \$ 2,147,587 | \$ 1,477,014 | \$ 4,173,081 |
| Contra Costa | \$ 3,111,346 | \$ 2,674,212 | \$ 5,785,558 | \$ 2,914,794 | \$ 1,078,936 | \$ 1,791,829 |
| Marin | \$ 864,832 | \$ 641,477 | \$ 1,506,309 | \$ 654,672 | \$ 332,981 | \$ 523,087 |
| Napa | \$ 1,087,116 | \$ 428,822 | \$ 1,515,938 | \$ 704,995 | \$ 457,632 | \$ 368,422 |
| San Francisco | \$ 2,415,717 | \$ 2,362,721 | \$ 4,778,438 | \$ 2,298,843 | \$ 487,602 | \$ 1,991,992 |
| San Mateo | \$ 1,929,281 | \$ 1,983,937 | \$ 3,913,217 | \$ 1,440,204 | \$ 919,297 | \$ 1,607,188 |
| Santa Clara | \$ 5,776,128 | \$ 5,117,758 | \$ 10,893,886 | \$ 3,373,599 | \$ 2,838,700 | \$ 4,695,585 |
| Solano | \$ 1,906,084 | \$ 1,288,751 | \$ 3,194,835 | \$ 487,841 | \$ 998,578 | \$ 1,708,415 |
| Sonoma | \$ 3,698,515 | \$ 1,319,208 | \$ 5,017,723 | \$ 994,268 | \$ 1,349,131 | \$ 2,674,323 |
| REGION | \$ 24,504,263 | \$ 19,899,322 | \$ 44,403,585 | \$ 15,016,804 | \$ 9,939,872 | \$ 19,533,922 |

**Investment Strategy is functionally equivalent to LSR investments in Transportation 2035. Plan would provide funds to maintain current conditions of Pavement. Actual distribution of funds will be subject to OneBayArea Grant county distribution.*

APPENDIX A – 72

2017 TIP Detail

Caltrans 2017 FTIP Development Checklist and Development Guidance



2017 Federal Transportation Improvement Program (FTIP) Checklist for Caltrans FTIP Coordinator

I. Timeline:

Ensure each Metropolitan Planning Organization (MPO) submits the following items to Caltrans:

- The *Draft* 2017 FTIP at the start of the FTIP public review period but not later than **September 1, 2016**.
- Three copies of the *Final* 2017 FTIP, along with any amendments and administrative modifications to the 2017 FTIP by **September 30, 2016**.
- Web-link to the Final 2017 FTIP and amendments by **September 30, 2016**.

II. FTIP Package Submittal:

Verify the FTIP package includes the following:

- Project Listings (Vol. 1, Sec. 4)
 - Projects that are Transportation Control Measures (TCMs) are identified
- Detailed listings for highway and transit grouped projects (back-up listings) (Vol. III, Appendix A-65)
- Signed board resolution that addresses the following: (Vol. II, Appendix A-1)
 - Consistency with the metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450
 - Consistency with the Regional Transportation Plan (RTP) ____ (e.g. 2030)
 - Financial constraint – the enclosed financial summary affirms availability of funding
 - Meets Air Quality Conformity
 - Does not interfere with the timely implementation of the TCMs contained in the State Implementation Plan (SIP)
 - Completion of the public participation process in accordance with the MPO's Public Participation Plan (PPP)
- Project listings included in the Final 2017 FTIP are available in the California Transportation Improvement Program System (CTIPS)
- Financial Summary (Vol. III, Appendix A-75)
 - Includes financial information covering the first four years of the FTIP
 - Excel file submitted electronically (Template is posted at <http://www.dot.ca.gov/hq/transprog/oftmp.htm>)
- Air quality conformity analysis and determination (Vol. II, Appendix A-4)
- PPP/Interagency Consultation (Vol. II, Appendix A-5; Vol. III, Appendix A-69; Vol. III, Appendix A-76)
- Expedited Project Selection Procedures (EPSP) documentation (Vol. 1, Sec. 1, pgs 25-26; Vol. II, Appendix A-1; Vol. III, Appendix A-58)
- Three copies of the Final 2017 FTIP mailed to:

**California Department of Transportation
Office of Federal Transportation Management Program, MS 82
P.O. Box 942874
Sacramento, CA 94274-0001
Attention: Muhaned Aljabiry**

2017 Federal Transportation Improvement Program (FTIP) Development Guidance

This guidance is not intended to supersede federal regulations. FTIPs must comply with all applicable metropolitan transportation planning regulations per Title 23 Code of Federal Regulations Part 450.

I. Update to the California State Statutes

Government Code 65074

Caltrans is required by state statute to submit the Federal Statewide Transportation Improvement Program (FSTIP) to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) by December 1 of each even-numbered year.

Streets and Highways Codes 18.6 and 182.7

MPOs are required to submit FTIPs to Caltrans by October 1 of each even-numbered year.

II. Timeline

- a) Submit two copies of the draft 2017 FTIP to Caltrans at the start of the public review period, but not later than September 1, 2016. Except for the signed board resolution, all items listed in the 2017 FTIP Checklist must be included.
- b) Submit the final FTIP to Caltrans by September 30, 2016. Note: Only FTIPs received by the deadline will be included in the draft 2017 FSTIP to FHWA/FTA. Caltrans will not process late FTIPs until after the approval of the 2017 FSTIP, which is expected on 12/16/2016. These FTIPs will be posted separately for 14-days to comply with the FSTIP's Public Participation Plan (PPP).

Amendments and/or administrative modifications

Any amendment and/or administrative modification to the board-adopted FTIP received before September 30, 2016, will be included as part of the draft 2017 FSTIP. Note: MPOs with delegated authority from Caltrans may only approve administrative modifications to the 2017 FTIP, and not to the 2017 FSTIP during this time. Amendments and/or administrative modifications not received by September 30, 2016, will be processed after the 2017 FSTIP is approved.

III. Maintenance and Operations Costs

Include in the FTIP's financial plan an analysis of revenues dedicated for maintaining and operating the federal-aid system, including the basis for calculation. Address any anticipated shortfall in available revenues and describe plans to deal with the gap.

IV. Satisfying Public participation requirement for development of the Program of Projects (POP) for FTA 5307 Program through FTIP Development

The FTIP's public involvement process can be used to satisfy the public participation requirement for the development of the POP for the FTA 5307 program. In such case, the transit recipient shall coordinate with the MPO, and ensure the public knows that it is using the public participation plan associated with FTIP to satisfy the public hearing requirements for the POP. MPO must ensure that the FTIP explicitly states that public involvement activities and time established for public review and comment for the FTIP will satisfy the POP requirements of the FTA 5307 Program.

V. Project Listings

a) Verify planning studies (non-transportation capital) are included in the Overall Work Program. They do not need to be listed in the FTIP.

b) Program funding for each phase of a project in the year of obligation (E-76).

c) Include Grouped Project Listing: See the guidance for grouping projects in air quality nonattainment or maintenance areas for further information, located here:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/grouped_pjt_listing_s.pdf

For MPO areas and Rural non-MPO counties that are classified as air quality attainment (SBCAG, AMBAG, and Shasta), refer to 23CFR771.117 (c) and (d) for additional information on projects that can be classified as "Categorical Exception (CE)." For those areas, projects that are not considered regionally significant and qualify as CE may be grouped together. MPOs are responsible for determining if projects are eligible for inclusion in the grouped project listing. Note: FTA-funded projects can be grouped, provided the detailed project list is made available to FTA and the public. The detailed project list must be included in the FTIP (and in the FTIP amendment) when it is circulated for public review.

d) Include projects in the FSTIP that need environmental approval, even if no funds are identified within the four years of the FTIP. Reference the Regional Transportation Plan (RTP), the project completion date, and add the following language to the project description:

1) "Project included in the FTIP for environmental approval."

e) Provide the following information for each project:

1) Sufficient description (i.e., type of work, termini, and length) to identify the project. (See the section below for more information.)

2) Total project cost based on the latest estimates which may extend beyond the four years of the FTIP. Cost estimates must use an inflation rate to reflect the "year of expenditure dollars" based on reasonable financial principals and assumptions, and be included in the financial plan. Projects in air quality nonattainment and maintenance areas can be included in the first two years of the FTIP and FSTIP only if funds are "available" or "committed."

3) The amount of federal funds proposed to be obligated during each program year (for the first year, this includes the proposed category of federal funds

and source(s) of non-federal funds. For the second, third, and fourth years, this includes the likely category or possible categories of federal funds and source(s) of non-federal funds).

- 4) Required non-federal matching funds.
- 5) Implementing agency.
- 6) Corresponding RTP number or RTP page number. MPOs that use CTIPS to develop their FTIPs may use the “Project Title, Location & Description” field or the “MPO Comments” field to include the RTP information.

Highway Projects (State Highways/Local Roads) Description Format

| | |
|---|--|
| Description Formula: [(Location :) + (Limits) + (;) + (Improvement)] | |
| Location: | The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with “East, West, North, or South of.” f) <i>In Bakersfield:</i> g) <i>South of Bakersfield</i> |
| Limits: | Project limits can be stated as from one road to another. Other boundary landmarks, such as rivers, creeks, state parks, freeway overcrossings, can be used in-lieu of streets or roads. h) <i>Between 1st Street and Pine Boulevard;</i> i) <i>North of Avenal Creed to South of Route 33;</i> j) <i>At Rock Creek Bridge;</i> |
| Improvement: | Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity). <ul style="list-style-type: none"> • <i>Rehabilitate roadway.</i> • <i>Convert 4-lane expressway to 6-lane freeway with 2 HOV lanes.</i> • <i>Construct left turn lane.</i> |
| Example: In Bakersfield: Between 1 st Street and Pine Boulevard; rehabilitate roadway. | |

Transit Project Description Format

| | |
|--|---|
| Description Formula: [(Location :) + (Limits) + (;) + (Improvement)] | |
| Location: | For work at spot locations for large (statewide) transit agencies: The nearest city or significant town illustrated on state highway maps. If the project is located more than five miles away from the city or town, then prefix the city name with “East, West, North, or South of.” k) <i>In Bakersfield:</i> l) <i>North of Bakersfield:</i> Otherwise: Skip this step. |
| Limits: | For work at spot locations (all agencies): |

| | |
|--------------|--|
| | <p>Name of the station, description of facility, name the rail corridor for the project etc.</p> <p>m) <i>Lafayette BART Station;</i> n) <i>The Daly City Yard, adjacent to the Coloma Station;</i> o) <i>San Joaquin Corridor;</i> Otherwise: Skip this step.</p> |
| Improvement: | <p>Describes the work to be done. Include significant components of the improvement (in particular those that relate to air quality conformity.</p> <ul style="list-style-type: none"> • <i>Construct a station.</i> • <i>Construct a child care facility.</i> • <i>Track and signal improvements.</i> <p>Projects that apply to entire transit agency jurisdiction – describe activity</p> <ul style="list-style-type: none"> • <i>Purchase of 59 buses -- 12 MCI's and 47 Standard 40 ft buses (note if expansion or replacement).</i> • <i>Para-transit van leasing.</i> • <i>Operating assistance for Sacramento Regional Transit.</i> |
| Example: | <p>North of Bakersfield: San Joaquin Corridor – Track and signal improvements. Lafayette BART Station; construct a child care facility. Operating assistance for Sacramento Regional Transit.</p> |

VI. Use of Toll Credits

Federal-aid highway projects typically require sponsors to provide non-federal funds as match to federal funds. However, at the MPO’s discretion, a project may be funded without the required non-federal match using Toll Credit (TC) provisions. The non-federal share match requirement can be met by applying an equal amount of TCs and therefore *allow a project to be funded at 100% federal* for federally participating costs. TCs can be used for the four-year duration of the 2017 FTIPs for state and local highway and for transit projects. Note: The use of TCs does not generate additional federal funding and is limited to the non-federal match required for the federal apportionments available in any given year.

Toll Credits may be used for the following programs:

| | | |
|---------------------------|--|--|
| STIP | Projects with the construction cost (excluding support costs) and/or the right of way cost (excluding support costs) greater than \$1 million are eligible to receive TCs. | STIP AC |
| SHOPP | All SHOPP projects shall be programmed with 100% SHOPP AC | SHOPP AC |
| Highway Maintenance | All projects shall be programmed with 100% federal funds (STP or NHS) using TCs. | STP or NHS |
| HBP – Off System Projects | TCs are to be used for the “Off federal aid system” projects. | HBP |
| HBP – On System projects | TCs can be used for the “On federal aid system” projects using other eligible federal funds. | Eligible federal funds (e.g. CMAQ, RSTP) |
| HSIP | TCs can be used for projects from the local safety programs using other eligible federal funds | Eligible federal funds (e.g. CMAQ, RSTP) |
| *CMAQ and RSTP | Projects may be programmed with TCs at MPO’s discretion. | CMAQ,RSTP |
| FTA – Funded Projects | Projects funded from the formula programs are eligible to receive TCs. Below are the eligible programs. <ul style="list-style-type: none"> • 5307 including CMAQ and RSTP FTA transfer projects • 5309 • 5310 • 5311 including CMAQ and RSTP FTA transfer projects • 5316 • 5317 • 5337 • 5339 | Various |

* Notate in the FTIP the “Use of TCs” in the project description for CMAQ and RSTP-funded projects.

Note: TCs shall not be used if the non-federal matching requirement has already been met with other non-federal funds

VII. 2016 State Transportation Improvement Program (STIP)

The total project cost and all funding, including non-STIP funding, must be shown in the FTIP. (Note: If a phase is programmed outside of the 2017 FSTIP period, then the total project cost can be shown in the MPO comment section or in the project description field in CTIPS). When a STIP project is transferred from the STIP into the FTIP in CTIPS through the “CTIPS Transfer Mechanism,” right of way support and construction support costs will be added to the corresponding capital costs. Ensure projects are programmed using the appropriate “STIP-RIP/IIP” fund type. Projects with the construction cost (excluding support costs) and/or the right of way cost (excluding support costs) greater than \$1 million are eligible to receive TCs. TCs shall not be used if the non-federal matching requirement has already been met with other non-federal funds (e.g. Proposition 1B, local funds).

MPOs may choose one of the following options for programming STIP projects:

- a) **Recommended Option:** Use the California Transportation Commission (CTC) adopted 2016 STIP.
- b) Use CTC staff recommendations.
- c) Use the county and interregional shares information from the Revised 2016 STIP Fund Estimate (FE).
http://www.dot.ca.gov/hq/transprog/ctcbooks/2016/0116/Yellow_Items/Tab18_4.17.pdf
- d) Program only existing projects from the 2014 STIP that are to be re-programmed in the 2016 STIP.

Note: For the first three years of the 2017 FTIP, program only existing projects from the 2014 STIP that are to be re-programmed in the 2016 STIP. Program new STIP projects, if any, in the fourth year of the 2017 FTIP. The total programmed STIP funding in 2017 FTIP must be constrained to the available STIP targets for the region per FE.

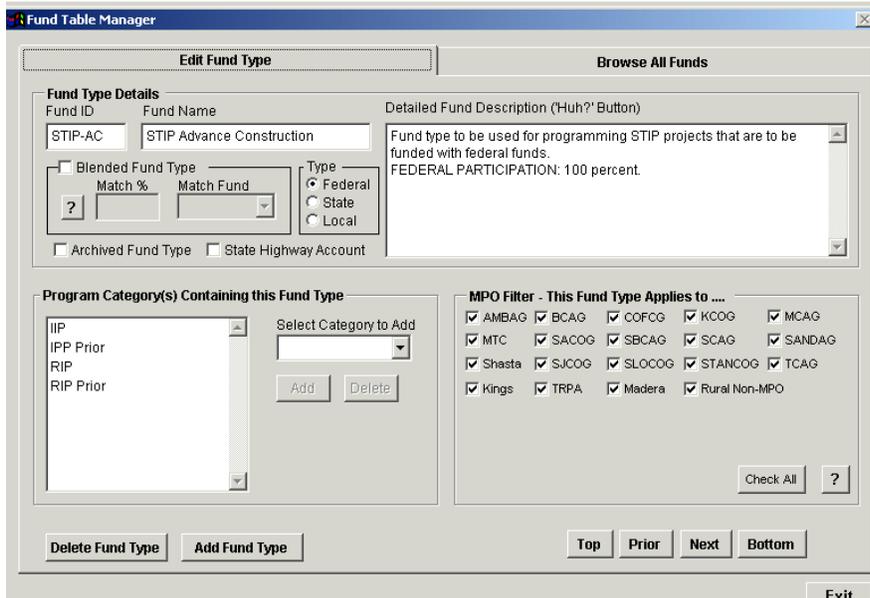
Note: Options b, c, and d, will require the MPO to process an amendment to align the FTIP with the 2016 STIP once the CTC adopts the 2016 STIP. The FTIP amendment must be submitted to Caltrans by **September 30, 2016**.

Timeline:

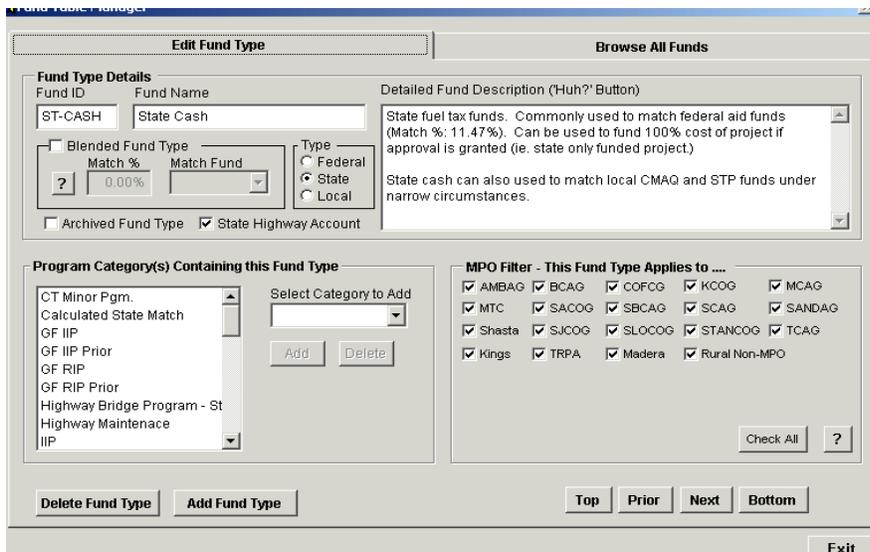
- ✓ April 22, 2016 – CTC staff recommendations for the 2016 STIP projects are expected to be released.
- ✓ May 18, 2016 – CTC adoption of the 2016 STIP.
- ✓ June 2016 – The 2016 STIP will be available in CTIPS for transfer into the FTIPs.

Projects that are eligible to receive TCs, STIP – IIP or RIP funding portion of the project (including all support and capital costs) must be programmed with 100% “STIP-AC” fund type.

Any non-STIP project funding (e.g. Proposition 1B, local funds) must be programmed consistent with the STIP funding details in CTIPS.



Projects with construction costs (excluding support costs) and/or the right of way cost (excluding support costs) of less than \$1 million, all STIP – IIP or RIP funding portion must be programmed with 100% “STATE CASH.”



Projects multi-funded with federally eligible Local Assistance funding such as CMAQ, HPP, etc, shall program all STIP funds with 100% “STIP—AC.”

VIII. 2016 State Highway Operation and Protection Program (SHOPP)

For non-attainment areas, projects that are not exempt from air quality conformity determination must be listed individually in the FTIP. For attainment areas, projects that are not classified as Categorical Exclusion (CE) must be listed individually in the FTIP.

- Program all projects with 100% “SHOPP AC” fund type using TCs.
- Verify in the financial summary that the total revenue is equal to the total programmed.

Note: MPOs are responsible for determining if a project can be classified as non-exempt or CE. Contact the District FTIP Coordinators if more information, such as a detailed project scope, is needed to make that determination.

Timeline:

- ✓ January 31, 2016 – Caltrans to submit proposed 2016 SHOPP to the CTC.
- ✓ March 2016 – CTC adoption of the 2016 SHOPP.
- ✓ July 1, 2016 – The 2016 SHOPP will be available in CTIPS for transfer into the FTIPs.
- ✓ After July 1, 2016 – Caltrans will provide the SHOPP Grouped Project Listings.

The screenshot shows the 'Fund Table Manager' application window. The 'Edit Fund Type' tab is active, displaying details for the 'SHOPPAC' fund type. The 'Fund Name' is 'SHOPP Advance Construction (AC)' and the 'Detailed Fund Description' is 'State funds used to advance SHOPP projects.' The 'Type' is set to 'State'. The 'Program Category(s) Containing this Fund Type' list includes categories like 'SHOPP - Bridge Preservation' and 'SHOPP - Collision Reductior'. The 'MPO Filter' section shows a grid of checkboxes for various MPOs, all of which are checked. At the bottom, there are buttons for 'Delete Fund Type', 'Add Fund Type', 'Top', 'Prior', 'Next', 'Bottom', and 'Exit'.

IX. Various State and Federal Programs

Programming information for various federal-aid programs is posted on:

http://www.dot.ca.gov/hq/transprog/federal/var_fed_state_prog.htm

X. California Transportation Improvement System (CTIPS)

Draft FTIP Module - User's Guide is available here:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/draft-ftip-users032612.pdf

CTIPS Fund Table is available here:

http://www.dot.ca.gov/hq/transprog/federal/fedfiles/res_publications/ctips-fund-sum-list.pdf

APPENDIX A – 73

2017 TIP Detail

Single Line Project Listing Reports:

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| Single Line Project Funding Report – Funding by Phase..... | 47 |
| Single Line Project Funding Report – Funding by Funding Authority | 65 |
| Single Line Project Funding Report – Funding by Fiscal Year | 83 |



TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|---------|-------------|----------------------|--|---|-----------------------------|-----------|----------------------------|---------------------------|
| Alameda | AC Transit | Transit | AC Transit: East Bay Bus Rapid Transit | Alameda County: Along Broadway/ International/E 14th corridor from Oakland to San Leandro: Implement BRT including 34 stations, transit signal priority, level-boarding, shelters, off-board ticketing. | Expansion | ALA150004 | \$2,000,000 | \$181,251,242 |
| Alameda | AC Transit | Transit | AC Transit: Facilities Upgrade | AC Transit: Agency's facilities & equipment upgrades. | Maintenance/ Rehabilitation | ALA010034 | \$0 | \$55,663,370 |
| Alameda | AC Transit | Transit | AC Transit State of Good Repair Program | AC Transit: The project is intended to bring AC Transit's revenue fleet up to a SGR by implementing new SGR process and software in order to reduce operating costs. | Maintenance/ Rehabilitation | ALA110008 | \$0 | \$7,403,000 |
| Alameda | AC Transit | Transit | AC Transit: Procure (27) 60' Artic Hybrid Buses | AC Transit: Purchase 27 60-foot diesel-electric hybrid articulated buses with dual-side doors for BRT service to replace older 60-foot articulated buses | Maintenance/ Rehabilitation | ALA130002 | \$0 | \$27,878,932 |
| Alameda | AC Transit | Transit | AC Transit: Purchase (10) Double-Deck Diesel Buses | AC Transit: Purchase (10) Double-Deck Diesel Buses to replace buses in existing fleet | Maintenance/ Rehabilitation | ALA150038 | \$0 | \$10,248,896 |
| Alameda | AC Transit | Transit | AC Transit: Purchase (10) 40' Buses-Fuel Cell ZEB | AC Transit: Replace 10 40ft urban diesel buses with Zero-emission fuel cell buses | Maintenance/ Rehabilitation | ALA150039 | \$0 | \$12,797,000 |
| Alameda | AC Transit | Transit | AC Transit: Replace (10) 40ft Urban Buses-Diesels | AC Transit: Replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with diesels | Maintenance/ Rehabilitation | ALA150040 | \$0 | \$5,300,000 |
| Alameda | AC Transit | Transit | AC Transit: Replace (29) 60' Artic Buses - Diesels | AC Transit: Replace 29 60ft artic urban diesel buses with diesels | Maintenance/ Rehabilitation | ALA150041 | \$0 | \$24,969,000 |
| Alameda | AC Transit | Transit | AC Transit: PM - Exchange for 40ft Fuel Cell ZEB | AC Transit: Preventive maintenance program, including maintenance of buses and facilities. Project is in exchange for local funds to replace 10 (of 102 in sub-fleet) 40ft urban diesel buses with Zero- | Maintenance/ Rehabilitation | ALA150045 | \$0 | \$5,936,700 |
| Alameda | AC Transit | Transit | AC Transit: Paratransit Van Replacement | AC Transit: Amortized cost of replacing vans used for AC Transit paratransit service. Vans are operated and replaced by paratransit contractor. FTA funds programmed annually in lieu of programming for | Maintenance/ Rehabilitation | ALA990052 | \$0 | \$20,024,565 |
| Alameda | AC Transit | Transit | AC Transit: ADA Paratransit Assistance | AC Transit: ADA Paratransit Operating Subsidy. | Operations | ALA990076 | \$0 | \$113,010,160 |
| Alameda | AC Transit | Transit | AC Transit: South County Corridors | AC Transit: South Alameda County Major Corridors: Travel time improvements including Adaptive Traffic Control Systems, corridor-wide Transit Signal Priority, signal coordination and relocation of key bus | System Management | ALA150020 | \$0 | \$5,647,804 |
| Alameda | ACE | Transit | ACE Track Improvements. | ACE: From Stockton to San Jose: Corridor improvements for signaling, grade crossing, track and other cost associated | Maintenance/ Rehabilitation | ALA010056 | \$0 | \$17,161,681 |
| Alameda | ACE | Transit | ACE Preventative Maintenance | ACE Rail - Preventative maintenance activities for ACE service and associated equipment, functions, and facilities. | Maintenance/ Rehabilitation | ALA110099 | \$0 | \$3,224,251 |
| Alameda | Alameda CTC | Local Road | Alameda County Safe Routes to School | Alameda County: Countywide SR2S Program including education & outreach in various K-12 schools, ridesharing, & project development. | System Management | ALA110033 | \$1,213,000 | \$11,144,070 |
| Alameda | Alameda CTC | Public Lands/ Trails | East Bay Greenway | Alameda County: BART alignment from Lake Merritt BART station to the South Hayward BART station. Install a primarily Class I facility that generally follows BART alignment, a distance of approximately 16 | Expansion | ALA150008 | \$1,250,000 | \$40,250,000 |
| Alameda | Alameda CTC | State Highway | SR 84 Expressway Widening | In Livermore: Widen Route 84 from Jack London Blvd. to Pigeon Pass. | Expansion | ALA050014 | \$10,000,000 | \$120,319,000 |
| Alameda | Alameda CTC | State Highway | I-880 North Safety Improvements | Oakland: I-880 between 23rd Ave to 29th Ave; Reconfigure Interchange, including new ramps. | Expansion | ALA050019 | \$1,661,000 | \$108,630,000 |
| Alameda | Alameda CTC | State Highway | I-880 SB HOV Lanes - Marina Blvd to Hegenberger | I-880 Corridor: From Marina Blvd in San Leandro to Hegenberger in Oakland; Construct new SB HOV lanes and reconstruction of interchanges at Marina Blvd and Davis St. and soundwall construction. | Expansion | ALA070042 | \$1,040,000 | \$117,114,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|---------|----------------|---------------|--|---|----------------------------|-----------|----------------------------|---------------------------|
| Alameda | Alameda CTC | State Highway | I-880/Industrial Parkway West Interchange | At I-880/Industrial Parkway West , reconstruct interchange, add on/off-ramp lanes, widen ramp lanes, provide HOV bypass lanes and routine accommodation for bicyclists and pedestrians. | Expansion | ALA110002 | \$3,000,000 | \$53,641,000 |
| Alameda | Alameda CTC | State Highway | I-680 NB HOV/HOT Lane | Route I-680: from South of Auto Mall Parkway to State Route 84 in Alameda County, construct NB HOV/HOT Lane. | Expansion | ALA130034 | \$167,708,000 | \$198,198,000 |
| Alameda | Alameda CTC | State Highway | Route 84 widening, Pigeon Pass to I-680 | In Alameda County: On SR-84 from Pigeon Pass to I-680 (PM 17.9/22.0): Widen roadway from 2 lanes to 4 lanes; On I-680 from SR 84 to north of Andrade Creek: Construct aux lane; On I-680: extend NB | Expansion | ALA150001 | \$4,000,000 | \$220,000,000 |
| Alameda | Alameda CTC | State Highway | State Route 262 (Mission Blvd) Improvements | In Fremont: Mission Blvd/I-680 IC: widen Mission Blvd to 3 lanes each direction through IC, rebuild the NB and SB I-680 on and off ramps | Expansion | ALA170001 | \$3,500,000 | \$20,120,000 |
| Alameda | Alameda CTC | State Highway | I-80/Ashby Avenue Interchange Improvements | Alameda County: I-80/Ashby IC: Reconstruct the interchange including constructing new bridge, two roundabouts and bike/ped improvements | Expansion | ALA170002 | \$7,500,000 | \$53,560,000 |
| Alameda | Alameda CTC | State Highway | I-880/West Winton Avenue Interchange | In Hayward: At I-880/West Winton Avenue I/C: Reconstruct I/C including reconfiguration of eastbound to southbound on ramp and new connection to Southland Mall Drive | Expansion | ALA170004 | \$5,000,000 | \$21,000,000 |
| Alameda | Alameda CTC | State Highway | I-880/Whipple Road Interchange Improvements | In Union City/Hayward: at I-880/Whipple Rd Interchange: Implement full interchange improvements including northbound off-ramp, surface street improvements and realignment, and bike/ped | Expansion | ALA170005 | \$4,000,000 | \$60,000,000 |
| Alameda | Alameda CTC | State Highway | I-580/680 Interchange HOV/HOT Widening | Alameda County: On I-580 between Hacienda Dr. and San Ramon/Foothill Road and on I-680 between Stoneridge Dr. and Amado: Widen to add one HOV/HOT lane for WB 580 to SB 680 and NB 680 to EB | Expansion | ALA170008 | \$3,000,000 | \$186,000,000 |
| Alameda | Alameda CTC | State Highway | Widen I-680 NB and SB for EL from SR-84 to Alcosta | Alameda County: Northbound and southbound I-680 from Route 84 to Alcosta Boulevard: Widen for express lanes | Expansion | ALA170009 | \$1,500,000 | \$322,000,000 |
| Alameda | Alameda CTC | State Highway | I-880 NB HOV/HOT: North of Hacienda to Hegenberger | Alameda County: I-880 in the northbound direction from north of Hacienda Ave to Hegenberger Road: Widen to provide one HOV/express lane | Expansion | ALA170010 | \$1,500,000 | \$221,000,000 |
| Alameda | Alameda CTC | State Highway | East-West Connector in Fremont & Union City | In Fremont & Union City: From I-880 to Route 238; Construct new 4-lane roadway and widen existing roadways. Project is phased | Expansion | ALA978004 | \$2,000,000 | \$196,080,000 |
| Alameda | Alameda CTC | State Highway | Truck Parking Facilities in North County (Phase I) | Alameda County: Provide safe parking facilities in north part of Alameda County. | System Management | ALA090018 | \$2,000,000 | \$2,000,000 |
| Alameda | Alameda CTC | State Highway | Corridor Mobility Program & Adaptive Ramp Metering | Central Alameda County: I-880/ I-238/ I-580. Install monitoring and signalization I-880, I-238 and I-580. | System Management | ALA090019 | \$7,429,000 | \$47,000,000 |
| Alameda | ACTC/Oak/Ala | State Highway | Oakland/Alameda Freeway Access Project | Oakland: Between Oak Street and Union Street; Reconfigure interchange and intersections to improve connections between I-880, the Posey and Webster tubes and the downtown Oakland area. | System Management | ALA070009 | \$4,500,000 | \$83,000,000 |
| Alameda | Alameda | Local Road | Cross Alameda Trail (includes SRTS component) | City of Alameda: between Webster St and Sherman St: construct a new trail with an on-street portion. | Expansion | ALA150007 | \$0 | \$2,521,000 |
| Alameda | Alameda | Local Road | Alameda City Complete Streets | City of Alameda: Various Locations: Rehabilitate pavement and make minor improvements to stormwater, bike/ped, and transit facilities | Maintenance/Rehabilitation | ALA130022 | \$0 | \$829,000 |
| Alameda | Alameda County | Local Road | Alameda: Vasco Road Safety Improvements | Livermore: On Vasco Road from 1,000' South of Dalton Ave to CC County line; Realign roadway, provide standard shoulder widths, install median barriers and add truck-climbing lanes. (Total length of | Expansion | ALA030002 | \$2,000,000 | \$56,858,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|---------|----------------|------------|---|---|-----------------------------|-----------|----------------------------|---------------------------|
| Alameda | Alameda County | Local Road | Ashland Avenue Bicycle/Ped Improvements | Ashland, Unincorporated Alameda County: Ashland Avenue between E.Lewelling Blvd and East 14th St: Widen sidewalk, Install Class II Bicycle lanes and ped lighting | Expansion | ALA150028 | \$0 | \$910,000 |
| Alameda | Alameda County | Local Road | Estuary Bridges Seismic Retrofit and Repairs | Oakland: Seismic retrofit and repairs of 3 Oakland Estuary bridges | Maintenance/ Rehabilitation | ALA090022 | \$3,700,000 | \$4,400,000 |
| Alameda | Alameda County | Local Road | Fruitvale Ave Roadway Bridge Retrofit | Alameda County: Retrofit Fruitvale Roadway Bridge a lifeline facility | Maintenance/ Rehabilitation | ALA090023 | \$1,500,000 | \$2,500,000 |
| Alameda | Alameda County | Local Road | Alameda Co-Variou Streets and Roads Preservation | Unincorporated Alameda County: Various roadways including Grove Way,Lake Chabot Rd,A St,Vasco Rd, and Liberty St: Rehabilitate pavement | Maintenance/ Rehabilitation | ALA130018 | \$0 | \$2,147,000 |
| Alameda | Alameda County | Local Road | Crow Canyon Safety Improvements | Alameda County: On Crow Canyon Road: from I-580 north to the Alameda/Contra Costa County line; Safety improvements, shoulder widening and curve realignment. | System Management | ALA010003 | \$1,500,000 | \$3,000,000 |
| Alameda | Alameda County | Local Road | Cherryland/Ashland/CastroValley/Fairview Sidwklmp | Cherryland, Ashland, Castro Valley, Fairview, San Lorenzo and other Unincorporated Areas of Alameda County: Sidewalk improvements in the vicinity of Schools within unincorporated Alameda County area. | System Management | ALA050035 | \$1,376,000 | \$8,666,510 |
| Alameda | Alameda County | Local Road | Niles Canyon Rd (SR 84)/Pleasanton Sunol Rd Inter. Imps | In Sunol Area: At Niles Canyon Rd(SR 84), Pleasanton Sunol Rd and Paloma Rd intersection: intersection improvements at the four corners includeing installation of a traffic signal, shoulder improvements | System Management | ALA150002 | \$2,000,000 | \$2,500,000 |
| Alameda | Alameda County | Local Road | Be Oakland, Be Active | Oakland: Citywide: Promote walking and cycling in 41 of Oakland Unified School District's most disdavantaged schools. | System Management | ALA150006 | \$0 | \$988,000 |
| Alameda | Alameda County | Local Road | Safe Routes to School, Unincorporated Alameda Co. | In Unincorporated Alameda County: Various schools: Bicycle and pedestrian education for children walking and biking to school. | System Management | ALA150026 | \$0 | \$668,000 |
| Alameda | Albany | Local Road | Complete Streets for San Pablo Ave/Buchanan St. | Albany: San Pablo Ave and Buchanan St: Implement Complete Streets elements including curb extensions, high visibility crosswalks, medians, pedestrian signals and gateway improvements | System Management | ALA150011 | \$0 | \$3,527,000 |
| Alameda | BAIFA | Tollway | ALA-880 Express Lanes | In Alameda/Santa Clara Counties: On I-880 from Hegenberger to Dixon Landing (Southbound) and Dixon Landing to Lewelling (Northbound); Convert HOV lanes to express lanes. Project also references | System Management | ALA170006 | \$58,500,000 | \$77,900,000 |
| Alameda | BART | Transit | Hayward Shop and Yard Expansion | Expansion of the Hayward Shop and Yard to accommodate additional rail vehicles for storage, maintenance and repair. | Expansion | ALA110003 | \$0 | \$160,499,000 |
| Alameda | BART | Transit | BART to Livermore Extension - Develop EIR/EIS | BART - Develop Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS) for the BART to Livermore Extension Project (Proposed Project). | Expansion | ALA130007 | \$0 | \$14,799,000 |
| Alameda | BART | Transit | BART Metro Priority Track Elements | BART: In Lafayette, Dublin and Millbrae: Provide three critical track extensions in order to provide the BART system with additional operational flexibility and additional capacity, all within existing right-of- | Expansion | ALA130032 | \$5,041,000 | \$8,500,057 |
| Alameda | BART | Transit | BART: Fare Collection Equipment | BART: Systemwide: Acquire and install fare collection equipment. | Maintenance/ Rehabilitation | ALA090065 | \$0 | \$33,344,786 |
| Alameda | BART | Transit | MacArthur BART Plaza Remodel | Oakland: MacArthur BART Station: Renovate the entry plaza | Maintenance/ Rehabilitation | ALA090068 | \$0 | \$4,415,400 |
| Alameda | BART | Transit | Downtown Berkeley BART Plaza/Transit Area Imps. | In Berkeley: Area around Downtown Berkeley BART Station: Streetscape improvements; design/construction of custom bus shelter, canopy design for 5 secondary BART entries and construction of one; | System Management | ALA110032 | \$8,016,000 | \$12,963,039 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|---------|------------|----------------------|---|--|-----------------------------|-----------|----------------------------|---------------------------|
| Alameda | BART | Transit | Bicycle Lockers at Capitol Corridor Stations | Capitol Corridor Joint Powers Authority (CCJPA): at Capitol Corridor Stations: Establish a bicycle storage standard for design(s), function, and procurement for secure bicycle storage | System Management | ALA110115 | \$0 | \$581,000 |
| Alameda | BART | Transit | Ladders of Opportunity - Careers in Transit | BART: Implement new Transit Career Ladders Training Program to improve training access for traditionally underrepresented individuals by developing streamlined pathways into transportation | System Management | ALA150030 | \$0 | \$1,500,000 |
| Alameda | Berkeley | Local Road | Shattuck Complete Streets and Decouplet | Berkeley: Shattuck Ave, Shattuck Square and Berkeley Square from Allston Way to University Ave intersection: Reconfigure travel lanes and parking, repair pavement and make other improvements | System Management | ALA130026 | \$3,152,000 | \$3,762,000 |
| Alameda | Berkeley | Local Road | Hearst Avenue Complete Streets | In Berkeley: Hearst St from Shattuck Ave to Gayley/La Loma: Implement access and safety improvements to Downtown Berkeley PDA for all modes, includes a road diet from Shattuck Ave to Euclid Ave | System Management | ALA130028 | \$0 | \$3,411,000 |
| Alameda | Berkeley | Local Road | LeConte Elementary Safe Routes to School Imps | Berkeley: Shattuck Ave between Ward St and Russell St: Pedestrian crossing improvements near LeConte School. | System Management | ALA150005 | \$0 | \$771,000 |
| Alameda | Berkeley | Local Road | goBerkeley Residential Shared Parking Pilot | In Berkeley: In residential areas adjacent to Southside/Telegraph and Elmwood goBerkeley program areas: Implement parking pricing pilot; In pilot areas: Implement TDM strategies and outreach focused on | System Management | ALA150049 | \$1,420,000 | \$1,420,000 |
| Alameda | Berkeley | Public Lands/ Trails | Bay Trail Shoreline Access Staging Area Project | City of Berkeley: Berkeley Marina, construct segment 3 of Bay Trail Extension, construct new public restroom, and renovate existing public parking area and windsurf staging area. | Expansion | ALA130035 | \$1,859,000 | \$2,139,635 |
| Alameda | Berkeley | Public Lands/ Trails | 9th St Bicycle Blvd Extension Pathway Ph II | In Berkeley: Between the 9th Street Bicycle Boulevard (south of Heinz Avenue) and Murray Street: Install a shared-use path | Expansion | ALA150048 | \$895,000 | \$895,000 |
| Alameda | Berkeley | State Highway | I-80 Gilman Interchange Reconfiguration | Berkeley: On Gilman Avenue at I-80; Reconfigure interchange providing dual roundabout at the entrance & exits from I-80 as well as the Eastshore Highway and West Frontage Road. | Expansion | ALA050079 | \$5,146,000 | \$26,131,741 |
| Alameda | Caltrans | State Highway | I-880/SR 262 I/C and HOV lanes | I880 corridor: I-880 btw Santa Clara Co. line & Alvarado-Niles; Construct 2 HOV lanes, reconstruct I-880/Warren Ave/SR 262 I/C | Expansion | ALA978027 | \$0 | \$131,304,000 |
| Alameda | Caltrans | Tollway | SFOBB Maintenance Complex Ph 3 Training Facility | Near Oakland, at the San Francisco Oakland Bay Bridge Toll Plaza Building. Reconstruct maintenance complex training facilities. | Maintenance/ Rehabilitation | ALA150021 | \$0 | \$19,411,000 |
| Alameda | Dublin | Local Road | Dougherty Road widening | Dublin: Dougherty Road from Sierra Lane to North City Limit: Widen from 4 lanes to 6 lanes | Expansion | ALA130005 | \$16,840,000 | \$18,990,000 |
| Alameda | Dublin | Local Road | Dublin Boulevard widening | In Dublin: Dublin Blvd between Sierra Court and Dublin Court: Widen from 4 lanes to 6 lanes. | Expansion | ALA130006 | \$3,649,000 | \$4,330,000 |
| Alameda | Dublin | Local Road | Dublin Blvd. - North Canyons Pkwy Extension | Dublin: Between Dublin Boulevard and North Canyons Parkway: Build roadway extension | Expansion | ALA150003 | \$400,000 | \$12,400,000 |
| Alameda | Dublin | Local Road | Dublin Boulevard Preservation | In Dublin: Dublin Boulevard between San Ramon Road and Village Parkway, Dublin Boulevard between San Ramon Road and Village Parkway: Pavement preservation | Maintenance/ Rehabilitation | ALA130012 | \$0 | \$729,000 |
| Alameda | Emeryville | Local Road | Emeryville - Hollis Street Preservation | Emeryville: Hollis Street north of Powell Street, Hollis Street (63rd Street to Ocean Avenue), Hollis Street (65th Street to 66th Street), Hollis Street (66th Street to north of 67th Street [City Limits]): Rehabilitate | Maintenance/ Rehabilitation | ALA130021 | \$701,000 | \$712,000 |
| Alameda | Fremont | Local Road | Widen Kato Rd from Warren Avenue to Milmont Drive | In Fremont: Widen Kato Road from Warren Avenue to Milmont Drive. Widen Kato Road to four lanes and install bike lanes on both sides of the roadway and modify traffic signal at Kato Rd/Milmont Ave. | Expansion | ALA130001 | \$2,000,000 | \$12,690,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|---------|---------|---------------|---|--|----------------------------|-----------|----------------------------|---------------------------|
| Alameda | Fremont | Local Road | Fremont City Center Multi-Modal Improvements | Fremont: Capital Ave from State St to Fremont Blvd: Construct roadway extension; Various locations around Fremont City Center and Fremont BART Station: Implement multi-modal improvements to | Expansion | ALA130025 | \$0 | \$14,342,000 |
| Alameda | Hayward | Local Road | Hayward - Industrial Boulevard Preservation | Hayward: Industrial Boulevard from Clawiter Road to 659 ft south of Depot Road: Pavement rehabilitation | Maintenance/Rehabilitation | ALA130013 | \$0 | \$1,509,000 |
| Alameda | Hayward | Local Road | City of Hayward Car Sharing Services | Hayward: Various locations: Obtain car sharing services in downtown Hayward and possible additional locations through a competitive RFP process. | System Management | ALA150022 | \$245,880 | \$245,880 |
| Alameda | Hayward | State Highway | Rt 92/Clawiter/Whitesell Interchange Improvements | Hayward: Rt 92/Clawiter Rd. Upgrade existing Clawiter interchange. Add ramps and overcrossing for Whitesell St. extension. Signalize ramp intersections. | Expansion | ALA090016 | \$1,900,000 | \$55,000,000 |
| Alameda | Hayward | State Highway | I-880 Auxiliary lanes at Industrial Parkway | Hayward: Construct auxiliary lanes on I-880. NB between Industrial Pkwy and Alameda Creek and SB between Industrial Pkwy and Whipple Rd | Expansion | ALA090020 | \$1,510,000 | \$9,800,000 |
| Alameda | Hayward | State Highway | I-880 NB and SB Auxiliary lanes | Hayward: NB and SB I-880 between West A and Winton. NB I-880 between A St and Paseo Grande. | Expansion | ALA090021 | \$2,000,000 | \$22,117,000 |
| Alameda | LAVTA | Local Road | Wheels Individualized Marketing Program | LAVTA: Systemwide: Implement a multi-pronged marketing program directed at key subsets of the riding public with the goal of converting non-users to public transit passengers | System Management | ALA150051 | \$478,798 | \$478,798 |
| Alameda | LAVTA | Transit | LAVTA: Preventive Maintenance | LAVTA: Preventive Maintenance Program for Agency Fleet. | Maintenance/Rehabilitation | ALA030030 | \$1,590,625 | \$13,282,783 |
| Alameda | LAVTA | Transit | LAVTA: Bus Purchase-Low Floor | LAVTA: 40' Hybrids: Replace 4 2002-Low Floor Diesel Vehicles with 4 40' Hybrids. | Maintenance/Rehabilitation | ALA150014 | \$2,860,000 | \$2,860,000 |
| Alameda | LAVTA | Transit | LAVTA: Bus Purchase-Over the Road | LAVTA: 40' Hybrids: Replace 4 2002- over the road Diesel vehicles with 4 40' Hybrids. | Maintenance/Rehabilitation | ALA150015 | \$3,107,800 | \$3,107,800 |
| Alameda | LAVTA | Transit | LAVTA: Bus Purchase-7 Hybrids | LAVTA: 35' Hybrids: Replace 7 2003- Diesel vehicles with 1 40' Hybrid and 6 35' Hybrids | Maintenance/Rehabilitation | ALA150016 | \$5,047,960 | \$5,047,960 |
| Alameda | LAVTA | Transit | LAVTA: 5 40' Hybrids | LAVTA: 40' Hybrids: Replace 5 2000 40'Diesel Vehicles with 5 40' Hybrids | Maintenance/Rehabilitation | ALA150017 | \$3,884,750 | \$3,884,750 |
| Alameda | LAVTA | Transit | LAVTA: Replacement (10) 40' Hybrid Buses | LAVTA: Purchase 10 40' hybrid buses to replace diesel buses that have exceeded their useful life | Maintenance/Rehabilitation | ALA150031 | \$7,902,750 | \$7,902,750 |
| Alameda | LAVTA | Transit | LAVTA: Replacement (10) 30' Hybrid Buses | LAVTA: Purchase ten (10) 30' hybrid buses to replace diesel buses that have exceeded their useful life | Maintenance/Rehabilitation | ALA150032 | \$7,441,500 | \$7,441,500 |
| Alameda | LAVTA | Transit | LAVTA: Service Vehicles (2) Trucks | LAVTA: Purchase two service trucks for use in maintenance yard and along the Wheels bus lines. | Maintenance/Rehabilitation | ALA150033 | \$102,000 | \$102,000 |
| Alameda | LAVTA | Transit | LAVTA: ADA Paratransit Operating Subsidy | LAVTA: ADA Paratransit Operating Subsidy | Operations | ALA990077 | \$426,709 | \$6,124,836 |
| Alameda | LAVTA | Transit | Dublin Blvd Transit Performance Initiative | LAVTA: Dublin Blvd: Project includes implementing Adaptive Signal Control at 27 intersections, Transit Signal Priority, signal coordination, key bus stop improvements, updated customer interface portal, | System Management | ALA150019 | \$0 | \$1,214,476 |
| Alameda | LAVTA | Transit | LAVTA: Trapeze Upgrade | LAVTA: Purchase, install and operate upgrades/modules of the Trapeze operating system | System Management | ALA150034 | \$162,500 | \$162,500 |
| Alameda | LAVTA | Transit | LAVTA: Farebox Replacement | LAVTA: New Buses: Install farebox devices compliant with Clipper technology | System Management | ALA150035 | \$497,803 | \$497,803 |
| Alameda | LAVTA | Transit | LAVTA: Service Vehicles (3) Road Supervisor | LAVTA: Purchase 3 vehicles for road supervisors' use when providing roadside assistance to the fixed-route fleet. These vehicle will be outfitted with tools and equipment necessary to perform | System Management | ALA150036 | \$153,000 | \$153,000 |
| Alameda | LAVTA | Transit | LAVTA: Service Vehicles (4) shift trade | LAVTA: Purchase 4 vehicles for road supervisors' use when providing roadside assistance to the fixed-route fleet. These vehicles will be outfitted with tools and equipment necessary to perform | System Management | ALA150037 | \$204,000 | \$204,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|---------|-----------|------------|---|---|-----------------------------|-----------|----------------------------|---------------------------|
| Alameda | Livermore | Local Road | Livermore TOD Study at I-580/SR84 | In Livermore: Near I-580/SR84 I/C: Create a community-based transit-oriented development plan for local land uses and access improvements to complement a planned Phase 1 extension of the BART | System Management | ALA110120 | \$497,386 | \$497,386 |
| Alameda | Livermore | Local Road | Livermore Marylin Avenue Safe Routes to School | Livermore: Marylin Avenue Elementary School: Safe Routes to School infrastructure improvements surrounding Marylin Avenue Elementary School. | System Management | ALA150009 | \$0 | \$405,384 |
| Alameda | Livermore | Transit | Livermore Relocation and Restoration of R/R Depot | In Livermore: Relocation and rehabilitation of the Historic Depot building to a site adjacent to the UPRR tracks and the Downtown parking structure/LAVTA's Transit Center. No loss of existing transit hub | Maintenance/ Rehabilitation | ALA130011 | \$2,500,000 | \$3,000,000 |
| Alameda | MTC | Local Road | Bay Bridge Park | Bay Bridge Park in Alameda County, in Oakland at the Oakland Touchdown of the new East Span of the Bay Bridge (Project previously titled "SFOBB Gateway Park") | Expansion | ALA110104 | \$11,000,000 | \$16,500,000 |
| Alameda | MTC | Local Road | Improved Bike/Ped Access to East Span of SFOBB | In Oakland: In the vicinity of the East Span of the San Francisco-Oakland Bay Bridge: Construct improved bicycle and pedestrian access. Project is phased. | Expansion | ALA130030 | \$2,000,000 | \$36,500,000 |
| Alameda | MTC | Local Road | Regional Planning Activities and PPM - Alameda | Alameda: Regional Planning Activities and Planning, Programming and Monitoring (PPM) | System Management | ALA170007 | \$8,401,159 | \$8,401,159 |
| Alameda | Newark | Local Road | Central Avenue Railroad Overpass at UPRR | Newark: On Central Avenue at the Union Pacific Railroad tracks; Construct grade separation. No new lanes. Project is phased | System Management | ALA010052 | \$0 | \$19,081,000 |
| Alameda | Newark | Local Road | Enterprise Drive Complete Streets and Road Diet | Newark: Enterprise Drive between Filbert Street and approximately 350 feet west of Wells Avenue adjacent to the Dumbarton Transit Oriented Development plan area: Implement Road Diet and rehabilitate | System Management | ALA130027 | \$748,000 | \$760,000 |
| Alameda | Oakland | Local Road | Oakland Waterfront Bay Trail | Oakland: From Emeryville border to San Leandro border; Construct new segments of the Bay Trail. | Expansion | ALA070039 | \$600,000 | \$38,399,000 |
| Alameda | Oakland | Local Road | Lake Merritt to Bay Trail Bike/Ped Bridge | Oakland: Over Embarcadero and UPRR tracks under I880 between the Estuary and Lake Merritt along the Channel: Construct ADA accessible bicycle pedestrian bridge to link Bay Trail to Lake Merritt. | Expansion | ALA130003 | \$1,000,000 | \$16,212,000 |
| Alameda | Oakland | Local Road | 7th Street West Oakland Transit Village, Phase II | In Oakland: On 7th Street between Wood Street and Peralta Street. Project includes road diet, bicycle lanes, sidewalk enhancement, pedestrian amenities, traffic signal mods, street and pedestrian lights, | Expansion | ALA130014 | \$3,744,000 | \$4,096,000 |
| Alameda | Oakland | Local Road | 42nd Ave. & High St. I-880 Access Improv. | Oakland: Widening and re-alignment of local streets in the vicinity of the I-880/42nd & High interchange. Includes modified traffic signals and intersection improvements. | Expansion | ALA991081 | \$10,000,000 | \$17,790,000 |
| Alameda | Oakland | Local Road | Oakland Complete Streets | In Oakland: Various federal aid eligible streets: Resurfacing and preventive maintenance including installation of ADA-compliant curb ramps, and installation (or reinstallation) of bikeway facilities | Maintenance/ Rehabilitation | ALA130016 | \$0 | \$4,351,000 |
| Alameda | Oakland | Local Road | International Boulevard Improvement Project | Oakland: International Boulevard and East 12th Street corridor from 1st Avenue to Durant Avenue: Install pedestrian scale lighting along the corridor, repair sidewalk damage, and install curb ramps. | Maintenance/ Rehabilitation | ALA150010 | \$6,475,000 | \$6,754,000 |
| Alameda | Oakland | Local Road | Lake Merritt Improvement Project | In Oakland: Adjacent to Lake Merritt: Reconfigure roadways and construct paths, walls, structures, lighting, parking and landscaping; no added capacity | System Management | ALA110072 | \$827,900 | \$827,900 |
| Alameda | Oakland | Local Road | Lake Merritt BART Bikeways | Oakland: Various Streets near the Lake Merritt BART Station: Implement road diets, install high quality bikeways and curb ramps, and resurface the street | System Management | ALA130015 | \$0 | \$2,789,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

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|---------|-----------------|-------------------|--|--|----------------------------|-----------|----------------------------|---------------------------|
| Alameda | Oakland | Local Road | Oakland - Peralta and MLK Blvd Streetscape Phase I | Oakland: Peralta St from 3rd St to 36th St and MLK Jr. Blvd. from West Grand to 40th St: Phase 1 components include bike lanes and racks, street lights, landscaping, new sidewalks and pedestrian | System Management | ALA130017 | \$0 | \$6,639,000 |
| Alameda | Oakland | Local Road | Lakeside Complete Streets and Road Diet | Oakland: Along Harrison Street and Lakeside Drive between 19th Street and Grand Avenue: implement road diet and install bike and pedestrian facilities | System Management | ALA130024 | \$0 | \$13,705,000 |
| Alameda | Oakland | Local Road | Laurel Access to Mills, Maxwell Park and Seminary | Oakland: MacArthur Boulevard from High St to Simmons St: Implement bicycle and pedestrian improvements | System Management | ALA150012 | \$3,637,000 | \$4,217,000 |
| Alameda | Oakland | Local Road | Oakland Car Share and Outreach Program | Oakland: Citywide: Oakland's car sharing program will extend dedicated car sharing spaces into public right of way and conduct outreach to disadvantaged communities and low-income groups | System Management | ALA150023 | \$0 | \$373,047 |
| Alameda | Oakland | Local Road | Oakland: High/Ygnacio/Courtland Bike/Ped Imprvmnts | In Oakland: Intersection of High Street, Courtland Avenue and Ygnacio Avenue: Implement improvements for pedestrian and bicyclist safety | System Management | ALA150024 | \$0 | \$1,241,000 |
| Alameda | Oakland | Local Road | Oakland Safe Routes to Schools Various Locations | In Oakland: At six school locations: Implement crossing and access improvements for pedestrians and bicyclist | System Management | ALA150025 | \$0 | \$1,496,000 |
| Alameda | Oakland | Local Road | Oakland: Telegraph Ave Bike/Ped Imps and Road Diet | HSIP7-04-014: In Oakland: Telegraph Ave from 29th to 45th St: Install crosswalk enhancements, painted bulb-outs, and painted median refuges; from 29th to 41st St: Implement road diet with buffered | System Management | ALA150042 | \$1,493,900 | \$1,493,900 |
| Alameda | Oakland | Local Road | Oakland: Shattuck and Claremont Bike/Ped Imps | HSIP7-04-016 Oakland: On Claremont from Telegraph to Clifton: Implement road diet with bike lanes; Shattuck at 49th, 51st, 59th St, Alactraz: Construct crosswalk enhancements, RRFBs, bulb-out, | System Management | ALA150043 | \$1,560,100 | \$1,560,100 |
| Alameda | Oakland | Local Road | 19th St BART to Lake Merritt Urban Greenway | In Oakland: Between Broadway and Harrison Street: Improvements include sidewalk widening and bulbouts, ped crossing improvements, bikelanes, new traffic signals and signal mods, street/ped lighting, | System Management | ALA150044 | \$4,683,000 | \$4,683,000 |
| Alameda | Oakland | Local Road | Oakland: Telegraph Avenue Complete Streets | In Oakland, on Telegraph Avenue between 20th St and 41st St, implement complete street project inc. road diet, buffered bike lanes, ped crossing improvements, bulbouts, bus boarding islands, traffic | System Management | ALA150047 | \$4,914,000 | \$4,914,000 |
| Alameda | Oakland | Local Road | Oakland Parking and Mobility Management Project | Oakland: Montclair and select areas of Downtown: Implement demand-responsive parking management and transportation demand management initiatives | System Management | ALA150050 | \$1,584,050 | \$1,584,050 |
| Alameda | Oakland | Port/Freight Rail | Oakland Army Base Infrastructure Improvements | In Oakland: At former Oakland Army Base: Implementing Army Base Infrastructure Master Plan including TCIF funded OHIT improvements implemented by City of Oakland. For the related Port project, see | Expansion | ALA110046 | \$46,000,000 | \$288,580,000 |
| Alameda | Piedmont | Local Road | Piedmont Complete Streets (CS) | Piedmont: Highland Ave (Sierra to Mountain) and Moraga Ave (Pala to City Limits): Rehabilitate pavement and upgrade pedestrian, bicycle and transit facilities within the project boundaries | Maintenance/Rehabilitation | ALA130019 | \$0 | \$560,000 |
| Alameda | Pleasanton | Local Road | Pleasanton Complete Streets | Pleasanton: Valley Avenue from Bernal Ave to Hopyard Road and Hopyard Road from Black Avenue to Del Val Parkway: rehabilitate and resurface pavement and installing pedestrian improvements including | Maintenance/Rehabilitation | ALA130009 | \$1,015,000 | \$1,070,000 |
| Alameda | Port of Oakland | Local Road | 7th St Grade Separation and Port Arterial Improvem | In Oakland: (1) 7th Street Grade Separation project; (2) Middle Harbor Road Improvements project; and (3) Intelligent Transportation Systems and Technology (ITST) Master Plan | Expansion | ALA090027 | \$36,000,000 | \$237,032,000 |

TIP Project Listing by County
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|---------------------------------|-----------------|-------------------|--|---|-----------------------------|-----------|----------------------------|---------------------------|
| Alameda | Port of Oakland | Port/Freight Rail | California Inter-regional Rail Intermodal Study | Port of Oakland: Study to determine the feasibility of a freight rail shuttle system between the Port and inland points in the Central Valley. | Expansion | ALA070054 | \$0 | \$1,234,000 |
| Alameda | Port of Oakland | Port/Freight Rail | Outer Harbor Intermodal Terminals (OHIT) | In Oakland: OHIT, a proposed intermodal rail complex, will be located on the former Oakland Army Base and adjacent land. This listing only includes segments implemented by the Port of Oakland. For City | Expansion | ALA090026 | \$0 | \$106,000,000 |
| Alameda | San Leandro | Local Road | SR 185- E. 14th St/ Hesperian Blvd/150th Ave | San Leandro: 150th/E. 14th/Hesperian; construct NB left turn Ln from Hesperian to E.14th, EB left turn Ln from E.14th to 150th Av & SB Ln from Hesperian to 150th and other traffic circulation | Expansion | ALA050002 | \$0 | \$3,400,000 |
| Alameda | San Leandro | Local Road | San Leandro Boulevard Preservation | San Leandro: San Leandro Blvd from Williams St to Hudson Ln: Pavement Preservation | Maintenance/ Rehabilitation | ALA130008 | \$0 | \$1,547,000 |
| Alameda | San Leandro | State Highway | I-880/SR 112 Overcrossing Replacement | San Leandro: at the I-880/SR 112 (Davis St.); Replace overcrossing and widening roadway including interchange landscaping and bridge architectural features. | Expansion | ALA070014 | \$2,673,000 | \$7,723,000 |
| Alameda | San Leandro | State Highway | I-880/Marina Blvd Interchange and Overcrossing Rep | San Leandro: I-880/ Marina Blvd. Replace overcrossing and widening roadway plus ramp interchange reconfiguration, intersection improvements including interchange landscaping and bridge architectural | Expansion | ALA090012 | \$2,000,000 | \$25,900,000 |
| Alameda | UCBerkeley | Local Road | UC Berkeley Parking Price Auction Study | Berkeley: UC Berkeley: Conduct study to determine the real value of parking of current parking permit holders who pay a discounted rate relative to commercially available parking | System Management | ALA150029 | \$0 | \$211,485 |
| Alameda | Union C Transit | Transit | Union City Transit Rehab Two (2) Transit Buses | Union City Transit: Rehabilitate two (2) compressed natural gas (CNG) buses from 2008 that are now at their mid-life service expectancy. The vehicles have the potential to serve the transit agency longer | Maintenance/ Rehabilitation | ALA150046 | \$512,500 | \$512,500 |
| Alameda | Union C Transit | Transit | Union City Transit: Single Point Login Terminals | Union City Transit: Systemwide Revenue Transit Vehicles: Implement Single Point Login Terminals, Including Equipment and Programming for Clipper Card. | Operations | ALA170003 | \$23,255 | \$23,255 |
| Alameda | WETA | Transit | Central Bay Operations and Maintenance Facility | WETA: Construct a central bay operations and maintenance facility. | Expansion | ALA110001 | \$20,325,466 | \$71,221,466 |
| Total for Alameda County | | | | | | | \$567,226,791 | \$4,333,449,307 |

TIP Project Listing by County
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|--------------|------------|------------|--|---|----------------------------|-----------|----------------------------|---------------------------|
| Contra Costa | AC Transit | Transit | AC Transit: Richmond Prkwy Transit Center | Richmond: Adjacent to I-80 at the Richmond Parkway Transit Center; rehabilitation park and ride facility, traffic light installation and restriping on Blume Dr | Expansion | CC-030001 | \$0 | \$3,887,394 |
| Contra Costa | Antioch | Local Road | Laurel Road Extension | Antioch: On Laurel Road between Hillcrest and SR4 Bypass; Construct new 4 lane divided extension. | Expansion | CC-070008 | \$50,000 | \$5,950,000 |
| Contra Costa | Antioch | Local Road | Slatten Ranch Road Extension | Antioch: On Slatten Ranch Road between Hillcrest Avenue to Wicklow Road; Construct new 4 lane road. | Expansion | CC-070009 | \$1,000,000 | \$1,350,000 |
| Contra Costa | BAIFA | Tollway | CC I-680 Southern Segment Express Lanes | In Contra Costa County: On I-680 between Alcosta Boulevard and Livorna Road (northbound) and between Alcosta Boulevard and Rudgear Road (southbound); Convert existing HOV lanes to express lanes. | System Management | CC-130043 | \$0 | \$55,649,000 |
| Contra Costa | BAIFA | Tollway | CC-680 Northern Segment Express Lane - Southbound | In Contra Costa County: On I-680 Southbound from Benicia-Martinez Toll Plaza to El Cerro; convert HOV to express lanes and add/modify express lane elements. Project also references RTP ID 230685 | System Management | CC-170002 | \$3,004,000 | \$36,100,000 |
| Contra Costa | BAIFA | Tollway | CC-680 Northern Segment Express Lane - Northbound | In Contra Costa County: On I-680 Northbound from Rudgear to Benicia-Martinez Bridge; convert HOV to express lanes, add express lane elements and provide operational improvements. Project also | System Management | CC-170003 | \$2,000,000 | \$31,900,000 |
| Contra Costa | BART | Transit | E-BART - East Contra Costa Rail Extension | Pittsburg/Antioch: East Contra Costa County; Extend Rail Service from the Pittsburg/Bay Point Station into eastern Contra Costa County | Expansion | CC-050025 | \$0 | \$459,911,000 |
| Contra Costa | BART | Transit | eBART Railroad Avenue Station | Pittsburg: on eBART corridor at Railroad Ave: Design and construction of station | Expansion | CC-130002 | \$11,900,000 | \$13,400,000 |
| Contra Costa | BART | Transit | Concord Yard Wheel Truing Facility | BART: Concord Yard: Construct a wheel truing facility which will house a dual-guage wheel truing machine to service both BART and eBART vehicle wheels. | Maintenance/Rehabilitation | CC-150019 | \$13,071,640 | \$14,000,000 |
| Contra Costa | BART | Transit | Walnut Creek BART TOD Access Improvements | Walnut Creek: In the vicinity of the Walnut Creek BART Station: construct public access improvements that are part of the proposed transit-oriented development | System Management | CC-110082 | \$9,150,000 | \$9,150,000 |
| Contra Costa | Brentwood | Local Road | SR4/Brentwood Boulevard Widening - North (Phase I) | Brentwood: Widen SR4/Brentwood Boulevard from 2 to 4 lanes; Phase I: From Havenwood Avenue to Homecoming Way, including widening of bridge over Marsh Creek. traffic signal modifications, and | Expansion | CC-070011 | \$6,661,000 | \$6,696,000 |
| Contra Costa | Brentwood | Local Road | Lone Tree Way Undercrossing | Brentwood: On Lone Tree Way at the UPRR track; Construct 6-lane grade separation undercrossing. | Expansion | CC-070013 | \$0 | \$18,990,000 |
| Contra Costa | Brentwood | Local Road | John Muir Parkway Extension: Ph. II | Contra Costa County: John Muir Parkway northerly from Briones Valley Rd to a logical termini on Concord Avenue: Extend roadway(1 lane + 1 bike lane per direction). | Expansion | CC-070078 | \$0 | \$5,035,000 |
| Contra Costa | CC County | Local Road | Kirker Pass Road NB Truck Climbing Lanes | Unincorporated Contra Costa County: On Kirker Pass Road from Clearbrook Drive to approximately 1,000 feet beyond the crest of Kirker Pass Road; Construct northbound truck climbing lane and paved | Expansion | CC-070075 | \$14,185,000 | \$17,400,000 |
| Contra Costa | CC County | Local Road | Byron Highway - Vasco Road Connection | Contra Costa County: between Byron Highway and Vasco Road: Construct an east-west connection road | Expansion | CC-070081 | \$950,000 | \$4,650,000 |
| Contra Costa | CC County | Local Road | Canal Road Bicycle and Pedestrian Facilites | CC County: Canal Rd from Bailey Rd to Loftus Rd: Construct east and west bound bike lanes and close sidewalk gaps (2,350 ft in total length) on the north side of Canal Rd, other improvements include | Expansion | CC-110084 | \$0 | \$2,639,500 |
| Contra Costa | CC County | Local Road | Bailey Road Bike and Pedestrian Improvements | Bay Point: Bailey Rd from Willow Pass Rd to SR 4: Improve bicycle and pedestrian accessibility. Improvements will expand sidewalks and construct uniform bike lanes to create a corridor conducive to all | Expansion | CC-130003 | \$1,738,000 | \$4,774,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------------|-----------|---------------|--|---|-----------------------------|-----------|----------------------------|---------------------------|
| Contra Costa | CC County | Local Road | Port Chicago Hwy/Willow Pass Rd Bike Ped Upgrades | Bay Point: Near the intersection of Port Chicago Hwy and Willow Pass Rd: Install bike lane, sidewalk, curb and gutter, bike/ped access improvements, and intersection channelization | Expansion | CC-130027 | \$0 | \$1,722,700 |
| Contra Costa | CC County | Local Road | CC County - Rio Vista Elementary Ped Connection | Contra Costa County: On Pacifica Avenue between Mariners Cove Drive and Wharf Drive: Install sidewalks, bike lanes, flashing beacons, speed feedback sign, retaining wall and drainage improvements and | Expansion | CC-150010 | \$725,000 | \$905,000 |
| Contra Costa | CC County | Local Road | Contra Costa County Various Streets & Road Preserv | CC County: Pleasant Hill Road (northbound Rancho View Dr to Reliez Valley Rd), Vasco Road (Walnut Blvd to Frisk Creek Bridge), and Byron Highway(Brentwood Blvd to Marsh Creek Rd): pavement | Maintenance/ Rehabilitation | CC-130004 | \$0 | \$3,428,000 |
| Contra Costa | CC County | Local Road | Vasco Road Safety Improvements | Contra Costa County: Vasco Road from Walnut Blvd to the Alameda/Contra Costa County line: widen road and place concrete median barrier for 2.5 miles. Phase 1 completed a 1 mile widening segment. | System Management | CC-050030 | \$2,500,000 | \$33,529,083 |
| Contra Costa | CC County | Local Road | Bailey Road-State Route 4 Interchange | In Bay Point: At the Bailey Road-State Route 4 interchange; modify ramps and Bailey Road to improve bicycle and pedestrian circulation. Project is phased. | System Management | CC-130001 | \$4,480,000 | \$5,195,000 |
| Contra Costa | CCCTA | Transit | Replace Diesel Trolleys with Electric TrolleyBuses | CCCTA: Replace four diesel trolleys with electric trolleys and install the associated infrastructure | Maintenance/ Rehabilitation | CC-110083 | \$0 | \$5,400,000 |
| Contra Costa | CCCTA | Transit | CCCTA - Replace 15 40' Buses | CCCTA: replace 15 40' Heavy Duty Diesel Transit Buses. | Maintenance/ Rehabilitation | CC-110099 | \$0 | \$8,223,450 |
| Contra Costa | CCCTA | Transit | CCCTA - Replace 18 40' Buses | CCCTA: Replace 18 40' Heavy Duty Diesel Over the Road Buses that have reached the end of their useful life. | Maintenance/ Rehabilitation | CC-110100 | \$0 | \$11,496,482 |
| Contra Costa | CCCTA | Transit | CCCTA: Replace 18 30' Buses | CCCTA: Replace 18 30' Heavy Duty Diesel buses that have reached the end of their useful life. | Maintenance/ Rehabilitation | CC-150006 | \$0 | \$8,560,800 |
| Contra Costa | CCCTA | Transit | CCCTA: Replace 13 35' Buses | CCCTA: Replace 13 35' Heavy Duty Diesel Buses that have reached the end of their useful life. □ | Maintenance/ Rehabilitation | CC-150007 | \$0 | \$6,382,675 |
| Contra Costa | CCCTA | Transit | CCCTA: Replace 3 Paratransit Vans | CCCTA: Replace 3 paratransit vans that have reached the end of their useful life. | Maintenance/ Rehabilitation | CC-150008 | \$369,000 | \$369,000 |
| Contra Costa | CCCTA | Transit | CCCTA: ADA Paratransit Assistance | CCCTA: ADA Paratransit Assistance to transit agency. | Operations | CC-99T001 | \$0 | \$14,869,892 |
| Contra Costa | CCCTA | Transit | CCCTA: Access Improvements Implementation | CCCTA: Various bus stops system-wide: Implement bicycle and pedestrian access improvements identified in County Connection's Access Improvement Study. | System Management | CC-130045 | \$574,100 | \$778,650 |
| Contra Costa | CCCTA | Transit | REMIX Software Implementation Project | County Connection: Systemwide: Integrate REMIX mapping software into County Connection's planning process. | System Management | CC-150012 | \$40,281 | \$40,281 |
| Contra Costa | CCTA | Local Road | Mokelumne Trail Bike/Ped Overcrossing | Brentwood: Construct a pedestrian and bicycle overcrossing near the Mokelumne Trail at State Route 4 in Brentwood. | Expansion | CC-070067 | \$1,600,000 | \$6,100,000 |
| Contra Costa | CCTA | Local Road | CCTA - Carshare 4 All | Contra Costa and Alameda Counties: Richmond, El Cerrito, and Oakland: The program will expand carshare access at transit locations. The expansion of round-trip carsharing services will reduce car | System Management | CC-150009 | \$1,218,012 | \$1,218,012 |
| Contra Costa | CCTA | Regional | SR 4 Integrated Corridor Management | Contra Costa County: Along SR 4 between I-80 in Hercules to the SR 4/SR 160 Interchange in the City of Antioch: Implement Integrated Corridor Management along corridor. | System Management | CC-150013 | \$200,000 | \$15,350,000 |
| Contra Costa | CCTA | State Highway | I-680/SR 4 I/C Reconstruction - Phases 1, 2, 4 & 5 | At I-680/SR4: Reconstruct I-680/SR4 I/C, provide 2 lane direct connector from NB 680 to WB SR4 w/slip ramps at Pacheco Blvd, and 2 lane direct EB SR4 to SB I-680. Phases 1, 2, 4 & 5. Env Doc covers all | Expansion | CC-010023 | \$4,129,000 | \$369,316,000 |
| Contra Costa | CCTA | State Highway | I-680 SB HOV Lane Completion | Contra Costa County: I-680 from North Main Street to Livorna in the southbound direction: Construct a HOV lane | Expansion | CC-050028 | \$72,257,000 | \$81,742,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------------|----------|---------------|--|--|----------------------------|-----------|----------------------------|---------------------------|
| Contra Costa | CCTA | State Highway | I-680 NB HOV Lane Extension | Walnut Creek/Pleasant Hill/Concord: On I-680 between Main St and SR242; Extend Northbound HOV lanes. | Expansion | CC-070022 | \$7,000,000 | \$48,000,000 |
| Contra Costa | CCTA | State Highway | Reconstruct I-80/San Pablo Dam Rd Interchange | San Pablo: I-80/San Pablo Dam Rd I/C: Reconstruct I/C-relocating WB El Portal on-ramp to the full I/C northwards, providing access to McBryde through a new road from SPDR I/C, and replacing Riverside | Expansion | CC-070035 | \$16,300,000 | \$118,928,000 |
| Contra Costa | CCTA | State Highway | SR4: Balfour Road Interchange | Brentwood: Balfour Road/SR4; Construct new interchange. | Expansion | CC-070053 | \$40,550,000 | \$46,400,000 |
| Contra Costa | CCTA | State Highway | SR 239 - New State Highway Study | SR 239 between SR4 in Brentwood and I-205 in Tracy: Conduct environmental and design studies to create a new alignment for SR239 and develop corridor improvements from Brentwood to Tracy. | Expansion | CC-110066 | \$5,871,002 | \$29,244,335 |
| Contra Costa | CCTA | State Highway | I-680 / SR 4 Interchange Reconstruction - Phase 3 | In Pacheco: At the I 680/Route 4 interchange: Widen SR4 in the median to provide a third lane in each direction from Morello Avenue to Port Chicago (SR242). Work includes widening of bridges within | Expansion | CC-130046 | \$27,610,000 | \$65,090,000 |
| Contra Costa | Clayton | Local Road | Clayton Various Streets Preservation | Clayton: Keller Ridge Dr from Eagle Peak Ave to Elk Dr.: Rehabilitate roadway | Maintenance/Rehabilitation | CC-130030 | \$437,000 | \$477,000 |
| Contra Costa | Concord | Local Road | Commerce Avenue Extension | Concord: Commerce Avenue over Pine Creek to Waterworld Parkway; Extend roadway. | Expansion | CC-070026 | \$0 | \$8,500,000 |
| Contra Costa | Concord | Local Road | Ygnacio Valley/Kirker Pass Roads Widening | Concord: Ygnacio Valley / Kirker Pass Roads from Michigan Boulevard to Cowell Road: widen from 4 lanes to 6 lanes | Expansion | CC-090026 | \$1,800,000 | \$12,000,000 |
| Contra Costa | Concord | Local Road | Concord BART Station Bike/Ped Access Improvements | Concord: Near the Downtown Concord BART Station: Implement bike/ped access improvements including road diets, buffered bike lanes (0.7 mi), Class 2 bike lanes (0.6 mi), and Class 3 bike routes (0.1 | Expansion | CC-130006 | \$1,138,000 | \$1,371,000 |
| Contra Costa | Concord | Local Road | Detroit Avenue Bicycle and Pedestrian Improvements | Concord: Detroit Ave between Clayton Rd and Monument Blvd: Complete Streets improvements including bike lanes and bike routes; pavement rehabilitation; street lighting improvements; sidewalk gap | Expansion | CC-130011 | \$0 | \$2,639,000 |
| Contra Costa | Concord | Local Road | Concord Various Street Preservation | Concord: Concord Blvd (Port Chicago Hwy to 6th Street) and Arnold Industrial Way (Port Chicago Hwy to approximately 1100 ft westerly) Grind and replace the top 2.5" of asphalt concrete and upgrade | Maintenance/Rehabilitation | CC-130012 | \$0 | \$1,127,000 |
| Contra Costa | Concord | Local Road | Concord Clayton Road/Treat Blvd Intersection Imps. | Concord: Clayton Rd and Treat Blvd: Constructing geometric improvements and upgrade traffic signal to improve operational efficiency and increase capacity | System Management | CC-090023 | \$0 | \$2,680,000 |
| Contra Costa | Concord | Local Road | Concord New and Upgraded Signals at Various Loc | Concord: Various Locations: Upgrade existing traffic signals, install new traffic signals, and related improvements including ADA upgrades. Includes installing an actuated Bike/Ped Traffic Signal at Oak | System Management | CC-130013 | \$0 | \$2,633,233 |
| Contra Costa | Danville | Local Road | Vista Grande Street Pedestrian Improvements/SR2S | Danville: Vista Grande Street between Camino Tassajara and Diablo Road/Vista Grande Elementary School: Construct separated asphalt concrete pathway and safety enhancements to provide direct ped/bike | Expansion | CC-130038 | \$178,000 | \$207,275 |
| Contra Costa | Danville | Local Road | San Ramon Valley Blvd Lane Addition and Overlay | In Danville: On San Ramon Blvd between Jewel Terrace and Podva Rd; Lane addition and rehabilitate roadway. | Expansion | CC-170001 | \$953,046 | \$953,046 |
| Contra Costa | Danville | Local Road | Crow Canyon/Camino Tassajara Intersection Imps | Danville: Camino Tassajara, fr Sycamore Valley Rd to Eastern Town limits & Crow Canyon, fr Camino Tassajara to Southern town limits: pavement rehab incl. signal, drainage, spot Sidewalk, curb/gutter & | Maintenance/Rehabilitation | CC-050075 | \$1,308,100 | \$6,091,375 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

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|--------------|-----------------|----------------------|--|--|-----------------------------|-----------|----------------------------|---------------------------|
| Contra Costa | Danville | Local Road | Diablo Road Imps. - Green Valley to Avenida Neuva | On Diablo Road: add EB left turn pocket at Clydesdale Dr; drainage improvements; replacement of 1300 LF retaining wall between Green Valley Rd and Clydesdale Dr; overlay; replace guardrail. | Maintenance/ Rehabilitation | CC-090001 | \$3,500,000 | \$4,160,000 |
| Contra Costa | Danville | Local Road | Danville Various Streets and Roads Preservation | Danville: Sycamore Valley Road from Camino Ramon to San Ramon Valley Boulevard including the bus loop within the adjoining Park-and-Ride Lot, and El Cerro Boulevard from El Pintado Road to La Gonda | Maintenance/ Rehabilitation | CC-130023 | \$896,000 | \$1,055,000 |
| Contra Costa | EB Reg Park Dis | Local Road | Atlas Road - New Bridge and Roadway Extension | Richmond. Point Pinole Regional Shoreline; Extend Atlas road and construct new 2 lane road bridge with a separated ped/bike trail across UPRR tracks. | Expansion | CC-070063 | \$1,141,139 | \$10,583,497 |
| Contra Costa | EB Reg Park Dis | Public Lands/ Trails | Breuner Marsh Restoration and Public Access | City of Richmond: Breuner Marsh at Point Pinole Regional Shoreline Park: Implement public access improvements including a staging area and associated bicycle and pedestrian access improvements | Expansion | CC-130049 | \$0 | \$5,945,000 |
| Contra Costa | EB Reg Park Dis | Public Lands/ Trails | SF Bay Trail, Pinole Shores to Bay Front Park | Pinole: Between Pinole Shores and Bayfront Park, approximately 0.5-mile: Construct a section of the San Francisco Bay Trail. Project is phased | Expansion | CC-130050 | \$5,821,000 | \$7,621,686 |
| Contra Costa | EB Reg Park Dis | Public Lands/ Trails | Contra Costa Parks Bike/Ped Trail Improvements | Contra Costa County: Various County Parks; Various bicycle and pedestrian trail improvements. Construction will be done in different phases. | Maintenance/ Rehabilitation | CC-070033 | \$151,831 | \$950,921 |
| Contra Costa | ECCTA | Transit | ECCTA: Transit Bus Replacements | Tri-Delta Transit: Replace 80 transit vehicles with similar vehicles and procure 30 MDT terminals | Maintenance/ Rehabilitation | CC-070092 | \$719,263 | \$47,325,367 |
| Contra Costa | ECCTA | Transit | Tri-Delta: ADA Operating Assistance | Tri-Delta: Operating assistance to fund ADA Set Aside requirement | Operations | CC-030035 | \$0 | \$7,662,559 |
| Contra Costa | ECCTA | Transit | ECCTA: Non-ADA Paratransit to FR Incentive Program | ECCTA: Systemwide: Use outreach, travel training and fare incentives to move non-ADA paratransit users to FR service | System Management | CC-150020 | \$1,021,621 | \$1,021,621 |
| Contra Costa | El Cerrito | Public Lands/ Trails | Ohlone Greenway Station Area Bike/Ped Improvements | El Cerrito: On Ohlone Greenway at El Cerrito del Norte & Plaza BART Stations & at intersections of Hill, Cutting, Central & Fairmount, widen path & improve ped & bike facilities; at three nodes along length | Expansion | CC-130024 | \$0 | \$3,919,000 |
| Contra Costa | El Cerrito | State Highway | Del Norte Area TOD Complete Street Imps | El Cerrito del Norte BART Station Area: Complete Streets improvements to access, circulation and safety for bicyclists, pedestrians, local and regional bus, rapid bus, and automobile connections to BART | System Management | CC-070046 | \$1,059,400 | \$9,600,000 |
| Contra Costa | Hercules | Local Road | Hercules-Refugio Valley Road Pavement Preservation | In Hercules: Refugio Valley Road from Sycamore Avenue to Redwood Road: Resurface roadway | Maintenance/ Rehabilitation | CC-130040 | \$0 | \$1,182,000 |
| Contra Costa | Hercules | Transit | Hercules Intercity Rail Station | In Hercules: From I-80/SR-4 to the future train station: Extend John Muir Pkwy to provide direct access including Bayfront Bridge over Refugio Creek, Bay Trail West Gap Closure, Refugio Creek Restoration, | Expansion | CC-030002 | \$2,919,000 | \$33,486,000 |
| Contra Costa | Martinez | Local Road | Martinez Various Streets and Roads Preservation | Martinez: Various Streets and Roads: Rehab and perform preventative pavement maintenance to roadways and modify curb ramps to meet current ADA standards | Maintenance/ Rehabilitation | CC-130025 | \$1,185,000 | \$1,285,000 |
| Contra Costa | Martinez | Transit | Martinez Intermodal Station Parking Expansion | Martinez: At the Martinez Intermodal Station: Expand parking from 175 spaces to 600 spaces. Project includes adding a pedestrian and a vehicular bridge to access the parking lot. | Expansion | CC-030004 | \$9,100,000 | \$20,000,000 |
| Contra Costa | Moraga | Local Road | Moraga Rd SRTS Bicycle and Ped Improvements | In Moraga: On Moraga Road between Campolindo High School and St. Mary's Road: Install pedestrian and bicycle facilities, including trails, sidewalks, crossings and bicycle facilities. | Expansion | CC-130037 | \$0 | \$127,000 |
| Contra Costa | Moraga | Local Road | Moraga Various Streets and Roads Preservation | Moraga: Moraga Road from St Marys Road to Draeger Drive: Perform pavement base repairs; mill and place 2" asphalt concrete; adjust utility frame to grade; install shoulder backing; replace striping and | Maintenance/ Rehabilitation | CC-130020 | \$0 | \$801,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

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|--------------|---------------|---------------|--|---|----------------------------|-----------|----------------------------|---------------------------|
| Contra Costa | MTC | Local Road | Regional Planning Activities and PPM - CC County | Contra Costa: Regional Planning Activities and Planning, Programming and Monitoring (PPM) | System Management | CC-170004 | \$6,422,553 | \$6,422,553 |
| Contra Costa | Oakley | Local Road | Oakley Various Streets and Roads Preservation | Oakley: Various streets and roadways: Rehabilitate roadway including striping | Maintenance/Rehabilitation | CC-130031 | \$0 | \$1,165,000 |
| Contra Costa | Oakley | Local Road | Main Street (Previously SR4) Realignment in Oakley | Oakley: On Main St (previously State Route 4) from west of Vintage Parkway to east of 2nd St; Realign roadway, sidewalks, curb, gutters, etc. including traffic calming and signals. No additional automobile | System Management | CC-070065 | \$1,961,000 | \$2,311,000 |
| Contra Costa | Pinole | Local Road | Pinole - San Pablo Avenue Preservation | Pinole: San Pablo Avenue from Pinole Shores Drive to Sunnyview Drive: Pavement Resurface, and miscellaneous concrete repairs to curbs and gutter | Maintenance/Rehabilitation | CC-130015 | \$0 | \$805,000 |
| Contra Costa | Pittsburg | Transit | Pittsburg Multimodal Transit Station Access Imps. | In Pittsburg: At the Northeast corner of Railroad Ave and California Ave: Construct a Kiss-n-Ride lot, add a right-turn lane on California Ave and improve multi-modal access to eBART station. | Expansion | CC-130039 | \$1,300,000 | \$1,514,000 |
| Contra Costa | Pleasant Hill | Local Road | Boyd Road/Elinora Drive SRTS Sidewalk Installation | Pleasant Hill: Along north side of Boyd Road (between Horten Ct and Liahona Ct) and east side of Elinora Dr (between Gladys Dr to Gregory Ln): Install concrete sidewalk, new curb/gutter, driveway conform, | Expansion | CC-130029 | \$0 | \$575,000 |
| Contra Costa | Pleasant Hill | Local Road | Contra Costa Blvd. Improvement (Beth to Harriet) | HSIP5-04-015 In Pleasant Hill: On Contra Costa Blvd between Beth Drive and Harriet Drive: Installation of new sidewalk, bike lanes, traffic signal, landscaping and street lighting. | Expansion | CC-150011 | \$0 | \$2,951,900 |
| Contra Costa | Pleasant Hill | Local Road | Golf Club Rd Roundabout and Bike/Ped Improvements | Pleasant Hill: Golf Club Rd from CC Canal Regional Trail to east of Old Quarry Rd, Old Quarry Rd from Golf Club Rd to Chilpancingo Pkwy: Install bike/ped imprvmnts, construct roundabout, and rehab | System Management | CC-130005 | \$0 | \$5,514,000 |
| Contra Costa | Richmond | Local Road | 37th Street Bicycle & Pedestrian Improvements | Richmond: On 37th St from Cerritto Ave to Center Ave: Install bike lanes and pedestrian countdown heads and upgrade traffic signals; On 37th from Barrett to Chanslor: Implement road diet with one lane | Expansion | CC-130047 | \$0 | \$400,444 |
| Contra Costa | Richmond | Local Road | Richmond Local Streets and Roads Preservation | Richmond: Various Streets and Roads: Rehabilitate pavement and install curb ramps | Maintenance/Rehabilitation | CC-130026 | \$0 | \$3,723,000 |
| Contra Costa | Richmond | Local Road | Richmond Transit Village: Nevin Imps BART-19th | On Nevin Ave bet 19th St and the BART Station, ped and bicycle street enhancements incl reconstruction of east entrance to the BART station, wide sidewalk, curb ramps, enhanced crosswalks, lighting, | System Management | CC-110007 | \$0 | \$8,382,235 |
| Contra Costa | Richmond | Local Road | The Yellow Brick Road in Richmond's Iron Triangle | Richmond: Various locations outlined in the the Yellow Brick Road Plan: Implement bike/ped improvements | System Management | CC-150016 | \$6,452,000 | \$6,452,000 |
| Contra Costa | Richmond | State Highway | I-80/Central Avenue Interchange Modification | I-80/Central Ave; Ph1 Construct new signals and CMS's to redirect I-80 WB on-ramp traffic during weekend peak periods to I-580. Ph2 connect Pierce to San Mateo to relocate signal at Pierce/Central Ave | Expansion | CC-050076 | \$10,074,000 | \$24,660,000 |
| Contra Costa | San Pablo | Local Road | San Pablo Avenue Bicycle and Ped Improvements | San Pablo and Richmond: On San Pablo Avenue between Rumrill Blvd and Hilltop Drive: Construct sidewalks and bicycle lanes, modify existing signals to accommodate new striping (no additional | Expansion | CC-130032 | \$5,978,000 | \$6,823,000 |
| Contra Costa | San Pablo | Local Road | Rumrill Blvd Complete Streets Improvements | In San Pablo: Along Rumrill Boulevard between San Pablo Avenue to the North and Costa Avenue to the South; Complete Streets Improvements and road diet | System Management | CC-150017 | \$5,610,000 | \$5,610,000 |
| Contra Costa | San Ramon | Local Road | Bollinger Canyon Road Widening (Alcosta to SRVB) | San Ramon: Bollinger Canyon Road between Alcosta Blvd and San Ramon Valley Blvd: Widen from six to eight lanes. Project is phased. | Expansion | CC-090019 | \$1,707,371 | \$10,612,855 |

TIP Project Listing by County
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|-------------------------------|-----------------|------------|---|--|--------------------------------|-----------|-------------------------------|------------------------------|
| Contra Costa | Walnut Creek | Local Road | Walnut Creek - North Main Street Preservation | Walnut Creek: North Main Street from San Luis Road to Geary Road: Rehabilitate roadway and upgrade traffic signal equipment to detect bicycles | Maintenance/ Rehabilitation | CC-130033 | \$0 | \$921,000 |
| Contra Costa | Walnut Creek | Local Road | Walnut Creek-Parking Guidance System Pilot | Walnut Creek: Downtown core area: Implement Parking Guidance System connected to all public parking in downtown core area. | System Management | CC-150018 | \$933,000 | \$933,000 |
| Contra Costa | WCCTA | Transit | WCCTA: Preventive Maintenance Program | WestCat: Operating assistance to aid agency with preventive maintenance activities of its fleet. | Maintenance/ Rehabilitation | CC-030025 | \$0 | \$2,508,911 |
| Contra Costa | WCCTA | Transit | WestCAT: Replacement of (10) Paratransit Cut-Aways | WestCat: Paratransit vans: Replace (10) 2008 29ft cutaway style Paratransit Vans with (10) similar style vans | Maintenance/ Rehabilitation | CC-150001 | \$0 | \$1,230,000 |
| Contra Costa | WCCTA | Transit | WestCAT: Purchase of (10) Radio systems | WestCat: Radio systems: Purchase of (10) Radio systems for (10) Cut Away Van's | Maintenance/ Rehabilitation | CC-150002 | \$0 | \$10,000 |
| Contra Costa | WCCTA | Transit | WestCAT: Purchase of (2) Electronic Fareboxes | WestCat: Fareboxes: Purchase of (2) Fast Fare Electronic Fareboxes | Maintenance/ Rehabilitation | CC-150003 | \$0 | \$35,623 |
| Contra Costa | WCCTA | Transit | WestCAT: Replace (1) 2003 40ft Revenue Vehicle | WestCAT: Replace (1) 2003 40 foot revenue vehicle with similar (1) 40 foot revenue vehicle | Maintenance/ Rehabilitation | CC-150004 | \$0 | \$534,025 |
| Contra Costa | WCCTA | Transit | WestCAT: Replace (1) 40ft Rev. Vehicle with 45ft | WestCat: Replace (1) 2003 40 foot Revenue Vehicle with (1) 45 foot vehicle | Maintenance/ Rehabilitation | CC-150005 | \$0 | \$622,175 |
| Contra Costa | WCCTA | Transit | WestCAT: Replace (1) 1998 40 ft Vehicle | WCCTA: Replace (1) 1998 Revenue Vehicle with (1) 40 ft Revenue Vehicle | Maintenance/ Rehabilitation | CC-150014 | \$0 | \$530,000 |
| Contra Costa | WCCTA | Transit | WestCat: ADA Paratransit Operating Subsidy | WestCat: ADA Paratransit Operating Subsidy | Operations | CC-990045 | \$0 | \$2,441,717 |
| Contra Costa | WCCTA | Transit | WestCAT: Purchase (1) Fast Fare Electronic Farebox | WestCAT: Purchase and Install (1) FastFare Electronic Farebox for (1) 40 ft Revenue Vehicle | System Management | CC-150015 | \$0 | \$17,811 |
| Contra Costa | WCCTA | Transit | WestCAT - AVL System with APC Element. | Western Contra Costa Transit Authority (WestCAT): Systemwide: Purchase and install a new AVL system including automatic passenger counting (APC) | System Management | CC-150021 | \$394,513 | \$394,513 |
| Contra Costa | WETA | Transit | Richmond Ferry Service | WETA: Implement new ferry transit service between Richmond and San Francisco. | Expansion | CC-070062 | \$1,000,000 | \$61,370,815 |
| Total for Contra Costa | | | | | | | \$324,293,872 | \$1,928,647,411 |

TIP Project Listing by County
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|--------|--------------|------------|--|---|-----------------------------|-----------|----------------------------|---------------------------|
| Marin | Fairfax | Local Road | Parkade Circulation and Safety Improvements | Fairfax: Between Sir Francis Drake Boulevard, Pacheco Avenue, Claus Drive and Broadway: Improve bicycle, pedestrian, transit, and vehicular circulation and safety around and through the Parkade in | System Management | MRN130009 | \$310,000 | \$400,000 |
| Marin | GGBHTD | Tollway | Golden Gate Bridge Seismic Retrofit, Phase 3B | SF/Marin County: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction of suspension span, south pier and fender. | Maintenance/ Rehabilitation | MRN050018 | \$99,752,404 | \$137,252,404 |
| Marin | GGBHTD | Tollway | Golden Gate Bridge Seismic Retrofit, Ph: 1-3A | San Francisco /Marin Counties: Golden Gate Bridge; Seismic retrofit of the Golden Gate Bridge - construction on north and south approach viaducts, and Ft. Point Arch. | Maintenance/ Rehabilitation | MRN970016 | \$3,740,000 | \$273,157,373 |
| Marin | GGBHTD | Tollway | Golden Gate Bridge-Suicide Deterrent SafetyBarrier | Golden Gate Bridge: Build suicide deterrent system. Including design & Environmental analysis, plus analysis of alternatives & wind tunnel tests to ensure the feasibility of designs and build deterrent | System Management | MRN050019 | \$47,000,000 | \$153,000,000 |
| Marin | GGBHTD | Transit | Larkspur Ferry Terminal Parking Garage | In Larkspur: At the Larkspur Ferry Terminal (LFT): construct a new three story parking structure | Expansion | MRN130001 | \$500,000 | \$4,000,000 |
| Marin | GGBHTD | Transit | GGBHTD: Bldg Ridership to Meet Capacity Campaign | Golden Gate Bridge, Highway and Transportation District: Systemwide: Begin several marketing campaigns in the next year focusing on promoting Golden Gate Transit and Golden Gate Ferry use | Expansion | MRN150006 | \$237,637 | \$437,640 |
| Marin | GGBHTD | Transit | ACIS Radio Communications System | GGBHTD: Replace radio communications system on agency's bus fleet. | Maintenance/ Rehabilitation | MRN010035 | \$935,885 | \$21,600,048 |
| Marin | GGBHTD | Transit | GGBHTD: Fixed Guideway Connectors | Golden Gate Ferry: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps, and gangways throughout the system. | Maintenance/ Rehabilitation | MRN030010 | \$0 | \$38,295,992 |
| Marin | GGBHTD | Transit | GGBHTD: Facilities Rehabilitation | GGBHTD: Rehabilitate agency's maintenance and operating facilities and replace heavy duty operating and maintenance equipment. | Maintenance/ Rehabilitation | MRN050025 | \$0 | \$19,889,622 |
| Marin | GGBHTD | Transit | GGBHTD: Replace 7 - 40' Diesel Buses | GGBHTD: Replace seven (7) 40' Diesel Buses | Maintenance/ Rehabilitation | MRN110045 | \$0 | \$3,760,007 |
| Marin | GGBHTD | Transit | MS Sonoma Ferry Boat Refurbishment | GGBHTD: MS Sonoma: Refurbish 38-year old ferry vessel | Maintenance/ Rehabilitation | MRN150005 | \$12,333,739 | \$20,665,042 |
| Marin | GGBHTD | Transit | GGBHTD Ferry Major Components Rehab | GGBHTD: Systemwide: Ferry Rehab, replace major ferry components such as navigation systems, dry-dock, hull, interior, life saving equipment, propulsion and other ferry components. | Maintenance/ Rehabilitation | MRN150014 | \$3,375,000 | \$3,375,000 |
| Marin | GGBHTD | Transit | GGBHTD Ferry Propulsion Systems Replacement | GGBHTD: Systemwide: Ferry propulsion systems: replacement of power distribution systems, propellers, engines, generators, gear boxes, etc. for Golden Gate Ferry vessels. | Maintenance/ Rehabilitation | MRN150015 | \$0 | \$625,000 |
| Marin | GGBHTD | Transit | Ferry channel & berth dredging | Golden Gate Ferry: From San Francisco to Marin County; Dredge ferry channel and berth. | Maintenance/ Rehabilitation | MRN990017 | \$0 | \$26,144,027 |
| Marin | GGBHTD | Transit | GGBHTD - Transit Systems Enhancements | GGBHTD: Systemwide: systems, technology and communication enhancements to transit fleet and facilities. | System Management | MRN130015 | \$0 | \$2,264,125 |
| Marin | GGBHTD | Transit | GGBHTD: On-Board Bus and Ferry Surveys | GGBHTD: Systemwide: Conduct survey of bus and ferry passengers to collect ridership and socioeconomic data, required to support equity analyses for Title VI for fare or major service changes. | System Management | MRN150007 | \$52,157 | \$454,729 |
| Marin | Marin County | Local Road | Non-motorized Transp. Pilot Program - Marin County | Marin County; Various locations; Lump sum Non-motorized Transportation Pilot Program. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3. | Expansion | MRN050033 | \$0 | \$11,341,139 |
| Marin | Marin County | Local Road | Non-motorized Transp. Projects - Marin County | Marin County; Various locations; Bicycle & pedestrian improvement projects | Expansion | MRN090049 | \$0 | \$1,238,181 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------|--------------|----------------------|---|---|-----------------------------|-----------|----------------------------|---------------------------|
| Marin | Marin County | Local Road | Miller Creek Road Bike Lanes and Ped Improvements | In Marin County: On Miller creek road, Add Class 2 Bicycle Lanes by restriping road and intersection improvements at Miller Creek and Marinwood Avenue to enhance pedestrian and cyclist safety | Expansion | MRN110033 | \$0 | \$407,000 |
| Marin | Marin County | Local Road | Mountain View Rd Bridge Replacement - 27C0154 | Marin County: On Mountain View Rd. over San Geronimo Creek (Bridge No. 27C0154) near the intersection with Sir Francis Drake Blvd: Replace existing one-lane bridge with a new two-lane bridge | Expansion | MRN110035 | \$72,952 | \$1,487,112 |
| Marin | Marin County | Local Road | Marin Parklands Visitor Access, Phase 2 | Marin Parklands: Pacific Way bridge at Big Lagoon: Reconstruct bridge and widen to add bike lanes. No added motor-vehicle capacity | Maintenance/ Rehabilitation | MRN070019 | \$3,410,000 | \$4,446,000 |
| Marin | Marin County | Local Road | Donahue Street Road Rehabilitation Project | Marin County: Donahue St from Drake Ave. to Bridge Blvd. and Bridge Blvd. from Donahue St. to Bridgeway: Rehabilitate roadway; Donahue St. at Terners Dr. and at Bridge Blvd: Upgrade traffic signal | Maintenance/ Rehabilitation | MRN130010 | \$1,094,600 | \$1,216,600 |
| Marin | Marin County | Local Road | North Civic Center Drive Improvements | In San Rafael: On Civic Center Drive from Merrydale Overcrossing/Scettrini Drive to Judge Haley Drive: Construct bike/ped improvements | System Management | MRN130007 | \$0 | \$2,869,110 |
| Marin | Marin County | Public Lands/ Trails | Mill Valley-Sausalito Pathway Preservation | Marin County: Mill Valley-Sausalito multiuse pathway from East Blithedale Avenue to Almonte Boulevard in Mill Valley: Rehabilitate multi-use path | Maintenance/ Rehabilitation | MRN130014 | \$230,000 | \$640,000 |
| Marin | MCTD | Transit | MCTD Preventive Maintenance | Marin Transit: Systemwide: Bus Transit Preventative maintenance | Maintenance/ Rehabilitation | MRN110040 | \$153,780 | \$411,843 |
| Marin | MCTD | Transit | MCTD: On Board Vehicle Equipment | MCTD: Farebox: Install fareboxes on 62 paratransit vehicles and Dial-A-Ride vehicles. Replace fareboxes on 18 fixed route vehicles | Maintenance/ Rehabilitation | MRN150003 | \$0 | \$377,075 |
| Marin | MCTD | Transit | MCTD - Relocate Transit Maint. Facility - PE only | In Marin County: Relocate contractor maintenance facilities in a centralized location, including bus parking and three maintenance bays. This project listing includes only the PE phase of this project. | Maintenance/ Rehabilitation | MRN150010 | \$600,000 | \$600,000 |
| Marin | MCTD | Transit | MCTD- Replace 2 Shuttle Vehicles | MCTD: Replace two fixed route shuttle buses that are beyond their useful life. | Maintenance/ Rehabilitation | MRN150011 | \$0 | \$244,000 |
| Marin | MCTD | Transit | MCTD - Replace 13 -40ft Buses | MCTD: Replace 13 40ft vehicles that are beyond their useful life | Maintenance/ Rehabilitation | MRN150012 | \$9,634,000 | \$9,634,000 |
| Marin | MCTD | Transit | MCTD - Emergency Radio System | MCTD: Replace radio system on fixed route shuttles and rural service to meet emergency radio requirements. | Maintenance/ Rehabilitation | MRN150013 | \$0 | \$348,000 |
| Marin | MCTD | Transit | Marin Transit Low Income Youth Pass Program | Marin Transit: Provide low-income youth free bus passes. Other local funds are made available for this project by applying STP/CMAQ funding available through the TPI program to MRN110040 | Operations | MRN110041 | \$153,850 | \$564,724 |
| Marin | MCTD | Transit | MCTD: ADA Paratransit Assistance | MCTD: ADA Paratransit Assistance to transit agency. | Operations | MRN110047 | \$0 | \$3,886,026 |
| Marin | Mill Valley | Local Road | Mill Valley - Miller Avenue Rehabilitation | HSIP5-04-009 - Mill Valley: Miller Avenue between Sunnyside Ave and Almonte Blvd: Pavement resurfacing, reconstruction of bicycle lanes, modifications to traffic islands, and improvements to sidewalk | Maintenance/ Rehabilitation | MRN070002 | \$0 | \$7,150,000 |
| Marin | Mill Valley | Public Lands/ Trails | Bayfront Park Recreational Bay Access Pier Rehab | Mill Valley: Bayfront Park: Construct trail connector to Bay Trail and waterfront including a reconstruction of the pier | Maintenance/ Rehabilitation | MRN130012 | \$150,000 | \$223,000 |
| Marin | MTC | Local Road | Regional Planning Activities and PPM - Marin | Marin: Regional Planning Activities and Planning, Programming and Monitoring (PPM) | System Management | MRN170001 | \$4,729,181 | \$4,729,181 |
| Marin | MTC | Tollway | Richmond-San Rafael Bridge Access Improvements | In Contra Costa and Marin Counties: On I-580/Richmond-San Rafael Bridge: Convert existing shoulders to an automobile travel lane (EB) and a bike/ped path, construct bike/ped path in Contra Costa | Expansion | MRN150009 | \$5,000,000 | \$73,584,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------|-------------|----------------------|--|--|-----------------------------|-----------|----------------------------|---------------------------|
| Marin | Novato | Local Road | Novato Boulevard Widening, Diablo to Grant | Novato: Novato Blvd between Diablo and Grant Ave.: Improvements to roadway including including widening existing two/three lanes to four lanes and adding turn lanes, bike lanes, curbs, and sidewalks. | Expansion | MRN070006 | \$2,000,000 | \$8,973,932 |
| Marin | Novato | Local Road | DeLong Avenue and Ignacio Boulevard Resurfacing | Novato: At the DeLong Avenue and Ignacio Boulevard interchanges: Reconstruct the bridge deck approaches with appropriate conforms and improved pavement surfaces to improve vehicular, pedestrian | Maintenance/ Rehabilitation | MRN130011 | \$0 | \$975,000 |
| Marin | Novato | Local Road | Vineyard Road Improvements | Novato: Vineyard Road from Wilson Avenue to Sutro Avenue: Perform pavement rehabilitation, install bicycle lanes, and property owner-funded frontage improvements | Maintenance/ Rehabilitation | MRN150016 | \$921,782 | \$1,005,757 |
| Marin | Ross | Local Road | Bolinas Avenue and Sir Francis Drake Intersection | Ross: On Sir Francis Drake Blvd from Winship Ave through the 100 block and on Bolinas Ave from Sir Francis Drake Blvd to Shady Ln: Rehabilitate pavement and replace the traffic signal | Maintenance/ Rehabilitation | MRN130006 | \$36,000 | \$340,000 |
| Marin | San Anselmo | Local Road | San Anselmo - Center Blvd Bridge Replace (27C0079) | San Anselmo: Center Blvd Bridge over San Anselmo Creek, at Sycamore Ave: Replace existing 2 lane bridge with 3 lane bridge | Expansion | MRN110032 | \$4,757,000 | \$5,817,000 |
| Marin | San Anselmo | Public Lands/ Trails | Sunny Hill Ridge and Red Hill Trails | In San Anselmo: Near Sunny Hill and Red Hill: Construct three miles of hiking trails | Expansion | MRN130013 | \$80,000 | \$160,000 |
| Marin | San Rafael | Local Road | San Rafael - Non-motorized Transport Pilot Program | San Rafael: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage. | Expansion | MRN070009 | \$0 | \$3,055,680 |
| Marin | San Rafael | Local Road | Grand Avenue Bicycle Pedestrian Improvements | San Rafael: Grand Ave accross the San Rafael Canal: Construct bridge and sidewalk improvements for bicyclists and pedestrians | Expansion | MRN150008 | \$1,706,000 | \$1,756,000 |
| Marin | San Rafael | Local Road | San Rafael Various Streets and Roads Preservation | San Rafael: Point San Pedro Rd from 600' north of Biscayne Dr to Riviera Dr and Del Presidio Blvd from Manual T. Freitas Parkway to Las Gallinas Ave: Resurface roadway | Maintenance/ Rehabilitation | MRN130004 | \$0 | \$594,000 |
| Marin | San Rafael | Local Road | San Rafael Transit Center Pedestrian Access Imps. | San Rafael: In the vicinity of the Bettini Transit Center and the future SMART station: Upgrade existing traffic signal equipment to be compliant with rail and improve pedestrian facilities | System Management | MRN130005 | \$0 | \$2,675,000 |
| Marin | Sausalito | Local Road | Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps | Sausalito: Highway 101 Off Ramp/Bridgeway/Gate 6 Intersection: Improve bicycle traffic | System Management | MRN110010 | \$185,000 | \$285,000 |
| Marin | TAM | Local Road | Central Marin Ferry Access Improvements | Central Marin: From the southern terminus of the Cal Park Hill path connecting to the east/west path adjacent to E. Sir Francis Drake Blvd. | Expansion | MRN050014 | \$0 | \$16,612,000 |
| Marin | TAM | Local Road | TAM - Non-motorized Transportation Pilot Program | Marin County: Construct infrastructure, network planning, & educational programs to ascertain whether bicycling and walking can result in greater share of overall trips and reduce SOV usage. | System Management | MRN070017 | \$0 | \$160,000 |
| Marin | TAM | Local Road | TAM - Car Share Canal | Marin County: Car Share CANAL is a Pilot Project to Integrate Transit, focused on Environmental Justice, Mobility, Immigration Support and Climate Protection Education. This is a non infrastructure project. | System Management | MRN150004 | \$0 | \$143,750 |
| Marin | TAM | State Highway | US 101 / Greenbrae Interchange Corridor Imps. | Marin: US 101 Greenbrae I/C Corridor Improvements: Sir Francis Drake To Tamalpais; Reconfigure interchange and close a gap in the non-motorized transportation network | Expansion | MRN050001 | \$15,700,000 | \$154,800,000 |

TIP Project Listing by County
 2017 TIP: FY16/17 through FY19/20

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|-------------------------------|---------|---------------|--|---|----------------------|-----------|-------------------------------|------------------------------|
| Marin | TAM | State Highway | US 101 HOV Lanes - Marin-Sonoma Narrows (Marin) | Marin and Sonoma Counties: From SR 37 in Novato to Old Redwood Highway in Petaluma; Convert expressway to freeway and widen to 6 lanes for HOV lanes. | Expansion | MRN050034 | \$0 | \$353,219,000 |
| Marin | TAM | State Highway | Highway 101 Landscaping for Gap Closure Project | In Marin County, On Highway 101, Landscaping for the Gap Closure Project. | System Management | MRN110034 | \$0 | \$1,655,000 |
| Total for Marin County | | | | | | | \$218,850,967 | \$1,382,945,119 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

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| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------|-----------------|----------------------|--|--|-----------------------------|-----------|----------------------------|---------------------------|
| Napa | American Canyon | Local Road | Eucalyptus Drive Realignment Complete Streets | American Canyon: Eucalyptus Dr. from Theresa Rd to Hwy 29: Extend roadway and reconfigure intersection of Eucalyptus Dr and Hwy 29 and Eucalyptus Drive and Theresa Road. Create complete street | Expansion | NAP110029 | \$2,015,600 | \$6,189,000 |
| Napa | American Canyon | Local Road | Devlin Road and Vine Trail Extension | American Canyon: Devlin Road from the southern terminus 2,500 feet south to Green Island Road: Construct roadway extension and Class I multipurpose path | Expansion | NAP130006 | \$2,585,000 | \$2,882,000 |
| Napa | Calistoga | State Highway | SR 128 and Petrified Forest Intersection Imp | In Calistoga: On SR 128 and Petrified Forest Road, convert 4-way stop controlled intersection to a traffic signal. | System Management | NAP150001 | \$650,000 | \$650,000 |
| Napa | Caltrans | State Highway | SR 12 (Jamieson Canyon Road) Widening | In Napa and Solano Counties: SR 12 between SR 29 and I-80 (Jamieson Canyon): Rehab roadway and expand from two to four lanes. | Expansion | NAP010008 | \$0 | \$115,135,000 |
| Napa | Caltrans | State Highway | Hwy 29 Grayson Ave. Signal Construction | In St. Helena: At the intersection of Hwy 29 and Grayson Ave: Install three way signal with ADA ramp upgrades | System Management | NAP130007 | \$0 | \$466,006 |
| Napa | MTC | Local Road | Regional Planning Activities and PPM - Napa | Napa: Regional Planning Activities and Planning, Programming and Monitoring (PPM) | System Management | NAP170001 | \$4,592,181 | \$4,592,181 |
| Napa | Napa | Local Road | California Boulevard Roundabouts | City of Napa: At at First Street/ California Blvd. and Second Street/ California Blvd: Construct roundabouts Caltrans: Construct roundabout at Northbound off-ramp of SR 29 and First Street | System Management | NAP110028 | \$8,855,793 | \$10,619,793 |
| Napa | Napa | Public Lands/ Trails | Highway 29/Napa Creek Bicycle Path Upgrade | Napa: On the North side of Napa Creek under Highway 29: Construct a Class 1 bicycle and pedestrian path | Expansion | NAP130004 | \$0 | \$525,000 |
| Napa | Napa County | Local Road | Silverado Trail Phase H Rehab | County of Napa: On Silverado Trail from Howell Mtn to Zinfandel (Phase H); rehabilitate roadway retaining existing Class II bicycle lanes | Maintenance/ Rehabilitation | NAP110023 | \$1,627,189 | \$1,683,189 |
| Napa | Napa County | Local Road | Hardin Rd Bridge Replacement - 21C0058 | Napa County: On Harding Rd at Maxwell Creek, 1.6M SE of Pope Cyn Rd: Replace existing one lane bridge with new 2-lane bridge to meet standards | Maintenance/ Rehabilitation | NAP110026 | \$900,000 | \$3,900,000 |
| Napa | Napa County | Local Road | Loma Vista Dr Bridge Replacement - 21C0080 | Napa County: Loma Vista Dr over Soda Creek, 1.4 miles north of Silverado Trail: replace existing one lane bridge with new two lane bridge to meet standards | Maintenance/ Rehabilitation | NAP110027 | \$600,000 | \$3,600,000 |
| Napa | Napa County | Local Road | Airport Boulevard Rehabilitation | In Napa County: On Airport Boulevard between SR 29 and Napa County Airport: Rehabilitate roadway and retrofit curb ramps at 3 intersections, retaining existing Class II bicycle lanes. | Maintenance/ Rehabilitation | NAP130003 | \$0 | \$1,916,500 |
| Napa | Napa County | Local Road | Silverado Trail Phase G Rehab | County of Napa: On Silverado Trail from Calistoga to Larkmead (Phase G); rehabilitate roadway retaining existing Class II bicycle lanes | Maintenance/ Rehabilitation | NAP130009 | \$0 | \$2,829,000 |
| Napa | Napa County | Local Road | Garnett Bridge Greenwood Ave | In Napa County: On Greenwood Avenue between Myrtledale Road and SR 29 over Garnett Creek; replace one lane bridge damaged in earthquake with a two lane bridge | Maintenance/ Rehabilitation | NAP150002 | \$200,000 | \$6,050,000 |
| Napa | Napa County | Local Road | Silverado Trail Yountville-Napa Safety Improvement | In Napa County: On Silverado Trail at Yountville Crossroad: Construct intersection safety improvements; On Silverado Trail between Yountville and Napa: Install rumble strips | System Management | NAP130010 | \$0 | \$168,000 |
| Napa | Napa Vine | Transit | Park & Ride Lots in Napa County | Napa County: American Canyon, and Calistoga/St. Helena/Yountville ; Construct Park and Ride Lots. | Expansion | NAP050009 | \$0 | \$5,030,000 |
| Napa | NVTA | Local Road | Napa Valley Vine Trail Design and Construction | Napa County: Various locations: Design and construction of individual segments of Vine Trail. | Expansion | NAP110014 | \$0 | \$8,692,569 |
| Napa | NVTA | Local Road | Napa Valley Vine Trail Calistoga-St. Helena Seg. | In Napa County: From Calistoga to St. Helena: Construct multi-use trail | Expansion | NAP150003 | \$8,856,000 | \$9,206,000 |
| Napa | NVTA | State Highway | SR 12/29/221 Soscol Junction Interchange Study | In Napa County, study alternatives to construct new southbound Route 221 to southbound Route 29 flyover (including auxiliary lane to Route 12/Route 29). TIP project is for ENV and PSE only. | Expansion | NAP090003 | \$0 | \$6,300,000 |

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|------------------------------|------------|-------------------------|---|--|--------------------------------|-----------|-------------------------------|------------------------------|
| Napa | NVTA | Transit | NVTA: Replace Rolling Stock | NVTA: Replace rolling stock for fixed-route, paratransit, and community shuttle fleet. | Maintenance/ Rehabilitation | NAP090005 | \$0 | \$14,728,090 |
| Napa | NVTA | Transit | NVTA Equipment Replacement and Upgrades | NVTA: Napa Vine service area: Replacement and upgrades to transit equipment | Maintenance/ Rehabilitation | NAP090008 | \$103,645 | \$2,488,992 |
| Napa | NVTA | Transit | NVTA: ADA Operating Assistance | Napa: ADA operating assistance for paratransit service | Operations | NAP030004 | \$0 | \$473,448 |
| Napa | NVTA | Transit | Napa Vine Operating Assistance | Napa Vine: Operating assistance to support transit routes and services. | Operations | NAP970010 | \$0 | \$40,476,726 |
| Napa | NVTA | Transit | Napa: Bus Stop Improvements | Napa Vine: Various bus stop improvements throughout the Napa County transit service areas. Add City/County Bus Passenger Amenities especially ADA Bus Stop Improvements. | System Management | NAP030005 | \$0 | \$782,485 |
| Napa | Yountville | Public Lands/ Trails | Hopper Creek Pedestrian Bridge and Path Project | Yountville: Along Hopper Creek from Oak Circle Open Space to Mission St: Construct multi-use pathway and a pedestrian bridge across Hopper Creek | Expansion | NAP130008 | \$500,000 | \$500,000 |
| Total for Napa County | | | | | | | \$31,485,408 | \$249,883,979 |

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|---------------|--------------|---------------|---|---|----------------------------|-----------|----------------------------|---------------------------|
| San Francisco | BART | Transit | BART/MUNI Direct Connection Platform | BART/MUNI: Powell Street Station: Provide a direct connection between BART & MUNI. | Expansion | SF-050014 | \$3,000,000 | \$3,000,000 |
| San Francisco | BART | Transit | Regional Real-Time Transit Information at BART | In downtown Oakland and downtown San Francisco: at six key intermodal BART stations: add additional real time transit information displays | System Management | SF-110044 | \$0 | \$4,400,000 |
| San Francisco | MTC | Local Road | Regional Planning Activities and PPM - SF County | San Francisco: Regional Planning Activities and Planning, Programming and Monitoring (PPM) | System Management | SF-170002 | \$5,628,854 | \$5,628,854 |
| San Francisco | Port of SF | Local Road | Pier 70 19th Street & Illinois Street Sidewalk | San Francisco: 19th St from Illinois St to approximately 600' east: Construct new 19th St roadway and bike/ped improvements; On Illinois Street from 18th and 19th: construct new sidewalk and other | Expansion | SF-130021 | \$2,850,000 | \$3,220,000 |
| San Francisco | Port of SF | Transit | Mission Bay Ferry Terminal | San Francisco: At the eastern terminus of 16th St: Construct new ferry landing to service San Francisco Mission Bay and Central Waterfront as a part of the Bay area ferry transit system | Expansion | SF-170001 | \$2,000,000 | \$17,540,000 |
| San Francisco | Port of SF | Transit | Embarcadero Corridor Transportation Improvements | San Francisco: Embarcadero corridor (China Basin & Fisherman's Wharf); Improvements to transit services including signage, parking management strategies, bike/ped improvements & other outreach | System Management | SF-070009 | \$1,000,000 | \$5,350,000 |
| San Francisco | SF County TA | Local Road | Treasure Is/Yerba Buena Is Street Improvements | On Treasure Island: Implement Treasure Island/Yerba Buena Island street network Project includes a new street network, traffic calming, bike & pedestrian improvements, streetscape and transit/shuttle | Expansion | SF-130004 | \$7,000,000 | \$47,960,000 |
| San Francisco | SF County TA | Local Road | Integrated Public-Private Partnership TDM Program | San Francisco: Implement pilot TDM strategies: (a) parking cash-out programs and TDM related approaches, and (b) Muni Partners shuttle coordination and expansion. Includes program evaluation. | System Management | SF-110011 | \$10,000 | \$1,034,894 |
| San Francisco | SF County TA | Local Road | Treasure Island Congestion Pricing Program | San Francisco: Treasure Island: Implement Congestion Pricing Program. project is phased | System Management | SF-110049 | \$2,110,000 | \$8,735,000 |
| San Francisco | SF County TA | Local Road | SF Downtown Congestion Pricing (NE Cordon) | San Francisco: In the northeast part of the city bounded by Laguna, Guerrero, and 18th St: Implement or pilot a mobility improvement and congestion pricing program charging a peak hour toll (capped at | System Management | SF-130017 | \$2,000,000 | \$104,200,000 |
| San Francisco | SF County TA | Local Road | Quint-Jerrold Connector Road | San Francisco: From Oakdale Ave to Jerrold Ave: Provide an alternate access route between Oakdale and Jerrold Avenues and across the Caltrain tracks, to be coordinated with Caltrain's Quint Street Bridge | System Management | SF-150008 | \$2,491,900 | \$10,040,448 |
| San Francisco | SF County TA | Local Road | SB I-280 Off-Ramp at Ocean Ave Realignment | San Francisco: I-280/Ocean Avenue Interchange: Realign the southbound I-280 off-ramp to Ocean Avenue into a T intersection with a new signal on Ocean Avenue | System Management | SF-150013 | \$2,000,000 | \$5,600,000 |
| San Francisco | SF County TA | State Highway | HOV Lanes on US 101 in SF - Project Development | San Francisco: US 101 from SF county line to Cesar Chavez: Planning, Preliminary Engineering, and Environmental to convert one existing lane in each direction to HOV lanes | Expansion | SF-130008 | \$2,000,000 | \$2,000,000 |
| San Francisco | SF County TA | State Highway | Yerba Buena Island (YBI) Ramp Improvements | San Francisco: On east side of the Yerba Buena Island Tunnel at SFOBB; Rehabilitate existing deficient bridges on the west side of the Island. | Maintenance/Rehabilitation | SF-070027 | \$58,692,881 | \$239,028,521 |
| San Francisco | SF County TA | State Highway | US 101 Doyle Drive Replacement | San Francisco: US 101 (Doyle Drive) from Lombard Street/Richardson Avenue to Route 1 Interchange; Replace/rehabilitate roadway. | Maintenance/Rehabilitation | SF-991030 | \$84,800,000 | \$1,986,736,569 |
| San Francisco | SF County TA | Transit | Geary Bus Rapid Transit | Muni: On Geary Boulevard; Design and implement a BRT project. | Expansion | SF-070004 | \$20,300,654 | \$183,700,000 |
| San Francisco | SF County TA | Transit | Oakdale Caltrain Station | San Francisco: Oakdale near Palou: Planning, preliminary engineering, and environmental work for a new Caltrain station and transit service adjustments to serve station. | Expansion | SF-090011 | \$750,000 | \$800,000 |

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|---------------|--------------|---------------|--|--|-----------------------------|-----------|----------------------------|---------------------------|
| San Francisco | SF County TA | Transit | Construct Treasure Island Bus Terminal Facility | San Francisco: Treasure Island: Construct Treasure Island Bus Terminal Facility | Expansion | SF-130010 | \$2,590,000 | \$2,790,000 |
| San Francisco | SF County TA | Transit | Treasure Island Pricing Mobility Improvements | In Treasure Island: Pricing Program Mobility Improvements including Transit Capital and maintenance improvements. The project is phased | System Management | SF-130005 | \$4,000,000 | \$23,500,000 |
| San Francisco | SF County TA | Transit | San Francisco Travel Smart Rewards Pilot Program | In San Francisco: Undertake a pilot program to mitigate congestion on BART by incentivizing riders to shift travel times | System Management | SF-150012 | \$0 | \$635,000 |
| San Francisco | SF DPW | Local Road | Bayview Transportation Improvements | In San Francisco: From US 101 to the Hunters Point Shipyard along: 25th, I280-Illinois; Cesar Chavez, US101-Illinois; Illinois, 25th-Cargo; Cargo, Illinois-Jennings; Jennings, Cargo-Evans; Evans, Cesar | Expansion | SF-010038 | \$1,000,000 | \$36,150,000 |
| San Francisco | SF DPW | Local Road | Harney Way Roadway Widening | In San Francisco: Harney Way from US 101 to Jamestown:Improvements including right-of-way engineering, land acquisition for future widening of roadway, design, landscaping and sidewalk | Expansion | SF-090004 | \$12,525,000 | \$24,050,000 |
| San Francisco | SF DPW | Local Road | Hunters Pt Shipyard and Candlestick Pt Local Roads | In San Francisco: Hunters Point Shipyard and Candlestick Point: Implement new local streets to support multi-modal mixed use development.The project is phased. | Expansion | SF-110006 | \$5,000,000 | \$338,150,000 |
| San Francisco | SF DPW | Local Road | Southeast Waterfront Transportation Improvements | San Francisco: Between HP Shipyard and Candlestick Pt: improve roadways to facilitate 5-mile, multi-modal corridor, connecting project area with the Bayshore Intermodal Station. Project development and | Expansion | SF-130006 | \$100,049,237 | \$253,323,900 |
| San Francisco | SF DPW | Local Road | HOPE SF Street Grid Phase 1 | In San Francisco: Hunters View in Southeast at the intersections of Evans and Middle Point Road: realign existing streets and add new streets at public housing sites to improve transit, walking, and biking. | Expansion | SF-130007 | \$2,000,000 | \$10,000,000 |
| San Francisco | SF DPW | Local Road | Great Highway Restoration | San Francisco: Great Highway: From Sloat to Skyline Hwy: Ph 1. Restore and stabilize roadway, stop bluff slides, and protect infrastructure. Phase 2. Implement road diet by closing remaining SB lane and | Maintenance/ Rehabilitation | SF-110005 | \$3,029,600 | \$6,825,700 |
| San Francisco | SF DPW | Local Road | SF- Better Market Street Transportation Elements | In San Francisco: Market St from Steuart St to Octavia Blvd: improve roadway, including resurfacing, sidewalk and transit boarding improvements, transit connections, traffic signals, transportation | System Management | SF-130001 | \$2,000,000 | \$206,400,000 |
| San Francisco | SF DPW | Local Road | SF- Second Street Complete Streets and Road Diet | In San Francisco: On Second Street between Market and King; Design and construct a complete streets project including the removal of a vehicular travel lane from Market to Townsend | System Management | SF-130011 | \$1,780,514 | \$14,488,175 |
| San Francisco | SF DPW | Local Road | SF- Broadway Chinatown Complete Streets | In San Francisco: On Broadway between Columbus and the Broadway Tunnel; Design and construct a complete street project. | System Management | SF-130014 | \$0 | \$8,199,752 |
| San Francisco | SF DPW | Local Road | John Yehall Chin Safe Routes to School | In San Francisco: 4 intersections near 350 Broadway Street: Construct curb extensions and a raised crosswalk.□ | System Management | SF-150001 | \$1,497,000 | \$1,895,433 |
| San Francisco | SF DPW | State Highway | Lombard Street Vision Zero Project | In San Francisco: On Lombard/US-101 between Broderick St and Franklin St; Install curb extensions and other pedestrian safety and transit features. Project is phased. | System Management | SF-150016 | \$6,164,000 | \$10,932,000 |
| San Francisco | SFDPH | Local Road | SF SRTS Non-Infrastructure Program | In San Francisco: Countywide: Expansion of the existing San Francisco SRTS education and outreach program. | System Management | SF-130018 | \$551,000 | \$1,990,000 |
| San Francisco | SFDPH | Local Road | San Francisco Safe Routes to School (ATP) | San Francisco: Citywide: Implement effective policy, education, enforcement and outreach strategies to increase walking, biking, transit, and carpooling for ALL students in school years 2015-17. | System Management | SF-150003 | \$0 | \$990,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|---------------|---------|---------------|--|--|-------------------|-----------|----------------------------|---------------------------|
| San Francisco | SFDPH | Local Road | SF Safe Routes to School 2017-2019 | San Francisco: Citywide: Implement a pilot proposal that includes innovative educational, encouragement, and evaluation activities and deliverables to increase safe walking and biking by schoolchildren | System Management | SF-150017 | \$2,544,372 | \$2,544,372 |
| San Francisco | SFMTA | Local Road | Mission Bay/UCSF Multi-Modal Transportation Imps. | San Francisco: Mission Bay: street additions, connections, realignments, improvements and enhancements; widen I-280/Mariposa off-ramp; and construct a transit loop for the T-third light rail line. | Expansion | SF-110002 | \$2,000,000 | \$49,692,000 |
| San Francisco | SFMTA | Local Road | Linked Priced Electric Bikesharing | In San Francisco and select Bay Area cities: Apply ITS technology and differential pricing with the colocation of shared electric bicycles within City CarShare's existing systems | Expansion | SF-110037 | \$0 | \$1,880,277 |
| San Francisco | SFMTA | Local Road | Implement Parkmerced Street Network | In San Francisco: Implement Parkmerced Street Network (includes a new street network, traffic calming, pedestrian improvements, biking improvements, streetscape improvements, and transit/shuttle | Expansion | SF-130002 | \$1,000,000 | \$47,960,000 |
| San Francisco | SFMTA | Local Road | Twin Peaks Connectivity Planning | San Francisco: on Twin Peaks: Develop a conceptual design that will improve access for people who walk or bicycle on Twin Peaks. | Expansion | SF-130022 | \$0 | \$190,589 |
| San Francisco | SFMTA | Local Road | Mansell Corridor Complete Streets | San Francisco: Mansell Ave from University to Brazil and Persia St from Brazil to Dublin: Implement complete streets improvements, including reduced, separated and relocated vehicular lanes, and bike/ped | System Management | SF-130015 | \$0 | \$6,555,411 |
| San Francisco | SFMTA | Local Road | Eddy and Ellis Traffic Calming Improvement Project | San Francisco: On Eddy St between Leavenworth and Cyril Magnin and on Ellis St between Jones and Cyril Magnin: Convert one-way streets to two-way streets and implement pedestrian and traffic calming | System Management | SF-130019 | \$534,325 | \$1,709,926 |
| San Francisco | SFMTA | Local Road | San Francisco Safer Streets Campaign | San Francisco: Citywide: Provide high-visibility enforcement and education to reduce injuries and fatalities, caused by vehicles speeding, to people who walk and bicycle, and increase the number of people | System Management | SF-150002 | \$0 | \$2,000,000 |
| San Francisco | SFMTA | Local Road | SFMTA Station-Area Ped and Bicycle Access Imp. | San Francisco: Citywide within fixed guideway station area radii (per FTA eligibility): Improvements to pedestrian and bicycle access to the transportation stop/station. | System Management | SF-150004 | \$0 | \$1,250,000 |
| San Francisco | SFMTA | Local Road | San Francisco Citywide Bicycle Wayfinding | San Francisco: Citywide: Implement an effective bicycle wayfinding signage system throughout San Francisco. This system will increase ridership by improving both the comfort of riding and the ability to | System Management | SF-150009 | \$0 | \$1,145,000 |
| San Francisco | SFMTA | Local Road | San Francisco Vision Zero Safety Investment | San Francisco: along the Van Ness Corridor: Implement pedestrian and safety improvements including pedestrian bulbouts, pedestrian scale lighting, pedestrian countdown signals, ADA curb ramps, and | System Management | SF-150011 | \$4,584,000 | \$5,037,000 |
| San Francisco | SFMTA | State Highway | SFGO-Corridor Management | Focused on the US 101 /Van Ness and Market Street corridors; Install new communications network and advanced traffic signal control systems with elements citywide. | System Management | SF-070030 | \$2,000,000 | \$56,871,092 |
| San Francisco | SFMTA | Transit | SF Muni Third St LRT Phase 2 - New Central Subway | San Francisco: North-south alignment under 4th St. to Market, then under Geary to Stockton & under Stockton to Clay St; Extend the Light Rail line project includes procurement of four LRVs. | Expansion | SF-010037 | \$185,669,294 | \$1,578,000,000 |
| San Francisco | SFMTA | Transit | Historic Streetcar Extension to Fort Mason | San Francisco: From Fisherman's Wharf through National Park Service lands in Aquatic Park to Fort Mason; Extend the E-line or the current F-line service. | Expansion | SF-070003 | \$342,912 | \$68,530,000 |
| San Francisco | SFMTA | Transit | Van Ness Avenue Bus Rapid Transit | Muni: On Van Ness Avenue from Mission to Lombard; Design and implement a BRT project. Project is phased. Project also references RTP IDs 240745 and 240471 | Expansion | SF-070005 | \$39,790,213 | \$195,000,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

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|---------------|---------|---------|---|--|-----------------------------|-----------|----------------------------|---------------------------|
| San Francisco | SFMTA | Transit | Additional Light Rail Vehicles to Expand Muni Rail | SFMTA: Procure 20 expansion light rail vehicles (LRVs). | Expansion | SF-090012 | \$2,000,000 | \$136,470,000 |
| San Francisco | SFMTA | Transit | Transit Center in Hunters Point | Muni: Transit Center in Hunters Point; Construct 10 bays, Low-level platform, Operator restroom, bus shelters, Electrical ductbank for MUNI power, etc | Expansion | SF-090016 | \$2,000,000 | \$22,000,000 |
| San Francisco | SFMTA | Transit | Oakdale-Palou Interim High-Capacity Bus Corridor | Muni: Transit Preferential improvements for the Palou Avenue corridor, including bus bulbs, up to six traffic signals with transit signal priority, new bus shelters and pedestrian safety treatments. | Expansion | SF-090018 | \$0 | \$22,000,000 |
| San Francisco | SFMTA | Transit | Extended Trolleybus Service into Hunters Point | SFMTA: Procure 10 electric trolley vehicles and construct 1 mile overhead wire infrastructure to extend High-Capacity Bus Service from existing transit corridor in the Bayview to Hunters Point (24 | Expansion | SF-090019 | \$0 | \$51,000,000 |
| San Francisco | SFMTA | Transit | Geneva Harney BRT Infrastructure: Central Segment | SFMTA: From Executive Park/Harney Way under US 101 to SF/Daly City line on Geneva Avenue: Construct bus rapid transit facilities | Expansion | SF-090020 | \$8,785,000 | \$43,000,000 |
| San Francisco | SFMTA | Transit | Geneva Harney BRT Infrastructure: Eastern Segment | SFMTA: Bayview and Hunters Point: from Executive Park/Harney Way to Hunters Point Transit Center via Candlestick/Hunters Pt. Shipyard development: Construct extension of Geneva Harney BRT. Project | Expansion | SF-090023 | \$3,000,000 | \$98,115,000 |
| San Francisco | SFMTA | Transit | 19th Ave. & Parkmerced M-Line Realignment | In San Francisco: Extend light rail corridor into Parkmerced development project, add three new light rail stations and facilities. Add rail track and operator support facilities. | Expansion | SF-130003 | \$2,000,000 | \$80,940,000 |
| San Francisco | SFMTA | Transit | SFMTA: Purchase 60 foot expansion motor coaches | SFMTA: Purchase 35 60 foot expansion motor coaches | Expansion | SF-130020 | \$0 | \$41,744,033 |
| San Francisco | SFMTA | Transit | SFMTA: Wayside Fare Collection Equipment | Muni: Replacement of life-expired fare collection equipment. | Maintenance/ Rehabilitation | SF-030013 | \$0 | \$41,315,741 |
| San Francisco | SFMTA | Transit | SFMTA: Train Control & Trolley Signal Rehab/Replace | SFMTA: Rehabilitate or replace elements of the Wayside/Central Train Control & trolley Signal Systems. | Maintenance/ Rehabilitation | SF-050024 | \$0 | \$65,519,952 |
| San Francisco | SFMTA | Transit | Light Rail Vehicle Overhaul Program | Muni: Systematic overhaul of all light rail vehicles components in agency fleet. | Maintenance/ Rehabilitation | SF-050034 | \$6,037,401 | \$67,531,300 |
| San Francisco | SFMTA | Transit | SFMTA: Trolley Coach Replacement | SFMTA: Replace 60, 1994 60' articulated Trolley Coaches with either Motor Coaches or Trolley Coaches. | Maintenance/ Rehabilitation | SF-070045 | \$0 | \$118,217,563 |
| San Francisco | SFMTA | Transit | SF Muni - Preventive Maintenance | SF Muni - Preventive Maintenance | Maintenance/ Rehabilitation | SF-090031 | \$0 | \$15,092,543 |
| San Francisco | SFMTA | Transit | SFMTA: Paratransit Vehicle Replacements | SFMTA: Paratransit service across San Francisco; preserve service and replace 67 paratransit vehicles | Maintenance/ Rehabilitation | SF-090035 | \$0 | \$11,793,126 |
| San Francisco | SFMTA | Transit | SFMTA Transportation Asset Management System | San Francisco: SFMTA will implement an Enterprise Asset Management (EAM) system to inventory all of its major assets. By using an EAM system, SFMTA will be able to store data on age, condition, and | Maintenance/ Rehabilitation | SF-110010 | \$0 | \$20,033,000 |
| San Francisco | SFMTA | Transit | SFMTA: Replace 58 40' Neoplan Buses | SFMTA: Replace 58 40' Neoplan Buses originally in service in 2002 with 58 40' hybrid buses. | Maintenance/ Rehabilitation | SF-110050 | \$0 | \$41,529,092 |
| San Francisco | SFMTA | Transit | SFMTA - Replacement of 40' Motor Coaches | SFMTA: 40' Neoplan Buses: Replace 40' Neoplan Buses originally in service in 2002 with (85) 40' hybrid buses. | Maintenance/ Rehabilitation | SF-150005 | \$29,788,693 | \$87,340,719 |
| San Francisco | SFMTA | Transit | SFMTA Replacement of 60' Motor Coaches | SFMTA: 60' Neoplan Buses: Replace 98 60' Neoplan Buses diesel buses originally in service in 2002 with 98 60' hybrid buses. | Maintenance/ Rehabilitation | SF-150006 | \$29,788,693 | \$122,017,424 |
| San Francisco | SFMTA | Transit | SFMTA Farebox Replacement | SFMTA: Systemwide: Refurbish or purchase existing fareboxes and necessary support equipment to improve reliability, functionality, and the overall customer experience. | Maintenance/ Rehabilitation | SF-150007 | \$0 | \$4,186,000 |
| San Francisco | SFMTA | Transit | SFMTA 30' Motor Coach Mid-Life Overhaul | SFMTA: Approximately 86 hybrid coaches: Perform midlife overhauls | Maintenance/ Rehabilitation | SF-150014 | \$0 | \$16,407,408 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

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|--------------------------------|---------|---------|--|---|-----------------------------|-----------|----------------------------|---------------------------|
| San Francisco | SFMTA | Transit | SFMTA: Replacement of 40' Trolley Coaches | SFMTA: Replace approximately 21 40' ETI electric trolley buses originally in service in 2002 with 21 40' electric trolley buses. | Maintenance/ Rehabilitation | SF-150015 | \$0 | \$25,000,000 |
| San Francisco | SFMTA | Transit | SF Muni Rail Replacement Program | SFMTA: Systemwide - Phased design and replacement of trackway and related systems serving light rail and cable car lines. | Maintenance/ Rehabilitation | SF-95037B | \$0 | \$199,564,568 |
| San Francisco | SFMTA | Transit | SFMTA: Cable Car Vehicle Renovation Program | San Francisco: Rehabilitate up to four Cable Car vehicles in one year - two undergoing reconstruction, one in major overhaul, and one in minor overhaul. | Maintenance/ Rehabilitation | SF-970073 | \$0 | \$24,790,969 |
| San Francisco | SFMTA | Transit | SFMTA: Trolley Overhead Recon. Program | San Francisco: LRT: Phased design and replacement of the overhead wires and related traction power system serving light rail and trolley coach lines. | Maintenance/ Rehabilitation | SF-970170 | \$0 | \$165,760,918 |
| San Francisco | SFMTA | Transit | Islais Creek Motor Coach Facility | Muni: Islais Creek Motor Coach Facility; Develop a new operating division to replace the Kirkland motor coach operating facility when it is vacated for redevelopment. Phase 2 will construct a Maintenance | Maintenance/ Rehabilitation | SF-990004 | \$0 | \$120,985,021 |
| San Francisco | SFMTA | Transit | Cable Car Traction Power & Guideway Rehab | SFMTA: Cable Car Traction Power and Guideway Rehab; Repair various guideway and infrastructure & make improvements to the cable car system. | Maintenance/ Rehabilitation | SF-99T002 | \$0 | \$71,990,416 |
| San Francisco | SFMTA | Transit | SFMTA: ADA Paratransit operating support | Muni: ADA Paratransit Operating Subsidy.; provides funding for increased van/taxi services to people with disabilities who are prevented from using Muni's fixed route services. | Operations | SF-990022 | \$0 | \$217,049,051 |
| San Francisco | SFMTA | Transit | SFMTA: Muni Forward Capital Implementation Program | SFMTA: Design and construction of investments focused on reliability improvements, travel time reductions, and Muni route updates. This is a phased project. | System Management | SF-090032 | \$5,754,000 | \$172,360,000 |
| San Francisco | SFMTA | Transit | SFMTA: 8X Customer First Program | San Francisco: 8X line: Implement Transit Corridor Improvements including colorizing existing dedicated transit lanes, TSP, wayfinding improvements and transit arrival prediction sign, vehicle branding, | System Management | SF-110045 | \$0 | \$11,637,000 |
| San Francisco | SFMTA | Transit | Global Positioning System | Muni: Global Positioning System, Central Control, and Radio system replacement project. | System Management | SF-990003 | \$0 | \$35,926,594 |
| San Francisco | TBJPA | Transit | Transbay Term/Caltrain Downtown Ext - Ph.1 | San Francisco: Transbay Transit Center; Replacement and expansion of the terminal at the present site. | Expansion | SF-010015 | \$360,000,000 | \$2,259,400,000 |
| San Francisco | TBJPA | Transit | Transbay Terminal/Caltrain Downtown Ext: Ph. 2 | San Francisco: Transbay Terminal; Extend Caltrain commuter rail service from Fourth/Townsend to Transbay Transit Center. | Expansion | SF-050002 | \$185,396,285 | \$1,925,411,000 |
| San Francisco | TBJPA | Transit | Transbay Transit Center - TIFIA Loan Debt Service | San Francisco, Transbay Transit Center: TIFIA Loan debt service for Phase 1 & 2. Update annual debt service amounts based on TIFIA loan agreement. | Expansion | SF-070029 | \$20,442,117 | \$1,075,060,625 |
| San Francisco | WETA | Transit | WETA: Replace Ferry Vessels | WETA: Fund the replacement of all existing ferry vessels for WETA when the vessels reach the end of their useful life of 25 years. | Maintenance/ Rehabilitation | SF-110053 | \$14,312,000 | \$40,488,682 |
| Total for San Francisco | | | | | | | \$1,246,589,945 | \$13,039,337,658 |

TIP Project Listing by County
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|-----------|------------|---------------|--|---|-----------------------------|-----------|----------------------------|---------------------------|
| San Mateo | BART | Transit | BART: Preventive Maintenance | BART: Systemwide; Preventive Maintenance | Maintenance/ Rehabilitation | SM-050005 | \$0 | \$33,214,367 |
| San Mateo | BART | Transit | Daly City BART Station Intermodal Improvements | Daly City: At Daly City BART Station: Improve transit operations; pedestrian & bicycle access; and safety & patron experience | System Management | SM-130029 | \$550,000 | \$1,100,000 |
| San Mateo | Belmont | Local Road | Ralston Avenue Pedestrian Route Improvements | Belmont: Ralston Ave. between South Rd. and Chula Vista Ave. (near Notre Dame de Namur University): Install pedestrian improvements | Expansion | SM-130017 | \$0 | \$320,000 |
| San Mateo | Belmont | Local Road | Old County Road Bicycle/Pedestrian Improvements | Belmont: Old County Road from Ralston Ave to the Belmont/San Carlos City Limits: Implement bike and pedestrian route improvements | Expansion | SM-130018 | \$0 | \$350,000 |
| San Mateo | Belmont | Local Road | Belmont Village Specific/Implementation Plan | Belmont: Belmont Village PDA: Development of an Implementation Plan | System Management | SM-150004 | \$0 | \$550,000 |
| San Mateo | Brisbane | State Highway | US 101/Candlestick Interchange | In San Mateo County: U.S. 101/Candlestick Point Interchange - Reconfigure interchange to allow for safer and better flow of traffic | System Management | SM-090004 | \$400,000 | \$13,890,000 |
| San Mateo | Burlingame | Local Road | Carolan Ave Complete Streets and Road Diet | Burlingame: Carolan Ave between Broadway and Oak Grove Ave: Implement road diet by converting a 4-lane roadway into a 2-lane roadway with a center turn lane, Class II bike lanes, and intersection | System Management | SM-130021 | \$986,000 | \$1,160,000 |
| San Mateo | Caltrain | Transit | Caltrain South Terminal Phase II and III | Phase II of this project is to construct an additional mainline track and new signal controls just north of Diridon Station. Phase III is to install an additional mainline track and signal controls just south of | Expansion | SM-070008 | \$14,000,000 | \$15,500,000 |
| San Mateo | Caltrain | Transit | Caltrain Electrification | Caltrain: From San Francisco to Gilroy: Electrification of the caltrain corridor from San Francisco to Tamien, including catenary poles, wires, power supply, track and signals, and Electric Multiple Units | Maintenance/ Rehabilitation | SF-010028 | \$448,347,108 | \$1,612,000,000 |
| San Mateo | Caltrain | Transit | San Mateo Bridges Replacement | City of San Mateo: Caltrain Corridor - Reconstruct existing Poplar, Santa Inez, Monte Diablo and Tilton railroad grade separation structures, including replacing the bridge decks, project is phased | Maintenance/ Rehabilitation | SM-010054 | \$0 | \$42,577,106 |
| San Mateo | Caltrain | Transit | Caltrain: ADA Operating Set-aside | Caltrain: ADA Paratransit Operating assistance set-aside | Operations | SM-050040 | \$0 | \$1,541,857 |
| San Mateo | Caltrain | Transit | Caltrain Control Point Installation | Caltrain mainline: In San Carlos: Install a new control point (rail crossover) | System Management | SM-130026 | \$0 | \$4,975,566 |
| San Mateo | Caltrain | Transit | Caltrain Off-peak Marketing Campaign | Caltrain: Systemwide: Undertake a marketing campaign targeting off-peak ridership | System Management | SM-130027 | \$0 | \$50,000 |
| San Mateo | Caltrain | Transit | Map Based Real-Time Train Display for Caltrain.com | Caltrain: Provide map based real-time displays for customers on caltrain.com, and provide open-data for third-party developers. | System Management | SM-150007 | \$0 | \$50,000 |
| San Mateo | CCAG | Local Road | San Mateo Countywide ITS Improvements | San Mateo County: County-wide; ITS improvements at various locations in San Mateo County. | System Management | SM-070002 | \$4,298,000 | \$4,298,000 |
| San Mateo | CCAG | Local Road | San Mateo County SR2S Program | San Mateo County: Countywide: Provide modularized safe routes to school programs and projects that focuses on education, encouragement, evaluation and enforcement components to all interested | System Management | SM-110022 | \$0 | \$4,892,000 |
| San Mateo | CCAG | Local Road | Local PDA Planning - San Mateo | San Mateo County Various Agencies: Planning assistance to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs), focused on | System Management | SM-110067 | \$0 | \$342,000 |
| San Mateo | CCAG | State Highway | US 101 HOV/ HOT from Santa Clara to I-380 | In San Mateo County: On US 101 between the Santa Clara County Line (P.M. 20.6 in SCL)and I-380: Install an HOV or Express Lane. Project also references RTP ID 240466. | Expansion | SM-150017 | \$8,500,000 | \$167,899,000 |

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| San Mateo | CCAG | State Highway | Dumbarton Bridge to US101 Connection Study | East Palo Alto: Dumbarton Bridge at US 101; Study of various connections between the Dumbarton Bridge and Highway 101. SAFETEA Earmark HPP #3062 (\$400K) | System Management | SM-070029 | \$478,000 | \$478,000 |
| San Mateo | CCAG | State Highway | Improve US 101 operations near Rte 92 | City of San Mateo: On US 101; Operational improvements near Route 92 | System Management | SM-090014 | \$2,411,000 | \$24,339,000 |
| San Mateo | Daly City | Local Road | Daly City Central Corridor Bike/Ped Safety Imprmnt | In Daly City: On Junipero Serra Blvd and Eastmoor Ave/San Pedro Rd/E Market St/Guad Cyn Pkwy: Install bike and ped improvements; In Daly City/Uninc San Mateo County: On west side of Mission St/EI | Expansion | SM-150012 | \$2,276,000 | \$2,276,000 |
| San Mateo | Daly City | Local Road | John Daly Boulevard Bicycle /Ped Improvements | Daly City: On John Daly Blvd between Top of the Hill - Mission Street transit hub and the Daly City BART Station at Delong Street and Los Banos Ave: Implement bike/ped improvements | System Management | SM-130011 | \$0 | \$1,540,000 |
| San Mateo | East Palo Alto | Local Road | US-101 Pedestrian/Bicycle Overcrossing | East Palo Alto: Between Clarke Avenue and Newell Road: Install a Pedestrian/Bicycle Overcrossing of US-101 to connect the west-side with the east-side of East Palo Alto for safe pedestrian/bicycle access. | Expansion | SM-130028 | \$8,600,000 | \$9,200,000 |
| San Mateo | East Palo Alto | Local Road | Bay Rd Bicycle/Ped Improvements Phase II & III | E. Palo Alto: On Bay Rd btw Clarke/Illinois & Tara Rd (Ph II) & btw Tara Rd & Bay Trail (Ph. III); Improvements including resurface, streetscape, bike lanes, & other improvements. HPP #706 (remainder) | Maintenance/Rehabilitation | SM-070004 | \$11,678,750 | \$12,955,550 |
| San Mateo | East Palo Alto | Local Road | US 101 University Ave Interchange Improvements | E. Palo Alto: On University Ave across US 101 btw Woodland Ave and Donahoe St; Construct Bike Lane, modify NB and SB off-ramps and intersections with overcrossing with no new lanes for off-ramps. HPP | System Management | SM-070006 | \$6,057,000 | \$7,007,000 |
| San Mateo | Half Moon Bay | State Highway | SR 92 Shoulder Widening & Curve Correction | Half Moon Bay: Rte 92 btw eastern city limits and Pilarcitos Creek; Widen shoulders, straighten curves and improve vertical sight distances. No additional travel lanes. | Expansion | SM-010002 | \$600,000 | \$5,300,000 |
| San Mateo | Half Moon Bay | State Highway | Route 1 improvements in Half Moon Bay | In Half Moon Bay: On Route 1; Improve safety on Route 1, including adding protected left and right turn lanes at Route 1, adding through lanes on Route 1 at signalized intersections, and constructing new | Expansion | SM-090015 | \$2,600,000 | \$7,050,000 |
| San Mateo | Menlo Park | Local Road | Menlo Park-Variou Streets Bike /Ped Improvements | Menlo Park: Various locations: Implement bicycle and pedestrian safety improvements | System Management | SM-130008 | \$0 | \$602,260 |
| San Mateo | Menlo Park | Local Road | Menlo Park - Willow Rd Traffic Signal Modification | In Menlo Park: On Willow Road between Middlefield Road and Hamilton Avenue, modification of 9 traffic signals. | System Management | SM-130023 | \$0 | \$301,000 |
| San Mateo | Menlo Park | State Highway | US 101 / Willow Road Interchange Reconstruction | Menlo Park: US 101 at Willow Road Interchange; Reconstruct and reconfigure interchange (No additional travel lanes). | Maintenance/Rehabilitation | SM-010047 | \$44,400,000 | \$56,052,000 |
| San Mateo | Millbrae | Local Road | US 101 Millbrae Ave Bike/Ped Bridge | Millbrae: Across US 101 north of and adjacent to the existing Millbrae Avenue bridge; Construct a new 10-ft wide Class 1 mixed-use bike/ped overcrossing. | Expansion | SM-050053 | \$1,062,000 | \$3,062,000 |
| San Mateo | Millbrae | Local Road | Millbrae Various Streets and Roads Preservation | Millbrae: Various Locations: Rehabilitate and replace pavement and miscellaneous concrete improvements including installing wheel chair curb ramps. | Maintenance/Rehabilitation | SM-130009 | \$0 | \$505,000 |
| San Mateo | Millbrae | Local Road | Millbrae Priority Development Area Specific Plan | Millbrae: PDAs Citywide: Update the current Millbrae Transit Station Area PDA and expand PDA to also include El Camino Real Corridor. | System Management | SM-150001 | \$0 | \$650,000 |
| San Mateo | MTC | Local Road | Regional Planning Activities and PPM - San Mateo | San Mateo: Regional Planning Activities and Planning, Programming and Monitoring (PPM) | System Management | SM-170002 | \$5,455,181 | \$5,455,181 |
| San Mateo | Pacifica | Local Road | Manor Drive Overcrossing and Milagra On Ramp | In Pacifica: Hwy 1 and Manor Drive I/C: Widen the existing overcrossing; Hwy 1 and Milagra: Construct a new on-ramp; Both intersections: install signals | Expansion | SM-170004 | \$1,000,000 | \$17,000,000 |
| San Mateo | Pacifica | Local Road | Palmetto Avenue Streetscape | In Pacifica: Palmetto Avenue from Bella Vista Avenue to Clarendon Road: Pavement rehabilitation and pedestrian sidewalk improvements. | System Management | SM-130016 | \$2,330,000 | \$2,450,000 |

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|-----------|--------------|---------------|--|--|-----------------------------|-----------|----------------------------|---------------------------|
| San Mateo | Pacifica | State Highway | SR 1 - Fassler to Westport Drive Widening | In Pacifica: Route 1 between Fassler Ave. & Westport Dr.; Add an additional lane in each direction. | Expansion | SM-050001 | \$15,073,000 | \$50,550,000 |
| San Mateo | Redwood City | Local Road | Blomquist Street Extension | In Redwood City: On Blomquist Street; extend from Seaport Blvd to Bair Island Road. Project may be phased. | Expansion | SM-090007 | \$1,600,000 | \$17,600,000 |
| San Mateo | Redwood City | Local Road | Middlefield Rd and Woodside Rd Intersection Improv | In Redwood City: At the intersection of Middlefield Rd and Woodside Rd; modify intersection to provide pedestrian facilities. | Expansion | SM-110065 | \$424,924 | \$509,924 |
| San Mateo | Redwood City | Local Road | Middlefield Road Bicycle / Ped Improvements | In Redwood City: on Middlefield Road between Main Street and MacArthur Avenue; Modify roadway and utilities as needed to widen sidewalks and improve bike and pedestrian amenities. No vehicle travel | Expansion | SM-130022 | \$6,110,000 | \$6,650,000 |
| San Mateo | Redwood City | Local Road | Redwood City Various Streets Overlay | Redwood City: On Whipple Ave from Upland Rd to El Camino Real, Whipple Ave from US101 to Veterans Blvd, and Veterans Blvd from US101 to Whipple Ave: Rehabilitate the roadway, add new striping, and | Maintenance/ Rehabilitation | SM-130002 | \$0 | \$648,000 |
| San Mateo | Redwood City | Local Road | Redwood City Dwntrn Transit Area Impvmts-Streetcar | In Redwood City: Downtown: Planning study of Sequoia Station and streetcar feasibility | System Management | SM-150003 | \$0 | \$550,000 |
| San Mateo | Redwood City | State Highway | US 101 / Woodside Interchange Improvement | Redwood City: US101/Woodside; Reconstruct and reconfigure interchange. | Expansion | SM-050027 | \$7,390,000 | \$49,110,000 |
| San Mateo | SamTrans | State Highway | SR 82 - El Camino Real Grand Boulevard Initiative | El Camino Real Corridor: Ped. & transit facility enhancements, streetscape improvements including medians, wider sidewalks, bike routes & improved linkages to transit hubs & downtown. | System Management | SM-050051 | \$0 | \$4,499,023 |
| San Mateo | SamTrans | Transit | SAMTRANS: Preventive Maintenance | SamTrans: Preventative maintenance program for agency fleet. | Maintenance/ Rehabilitation | SM-030023 | \$0 | \$55,612,819 |
| San Mateo | SamTrans | Transit | Facility/Equipment Rehabilitation/Replacement | SAMTRANS: Operating/maintenance facility/equip rehabilitation/replacement, including the provision of facility improvements for admin, maintenance, and operations at the Central Administrative facility, | Maintenance/ Rehabilitation | SM-070049 | \$0 | \$1,752,780 |
| San Mateo | SamTrans | Transit | Samtrans - Replace 62 1998 Gillig Buses | Samtrans: Replace 62-40' 1998 Gillig Buses, which have exceeded their useful life. | Maintenance/ Rehabilitation | SM-110062 | \$0 | \$35,629,968 |
| San Mateo | SamTrans | Transit | SAMTRANS: Replacement of Articulated Bus Fleet | SAMTRANS: 60' articulated buses: Replace up to 55 2002 60' NABI diesel articulated buses that have exceeded their useful life. | Maintenance/ Rehabilitation | SM-110068 | \$0 | \$57,716,190 |
| San Mateo | SamTrans | Transit | SAMTRANS: Replacement of 2003 Gillig Buses | SAMTRANS: 40' Gillig buses: Replacement of 60 2003 40' Gillig Buses that have reached the end of their useful life. | Maintenance/ Rehabilitation | SM-150005 | \$0 | \$33,432,757 |
| San Mateo | SamTrans | Transit | SamTrans - Replacement of Non-Rev Vehicles | SamTrans: Non-revenue vehicles: Replace (15) non-revenue service support vehicles | Maintenance/ Rehabilitation | SM-150008 | \$0 | \$770,000 |
| San Mateo | SamTrans | Transit | SamTrans - Replacement of Cutaway Buses | SamTrans: Read-Wheels Paratransit service: Purchase replacement cutaway buses | Maintenance/ Rehabilitation | SM-150010 | \$0 | \$1,098,000 |
| San Mateo | SamTrans | Transit | SamTrans - Purchase of Replacement Minivans | SamTrans: Purchase ten new replacement minivans used for ADA Paratransit service | Maintenance/ Rehabilitation | SM-150011 | \$0 | \$510,000 |
| San Mateo | SamTrans | Transit | SAMTRANS: ADA Paratransit Operating Subsidy | SamTrans: ADA Paratransit Operating Subsidy. | Operations | SM-990026 | \$0 | \$10,591,685 |
| San Mateo | SamTrans | Transit | Reconfiguration of San Carlos Transit Center | San Carlos Transit Center: Reconfigure and rehabilitate the current transit center to facilitate improved safety and connections between SamTrans fixed-route bus service, Caltrain commuter rail, local | System Management | SM-110054 | \$0 | \$4,984,465 |
| San Mateo | SamTrans | Transit | SamTrans Service Plan (SSP) | SamTrans: System-wide: Offset a reduction in price for the Day Pass by \$1.00 and install new signage for new and modified bus routes | System Management | SM-130025 | \$0 | \$992,536 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|-----------|--------------|---------------|--|---|-----------------------------|-----------|----------------------------|---------------------------|
| San Mateo | San Bruno | Local Road | San Bruno Transit Corridor Pedestrian Imps | San Bruno: El Camino Real from San Bruno Avenue to Sneath Lane, San Bruno Avenue from El Camino Real to Huntington Avenue and Huntington Avenue from San Bruno Avenue to Sneath Lane. Streetscape | System Management | SM-110012 | \$0 | \$502,500 |
| San Mateo | San Bruno | Local Road | San Bruno Ave Street Medians Improvements | San Bruno: San Bruno Ave from Elm Ave to I-280: Implement pedestrian improvement including curb ramps, speed radar display signs, demolish existing landscape and replace and replace existing spray | System Management | SM-130019 | \$830,230 | \$860,230 |
| San Mateo | San Bruno | State Highway | SR-35 (Skyline Blvd) Widening from I-280 to Sneath | Widens Skyline Blvd. (SR 35) between I-280 and Sneath Lane. It is currently the last portion of what is otherwise a four lane roadway along Skyline Blvd. The project widens approximately 1.3 miles of the | Expansion | SM-170003 | \$500,000 | \$4,450,000 |
| San Mateo | San Carlos | Local Road | US 101 Holly Pedestrian/Bicycle Overcrossing | San Carlos: At the US-101/Holly St Interchange: Construct a grade-separated multipurpose path that will connect pedestrian and bicyclist on the west side of Highway 101 to the east side of Highway 101 | Expansion | SM-150009 | \$1,550,000 | \$7,450,000 |
| San Mateo | San Carlos | State Highway | San Carlos Streetscape and Ped Improvments | San Carlos: Around the intersection of El Camino Real and Arroyo Ave: Grand Boulevard Initiatives (GBI), implement bike/ped improvements and bus pad and add pedestrian activation to a mid-block signal | Expansion | SM-130012 | \$0 | \$1,150,200 |
| San Mateo | San Carlos | State Highway | US101/Holly Interchange modification | City of San Carlos: At Holly St./ 101 Interchange Modification;Widen east bound to north bound ramp to two lanes and eliminate north bound to west bound loop | System Management | SM-090008 | \$12,700,000 | \$16,200,000 |
| San Mateo | San Mateo | Local Road | Mount Diablo Ave. Rehabilitation | In the City of San Mateo: Monte Diablo Avenue from N Quebec St to N Kingston St.: Rehabilitation of local streets and roads and addition of ADA compliant curb ramps, bicycle improvements and pedestrian | Maintenance/ Rehabilitation | SM-130004 | \$0 | \$325,000 |
| San Mateo | San Mateo | Local Road | North Central Pedestrian Improvement Program | North Central San Mateo: Various locations south of Cypress Avenue: pedestrian infrastructure improvements including new curb ramps, crosswalks, curb extensions, lighting, and advanced stop bars | System Management | SM-110064 | \$0 | \$1,554,485 |
| San Mateo | San Mateo | Local Road | San Mateo Citywide Crosswalk Improvements | City of San Mateo: Various locations citywide: Install new high visibility crosswalks or upgrade existing crosswalks | System Management | SM-130020 | \$368,000 | \$433,000 |
| San Mateo | San Mateo | Local Road | City of San Mateo SR2S Program | City of San Mateo: Within a 0.1 to 0.5 mile radius around each of the 15 elementary and middle schools in the City: Develop and Implement a Safe Routes to School Program | System Management | SM-150002 | \$0 | \$2,515,000 |
| San Mateo | San Mateo | Local Road | City of San Mateo Car Sharing Program | City of San Mateo: Citywide: Expansion of car sharing services in the City of San Mateo | System Management | SM-150006 | \$0 | \$265,152 |
| San Mateo | San Mateo | Local Road | San Mateo Downtown Parking Tech Implementation | In San Mateo: Various Locations Downtown: Replace existing parking meters, and pay stations and install parking availability signs at City facilities. | System Management | SM-150016 | \$2,000,000 | \$2,000,000 |
| San Mateo | San Mateo | State Highway | SR92/El Camino Real (SR82) Ramp Modifications | San Mateo: At the SR92/El Camino Real (SR82) interchange: Modify existing on/off rampsto improve the ingress and egress of the interchange. | System Management | SM-110047 | \$23,895,000 | \$28,100,000 |
| San Mateo | San Mateo Co | Local Road | Semicircular Rd Bicycle / Ped Access Improvements | San Mateo County: On Semicircular Road between Middlefield Road and 5th Avenue; Replace existing sidewalk with ADA compliant sidewalk and install sharrows and school crossing signs; four nearby | System Management | SM-130015 | \$0 | \$403,460 |
| San Mateo | San Mateo Co | Local Road | RWC 2020 Sustainable Transportation Encouragement | San Mateo County: In and around Redwood City: Safe Routes to School walk and bike audits, encouragement and education programs and community-wide transportation mode share change evaluation. | System Management | SM-150013 | \$966,000 | \$966,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

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|-----------------------------------|------------------|----------------------|--|--|-------------------|-----------|----------------------------|---------------------------|
| San Mateo | San Mateo Co | Public Lands/ Trails | Midcoast Multi-Modal Trail | San Mateo County: On Highway 1 from Alto Avenue in Miramar to Coronado Street in El Granada: Construct 3,750 feet of multi-use trail | Expansion | SM-130032 | \$565,000 | \$6,565,000 |
| San Mateo | San Mateo Co | State Highway | Hwy 1 Congestion throughput and safety improvement | In San Mateo County along 7 miles of Highway 1 between Pacifica in the north and Half Moon Bay in the south; Install raised medians, left turn lanes, acceleration lanes, and pedestrian crossings. | System Management | SM-170001 | \$1,650,000 | \$7,150,000 |
| San Mateo | San Mateo County | Local Road | Safe Routes to School for Health and Wellness | San Mateo County: Countywide: Implement a non-infrastructure educational program to increase the number of children who bike and walk to school with a focus on long term sustainability. Other State | System Management | SM-150014 | \$1,045,000 | \$1,045,000 |
| San Mateo | SF City/County | Public Lands/ Trails | Southern Skyline Blvd. Ridge Trail Extension | San Mateo County: On the east side of SR-35 "Upper Skyline Blvd" between the intersection of Hwy 92 and Hwy 35 southward approximately 6 miles to the SFPUC Peninsula Watershed: Construct Southern | Expansion | SM-130031 | \$3,000,000 | \$14,700,000 |
| San Mateo | SMCTA | State Highway | US 101 Aux lanes from Sierra Point to SF Cnty Line | San Mateo County: On US 101 from Sierra Point to SF County Line; Construct auxiliary lanes or managed lanes. Project also references RTP ID 240060 for managed lanes | Expansion | SM-090009 | \$8,800,000 | \$74,800,000 |
| San Mateo | SSF | Local Road | SSF Citywide Sidewalk Gap Closure Project | South San Francisco: Various Streets: closes gaps in the existing pedestrian infrastructure | Expansion | SM-130003 | \$357,000 | \$404,000 |
| San Mateo | SSF | Local Road | SSF Linden/Spruce Ave Traffic Calming Improvements | In South San Francisco: On Linden Avenue from California Ave to Miller Avenue and on Spruce Ave from Maple Ave to Lux Ave: install pedestrian/bicycling safety improvements including a class 3 bikeway. | System Management | SM-150015 | \$993,000 | \$1,038,000 |
| San Mateo | SSF | State Highway | US 101/Produce Avenue Interchange | South San Francisco: On US Highway 101 from Utah Avenue on the east side to the vicinity of Produce Avenue on the west side: Construct a local interchange | Expansion | SM-110003 | \$2,000,000 | \$130,090,000 |
| San Mateo | SSF | State Highway | SSF Grand Blvd Project: Chestnut to Arroyo | South San Francisco: El Camino Real between Chestnut Ave/Westborough Blvd to Arroyo Ave: Design and construct improved pedestrian crossings with corner bulbouts, median refuges, expanded bus stop | System Management | SM-130013 | \$961,000 | \$1,131,000 |
| San Mateo | SSF | State Highway | SSF Grand Blvd Project: Kaiser Way to McLellan | South San Francisco: Along El Camino Real between Kaiser Way and McLellan Drive: Implement bike and pedestrian enhancements, street trees, rain gardens and median landscaping as well as | System Management | SM-130030 | \$2,539,000 | \$2,539,000 |
| San Mateo | WETA | Transit | WETA: Redwood City Ferry Service | WETA: Redwood City; Implement ferry transit service between Redwood City and San Francisco | Expansion | SM-110002 | \$0 | \$15,000,000 |
| Total for San Mateo County | | | | | | | \$661,346,193 | \$2,715,778,061 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

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| Santa Clara | Gilroy | Local Road | Gilroy New Ronan Channel and Lions Creek Trails | In City of Gilroy: On Ronan channel levee from Sixth St to Leavesley Rd and Lions Creek levee from Kern to Tapestry Dr. build bicycle pedestrian trails. | Expansion | SCL110032 | \$135,000 | \$1,929,000 |
| Santa Clara | Morgan Hill | Local Road | Monterey Road Preservation | In Morgan Hill: On Monterey Road between East Dunne Avenue and East Middle Avenue; resurface roadway. | Maintenance/ Rehabilitation | SCL130043 | \$1,558,000 | \$1,711,000 |
| Santa Clara | Mountain View | State Highway | Mountain View El Camino Real Streetscape Study | In Mountain View: On El Camino Real within the City Limits; Develop detailed designs for sidewalks, crosswalks, lighting, landscaping, bicycle facilities and bus stops. Project will not lead directly to | System Management | SCL150017 | \$300,000 | \$300,000 |
| Santa Clara | MTC | Local Road | Regional Planning Activities and PPM - Santa Clara | Santa Clara: Regional Planning Activities and Planning, Programming and Monitoring (PPM) | System Management | SCL170001 | \$9,485,470 | \$9,485,470 |
| Santa Clara | Palo Alto | Local Road | Arastradero Road Schoolscape/Multiuse Trail | In Palo Alto: Along the south side of Arastradero Road between the Hetch Hetchy Los Altos Pathway and Miranda Avenue: Reconstruct the sidewalk to a multi-use trail to support Safe Routes to School | Expansion | SCL130034 | \$1,306,000 | \$1,502,000 |
| Santa Clara | Palo Alto | Local Road | Palo Alto - Citywide Traffic Signal upgrade | In Palo Alto: Replace the City's existing traffic signal central system and up to 35 traffic signal field controllers with associated communications gear. | System Management | SCL050091 | \$458,000 | \$503,000 |
| Santa Clara | Palo Alto | State Highway | Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge | Palo Alto: Where US 101 crosses Adobe Creek: Construct Bike/Ped Bridge. Project is phased | Maintenance/ Rehabilitation | SCL130041 | \$4,000,000 | \$13,000,000 |
| Santa Clara | San Jose | Local Road | Bay Trail Reach 9 & 9B | In San Jose: Near Gold Street to the existing San Tomas Aquino Creek Trail; Design and construct 1.2 miles of commuter/transportation trail, pedestrian bridge, and underpasses with safety and | Expansion | SCL050082 | \$163,000 | \$8,538,000 |
| Santa Clara | San Jose | Local Road | San Jose Charcot Avenue Extension Over I-880 | San Jose: Charcot Avenue Extension over I-880; Extend new 2-lane roadway with bike lanes and sidewalks providing new multi-modal connection to the North San Jose employment center. | Expansion | SCL090003 | \$1,000,000 | \$30,200,000 |
| Santa Clara | San Jose | Local Road | Coleman Avenue Widening from I-880 to Taylor St. | In San Jose: Coleman Ave from I880 to Taylor St: Widen from 4 to 6 lanes. | Expansion | SCL090005 | \$3,000,000 | \$13,000,000 |
| Santa Clara | San Jose | Local Road | San Jose - Autumn Street Extension | In San Jose: Autumn St between Julian Street and San Carlos Street: Widen, partially realign, and extend Autumn Street to adequately accommodate projected traffic demand. | Expansion | SCL110006 | \$0 | \$17,300,000 |
| Santa Clara | San Jose | Local Road | San Jose: Los Gatos Creek Reach 5 Underpass | In San Jose: Los Gatos Creek Trail between Auzerais Ave and Montgomery/Bird Ave. Construct Los Gatos Creek Trail (Reach 5b/c). | Expansion | SCL110029 | \$1,000,000 | \$5,050,000 |
| Santa Clara | San Jose | Local Road | San Jose - Meridian Bike/Ped Improvements | San Jose: Meridian between Auzerais and Douglas: Install new bicycle lanes and sidewalks; Meridian and Auzerais: Modify signal; Douglas and Meridian: Install new traffic signal; Both intersections: Install | Expansion | SCL130004 | \$1,299,000 | \$1,674,000 |
| Santa Clara | San Jose | Local Road | St. Johns Bikeway and Pedestrian Improvements | In San Jose: On St. John St from N. Montgomery St to N. First St and along N. Almaden Blvd between W. Julian St and Carlisle St: Improve bicycle and pedestrian facilities including gap filling and signal | Expansion | SCL130011 | \$0 | \$3,376,000 |
| Santa Clara | San Jose | Local Road | East San Jose Bikeways | East San Jose: Various locations: make improvements to the bikeway network including the installation of new bikeways, traffic calming features, public bike racks, bike-friendly signal detection and | Expansion | SCL130016 | \$2,000,000 | \$2,532,000 |
| Santa Clara | San Jose | Local Road | Downtown San Jose Bike Lanes and Decouplet | In San Jose: Ph 1: Reduce lanes, add bike lanes and bike/ped accessibility improvements on Almaden Ave and Vine St. Ph 2: Convert one-way couplets to two-way streets; reduce lanes; add bike lanes on: | System Management | SCL090004 | \$1,000,000 | \$22,815,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

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|-------------|----------------|----------------------|---|---|-----------------------------|-----------|----------------------------|---------------------------|
| Santa Clara | San Jose | Local Road | San Jose Citywide SRTS Program | San Jose: Near various schools: Implement bike/ped improvements such as traffic control and guide signs, enhanced crosswalks and other improvements that encourage bicycling and walking to school. | System Management | SCL130006 | \$1,133,450 | \$1,307,000 |
| Santa Clara | San Jose | Local Road | Jackson Ave Bicycle and Pedestrian Improvements | In San Jose: Jackson Ave between McKee Rd and Alum Rock Ave: Construct pedestrian safety and transit access enhancements including two new traffic signals and the modification of one existing signal. | System Management | SCL130007 | \$0 | \$1,899,000 |
| Santa Clara | San Jose | Local Road | San Jose Pedestrian Oriented Traffic Signals | In San Jose: At various key intersections: implement traffic signal controlled crossings. This project is phased. | System Management | SCL130010 | \$212,800 | \$3,798,000 |
| Santa Clara | San Jose | Local Road | North 1st Street Urban Village Plan | In the City of San Jose: North 1st Street Urban Village area: Create a land use plan, Implementation guidelines and policies. | System Management | SCL150020 | \$456,743 | \$456,743 |
| Santa Clara | San Jose | Local Road | Berryessa BART Urban Village Plan | In San Jose: Around the Berryessa BART Station: Create new plans that will facilitate higher density uses and incentivize a mix of uses around the BART Station currently under construction. | System Management | SCL150021 | \$409,420 | \$409,420 |
| Santa Clara | San Jose | Public Lands/ Trails | Coyote Creek Trail (Hwy 237-Story Rd) | In San Jose: from Highway 237 to Story Road; Master plan entire system, design and construction of the trail. | Expansion | SCL050083 | \$6,183,530 | \$41,468,630 |
| Santa Clara | San Jose | State Highway | US 101 / Blossom Hill I/C Reconst & Road Widening | San Jose: US-101/Blossom Hill Rd interchange; widen Blossom Hill Road and reconstruct interchange to provide an additional lane in each direction, including the bridge structure over US-101 plus other | Expansion | SCL030006 | \$1,583,000 | \$15,000,000 |
| Santa Clara | San Jose | State Highway | US 101 / Mabury New Interchange | In San Jose: US 101/Mabury interchange; Construct full interchange. | Expansion | SCL070004 | \$0 | \$20,750,000 |
| Santa Clara | San Jose | Transit | San Jose International Airport People Mover | In San Jose: Provide an automated transit service that connects the San Jose Mineta International Airport to VTA's Guadalupe LRT, Caltrain and future BART stations as well as provide circulation within the | Expansion | SCL090019 | \$2,000,000 | \$508,000,000 |
| Santa Clara | Santa Clara Co | Local Road | Montague Expwy Widening - Trade Zone-I-680 | In Santa Clara County: Widen Montague Expressway between Trade Zone and I-680. | Expansion | SCL090017 | \$3,000,000 | \$15,540,000 |
| Santa Clara | Santa Clara Co | Local Road | San Tomas Expressway Widening | In Santa Clara County: Widen San Tomas Expressway between El Camino Real and Williams Road including adding sidewalks. Project is phased. | Expansion | SCL110007 | \$2,000,000 | \$56,100,000 |
| Santa Clara | Santa Clara Co | Local Road | East San Jose Pedestrian Improvements | East San Jose: Various Roads: Fill in sidewalk gaps and provide ADA enhancements within existing rights-of-way | Expansion | SCL110121 | \$0 | \$2,727,754 |
| Santa Clara | Santa Clara Co | Local Road | San Tomas Aquino Spur Multi-Use Trail Phase 2 | In Santa Clara: From El Camino Real/SR 82 to Homestead Road: Construct San Tomas Aquino Spur Trail Phase 2 | Expansion | SCL130022 | \$0 | \$4,994,000 |
| Santa Clara | Santa Clara Co | Local Road | San Tomas Expressway Box Culvert Rehabilitation | In Santa Clara: Design, environmental clearance, and construction for rehabilitating the box culvert under San Tomas Expressway. | Maintenance/ Rehabilitation | SCL090002 | \$0 | \$10,416,061 |
| Santa Clara | Santa Clara Co | Local Road | Isabel Bridge Replacement (37C0089) | In Santa Clara County: Isabel Bridge (Bridge No. 37C0089) on San Antonio Valley Road, 8.3 miles east of Kincaid Rd: Replace existing one lane bridge with a two-lane bridge | Maintenance/ Rehabilitation | SCL110108 | \$4,800,000 | \$5,930,000 |
| Santa Clara | Santa Clara Co | Local Road | Capitol Expressway ITS and Bike/Ped Improvements | In San Jose: Capitol Expressway: Upgrade traffic signals and ITS infrastructure and install pedestrian sensors and bike detection at all intersections to allow traffic responsive and adaptive signal timing and | System Management | SCL130037 | \$7,992,637 | \$9,426,637 |
| Santa Clara | Santa Clara Co | Local Road | Gilroy Moves! | Santa Clara County: Gilroy: Non-infrastructure education and encouragement services to promote walking and biking in Gilroy. | System Management | SCL150015 | \$0 | \$1,876,000 |

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| Santa Clara | Saratoga | Local Road | Prospect Rd Complete Streets | Saratoga: Prospect Road between Saratoga/Sunnyvale Rd and Lawrence Expressway and on Saratoga Ave between Highway 85 to the City Limits to the north (Lawrence Expressway): Reduce roads width to | System Management | SCL130026 | \$4,500,000 | \$4,765,000 |
| Santa Clara | Saratoga | State Highway | Saratoga Village Sidewalk Rehabilitation | In Saratoga: Along Big Basin Way between 6th street and Hwy 9: Rehabilitate sidewalk. | Maintenance/Rehabilitation | SCL130027 | \$182,990 | \$201,990 |
| Santa Clara | Sunnyvale | Local Road | Fair Oaks Avenue Bikeway and Street Enhancements | In Sunnyvale: Various Locations on Fair Oaks Avenue: Construct bike lanes and complete sidewalk enhancements and rehabilitation to improve pedestrian safety. | Expansion | SCL130029 | \$1,036,244 | \$1,210,100 |
| Santa Clara | Sunnyvale | Local Road | Sunnyvale/Saratoga Traffic Signal, Bike/Ped Safety | In Sunnyvale: On Sunnyvale-Saratoga Road at Mathilda: Upgrade the existing traffic signal and install new ramps, bike detection and ped signals. | System Management | SCL130028 | \$524,000 | \$614,065 |
| Santa Clara | Sunnyvale | Local Road | Maude Avenue Bikeway and Streetscape | Sunnyvale: On Maude Avenue between Mathilda Avenue and Fair Oaks Avenue: Install medians, modify roadway geometry and stripe bike lanes. | System Management | SCL130030 | \$695,000 | \$830,000 |
| Santa Clara | Sunnyvale | Local Road | Sunnyvale SRTS Ped Infrastructure Improvements | In Sunnyvale: At 17 school sites: Install pedestrian enhancements for school route intersections | System Management | SCL130032 | \$1,569,000 | \$1,899,968 |
| Santa Clara | Sunnyvale | Public Lands/ Trails | Sunnyvale East and West Channel Multi-Use Trails | In Sunnyvale: Various locations on the Sunnyvale East Channel: construct multi-use paved trails. | Expansion | SCL130031 | \$4,345,000 | \$4,745,000 |
| Santa Clara | VTA | Local Road | Santa Clara Caltrain Station Bike/Ped Tunnel | In Santa Clara: extend a grade-separated pedestrian tunnel at the Santa Clara Caltrain station. | Expansion | SCL090031 | \$0 | \$14,397,813 |
| Santa Clara | VTA | Local Road | Local PDA Planning - Santa Clara | Santa Clara County Various Agencies: Planning assistance pass through to local jurisdictions to support transportation investments and improve their performance in Priority Development Areas (PDAs). | System Management | SCL110125 | \$558,577 | \$4,656,511 |
| Santa Clara | VTA | Local Road | SR 237/US 101/Mathilda Interchange Modifications | In Sunnyvale: Modify US 101/Mathilda and SR 237/Mathilda interchanges to relieve congestion and improve local circulation. | System Management | SCL130001 | \$4,000,000 | \$40,000,000 |
| Santa Clara | VTA | State Highway | I-880 Coleman Avenue I/C Reconfiguration | In San Jose: I-880@Coleman; Reconst. Coleman Ave. bridge & realign, reconst. all ramps accessing I-880; add new direct connector ramp to SB I-880 from Airport & Newhall plus landscaping (Garvee | Expansion | SCL010019 | \$0 | \$78,044,150 |
| Santa Clara | VTA | State Highway | New SR152 Alignment Study | Santa Clara/ San Benito counties: Complete PA&ED for new alignment of SR152 between US101 and SR156 in Santa Clara and San Benito counties. | Expansion | SCL090016 | \$0 | \$10,000,000 |
| Santa Clara | VTA | State Highway | SR 85 Express Lanes | In Santa Clara County: Implement roadway pricing on SR 85 carpool lane from US 101 in San Jose to US 101 in Mountain View. | Expansion | SCL090030 | \$15,200,000 | \$176,000,000 |
| Santa Clara | VTA | State Highway | Santa Clara County - US 101 Express Lanes | In Santa Clara County: From Dunne Avenue in Morgan Hill to San Mateo County line in Palo Alto: Implement roadway pricing on US 101 carpool lane | Expansion | SCL110002 | \$2,000,000 | \$431,000,000 |
| Santa Clara | VTA | State Highway | SR 237 Express Lanes: Zanker Rd to Mathilda Ave | In Santa Clara County: Implement roadway pricing on SR 237 carpool lane. | Expansion | SCL110008 | \$0 | \$30,000,000 |
| Santa Clara | VTA | State Highway | SR 237 Express Lanes : Mathilda Avenue to SR 85 | In Santa Clara County: Build new HOV/express lanes on SR 237 between Mathilda Avenue and SR 85. | Expansion | SCL130002 | \$5,200,000 | \$83,790,000 |
| Santa Clara | VTA | State Highway | I-880 Stevens Creek Landscaping | In San Jose, at the I-880/Stevens Creek interchange provide landscaping. | System Management | SCL130044 | \$3,000,000 | \$3,871,139 |
| Santa Clara | VTA | State Highway | I-680 Soundwalls - Capitol Expwy to Mueller Ave | San Jose: on I-680 corridor between Capitol Expressway and Mueller Avenue: Construct soundwalls | System Management | SCL150001 | \$4,361,000 | \$4,456,000 |
| Santa Clara | VTA | State Highway | I-280/Winchester Study | In San Jose: I-280/Winchester Interchange: Conduct planning activities to identify and evaluate improvements in the vicinity of the I-280/Winchester Boulevard interchange. | System Management | SCL150014 | \$0 | \$1,000,000 |

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|-------------|---------|---------|---|--|----------------------------|-----------|----------------------------|---------------------------|
| Santa Clara | VTA | Transit | BART - Berryessa to San Jose Extension | BART: Extend BART from Berryessa Station to San Jose and Santa Clara. (Please see expanded project description for more details.) | Expansion | BRT030001 | \$18,672,000 | \$3,962,300,000 |
| Santa Clara | VTA | Transit | Capitol Expressway LRT Extension-Phase II | In the East Valley: The Capitol Avenue light rail line from the existing Alum Rock Transit Center to a rebuilt Eastridge Transit Center (2.6 miles): provide light rail extension | Expansion | SCL050009 | \$0 | \$293,900,000 |
| Santa Clara | VTA | Transit | LRT Extension to Vasona Junction | In Campbell: Extend the light-rail line from the existing Winchester Station to a new Vasona Junction Station, near Route 85. | Expansion | SCL090040 | \$1,000,000 | \$176,000,000 |
| Santa Clara | VTA | Transit | BART - Warm Springs to Berryessa Extension | In Santa Clara County: This project will extend BART from Warm Springs to the future Berryessa Station in San Jose, California. | Expansion | SCL110005 | \$373,776,177 | \$2,521,899,512 |
| Santa Clara | VTA | Transit | El Camino Real Bus Rapid Transit | In Santa Clara County: Implement Bus Rapid Transit improvements on El Camino Real/The Alameda including: dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, | Expansion | SCL110009 | \$0 | \$233,700,000 |
| Santa Clara | VTA | Transit | VTA: Stevens Creek Bus Rapid Transit | In Santa Clara County: Stevens Creek corridor: Implement Bus Rapid Transit improvements including dedicated guideways, signal prioritization, low-floor boarding, ticket vending machines, premium BRT | Expansion | SCL110010 | \$7,200,000 | \$161,506,653 |
| Santa Clara | VTA | Transit | Montague Expy Ped Bridge at Milpitas BART | In Milpitas: At Milpitas BART Station: Over Montague Expressway: Construct a pedestrian bridge | Expansion | SCL130040 | \$3,127,251 | \$12,747,143 |
| Santa Clara | VTA | Transit | VTA: Standard & Small Bus Replacement | VTA: Standard and Small Bus Replacement | Maintenance/Rehabilitation | SCL050001 | \$0 | \$210,897,748 |
| Santa Clara | VTA | Transit | VTA: Rail Replacement Program | VTA: Rail Replacement Program throughout the Light Rail system (no rail expansion). | Maintenance/Rehabilitation | SCL050002 | \$0 | \$30,048,963 |
| Santa Clara | VTA | Transit | VTA: Rail Substation Rehab/Replacement | VTA: Guadalupe Light Rail Corridor; Rehabilitate electrical elements (such as disconnect switches, DC breakers, etc.) of traction power substations. | Maintenance/Rehabilitation | SCL050049 | \$0 | \$25,642,352 |
| Santa Clara | VTA | Transit | VTA: TP OCS Rehab & Replacement | VTA: Rehabilitate and replace overhead catenary system (OCS) and associated components | Maintenance/Rehabilitation | SCL090044 | \$0 | \$9,084,940 |
| Santa Clara | VTA | Transit | VTA: Light Rail Bridge and Structure - SG Repair | Various Locations: Light rail bridge and structure defect investigation and repair. Stabilization measures to address Hamilton structure settlement. | Maintenance/Rehabilitation | SCL110099 | \$0 | \$1,700,000 |
| Santa Clara | VTA | Transit | VTA: Kinkisharyo LRV Overhaul Program | VTA: Scheduled overhaul of Kinkisharyo Light Rail Vehicles. | Maintenance/Rehabilitation | SCL110100 | \$0 | \$1,287,000 |
| Santa Clara | VTA | Transit | VTA: Light Rail Track Crossovers and Switches | VTA: In the light rail system: Add light rail crossovers and switches to priority areas where crossovers are not currently available to enhance operational flexibility. | Maintenance/Rehabilitation | SCL110104 | \$0 | \$4,420,648 |
| Santa Clara | VTA | Transit | VTA Train to Wayside Communication System Upgrade | VTA: Communications: Upgrade the existing DOS based train-to-wayside communications (TWC) system to a Windows based system while keeping the original system's operational functionality. | Maintenance/Rehabilitation | SCL150005 | \$0 | \$250,000 |
| Santa Clara | VTA | Transit | VTA: Preventive Maintenance | VTA: Preventive Maintenance of agency's fleet. | Maintenance/Rehabilitation | SCL990046 | \$0 | \$596,267,531 |
| Santa Clara | VTA | Transit | VTA: ADA Operating Set Aside | VTA: ADA operating assistance set aside. | Operations | SCL050046 | \$0 | \$48,629,844 |
| Santa Clara | VTA | Transit | VTA: Photovoltaic Solar Panel Alternative Energy | VTA: On the Berryessa BART Station: parking structure: Install photovoltaic solar panels | System Management | SCL090041 | \$0 | \$937,500 |
| Santa Clara | VTA | Transit | VTA: Back-up Power for Elevated Stations | VTA: Various elevated stations: Replace the generators and automatic power bypass switch for elevated stations on the Guadalupe Light Rail line. | System Management | SCL150006 | \$0 | \$400,000 |
| Santa Clara | VTA | Transit | VTA Track Intrusion Abatement | VTA: Various locations along trackway: Installation of fencing, barriers, signage, flashing signs, and pavement markings. | System Management | SCL150008 | \$0 | \$4,000,000 |

TIP Project Listing by County
 2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|-------------------------------------|---------|---------|--|---|----------------------|-----------|-------------------------------|------------------------------|
| Santa Clara | VTA | Transit | VTA: N 1st Street LR Speed Improvements | VTA: North First Street: Implement light rail service and reliability improvements including fencing and signal timing | System Management | SCL150011 | \$0 | \$500,000 |
| Santa Clara | VTA | Transit | Peery Park Rides | In Sunnyvale: Peery Park area: Implement flexible transit service as part of a trip reduction strategy | System Management | SCL150018 | \$2,080,000 | \$2,080,000 |
| Total for Santa Clara County | | | | | | | \$509,503,289 | \$10,022,696,285 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------|---------------|---------------|--|--|-----------------------------|-----------|----------------------------|---------------------------|
| Solano | Dixon | Local Road | Dixon SR2S Infrastructure Improvements | Dixon: Various locations along safe routes to schools: Implement pedestrian and bicycle improvements | System Management | SOL130012 | \$112,956 | \$124,956 |
| Solano | Fairfield | Transit | Fairfield/Vacaville Intermodal Rail Station | In Fairfield: Capitol Corridor; Construct train station with passenger platforms, pedestrian undercrossing, highway overcrossing, park and ride lot, bike and other station facilities. Project is phased. | Expansion | SOL030002 | \$1,557,857 | \$80,591,461 |
| Solano | Fairfield | Transit | Fairfield Transportation Center - Phase 3 | In Fairfield: Fairfield Transportation Center; Construct second parking structure with approximately 600 automobile parking spaces and access improvements. | Expansion | SOL110007 | \$600,000 | \$8,323,000 |
| Solano | F-S Transit | Transit | Fairfield Transit: 2 Gillig Bus Replacements | Fairfield-Suisun Transit: Replace two 1996 Gillig buses with two new 40' transit hybrid buses | Maintenance/ Rehabilitation | SOL110041 | \$1,393,264 | \$1,393,264 |
| Solano | F-S Transit | Transit | Fairfield-Suisun Transit: Operating Assistance | Fairfield-Suisun Transit: Operating Assistance to support transit operations. | Operations | SOL010006 | \$744,432 | \$59,575,654 |
| Solano | MTC | Local Road | Regional Planning Activities and PPM - Solano | Solano: Regional Planning Activities and Planning, Programming and Monitoring (PPM) | System Management | SOL170001 | \$4,998,181 | \$4,998,181 |
| Solano | MTC | State Highway | I-80 Express Lanes - Fairfield & Vacaville Ph I&II | I-80 in Solano County from Red Top Rd to I-505: Convert existing HOV to HOT & Construct new HOT lanes from Air Base Parkway to I-505. Project also references RTP ID 230660 | Expansion | SOL110001 | \$2,000,000 | \$236,800,000 |
| Solano | Rio Vista | State Highway | SR 12 crossing with updated lighting | In Rio Vista: At SR12 crossing: Install new updated lighted crosswalk | System Management | SOL130014 | \$0 | \$230,330 |
| Solano | Solano County | Local Road | Cordelia Hills Sky Valley | Cordelia Hill: Transportation enhancements including upgrade of pedestrian and bicycle corridors including open space acquisition along Cordelia Hill Sky Valley and McGary Road. Project is predominantly | Expansion | SOL070012 | \$0 | \$2,750,000 |
| Solano | Solano County | Local Road | Suisun Valley Bicycle and Pedestrian Imps | Solano County: At Mankas Corner: Construct staging area with bicycle and pedestrian improvements; At Various Locations in Solano County: Add a Class II bike lane to enhance bike access to areas | Expansion | SOL130007 | \$370,200 | \$7,577,400 |
| Solano | Solano County | State Highway | Redwood-Fairgrounds Dr Interchange Imps | Solano County: I-80/Redwood St. I/C and SR 37/Fairgrounds Dr. I/C: Implement I/C and safety improvements; Fairgrounds Dr. between Redwood St. and SR 37 (2.1 lane miles): Remove left turn lane and | Expansion | SOL090015 | \$924,259 | \$96,370,000 |
| Solano | SolTrans | Transit | SolTrans: Preventive Maintenance | SolTrans: Preventive maintenance of vehicles and equipment necessary for the maintenance of federally funded assets. | Maintenance/ Rehabilitation | SOL070032 | \$0 | \$3,020,851 |
| Solano | SolTrans | Transit | SolTrans: Bus Maintenance Facility Renovation | SolTrans: Bus Maintenance Facility SolTrans: Bus Maintenance Facility Renovation, Construction of Compressed Natural Gas Facility and Upgrading electrical infrastructure for future electric bus charging | Maintenance/ Rehabilitation | SOL090033 | \$0 | \$4,171,748 |
| Solano | SolTrans | Transit | Bus Replacement (Alternative Fuel) | SolTrans: Replace eight 45' MCI commuter coaches as they reach their useful life. | Maintenance/ Rehabilitation | SOL090034 | \$0 | \$6,954,725 |
| Solano | SolTrans | Transit | Bus Replacement (Commuter) | SolTrans: Replace 45' diesel commuter buses which have reached the end of their useful service life with 45' compressed natural gas buses. | Maintenance/ Rehabilitation | SOL130019 | \$0 | \$2,178,227 |
| Solano | SolTrans | Transit | SolTrans: ADA Paratransit Operating Subsidy | SolTrans: ADA Paratransit Operating Subsidy | Operations | SOL110025 | \$405,430 | \$3,095,665 |
| Solano | SolTrans | Transit | SolTrans: Operating Assistance | Solano County Transit: Operating Assistance | Operations | SOL110040 | \$0 | \$26,177,668 |
| Solano | STA | Local Road | Jepson: Vanden Road from Peabody to Leisure Town | Jepson Parkway segment: Vanden Road project from Peabody Road to Leisure Town Road. | Expansion | SOL110003 | \$19,376,000 | \$30,455,855 |
| Solano | STA | Local Road | Jepson: Walters Rd Ext - Peabody Rd Widening | Jepson Parkway segment: Walters Road Extension - Peabody Widening. | Expansion | SOL110004 | \$0 | \$13,431,000 |
| Solano | STA | Local Road | Jepson: Leisure Town Road from Vanden to Commerce | Jepson Parkway segment: Leisure Town Road from Vanden Road to Commerce. Project is phased | Expansion | SOL110005 | \$23,061,800 | \$28,068,400 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------------------------------|-------------|---------------|--|---|-------------------|-----------|----------------------------|---------------------------|
| Solano | STA | Local Road | Jepson: Leisure Town Road (Commerce to New Ulatis) | Reconstruct and widen Leisure, from 900 feet South of Commerce Place to South of New Ulatis Creek | Expansion | SOL110006 | \$3,296,000 | \$12,321,842 |
| Solano | STA | Local Road | Ingraining Walking & Rolling into School Culture | Solano County: Countywide: Implement a two pronged approach to ingrain a culture of walking & rolling within 15 selected schools. The project is a collaboration between STA and Solano County Dept. of | Operations | SOL150001 | \$0 | \$388,000 |
| Solano | STA | Local Road | Solano Safe Routes to School Program | In Solano County, Countywide: Implement Countywide Solano Safe Routes to School Program, including Planning, Education, and Encouragement events and materials. | System Management | SOL110019 | \$354,683 | \$2,641,589 |
| Solano | STA | Local Road | STA SR2S Infrastructure & Non-infrastructure | Solano County: At 7 schools: Implement pedestrian infrastructure improvements; At 26 schools throughout the Cities of Benicia, Rio Vista & Vallejo: Providing education outreach | System Management | SOL150004 | \$3,467,000 | \$3,467,000 |
| Solano | STA | State Highway | I-80/I-680/SR 12 Interchange Project | Fairfield: Improve I-80/I-680/Route 12 I/C(Ph 1), including connecting I-80 to SR 12 W, I-680 NB to SR 12W (Jameson Canyon), I-80 to I-680 (+ Express Lane Direct connectors), build local I/C and build | Expansion | SOL070020 | \$0 | \$717,920,000 |
| Solano | STA | State Highway | SR12/Church Rd Intersection Improvements | Rio Vista: At SR12/Church Rd. Intersection: Add Standard Shoulders, EB Left Turn Lane, WB Acceleration Lane (720 ft) and Deceleration Lane (300 ft), Remove Trees in Clear Recovery Zone | System Management | SOL150003 | \$510,000 | \$4,800,000 |
| Solano | Suisun City | Local Road | Driftwood Drive Path | Suisun City: Along S. Driftwood Dr from Marina Blvd to Josiah Cir, along E. Josiah Cir between Driftwood Dr and Whispering Bay Ln, and along E. Whispering Bay Ln from Josiah Cir to approx 200 ft south of | Expansion | SOL130020 | \$0 | \$695,121 |
| Solano | Vacaville | Local Road | Allison Bicycle / Ped Improvements | Vacaville: On Allison Drive from Nut Tree Parkway to Ulatis Creek: Install bike/ped infrastructure improvements, landscaping and a marquee sign | Expansion | SOL130005 | \$435,000 | \$510,600 |
| Solano | Vacaville | State Highway | I-505/Vaca Valley Off-Ramp and Intersection Imprv. | Vacaville: I-505 at Vaca Valley Pkwy: Widen the southbound I-505 off-ramp at Vaca Valley Parkway to provide left turn storage and signalize the southbound ramps at the intersection of Vaca Valley | Expansion | SOL090001 | \$0 | \$1,540,000 |
| Solano | Vacaville | Transit | Vacaville Intermodal Station - Phase 2 | In Vacaville: Construction of a 137 stall surface parking lot. | Expansion | SOL110009 | \$0 | \$11,210,000 |
| Solano | Vacaville | Transit | Vacaville Transit: Operating Assistance | Vacaville Transit: Operating Assistance | Operations | SOL010007 | \$0 | \$19,468,833 |
| Solano | Vacaville | Transit | Transit Marketing and Public Outreach | Vacaville: Citywide: Marketing and public outreach of City Coach transit benefits | System Management | SOL130017 | \$215,388 | \$215,388 |
| Solano | Vallejo | Local Road | SR2T - Curtola Bike Path | Vallejo: On Curtola Pkwy between Lemon Street and Solano Avenue: Improve bike path | Expansion | SOL150002 | \$0 | \$847,179 |
| Solano | Vallejo | Local Road | Vallejo Downtown Streetscape | Vallejo: Various streets in the downtown area. Pedestrian enhancements including traffic calming, restriping, parking, signs, brick pavers, street furniture and art. Project is phased | System Management | SOL110035 | \$1,060,765 | \$4,289,000 |
| Solano | Vallejo | Local Road | Vallejo SRTS Infrastructure Improvements | In Vallejo: In the vicinity of Wardlaw Elementary School: Implement safety improvements including striping and signage improvements | System Management | SOL130015 | \$0 | \$282,228 |
| Solano | Vallejo | State Highway | I-80 / American Canyon Rd overpass Improvements | Vallejo: American Canyon Road overpass at Hwy. 80; capacity and safety improvements. | Expansion | SOL990018 | \$200,000 | \$5,230,000 |
| Solano | Vallejo | State Highway | Sonoma Boulevard Improvements HSIP5-04-031 | Vallejo: Sonoma Blvd between Georgia St and Florida St: Implement road diet - reduce travel lanes from 4 to 3, add a two-way left-turn lane or median, and add bike lanes | System Management | SOL110037 | \$0 | \$412,402 |
| Total for Solano County | | | | | | | \$65,083,215 | \$1,402,527,567 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------|------------|---------------|--|--|-----------------------------|-----------|----------------------------|---------------------------|
| Sonoma | Caltrans | State Highway | Son 101 HOV - SR 12 to Steele & Steele Lane I/C | In Santa Rosa: On 6th St. between Morgan St and Davis St: the construction of 280 feet of roadway with two new travel lanes and a westbound left turn lane; from SR 12 to Steele Lane: follow-up | Expansion | SON010001 | \$0 | \$6,063,000 |
| Sonoma | Cloverdale | Local Road | Cloverdale - Safe Routes to School Phase 2 | Cloverdale: Various Locations: Construct sidewalks and add Class II bike lanes | Expansion | SON130016 | \$250,000 | \$417,044 |
| Sonoma | Cotati | Local Road | Cotati - Old Redwood Highway S. Preservation | In Cotati: On Old Redwood Highway, between East Cotati and Myrtle Avenue; rehabilitate roadway and add pedestrian features. | Maintenance/ Rehabilitation | SON130008 | \$0 | \$300,000 |
| Sonoma | Healdsburg | Local Road | Healdsburg Pedestrian Safety and Access Improvmnts | In Healdsburg: Install pedestrian safety crossing improvements adjacent to high school on Powell Ave. Install ADA improvements connecting high school and junior high school to library (Powell Ave, Prince | System Management | SON110054 | \$253,672 | \$338,672 |
| Sonoma | MTC | Local Road | Regional Planning Activities and PPM - Sonoma | Sonoma County: Regional Planning Activities and Planning, Programming and Monitoring (PPM) | System Management | SON170002 | \$5,164,181 | \$5,164,181 |
| Sonoma | NBFS | Transit | Ferry Service to Port Sonoma | SW Sonoma County; Port Sonoma; Construct multi-modal transit facility linking Ferry service to passenger rail, bus service, and auto traffic (Env. Phase Only). | Expansion | SON070013 | \$23,171,000 | \$23,171,000 |
| Sonoma | Petaluma | Local Road | Petaluma Complete Streets | In Petaluma: On Lakeville St from E. Washington St to Caulfield Ln and on East D St from the D St Bridge to Lakeville St: Rehabilitate the roadway, including striping for Class 2 Bike Lanes and adding ADA | Maintenance/ Rehabilitation | SON130002 | \$0 | \$2,088,000 |
| Sonoma | Petaluma | Transit | Petaluma Transit: AVL System | Petaluma Transit: Purchase and install Automatic Vehicle Location (AVL) System on all vehicles in Petaluma Transit fixed route fleet. | Maintenance/ Rehabilitation | SON090030 | \$0 | \$671,931 |
| Sonoma | Petaluma | Transit | Petaluma: Purchase 2 Paratransit Cutaways FY13 | In Petaluma: Purchase two (2) paratransit vans for Petaluma Paratransit. One van replaces an older van in the current fleet and one van is for an expansion of the fleet. | Maintenance/ Rehabilitation | SON110051 | \$0 | \$167,330 |
| Sonoma | Petaluma | Transit | Petaluma: Replace 2 Paratransit Cutaways FY14 | In Petaluma: Replace two (2) paratransit vans for Petaluma Paratransit | Maintenance/ Rehabilitation | SON110052 | \$0 | \$171,895 |
| Sonoma | Petaluma | Transit | Petaluma Transit: Purchase (1) Fixed Route Bus | Petaluma Transit: 40' hybrid bus: Purchase (1) new 40' Diesel Electric Hybrid Low Floor Standard Transit Bus for Petaluma Transit, replaces (1) 2003 Chevy C5500 29' medium duty bus that expended its | Maintenance/ Rehabilitation | SON150004 | \$0 | \$776,950 |
| Sonoma | Petaluma | Transit | Petaluma Transit: (3) Digital Two-Way Radios | Petaluma Transit: Radios: Purchase (3) Digital Two-Way Radios for (3) new Fixed Route Buses for Petaluma Transit (goes with bus replacement project in FY 15 and FY 16). | Maintenance/ Rehabilitation | SON150005 | \$0 | \$1,845 |
| Sonoma | Petaluma | Transit | Petaluma Transit: Purchase (2) Fixed Route Buses | Petaluma Transit: (2) 35' hybrid buses: Purchase (2) new 35' Diesel Electric Hybrid Low Floor Standard Transit Bus for Petaluma Transit, replaces (2) 2003 Chevy C5500 29' medium duty buses that have | Maintenance/ Rehabilitation | SON150014 | \$0 | \$1,452,000 |
| Sonoma | Petaluma | Transit | Petaluma Transit: ADA Set-Aside | Petaluma Transit: Annual ADA Set-Aside | Operations | SON150007 | \$0 | \$208,638 |
| Sonoma | Petaluma | Transit | Petaluma Transit: Transit Signal Priority System | In Petaluma: Various intersections: Upgrade existing traffic signals to replace existing or install new Transit Signal Priority hardware on intersections within the City of Petaluma. Project is phased. | System Management | SON130020 | \$108,790 | \$528,318 |
| Sonoma | Petaluma | Transit | PetalumaTransit:Clipper Equip for FixedRoute Buses | Petaluma Transit: On 3 new Fixed Route buses: Install Clipper fare equipment | System Management | SON150015 | \$0 | \$18,000 |
| Sonoma | Petaluma | Transit | PetalumaTransit:Comm Equip for 3 Fixed Route Buses | Petaluma Transit: On three (3) new Fixed Route Buses: Purchase and Install Automated Vehicle Locaton (AVL) and Transit Signal Priority Equipment | System Management | SON150016 | \$0 | \$34,055 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

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|--------|-----------------|---------------|--|---|-----------------------------|-----------|----------------------------|---------------------------|
| Sonoma | Rohnert Park | Local Road | Rohnert Park Various Streets Preservation | In Rohnert Park: On Rohnert Park Expressway from State Farm Drive to Snyder Lane: Rehabilitation of roadway including digouts and overlay. Existing lane configuration and existing Class 2 bike lanes will | Maintenance/ Rehabilitation | SON130009 | \$0 | \$1,454,000 |
| Sonoma | Rohnert Park | Local Road | Rohnert Park Streetscape and Pedestrian Imps | Rohnert Park: At Various locations in the Central Rohnert Park PDA: Install pedestrian and bike facility improvements | System Management | SON130007 | \$500,000 | \$620,000 |
| Sonoma | Santa Rosa | Local Road | Santa Rosa Cmplt Sts Road Diet on Transit Corridor | Santa Rosa: On transit corridors within two Priority Development Areas (Mendocino Ave/Santa Rosa Ave Corridor and Downtown Station Area) and in Communities of Concern: Rehabilitate roadway and | Maintenance/ Rehabilitation | SON130017 | \$2,460,000 | \$2,860,000 |
| Sonoma | Santa Rosa | Local Road | Downtown Santa Rosa Streetscape | Santa Rosa: Third St between Morgan and B St: Implement pedestrian improvements to channelize pedestrians to use the north side of Thrid Street at Morgan STreet and at B Street; On Santa Rosa Avenue | System Management | SON130006 | \$0 | \$807,000 |
| Sonoma | Santa Rosa | Local Road | Jennings Ave Bike & Ped RR Crossing Corridor | In Santa Rosa: At Jennings Ave and SMART railroad tracks: Construct a bicycle and pedestrian crossing and develop a Safe Routes to School service program focusing on education and awareness for the | System Management | SON150003 | \$1,578,000 | \$1,761,000 |
| Sonoma | Santa Rosa | State Highway | US 101 Hearn Ave Interchange | Santa Rosa: US 101/Hearn Avenue over-crossing/interchange: Replace the US 101/Hearn Avenue over-crossing/interchange with a new over crossing/interchange including bike lanes, sidewalks, and re- | System Management | SON150006 | \$6,850,000 | \$34,650,000 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa City Bus Replacement Bus Purchase | Santa Rosa CityBus: Purchase 5 Hybrid Electric Replacement Buses and 4 clean diesel buses to replace aging fixed route buses to replace fixed route buses | Maintenance/ Rehabilitation | SON070020 | \$0 | \$5,612,652 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa CityBus: Preventative Maintenance | Santa Rosa CityBus: Preventative Maintenance program for agency fleet | Maintenance/ Rehabilitation | SON090024 | \$0 | \$10,306,938 |
| Sonoma | SantaRosa Bus | Transit | SantaRosa Bus: Bus Replacement Purchase | SantaRosa Bus: 40' Fixed Route Vehicle: Replace an aging 40' fixed route diesel bus for operation purposes. | Maintenance/ Rehabilitation | SON150008 | \$0 | \$1,986,041 |
| Sonoma | SantaRosa Bus | Transit | SRCityBus Non-Revenue Vehicle and Capital Equipmnt | Santa Rosa City Bus: At Transit Mall: Implement transit enhancements and purchase a replacement non-revenue vehicle | Maintenance/ Rehabilitation | SON150017 | \$0 | \$70,000 |
| Sonoma | SantaRosa Bus | Transit | SR City Bus: Garage Hoist for Bus Repairs | Santa Rosa City Bus: Purchase a garage hoist for repairs of the buses | Maintenance/ Rehabilitation | SON150018 | \$0 | \$360,000 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa CityBus: Operating Assistance | Santa Rosa CityBus: Operating Assistance to Transit Agency | Operations | SON090023 | \$0 | \$23,244,068 |
| Sonoma | SantaRosa Bus | Transit | Implementation of Reimagining CityBus | Santa Rosa CityBus: Systemwide: Operating Assistance for implementing Reimagining CityBus | Operations | SON150019 | \$176,652 | \$176,652 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa City Bus: Transit Enhancements | Santa Rosa: Various Locations: Upgrade and improve transit facilities including amenities, accessibility, ADA compliance, pedestrian and bicycle access | System Management | SON030012 | \$0 | \$480,580 |
| Sonoma | Son Co Reg Park | Local Road | Bodega Bay Trail Segments 1B and 1C | Bodega Bay: Segments 1B and 1C parallel to Highway 1 from Salmon Creek Village to the southwest boundary; Construct bicycle and Pedestrian Trail (TLC Project). | Expansion | SON070008 | \$0 | \$817,000 |
| Sonoma | Son Co Reg Park | Local Road | Central Sonoma Valley Trail | In the unincorporated area of Sonoma County, construct 0.42 miles of a Class I bike trail. 1)Larson Park to Flowery Elementary School and 2) along Verano Avenue from Sonoma Creek to Main Street. | Expansion | SON110050 | \$425,000 | \$625,000 |
| Sonoma | Son Co TA | Local Road | Santa Rosa Car Share | Santa Rosa: Various locations: Establish nine car share vehicles at four pods. | System Management | SON150010 | \$390,130 | \$390,130 |
| Sonoma | Son Co TA | State Highway | Son 101 HOV - Steele Lane to Windsor (North) | Santa Rosa-Windsor: US 101 btw Steele Lane in Santa Rosa and Windsor River Road in Windsor; Widen from 4 to 6 lanes for High Occupancy Vehicle (HOV) lanes and implement landscaping. | Expansion | SON010019 | \$0 | \$122,299,440 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

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|--------|----------------|---------------|--|---|-----------------------------|-----------|----------------------------|---------------------------|
| Sonoma | Son Co TA | State Highway | Son 101 HOV - Redwood Hwy to Rohnert Park Expwy | Petaluma-Rohnert Park: US 101 Btw Old Redwood Hwy in Petaluma & Rohnert Park Expwy: widening roadway from 4 to 6 lanes for HOV and implement landscaping | Expansion | SON010024 | \$0 | \$134,952,000 |
| Sonoma | Son Co TA | State Highway | US 101 Marin/Sonoma Narrows (Sonoma) | Marin and Sonoma Counties: From SR37 in Novato to Old Redwood Highway in Petaluma, convert expressway to freeway, construct NB auxillary lane between Lakeville Highway and East Washigton Street, | Expansion | SON070004 | \$827,000 | \$373,527,000 |
| Sonoma | Son Co TA | State Highway | US 101 Airport I/C (North B) | In Sonoma County: Replace Airport Blvd overcrossing and reconstruct interchange with US 101. Improve operations between Airport and Fulton. Construct soundwalls. (Project is the second phase of the | System Management | SON090005 | \$0 | \$42,808,000 |
| Sonoma | Son Co TA | State Highway | Highway 116/121 Intersection Improvement Project | In Sonoma County: At the intersection of State Routes 116 and 121, and Bonneau Road: Improve intersection | System Management | SON150009 | \$2,000,000 | \$26,100,000 |
| Sonoma | Son Co Transit | Transit | Sonoma Co Transit: Preventive Maintenance Program | Sonoma County Transit: Preventive maintenance program for agency fleet. | Maintenance/ Rehabilitation | SON030005 | \$0 | \$16,369,402 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Replacement Bus Purchase | Sonoma County Transit: Replace five 40' Orion V CNG transit coaches with five 40' CNG Low-Floor transit coaches. | Maintenance/ Rehabilitation | SON110049 | \$0 | \$2,059,100 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Replacement CNG Buses | Sonoma County Transit: Replace two 40-foot compressed natural gas (CNG)-fueled buses. | Maintenance/ Rehabilitation | SON150012 | \$912,200 | \$912,200 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Replace 2006 CNG Buses | Sonoma County Transit: Replace Two 40-foot CNG-fueled buses. | Maintenance/ Rehabilitation | SON150013 | \$1,023,558 | \$1,023,558 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Bus Stop Improvement | Sonoma County Transit: Throughout the service area: Acquire and install new bus stop shelters plus other improvements to bus stops | System Management | SON050021 | \$0 | \$151,699 |
| Sonoma | Sonoma County | Local Road | Laughlin Bridge over Mark West Crk 20C0246 | Mark West Creek Bridge: Laughlin Rd/Brickway Blvd Extension; Construct new 2 lane bridge. | Expansion | SON050001 | \$800,000 | \$14,245,000 |
| Sonoma | Sonoma County | Local Road | Replace Lambert Bridge over Dry Creek 20C0248 | HBP: In Sonoma: Replace existing through truss bridge (Bridge No. 20C0248, Lambert Bridge Road, Over Dry Creek, 0.4 Mi W of Dry Creek Rd.), that is in poor condition and has seismic deficiencies with | Expansion | SON090026 | \$6,050,000 | \$7,218,750 |
| Sonoma | Sonoma County | Local Road | Replace West Dry Creek Bridge over Pena Ck 20C0407 | In Sonoma: Replace existing four span T-beam concrete bridge (Bridge No. 20C0407, West Dry Creek Rd, Over Pena Creek, 0.7 Mi NW Yoakim Br Rd.) that is one-lane, seismically deficient and in poor | Expansion | SON090027 | \$4,250,000 | \$5,050,000 |
| Sonoma | Sonoma County | Local Road | Replace Hauser Bridge over Gualala River 20C0240 | In Sonoma: Bridge No.20C0240,Hauser Road Bridge over over South Fork Gualala River, 5 Mi east of Seaview Road. Replace existing one-lane bridge with a new two-lane bridge | Expansion | SON110025 | \$5,544,000 | \$6,584,000 |
| Sonoma | Sonoma County | Local Road | Rehab King Ridge Bridge over Austin Crk 20C0433 | In Sonoma County: On King Ridge Road, 2.3mi North of Fort Ross Road; rehabilitate one-lane bridge to 2 lanes and scour countermeasure | Maintenance/ Rehabilitation | SON070026 | \$85,000 | \$4,275,400 |
| Sonoma | Sonoma County | Local Road | Replace Geysers Bridge over Sulpher Crk 20C0005 | In Sonoma County: Bridge replacement: single lane bridges in Sonoma County with two lane bridge (Geysers Road Bridge 20C0005) | Maintenance/ Rehabilitation | SON090001 | \$6,866,964 | \$8,075,351 |
| Sonoma | Sonoma County | Local Road | Replace Chalk Hill Bridge over Maacama Crk 20C0242 | In Sonoma County - Replace existing bridge no. 20C0242, on Chalk Hill Rd, Over Maacama Creek, 1 Mi S of HWY (spandrel arch bridge with approach spans with new bridge) | Maintenance/ Rehabilitation | SON090025 | \$200,000 | \$6,772,709 |
| Sonoma | Sonoma County | Local Road | Replace Bohan Dillon Bridge over Gualala 20C0435 | In Sonoma: Bridge No.20C0435, Bohan Dillon Road over South Fork Gualala River, 0.1 Mi N Fort Ross Road. Replace existing one-lane bridge with a new two-lane bridge | Maintenance/ Rehabilitation | SON110024 | \$30,000 | \$2,070,000 |
| Sonoma | Sonoma County | Local Road | Replace Freestone Flat Bridge over Salmon 20C0440 | In Sonoma: Bridge No.20C0440, Freestone Flat Road Bridge over Salmon Creek, 0.2 Mi E. Bohemian Way. Replace existing one-lane bridge with a new two-lane bridge | Maintenance/ Rehabilitation | SON110026 | \$150,000 | \$4,022,500 |
| Sonoma | Sonoma County | Local Road | Sonoma County Various Streets & Roads Preservation | Sonoma County: Various locations: Rehabilitate pavement | Maintenance/ Rehabilitation | SON130010 | \$3,377,000 | \$3,815,000 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------------------------------|---------------|------------|--|--|-----------------------------|-----------|----------------------------|---------------------------|
| Sonoma | Sonoma County | Local Road | Bodega Highway Pavement Rehabilitation | Bodega Hwy, beginning at the intersection of Sexton Lane and ending at the Sebastopol City Limits. The Project length is approximately 2 miles. The scope of work will include pavement rehabilitation, | Maintenance/ Rehabilitation | SON130015 | \$1,130,000 | \$1,190,000 |
| Sonoma | Sonoma County | Local Road | Sonoma County - Safe Routes to School Program | Sonoma County: Countywide: Comprehensive safe routes to school program to shift mode away from single family vehicular trips to bicycle/pedestrian/carpooling. | System Management | SON130014 | \$0 | \$1,558,000 |
| Sonoma | Sonoma County | Local Road | PDA Planning - Springs Area Plan | Sonoma Valley Springs Area: Planning to revitalize the area into a pedestrian and transit oriented mixed use corridor. | System Management | SON150001 | \$0 | \$508,300 |
| Sonoma | Sonoma County | Local Road | PDA Planning - Airport Station/Specific Plan Amend | Sonoma County: Near the proposed Sonoma Marin Area Rail Transit Airport station: Develop a new station area plan and update of the 1984 Airport Industrial Area Specific Plan in order to transform the | System Management | SON150002 | \$0 | \$395,347 |
| Sonoma | Sonoma County | Local Road | Sonoma SRTS High School Pilot | In Sonoma County: Countywide: Safe routes to school high school pilot program to shift mode away from single family vehicular trips to bicycle/pedestrian/carpooling/bussing. | System Management | SON150011 | \$0 | \$872,000 |
| Sonoma | Windsor | Local Road | Jaguar Way/Windsor Road Bicycle /Ped Improvements | In Windsor: Around the intersection of Jaguar Way and Windsor Road, the entrance to Windsor High School: Install a traffic signal and construct approximately 300 feet of Class II bicycle lanes and sidewalk. | System Management | SON130003 | \$0 | \$1,398,000 |
| Sonoma | Windsor | Local Road | Conde Ln/Johnson St Pedestrian Improvements | In Town of Windsor: At the intersection of Conde Lane and Johnson Street: Realign intersection to eliminate stop signs on Conde Lane. Johnson Street becomes right in and right out only. Add RRFB | System Management | SON130012 | \$522,000 | \$605,000 |
| Sonoma | Windsor | Local Road | Bell Rd/Market St/Windsor River Rd Ped Improvement | In Windsor: At the intersection of Bell Road-Market Street and Windsor River Road: Install a traffic signal and install pedestrian and bicycle signal equipment. | System Management | SON130013 | \$632,500 | \$715,500 |
| Sonoma | Windsor | Local Road | Windsor River Road/Windsor Road/NWPRR Intersection | In Windsor: Windsor River Road/Windsor Road/SMART intersection: Rail crossing safety improvements, multi-use path, pedestrian and vehicle traffic improvements. | System Management | SON170001 | \$2,000,000 | \$8,800,000 |
| Total for Sonoma County | | | | | | | \$77,727,647 | \$926,167,176 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------------|----------|------------|--|--|----------------------------|-----------|----------------------------|---------------------------|
| Multi-County | ACE | Transit | ACE Positive Train Control | ACE System-wide: Install an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways. | System Management | REG110044 | \$1,040,058 | \$34,325,358 |
| Multi-County | BAIFA | Tollway | Regional Express Lane Network | Region-wide: Program-level project costs to support the Regional Express Lane Network deployment including: Program costs (planning, coordination, & management); Centralized toll system costs; | System Management | REG130004 | \$16,000,000 | \$78,011,000 |
| Multi-County | BAIFA | Tollway | ALA/CC-80 and Bay Bridge Approach Express Lanes | In Alameda/Contra Costa counties; On I-80 from the Carquinez Bridge to Powell and the Bay Bridge Approaches; Convert HOV lanes to express lanes. Project also references RTP IDs 230657 and 240741 | System Management | VAR170003 | \$0 | \$98,300,000 |
| Multi-County | BART | Transit | BART Train Control Renovation | BART: Replace obsolete elements and subsystems of the train control system. | Maintenance/Rehabilitation | BRT030004 | \$0 | \$219,977,289 |
| Multi-County | BART | Transit | BART: Traction Power System Renovation | BART: System wide: Replace obsolete elements and subsystems of the traction power system to maintain and improve reliability and safety | Maintenance/Rehabilitation | BRT030005 | \$0 | \$183,325,000 |
| Multi-County | BART | Transit | BART: Rail, Way and Structures Program | BART: Systemwide; Replace worn out mainline rail and make other timely reinvestments in way. | Maintenance/Rehabilitation | BRT97100B | \$0 | \$191,331,407 |
| Multi-County | BART | Transit | BART Car Exchange (Preventive Maintenance) | BART: Preventive maintenance program, including maintenance of rail cars and other system components in exchange for local funds to the BART car replacement reserve. | Maintenance/Rehabilitation | REG050020 | \$0 | \$674,384,612 |
| Multi-County | BART | Transit | BART: Railcar Procurement Program | BART: Procure 790 Railcars (includes the replacement of 669 Railcars) | Maintenance/Rehabilitation | REG090037 | \$508,371,000 | \$2,028,072,421 |
| Multi-County | BART | Transit | ADA Paratransit Capital Accessibility Improve | BART: At various stations: Capital Access Improvements Program including, station elevator improvements, installation of hands-free emergency telephones, and tactile stair tread replacement | System Management | BRT99T01B | \$0 | \$40,815,777 |
| Multi-County | BART | Transit | BART Station Modernization Program | All BART Stations: Implement station access improvements, upgrade of lighting, elevator, escalator, stairs, railings, station agent booth, roof, walls, painting, and noise reduction. | System Management | CC-130048 | \$0 | \$228,298,255 |
| Multi-County | BART | Transit | Transit-Oriented Development Pilot Planning Progra | Oakland and San Francisco: Develop a comprehensive TOD strategy that fills the remaining gaps in transportation management and development implementation in the Transbay corridor | System Management | REG150005 | \$0 | \$1,420,000 |
| Multi-County | Caltrain | Transit | Caltrain: Revenue Vehicle Rehab Program | Caltrain: Systemwide: The Revenue Vehicle Rehab Program provides overhauls and repairs/replacements to key components of the Caltrain rolling stock to maintain it in a state of good repair and to extend | Maintenance/Rehabilitation | REG090051 | \$0 | \$8,596,186 |
| Multi-County | Caltrain | Transit | Caltrain: Systemwide Track Rehab & Related Struct. | Caltrain: Replace jointed rail and upgrade existing main line track and related civil structures on the Caltrain Corridor. | Maintenance/Rehabilitation | SM-03006B | \$0 | \$118,315,614 |
| Multi-County | Caltrain | Transit | Caltrain: Signal/Communication Rehab. & Upgrades | Caltrain: Systemwide: Rehabilitate existing signal system and upgrade/replace communication equipment. | Maintenance/Rehabilitation | SM-050041 | \$0 | \$40,168,743 |
| Multi-County | Caltrain | Transit | Caltrain Station Management Toolbox | Caltrain: Systemwide: Develop tools to plan for transit-oriented development and multi-modal access improvements along the corridor. (Other Federal funds are FTA TOD Planning Program funds) | System Management | REG150006 | \$0 | \$750,000 |
| Multi-County | Caltrain | Transit | Caltrain Positive Train Control System | CBOSS/PTC is an advanced train control system that allows for automated collision prevention, improved manual collision prevention, and improved headways. The FRA has mandated PTC be in place by | System Management | REG110030 | \$0 | \$231,000,000 |
| Multi-County | Caltrans | Local Road | GL: Safety Improvements - SRTS | GL: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Shoulder imprvmts, increasing sight dist, traffic control devices, signals, Pavement marking, Lighting | Expansion | VAR170001 | \$537,700 | \$579,700 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------------|----------|---------------------|--|--|----------------------------|-----------|----------------------------|---------------------------|
| Multi-County | Caltrans | Local Road | GL: Bridge Rehab/Recon. - Local Hwy Bridge Program | GL: Local Bridge Rehab/Recon. - Local Highway Bridge Program(HBP) or Highway Bridge Replacement and Rehabilitation (HBRR). Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories. | Maintenance/Rehabilitation | VAR170012 | \$173,837,999 | \$422,922,956 |
| Multi-County | Caltrans | Public Lands/Trails | GL: Bike and Ped Facilities - Fed Discretionary | Regionwide: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized) | Expansion | VAR150003 | \$2,000,000 | \$2,000,000 |
| Multi-County | Caltrans | Public Lands/Trails | GL: Pavement Resurf and/or Rehab-Fed Discretionary | Regionwide: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation | Maintenance/Rehabilitation | VAR150002 | \$5,000,000 | \$11,600,000 |
| Multi-County | Caltrans | State Highway | GL: Pavement Resurfacing/Rehab SHS - Highway Maint | GL: Pavement Resurf/Rehab State Highway System - Highway Maintenance. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Pavement resurfacing and/or | Maintenance/Rehabilitation | VAR170004 | \$15,854,000 | \$15,854,000 |
| Multi-County | Caltrans | State Highway | GL: Pavement Resurf./Rehab - SHOPP Roadway Presv. | Regionwide: Various Locations: Projects consistent with 40CFR93.126 Exempt Tables 2 categories - Pavement resurfacing and/or rehabilitation, Emergency relief (23 U.S.C. 125), Widening narrow | Maintenance/Rehabilitation | VAR170006 | \$509,941,000 | \$509,941,000 |
| Multi-County | Caltrans | State Highway | GL: Emergency Repair - SHOPP Emergency Response | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories | Maintenance/Rehabilitation | VAR170008 | \$120,050,000 | \$120,050,000 |
| Multi-County | Caltrans | State Highway | GL: Bridge Rehab and Reconstruction - SHOPP | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Widening narrow pavements or reconstructing bridges (no additional travel lanes). | Maintenance/Rehabilitation | VAR170010 | \$276,104,000 | \$276,104,000 |
| Multi-County | Caltrans | State Highway | GL: Shoulder Imprv - SHOPP Roadside Preservation | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 categories - Fencing,Safety roadside rest areas | Maintenance/Rehabilitation | VAR170011 | \$5,600,000 | \$5,600,000 |
| Multi-County | Caltrans | State Highway | GL: Highway Safety Improvement Program | GL: Safety Imprv - Highway Safety Improvement Program. Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories. | System Management | VAR170002 | \$24,530,157 | \$24,530,157 |
| Multi-County | Caltrans | State Highway | GL: Safety Improvements - SHOPP Mobility Program | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories | System Management | VAR170005 | \$66,965,000 | \$66,965,000 |
| Multi-County | Caltrans | State Highway | GL: Safety Imprv. - SHOPP Collision Reduction | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories | System Management | VAR170007 | \$341,966,000 | \$341,966,000 |
| Multi-County | Caltrans | State Highway | GL: Safety Improvements - SHOPP Mandates | Regionwide: Various Locations: Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories | System Management | VAR170009 | \$49,884,000 | \$49,884,000 |
| Multi-County | Caltrans | Transit | Oakland to San Jose Double Track (Segment 2A) | Between Oakland and San Jose: On UPRR Niles subdivision from MP 6 to MP 35, and the Coast subdivision MP 13 to MP 35, and on the Caltrain Right of Way MP 44 to MP 48: Construct a second mainline | Expansion | REG150001 | \$700,000 | \$7,700,000 |
| Multi-County | Caltrans | Transit | GL: Elderly & Persons with Disability Program | Region-Wide: Eld. & persons with Disabilities. Prog Lump Sum Listing; Project incl. Veh. replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126, 127, 128 Exempt Tables 2 & 3. | Maintenance/Rehabilitation | REG110042 | \$7,920,511 | \$7,920,511 |
| Multi-County | Caltrans | Transit | GL: Elderly&Persons with Disability Prog FY13-FY14 | Region-Wide: Elderly & persons with Disabilities. Prog Lump Sum Listing; Project incl. Veh. replacements, minor expansion & office equip. Consist with 40 CFR Part 93.126 Exempt Table 2 | Maintenance/Rehabilitation | REG150003 | \$11,999,571 | \$11,999,571 |
| Multi-County | Caltrans | Transit | GL: FTA Non-Urbanized Formula Program | GL: FTA Section 5311 Non-Urbanized Formula Program, Non-ITS portion. Projects include capital and operating assistance, capital and preventive maintenance. Projects consistent with 40 CFR Part 93.126, | Operations | REG110041 | \$15,083,064 | \$15,083,064 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------------|----------|---------------|---|--|----------------------------|-----------|----------------------------|---------------------------|
| Multi-County | Caltrans | Transit | GL: FTA 5311 Rural Area FY15 | GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2 | Operations | REG150002 | \$3,056,936 | \$3,056,936 |
| Multi-County | MTC | Local Road | Regional Bicycle Sharing Program | Regionwide: various locations: Implement a bikesharing program | Expansion | REG110010 | \$0 | \$27,140,650 |
| Multi-County | MTC | Local Road | Regional Streets and Roads Program | Regionwide: Regional Streets and Roads Program including providing assistance to Bay Area agencies to implement & maintain computerized pavement management system (PMS), implementing PTAP | Maintenance/Rehabilitation | REG090039 | \$452,000 | \$17,059,000 |
| Multi-County | MTC | Local Road | Regional Arterial Operations & Signal Timing Prog | Regional: Develop plans to guide arterial investments, and provide project management and traffic engineering/tech assistance (including procuring traffic signal & comm. equipment and | System Management | REG090046 | \$2,000,000 | \$17,160,000 |
| Multi-County | MTC | Local Road | Transit Oriented Affordable Housing | Bay Area Region: Establish a land acquisition and land banking financing fund to maximize the production of affordable housing near transit stations | System Management | REG130005 | \$0 | \$20,000,000 |
| Multi-County | MTC | Local Road | Regional Planning Activities and PPM - MTC | Regional: Regional Planning Activities and Planning, Programming and Monitoring (PPM) | System Management | REG170001 | \$12,754,000 | \$12,754,000 |
| Multi-County | MTC | Regional | 511 Traveler Information | Regionwide: Provides multimodal, accurate, reliable, and accessible traveler information on multiple dissemination platforms; serves as the go-to source during major disruptions and emergencies; and | System Management | REG090042 | \$9,960,000 | \$104,020,000 |
| Multi-County | MTC | Regional | Climate Initiatives Program Public Education | Climate Initiatives Program: Regionwide, community-based social marketing campaign & support for programs to encourage sustainable transportation behavioral changes to reduce criteria pollutants and | System Management | REG090065 | \$452,000 | \$12,395,432 |
| Multi-County | MTC | Regional | Electric Vehicle Funding Strategies | Region-wide: Support the deployment of electric vehicles in the Bay Area including approaches such as infrastructure, outreach, and other supportive strategies. | System Management | REG110011 | \$0 | \$2,333,000 |
| Multi-County | MTC | State Highway | Freeway Performance Initiative (FPI) | Regionwide: Design, implement and maintain ramp metering, Traffic Operation Systems (TOS), and other Freeway Performance Initiative (FPI) projects on major congested freeways throughout the region. | System Management | REG090003 | \$13,400,000 | \$332,825,638 |
| Multi-County | MTC | State Highway | Incident Management Program | Regionwide: Manage congestion by implementing strategies to enhance mobility and safety, and reduce the impacts of traffic incidents, including advanced transportation management technologies and | System Management | REG090044 | \$13,845,000 | \$33,192,000 |
| Multi-County | MTC | State Highway | Transportation Management Systems | Regionwide: Implement a collective approach to freeway operations and management, including field devices that monitor travel conditions and disseminate information; response to freeway incidents; and | System Management | REG170002 | \$3,000,000 | \$3,000,000 |
| Multi-County | MTC | State Highway | 511 Carpool and Vanpool Programs | Regional: Operate Carpool and Vanpool Programs | System Management | REG170003 | \$2,900,000 | \$19,300,000 |
| Multi-County | MTC | Tollway | Toll Bridge Maintenance | Region-wide: Seven state-owned toll bridges: routine maintenance of bridge facilities | Maintenance/Rehabilitation | REG130001 | \$48,000,000 | \$96,000,000 |
| Multi-County | MTC | Tollway | Toll Bridge Rehabilitation Program | Bay Area: On 7 state-owned toll bridges: Rehabilitation program | Maintenance/Rehabilitation | REG130002 | \$260,000,000 | \$892,091,906 |
| Multi-County | MTC | Transit | Safe Routes to Transit | Regionwide: Grants to fund infrastructure projects that improve bike/ped access to transit stations. Including signs, multi-use trails and bike parking. | Expansion | MTC050021 | \$0 | \$20,000,000 |
| Multi-County | MTC | Transit | GL: JARC FY 09 - FY 10 - Large UA | GL: JARC FY 09 - FY 10 - Large UA. Various JARC projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3. | Operations | REG090002 | \$19,275,469 | \$19,275,469 |

TIP Project Listing by County
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|--------------|----------|---------------|--|--|----------------------------|-----------|----------------------------|---------------------------|
| Multi-County | MTC | Transit | GL: JARC FY11-FY12 Large UA | GL: JARC FY11-FY12 Large UA. Various JARC projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3. | Operations | REG110032 | \$6,091,418 | \$6,091,418 |
| Multi-County | MTC | Transit | GL: 5307 JARC Set-aside FY13-FY14 Large UA | GL: 5307 JARC Set-aside FY13 Large UA. Various 5307 (former JARC) projects in large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3. | Operations | REG110039 | \$6,389,078 | \$6,389,078 |
| Multi-County | MTC | Transit | GL: Lifeline Cycle 4 5307 JARC | GL: 5307 JARC Set-aside FY13 Small UA and FY14-FY16 Large and Small UA. Various 5307 (former JARC) projects in large and small urbanized areas. Project is consistent with 40 CFR Part 93.126 Exempt | Operations | REG150004 | \$16,902,642 | \$16,902,642 |
| Multi-County | MTC | Transit | GL: JARC FY12 Small UA & Rural | GL: JARC FY12 Small UA & Rural. Various JARC projects in small urbanized areas and nonurbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3. | Operations | VAR130002 | \$785,066 | \$785,066 |
| Multi-County | MTC | Transit | GL: New Freedom FY12 Small UA & Rural | Regional: Various Cycle 7 (FY12) New Freedom projects in small urbanized and rural areas. | Operations | VAR130003 | \$784,825 | \$784,825 |
| Multi-County | MTC | Transit | GL: New Freedom FY12 Large UA | GL: New Freedom FY2012 Large UA. Various Cycle 5 (FY12) New Freedom projects in large urbanized areas | Operations | VAR130005 | \$4,028,003 | \$4,028,003 |
| Multi-County | MTC | Transit | GL: FTA 5311 Rural Area FY16 | GL: FTA Section 5311 Rural Area Program, Non-ITS portion. Projects include capital and operating assistance. Projects consistent with 40 CFR Part 93.126 Exempt Table 2 | Operations | VAR150001 | \$3,048,098 | \$3,048,098 |
| Multi-County | MTC | Transit | Transit Commute Benefits Promotion | San Francisco Bay Area: Region wide: Project to increase the participation rate of employers offering employees a tax-free benefit to commute to work by transit. | System Management | MTC050001 | \$0 | \$5,000,000 |
| Multi-County | MTC | Transit | Real-time Transit Information Program | San Francisco Bay Area: Regionwide; Provide real-time transit information to riders at transit stops or via telephone, wireless or internet communication. | System Management | MTC050020 | \$1,000,000 | \$21,000,000 |
| Multi-County | MTC | Transit | Clipper Fare Collection System | San Francisco Bay Area: Regionwide; Design, build, operate and maintain the Clipper fare collection system. Note: Translink became Clipper on 6/16/10. | System Management | REG090045 | \$6,250,000 | \$133,533,455 |
| Multi-County | MTC | Transit | GL: FY10 JARC Mobility Management | GL: Mobility Management. Various mobility management projects in the SFO, Concord and San Jose large urbanized areas. Project is consistent with 40 CFR Part 93.126, 127, 128, Exempt Tables 2 & 3. | System Management | REG110028 | \$974,455 | \$974,455 |
| Multi-County | MTC-SAFE | State Highway | FSP and Call Box Program | Regionwide: Manage congestion by preventing and/or addressing minor & major highway incidents/events including FSP and Call Box. | System Management | REG130003 | \$2,000,000 | \$20,962,000 |
| Multi-County | SMART | Transit | Sonoma Marin Area Rail Corridor | Between Sonoma and Marin Counties: Implement passenger rail service and non-motorized pathway on NWP rail line. Project also references RTP ID 22001 | Expansion | SON090002 | \$0 | \$578,573,145 |
| Multi-County | WETA | Transit | Ferry Service - Berkeley/Albany | WETA: Berkeley/Albany: Provide ferry service from Berkeley/Albany to San Francisco. | Expansion | MTC050027 | \$5,032,346 | \$10,331,346 |
| Multi-County | WETA | Transit | SF Ferry Terminal/Berthing Facilities | WETA: San Francisco: At the Ferry Terminal; Construct additional ferry docking/berthing facilities in the South Basin to improve ferry access and support WETA berthing/maintenance operational needs. | Expansion | MTC050029 | \$4,907,654 | \$79,975,854 |
| Multi-County | WETA | Transit | Treasure Island Ferry Service | Treasure Island: Implement new ferry transit service between Treasure Island and San Francisco/East Bay locations. | Expansion | REG070003 | \$0 | \$1,000,000 |
| Multi-County | WETA | Transit | WETA: Ferry Channel & Berth Dredging | WETA: Various service areas: Dredge ferry channel, ferry basin and berth | Maintenance/Rehabilitation | REG090054 | \$0 | \$3,295,000 |

TIP Project Listing by County
 2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Project Description | Purpose | TIP ID | Current 4-Year TIP Funding | Total Funding (All Years) |
|-------------------------------|---------|---------|---|---|----------------------------|-----------|-------------------------------|------------------------------|
| Multi-County | WETA | Transit | WETA: Ferry Propulsion System Replacement | WETA: Ongoing: A mid-life overhaul is scheduled when a ferry reaches approximately 12.5 years of service life. Equipment service hours and specific vessel needs may affect the timing of the projects. | Maintenance/Rehabilitation | REG090055 | \$3,600,000 | \$30,817,000 |
| Multi-County | WETA | Transit | WETA: Ferry Major Component Rehab/Replacement | WETA: Ferry vessels are required to undergo periodic haul-out and rehabilitation work to remain in working order over their 25-year life. | Maintenance/Rehabilitation | REG090057 | \$9,896,417 | \$20,780,014 |
| Multi-County | WETA | Transit | WETA: Fixed Guideway Connectors | WETA: Various locations: This project will replace/rehab fixed guideway connectors such as floats, floating barges, ramps and gangways throughout the system. | Maintenance/Rehabilitation | REG090067 | \$106,435 | \$7,125,552 |
| Multi-County | WETA | Transit | WETA: Facilities Rehabilitation | WETA: Various Locations: Rehabilitate ferry facilities in order to maintain existing transit services. | Maintenance/Rehabilitation | REG110020 | \$0 | \$330,514 |
| Total for Multi-County | | | | | | | \$2,614,275,902 | \$8,651,123,117 |
| Total for the Bay Area | | | | | | | \$6,316,383,229 | \$44,652,555,680 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|---------|----------------|----------------------|--|-----------------------------|-----------|---------------------|--------------|---------------|---------------|
| Alameda | AC Transit | Transit | AC Transit: East Bay Bus Rapid Transit | Expansion | ALA150004 | \$67,166,409 | \$1,500,000 | \$112,584,833 | \$181,251,242 |
| Alameda | AC Transit | Transit | AC Transit: Facilities Upgrade | Maintenance/ Rehabilitation | ALA010034 | | | \$55,663,370 | \$55,663,370 |
| Alameda | AC Transit | Transit | AC Transit State of Good Repair Program | Maintenance/ Rehabilitation | ALA110008 | | | \$7,403,000 | \$7,403,000 |
| Alameda | AC Transit | Transit | AC Transit: Procure (27) 60' Artic Hybrid Buses | Maintenance/ Rehabilitation | ALA130002 | | | \$27,878,932 | \$27,878,932 |
| Alameda | AC Transit | Transit | AC Transit: Purchase (10) Double-Deck Diesel Buses | Maintenance/ Rehabilitation | ALA150038 | | | \$10,248,896 | \$10,248,896 |
| Alameda | AC Transit | Transit | AC Transit: Purchase (10) 40' Buses-Fuel Cell ZEB | Maintenance/ Rehabilitation | ALA150039 | | | \$12,797,000 | \$12,797,000 |
| Alameda | AC Transit | Transit | AC Transit: Replace (10) 40ft Urban Buses-Diesels | Maintenance/ Rehabilitation | ALA150040 | | | \$5,300,000 | \$5,300,000 |
| Alameda | AC Transit | Transit | AC Transit: Replace (29) 60' Artic Buses - Diesels | Maintenance/ Rehabilitation | ALA150041 | | | \$24,969,000 | \$24,969,000 |
| Alameda | AC Transit | Transit | AC Transit: PM - Exchange for 40ft Fuel Cell ZEB | Maintenance/ Rehabilitation | ALA150045 | | | \$5,936,700 | \$5,936,700 |
| Alameda | AC Transit | Transit | AC Transit: Paratransit Van Replacement | Maintenance/ Rehabilitation | ALA990052 | | | \$20,024,565 | \$20,024,565 |
| Alameda | AC Transit | Transit | AC Transit: ADA Paratransit Assistance | Operations | ALA990076 | | | \$113,010,160 | \$113,010,160 |
| Alameda | AC Transit | Transit | AC Transit: South County Corridors | System Management | ALA150020 | \$564,781 | | \$5,083,023 | \$5,647,804 |
| Alameda | ACE | Transit | ACE Track Improvements. | Maintenance/ Rehabilitation | ALA010056 | | | \$17,161,681 | \$17,161,681 |
| Alameda | ACE | Transit | ACE Preventative Maintenance | Maintenance/ Rehabilitation | ALA110099 | | | \$3,224,251 | \$3,224,251 |
| Alameda | Alameda CTC | Local Road | Alameda County Safe Routes to School | System Management | ALA110033 | | | \$11,144,070 | \$11,144,070 |
| Alameda | Alameda CTC | Public Lands/ Trails | East Bay Greenway | Expansion | ALA150008 | \$11,500,000 | \$1,250,000 | \$27,500,000 | \$40,250,000 |
| Alameda | Alameda CTC | State Highway | SR 84 Expressway Widening | Expansion | ALA050014 | \$12,000,000 | \$24,821,000 | \$83,498,000 | \$120,319,000 |
| Alameda | Alameda CTC | State Highway | I-880 North Safety Improvements | Expansion | ALA050019 | \$11,697,000 | \$20,499,000 | \$76,434,000 | \$108,630,000 |
| Alameda | Alameda CTC | State Highway | I-880 SB HOV Lanes - Marina Blvd to Hegenberger | Expansion | ALA070042 | \$14,451,000 | \$1,603,000 | \$101,060,000 | \$117,114,000 |
| Alameda | Alameda CTC | State Highway | I-880/Industrial Parkway West Interchange | Expansion | ALA110002 | \$7,000,000 | \$7,675,000 | \$38,966,000 | \$53,641,000 |
| Alameda | Alameda CTC | State Highway | I-680 NB HOV/HOT Lane | Expansion | ALA130034 | \$23,770,000 | \$6,720,000 | \$167,708,000 | \$198,198,000 |
| Alameda | Alameda CTC | State Highway | Route 84 widening, Pigeon Pass to I-680 | Expansion | ALA150001 | \$23,590,000 | \$30,500,000 | \$165,910,000 | \$220,000,000 |
| Alameda | Alameda CTC | State Highway | State Route 262 (Mission Blvd) Improvements | Expansion | ALA170001 | \$3,500,000 | \$400,000 | \$16,220,000 | \$20,120,000 |
| Alameda | Alameda CTC | State Highway | I-80/Ashby Avenue Interchange Improvements | Expansion | ALA170002 | \$6,000,000 | \$1,500,000 | \$46,060,000 | \$53,560,000 |
| Alameda | Alameda CTC | State Highway | I-880/West Winton Avenue Interchange | Expansion | ALA170004 | \$3,500,000 | \$1,500,000 | \$16,000,000 | \$21,000,000 |
| Alameda | Alameda CTC | State Highway | I-880/Whipple Road Interchange Improvements | Expansion | ALA170005 | \$7,000,000 | \$3,325,000 | \$49,675,000 | \$60,000,000 |
| Alameda | Alameda CTC | State Highway | I-580/680 Interchange HOV/HOT Widening | Expansion | ALA170008 | \$31,000,000 | \$5,000,000 | \$150,000,000 | \$186,000,000 |
| Alameda | Alameda CTC | State Highway | Widen I-680 NB and SB for EL from SR-84 to Alcosta | Expansion | ALA170009 | \$41,500,000 | \$5,000,000 | \$275,500,000 | \$322,000,000 |
| Alameda | Alameda CTC | State Highway | I-880 NB HOV/HOT: North of Hacienda to Hegenberger | Expansion | ALA170010 | \$31,500,000 | \$15,000,000 | \$174,500,000 | \$221,000,000 |
| Alameda | Alameda CTC | State Highway | East-West Connector in Fremont & Union City | Expansion | ALA978004 | \$21,087,596 | \$35,454,918 | \$139,537,486 | \$196,080,000 |
| Alameda | Alameda CTC | State Highway | Truck Parking Facilities in North County (Phase I) | System Management | ALA090018 | \$1,000,000 | \$500,000 | \$500,000 | \$2,000,000 |
| Alameda | Alameda CTC | State Highway | Corridor Mobility Program & Adaptive Ramp Metering | System Management | ALA090019 | \$146,000 | | \$46,854,000 | \$47,000,000 |
| Alameda | ACTC/Oak/Ala | State Highway | Oakland/Alameda Freeway Access Project | System Management | ALA070009 | \$8,100,000 | \$10,200,000 | \$64,700,000 | \$83,000,000 |
| Alameda | Alameda | Local Road | Cross Alameda Trail (includes SRTS component) | Expansion | ALA150007 | \$256,000 | | \$2,265,000 | \$2,521,000 |
| Alameda | Alameda | Local Road | Alameda City Complete Streets | Maintenance/ Rehabilitation | ALA130022 | \$170,000 | | \$659,000 | \$829,000 |
| Alameda | Alameda County | Local Road | Alameda: Vasco Road Safety Improvements | Expansion | ALA030002 | \$2,352,000 | \$7,480,000 | \$47,026,000 | \$56,858,000 |
| Alameda | Alameda County | Local Road | Ashland Avenue Bicycle/Ped Improvements | Expansion | ALA150028 | \$105,000 | | \$805,000 | \$910,000 |
| Alameda | Alameda County | Local Road | Estuary Bridges Seismic Retrofit and Repairs | Maintenance/ Rehabilitation | ALA090022 | \$400,000 | \$300,000 | \$3,700,000 | \$4,400,000 |
| Alameda | Alameda County | Local Road | Fruitvale Ave Roadway Bridge Retrofit | Maintenance/ Rehabilitation | ALA090023 | \$1,500,000 | \$500,000 | \$500,000 | \$2,500,000 |
| Alameda | Alameda County | Local Road | Alameda Co-Variou Streets and Roads Preservation | Maintenance/ Rehabilitation | ALA130018 | \$113,000 | | \$2,034,000 | \$2,147,000 |
| Alameda | Alameda County | Local Road | Crow Canyon Safety Improvements | System Management | ALA010003 | \$950,000 | \$550,000 | \$1,500,000 | \$3,000,000 |
| Alameda | Alameda County | Local Road | Cherryland/Ashland/CastroValley/Fairview Sidwklmp | System Management | ALA050035 | \$2,167,600 | \$37,000 | \$6,461,910 | \$8,666,510 |
| Alameda | Alameda County | Local Road | Niles Canyon Rd (SR 84)/Pleas-Sunol Rd Inter. Imps | System Management | ALA150002 | \$500,000 | \$300,000 | \$1,700,000 | \$2,500,000 |
| Alameda | Alameda County | Local Road | Be Oakland, Be Active | System Management | ALA150006 | | | \$988,000 | \$988,000 |
| Alameda | Alameda County | Local Road | Safe Routes to School, Unincorporated Alameda Co. | System Management | ALA150026 | | | \$668,000 | \$668,000 |
| Alameda | Albany | Local Road | Complete Streets for San Pablo Ave/Buchanan St. | System Management | ALA150011 | \$420,000 | \$20,000 | \$3,087,000 | \$3,527,000 |
| Alameda | BAIFA | Tollway | ALA-880 Express Lanes | System Management | ALA170006 | \$19,400,000 | \$1,500,000 | \$57,000,000 | \$77,900,000 |
| Alameda | BART | Transit | Hayward Shop and Yard Expansion | Expansion | ALA110003 | \$5,000,000 | \$7,000,000 | \$148,499,000 | \$160,499,000 |
| Alameda | BART | Transit | BART to Livermore Extension - Develop EIR/EIS | Expansion | ALA130007 | \$14,799,000 | | | \$14,799,000 |
| Alameda | BART | Transit | BART Metro Priority Track Elements | Expansion | ALA130032 | \$3,752,000 | | \$4,748,057 | \$8,500,057 |
| Alameda | BART | Transit | BART: Fare Collection Equipment | Maintenance/ Rehabilitation | ALA090065 | | | \$33,344,786 | \$33,344,786 |
| Alameda | BART | Transit | MacArthur BART Plaza Remodel | Maintenance/ Rehabilitation | ALA090068 | \$636,000 | | \$3,779,400 | \$4,415,400 |
| Alameda | BART | Transit | Downtown Berkeley BART Plaza/Transit Area Imps. | System Management | ALA110032 | \$963,000 | | \$12,000,039 | \$12,963,039 |
| Alameda | BART | Transit | Bicycle Lockers at Capitol Corridor Stations | System Management | ALA110115 | \$25,000 | | \$556,000 | \$581,000 |
| Alameda | BART | Transit | Ladders of Opportunity - Careers in Transit | System Management | ALA150030 | | | \$1,500,000 | \$1,500,000 |
| Alameda | Berkeley | Local Road | Shattuck Complete Streets and De-couplet | System Management | ALA130026 | \$610,000 | | \$3,152,000 | \$3,762,000 |
| Alameda | Berkeley | Local Road | Hearst Avenue Complete Streets | System Management | ALA130028 | \$545,000 | | \$2,866,000 | \$3,411,000 |
| Alameda | Berkeley | Local Road | LeConte Elementary Safe Routes to School Imps | System Management | ALA150005 | \$93,000 | | \$678,000 | \$771,000 |
| Alameda | Berkeley | Local Road | goBerkeley Residential Shared Parking Pilot | System Management | ALA150049 | | | \$1,420,000 | \$1,420,000 |
| Alameda | Berkeley | Public Lands/ Trails | Bay Trail Shoreline Access Staging Area Project | Expansion | ALA130035 | \$280,635 | | \$1,859,000 | \$2,139,635 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|---------|------------|----------------------|--|-----------------------------|-----------|---------------------|--------------|---------------|---------------|
| Alameda | Berkeley | Public Lands/ Trails | 9th St Bicycle Blvd Extension Pathway Ph II | Expansion | ALA150048 | \$152,677 | | \$742,323 | \$895,000 |
| Alameda | Berkeley | State Highway | I-80 Gilman Interchange Reconfiguration | Expansion | ALA050079 | \$7,967,967 | \$1,475,000 | \$16,688,774 | \$26,131,741 |
| Alameda | Caltrans | State Highway | I-880/SR 262 I/C and HOV lanes | Expansion | ALA978027 | \$13,150,000 | \$47,263,000 | \$70,891,000 | \$131,304,000 |
| Alameda | Caltrans | Tollway | SFOBB Maintenance Complex Ph 3 Training Facility | Maintenance/ Rehabilitation | ALA150021 | \$4,036,000 | \$20,000 | \$15,355,000 | \$19,411,000 |
| Alameda | Dublin | Local Road | Dougherty Road widening | Expansion | ALA130005 | \$2,150,000 | \$1,240,000 | \$15,600,000 | \$18,990,000 |
| Alameda | Dublin | Local Road | Dublin Boulevard widening | Expansion | ALA130006 | \$681,000 | \$381,000 | \$3,268,000 | \$4,330,000 |
| Alameda | Dublin | Local Road | Dublin Blvd. - North Canyons Pkwy Extension | Expansion | ALA150003 | \$400,000 | | \$12,000,000 | \$12,400,000 |
| Alameda | Dublin | Local Road | Dublin Boulevard Preservation | Maintenance/ Rehabilitation | ALA130012 | \$91,000 | | \$638,000 | \$729,000 |
| Alameda | Emeryville | Local Road | Emeryville - Hollis Street Preservation | Maintenance/ Rehabilitation | ALA130021 | \$10,000 | \$1,000 | \$701,000 | \$712,000 |
| Alameda | Fremont | Local Road | Widen Kato Rd from Warren Avenue to Milmont Drive | Expansion | ALA130001 | \$400,000 | | \$12,290,000 | \$12,690,000 |
| Alameda | Fremont | Local Road | Fremont City Center Multi-Modal Improvements | Expansion | ALA130025 | \$943,000 | \$5,300,000 | \$8,099,000 | \$14,342,000 |
| Alameda | Hayward | Local Road | Hayward - Industrial Boulevard Preservation | Maintenance/ Rehabilitation | ALA130013 | \$80,000 | | \$1,429,000 | \$1,509,000 |
| Alameda | Hayward | Local Road | City of Hayward Car Sharing Services | System Management | ALA150022 | | | \$245,880 | \$245,880 |
| Alameda | Hayward | State Highway | Rt 92/Clawiter/Whitesell Interchange Improvements | Expansion | ALA090016 | \$4,200,000 | \$6,600,000 | \$44,200,000 | \$55,000,000 |
| Alameda | Hayward | State Highway | I-880 Auxiliary lanes at Industrial Parkway | Expansion | ALA090020 | \$1,510,000 | \$250,000 | \$8,040,000 | \$9,800,000 |
| Alameda | Hayward | State Highway | I-880 NB and SB Auxiliary lanes | Expansion | ALA090021 | \$2,000,000 | \$2,257,000 | \$17,860,000 | \$22,117,000 |
| Alameda | LAVTA | Local Road | Wheels Individualized Marketing Program | System Management | ALA150051 | | | \$478,798 | \$478,798 |
| Alameda | LAVTA | Transit | LAVTA: Preventive Maintenance | Maintenance/ Rehabilitation | ALA030030 | | | \$13,282,783 | \$13,282,783 |
| Alameda | LAVTA | Transit | LAVTA: Bus Purchase-Low Floor | Maintenance/ Rehabilitation | ALA150014 | | | \$2,860,000 | \$2,860,000 |
| Alameda | LAVTA | Transit | LAVTA: Bus Purchase-Over the Road | Maintenance/ Rehabilitation | ALA150015 | | | \$3,107,800 | \$3,107,800 |
| Alameda | LAVTA | Transit | LAVTA: Bus Purchase-7 Hybrids | Maintenance/ Rehabilitation | ALA150016 | | | \$5,047,960 | \$5,047,960 |
| Alameda | LAVTA | Transit | LAVTA: 5 40' Hybrids | Maintenance/ Rehabilitation | ALA150017 | | | \$3,884,750 | \$3,884,750 |
| Alameda | LAVTA | Transit | LAVTA: Replacement (10) 40' Hybrid Buses | Maintenance/ Rehabilitation | ALA150031 | | | \$7,902,750 | \$7,902,750 |
| Alameda | LAVTA | Transit | LAVTA: Replacement (10) 30' Hybrid Buses | Maintenance/ Rehabilitation | ALA150032 | | | \$7,441,500 | \$7,441,500 |
| Alameda | LAVTA | Transit | LAVTA: Service Vehicles (2) Trucks | Maintenance/ Rehabilitation | ALA150033 | | | \$102,000 | \$102,000 |
| Alameda | LAVTA | Transit | LAVTA: ADA Paratransit Operating Subsidy | Operations | ALA990077 | | | \$6,124,836 | \$6,124,836 |
| Alameda | LAVTA | Transit | Dublin Blvd Transit Performance Initiative | System Management | ALA150019 | \$15,728 | | \$1,198,748 | \$1,214,476 |
| Alameda | LAVTA | Transit | LAVTA: Trapeze Upgrade | System Management | ALA150034 | | | \$162,500 | \$162,500 |
| Alameda | LAVTA | Transit | LAVTA: Farebox Replacement | System Management | ALA150035 | | | \$497,803 | \$497,803 |
| Alameda | LAVTA | Transit | LAVTA: Service Vehicles (3) Road Supervisor | System Management | ALA150036 | | | \$153,000 | \$153,000 |
| Alameda | LAVTA | Transit | LAVTA: Service Vehicles (4) shift trade | System Management | ALA150037 | | | \$204,000 | \$204,000 |
| Alameda | Livermore | Local Road | Livermore TOD Study at I-580/SR84 | System Management | ALA110120 | \$497,386 | | | \$497,386 |
| Alameda | Livermore | Local Road | Livermore Marilyn Avenue Safe Routes to School | System Management | ALA150009 | \$94,754 | | \$310,630 | \$405,384 |
| Alameda | Livermore | Transit | Livermore Relocation and Restoration of R/R Depot | Maintenance/ Rehabilitation | ALA130011 | \$500,000 | | \$2,500,000 | \$3,000,000 |
| Alameda | MTC | Local Road | Bay Bridge Park | Expansion | ALA110104 | \$5,500,000 | | \$11,000,000 | \$16,500,000 |
| Alameda | MTC | Local Road | Improved Bike/Ped Access to East Span of SFOBB | Expansion | ALA130030 | \$4,500,000 | | \$32,000,000 | \$36,500,000 |
| Alameda | MTC | Local Road | Regional Planning Activities and PPM - Alameda | System Management | ALA170007 | \$8,401,159 | | | \$8,401,159 |
| Alameda | Newark | Local Road | Central Avenue Railroad Overpass at UPRR | System Management | ALA010052 | \$4,200,000 | \$2,235,000 | \$12,646,000 | \$19,081,000 |
| Alameda | Newark | Local Road | Enterprise Drive Complete Streets and Road Diet | System Management | ALA130027 | \$10,000 | \$2,000 | \$748,000 | \$760,000 |
| Alameda | Oakland | Local Road | Oakland Waterfront Bay Trail | Expansion | ALA070039 | \$4,168,000 | | \$34,231,000 | \$38,399,000 |
| Alameda | Oakland | Local Road | Lake Merritt to Bay Trail Bike/Ped Bridge | Expansion | ALA130003 | \$3,718,000 | \$325,000 | \$12,169,000 | \$16,212,000 |
| Alameda | Oakland | Local Road | 7th Street West Oakland Transit Village, Phase II | Expansion | ALA130014 | \$352,000 | | \$3,744,000 | \$4,096,000 |
| Alameda | Oakland | Local Road | 42nd Ave. & High St. I-880 Access Improv. | Expansion | ALA991081 | \$1,800,000 | \$5,990,000 | \$10,000,000 | \$17,790,000 |
| Alameda | Oakland | Local Road | Oakland Complete Streets | Maintenance/ Rehabilitation | ALA130016 | \$528,000 | | \$3,823,000 | \$4,351,000 |
| Alameda | Oakland | Local Road | International Boulevard Improvement Project | Maintenance/ Rehabilitation | ALA150010 | \$279,000 | | \$6,475,000 | \$6,754,000 |
| Alameda | Oakland | Local Road | Lake Merritt Improvement Project | System Management | ALA110072 | | | \$827,900 | \$827,900 |
| Alameda | Oakland | Local Road | Lake Merritt BART Bikeways | System Management | ALA130015 | \$305,000 | | \$2,484,000 | \$2,789,000 |
| Alameda | Oakland | Local Road | Oakland - Peralta and MLK Blvd Streetscape Phase I | System Management | ALA130017 | \$480,000 | | \$6,159,000 | \$6,639,000 |
| Alameda | Oakland | Local Road | Lakeside Complete Streets and Road Diet | System Management | ALA130024 | \$965,000 | | \$12,740,000 | \$13,705,000 |
| Alameda | Oakland | Local Road | Laurel Access to Mills, Maxwell Park and Seminary | System Management | ALA150012 | \$530,000 | \$50,000 | \$3,637,000 | \$4,217,000 |
| Alameda | Oakland | Local Road | Oakland Car Share and Outreach Program | System Management | ALA150023 | | | \$373,047 | \$373,047 |
| Alameda | Oakland | Local Road | Oakland: High/Ygnacio/Courtland Bike/Ped Imprvmnts | System Management | ALA150024 | \$113,000 | | \$1,128,000 | \$1,241,000 |
| Alameda | Oakland | Local Road | Oakland Safe Routes to Schools Various Locations | System Management | ALA150025 | \$260,000 | | \$1,236,000 | \$1,496,000 |
| Alameda | Oakland | Local Road | Oakland: Telegraph Ave Bike/Ped Imps and Road Diet | System Management | ALA150042 | \$221,400 | | \$1,272,500 | \$1,493,900 |
| Alameda | Oakland | Local Road | Oakland: Shattuck and Claremont Bike/Ped Imps | System Management | ALA150043 | \$201,000 | | \$1,359,100 | \$1,560,100 |
| Alameda | Oakland | Local Road | 19th St BART to Lake Merritt Urban Greenway | System Management | ALA150044 | \$700,000 | | \$3,983,000 | \$4,683,000 |
| Alameda | Oakland | Local Road | Oakland: Telegraph Avenue Complete Streets | System Management | ALA150047 | \$877,000 | | \$4,037,000 | \$4,914,000 |
| Alameda | Oakland | Local Road | Oakland Parking and Mobility Management Project | System Management | ALA150050 | | | \$1,584,050 | \$1,584,050 |
| Alameda | Oakland | Port/Freight Rail | Oakland Army Base Infrastructure Improvements | Expansion | ALA110046 | \$26,239,000 | | \$262,341,000 | \$288,580,000 |
| Alameda | Piedmont | Local Road | Piedmont Complete Streets (CS) | Maintenance/ Rehabilitation | ALA130019 | \$27,000 | | \$533,000 | \$560,000 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|---------------------------------|-----------------|-------------------|--|-----------------------------|-----------|----------------------|----------------------|------------------------|------------------------|
| Alameda | Pleasanton | Local Road | Pleasanton Complete Streets | Maintenance/ Rehabilitation | ALA130009 | \$55,000 | | \$1,015,000 | \$1,070,000 |
| Alameda | Port of Oakland | Local Road | 7th St Grade Separation and Port Arterial Improvem | Expansion | ALA090027 | \$33,000,000 | \$1,000,000 | \$203,032,000 | \$237,032,000 |
| Alameda | Port of Oakland | Port/Freight Rail | California Inter-regional Rail Intermodal Study | Expansion | ALA070054 | \$1,234,000 | | | \$1,234,000 |
| Alameda | Port of Oakland | Port/Freight Rail | Outer Harbor Intermodal Terminals (OHIT) | Expansion | ALA090026 | \$13,800,000 | \$0 | \$92,200,000 | \$106,000,000 |
| Alameda | San Leandro | Local Road | SR 185- E. 14th St/ Hesperian Blvd/150th Ave | Expansion | ALA050002 | \$683,800 | \$800,000 | \$1,916,200 | \$3,400,000 |
| Alameda | San Leandro | Local Road | San Leandro Boulevard Preservation | Maintenance/ Rehabilitation | ALA130008 | \$71,000 | | \$1,476,000 | \$1,547,000 |
| Alameda | San Leandro | State Highway | I-880/SR 112 Overcrossing Replacement | Expansion | ALA070014 | \$1,223,000 | | \$6,500,000 | \$7,723,000 |
| Alameda | San Leandro | State Highway | I-880/Marina Blvd Interchange and Overcrossing Rep | Expansion | ALA090012 | \$1,000,000 | \$500,000 | \$24,400,000 | \$25,900,000 |
| Alameda | UCBerkeley | Local Road | UC Berkeley Parking Price Auction Study | System Management | ALA150029 | \$211,485 | | | \$211,485 |
| Alameda | Union C Transit | Transit | Union City Transit Rehab Two (2) Transit Buses | Maintenance/ Rehabilitation | ALA150046 | | | \$512,500 | \$512,500 |
| Alameda | Union C Transit | Transit | Union City Transit: Single Point Login Terminals | Operations | ALA170003 | | | \$23,255 | \$23,255 |
| Alameda | WETA | Transit | Central Bay Operations and Maintenance Facility | Expansion | ALA110001 | \$1,156,000 | | \$70,065,466 | \$71,221,466 |
| Total for Alameda County | | | | | | \$536,798,377 | \$265,823,918 | \$3,530,827,012 | \$4,333,449,307 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|--------------|-----------------|----------------------|--|-----------------------------|-----------|---------------------|---------------|---------------|---------------|
| Contra Costa | AC Transit | Transit | AC Transit: Richmond Prkwy Transit Center | Expansion | CC-030001 | \$1,453,394 | | \$2,434,000 | \$3,887,394 |
| Contra Costa | Antioch | Local Road | Laurel Road Extension | Expansion | CC-070008 | \$900,000 | \$50,000 | \$5,000,000 | \$5,950,000 |
| Contra Costa | Antioch | Local Road | Slatten Ranch Road Extension | Expansion | CC-070009 | \$350,000 | | \$1,000,000 | \$1,350,000 |
| Contra Costa | BAIFA | Tollway | CC I-680 Southern Segment Express Lanes | System Management | CC-130043 | \$9,841,000 | \$383,000 | \$45,425,000 | \$55,649,000 |
| Contra Costa | BAIFA | Tollway | CC-680 Northern Segment Express Lane - Southbound | System Management | CC-170002 | \$7,372,000 | \$1,004,000 | \$27,724,000 | \$36,100,000 |
| Contra Costa | BAIFA | Tollway | CC-680 Northern Segment Express Lane - Northbound | System Management | CC-170003 | \$6,200,000 | \$900,000 | \$24,800,000 | \$31,900,000 |
| Contra Costa | BART | Transit | E-BART - East Contra Costa Rail Extension | Expansion | CC-050025 | \$58,600,000 | \$106,390,000 | \$294,921,000 | \$459,911,000 |
| Contra Costa | BART | Transit | eBART Railroad Avenue Station | Expansion | CC-130002 | \$1,500,000 | | \$11,900,000 | \$13,400,000 |
| Contra Costa | BART | Transit | Concord Yard Wheel Truing Facility | Maintenance/ Rehabilitation | CC-150019 | \$928,360 | | \$13,071,640 | \$14,000,000 |
| Contra Costa | BART | Transit | Walnut Creek BART TOD Access Improvements | System Management | CC-110082 | | | \$9,150,000 | \$9,150,000 |
| Contra Costa | Brentwood | Local Road | SR4/Brentwood Boulevard Widening - North (Phase I) | Expansion | CC-070011 | \$635,000 | \$169,000 | \$5,892,000 | \$6,696,000 |
| Contra Costa | Brentwood | Local Road | Lone Tree Way Undercrossing | Expansion | CC-070013 | \$2,010,000 | \$1,500,000 | \$15,480,000 | \$18,990,000 |
| Contra Costa | Brentwood | Local Road | John Muir Parkway Extension: Ph. II | Expansion | CC-070078 | \$440,000 | | \$4,595,000 | \$5,035,000 |
| Contra Costa | CC County | Local Road | Kirker Pass Road NB Truck Climbing Lanes | Expansion | CC-070075 | \$3,215,000 | \$136,000 | \$14,049,000 | \$17,400,000 |
| Contra Costa | CC County | Local Road | Byron Highway - Vasco Road Connection | Expansion | CC-070081 | \$500,000 | \$450,000 | \$3,700,000 | \$4,650,000 |
| Contra Costa | CC County | Local Road | Canal Road Bicycle and Pedestrian Facilities | Expansion | CC-110084 | \$885,500 | \$44,000 | \$1,710,000 | \$2,639,500 |
| Contra Costa | CC County | Local Road | Bailey Road Bike and Pedestrian Improvements | Expansion | CC-130003 | \$1,123,000 | \$115,000 | \$3,536,000 | \$4,774,000 |
| Contra Costa | CC County | Local Road | Port Chicago Hwy/Willow Pass Rd Bike Ped Upgrades | Expansion | CC-130027 | \$591,500 | | \$1,131,200 | \$1,722,700 |
| Contra Costa | CC County | Local Road | CC County - Rio Vista Elementary Ped Connection | Expansion | CC-150010 | \$180,000 | \$125,000 | \$600,000 | \$905,000 |
| Contra Costa | CC County | Local Road | Contra Costa County Various Streets & Road Preserv | Maintenance/ Rehabilitation | CC-130004 | \$220,000 | | \$3,208,000 | \$3,428,000 |
| Contra Costa | CC County | Local Road | Vasco Road Safety Improvements | System Management | CC-050030 | \$4,400,000 | \$200,000 | \$28,929,083 | \$33,529,083 |
| Contra Costa | CC County | Local Road | Bailey Road-State Route 4 Interchange | System Management | CC-130001 | \$1,625,000 | \$10,000 | \$3,560,000 | \$5,195,000 |
| Contra Costa | CCCTA | Transit | Replace Diesel Trolleys with Electric TrolleyBuses | Maintenance/ Rehabilitation | CC-110083 | | | \$5,400,000 | \$5,400,000 |
| Contra Costa | CCCTA | Transit | CCCTA - Replace 15 40' Buses | Maintenance/ Rehabilitation | CC-110099 | | | \$8,223,450 | \$8,223,450 |
| Contra Costa | CCCTA | Transit | CCCTA - Replace 18 40' Buses | Maintenance/ Rehabilitation | CC-110100 | | | \$11,496,482 | \$11,496,482 |
| Contra Costa | CCCTA | Transit | CCCTA: Replace 18 30' Buses | Maintenance/ Rehabilitation | CC-150006 | | | \$8,560,800 | \$8,560,800 |
| Contra Costa | CCCTA | Transit | CCCTA: Replace 13 35' Buses | Maintenance/ Rehabilitation | CC-150007 | | | \$6,382,675 | \$6,382,675 |
| Contra Costa | CCCTA | Transit | CCCTA: Replace 3 Paratransit Vans | Maintenance/ Rehabilitation | CC-150008 | | | \$369,000 | \$369,000 |
| Contra Costa | CCCTA | Transit | CCCTA: ADA Paratransit Assistance | Operations | CC-99T001 | | | \$14,869,892 | \$14,869,892 |
| Contra Costa | CCCTA | Transit | CCCTA: Access Improvements Implementation | System Management | CC-130045 | | | \$778,650 | \$778,650 |
| Contra Costa | CCCTA | Transit | REMIX Software Implementation Project | System Management | CC-150012 | | | \$40,281 | \$40,281 |
| Contra Costa | CCTA | Local Road | Mokelumne Trail Bike/Ped Overcrossing | Expansion | CC-070067 | \$600,000 | \$1,000,000 | \$4,500,000 | \$6,100,000 |
| Contra Costa | CCTA | Local Road | CCTA - Carshare 4 All | System Management | CC-150009 | \$60,577 | \$30,504 | \$1,126,931 | \$1,218,012 |
| Contra Costa | CCTA | Regional | SR 4 Integrated Corridor Management | System Management | CC-150013 | \$600,000 | | \$14,750,000 | \$15,350,000 |
| Contra Costa | CCTA | State Highway | I-680/SR 4 I/C Reconstruction - Phases 1, 2, 4 & 5 | Expansion | CC-010023 | \$29,060,000 | \$5,606,000 | \$334,650,000 | \$369,316,000 |
| Contra Costa | CCTA | State Highway | I-680 SB HOV Lane Completion | Expansion | CC-050028 | \$8,485,000 | \$1,000,000 | \$72,257,000 | \$81,742,000 |
| Contra Costa | CCTA | State Highway | I-680 NB HOV Lane Extension | Expansion | CC-070022 | \$6,000,000 | \$1,000,000 | \$41,000,000 | \$48,000,000 |
| Contra Costa | CCTA | State Highway | Reconstruct I-80/San Pablo Dam Rd Interchange | Expansion | CC-070035 | \$11,211,000 | \$21,672,000 | \$86,045,000 | \$118,928,000 |
| Contra Costa | CCTA | State Highway | SR4: Balfour Road Interchange | Expansion | CC-070053 | \$5,850,000 | \$14,750,000 | \$25,800,000 | \$46,400,000 |
| Contra Costa | CCTA | State Highway | SR 239 - New State Highway Study | Expansion | CC-110066 | \$29,244,335 | | | \$29,244,335 |
| Contra Costa | CCTA | State Highway | I-680 / SR 4 Interchange Reconstruction - Phase 3 | Expansion | CC-130046 | \$11,480,000 | \$12,100,000 | \$41,510,000 | \$65,090,000 |
| Contra Costa | Clayton | Local Road | Clayton Various Streets Preservation | Maintenance/ Rehabilitation | CC-130030 | \$40,000 | | \$437,000 | \$477,000 |
| Contra Costa | Concord | Local Road | Commerce Avenue Extension | Expansion | CC-070026 | \$1,634,000 | \$1,155,064 | \$5,710,936 | \$8,500,000 |
| Contra Costa | Concord | Local Road | Ygnacio Valley/Kirker Pass Roads Widening | Expansion | CC-090026 | \$800,000 | \$1,000,000 | \$10,200,000 | \$12,000,000 |
| Contra Costa | Concord | Local Road | Concord BART Station Bike/Ped Access Improvements | Expansion | CC-130006 | \$213,000 | \$20,000 | \$1,138,000 | \$1,371,000 |
| Contra Costa | Concord | Local Road | Detroit Avenue Bicycle and Pedestrian Improvements | Expansion | CC-130011 | \$273,000 | \$156,000 | \$2,210,000 | \$2,639,000 |
| Contra Costa | Concord | Local Road | Concord Various Street Preservation | Maintenance/ Rehabilitation | CC-130012 | \$103,000 | \$42,000 | \$982,000 | \$1,127,000 |
| Contra Costa | Concord | Local Road | Concord Clayton Road/Treat Blvd Intersection Imps. | System Management | CC-090023 | \$280,000 | \$300,000 | \$2,100,000 | \$2,680,000 |
| Contra Costa | Concord | Local Road | Concord New and Upgraded Signals at Various Loc | System Management | CC-130013 | \$400,520 | | \$2,232,713 | \$2,633,233 |
| Contra Costa | Danville | Local Road | Vista Grande Street Pedestrian Improvements/SR2S | Expansion | CC-130038 | \$29,275 | | \$178,000 | \$207,275 |
| Contra Costa | Danville | Local Road | San Ramon Valley Blvd Lane Addition and Overlay | Expansion | CC-170001 | \$97,000 | \$30,000 | \$826,046 | \$953,046 |
| Contra Costa | Danville | Local Road | Crow Canyon/Camino Tassajara Intersection Imps | Maintenance/ Rehabilitation | CC-050075 | \$600,552 | \$5,000 | \$5,485,823 | \$6,091,375 |
| Contra Costa | Danville | Local Road | Diablo Road Imps. - Green Valley to Avenida Neuva | Maintenance/ Rehabilitation | CC-090001 | \$600,000 | \$60,000 | \$3,500,000 | \$4,160,000 |
| Contra Costa | Danville | Local Road | Danville Various Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130023 | \$159,000 | | \$896,000 | \$1,055,000 |
| Contra Costa | EB Reg Park Dis | Local Road | Atlas Road - New Bridge and Roadway Extension | Expansion | CC-070063 | \$2,116,700 | | \$8,466,797 | \$10,583,497 |
| Contra Costa | EB Reg Park Dis | Public Lands/ Trails | Breuner Marsh Restoration and Public Access | Expansion | CC-130049 | \$2,000,000 | | \$3,945,000 | \$5,945,000 |
| Contra Costa | EB Reg Park Dis | Public Lands/ Trails | SF Bay Trail, Pinole Shores to Bay Front Park | Expansion | CC-130050 | \$310,000 | | \$7,311,686 | \$7,621,686 |
| Contra Costa | EB Reg Park Dis | Public Lands/ Trails | Contra Costa Parks Bike/Ped Trail Improvements | Maintenance/ Rehabilitation | CC-070033 | \$72,000 | | \$878,921 | \$950,921 |
| Contra Costa | ECCTA | Transit | ECCTA: Transit Bus Replacements | Maintenance/ Rehabilitation | CC-070092 | | | \$47,325,367 | \$47,325,367 |
| Contra Costa | ECCTA | Transit | Tri-Delta: ADA Operating Assistance | Operations | CC-030035 | | | \$7,662,559 | \$7,662,559 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|--------------------------------------|---------------|----------------------|--|-----------------------------|-----------|----------------------|----------------------|------------------------|------------------------|
| Contra Costa | ECCTA | Transit | ECCTA: Non-ADA Paratransit to FR Incentive Program | System Management | CC-150020 | | | \$1,021,621 | \$1,021,621 |
| Contra Costa | El Cerrito | Public Lands/ Trails | Ohlone Greenway Station Area Bike/Ped Improvements | Expansion | CC-130024 | \$485,735 | | \$3,433,265 | \$3,919,000 |
| Contra Costa | El Cerrito | State Highway | Del Norte Area TOD Complete Street Imps | System Management | CC-070046 | \$1,850,000 | \$50,000 | \$7,700,000 | \$9,600,000 |
| Contra Costa | Hercules | Local Road | Hercules-Refugio Valley Road Pavement Preservation | Maintenance/ Rehabilitation | CC-130040 | \$30,000 | | \$1,152,000 | \$1,182,000 |
| Contra Costa | Hercules | Transit | Hercules Intercity Rail Station | Expansion | CC-030002 | \$3,500,000 | \$2,162,000 | \$27,824,000 | \$33,486,000 |
| Contra Costa | Martinez | Local Road | Martinez Various Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130025 | \$100,000 | | \$1,185,000 | \$1,285,000 |
| Contra Costa | Martinez | Transit | Martinez Intermodal Station Parking Expansion | Expansion | CC-030004 | \$400,000 | \$10,500,000 | \$9,100,000 | \$20,000,000 |
| Contra Costa | Moraga | Local Road | Moraga Rd SRTS Bicycle and Ped Improvements | Expansion | CC-130037 | \$14,000 | | \$113,000 | \$127,000 |
| Contra Costa | Moraga | Local Road | Moraga Various Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130020 | \$92,000 | | \$709,000 | \$801,000 |
| Contra Costa | MTC | Local Road | Regional Planning Activities and PPM - CC County | System Management | CC-170004 | \$6,422,553 | | | \$6,422,553 |
| Contra Costa | Oakley | Local Road | Oakley Various Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130031 | \$134,000 | | \$1,031,000 | \$1,165,000 |
| Contra Costa | Oakley | Local Road | Main Street (Previously SR4) Realignment in Oakley | System Management | CC-070065 | \$300,000 | \$50,000 | \$1,961,000 | \$2,311,000 |
| Contra Costa | Pinole | Local Road | Pinole - San Pablo Avenue Preservation | Maintenance/ Rehabilitation | CC-130015 | \$45,000 | \$10,000 | \$750,000 | \$805,000 |
| Contra Costa | Pittsburg | Transit | Pittsburg Multimodal Transit Station Access Imps. | Expansion | CC-130039 | \$214,000 | | \$1,300,000 | \$1,514,000 |
| Contra Costa | Pleasant Hill | Local Road | Boyd Road/Elinora Drive SRTS Sidewalk Installation | Expansion | CC-130029 | \$127,450 | | \$447,550 | \$575,000 |
| Contra Costa | Pleasant Hill | Local Road | Contra Costa Blvd. Improvement (Beth to Harriet) | Expansion | CC-150011 | \$144,000 | | \$2,807,900 | \$2,951,900 |
| Contra Costa | Pleasant Hill | Local Road | Golf Club Rd Roundabout and Bike/Ped Improvements | System Management | CC-130005 | \$677,000 | \$100,000 | \$4,737,000 | \$5,514,000 |
| Contra Costa | Richmond | Local Road | 37th Street Bicycle & Pedestrian Improvements | Expansion | CC-130047 | \$39,000 | \$5,000 | \$356,444 | \$400,444 |
| Contra Costa | Richmond | Local Road | Richmond Local Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130026 | \$300,000 | | \$3,423,000 | \$3,723,000 |
| Contra Costa | Richmond | Local Road | Richmond Transit Village: Nevin Imps BART-19th | System Management | CC-110007 | \$615,235 | \$5,000 | \$7,762,000 | \$8,382,235 |
| Contra Costa | Richmond | Local Road | The Yellow Brick Road in Richmond's Iron Triangle | System Management | CC-150016 | \$967,000 | | \$5,485,000 | \$6,452,000 |
| Contra Costa | Richmond | State Highway | I-80/Central Avenue Interchange Modification | Expansion | CC-050076 | \$1,845,000 | \$2,000,000 | \$20,815,000 | \$24,660,000 |
| Contra Costa | San Pablo | Local Road | San Pablo Avenue Bicycle and Ped Improvements | Expansion | CC-130032 | \$845,000 | | \$5,978,000 | \$6,823,000 |
| Contra Costa | San Pablo | Local Road | Rumrill Blvd Complete Streets Improvements | System Management | CC-150017 | \$600,000 | | \$5,010,000 | \$5,610,000 |
| Contra Costa | San Ramon | Local Road | Bollinger Canyon Road Widening (Alcosta to SRVB) | Expansion | CC-090019 | \$1,756,439 | \$235,300 | \$8,621,116 | \$10,612,855 |
| Contra Costa | Walnut Creek | Local Road | Walnut Creek - North Main Street Preservation | Maintenance/ Rehabilitation | CC-130033 | \$70,000 | | \$851,000 | \$921,000 |
| Contra Costa | Walnut Creek | Local Road | Walnut Creek-Parking Guidance System Pilot | System Management | CC-150018 | | | \$933,000 | \$933,000 |
| Contra Costa | WCCTA | Transit | WCCTA: Preventive Maintenance Program | Maintenance/ Rehabilitation | CC-030025 | | | \$2,508,911 | \$2,508,911 |
| Contra Costa | WCCTA | Transit | WestCAT: Replacement of (10) Paratransit Cut-Aways | Maintenance/ Rehabilitation | CC-150001 | | | \$1,230,000 | \$1,230,000 |
| Contra Costa | WCCTA | Transit | WestCAT: Purchase of (10) Radio systems | Maintenance/ Rehabilitation | CC-150002 | | | \$10,000 | \$10,000 |
| Contra Costa | WCCTA | Transit | WestCAT: Purchase of (2) Electronic Fareboxes | Maintenance/ Rehabilitation | CC-150003 | | | \$35,623 | \$35,623 |
| Contra Costa | WCCTA | Transit | WestCAT: Replace (1) 2003 40ft Revenue Vehicle | Maintenance/ Rehabilitation | CC-150004 | | | \$534,025 | \$534,025 |
| Contra Costa | WCCTA | Transit | WestCAT: Replace (1) 40ft Rev. Vehicle with 45ft | Maintenance/ Rehabilitation | CC-150005 | | | \$622,175 | \$622,175 |
| Contra Costa | WCCTA | Transit | WestCAT: Replace (1) 1998 40 ft Vehicle | Maintenance/ Rehabilitation | CC-150014 | | | \$530,000 | \$530,000 |
| Contra Costa | WCCTA | Transit | WestCat: ADA Paratransit Operating Subsidy | Operations | CC-990045 | | | \$2,441,717 | \$2,441,717 |
| Contra Costa | WCCTA | Transit | WestCAT: Purchase (1) Fast Fare Electronic Farebox | System Management | CC-150015 | | | \$17,811 | \$17,811 |
| Contra Costa | WCCTA | Transit | WestCAT - AVL System with APC Element. | System Management | CC-150021 | | | \$394,513 | \$394,513 |
| Contra Costa | WETA | Transit | Richmond Ferry Service | Expansion | CC-070062 | \$4,370,815 | | \$57,000,000 | \$61,370,815 |
| Total for Contra Costa County | | | | | | \$241,232,940 | \$186,519,868 | \$1,500,894,603 | \$1,928,647,411 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|-------------------------------|--------------|----------------------|--|-----------------------------|-----------|---------------------|---------------------|------------------------|------------------------|
| Marin | Fairfax | Local Road | Parkade Circulation and Safety Improvements | System Management | MRN130009 | \$90,000 | | \$310,000 | \$400,000 |
| Marin | GGBHTD | Tollway | Golden Gate Bridge Seismic Retrofit, Phase 3B | Maintenance/ Rehabilitation | MRN050018 | | | \$137,252,404 | \$137,252,404 |
| Marin | GGBHTD | Tollway | Golden Gate Bridge Seismic Retrofit, Ph: 1-3A | Maintenance/ Rehabilitation | MRN970016 | | | \$273,157,373 | \$273,157,373 |
| Marin | GGBHTD | Tollway | Golden Gate Bridge-Suicide Deterrent SafetyBarrier | System Management | MRN050019 | \$7,000,000 | | \$146,000,000 | \$153,000,000 |
| Marin | GGBHTD | Transit | Larkspur Ferry Terminal Parking Garage | Expansion | MRN130001 | \$500,000 | | \$3,500,000 | \$4,000,000 |
| Marin | GGBHTD | Transit | GGBHTD: Bldg Ridership to Meet Capacity Campaign | Expansion | MRN150006 | | | \$437,640 | \$437,640 |
| Marin | GGBHTD | Transit | ACIS Radio Communications System | Maintenance/ Rehabilitation | MRN010035 | | | \$21,600,048 | \$21,600,048 |
| Marin | GGBHTD | Transit | GGBHTD: Fixed Guideway Connectors | Maintenance/ Rehabilitation | MRN030010 | | | \$38,295,992 | \$38,295,992 |
| Marin | GGBHTD | Transit | GGBHTD: Facilities Rehabilitation | Maintenance/ Rehabilitation | MRN050025 | | | \$19,889,622 | \$19,889,622 |
| Marin | GGBHTD | Transit | GGBHTD: Replace 7 - 40' Diesel Buses | Maintenance/ Rehabilitation | MRN110045 | | | \$3,760,007 | \$3,760,007 |
| Marin | GGBHTD | Transit | MS Sonoma Ferry Boat Refurbishment | Maintenance/ Rehabilitation | MRN150005 | | | \$20,665,042 | \$20,665,042 |
| Marin | GGBHTD | Transit | GGBHTD Ferry Major Components Rehab | Maintenance/ Rehabilitation | MRN150014 | | | \$3,375,000 | \$3,375,000 |
| Marin | GGBHTD | Transit | GGBHTD Ferry Propulsion Systems Replacement | Maintenance/ Rehabilitation | MRN150015 | | | \$625,000 | \$625,000 |
| Marin | GGBHTD | Transit | Ferry channel & berth dredging | Maintenance/ Rehabilitation | MRN990017 | | | \$26,144,027 | \$26,144,027 |
| Marin | GGBHTD | Transit | GGBHTD - Transit Systems Enhancements | System Management | MRN130015 | | | \$2,264,125 | \$2,264,125 |
| Marin | GGBHTD | Transit | GGBHTD: On-Board Bus and Ferry Surveys | System Management | MRN150007 | | | \$454,729 | \$454,729 |
| Marin | Marin County | Local Road | Non-motorized Transp. Pilot Program - Marin County | Expansion | MRN050033 | \$6,663,835 | | \$4,677,304 | \$11,341,139 |
| Marin | Marin County | Local Road | Non-motorized Transp. Projects - Marin County | Expansion | MRN090049 | \$1,238,181 | | \$0 | \$1,238,181 |
| Marin | Marin County | Local Road | Miller Creek Road Bike Lanes and Ped Improvements | Expansion | MRN110033 | \$45,000 | | \$362,000 | \$407,000 |
| Marin | Marin County | Local Road | Mountain View Rd Bridge Replacement - 27C0154 | Expansion | MRN110035 | \$503,600 | \$72,952 | \$910,560 | \$1,487,112 |
| Marin | Marin County | Local Road | Marin Parklands Visitor Access, Phase 2 | Maintenance/ Rehabilitation | MRN070019 | \$1,036,000 | | \$3,410,000 | \$4,446,000 |
| Marin | Marin County | Local Road | Donahue Street Road Rehabilitation Project | Maintenance/ Rehabilitation | MRN130010 | \$122,000 | | \$1,094,600 | \$1,216,600 |
| Marin | Marin County | Local Road | North Civic Center Drive Improvements | System Management | MRN130007 | \$840,000 | | \$2,029,110 | \$2,869,110 |
| Marin | Marin County | Public Lands/ Trails | Mill Valley-Sausalito Pathway Preservation | Maintenance/ Rehabilitation | MRN130014 | \$410,000 | | \$230,000 | \$640,000 |
| Marin | MCTD | Transit | MCTD Preventive Maintenance | Maintenance/ Rehabilitation | MRN110040 | | | \$411,843 | \$411,843 |
| Marin | MCTD | Transit | MCTD: On Board Vehicle Equipment | Maintenance/ Rehabilitation | MRN150003 | | | \$377,075 | \$377,075 |
| Marin | MCTD | Transit | MCTD - Relocate Transit Maint. Facility - PE only | Maintenance/ Rehabilitation | MRN150010 | \$600,000 | | | \$600,000 |
| Marin | MCTD | Transit | MCTD- Replace 2 Shuttle Vehicles | Maintenance/ Rehabilitation | MRN150011 | | | \$244,000 | \$244,000 |
| Marin | MCTD | Transit | MCTD - Replace 13 -40ft Buses | Maintenance/ Rehabilitation | MRN150012 | | | \$9,634,000 | \$9,634,000 |
| Marin | MCTD | Transit | MCTD - Emergency Radio System | Maintenance/ Rehabilitation | MRN150013 | | | \$348,000 | \$348,000 |
| Marin | MCTD | Transit | Marin Transit Low Income Youth Pass Program | Operations | MRN110041 | | | \$564,724 | \$564,724 |
| Marin | MCTD | Transit | MCTD: ADA Paratransit Assistance | Operations | MRN110047 | | | \$3,886,026 | \$3,886,026 |
| Marin | Mill Valley | Local Road | Mill Valley - Miller Avenue Rehabilitation | Maintenance/ Rehabilitation | MRN070002 | \$1,100,000 | \$300,000 | \$5,750,000 | \$7,150,000 |
| Marin | Mill Valley | Public Lands/ Trails | Bayfront Park Recreational Bay Access Pier Rehab | Maintenance/ Rehabilitation | MRN130012 | \$73,000 | | \$150,000 | \$223,000 |
| Marin | MTC | Local Road | Regional Planning Activities and PPM - Marin | System Management | MRN170001 | \$4,729,181 | | | \$4,729,181 |
| Marin | MTC | Tollway | Richmond-San Rafael Bridge Access Improvements | Expansion | MRN150009 | \$8,740,000 | \$1,344,000 | \$63,500,000 | \$73,584,000 |
| Marin | Novato | Local Road | Novato Boulevard Widening, Diablo to Grant | Expansion | MRN070006 | \$1,063,085 | | \$7,910,847 | \$8,973,932 |
| Marin | Novato | Local Road | DeLong Avenue and Ignacio Boulevard Resurfacing | Maintenance/ Rehabilitation | MRN130011 | \$95,000 | | \$880,000 | \$975,000 |
| Marin | Novato | Local Road | Vineyard Road Improvements | Maintenance/ Rehabilitation | MRN150016 | \$83,975 | | \$921,782 | \$1,005,757 |
| Marin | Ross | Local Road | Bolinas Avenue and Sir Francis Drake Intersection | Maintenance/ Rehabilitation | MRN130006 | \$30,000 | | \$310,000 | \$340,000 |
| Marin | San Anselmo | Local Road | San Anselmo - Center Blvd Bridge Replace (27C0079) | Expansion | MRN110032 | \$1,060,000 | \$1,250,000 | \$3,507,000 | \$5,817,000 |
| Marin | San Anselmo | Public Lands/ Trails | Sunny Hill Ridge and Red Hill Trails | Expansion | MRN130013 | \$80,000 | | \$80,000 | \$160,000 |
| Marin | San Rafael | Local Road | San Rafael - Non-motorized Transport Pilot Program | Expansion | MRN070009 | \$1,258,437 | | \$1,797,243 | \$3,055,680 |
| Marin | San Rafael | Local Road | Grand Avenue Bicycle Pedestrian Improvements | Expansion | MRN150008 | \$50,000 | | \$1,706,000 | \$1,756,000 |
| Marin | San Rafael | Local Road | San Rafael Various Streets and Roads Preservation | Maintenance/ Rehabilitation | MRN130004 | \$42,000 | | \$552,000 | \$594,000 |
| Marin | San Rafael | Local Road | San Rafael Transit Center Pedestrian Access Imps. | System Management | MRN130005 | \$475,000 | | \$2,200,000 | \$2,675,000 |
| Marin | Sausalito | Local Road | Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps | System Management | MRN110010 | \$100,000 | | \$185,000 | \$285,000 |
| Marin | TAM | Local Road | Central Marin Ferry Access Improvements | Expansion | MRN050014 | \$4,410,000 | | \$12,202,000 | \$16,612,000 |
| Marin | TAM | Local Road | TAM - Non-motorized Transportation Pilot Program | System Management | MRN070017 | \$100,000 | | \$60,000 | \$160,000 |
| Marin | TAM | Local Road | TAM - Car Share Canal | System Management | MRN150004 | | | \$143,750 | \$143,750 |
| Marin | TAM | State Highway | US 101 / Greenbrae Interchange Corridor Impts. | Expansion | MRN050001 | \$14,233,000 | \$600,000 | \$139,967,000 | \$154,800,000 |
| Marin | TAM | State Highway | US 101 HOV Lanes - Marin-Sonoma Narrows (Marin) | Expansion | MRN050034 | \$37,532,000 | \$41,284,000 | \$274,403,000 | \$353,219,000 |
| Marin | TAM | State Highway | Highway 101 Landscaping for Gap Closure Project | System Management | MRN110034 | \$380,000 | | \$1,275,000 | \$1,655,000 |
| Total for Marin County | | | | | | \$94,683,294 | \$44,850,952 | \$1,243,410,873 | \$1,382,945,119 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|------------------------------|-----------------|----------------------|--|-----------------------------|-----------|---------------------|---------------------|----------------------|----------------------|
| Napa | American Canyon | Local Road | Eucalyptus Drive Realignment Complete Streets | Expansion | NAP110029 | \$1,767,600 | \$776,000 | \$3,645,400 | \$6,189,000 |
| Napa | American Canyon | Local Road | Devlin Road and Vine Trail Extension | Expansion | NAP130006 | \$297,000 | \$800,000 | \$1,785,000 | \$2,882,000 |
| Napa | Calistoga | State Highway | SR 128 and Petrified Forest Intersection Imp | System Management | NAP150001 | \$118,000 | \$56,000 | \$476,000 | \$650,000 |
| Napa | Caltrans | State Highway | SR 12 (Jamieson Canyon Road) Widening | Expansion | NAP010008 | \$14,495,000 | \$15,856,000 | \$84,784,000 | \$115,135,000 |
| Napa | Caltrans | State Highway | Hwy 29 Grayson Ave. Signal Construction | System Management | NAP130007 | \$96,006 | \$10,000 | \$360,000 | \$466,006 |
| Napa | MTC | Local Road | Regional Planning Activities and PPM - Napa | System Management | NAP170001 | \$4,592,181 | | | \$4,592,181 |
| Napa | Napa | Local Road | California Boulevard Roundabouts | System Management | NAP110028 | \$710,000 | \$1,584,000 | \$8,325,793 | \$10,619,793 |
| Napa | Napa | Public Lands/ Trails | Highway 29/Napa Creek Bicycle Path Upgrade | Expansion | NAP130004 | \$100,000 | \$40,000 | \$385,000 | \$525,000 |
| Napa | Napa County | Local Road | Silverado Trail Phase H Rehab | Maintenance/ Rehabilitation | NAP110023 | \$56,000 | | \$1,627,189 | \$1,683,189 |
| Napa | Napa County | Local Road | Hardin Rd Bridge Replacement - 21C0058 | Maintenance/ Rehabilitation | NAP110026 | \$700,000 | \$200,000 | \$3,000,000 | \$3,900,000 |
| Napa | Napa County | Local Road | Loma Vista Dr Bridge Replacement - 21C0080 | Maintenance/ Rehabilitation | NAP110027 | \$500,000 | \$100,000 | \$3,000,000 | \$3,600,000 |
| Napa | Napa County | Local Road | Airport Boulevard Rehabilitation | Maintenance/ Rehabilitation | NAP130003 | \$64,000 | | \$1,852,500 | \$1,916,500 |
| Napa | Napa County | Local Road | Silverado Trail Phase G Rehab | Maintenance/ Rehabilitation | NAP130009 | \$95,000 | | \$2,734,000 | \$2,829,000 |
| Napa | Napa County | Local Road | Garnett Bridge Greenwood Ave | Maintenance/ Rehabilitation | NAP150002 | \$650,000 | \$200,000 | \$5,200,000 | \$6,050,000 |
| Napa | Napa County | Local Road | Silverado Trail Yountville-Napa Safety Improvement | System Management | NAP130010 | \$6,000 | | \$162,000 | \$168,000 |
| Napa | Napa Vine | Transit | Park & Ride Lots in Napa County | Expansion | NAP050009 | \$365,000 | \$2,200,000 | \$2,465,000 | \$5,030,000 |
| Napa | NVTA | Local Road | Napa Valley Vine Trail Design and Construction | Expansion | NAP110014 | \$1,239,000 | \$7,735 | \$7,445,834 | \$8,692,569 |
| Napa | NVTA | Local Road | Napa Valley Vine Trail Calistoga-St. Helena Seg. | Expansion | NAP150003 | \$432,000 | \$60,000 | \$8,714,000 | \$9,206,000 |
| Napa | NVTA | State Highway | SR 12/29/221 Soscol Junction Interchange Study | Expansion | NAP090003 | \$6,300,000 | | | \$6,300,000 |
| Napa | NVTA | Transit | NVTA: Replace Rolling Stock | Maintenance/ Rehabilitation | NAP090005 | | | \$14,728,090 | \$14,728,090 |
| Napa | NVTA | Transit | NVTA Equipment Replacement and Upgrades | Maintenance/ Rehabilitation | NAP090008 | | | \$2,488,992 | \$2,488,992 |
| Napa | NVTA | Transit | NVTA: ADA Operating Assistance | Operations | NAP030004 | | | \$473,448 | \$473,448 |
| Napa | NVTA | Transit | Napa Vine Operating Assistance | Operations | NAP970010 | | | \$40,476,726 | \$40,476,726 |
| Napa | NVTA | Transit | Napa: Bus Stop Improvements | System Management | NAP030005 | | | \$782,485 | \$782,485 |
| Napa | Yountville | Public Lands/ Trails | Hopper Creek Pedestrian Bridge and Path Project | Expansion | NAP130008 | \$100,000 | | \$400,000 | \$500,000 |
| Total for Napa County | | | | | | \$32,682,787 | \$21,889,735 | \$195,311,457 | \$249,883,979 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|---------------|--------------|---------------|---|-----------------------------|-----------|---------------------|--------------|-----------------|-----------------|
| San Francisco | BART | Transit | BART/MUNI Direct Connection Platform | Expansion | SF-050014 | | | \$3,000,000 | \$3,000,000 |
| San Francisco | BART | Transit | Regional Real-Time Transit Information at BART | System Management | SF-110044 | \$440,000 | | \$3,960,000 | \$4,400,000 |
| San Francisco | MTC | Local Road | Regional Planning Activities and PPM - SF County | System Management | SF-170002 | \$5,628,854 | | | \$5,628,854 |
| San Francisco | Port of SF | Local Road | Pier 70 19th Street & Illinois Street Sidewalk | Expansion | SF-130021 | \$370,000 | | \$2,850,000 | \$3,220,000 |
| San Francisco | Port of SF | Transit | Mission Bay Ferry Terminal | Expansion | SF-170001 | \$8,000,000 | | \$9,540,000 | \$17,540,000 |
| San Francisco | Port of SF | Transit | Embarcadero Corridor Transportation Improvements | System Management | SF-070009 | \$850,000 | | \$4,500,000 | \$5,350,000 |
| San Francisco | SF County TA | Local Road | Treasure Is/Yerba Buena Is Street Improvements | Expansion | SF-130004 | \$500,000 | \$1,000,000 | \$46,460,000 | \$47,960,000 |
| San Francisco | SF County TA | Local Road | Integrated Public-Private Partnership TDM Program | System Management | SF-110011 | | | \$1,034,894 | \$1,034,894 |
| San Francisco | SF County TA | Local Road | Treasure Island Congestion Pricing Program | System Management | SF-110049 | \$6,147,000 | | \$2,588,000 | \$8,735,000 |
| San Francisco | SF County TA | Local Road | SF Downtown Congestion Pricing (NE Cordon) | System Management | SF-130017 | \$300,000 | | \$103,900,000 | \$104,200,000 |
| San Francisco | SF County TA | Local Road | Quint-Jerrold Connector Road | System Management | SF-150008 | \$1,266,448 | \$1,914,000 | \$6,860,000 | \$10,040,448 |
| San Francisco | SF County TA | Local Road | SB I-280 Off-Ramp at Ocean Ave Realignment | System Management | SF-150013 | \$1,250,000 | | \$4,350,000 | \$5,600,000 |
| San Francisco | SF County TA | State Highway | HOV Lanes on US 101 in SF - Project Development | Expansion | SF-130008 | \$2,000,000 | | | \$2,000,000 |
| San Francisco | SF County TA | State Highway | Yerba Buena Island (YBI) Ramp Improvements | Maintenance/ Rehabilitation | SF-070027 | \$21,821,686 | \$5,350,002 | \$211,856,833 | \$239,028,521 |
| San Francisco | SF County TA | State Highway | US 101 Doyle Drive Replacement | Maintenance/ Rehabilitation | SF-991030 | \$88,271,723 | \$83,774,909 | \$1,814,689,937 | \$1,986,736,569 |
| San Francisco | SF County TA | Transit | Geary Bus Rapid Transit | Expansion | SF-070004 | \$31,857,159 | | \$151,842,841 | \$183,700,000 |
| San Francisco | SF County TA | Transit | Oakdale Caltrain Station | Expansion | SF-090011 | \$800,000 | | | \$800,000 |
| San Francisco | SF County TA | Transit | Construct Treasure Island Bus Terminal Facility | Expansion | SF-130010 | \$200,000 | \$590,000 | \$2,000,000 | \$2,790,000 |
| San Francisco | SF County TA | Transit | Treasure Island Pricing Mobility Improvements | System Management | SF-130005 | \$1,000,000 | | \$22,500,000 | \$23,500,000 |
| San Francisco | SF County TA | Transit | San Francisco Travel Smart Rewards Pilot Program | System Management | SF-150012 | | | \$635,000 | \$635,000 |
| San Francisco | SF DPW | Local Road | Bayview Transportation Improvements | Expansion | SF-010038 | \$8,855,000 | \$788,000 | \$26,507,000 | \$36,150,000 |
| San Francisco | SF DPW | Local Road | Harney Way Roadway Widening | Expansion | SF-090004 | \$1,000,000 | \$680,000 | \$22,370,000 | \$24,050,000 |
| San Francisco | SF DPW | Local Road | Hunters Pt Shipyard and Candlestick Pt Local Roads | Expansion | SF-110006 | \$2,050,000 | \$30,000,000 | \$306,100,000 | \$338,150,000 |
| San Francisco | SF DPW | Local Road | Southeast Waterfront Transportation Improvements | Expansion | SF-130006 | \$200,000 | | \$253,123,900 | \$253,323,900 |
| San Francisco | SF DPW | Local Road | HOPE SF Street Grid Phase 1 | Expansion | SF-130007 | \$2,000,000 | | \$8,000,000 | \$10,000,000 |
| San Francisco | SF DPW | Local Road | Great Highway Restoration | Maintenance/ Rehabilitation | SF-110005 | \$898,000 | \$0 | \$5,927,700 | \$6,825,700 |
| San Francisco | SF DPW | Local Road | SF- Better Market Street Transportation Elements | System Management | SF-130001 | \$1,000,000 | \$500,000 | \$204,900,000 | \$206,400,000 |
| San Francisco | SF DPW | Local Road | SF- Second Street Complete Streets and Road Diet | System Management | SF-130011 | \$1,976,397 | | \$12,511,778 | \$14,488,175 |
| San Francisco | SF DPW | Local Road | SF- Broadway Chinatown Complete Streets | System Management | SF-130014 | \$924,033 | | \$7,275,719 | \$8,199,752 |
| San Francisco | SF DPW | Local Road | John Yehall Chin Safe Routes to School | System Management | SF-150001 | \$398,433 | | \$1,497,000 | \$1,895,433 |
| San Francisco | SF DPW | State Highway | Lombard Street Vision Zero Project | System Management | SF-150016 | \$4,725,000 | | \$6,207,000 | \$10,932,000 |
| San Francisco | SFDPH | Local Road | SF SRTS Non-Infrastructure Program | System Management | SF-130018 | | | \$1,990,000 | \$1,990,000 |
| San Francisco | SFDPH | Local Road | San Francisco Safe Routes to School (ATP) | System Management | SF-150003 | | | \$990,000 | \$990,000 |
| San Francisco | SFDPH | Local Road | SF Safe Routes to School 2017-2019 | System Management | SF-150017 | | | \$2,544,372 | \$2,544,372 |
| San Francisco | SFMTA | Local Road | Mission Bay/UCSF Multi-Modal Transportation Imps. | Expansion | SF-110002 | \$1,545,000 | | \$48,147,000 | \$49,692,000 |
| San Francisco | SFMTA | Local Road | Linked Priced Electric Bikesharing | Expansion | SF-110037 | \$421,532 | | \$1,458,745 | \$1,880,277 |
| San Francisco | SFMTA | Local Road | Implement Parkmerced Street Network | Expansion | SF-130002 | \$500,000 | \$500,000 | \$46,960,000 | \$47,960,000 |
| San Francisco | SFMTA | Local Road | Twin Peaks Connectivity Planning | Expansion | SF-130022 | \$190,589 | | | \$190,589 |
| San Francisco | SFMTA | Local Road | Mansell Corridor Complete Streets | System Management | SF-130015 | \$729,002 | | \$5,826,409 | \$6,555,411 |
| San Francisco | SFMTA | Local Road | Eddy and Ellis Traffic Calming Improvement Project | System Management | SF-130019 | \$365,000 | | \$1,344,926 | \$1,709,926 |
| San Francisco | SFMTA | Local Road | San Francisco Safer Streets Campaign | System Management | SF-150002 | | | \$2,000,000 | \$2,000,000 |
| San Francisco | SFMTA | Local Road | SFMTA Station-Area Ped and Bicycle Access Imp. | System Management | SF-150004 | | | \$1,250,000 | \$1,250,000 |
| San Francisco | SFMTA | Local Road | San Francisco Citywide Bicycle Wayfinding | System Management | SF-150009 | \$199,000 | | \$946,000 | \$1,145,000 |
| San Francisco | SFMTA | Local Road | San Francisco Vision Zero Safety Investment | System Management | SF-150011 | \$453,000 | | \$4,584,000 | \$5,037,000 |
| San Francisco | SFMTA | State Highway | SFGO-Corridor Management | System Management | SF-070030 | \$9,209,882 | | \$47,661,210 | \$56,871,092 |
| San Francisco | SFMTA | Transit | SF Muni Third St LRT Phase 2 - New Central Subway | Expansion | SF-010037 | \$158,834,748 | \$34,777,414 | \$1,384,387,838 | \$1,578,000,000 |
| San Francisco | SFMTA | Transit | Historic Streetcar Extension to Fort Mason | Expansion | SF-070003 | \$24,532,438 | | \$43,997,562 | \$68,530,000 |
| San Francisco | SFMTA | Transit | Van Ness Avenue Bus Rapid Transit | Expansion | SF-070005 | \$24,273,455 | | \$170,726,545 | \$195,000,000 |
| San Francisco | SFMTA | Transit | Additional Light Rail Vehicles to Expand Muni Rail | Expansion | SF-090012 | \$0 | | \$136,470,000 | \$136,470,000 |
| San Francisco | SFMTA | Transit | Transit Center in Hunters Point | Expansion | SF-090016 | \$3,400,000 | \$2,900,000 | \$15,700,000 | \$22,000,000 |
| San Francisco | SFMTA | Transit | Oakdale-Palou Interim High-Capacity Bus Corridor | Expansion | SF-090018 | \$3,000,000 | \$2,000,000 | \$17,000,000 | \$22,000,000 |
| San Francisco | SFMTA | Transit | Extended Trolleybus Service into Hunters Point | Expansion | SF-090019 | \$700,000 | \$2,000,000 | \$48,300,000 | \$51,000,000 |
| San Francisco | SFMTA | Transit | Geneva Harney BRT Infrastructure: Central Segment | Expansion | SF-090020 | \$14,000,000 | | \$29,000,000 | \$43,000,000 |
| San Francisco | SFMTA | Transit | Geneva Harney BRT Infrastructure: Eastern Segment | Expansion | SF-090023 | \$19,205,000 | | \$78,910,000 | \$98,115,000 |
| San Francisco | SFMTA | Transit | 19th Ave. & Parkmerced M-Line Realignment | Expansion | SF-130003 | \$2,000,000 | | \$78,940,000 | \$80,940,000 |
| San Francisco | SFMTA | Transit | SFMTA: Purchase 60 foot expansion motor coaches | Expansion | SF-130020 | | | \$41,744,033 | \$41,744,033 |
| San Francisco | SFMTA | Transit | SFMTA: Wayside Fare Collection Equipment | Maintenance/ Rehabilitation | SF-030013 | | | \$41,315,741 | \$41,315,741 |
| San Francisco | SFMTA | Transit | SFMTA: Train Control & Trolley Signal Rehab/Replace | Maintenance/ Rehabilitation | SF-050024 | | | \$65,519,952 | \$65,519,952 |
| San Francisco | SFMTA | Transit | Light Rail Vehicle Overhaul Program | Maintenance/ Rehabilitation | SF-050034 | \$706,419 | | \$66,824,881 | \$67,531,300 |
| San Francisco | SFMTA | Transit | SFMTA: Trolley Coach Replacement | Maintenance/ Rehabilitation | SF-070045 | | | \$118,217,563 | \$118,217,563 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|---------------------------------------|---------|---------|--|-----------------------------|-----------|----------------------|----------------------|-------------------------|-------------------------|
| San Francisco | SFMTA | Transit | SF Muni - Preventive Maintenance | Maintenance/ Rehabilitation | SF-090031 | | | \$15,092,543 | \$15,092,543 |
| San Francisco | SFMTA | Transit | SFMTA: Paratransit Vehicle Replacements | Maintenance/ Rehabilitation | SF-090035 | | | \$11,793,126 | \$11,793,126 |
| San Francisco | SFMTA | Transit | SFMTA Transportation Asset Management System | Maintenance/ Rehabilitation | SF-110010 | \$2,000,000 | | \$18,033,000 | \$20,033,000 |
| San Francisco | SFMTA | Transit | SFMTA: Replace 58 40' Neoplan Buses | Maintenance/ Rehabilitation | SF-110050 | | | \$41,529,092 | \$41,529,092 |
| San Francisco | SFMTA | Transit | SFMTA - Replacement of 40' Motor Coaches | Maintenance/ Rehabilitation | SF-150005 | | | \$87,340,719 | \$87,340,719 |
| San Francisco | SFMTA | Transit | SFMTA Replacement of 60' Motor Coaches | Maintenance/ Rehabilitation | SF-150006 | | | \$122,017,424 | \$122,017,424 |
| San Francisco | SFMTA | Transit | SFMTA Farebox Replacement | Maintenance/ Rehabilitation | SF-150007 | | | \$4,186,000 | \$4,186,000 |
| San Francisco | SFMTA | Transit | SFMTA 30' Motor Coach Mid-Life Overhaul | Maintenance/ Rehabilitation | SF-150014 | | | \$16,407,408 | \$16,407,408 |
| San Francisco | SFMTA | Transit | SFMTA: Replacement of 40' Trolley Coaches | Maintenance/ Rehabilitation | SF-150015 | | | \$25,000,000 | \$25,000,000 |
| San Francisco | SFMTA | Transit | SF Muni Rail Replacement Program | Maintenance/ Rehabilitation | SF-95037B | \$1,500,000 | | \$198,064,568 | \$199,564,568 |
| San Francisco | SFMTA | Transit | SFMTA: Cable Car Vehicle Renovation Program | Maintenance/ Rehabilitation | SF-970073 | | | \$24,790,969 | \$24,790,969 |
| San Francisco | SFMTA | Transit | SFMTA: Trolley Overhead Recon. Program | Maintenance/ Rehabilitation | SF-970170 | \$1,250,000 | | \$164,510,918 | \$165,760,918 |
| San Francisco | SFMTA | Transit | Islais Creek Motor Coach Facility | Maintenance/ Rehabilitation | SF-990004 | \$4,190,335 | | \$116,794,686 | \$120,985,021 |
| San Francisco | SFMTA | Transit | Cable Car Traction Power & Guideway Rehab | Maintenance/ Rehabilitation | SF-99T002 | \$1,000,000 | | \$70,990,416 | \$71,990,416 |
| San Francisco | SFMTA | Transit | SFMTA: ADA Paratransit operating support | Operations | SF-990022 | | | \$217,049,051 | \$217,049,051 |
| San Francisco | SFMTA | Transit | SFMTA: Muni Forward Capital Implementation Program | System Management | SF-090032 | \$28,602,560 | | \$143,757,440 | \$172,360,000 |
| San Francisco | SFMTA | Transit | SFMTA: 8X Customer First Program | System Management | SF-110045 | \$2,909,400 | | \$8,727,600 | \$11,637,000 |
| San Francisco | SFMTA | Transit | Global Positioning System | System Management | SF-990003 | | | \$35,926,594 | \$35,926,594 |
| San Francisco | TBJPA | Transit | Transbay Term/Caltrain Downtown Ext - Ph.1 | Expansion | SF-010015 | \$403,898,301 | \$84,038,000 | \$1,771,463,699 | \$2,259,400,000 |
| San Francisco | TBJPA | Transit | Transbay Terminal/Caltrain Downtown Ext: Ph. 2 | Expansion | SF-050002 | \$31,332,201 | \$45,082,514 | \$1,848,996,285 | \$1,925,411,000 |
| San Francisco | TBJPA | Transit | Transbay Transit Center - TIFIA Loan Debt Service | Expansion | SF-070029 | | | \$1,075,060,625 | \$1,075,060,625 |
| San Francisco | WETA | Transit | WETA: Replace Ferry Vessels | Maintenance/ Rehabilitation | SF-110053 | | | \$40,488,682 | \$40,488,682 |
| Total for San Francisco County | | | | | | \$935,677,595 | \$295,894,839 | \$11,807,765,224 | \$13,039,337,658 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|-----------|----------------|---------------|--|-----------------------------|-----------|---------------------|--------------|-----------------|-----------------|
| San Mateo | BART | Transit | BART: Preventive Maintenance | Maintenance/ Rehabilitation | SM-050005 | | | \$33,214,367 | \$33,214,367 |
| San Mateo | BART | Transit | Daly City BART Station Intermodal Improvements | System Management | SM-130029 | \$550,000 | | \$550,000 | \$1,100,000 |
| San Mateo | Belmont | Local Road | Ralston Avenue Pedestrian Route Improvements | Expansion | SM-130017 | \$30,000 | | \$290,000 | \$320,000 |
| San Mateo | Belmont | Local Road | Old County Road Bicycle/Pedestrian Improvements | Expansion | SM-130018 | \$15,000 | | \$335,000 | \$350,000 |
| San Mateo | Belmont | Local Road | Belmont Village Specific/Implementation Plan | System Management | SM-150004 | \$550,000 | | | \$550,000 |
| San Mateo | Brisbane | State Highway | US 101/Candlestick Interchange | System Management | SM-090004 | \$890,000 | | \$13,000,000 | \$13,890,000 |
| San Mateo | Burlingame | Local Road | Carolan Ave Complete Streets and Road Diet | System Management | SM-130021 | \$174,000 | | \$986,000 | \$1,160,000 |
| San Mateo | Caltrain | Transit | Caltrain South Terminal Phase II and III | Expansion | SM-070008 | \$1,500,000 | | \$14,000,000 | \$15,500,000 |
| San Mateo | Caltrain | Transit | Caltrain Electrification | Maintenance/ Rehabilitation | SF-010028 | \$114,660,051 | | \$1,497,339,949 | \$1,612,000,000 |
| San Mateo | Caltrain | Transit | San Mateo Bridges Replacement | Maintenance/ Rehabilitation | SM-010054 | \$5,412,250 | | \$37,164,856 | \$42,577,106 |
| San Mateo | Caltrain | Transit | Caltrain: ADA Operating Set-aside | Operations | SM-050040 | | | \$1,541,857 | \$1,541,857 |
| San Mateo | Caltrain | Transit | Caltrain Control Point Installation | System Management | SM-130026 | \$2,375,566 | | \$2,600,000 | \$4,975,566 |
| San Mateo | Caltrain | Transit | Caltrain Off-peak Marketing Campaign | System Management | SM-130027 | | | \$50,000 | \$50,000 |
| San Mateo | Caltrain | Transit | Map Based Real-Time Train Display for Caltrain.com | System Management | SM-150007 | | | \$50,000 | \$50,000 |
| San Mateo | CCAG | Local Road | San Mateo Countywide ITS Improvements | System Management | SM-070002 | \$800,000 | | \$3,498,000 | \$4,298,000 |
| San Mateo | CCAG | Local Road | San Mateo County SR2S Program | System Management | SM-110022 | | | \$4,892,000 | \$4,892,000 |
| San Mateo | CCAG | Local Road | Local PDA Planning - San Mateo | System Management | SM-110067 | \$342,000 | | | \$342,000 |
| San Mateo | CCAG | State Highway | US 101 HOV/ HOT from Santa Clara to I-380 | Expansion | SM-150017 | \$38,899,000 | | \$129,000,000 | \$167,899,000 |
| San Mateo | CCAG | State Highway | Dumbarton Bridge to US101 Connection Study | System Management | SM-070029 | \$478,000 | | | \$478,000 |
| San Mateo | CCAG | State Highway | Improve US 101 operations near Rte 92 | System Management | SM-090014 | \$6,128,000 | \$0 | \$18,211,000 | \$24,339,000 |
| San Mateo | Daly City | Local Road | Daly City Central Corridor Bike/Ped Safety Imprmnt | Expansion | SM-150012 | \$300,000 | | \$1,976,000 | \$2,276,000 |
| San Mateo | Daly City | Local Road | John Daly Boulevard Bicycle /Ped Improvements | System Management | SM-130011 | \$250,000 | | \$1,290,000 | \$1,540,000 |
| San Mateo | East Palo Alto | Local Road | US-101 Pedestrian/Bicycle Overcrossing | Expansion | SM-130028 | \$600,000 | | \$8,600,000 | \$9,200,000 |
| San Mateo | East Palo Alto | Local Road | Bay Rd Bicycle/Ped Improvements Phase II & III | Maintenance/ Rehabilitation | SM-070004 | \$2,239,300 | \$96,250 | \$10,620,000 | \$12,955,550 |
| San Mateo | East Palo Alto | Local Road | US 101 University Ave Interchange Improvements | System Management | SM-070006 | \$950,000 | \$0 | \$6,057,000 | \$7,007,000 |
| San Mateo | Half Moon Bay | State Highway | SR 92 Shoulder Widening & Curve Correction | Expansion | SM-010002 | \$600,000 | | \$4,700,000 | \$5,300,000 |
| San Mateo | Half Moon Bay | State Highway | Route 1 improvements in Half Moon Bay | Expansion | SM-090015 | \$600,000 | \$50,000 | \$6,400,000 | \$7,050,000 |
| San Mateo | Menlo Park | Local Road | Menlo Park-Various Streets Bike /Ped Improvements | System Management | SM-130008 | \$103,260 | | \$499,000 | \$602,260 |
| San Mateo | Menlo Park | Local Road | Menlo Park - Willow Rd Traffic Signal Modification | System Management | SM-130023 | \$25,000 | | \$276,000 | \$301,000 |
| San Mateo | Menlo Park | State Highway | US 101 / Willow Road Interchange Reconstruction | Maintenance/ Rehabilitation | SM-010047 | \$8,480,000 | \$3,172,000 | \$44,400,000 | \$56,052,000 |
| San Mateo | Millbrae | Local Road | US 101 Millbrae Ave Bike/Ped Bridge | Expansion | SM-050053 | \$1,062,000 | | \$2,000,000 | \$3,062,000 |
| San Mateo | Millbrae | Local Road | Millbrae Various Streets and Roads Preservation | Maintenance/ Rehabilitation | SM-130009 | \$60,000 | | \$445,000 | \$505,000 |
| San Mateo | Millbrae | Local Road | Millbrae Priority Development Area Specific Plan | System Management | SM-150001 | \$650,000 | | | \$650,000 |
| San Mateo | MTC | Local Road | Regional Planning Activities and PPM - San Mateo | System Management | SM-170002 | \$5,455,181 | | | \$5,455,181 |
| San Mateo | Pacifica | Local Road | Manor Drive Overcrossing and Milagra On Ramp | Expansion | SM-170004 | \$1,000,000 | | \$16,000,000 | \$17,000,000 |
| San Mateo | Pacifica | Local Road | Palmetto Avenue Streetscape | System Management | SM-130016 | \$120,000 | | \$2,330,000 | \$2,450,000 |
| San Mateo | Pacifica | State Highway | SR 1 - Fassler to Westport Drive Widening | Expansion | SM-050001 | \$9,573,000 | \$7,600,000 | \$33,377,000 | \$50,550,000 |
| San Mateo | Redwood City | Local Road | Blomquist Street Extension | Expansion | SM-090007 | \$100,000 | | \$17,500,000 | \$17,600,000 |
| San Mateo | Redwood City | Local Road | Middlefield Rd and Woodside Rd Intersection Improv | Expansion | SM-110065 | \$85,000 | | \$424,924 | \$509,924 |
| San Mateo | Redwood City | Local Road | Middlefield Road Bicycle / Ped Improvements | Expansion | SM-130022 | \$540,000 | | \$6,110,000 | \$6,650,000 |
| San Mateo | Redwood City | Local Road | Redwood City Various Streets Overlay | Maintenance/ Rehabilitation | SM-130002 | \$20,000 | | \$628,000 | \$648,000 |
| San Mateo | Redwood City | Local Road | Redwood City Dwntrn Transit Area Impvmts-Streetcar | System Management | SM-150003 | \$550,000 | | | \$550,000 |
| San Mateo | Redwood City | State Highway | US 101 / Woodside Interchange Improvement | Expansion | SM-050027 | \$8,910,000 | \$1,900,000 | \$38,300,000 | \$49,110,000 |
| San Mateo | SamTrans | State Highway | SR 82 - El Camino Real Grand Boulevard Initiative | System Management | SM-050051 | \$1,202,558 | | \$3,296,465 | \$4,499,023 |
| San Mateo | SamTrans | Transit | SAMTRANS: Preventive Maintenance | Maintenance/ Rehabilitation | SM-030023 | | | \$55,612,819 | \$55,612,819 |
| San Mateo | SamTrans | Transit | Facility/Equipment Rehabilitation/Replacement | Maintenance/ Rehabilitation | SM-070049 | | | \$1,752,780 | \$1,752,780 |
| San Mateo | SamTrans | Transit | Samtrans - Replace 62 1998 Gillig Buses | Maintenance/ Rehabilitation | SM-110062 | | | \$35,629,968 | \$35,629,968 |
| San Mateo | SamTrans | Transit | SAMTRANS: Replacement of Articulated Bus Fleet | Maintenance/ Rehabilitation | SM-110068 | | | \$57,716,190 | \$57,716,190 |
| San Mateo | SamTrans | Transit | SAMTRANS: Replacement of 2003 Gillig Buses | Maintenance/ Rehabilitation | SM-150005 | | | \$33,432,757 | \$33,432,757 |
| San Mateo | SamTrans | Transit | SamTrans - Replacement of Non-Rev Vehicles | Maintenance/ Rehabilitation | SM-150008 | | | \$770,000 | \$770,000 |
| San Mateo | SamTrans | Transit | SamTrans - Replacement of Cutaway Buses | Maintenance/ Rehabilitation | SM-150010 | | | \$1,098,000 | \$1,098,000 |
| San Mateo | SamTrans | Transit | SamTrans - Purchase of Replacement Minivans | Maintenance/ Rehabilitation | SM-150011 | | | \$510,000 | \$510,000 |
| San Mateo | SamTrans | Transit | SAMTRANS: ADA Paratransit Operating Subsidy | Operations | SM-990026 | | | \$10,591,685 | \$10,591,685 |
| San Mateo | SamTrans | Transit | Reconfiguration of San Carlos Transit Center | System Management | SM-110054 | | | \$4,984,465 | \$4,984,465 |
| San Mateo | SamTrans | Transit | SamTrans Service Plan (SSP) | System Management | SM-130025 | | | \$992,536 | \$992,536 |
| San Mateo | San Bruno | Local Road | San Bruno Transit Corridor Pedestrian Imps | System Management | SM-110012 | \$81,500 | | \$421,000 | \$502,500 |
| San Mateo | San Bruno | Local Road | San Bruno Ave Street Medians Improvements | System Management | SM-130019 | \$30,000 | | \$830,230 | \$860,230 |
| San Mateo | San Bruno | State Highway | SR-35 (Skyline Blvd) Widening from I-280 to Sneath | Expansion | SM-170003 | \$850,000 | | \$3,600,000 | \$4,450,000 |
| San Mateo | San Carlos | Local Road | US 101 Holly Pedestrian/Bicycle Overcrossing | Expansion | SM-150009 | \$1,000,000 | | \$6,450,000 | \$7,450,000 |
| San Mateo | San Carlos | State Highway | San Carlos Streetscape and Ped Improvments | Expansion | SM-130012 | \$141,200 | | \$1,009,000 | \$1,150,200 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|-----------------------------------|------------------|----------------------|--|-----------------------------|-----------|----------------------|---------------------|------------------------|------------------------|
| San Mateo | San Carlos | State Highway | US101/Holly Interchange modification | System Management | SM-090008 | \$3,500,000 | | \$12,700,000 | \$16,200,000 |
| San Mateo | San Mateo | Local Road | Mount Diablo Ave. Rehabilitation | Maintenance/ Rehabilitation | SM-130004 | \$15,000 | | \$310,000 | \$325,000 |
| San Mateo | San Mateo | Local Road | North Central Pedestrian Improvement Program | System Management | SM-110064 | \$146,700 | | \$1,407,785 | \$1,554,485 |
| San Mateo | San Mateo | Local Road | San Mateo Citywide Crosswalk Improvements | System Management | SM-130020 | \$65,000 | | \$368,000 | \$433,000 |
| San Mateo | San Mateo | Local Road | City of San Mateo SR2S Program | System Management | SM-150002 | \$405,000 | | \$2,110,000 | \$2,515,000 |
| San Mateo | San Mateo | Local Road | City of San Mateo Car Sharing Program | System Management | SM-150006 | | | \$265,152 | \$265,152 |
| San Mateo | San Mateo | Local Road | San Mateo Downtown Parking Tech Implementation | System Management | SM-150016 | \$150,000 | | \$1,850,000 | \$2,000,000 |
| San Mateo | San Mateo | State Highway | SR92/El Camino Real (SR82) Ramp Modifications | System Management | SM-110047 | \$4,205,000 | \$0 | \$23,895,000 | \$28,100,000 |
| San Mateo | San Mateo Co | Local Road | Semicircular Rd Bicycle / Ped Access Improvements | System Management | SM-130015 | \$42,000 | | \$361,460 | \$403,460 |
| San Mateo | San Mateo Co | Local Road | RWC 2020 Sustainable Transportation Encouragement | System Management | SM-150013 | | | \$966,000 | \$966,000 |
| San Mateo | San Mateo Co | Public Lands/ Trails | Midcoast Multi-Modal Trail | Expansion | SM-130032 | \$565,000 | | \$6,000,000 | \$6,565,000 |
| San Mateo | San Mateo Co | State Highway | Hwy 1 Congestion throughput and safety improvement | System Management | SM-170001 | \$1,650,000 | | \$5,500,000 | \$7,150,000 |
| San Mateo | San Mateo County | Local Road | Safe Routes to School for Health and Wellness | System Management | SM-150014 | | | \$1,045,000 | \$1,045,000 |
| San Mateo | SF City/County | Public Lands/ Trails | Southern Skyline Blvd. Ridge Trail Extension | Expansion | SM-130031 | \$2,800,000 | | \$11,900,000 | \$14,700,000 |
| San Mateo | SMCTA | State Highway | US 101 Aux lanes from Sierra Point to SF Cnty Line | Expansion | SM-090009 | \$9,800,000 | | \$65,000,000 | \$74,800,000 |
| San Mateo | SSF | Local Road | SSF Citywide Sidewalk Gap Closure Project | Expansion | SM-130003 | \$47,000 | | \$357,000 | \$404,000 |
| San Mateo | SSF | Local Road | SSF Linden/Spruce Ave Traffic Calming Improvements | System Management | SM-150015 | \$325,000 | | \$713,000 | \$1,038,000 |
| San Mateo | SSF | State Highway | US 101/Produce Avenue Interchange | Expansion | SM-110003 | \$4,590,000 | | \$125,500,000 | \$130,090,000 |
| San Mateo | SSF | State Highway | SSF Grand Blvd Project: Chestnut to Arroyo | System Management | SM-130013 | \$170,000 | | \$961,000 | \$1,131,000 |
| San Mateo | SSF | State Highway | SSF Grand Blvd Project: Kaiser Way to McLellan | System Management | SM-130030 | | | \$2,539,000 | \$2,539,000 |
| San Mateo | WETA | Transit | WETA: Redwood City Ferry Service | Expansion | SM-110002 | | | \$15,000,000 | \$15,000,000 |
| Total for San Mateo County | | | | | | \$246,857,566 | \$12,818,250 | \$2,456,102,245 | \$2,715,778,061 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|-------------|----------------|----------------------|--|-----------------------------|-----------|---------------------|---------------|-----------------|-----------------|
| Santa Clara | Gilroy | Local Road | Gilroy New Ronan Channel and Lions Creek Trails | Expansion | SCL110032 | \$760,000 | | \$1,169,000 | \$1,929,000 |
| Santa Clara | Morgan Hill | Local Road | Monterey Road Preservation | Maintenance/ Rehabilitation | SCL130043 | \$153,000 | | \$1,558,000 | \$1,711,000 |
| Santa Clara | Mountain View | State Highway | Mountain View El Camino Real Streetscape Study | System Management | SCL150017 | \$300,000 | | | \$300,000 |
| Santa Clara | MTC | Local Road | Regional Planning Activities and PPM - Santa Clara | System Management | SCL170001 | \$9,485,470 | | | \$9,485,470 |
| Santa Clara | Palo Alto | Local Road | Arastradero Road Schoolscape/Multiuse Trail | Expansion | SCL130034 | \$196,000 | | \$1,306,000 | \$1,502,000 |
| Santa Clara | Palo Alto | Local Road | Palo Alto - Citywide Traffic Signal upgrade | System Management | SCL050091 | \$45,000 | | \$458,000 | \$503,000 |
| Santa Clara | Palo Alto | State Highway | Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge | Maintenance/ Rehabilitation | SCL130041 | \$1,500,000 | | \$11,500,000 | \$13,000,000 |
| Santa Clara | San Jose | Local Road | Bay Trail Reach 9 & 9B | Expansion | SCL050082 | \$815,000 | \$63,000 | \$7,660,000 | \$8,538,000 |
| Santa Clara | San Jose | Local Road | San Jose Charcot Avenue Extension Over I-880 | Expansion | SCL090003 | \$1,000,000 | \$1,200,000 | \$28,000,000 | \$30,200,000 |
| Santa Clara | San Jose | Local Road | Coleman Avenue Widening from I-880 to Taylor St. | Expansion | SCL090005 | \$1,000,000 | \$2,000,000 | \$10,000,000 | \$13,000,000 |
| Santa Clara | San Jose | Local Road | San Jose - Autumn Street Extension | Expansion | SCL110006 | \$5,300,000 | | \$12,000,000 | \$17,300,000 |
| Santa Clara | San Jose | Local Road | San Jose: Los Gatos Creek Reach 5 Underpass | Expansion | SCL110029 | \$1,450,000 | \$100,000 | \$3,500,000 | \$5,050,000 |
| Santa Clara | San Jose | Local Road | San Jose - Meridian Bike/Ped Improvements | Expansion | SCL130004 | \$375,000 | | \$1,299,000 | \$1,674,000 |
| Santa Clara | San Jose | Local Road | St. Johns Bikeway and Pedestrian Improvements | Expansion | SCL130011 | \$478,000 | | \$2,898,000 | \$3,376,000 |
| Santa Clara | San Jose | Local Road | East San Jose Bikeways | Expansion | SCL130016 | \$457,000 | \$75,000 | \$2,000,000 | \$2,532,000 |
| Santa Clara | San Jose | Local Road | Downtown San Jose Bike Lanes and De-couplet | System Management | SCL090004 | \$4,815,000 | \$5,000,000 | \$13,000,000 | \$22,815,000 |
| Santa Clara | San Jose | Local Road | San Jose Citywide SRTS Program | System Management | SCL130006 | \$173,550 | | \$1,133,450 | \$1,307,000 |
| Santa Clara | San Jose | Local Road | Jackson Ave Bicycle and Pedestrian Improvements | System Management | SCL130007 | \$665,000 | \$0 | \$1,234,000 | \$1,899,000 |
| Santa Clara | San Jose | Local Road | San Jose Pedestrian Oriented Traffic Signals | System Management | SCL130010 | \$633,000 | | \$3,165,000 | \$3,798,000 |
| Santa Clara | San Jose | Local Road | North 1st Street Urban Village Plan | System Management | SCL150020 | \$456,743 | | | \$456,743 |
| Santa Clara | San Jose | Local Road | Berryessa BART Urban Village Plan | System Management | SCL150021 | \$409,420 | | | \$409,420 |
| Santa Clara | San Jose | Public Lands/ Trails | Coyote Creek Trail (Hwy 237-Story Rd) | Expansion | SCL050083 | \$3,877,630 | | \$37,591,000 | \$41,468,630 |
| Santa Clara | San Jose | State Highway | US 101 / Blossom Hill I/C Reconst & Road Widening | Expansion | SCL030006 | \$1,708,000 | \$125,000 | \$13,167,000 | \$15,000,000 |
| Santa Clara | San Jose | State Highway | US 101 / Mabury New Interchange | Expansion | SCL070004 | \$500,000 | \$1,000,000 | \$19,250,000 | \$20,750,000 |
| Santa Clara | San Jose | Transit | San Jose International Airport People Mover | Expansion | SCL090019 | \$55,575,000 | \$33,400,000 | \$419,025,000 | \$508,000,000 |
| Santa Clara | Santa Clara Co | Local Road | Montague Expwy Widening - Trade Zone-I-680 | Expansion | SCL090017 | \$1,000,000 | \$1,000,000 | \$13,540,000 | \$15,540,000 |
| Santa Clara | Santa Clara Co | Local Road | San Tomas Expressway Widening | Expansion | SCL110007 | \$8,740,000 | \$1,700,000 | \$45,660,000 | \$56,100,000 |
| Santa Clara | Santa Clara Co | Local Road | East San Jose Pedestrian Improvements | Expansion | SCL110121 | \$320,000 | | \$2,407,754 | \$2,727,754 |
| Santa Clara | Santa Clara Co | Local Road | San Tomas Aquino Spur Multi-Use Trail Phase 2 | Expansion | SCL130022 | \$400,000 | | \$4,594,000 | \$4,994,000 |
| Santa Clara | Santa Clara Co | Local Road | San Tomas Expressway Box Culvert Rehabilitation | Maintenance/ Rehabilitation | SCL090002 | \$750,000 | | \$9,666,061 | \$10,416,061 |
| Santa Clara | Santa Clara Co | Local Road | Isabel Bridge Replacement (37C0089) | Maintenance/ Rehabilitation | SCL110108 | \$1,100,000 | \$30,000 | \$4,800,000 | \$5,930,000 |
| Santa Clara | Santa Clara Co | Local Road | Capitol Expressway ITS and Bike/Ped Improvements | System Management | SCL130037 | \$1,434,000 | | \$7,992,637 | \$9,426,637 |
| Santa Clara | Santa Clara Co | Local Road | Gilroy Moves! | System Management | SCL150015 | | | \$1,876,000 | \$1,876,000 |
| Santa Clara | Saratoga | Local Road | Prospect Rd Complete Streets | System Management | SCL130026 | \$260,000 | \$5,000 | \$4,500,000 | \$4,765,000 |
| Santa Clara | Saratoga | State Highway | Saratoga Village Sidewalk Rehabilitation | Maintenance/ Rehabilitation | SCL130027 | \$19,000 | | \$182,990 | \$201,990 |
| Santa Clara | Sunnyvale | Local Road | Fair Oaks Avenue Bikeway and Street Enhancements | Expansion | SCL130029 | \$173,856 | | \$1,036,244 | \$1,210,100 |
| Santa Clara | Sunnyvale | Local Road | Sunnyvale/Saratoga Traffic Signal, Bike/Ped Safety | System Management | SCL130028 | \$90,065 | | \$524,000 | \$614,065 |
| Santa Clara | Sunnyvale | Local Road | Maude Avenue Bikeway and Streetscape | System Management | SCL130030 | \$135,000 | | \$695,000 | \$830,000 |
| Santa Clara | Sunnyvale | Local Road | Sunnyvale SRTS Ped Infrastructure Improvements | System Management | SCL130032 | \$330,968 | | \$1,569,000 | \$1,899,968 |
| Santa Clara | Sunnyvale | Public Lands/ Trails | Sunnyvale East and West Channel Multi-Use Trails | Expansion | SCL130031 | \$400,000 | | \$4,345,000 | \$4,745,000 |
| Santa Clara | VTA | Local Road | Santa Clara Caltrain Station Bike/Ped Tunnel | Expansion | SCL090031 | \$2,150,597 | | \$12,247,216 | \$14,397,813 |
| Santa Clara | VTA | Local Road | Local PDA Planning - Santa Clara | System Management | SCL110125 | \$4,656,511 | | | \$4,656,511 |
| Santa Clara | VTA | Local Road | SR 237/US 101/Mathilda Interchange Modifications | System Management | SCL130001 | \$9,000,000 | \$2,000,000 | \$29,000,000 | \$40,000,000 |
| Santa Clara | VTA | State Highway | I-880 Coleman Avenue I/C Reconfiguration | Expansion | SCL010019 | \$10,000,000 | \$4,400,000 | \$63,644,150 | \$78,044,150 |
| Santa Clara | VTA | State Highway | New SR152 Alignment Study | Expansion | SCL090016 | \$10,000,000 | | | \$10,000,000 |
| Santa Clara | VTA | State Highway | SR 85 Express Lanes | Expansion | SCL090030 | \$29,300,000 | \$1,000,000 | \$145,700,000 | \$176,000,000 |
| Santa Clara | VTA | State Highway | Santa Clara County - US 101 Express Lanes | Expansion | SCL110002 | \$55,100,000 | \$6,100,000 | \$369,800,000 | \$431,000,000 |
| Santa Clara | VTA | State Highway | SR 237 Express Lanes: Zanker Rd to Mathilda Ave | Expansion | SCL110008 | \$11,903,365 | | \$18,096,635 | \$30,000,000 |
| Santa Clara | VTA | State Highway | SR 237 Express Lanes : Mathilda Avenue to SR 85 | Expansion | SCL130002 | \$20,500,000 | \$3,500,000 | \$59,790,000 | \$83,790,000 |
| Santa Clara | VTA | State Highway | I-880 Stevens Creek Landscaping | System Management | SCL130044 | \$871,139 | | \$3,000,000 | \$3,871,139 |
| Santa Clara | VTA | State Highway | I-680 Soundwalls - Capitol Expwy to Mueller Ave | System Management | SCL150001 | \$826,000 | \$355,000 | \$3,275,000 | \$4,456,000 |
| Santa Clara | VTA | State Highway | I-280/Winchester Study | System Management | SCL150014 | \$1,000,000 | | | \$1,000,000 |
| Santa Clara | VTA | Transit | BART - Berryessa to San Jose Extension | Expansion | BRT030001 | \$15,672,000 | | \$3,946,628,000 | \$3,962,300,000 |
| Santa Clara | VTA | Transit | Capitol Expressway LRT Extension- Phase II | Expansion | SCL050009 | \$52,166,000 | \$35,573,000 | \$206,161,000 | \$293,900,000 |
| Santa Clara | VTA | Transit | LRT Extension to Vasona Junction | Expansion | SCL090040 | \$23,000,000 | \$2,000,000 | \$151,000,000 | \$176,000,000 |
| Santa Clara | VTA | Transit | BART - Warm Springs to Berryessa Extension | Expansion | SCL110005 | \$143,860,000 | \$340,640,000 | \$2,037,399,512 | \$2,521,899,512 |
| Santa Clara | VTA | Transit | El Camino Real Bus Rapid Transit | Expansion | SCL110009 | \$23,900,000 | \$3,600,000 | \$206,200,000 | \$233,700,000 |
| Santa Clara | VTA | Transit | VTA: Stevens Creek Bus Rapid Transit | Expansion | SCL110010 | \$16,100,000 | \$2,000,000 | \$143,406,653 | \$161,506,653 |
| Santa Clara | VTA | Transit | Montague Expy Ped Bridge at Milpitas BART | Expansion | SCL130040 | \$841,000 | | \$11,906,143 | \$12,747,143 |
| Santa Clara | VTA | Transit | VTA: Standard & Small Bus Replacement | Maintenance/ Rehabilitation | SCL050001 | | | \$210,897,748 | \$210,897,748 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|-------------------------------------|---------|---------|---|-----------------------------|-----------|----------------------|----------------------|------------------------|-------------------------|
| Santa Clara | VTA | Transit | VTA: Rail Replacement Program | Maintenance/ Rehabilitation | SCL050002 | | | \$30,048,963 | \$30,048,963 |
| Santa Clara | VTA | Transit | VTA: Rail Substation Rehab/Replacement | Maintenance/ Rehabilitation | SCL050049 | | | \$25,642,352 | \$25,642,352 |
| Santa Clara | VTA | Transit | VTA: TP OCS Rehab & Replacement | Maintenance/ Rehabilitation | SCL090044 | | | \$9,084,940 | \$9,084,940 |
| Santa Clara | VTA | Transit | VTA: Light Rail Bridge and Structure - SG Repair | Maintenance/ Rehabilitation | SCL110099 | | | \$1,700,000 | \$1,700,000 |
| Santa Clara | VTA | Transit | VTA: Kinkisharyo LRV Overhaul Program | Maintenance/ Rehabilitation | SCL110100 | | | \$1,287,000 | \$1,287,000 |
| Santa Clara | VTA | Transit | VTA: Light Rail Track Crossovers and Switches | Maintenance/ Rehabilitation | SCL110104 | | | \$4,420,648 | \$4,420,648 |
| Santa Clara | VTA | Transit | VTA Train to Wayside Communication System Upgrade | Maintenance/ Rehabilitation | SCL150005 | | | \$250,000 | \$250,000 |
| Santa Clara | VTA | Transit | VTA: Preventive Maintenance | Maintenance/ Rehabilitation | SCL990046 | | | \$596,267,531 | \$596,267,531 |
| Santa Clara | VTA | Transit | VTA: ADA Operating Set Aside | Operations | SCL050046 | | | \$48,629,844 | \$48,629,844 |
| Santa Clara | VTA | Transit | VTA: Photovoltaic Solar Panel Alternative Energy | System Management | SCL090041 | | | \$937,500 | \$937,500 |
| Santa Clara | VTA | Transit | VTA: Back-up Power for Elevated Stations | System Management | SCL150006 | | | \$400,000 | \$400,000 |
| Santa Clara | VTA | Transit | VTA Track Intrusion Abatement | System Management | SCL150008 | | | \$4,000,000 | \$4,000,000 |
| Santa Clara | VTA | Transit | VTA: N 1st Street LR Speed Improvements | System Management | SCL150011 | | | \$500,000 | \$500,000 |
| Santa Clara | VTA | Transit | Peery Park Rides | System Management | SCL150018 | | | \$2,080,000 | \$2,080,000 |
| Total for Santa Clara County | | | | | | \$538,127,314 | \$446,866,000 | \$9,037,702,971 | \$10,022,696,285 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|--------------------------------|---------------|---------------|--|-----------------------------|-----------|----------------------|---------------------|------------------------|------------------------|
| Solano | Dixon | Local Road | Dixon SR2S Infrastructure Improvements | System Management | SOL130012 | \$12,000 | | \$112,956 | \$124,956 |
| Solano | Fairfield | Transit | Fairfield/Vacaville Intermodal Rail Station | Expansion | SOL030002 | \$6,168,164 | \$1,890,000 | \$72,533,297 | \$80,591,461 |
| Solano | Fairfield | Transit | Fairfield Transportation Center - Phase 3 | Expansion | SOL110007 | \$615,000 | | \$7,708,000 | \$8,323,000 |
| Solano | F-S Transit | Transit | Fairfield Transit: 2 Gillig Bus Replacements | Maintenance/ Rehabilitation | SOL110041 | | | \$1,393,264 | \$1,393,264 |
| Solano | F-S Transit | Transit | Fairfield-Suisun Transit: Operating Assistance | Operations | SOL010006 | | | \$59,575,654 | \$59,575,654 |
| Solano | MTC | Local Road | Regional Planning Activities and PPM - Solano | System Management | SOL170001 | \$4,998,181 | | | \$4,998,181 |
| Solano | MTC | State Highway | I-80 Express Lanes - Fairfield & Vacaville Ph I&II | Expansion | SOL110001 | \$30,800,000 | \$4,000,000 | \$202,000,000 | \$236,800,000 |
| Solano | Rio Vista | State Highway | SR 12 crossing with updated lighting | System Management | SOL130014 | \$15,000 | | \$215,330 | \$230,330 |
| Solano | Solano County | Local Road | Cordelia Hills Sky Valley | Expansion | SOL070012 | \$175,000 | \$2,525,000 | \$50,000 | \$2,750,000 |
| Solano | Solano County | Local Road | Suisun Valley Bicycle and Pedestrian Imps | Expansion | SOL130007 | \$530,200 | | \$7,047,200 | \$7,577,400 |
| Solano | Solano County | State Highway | Redwood-Fairgrounds Dr Interchange Imps | Expansion | SOL090015 | \$6,691,098 | \$26,000,000 | \$63,678,902 | \$96,370,000 |
| Solano | SolTrans | Transit | SolTrans: Preventive Maintenance | Maintenance/ Rehabilitation | SOL070032 | | | \$3,020,851 | \$3,020,851 |
| Solano | SolTrans | Transit | SolTrans: Bus Maintenance Facility Renovation | Maintenance/ Rehabilitation | SOL090033 | | | \$4,171,748 | \$4,171,748 |
| Solano | SolTrans | Transit | Bus Replacement (Alternative Fuel) | Maintenance/ Rehabilitation | SOL090034 | | | \$6,954,725 | \$6,954,725 |
| Solano | SolTrans | Transit | Bus Replacement (Commuter) | Maintenance/ Rehabilitation | SOL130019 | | | \$2,178,227 | \$2,178,227 |
| Solano | SolTrans | Transit | SolTrans: ADA Paratransit Operating Subsidy | Operations | SOL110025 | | | \$3,095,665 | \$3,095,665 |
| Solano | SolTrans | Transit | SolTrans: Operating Assistance | Operations | SOL110040 | | | \$26,177,668 | \$26,177,668 |
| Solano | STA | Local Road | Jepson: Vanden Road from Peabody to Leisure Town | Expansion | SOL110003 | \$4,899,830 | \$3,800,000 | \$21,756,025 | \$30,455,855 |
| Solano | STA | Local Road | Jepson: Walters Rd Ext - Peabody Rd Widening | Expansion | SOL110004 | \$1,454,000 | \$1,304,000 | \$10,673,000 | \$13,431,000 |
| Solano | STA | Local Road | Jepson: Leisure Town Road from Vanden to Commerce | Expansion | SOL110005 | \$1,926,000 | \$1,016,000 | \$25,126,400 | \$28,068,400 |
| Solano | STA | Local Road | Jepson: Leisure Town Road (Commerce to New Ulatis) | Expansion | SOL110006 | \$995,250 | \$893,000 | \$10,433,592 | \$12,321,842 |
| Solano | STA | Local Road | Ingraining Walking & Rolling into School Culture | Operations | SOL150001 | | | \$388,000 | \$388,000 |
| Solano | STA | Local Road | Solano Safe Routes to School Program | System Management | SOL110019 | | | \$2,641,589 | \$2,641,589 |
| Solano | STA | Local Road | STA SR2S Infrastructure & Non-infrastructure | System Management | SOL150004 | \$422,000 | \$18,000 | \$3,027,000 | \$3,467,000 |
| Solano | STA | State Highway | I-80/I-680/SR 12 Interchange Project | Expansion | SOL070020 | \$44,413,000 | \$41,233,992 | \$632,273,008 | \$717,920,000 |
| Solano | STA | State Highway | SR12/Church Rd Intersection Improvements | System Management | SOL150003 | \$1,110,000 | \$70,000 | \$3,620,000 | \$4,800,000 |
| Solano | Suisun City | Local Road | Driftwood Drive Path | Expansion | SOL130020 | \$50,000 | | \$645,121 | \$695,121 |
| Solano | Vacaville | Local Road | Allison Bicycle / Ped Improvements | Expansion | SOL130005 | \$75,600 | \$0 | \$435,000 | \$510,600 |
| Solano | Vacaville | State Highway | I-505/Vaca Valley Off-Ramp and Intersection Imprv. | Expansion | SOL090001 | \$240,000 | | \$1,300,000 | \$1,540,000 |
| Solano | Vacaville | Transit | Vacaville Intermodal Station - Phase 2 | Expansion | SOL110009 | \$2,077,000 | | \$9,133,000 | \$11,210,000 |
| Solano | Vacaville | Transit | Vacaville Transit: Operating Assistance | Operations | SOL010007 | | | \$19,468,833 | \$19,468,833 |
| Solano | Vacaville | Transit | Transit Marketing and Public Outreach | System Management | SOL130017 | | | \$215,388 | \$215,388 |
| Solano | Vallejo | Local Road | SR2T - Curtola Bike Path | Expansion | SOL150002 | \$85,000 | | \$762,179 | \$847,179 |
| Solano | Vallejo | Local Road | Vallejo Downtown Streetscape | System Management | SOL110035 | \$233,000 | | \$4,056,000 | \$4,289,000 |
| Solano | Vallejo | Local Road | Vallejo SRTS Infrastructure Improvements | System Management | SOL130015 | \$20,400 | \$2,100 | \$259,728 | \$282,228 |
| Solano | Vallejo | State Highway | I-80 / American Canyon Rd overpass Improvements | Expansion | SOL990018 | \$200,000 | | \$5,030,000 | \$5,230,000 |
| Solano | Vallejo | State Highway | Sonoma Boulevard Improvements HSIP5-04-031 | System Management | SOL110037 | \$119,122 | | \$293,280 | \$412,402 |
| Total for Solano County | | | | | | \$108,324,845 | \$82,752,092 | \$1,211,450,630 | \$1,402,527,567 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|--------|-----------------|---------------|--|-----------------------------|-----------|---------------------|--------------|---------------|---------------|
| Sonoma | Caltrans | State Highway | Son 101 HOV - SR 12 to Steele & Steele Lane I/C | Expansion | SON010001 | \$2,923,000 | \$173,000 | \$2,967,000 | \$6,063,000 |
| Sonoma | Cloverdale | Local Road | Cloverdale - Safe Routes to School Phase 2 | Expansion | SON130016 | \$66,454 | \$100,590 | \$250,000 | \$417,044 |
| Sonoma | Cotati | Local Road | Cotati - Old Redwood Highway S. Preservation | Maintenance/ Rehabilitation | SON130008 | \$50,000 | | \$250,000 | \$300,000 |
| Sonoma | Healdsburg | Local Road | Healdsburg Pedestrian Safety and Access Improvmnts | System Management | SON110054 | \$65,000 | \$20,000 | \$253,672 | \$338,672 |
| Sonoma | MTC | Local Road | Regional Planning Activities and PPM - Sonoma | System Management | SON170002 | \$5,164,181 | | | \$5,164,181 |
| Sonoma | NBFS | Transit | Ferry Service to Port Sonoma | Expansion | SON070013 | \$23,171,000 | | | \$23,171,000 |
| Sonoma | Petaluma | Local Road | Petaluma Complete Streets | Maintenance/ Rehabilitation | SON130002 | \$270,000 | | \$1,818,000 | \$2,088,000 |
| Sonoma | Petaluma | Transit | Petaluma Transit: AVL System | Maintenance/ Rehabilitation | SON090030 | | | \$671,931 | \$671,931 |
| Sonoma | Petaluma | Transit | Petaluma: Purchase 2 Paratransit Cutaways FY13 | Maintenance/ Rehabilitation | SON110051 | | | \$167,330 | \$167,330 |
| Sonoma | Petaluma | Transit | Petaluma: Replace 2 Paratransit Cutaways FY14 | Maintenance/ Rehabilitation | SON110052 | | | \$171,895 | \$171,895 |
| Sonoma | Petaluma | Transit | Petaluma Transit: Purchase (1) Fixed Route Bus | Maintenance/ Rehabilitation | SON150004 | | | \$776,950 | \$776,950 |
| Sonoma | Petaluma | Transit | Petaluma Transit: (3) Digital Two-Way Radios | Maintenance/ Rehabilitation | SON150005 | | | \$1,845 | \$1,845 |
| Sonoma | Petaluma | Transit | Petaluma Transit: Purchase (2) Fixed Route Buses | Maintenance/ Rehabilitation | SON150014 | | | \$1,452,000 | \$1,452,000 |
| Sonoma | Petaluma | Transit | Petaluma Transit: ADA Set-Aside | Operations | SON150007 | | | \$208,638 | \$208,638 |
| Sonoma | Petaluma | Transit | Petaluma Transit: Transit Signal Priority System | System Management | SON130020 | \$188,078 | | \$340,240 | \$528,318 |
| Sonoma | Petaluma | Transit | PetalumaTransit:Clipper Equip for FixedRoute Buses | System Management | SON150015 | | | \$18,000 | \$18,000 |
| Sonoma | Petaluma | Transit | PetalumaTransit:Comm Equip for 3 Fixed Route Buses | System Management | SON150016 | | | \$34,055 | \$34,055 |
| Sonoma | Rohnert Park | Local Road | Rohnert Park Various Streets Preservation | Maintenance/ Rehabilitation | SON130009 | \$351,000 | | \$1,103,000 | \$1,454,000 |
| Sonoma | Rohnert Park | Local Road | Rohnert Park Streetscape and Pedestrian Imps | System Management | SON130007 | \$120,000 | | \$500,000 | \$620,000 |
| Sonoma | Santa Rosa | Local Road | Santa Rosa Cmplt Sts Road Diet on Transit Corridor | Maintenance/ Rehabilitation | SON130017 | \$400,000 | \$100,000 | \$2,360,000 | \$2,860,000 |
| Sonoma | Santa Rosa | Local Road | Downtown Santa Rosa Streetscape | System Management | SON130006 | \$143,000 | | \$664,000 | \$807,000 |
| Sonoma | Santa Rosa | Local Road | Jennings Ave Bike & Ped RR Crossing Corridor | System Management | SON150003 | \$183,000 | | \$1,578,000 | \$1,761,000 |
| Sonoma | Santa Rosa | State Highway | US 101 Hearn Ave Interchange | System Management | SON150006 | \$4,100,000 | \$1,600,000 | \$28,950,000 | \$34,650,000 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa City Bus Replacement Bus Purchase | Maintenance/ Rehabilitation | SON070020 | | | \$5,612,652 | \$5,612,652 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa CityBus: Preventative Maintenance | Maintenance/ Rehabilitation | SON090024 | | | \$10,306,938 | \$10,306,938 |
| Sonoma | SantaRosa Bus | Transit | SantaRosa Bus: Bus Replacement Purchase | Maintenance/ Rehabilitation | SON150008 | | | \$1,986,041 | \$1,986,041 |
| Sonoma | SantaRosa Bus | Transit | SRCityBus Non-Revenue Vehicle and Capital Equipmnt | Maintenance/ Rehabilitation | SON150017 | | | \$70,000 | \$70,000 |
| Sonoma | SantaRosa Bus | Transit | SR City Bus: Garage Hoist for Bus Repairs | Maintenance/ Rehabilitation | SON150018 | | | \$360,000 | \$360,000 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa CityBus: Operating Assistance | Operations | SON090023 | | | \$23,244,068 | \$23,244,068 |
| Sonoma | SantaRosa Bus | Transit | Implementation of Reimagining CityBus | Operations | SON150019 | | | \$176,652 | \$176,652 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa City Bus: Transit Enhancements | System Management | SON030012 | | | \$480,580 | \$480,580 |
| Sonoma | Son Co Reg Park | Local Road | Bodega Bay Trail Segments 1B and 1C | Expansion | SON070008 | \$119,000 | | \$698,000 | \$817,000 |
| Sonoma | Son Co Reg Park | Local Road | Central Sonoma Valley Trail | Expansion | SON110050 | \$200,000 | | \$425,000 | \$625,000 |
| Sonoma | Son Co TA | Local Road | Santa Rosa Car Share | System Management | SON150010 | \$220,000 | | \$170,130 | \$390,130 |
| Sonoma | Son Co TA | State Highway | Son 101 HOV - Steele Lane to Windsor (North) | Expansion | SON010019 | \$9,500,000 | \$7,560,000 | \$105,239,440 | \$122,299,440 |
| Sonoma | Son Co TA | State Highway | Son 101 HOV - Redwood Hwy to Rohnert Park Expwy | Expansion | SON010024 | \$13,407,000 | \$8,333,000 | \$113,212,000 | \$134,952,000 |
| Sonoma | Son Co TA | State Highway | US 101 Marin/Sonoma Narrows (Sonoma) | Expansion | SON070004 | \$27,663,493 | \$20,524,000 | \$325,339,507 | \$373,527,000 |
| Sonoma | Son Co TA | State Highway | US 101 Airport I/C (North B) | System Management | SON090005 | \$4,920,000 | \$6,388,000 | \$31,500,000 | \$42,808,000 |
| Sonoma | Son Co TA | State Highway | Highway 116/121 Intersection Improvement Project | System Management | SON150009 | \$4,100,000 | | \$22,000,000 | \$26,100,000 |
| Sonoma | Son Co Transit | Transit | Sonoma Co Transit: Preventive Maintenance Program | Maintenance/ Rehabilitation | SON030005 | | | \$16,369,402 | \$16,369,402 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Replacement Bus Purchase | Maintenance/ Rehabilitation | SON110049 | | | \$2,059,100 | \$2,059,100 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Replacement CNG Buses | Maintenance/ Rehabilitation | SON150012 | | | \$912,200 | \$912,200 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Replace 2006 CNG Buses | Maintenance/ Rehabilitation | SON150013 | | | \$1,023,558 | \$1,023,558 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Bus Stop Improvement | System Management | SON050021 | | | \$151,699 | \$151,699 |
| Sonoma | Sonoma County | Local Road | Laughlin Bridge over Mark West Crk 20C0246 | Expansion | SON050001 | \$1,525,000 | \$100,000 | \$12,620,000 | \$14,245,000 |
| Sonoma | Sonoma County | Local Road | Replace Lambert Bridge over Dry Creek 20C0248 | Expansion | SON090026 | \$1,168,750 | \$65,000 | \$5,985,000 | \$7,218,750 |
| Sonoma | Sonoma County | Local Road | Replace West Dry Creek Bridge over Pena Ck 20C0407 | Expansion | SON090027 | \$800,000 | \$250,000 | \$4,000,000 | \$5,050,000 |
| Sonoma | Sonoma County | Local Road | Replace Hauser Bridge over Gualala River 20C0240 | Expansion | SON110025 | \$990,000 | \$50,000 | \$5,544,000 | \$6,584,000 |
| Sonoma | Sonoma County | Local Road | Rehab King Ridge Bridge over Austin Crk 20C0433 | Maintenance/ Rehabilitation | SON070026 | \$878,000 | \$85,000 | \$3,312,400 | \$4,275,400 |
| Sonoma | Sonoma County | Local Road | Replace Geysers Bridge over Sulpher Crk 20C0005 | Maintenance/ Rehabilitation | SON090001 | \$1,208,387 | \$100,000 | \$6,766,964 | \$8,075,351 |
| Sonoma | Sonoma County | Local Road | Replace Chalk Hill Bridge over Maacama Crk 20C0242 | Maintenance/ Rehabilitation | SON090025 | \$572,709 | \$200,000 | \$6,000,000 | \$6,772,709 |
| Sonoma | Sonoma County | Local Road | Replace Bohan Dillon Bridge over Gualala 20C0435 | Maintenance/ Rehabilitation | SON110024 | \$540,000 | \$30,000 | \$1,500,000 | \$2,070,000 |
| Sonoma | Sonoma County | Local Road | Replace Freestone Flat Bridge over Salmon 20C0440 | Maintenance/ Rehabilitation | SON110026 | \$722,500 | \$150,000 | \$3,150,000 | \$4,022,500 |
| Sonoma | Sonoma County | Local Road | Sonoma County Various Streets & Roads Preservation | Maintenance/ Rehabilitation | SON130010 | \$438,000 | | \$3,377,000 | \$3,815,000 |
| Sonoma | Sonoma County | Local Road | Bodega Highway Pavement Rehabilitation | Maintenance/ Rehabilitation | SON130015 | \$60,000 | | \$1,130,000 | \$1,190,000 |
| Sonoma | Sonoma County | Local Road | Sonoma County - Safe Routes to School Program | System Management | SON130014 | | | \$1,558,000 | \$1,558,000 |
| Sonoma | Sonoma County | Local Road | PDA Planning - Springs Area Plan | System Management | SON150001 | \$508,300 | | | \$508,300 |
| Sonoma | Sonoma County | Local Road | PDA Planning - Airport Station/Specific Plan Amend | System Management | SON150002 | \$395,347 | | | \$395,347 |
| Sonoma | Sonoma County | Local Road | Sonoma SRTS High School Pilot | System Management | SON150011 | | | \$872,000 | \$872,000 |
| Sonoma | Windsor | Local Road | Jaguar Way/Windsor Road Bicycle /Ped Improvements | System Management | SON130003 | \$188,000 | | \$1,210,000 | \$1,398,000 |

TIP Project Listing - Funding by Phase
 2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|--------------------------------|---------|------------|--|-------------------|-----------|----------------------|---------------------|----------------------|----------------------|
| Sonoma | Windsor | Local Road | Conde Ln/Johnson St Pedestrian Improvements | System Management | SON130012 | \$83,000 | | \$522,000 | \$605,000 |
| Sonoma | Windsor | Local Road | Bell Rd/Market St/Windsor River Rd Ped Improvement | System Management | SON130013 | \$83,000 | | \$632,500 | \$715,500 |
| Sonoma | Windsor | Local Road | Windsor River Road/Windsor Road/NWPRR Intersection | System Management | SON170001 | \$200,000 | | \$8,600,000 | \$8,800,000 |
| Total for Sonoma County | | | | | | \$107,685,199 | \$45,828,590 | \$772,653,387 | \$926,167,176 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|--------------|----------|----------------------|--|-----------------------------|-----------|---------------------|--------------|-----------------|-----------------|
| Multi-County | ACE | Transit | ACE Positive Train Control | System Management | REG110044 | \$2,000,000 | | \$32,325,358 | \$34,325,358 |
| Multi-County | BAIFA | Tollway | Regional Express Lane Network | System Management | REG130004 | \$28,437,000 | \$0 | \$49,574,000 | \$78,011,000 |
| Multi-County | BAIFA | Tollway | ALA/CC-80 and Bay Bridge Approach Express Lanes | System Management | VAR170003 | \$19,600,000 | \$3,000,000 | \$75,700,000 | \$98,300,000 |
| Multi-County | BART | Transit | BART Train Control Renovation | Maintenance/ Rehabilitation | BRT030004 | \$400,000 | | \$219,577,289 | \$219,977,289 |
| Multi-County | BART | Transit | BART: Traction Power System Renovation | Maintenance/ Rehabilitation | BRT030005 | \$1,722,000 | | \$181,603,000 | \$183,325,000 |
| Multi-County | BART | Transit | BART: Rail, Way and Structures Program | Maintenance/ Rehabilitation | BRT97100B | | | \$191,331,407 | \$191,331,407 |
| Multi-County | BART | Transit | BART Car Exchange (Preventive Maintenance) | Maintenance/ Rehabilitation | REG050020 | | | \$674,384,612 | \$674,384,612 |
| Multi-County | BART | Transit | BART: Railcar Procurement Program | Maintenance/ Rehabilitation | REG090037 | | | \$2,028,072,421 | \$2,028,072,421 |
| Multi-County | BART | Transit | ADA Paratransit Capital Accessibility Improve | System Management | BRT99T01B | | | \$40,815,777 | \$40,815,777 |
| Multi-County | BART | Transit | BART Station Modernization Program | System Management | CC-130048 | \$3,500,000 | | \$224,798,255 | \$228,298,255 |
| Multi-County | BART | Transit | Transit-Oriented Development Pilot Planning Progra | System Management | REG150005 | \$1,420,000 | | | \$1,420,000 |
| Multi-County | Caltrain | Transit | Caltrain: Revenue Vehicle Rehab Program | Maintenance/ Rehabilitation | REG090051 | | | \$8,596,186 | \$8,596,186 |
| Multi-County | Caltrain | Transit | Caltrain: Systemwide Track Rehab & Related Struct. | Maintenance/ Rehabilitation | SM-03006B | | | \$118,315,614 | \$118,315,614 |
| Multi-County | Caltrain | Transit | Caltrain: Signal/Communication Rehab. & Upgrades | Maintenance/ Rehabilitation | SM-050041 | | | \$40,168,743 | \$40,168,743 |
| Multi-County | Caltrain | Transit | Caltrain Positive Train Control System | System Management | REG110030 | \$52,850,000 | | \$178,150,000 | \$231,000,000 |
| Multi-County | Caltrain | Transit | Caltrain Station Management Toolbox | System Management | REG150006 | \$750,000 | | | \$750,000 |
| Multi-County | Caltrans | Local Road | GL: Safety Improvements - SRTS | Expansion | VAR170001 | | | \$579,700 | \$579,700 |
| Multi-County | Caltrans | Local Road | GL: Bridge Rehab/Recon. - Local Hwy Bridge Program | Maintenance/ Rehabilitation | VAR170012 | | | \$422,922,956 | \$422,922,956 |
| Multi-County | Caltrans | Public Lands/ Trails | GL: Bike and Ped Facilities - Fed Discretionary | Expansion | VAR150003 | | | \$2,000,000 | \$2,000,000 |
| Multi-County | Caltrans | Public Lands/ Trails | GL: Pavement Resurf and/or Rehab-Fed Discretionary | Maintenance/ Rehabilitation | VAR150002 | | | \$11,600,000 | \$11,600,000 |
| Multi-County | Caltrans | State Highway | GL: Pavement Resurfacing/Rehab SHS - Highway Maint | Maintenance/ Rehabilitation | VAR170004 | | | \$15,854,000 | \$15,854,000 |
| Multi-County | Caltrans | State Highway | GL: Pavement Resurf./Rehab - SHOPP Roadway Presv. | Maintenance/ Rehabilitation | VAR170006 | | | \$509,941,000 | \$509,941,000 |
| Multi-County | Caltrans | State Highway | GL: Emergency Repair - SHOPP Emergency Response | Maintenance/ Rehabilitation | VAR170008 | | | \$120,050,000 | \$120,050,000 |
| Multi-County | Caltrans | State Highway | GL: Bridge Rehab and Reconstruction - SHOPP | Maintenance/ Rehabilitation | VAR170010 | | | \$276,104,000 | \$276,104,000 |
| Multi-County | Caltrans | State Highway | GL: Shoulder Imprv - SHOPP Roadside Preservation | Maintenance/ Rehabilitation | VAR170011 | | | \$5,600,000 | \$5,600,000 |
| Multi-County | Caltrans | State Highway | GL: Highway Safety Improvement Program | System Management | VAR170002 | | | \$24,530,157 | \$24,530,157 |
| Multi-County | Caltrans | State Highway | GL: Safety Improvements - SHOPP Mobility Program | System Management | VAR170005 | | | \$66,965,000 | \$66,965,000 |
| Multi-County | Caltrans | State Highway | GL: Safety Imprv. - SHOPP Collision Reduction | System Management | VAR170007 | | | \$341,966,000 | \$341,966,000 |
| Multi-County | Caltrans | State Highway | GL: Safety Improvements - SHOPP Mandates | System Management | VAR170009 | | | \$49,884,000 | \$49,884,000 |
| Multi-County | Caltrans | Transit | Oakland to San Jose Double Track (Segment 2A) | Expansion | REG150001 | \$700,000 | | \$7,000,000 | \$7,700,000 |
| Multi-County | Caltrans | Transit | GL: Elderly & Persons with Disability Program | Maintenance/ Rehabilitation | REG110042 | | | \$7,920,511 | \$7,920,511 |
| Multi-County | Caltrans | Transit | GL: Elderly&Persons with Disability Prog FY13-FY14 | Maintenance/ Rehabilitation | REG150003 | | | \$11,999,571 | \$11,999,571 |
| Multi-County | Caltrans | Transit | GL: FTA Non-Urbanized Formula Program | Operations | REG110041 | | | \$15,083,064 | \$15,083,064 |
| Multi-County | Caltrans | Transit | GL: FTA 5311 Rural Area FY15 | Operations | REG150002 | | | \$3,056,936 | \$3,056,936 |
| Multi-County | MTC | Local Road | Regional Bicycle Sharing Program | Expansion | REG110010 | \$200,021 | \$20,000 | \$26,920,629 | \$27,140,650 |
| Multi-County | MTC | Local Road | Regional Streets and Roads Program | Maintenance/ Rehabilitation | REG090039 | | | \$17,059,000 | \$17,059,000 |
| Multi-County | MTC | Local Road | Regional Arterial Operations & Signal Timing Prog | System Management | REG090046 | \$2,500,000 | | \$14,660,000 | \$17,160,000 |
| Multi-County | MTC | Local Road | Transit Oriented Affordable Housing | System Management | REG130005 | | | \$20,000,000 | \$20,000,000 |
| Multi-County | MTC | Local Road | Regional Planning Activities and PPM - MTC | System Management | REG170001 | \$12,754,000 | | | \$12,754,000 |
| Multi-County | MTC | Regional | 511 Traveler Information | System Management | REG090042 | | | \$104,020,000 | \$104,020,000 |
| Multi-County | MTC | Regional | Climate Initiatives Program Public Education | System Management | REG090065 | \$10,643,432 | | \$1,752,000 | \$12,395,432 |
| Multi-County | MTC | Regional | Electric Vehicle Funding Strategies | System Management | REG110011 | \$25,000 | | \$2,308,000 | \$2,333,000 |
| Multi-County | MTC | State Highway | Freeway Performance Initiative (FPI) | System Management | REG090003 | \$78,322,296 | \$2,008,000 | \$252,495,342 | \$332,825,638 |
| Multi-County | MTC | State Highway | Incident Management Program | System Management | REG090044 | \$18,347,000 | | \$14,845,000 | \$33,192,000 |
| Multi-County | MTC | State Highway | Transportation Management Systems | System Management | REG170002 | | | \$3,000,000 | \$3,000,000 |
| Multi-County | MTC | State Highway | 511 Carpool and Vanpool Programs | System Management | REG170003 | | | \$19,300,000 | \$19,300,000 |
| Multi-County | MTC | Tollway | Toll Bridge Maintenance | Maintenance/ Rehabilitation | REG130001 | | | \$96,000,000 | \$96,000,000 |
| Multi-County | MTC | Tollway | Toll Bridge Rehabilitation Program | Maintenance/ Rehabilitation | REG130002 | | | \$892,091,906 | \$892,091,906 |
| Multi-County | MTC | Transit | Safe Routes to Transit | Expansion | MTC050021 | | | \$20,000,000 | \$20,000,000 |
| Multi-County | MTC | Transit | GL: JARC FY 09 - FY 10 - Large UA | Operations | REG090002 | | | \$19,275,469 | \$19,275,469 |
| Multi-County | MTC | Transit | GL: JARC FY11-FY12 Large UA | Operations | REG110032 | | | \$6,091,418 | \$6,091,418 |
| Multi-County | MTC | Transit | GL: 5307 JARC Set-aside FY13-FY14 Large UA | Operations | REG110039 | | | \$6,389,078 | \$6,389,078 |
| Multi-County | MTC | Transit | GL: Lifeline Cycle 4 5307 JARC | Operations | REG150004 | | | \$16,902,642 | \$16,902,642 |
| Multi-County | MTC | Transit | GL: JARC FY12 Small UA & Rural | Operations | VAR130002 | | | \$785,066 | \$785,066 |
| Multi-County | MTC | Transit | GL: New Freedom FY12 Small UA & Rural | Operations | VAR130003 | | | \$784,825 | \$784,825 |
| Multi-County | MTC | Transit | GL: New Freedom FY12 Large UA | Operations | VAR130005 | | | \$4,028,003 | \$4,028,003 |
| Multi-County | MTC | Transit | GL: FTA 5311 Rural Area FY16 | Operations | VAR150001 | | | \$3,048,098 | \$3,048,098 |
| Multi-County | MTC | Transit | Transit Commute Benefits Promotion | System Management | MTC050001 | \$50,000 | | \$4,950,000 | \$5,000,000 |
| Multi-County | MTC | Transit | Real-time Transit Information Program | System Management | MTC050020 | | | \$21,000,000 | \$21,000,000 |
| Multi-County | MTC | Transit | Clipper Fare Collection System | System Management | REG090045 | \$11,289,633 | | \$122,243,822 | \$133,533,455 |

TIP Project Listing - Funding by Phase
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prelim. Engineering | Right-Of-Way | Construction | Total Funding |
|-------------------------------|----------|---------------|---|-----------------------------|-----------|------------------------|------------------------|-------------------------|-------------------------|
| Multi-County | MTC | Transit | GL: FY10 JARC Mobility Management | System Management | REG110028 | | | \$974,455 | \$974,455 |
| Multi-County | MTC-SAFE | State Highway | FSP and Call Box Program | System Management | REG130003 | | | \$20,962,000 | \$20,962,000 |
| Multi-County | SMART | Transit | Sonoma Marin Area Rail Corridor | Expansion | SON090002 | \$70,393,500 | \$16,750,000 | \$491,429,645 | \$578,573,145 |
| Multi-County | WETA | Transit | Ferry Service - Berkeley/Albany | Expansion | MTC050027 | \$2,615,000 | | \$7,716,346 | \$10,331,346 |
| Multi-County | WETA | Transit | SF Ferry Terminal/Berthing Facilities | Expansion | MTC050029 | \$2,500,000 | | \$77,475,854 | \$79,975,854 |
| Multi-County | WETA | Transit | Treasure Island Ferry Service | Expansion | REG070003 | | | \$1,000,000 | \$1,000,000 |
| Multi-County | WETA | Transit | WETA: Ferry Channel & Berth Dredging | Maintenance/ Rehabilitation | REG090054 | | | \$3,295,000 | \$3,295,000 |
| Multi-County | WETA | Transit | WETA: Ferry Propulsion System Replacement | Maintenance/ Rehabilitation | REG090055 | | | \$30,817,000 | \$30,817,000 |
| Multi-County | WETA | Transit | WETA: Ferry Major Component Rehab/Replacement | Maintenance/ Rehabilitation | REG090057 | | | \$20,780,014 | \$20,780,014 |
| Multi-County | WETA | Transit | WETA: Fixed Guideway Connectors | Maintenance/ Rehabilitation | REG090067 | | | \$7,125,552 | \$7,125,552 |
| Multi-County | WETA | Transit | WETA: Facilities Rehabilitation | Maintenance/ Rehabilitation | REG110020 | | | \$330,514 | \$330,514 |
| Total for Multi-County | | | | | | \$321,018,882 | \$21,778,000 | \$8,308,326,235 | \$8,651,123,117 |
| Total for the Bay Area | | | | | | \$3,163,088,799 | \$1,425,022,244 | \$40,064,444,637 | \$44,652,555,680 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|---------|----------------|----------------------|--|-----------------------------|-----------|---------------|--------------|--------------|--------------|---------------|
| Alameda | AC Transit | Transit | AC Transit: East Bay Bus Rapid Transit | Expansion | ALA150004 | \$24,739,476 | \$58,581,496 | \$7,333,337 | \$90,596,933 | \$181,251,242 |
| Alameda | AC Transit | Transit | AC Transit: Facilities Upgrade | Maintenance/ Rehabilitation | ALA010034 | \$11,479,813 | \$1,481,757 | \$8,050,540 | \$34,651,260 | \$55,663,370 |
| Alameda | AC Transit | Transit | AC Transit State of Good Repair Program | Maintenance/ Rehabilitation | ALA110008 | \$1,480,600 | | | \$5,922,400 | \$7,403,000 |
| Alameda | AC Transit | Transit | AC Transit: Procure (27) 60' Artic Hybrid Buses | Maintenance/ Rehabilitation | ALA130002 | \$1,818,176 | \$1,177,611 | \$2,580,000 | \$22,303,145 | \$27,878,932 |
| Alameda | AC Transit | Transit | AC Transit: Purchase (10) Double-Deck Diesel Buses | Maintenance/ Rehabilitation | ALA150038 | \$3,619,196 | \$1,493,237 | | \$5,136,463 | \$10,248,896 |
| Alameda | AC Transit | Transit | AC Transit: Purchase (10) 40' Buses-Fuel Cell ZEB | Maintenance/ Rehabilitation | ALA150039 | \$12,797,000 | \$0 | | \$0 | \$12,797,000 |
| Alameda | AC Transit | Transit | AC Transit: Replace (10) 40ft Urban Buses-Diesels | Maintenance/ Rehabilitation | ALA150040 | \$1,219,000 | | | \$4,081,000 | \$5,300,000 |
| Alameda | AC Transit | Transit | AC Transit: Replace (29) 60' Artic Buses - Diesels | Maintenance/ Rehabilitation | ALA150041 | \$5,742,870 | \$18,472,132 | | \$753,998 | \$24,969,000 |
| Alameda | AC Transit | Transit | AC Transit: PM - Exchange for 40ft Fuel Cell ZEB | Maintenance/ Rehabilitation | ALA150045 | | \$4,957,547 | | \$979,153 | \$5,936,700 |
| Alameda | AC Transit | Transit | AC Transit: Paratransit Van Replacement | Maintenance/ Rehabilitation | ALA990052 | \$3,745,250 | \$494,915 | | \$15,784,400 | \$20,024,565 |
| Alameda | AC Transit | Transit | AC Transit: ADA Paratransit Assistance | Operations | ALA990076 | \$22,602,034 | | | \$90,408,126 | \$113,010,160 |
| Alameda | AC Transit | Transit | AC Transit: South County Corridors | System Management | ALA150020 | \$647,804 | | | \$5,000,000 | \$5,647,804 |
| Alameda | ACE | Transit | ACE Track Improvements. | Maintenance/ Rehabilitation | ALA010056 | \$5,137,861 | | \$5,000,000 | \$7,023,820 | \$17,161,681 |
| Alameda | ACE | Transit | ACE Preventative Maintenance | Maintenance/ Rehabilitation | ALA110099 | \$535,458 | | | \$2,688,793 | \$3,224,251 |
| Alameda | Alameda CTC | Local Road | Alameda County Safe Routes to School | System Management | ALA110033 | \$1,709,005 | | | \$9,435,065 | \$11,144,070 |
| Alameda | Alameda CTC | Public Lands/ Trails | East Bay Greenway | Expansion | ALA150008 | \$37,594,000 | | \$2,656,000 | | \$40,250,000 |
| Alameda | Alameda CTC | State Highway | SR 84 Expressway Widening | Expansion | ALA050014 | \$53,289,000 | | \$20,000,000 | \$47,030,000 | \$120,319,000 |
| Alameda | Alameda CTC | State Highway | I-880 North Safety Improvements | Expansion | ALA050019 | \$17,010,000 | \$10,000,000 | \$79,833,000 | \$1,787,000 | \$108,630,000 |
| Alameda | Alameda CTC | State Highway | I-880 SB HOV Lanes - Marina Blvd to Hegenberger | Expansion | ALA070042 | \$13,794,000 | | \$94,600,000 | \$8,720,000 | \$117,114,000 |
| Alameda | Alameda CTC | State Highway | I-880/Industrial Parkway West Interchange | Expansion | ALA110002 | \$53,641,000 | | | | \$53,641,000 |
| Alameda | Alameda CTC | State Highway | I-680 NB HOV/HOT Lane | Expansion | ALA130034 | \$177,324,000 | | \$20,874,000 | | \$198,198,000 |
| Alameda | Alameda CTC | State Highway | Route 84 widening, Pigeon Pass to I-680 | Expansion | ALA150001 | \$220,000,000 | | | | \$220,000,000 |
| Alameda | Alameda CTC | State Highway | State Route 262 (Mission Blvd) Improvements | Expansion | ALA170001 | \$20,120,000 | | | | \$20,120,000 |
| Alameda | Alameda CTC | State Highway | I-80/Ashby Avenue Interchange Improvements | Expansion | ALA170002 | \$53,560,000 | | | | \$53,560,000 |
| Alameda | Alameda CTC | State Highway | I-880/West Winton Avenue Interchange | Expansion | ALA170004 | \$21,000,000 | | | | \$21,000,000 |
| Alameda | Alameda CTC | State Highway | I-880/Whipple Road Interchange Improvements | Expansion | ALA170005 | \$60,000,000 | | | | \$60,000,000 |
| Alameda | Alameda CTC | State Highway | I-580/680 Interchange HOV/HOT Widening | Expansion | ALA170008 | \$186,000,000 | | | | \$186,000,000 |
| Alameda | Alameda CTC | State Highway | Widen I-680 NB and SB for EL from SR-84 to Alcosta | Expansion | ALA170009 | \$322,000,000 | | | | \$322,000,000 |
| Alameda | Alameda CTC | State Highway | I-880 NB HOV/HOT: North of Hacienda to Hegenberger | Expansion | ALA170010 | \$221,000,000 | | | | \$221,000,000 |
| Alameda | Alameda CTC | State Highway | East-West Connector in Fremont & Union City | Expansion | ALA978004 | \$184,080,000 | | | \$12,000,000 | \$196,080,000 |
| Alameda | Alameda CTC | State Highway | Truck Parking Facilities in North County (Phase I) | System Management | ALA090018 | \$2,000,000 | | | | \$2,000,000 |
| Alameda | Alameda CTC | State Highway | Corridor Mobility Program & Adaptive Ramp Metering | System Management | ALA090019 | \$47,000,000 | | | | \$47,000,000 |
| Alameda | ACTC/Oak/Ala | State Highway | Oakland/Alameda Freeway Access Project | System Management | ALA070009 | \$83,000,000 | | | | \$83,000,000 |
| Alameda | Alameda | Local Road | Cross Alameda Trail (includes SRTS component) | Expansion | ALA150007 | \$290,000 | | \$2,231,000 | | \$2,521,000 |
| Alameda | Alameda | Local Road | Alameda City Complete Streets | Maintenance/ Rehabilitation | ALA130022 | \$194,000 | | | \$635,000 | \$829,000 |
| Alameda | Alameda County | Local Road | Alameda: Vasco Road Safety Improvements | Expansion | ALA030002 | \$38,338,000 | | \$4,750,000 | \$13,770,000 | \$56,858,000 |
| Alameda | Alameda County | Local Road | Ashland Avenue Bicycle/Ped Improvements | Expansion | ALA150028 | \$202,000 | | \$708,000 | | \$910,000 |
| Alameda | Alameda County | Local Road | Estuary Bridges Seismic Retrofit and Repairs | Maintenance/ Rehabilitation | ALA090022 | \$1,000,000 | | \$3,400,000 | | \$4,400,000 |
| Alameda | Alameda County | Local Road | Fruitvale Ave Roadway Bridge Retrofit | Maintenance/ Rehabilitation | ALA090023 | \$2,500,000 | | | | \$2,500,000 |
| Alameda | Alameda County | Local Road | Alameda Co-Variou Streets and Roads Preservation | Maintenance/ Rehabilitation | ALA130018 | \$247,000 | | | \$1,900,000 | \$2,147,000 |
| Alameda | Alameda County | Local Road | Crow Canyon Safety Improvements | System Management | ALA010003 | \$2,500,000 | | \$500,000 | | \$3,000,000 |
| Alameda | Alameda County | Local Road | Cherryland/Ashland/CastroValley/Fairview Sidwklmp | System Management | ALA050035 | \$815,000 | | \$1,883,000 | \$5,968,510 | \$8,666,510 |
| Alameda | Alameda County | Local Road | Niles Canyon Rd (SR 84)/Pleas-Sunol Rd Inter. Imps | System Management | ALA150002 | \$2,500,000 | | | | \$2,500,000 |
| Alameda | Alameda County | Local Road | Be Oakland, Be Active | System Management | ALA150006 | | | \$988,000 | | \$988,000 |
| Alameda | Alameda County | Local Road | Safe Routes to School, Unincorporated Alameda Co. | System Management | ALA150026 | | | \$668,000 | | \$668,000 |
| Alameda | Albany | Local Road | Complete Streets for San Pablo Ave/Buchanan St. | System Management | ALA150011 | \$3,192,000 | | \$335,000 | | \$3,527,000 |
| Alameda | BAIFA | Tollway | ALA-880 Express Lanes | System Management | ALA170006 | | \$77,900,000 | | | \$77,900,000 |
| Alameda | BART | Transit | Hayward Shop and Yard Expansion | Expansion | ALA110003 | \$81,860,000 | | \$78,639,000 | | \$160,499,000 |
| Alameda | BART | Transit | BART to Livermore Extension - Develop EIR/EIS | Expansion | ALA130007 | \$6,199,000 | | \$8,600,000 | | \$14,799,000 |
| Alameda | BART | Transit | BART Metro Priority Track Elements | Expansion | ALA130032 | \$5,041,000 | | | \$3,459,057 | \$8,500,057 |
| Alameda | BART | Transit | BART: Fare Collection Equipment | Maintenance/ Rehabilitation | ALA090065 | \$6,668,958 | | | \$26,675,828 | \$33,344,786 |
| Alameda | BART | Transit | MacArthur BART Plaza Remodel | Maintenance/ Rehabilitation | ALA090068 | \$259,000 | | \$1,607,400 | \$2,549,000 | \$4,415,400 |
| Alameda | BART | Transit | Downtown Berkeley BART Plaza/Transit Area Imps. | System Management | ALA110032 | \$5,333,248 | | \$4,447,360 | \$3,182,431 | \$12,963,039 |
| Alameda | BART | Transit | Bicycle Lockers at Capitol Corridor Stations | System Management | ALA110115 | | | | \$581,000 | \$581,000 |
| Alameda | BART | Transit | Ladders of Opportunity - Careers in Transit | System Management | ALA150030 | \$750,000 | | | \$750,000 | \$1,500,000 |
| Alameda | Berkeley | Local Road | Shattuck Complete Streets and De-couplet | System Management | ALA130026 | \$985,000 | | | \$2,777,000 | \$3,762,000 |
| Alameda | Berkeley | Local Road | Hearst Avenue Complete Streets | System Management | ALA130028 | \$1,255,000 | | | \$2,156,000 | \$3,411,000 |
| Alameda | Berkeley | Local Road | LeConte Elementary Safe Routes to School Imps | System Management | ALA150005 | \$89,000 | | \$682,000 | | \$771,000 |
| Alameda | Berkeley | Local Road | goBerkeley Residential Shared Parking Pilot | System Management | ALA150049 | \$470,000 | | | \$950,000 | \$1,420,000 |
| Alameda | Berkeley | Public Lands/ Trails | Bay Trail Shoreline Access Staging Area Project | Expansion | ALA130035 | \$979,635 | | \$660,000 | \$500,000 | \$2,139,635 |
| Alameda | Berkeley | Public Lands/ Trails | 9th St Bicycle Blvd Extension Pathway Ph II | Expansion | ALA150048 | \$45,000 | | \$850,000 | | \$895,000 |
| Alameda | Berkeley | State Highway | I-80 Gilman Interchange Reconfiguration | Expansion | ALA050079 | \$25,039,559 | | \$12,302 | \$1,079,880 | \$26,131,741 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|---------|-----------------|-------------------|--|-----------------------------|-----------|---------------|--------------|---------------|--------------|---------------|
| Alameda | Caltrans | State Highway | I-880/SR 262 I/C and HOV lanes | Expansion | ALA978027 | \$85,438,000 | | \$35,054,000 | \$10,812,000 | \$131,304,000 |
| Alameda | Caltrans | Tollway | SFOBB Maintenance Complex Ph 3 Training Facility | Maintenance/ Rehabilitation | ALA150021 | | | \$19,411,000 | | \$19,411,000 |
| Alameda | Dublin | Local Road | Dougherty Road widening | Expansion | ALA130005 | \$18,990,000 | | | | \$18,990,000 |
| Alameda | Dublin | Local Road | Dublin Boulevard widening | Expansion | ALA130006 | \$4,330,000 | | | | \$4,330,000 |
| Alameda | Dublin | Local Road | Dublin Blvd. - North Canyons Pkwy Extension | Expansion | ALA150003 | \$12,400,000 | | | | \$12,400,000 |
| Alameda | Dublin | Local Road | Dublin Boulevard Preservation | Maintenance/ Rehabilitation | ALA130012 | \$259,000 | | | \$470,000 | \$729,000 |
| Alameda | Emeryville | Local Road | Emeryville - Hollis Street Preservation | Maintenance/ Rehabilitation | ALA130021 | \$612,000 | | | \$100,000 | \$712,000 |
| Alameda | Fremont | Local Road | Widen Kato Rd from Warren Avenue to Milmont Drive | Expansion | ALA130001 | \$12,690,000 | | | | \$12,690,000 |
| Alameda | Fremont | Local Road | Fremont City Center Multi-Modal Improvements | Expansion | ALA130025 | \$8,487,000 | | | \$5,855,000 | \$14,342,000 |
| Alameda | Hayward | Local Road | Hayward - Industrial Boulevard Preservation | Maintenance/ Rehabilitation | ALA130013 | \$174,000 | | | \$1,335,000 | \$1,509,000 |
| Alameda | Hayward | Local Road | City of Hayward Car Sharing Services | System Management | ALA150022 | \$45,400 | | | \$200,480 | \$245,880 |
| Alameda | Hayward | State Highway | Rt 92/Clawiter/Whitesell Interchange Improvements | Expansion | ALA090016 | \$55,000,000 | | | | \$55,000,000 |
| Alameda | Hayward | State Highway | I-880 Auxiliary lanes at Industrial Parkway | Expansion | ALA090020 | \$9,800,000 | | | | \$9,800,000 |
| Alameda | Hayward | State Highway | I-880 NB and SB Auxiliary lanes | Expansion | ALA090021 | \$22,117,000 | | | | \$22,117,000 |
| Alameda | LAVTA | Local Road | Wheels Individualized Marketing Program | System Management | ALA150051 | \$55,000 | | | \$423,798 | \$478,798 |
| Alameda | LAVTA | Transit | LAVTA: Preventive Maintenance | Maintenance/ Rehabilitation | ALA030030 | \$4,918,426 | | | \$8,364,357 | \$13,282,783 |
| Alameda | LAVTA | Transit | LAVTA: Bus Purchase-Low Floor | Maintenance/ Rehabilitation | ALA150014 | \$514,800 | | | \$2,345,200 | \$2,860,000 |
| Alameda | LAVTA | Transit | LAVTA: Bus Purchase-Over the Road | Maintenance/ Rehabilitation | ALA150015 | \$621,560 | | | \$2,486,240 | \$3,107,800 |
| Alameda | LAVTA | Transit | LAVTA: Bus Purchase-7 Hybrids | Maintenance/ Rehabilitation | ALA150016 | \$908,600 | | | \$4,139,360 | \$5,047,960 |
| Alameda | LAVTA | Transit | LAVTA: 5 40' Hybrids | Maintenance/ Rehabilitation | ALA150017 | \$776,950 | | | \$3,107,800 | \$3,884,750 |
| Alameda | LAVTA | Transit | LAVTA: Replacement (10) 40' Hybrid Buses | Maintenance/ Rehabilitation | ALA150031 | \$1,580,550 | | | \$6,322,200 | \$7,902,750 |
| Alameda | LAVTA | Transit | LAVTA: Replacement (10) 30' Hybrid Buses | Maintenance/ Rehabilitation | ALA150032 | \$1,488,300 | | | \$5,953,200 | \$7,441,500 |
| Alameda | LAVTA | Transit | LAVTA: Service Vehicles (2) Trucks | Maintenance/ Rehabilitation | ALA150033 | \$20,400 | | | \$81,600 | \$102,000 |
| Alameda | LAVTA | Transit | LAVTA: ADA Paratransit Operating Subsidy | Operations | ALA990077 | \$1,405,068 | | | \$4,719,768 | \$6,124,836 |
| Alameda | LAVTA | Transit | Dublin Blvd Transit Performance Initiative | System Management | ALA150019 | \$205,036 | | | \$1,009,440 | \$1,214,476 |
| Alameda | LAVTA | Transit | LAVTA: Trapeze Upgrade | System Management | ALA150034 | \$32,500 | | | \$130,000 | \$162,500 |
| Alameda | LAVTA | Transit | LAVTA: Farebox Replacement | System Management | ALA150035 | \$99,561 | | | \$398,242 | \$497,803 |
| Alameda | LAVTA | Transit | LAVTA: Service Vehicles (3) Road Supervisor | System Management | ALA150036 | \$30,600 | | | \$122,400 | \$153,000 |
| Alameda | LAVTA | Transit | LAVTA: Service Vehicles (4) shift trade | System Management | ALA150037 | \$40,800 | | | \$163,200 | \$204,000 |
| Alameda | Livermore | Local Road | Livermore TOD Study at I-580/SR84 | System Management | ALA110120 | \$211,386 | | | \$286,000 | \$497,386 |
| Alameda | Livermore | Local Road | Livermore Marilyn Avenue Safe Routes to School | System Management | ALA150009 | \$47,384 | | \$358,000 | | \$405,384 |
| Alameda | Livermore | Transit | Livermore Relocation and Restoration of R/R Depot | Maintenance/ Rehabilitation | ALA130011 | \$500,000 | | | \$2,500,000 | \$3,000,000 |
| Alameda | MTC | Local Road | Bay Bridge Park | Expansion | ALA110104 | \$6,000,000 | \$10,500,000 | | \$0 | \$16,500,000 |
| Alameda | MTC | Local Road | Improved Bike/Ped Access to East Span of SFOBB | Expansion | ALA130030 | | \$6,500,000 | | \$30,000,000 | \$36,500,000 |
| Alameda | MTC | Local Road | Regional Planning Activities and PPM - Alameda | System Management | ALA170007 | \$711,159 | | | \$7,690,000 | \$8,401,159 |
| Alameda | Newark | Local Road | Central Avenue Railroad Overpass at UPRR | System Management | ALA010052 | \$18,514,000 | | | \$567,000 | \$19,081,000 |
| Alameda | Newark | Local Road | Enterprise Drive Complete Streets and Road Diet | System Management | ALA130027 | \$306,000 | | | \$454,000 | \$760,000 |
| Alameda | Oakland | Local Road | Oakland Waterfront Bay Trail | Expansion | ALA070039 | \$35,193,000 | | \$1,664,000 | \$1,542,000 | \$38,399,000 |
| Alameda | Oakland | Local Road | Lake Merritt to Bay Trail Bike/Ped Bridge | Expansion | ALA130003 | \$12,002,000 | | \$4,210,000 | | \$16,212,000 |
| Alameda | Oakland | Local Road | 7th Street West Oakland Transit Village, Phase II | Expansion | ALA130014 | \$808,000 | | | \$3,288,000 | \$4,096,000 |
| Alameda | Oakland | Local Road | 42nd Ave. & High St. I-880 Access Improv. | Expansion | ALA991081 | \$10,800,000 | | \$6,990,000 | | \$17,790,000 |
| Alameda | Oakland | Local Road | Oakland Complete Streets | Maintenance/ Rehabilitation | ALA130016 | \$500,000 | | | \$3,851,000 | \$4,351,000 |
| Alameda | Oakland | Local Road | International Boulevard Improvement Project | Maintenance/ Rehabilitation | ALA150010 | \$4,273,000 | | \$2,481,000 | | \$6,754,000 |
| Alameda | Oakland | Local Road | Lake Merritt Improvement Project | System Management | ALA110072 | | | | \$827,900 | \$827,900 |
| Alameda | Oakland | Local Road | Lake Merritt BART Bikeways | System Management | ALA130015 | \$2,218,000 | | | \$571,000 | \$2,789,000 |
| Alameda | Oakland | Local Road | Oakland - Peralta and MLK Blvd Streetscape Phase I | System Management | ALA130017 | \$1,187,000 | | | \$5,452,000 | \$6,639,000 |
| Alameda | Oakland | Local Road | Lakeside Complete Streets and Road Diet | System Management | ALA130024 | \$4,505,000 | | | \$9,200,000 | \$13,705,000 |
| Alameda | Oakland | Local Road | Laurel Access to Mills, Maxwell Park and Seminary | System Management | ALA150012 | \$619,000 | | \$3,598,000 | | \$4,217,000 |
| Alameda | Oakland | Local Road | Oakland Car Share and Outreach Program | System Management | ALA150023 | \$52,521 | | | \$320,526 | \$373,047 |
| Alameda | Oakland | Local Road | Oakland: High/Ygnacio/Courtland Bike/Ped Imprvmnts | System Management | ALA150024 | \$113,000 | | \$1,128,000 | | \$1,241,000 |
| Alameda | Oakland | Local Road | Oakland Safe Routes to Schools Various Locations | System Management | ALA150025 | \$260,000 | | \$1,236,000 | | \$1,496,000 |
| Alameda | Oakland | Local Road | Oakland: Telegraph Ave Bike/Ped Imps and Road Diet | System Management | ALA150042 | \$149,390 | | | \$1,344,510 | \$1,493,900 |
| Alameda | Oakland | Local Road | Oakland: Shattuck and Claremont Bike/Ped Imps | System Management | ALA150043 | \$156,010 | | | \$1,404,090 | \$1,560,100 |
| Alameda | Oakland | Local Road | 19th St BART to Lake Merritt Urban Greenway | System Management | ALA150044 | \$100,000 | | \$4,583,000 | | \$4,683,000 |
| Alameda | Oakland | Local Road | Oakland: Telegraph Avenue Complete Streets | System Management | ALA150047 | \$360,000 | | \$4,554,000 | | \$4,914,000 |
| Alameda | Oakland | Local Road | Oakland Parking and Mobility Management Project | System Management | ALA150050 | \$284,050 | | | \$1,300,000 | \$1,584,050 |
| Alameda | Oakland | Port/Freight Rail | Oakland Army Base Infrastructure Improvements | Expansion | ALA110046 | \$110,239,000 | | \$176,341,000 | \$2,000,000 | \$288,580,000 |
| Alameda | Piedmont | Local Road | Piedmont Complete Streets (CS) | Maintenance/ Rehabilitation | ALA130019 | \$431,000 | | | \$129,000 | \$560,000 |
| Alameda | Pleasanton | Local Road | Pleasanton Complete Streets | Maintenance/ Rehabilitation | ALA130009 | \$238,000 | | | \$832,000 | \$1,070,000 |
| Alameda | Port of Oakland | Local Road | 7th St Grade Separation and Port Arterial Improvem | Expansion | ALA090027 | \$237,032,000 | | \$0 | | \$237,032,000 |
| Alameda | Port of Oakland | Port/Freight Rail | California Inter-regional Rail Intermodal Study | Expansion | ALA070054 | \$250,000 | | | \$984,000 | \$1,234,000 |
| Alameda | Port of Oakland | Port/Freight Rail | Outer Harbor Intermodal Terminals (OHIT) | Expansion | ALA090026 | \$25,200,000 | | \$65,800,000 | \$15,000,000 | \$106,000,000 |

TIP Project Listing - Funding by Funding Authority
 2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|---------------------------------|-----------------|---------------|--|-----------------------------|-----------|------------------------|----------------------|----------------------|----------------------|------------------------|
| Alameda | San Leandro | Local Road | SR 185- E. 14th St/ Hesperian Blvd/150th Ave | Expansion | ALA050002 | \$3,400,000 | | | | \$3,400,000 |
| Alameda | San Leandro | Local Road | San Leandro Boulevard Preservation | Maintenance/ Rehabilitation | ALA130008 | \$743,000 | | | \$804,000 | \$1,547,000 |
| Alameda | San Leandro | State Highway | I-880/SR 112 Overcrossing Replacement | Expansion | ALA070014 | \$6,784,000 | | | \$939,000 | \$7,723,000 |
| Alameda | San Leandro | State Highway | I-880/Marina Blvd Interchange and Overcrossing Rep | Expansion | ALA090012 | \$25,900,000 | | | | \$25,900,000 |
| Alameda | UCBerkeley | Local Road | UC Berkeley Parking Price Auction Study | System Management | ALA150029 | \$42,300 | | | \$169,185 | \$211,485 |
| Alameda | Union C Transit | Transit | Union City Transit Rehab Two (2) Transit Buses | Maintenance/ Rehabilitation | ALA150046 | \$102,500 | | | \$410,000 | \$512,500 |
| Alameda | Union C Transit | Transit | Union City Transit: Single Point Login Terminals | Operations | ALA170003 | \$2,668 | | | \$20,587 | \$23,255 |
| Alameda | WETA | Transit | Central Bay Operations and Maintenance Facility | Expansion | ALA110001 | | | \$59,396,000 | \$11,825,466 | \$71,221,466 |
| Total for Alameda County | | | | | | \$2,809,712,862 | \$191,558,695 | \$738,691,939 | \$593,485,811 | \$4,333,449,307 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|--------------|-----------------|----------------------|--|-----------------------------|-----------|---------------|---------------|---------------|--------------|---------------|
| Contra Costa | AC Transit | Transit | AC Transit: Richmond Prkwy Transit Center | Expansion | CC-030001 | \$80,000 | \$3,807,394 | \$0 | | \$3,887,394 |
| Contra Costa | Antioch | Local Road | Laurel Road Extension | Expansion | CC-070008 | \$5,950,000 | | | | \$5,950,000 |
| Contra Costa | Antioch | Local Road | Slatten Ranch Road Extension | Expansion | CC-070009 | \$1,350,000 | | | | \$1,350,000 |
| Contra Costa | BAIFA | Tollway | CC I-680 Southern Segment Express Lanes | System Management | CC-130043 | | \$55,649,000 | | | \$55,649,000 |
| Contra Costa | BAIFA | Tollway | CC-680 Northern Segment Express Lane - Southbound | System Management | CC-170002 | \$25,724,000 | \$10,376,000 | | | \$36,100,000 |
| Contra Costa | BAIFA | Tollway | CC-680 Northern Segment Express Lane - Northbound | System Management | CC-170003 | \$31,900,000 | | | | \$31,900,000 |
| Contra Costa | BART | Transit | E-BART - East Contra Costa Rail Extension | Expansion | CC-050025 | \$155,000,000 | \$148,000,000 | \$156,911,000 | | \$459,911,000 |
| Contra Costa | BART | Transit | eBART Railroad Avenue Station | Expansion | CC-130002 | \$12,900,000 | \$500,000 | | | \$13,400,000 |
| Contra Costa | BART | Transit | Concord Yard Wheel Truing Facility | Maintenance/ Rehabilitation | CC-150019 | \$6,834,550 | | | \$7,165,450 | \$14,000,000 |
| Contra Costa | BART | Transit | Walnut Creek BART TOD Access Improvements | System Management | CC-110082 | \$3,850,000 | | | \$5,300,000 | \$9,150,000 |
| Contra Costa | Brentwood | Local Road | SR4/Brentwood Boulevard Widening - North (Phase I) | Expansion | CC-070011 | \$6,696,000 | | | | \$6,696,000 |
| Contra Costa | Brentwood | Local Road | Lone Tree Way Undercrossing | Expansion | CC-070013 | \$18,990,000 | | | | \$18,990,000 |
| Contra Costa | Brentwood | Local Road | John Muir Parkway Extension: Ph. II | Expansion | CC-070078 | \$4,300,000 | | | \$735,000 | \$5,035,000 |
| Contra Costa | CC County | Local Road | Kirker Pass Road NB Truck Climbing Lanes | Expansion | CC-070075 | \$14,750,000 | | | \$2,650,000 | \$17,400,000 |
| Contra Costa | CC County | Local Road | Byron Highway - Vasco Road Connection | Expansion | CC-070081 | \$4,650,000 | | | | \$4,650,000 |
| Contra Costa | CC County | Local Road | Canal Road Bicycle and Pedestrian Facilites | Expansion | CC-110084 | \$1,189,500 | | \$450,000 | \$1,000,000 | \$2,639,500 |
| Contra Costa | CC County | Local Road | Bailey Road Bike and Pedestrian Improvements | Expansion | CC-130003 | \$4,774,000 | | | | \$4,774,000 |
| Contra Costa | CC County | Local Road | Port Chicago Hwy/Willow Pass Rd Bike Ped Upgrades | Expansion | CC-130027 | \$481,000 | | \$800,000 | \$441,700 | \$1,722,700 |
| Contra Costa | CC County | Local Road | CC County - Rio Vista Elementary Ped Connection | Expansion | CC-150010 | \$305,000 | | \$600,000 | | \$905,000 |
| Contra Costa | CC County | Local Road | Contra Costa County Various Streets & Road Preserv | Maintenance/ Rehabilitation | CC-130004 | \$1,487,000 | | | \$1,941,000 | \$3,428,000 |
| Contra Costa | CC County | Local Road | Vasco Road Safety Improvements | System Management | CC-050030 | \$21,754,000 | | | \$11,775,083 | \$33,529,083 |
| Contra Costa | CC County | Local Road | Bailey Road-State Route 4 Interchange | System Management | CC-130001 | \$1,035,000 | | \$4,160,000 | | \$5,195,000 |
| Contra Costa | CCCTA | Transit | Replace Diesel Trolleys with Electric TrolleyBuses | Maintenance/ Rehabilitation | CC-110083 | \$1,080,000 | | | \$4,320,000 | \$5,400,000 |
| Contra Costa | CCCTA | Transit | CCCTA - Replace 15 40' Buses | Maintenance/ Rehabilitation | CC-110099 | \$1,644,690 | | | \$6,578,760 | \$8,223,450 |
| Contra Costa | CCCTA | Transit | CCCTA - Replace 18 40' Buses | Maintenance/ Rehabilitation | CC-110100 | \$2,299,297 | | | \$9,197,185 | \$11,496,482 |
| Contra Costa | CCCTA | Transit | CCCTA: Replace 18 30' Buses | Maintenance/ Rehabilitation | CC-150006 | \$1,712,160 | | | \$6,848,640 | \$8,560,800 |
| Contra Costa | CCCTA | Transit | CCCTA: Replace 13 35' Buses | Maintenance/ Rehabilitation | CC-150007 | \$1,276,535 | | | \$5,106,140 | \$6,382,675 |
| Contra Costa | CCCTA | Transit | CCCTA: Replace 3 Paratransit Vans | Maintenance/ Rehabilitation | CC-150008 | \$73,800 | | | \$295,200 | \$369,000 |
| Contra Costa | CCCTA | Transit | CCCTA: ADA Paratransit Assistance | Operations | CC-99T001 | \$2,983,140 | | | \$11,886,752 | \$14,869,892 |
| Contra Costa | CCCTA | Transit | CCCTA: Access Improvements Implementation | System Management | CC-130045 | \$93,454 | | | \$685,196 | \$778,650 |
| Contra Costa | CCCTA | Transit | REMIX Software Implementation Project | System Management | CC-150012 | \$4,830 | | | \$35,451 | \$40,281 |
| Contra Costa | CCTA | Local Road | Mokelumne Trail Bike/Ped Overcrossing | Expansion | CC-070067 | \$6,100,000 | | | | \$6,100,000 |
| Contra Costa | CCTA | Local Road | CCTA - Carshare 4 All | System Management | CC-150009 | \$244,148 | | | \$973,864 | \$1,218,012 |
| Contra Costa | CCTA | Regional | SR 4 Integrated Corridor Management | System Management | CC-150013 | \$15,150,000 | | | \$200,000 | \$15,350,000 |
| Contra Costa | CCTA | State Highway | I-680/SR 4 I/C Reconstruction - Phases1, 2, 4 & 5 | Expansion | CC-010023 | \$369,316,000 | | \$0 | | \$369,316,000 |
| Contra Costa | CCTA | State Highway | I-680 SB HOV Lane Completion | Expansion | CC-050028 | \$36,900,000 | \$29,285,000 | | \$15,557,000 | \$81,742,000 |
| Contra Costa | CCTA | State Highway | I-680 NB HOV Lane Extension | Expansion | CC-070022 | \$48,000,000 | | | | \$48,000,000 |
| Contra Costa | CCTA | State Highway | Reconstruct I-80/San Pablo Dam Rd Interchange | Expansion | CC-070035 | \$84,728,000 | \$8,000,000 | \$2,000,000 | \$24,200,000 | \$118,928,000 |
| Contra Costa | CCTA | State Highway | SR4: Balfour Road Interchange | Expansion | CC-070053 | \$46,400,000 | | | | \$46,400,000 |
| Contra Costa | CCTA | State Highway | SR 239 - New State Highway Study | Expansion | CC-110066 | \$16,338,235 | | | \$12,906,100 | \$29,244,335 |
| Contra Costa | CCTA | State Highway | I-680 / SR 4 Interchange Reconstruction - Phase 3 | Expansion | CC-130046 | \$59,990,000 | | \$0 | \$5,100,000 | \$65,090,000 |
| Contra Costa | Clayton | Local Road | Clayton Various Streets Preservation | Maintenance/ Rehabilitation | CC-130030 | \$91,000 | | | \$386,000 | \$477,000 |
| Contra Costa | Concord | Local Road | Commerce Avenue Extension | Expansion | CC-070026 | \$6,990,464 | | | \$1,509,536 | \$8,500,000 |
| Contra Costa | Concord | Local Road | Ygnacio Valley/Kirker Pass Roads Widening | Expansion | CC-090026 | \$12,000,000 | | | | \$12,000,000 |
| Contra Costa | Concord | Local Road | Concord BART Station Bike/Ped Access Improvements | Expansion | CC-130006 | \$176,000 | | | \$1,195,000 | \$1,371,000 |
| Contra Costa | Concord | Local Road | Detroit Avenue Bicycle and Pedestrian Improvements | Expansion | CC-130011 | \$485,000 | | | \$2,154,000 | \$2,639,000 |
| Contra Costa | Concord | Local Road | Concord Various Street Preservation | Maintenance/ Rehabilitation | CC-130012 | \$370,000 | | | \$757,000 | \$1,127,000 |
| Contra Costa | Concord | Local Road | Concord Clayton Road/Treat Blvd Intersection Imps. | System Management | CC-090023 | \$2,680,000 | | | | \$2,680,000 |
| Contra Costa | Concord | Local Road | Concord New and Upgraded Signals at Various Loc | System Management | CC-130013 | \$302,033 | | | \$2,331,200 | \$2,633,233 |
| Contra Costa | Danville | Local Road | Vista Grande Street Pedestrian Improvements/SR2S | Expansion | CC-130038 | \$50,275 | | | \$157,000 | \$207,275 |
| Contra Costa | Danville | Local Road | San Ramon Valley Blvd Lane Addition and Overlay | Expansion | CC-170001 | \$953,046 | | | | \$953,046 |
| Contra Costa | Danville | Local Road | Crow Canyon/Camino Tassajara Intersection Imps | Maintenance/ Rehabilitation | CC-050075 | \$841,000 | | | \$5,250,375 | \$6,091,375 |
| Contra Costa | Danville | Local Road | Diablo Road Imps. - Green Valley to Avenida Neuva | Maintenance/ Rehabilitation | CC-090001 | \$4,160,000 | | | | \$4,160,000 |
| Contra Costa | Danville | Local Road | Danville Various Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130023 | \$122,000 | | | \$933,000 | \$1,055,000 |
| Contra Costa | EB Reg Park Dis | Local Road | Atlas Road - New Bridge and Roadway Extension | Expansion | CC-070063 | \$10,583,497 | | \$0 | \$0 | \$10,583,497 |
| Contra Costa | EB Reg Park Dis | Public Lands/ Trails | Breuner Marsh Restoration and Public Access | Expansion | CC-130049 | \$3,366,000 | | \$1,081,000 | \$1,498,000 | \$5,945,000 |
| Contra Costa | EB Reg Park Dis | Public Lands/ Trails | SF Bay Trail, Pinole Shores to Bay Front Park | Expansion | CC-130050 | \$2,190,289 | | \$4,000,000 | \$1,431,397 | \$7,621,686 |
| Contra Costa | EB Reg Park Dis | Public Lands/ Trails | Contra Costa Parks Bike/Ped Trail Improvements | Maintenance/ Rehabilitation | CC-070033 | \$231,000 | | | \$719,921 | \$950,921 |
| Contra Costa | ECCTA | Transit | ECCTA: Transit Bus Replacements | Maintenance/ Rehabilitation | CC-070092 | \$8,826,904 | | \$2,156,153 | \$36,342,310 | \$47,325,367 |
| Contra Costa | ECCTA | Transit | Tri-Delta: ADA Operating Assistance | Operations | CC-030035 | \$1,532,513 | | | \$6,130,046 | \$7,662,559 |
| Contra Costa | ECCTA | Transit | ECCTA: Non-ADA Paratransit to FR Incentive Program | System Management | CC-150020 | \$204,324 | | | \$817,297 | \$1,021,621 |
| Contra Costa | EI Cerrito | Public Lands/ Trails | Ohlone Greenway Station Area Bike/Ped Improvements | Expansion | CC-130024 | \$451,000 | | | \$3,468,000 | \$3,919,000 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|--------------------------------------|---------------|---------------|--|-----------------------------|-----------|------------------------|----------------------|----------------------|----------------------|------------------------|
| Contra Costa | El Cerrito | State Highway | Del Norte Area TOD Complete Street Imps | System Management | CC-070046 | \$9,600,000 | | | | \$9,600,000 |
| Contra Costa | Hercules | Local Road | Hercules-Refugio Valley Road Pavement Preservation | Maintenance/ Rehabilitation | CC-130040 | \$480,000 | | | \$702,000 | \$1,182,000 |
| Contra Costa | Hercules | Transit | Hercules Intercity Rail Station | Expansion | CC-030002 | \$19,682,000 | | \$11,000,000 | \$2,804,000 | \$33,486,000 |
| Contra Costa | Martinez | Local Road | Martinez Various Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130025 | \$262,000 | | | \$1,023,000 | \$1,285,000 |
| Contra Costa | Martinez | Transit | Martinez Intermodal Station Parking Expansion | Expansion | CC-030004 | \$14,500,000 | | \$5,500,000 | | \$20,000,000 |
| Contra Costa | Moraga | Local Road | Moraga Rd SRTS Bicycle and Ped Improvements | Expansion | CC-130037 | \$27,000 | | | \$100,000 | \$127,000 |
| Contra Costa | Moraga | Local Road | Moraga Various Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130020 | \$92,000 | | | \$709,000 | \$801,000 |
| Contra Costa | MTC | Local Road | Regional Planning Activities and PPM - CC County | System Management | CC-170004 | \$562,553 | | | \$5,860,000 | \$6,422,553 |
| Contra Costa | Oakley | Local Road | Oakley Various Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130031 | \$134,000 | | | \$1,031,000 | \$1,165,000 |
| Contra Costa | Oakley | Local Road | Main Street (Previously SR4) Realignment in Oakley | System Management | CC-070065 | \$850,000 | | | \$1,461,000 | \$2,311,000 |
| Contra Costa | Pinole | Local Road | Pinole - San Pablo Avenue Preservation | Maintenance/ Rehabilitation | CC-130015 | \$352,000 | | | \$453,000 | \$805,000 |
| Contra Costa | Pittsburg | Transit | Pittsburg Multimodal Transit Station Access Imps. | Expansion | CC-130039 | \$214,000 | | | \$1,300,000 | \$1,514,000 |
| Contra Costa | Pleasant Hill | Local Road | Boyd Road/Elinora Drive SRTS Sidewalk Installation | Expansion | CC-130029 | \$180,000 | | | \$395,000 | \$575,000 |
| Contra Costa | Pleasant Hill | Local Road | Contra Costa Blvd. Improvement (Beth to Harriet) | Expansion | CC-150011 | \$495,900 | | \$1,556,000 | \$900,000 | \$2,951,900 |
| Contra Costa | Pleasant Hill | Local Road | Golf Club Rd Roundabout and Bike/Ped Improvements | System Management | CC-130005 | \$744,000 | | | \$4,770,000 | \$5,514,000 |
| Contra Costa | Richmond | Local Road | 37th Street Bicycle & Pedestrian Improvements | Expansion | CC-130047 | \$82,000 | | | \$318,444 | \$400,444 |
| Contra Costa | Richmond | Local Road | Richmond Local Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130026 | \$693,000 | | | \$3,030,000 | \$3,723,000 |
| Contra Costa | Richmond | Local Road | Richmond Transit Village: Nevin Imps BART-19th | System Management | CC-110007 | \$5,665,235 | | \$1,500,000 | \$1,217,000 | \$8,382,235 |
| Contra Costa | Richmond | Local Road | The Yellow Brick Road in Richmond's Iron Triangle | System Management | CC-150016 | \$243,000 | | \$6,209,000 | | \$6,452,000 |
| Contra Costa | Richmond | State Highway | I-80/Central Avenue Interchange Modification | Expansion | CC-050076 | \$19,716,000 | | | \$4,944,000 | \$24,660,000 |
| Contra Costa | San Pablo | Local Road | San Pablo Avenue Bicycle and Ped Improvements | Expansion | CC-130032 | \$845,000 | | | \$5,978,000 | \$6,823,000 |
| Contra Costa | San Pablo | Local Road | Rumrill Blvd Complete Streets Improvements | System Management | CC-150017 | \$1,300,000 | | \$4,310,000 | | \$5,610,000 |
| Contra Costa | San Ramon | Local Road | Bollinger Canyon Road Widening (Alcosta to SRVB) | Expansion | CC-090019 | \$10,612,855 | | | | \$10,612,855 |
| Contra Costa | Walnut Creek | Local Road | Walnut Creek - North Main Street Preservation | Maintenance/ Rehabilitation | CC-130033 | \$266,000 | | | \$655,000 | \$921,000 |
| Contra Costa | Walnut Creek | Local Road | Walnut Creek-Parking Guidance System Pilot | System Management | CC-150018 | \$150,000 | | | \$783,000 | \$933,000 |
| Contra Costa | WCCTA | Transit | WCCTA: Preventive Maintenance Program | Maintenance/ Rehabilitation | CC-030025 | \$641,110 | | | \$1,867,801 | \$2,508,911 |
| Contra Costa | WCCTA | Transit | WestCAT: Replacement of (10) Paratransit Cut-Aways | Maintenance/ Rehabilitation | CC-150001 | \$246,000 | | | \$984,000 | \$1,230,000 |
| Contra Costa | WCCTA | Transit | WestCAT: Purchase of (10) Radio systems | Maintenance/ Rehabilitation | CC-150002 | \$2,000 | | | \$8,000 | \$10,000 |
| Contra Costa | WCCTA | Transit | WestCAT: Purchase of (2) Electronic Fareboxes | Maintenance/ Rehabilitation | CC-150003 | \$7,125 | | | \$28,498 | \$35,623 |
| Contra Costa | WCCTA | Transit | WestCAT: Replace (1) 2003 40ft Revenue Vehicle | Maintenance/ Rehabilitation | CC-150004 | \$106,805 | | | \$427,220 | \$534,025 |
| Contra Costa | WCCTA | Transit | WestCAT: Replace (1) 40ft Rev. Vehicle with 45ft | Maintenance/ Rehabilitation | CC-150005 | \$124,435 | | | \$497,740 | \$622,175 |
| Contra Costa | WCCTA | Transit | WestCAT: Replace (1) 1998 40 ft Vehicle | Maintenance/ Rehabilitation | CC-150014 | \$95,400 | | | \$434,600 | \$530,000 |
| Contra Costa | WCCTA | Transit | WestCat: ADA Paratransit Operating Subsidy | Operations | CC-990045 | \$796,246 | | | \$1,645,471 | \$2,441,717 |
| Contra Costa | WCCTA | Transit | WestCAT: Purchase (1) Fast Fare Electronic Farebox | System Management | CC-150015 | \$3,562 | | | \$14,249 | \$17,811 |
| Contra Costa | WCCTA | Transit | WestCAT - AVL System with APC Element. | System Management | CC-150021 | \$50,000 | | | \$344,513 | \$394,513 |
| Contra Costa | WETA | Transit | Richmond Ferry Service | Expansion | CC-070062 | | \$12,000,000 | \$46,870,815 | \$2,500,000 | \$61,370,815 |
| Total for Contra Costa County | | | | | | \$1,164,761,910 | \$267,617,394 | \$249,103,968 | \$247,164,139 | \$1,928,647,411 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|-------------------------------|--------------|----------------------|--|-----------------------------|-----------|----------------------|----------------------|----------------------|----------------------|------------------------|
| Marin | Fairfax | Local Road | Parkade Circulation and Safety Improvements | System Management | MRN130009 | \$100,000 | | | \$300,000 | \$400,000 |
| Marin | GGBHTD | Tollway | Golden Gate Bridge Seismic Retrofit, Phase 3B | Maintenance/ Rehabilitation | MRN050018 | \$46,743,414 | | | \$90,508,990 | \$137,252,404 |
| Marin | GGBHTD | Tollway | Golden Gate Bridge Seismic Retrofit, Ph: 1-3A | Maintenance/ Rehabilitation | MRN970016 | \$71,986,482 | | \$110,268,814 | \$90,902,077 | \$273,157,373 |
| Marin | GGBHTD | Tollway | Golden Gate Bridge-Suicide Deterrent SafetyBarrier | System Management | MRN050019 | \$89,000,000 | | \$7,000,000 | \$57,000,000 | \$153,000,000 |
| Marin | GGBHTD | Transit | Larkspur Ferry Terminal Parking Garage | Expansion | MRN130001 | \$4,000,000 | | | | \$4,000,000 |
| Marin | GGBHTD | Transit | GGBHTD: Bldg Ridership to Meet Capacity Campaign | Expansion | MRN150006 | \$50,200 | | | \$387,440 | \$437,640 |
| Marin | GGBHTD | Transit | ACIS Radio Communications System | Maintenance/ Rehabilitation | MRN010035 | \$9,301,775 | | \$492,729 | \$11,805,544 | \$21,600,048 |
| Marin | GGBHTD | Transit | GGBHTD: Fixed Guideway Connectors | Maintenance/ Rehabilitation | MRN030010 | \$7,565,000 | | | \$30,730,992 | \$38,295,992 |
| Marin | GGBHTD | Transit | GGBHTD: Facilities Rehabilitation | Maintenance/ Rehabilitation | MRN050025 | \$4,269,962 | | | \$15,619,660 | \$19,889,622 |
| Marin | GGBHTD | Transit | GGBHTD: Replace 7 - 40' Diesel Buses | Maintenance/ Rehabilitation | MRN110045 | \$752,002 | | | \$3,008,005 | \$3,760,007 |
| Marin | GGBHTD | Transit | MS Sonoma Ferry Boat Refurbishment | Maintenance/ Rehabilitation | MRN150005 | | | \$4,828,539 | \$15,836,503 | \$20,665,042 |
| Marin | GGBHTD | Transit | GGBHTD Ferry Major Components Rehab | Maintenance/ Rehabilitation | MRN150014 | \$675,000 | | | \$2,700,000 | \$3,375,000 |
| Marin | GGBHTD | Transit | GGBHTD Ferry Propulsion Systems Replacement | Maintenance/ Rehabilitation | MRN150015 | \$125,000 | | | \$500,000 | \$625,000 |
| Marin | GGBHTD | Transit | Ferry channel & berth dredging | Maintenance/ Rehabilitation | MRN990017 | \$5,371,000 | | | \$20,773,027 | \$26,144,027 |
| Marin | GGBHTD | Transit | GGBHTD - Transit Systems Enhancements | System Management | MRN130015 | \$452,833 | | | \$1,811,292 | \$2,264,125 |
| Marin | GGBHTD | Transit | GGBHTD: On-Board Bus and Ferry Surveys | System Management | MRN150007 | \$52,157 | | | \$402,572 | \$454,729 |
| Marin | Marin County | Local Road | Non-motorized Transp. Pilot Program - Marin County | Expansion | MRN050033 | | | | \$11,341,139 | \$11,341,139 |
| Marin | Marin County | Local Road | Non-motorized Transp. Projects - Marin County | Expansion | MRN090049 | | | | \$1,238,181 | \$1,238,181 |
| Marin | Marin County | Local Road | Miller Creek Road Bike Lanes and Ped Improvements | Expansion | MRN110033 | | | | \$407,000 | \$407,000 |
| Marin | Marin County | Local Road | Mountain View Rd Bridge Replacement - 27C0154 | Expansion | MRN110035 | | | | \$1,487,112 | \$1,487,112 |
| Marin | Marin County | Local Road | Marin Parklands Visitor Access, Phase 2 | Maintenance/ Rehabilitation | MRN070019 | \$3,410,000 | | | \$1,036,000 | \$4,446,000 |
| Marin | Marin County | Local Road | Donahue Street Road Rehabilitation Project | Maintenance/ Rehabilitation | MRN130010 | \$139,600 | | | \$1,077,000 | \$1,216,600 |
| Marin | Marin County | Local Road | North Civic Center Drive Improvements | System Management | MRN130007 | \$1,027,000 | | | \$1,842,110 | \$2,869,110 |
| Marin | Marin County | Public Lands/ Trails | Mill Valley-Sausalito Pathway Preservation | Maintenance/ Rehabilitation | MRN130014 | \$320,000 | | | \$320,000 | \$640,000 |
| Marin | MCTD | Transit | MCTD Preventive Maintenance | Maintenance/ Rehabilitation | MRN110040 | \$72,746 | | | \$339,097 | \$411,843 |
| Marin | MCTD | Transit | MCTD: On Board Vehicle Equipment | Maintenance/ Rehabilitation | MRN150003 | \$71,215 | | | \$305,860 | \$377,075 |
| Marin | MCTD | Transit | MCTD - Relocate Transit Maint. Facility - PE only | Maintenance/ Rehabilitation | MRN150010 | \$477,751 | | | \$122,249 | \$600,000 |
| Marin | MCTD | Transit | MCTD- Replace 2 Shuttle Vehicles | Maintenance/ Rehabilitation | MRN150011 | \$43,920 | | | \$200,080 | \$244,000 |
| Marin | MCTD | Transit | MCTD - Replace 13 -40ft Buses | Maintenance/ Rehabilitation | MRN150012 | \$1,734,120 | | | \$7,899,880 | \$9,634,000 |
| Marin | MCTD | Transit | MCTD - Emergency Radio System | Maintenance/ Rehabilitation | MRN150013 | \$62,640 | | | \$285,360 | \$348,000 |
| Marin | MCTD | Transit | Marin Transit Low Income Youth Pass Program | Operations | MRN110041 | \$564,724 | | | | \$564,724 |
| Marin | MCTD | Transit | MCTD: ADA Paratransit Assistance | Operations | MRN110047 | \$777,205 | | | \$3,108,821 | \$3,886,026 |
| Marin | Mill Valley | Local Road | Mill Valley - Miller Avenue Rehabilitation | Maintenance/ Rehabilitation | MRN070002 | \$6,258,400 | | \$500,000 | \$391,600 | \$7,150,000 |
| Marin | Mill Valley | Public Lands/ Trails | Bayfront Park Recreational Bay Access Pier Rehab | Maintenance/ Rehabilitation | MRN130012 | \$123,000 | | | \$100,000 | \$223,000 |
| Marin | MTC | Local Road | Regional Planning Activities and PPM - Marin | System Management | MRN170001 | \$495,181 | | | \$4,234,000 | \$4,729,181 |
| Marin | MTC | Tollway | Richmond-San Rafael Bridge Access Improvements | Expansion | MRN150009 | | \$73,584,000 | | | \$73,584,000 |
| Marin | Novato | Local Road | Novato Boulevard Widening, Diablo to Grant | Expansion | MRN070006 | \$8,973,932 | | | | \$8,973,932 |
| Marin | Novato | Local Road | DeLong Avenue and Ignacio Boulevard Resurfacing | Maintenance/ Rehabilitation | MRN130011 | \$196,000 | | | \$779,000 | \$975,000 |
| Marin | Novato | Local Road | Vineyard Road Improvements | Maintenance/ Rehabilitation | MRN150016 | \$255,757 | | | \$750,000 | \$1,005,757 |
| Marin | Ross | Local Road | Bolinas Avenue and Sir Francis Drake Intersection | Maintenance/ Rehabilitation | MRN130006 | \$66,000 | | | \$274,000 | \$340,000 |
| Marin | San Anselmo | Local Road | San Anselmo - Center Blvd Bridge Replace (27C0079) | Expansion | MRN110032 | \$667,210 | | | \$5,149,790 | \$5,817,000 |
| Marin | San Anselmo | Public Lands/ Trails | Sunny Hill Ridge and Red Hill Trails | Expansion | MRN130013 | \$80,000 | | | \$80,000 | \$160,000 |
| Marin | San Rafael | Local Road | San Rafael - Non-motorized Transport Pilot Program | Expansion | MRN070009 | | | | \$3,055,680 | \$3,055,680 |
| Marin | San Rafael | Local Road | Grand Avenue Bicycle Pedestrian Improvements | Expansion | MRN150008 | \$1,756,000 | | | | \$1,756,000 |
| Marin | San Rafael | Local Road | San Rafael Various Streets and Roads Preservation | Maintenance/ Rehabilitation | MRN130004 | \$137,000 | | | \$457,000 | \$594,000 |
| Marin | San Rafael | Local Road | San Rafael Transit Center Pedestrian Access Imps. | System Management | MRN130005 | \$775,000 | | | \$1,900,000 | \$2,675,000 |
| Marin | Sausalito | Local Road | Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps | System Management | MRN110010 | \$197,000 | | | \$88,000 | \$285,000 |
| Marin | TAM | Local Road | Central Marin Ferry Access Improvements | Expansion | MRN050014 | | \$9,002,000 | | \$7,610,000 | \$16,612,000 |
| Marin | TAM | Local Road | TAM - Non-motorized Transportation Pilot Program | System Management | MRN070017 | | | | \$160,000 | \$160,000 |
| Marin | TAM | Local Road | TAM - Car Share Canal | System Management | MRN150004 | \$18,750 | | | \$125,000 | \$143,750 |
| Marin | TAM | State Highway | US 101 / Greenbrae Interchange Corridor Impts. | Expansion | MRN050001 | \$126,067,000 | \$28,733,000 | | | \$154,800,000 |
| Marin | TAM | State Highway | US 101 HOV Lanes - Marin-Sonoma Narrows (Marin) | Expansion | MRN050034 | \$120,282,000 | | \$205,796,000 | \$27,141,000 | \$353,219,000 |
| Marin | TAM | State Highway | Highway 101 Landscaping for Gap Closure Project | System Management | MRN110034 | | | | \$1,655,000 | \$1,655,000 |
| Total for Marin County | | | | | | \$515,493,976 | \$111,319,000 | \$328,886,082 | \$427,246,061 | \$1,382,945,119 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|------------------------------|-----------------|----------------------|--|-----------------------------|-----------|---------------------|--------------------|----------------------|---------------------|----------------------|
| Napa | American Canyon | Local Road | Eucalyptus Drive Realignment Complete Streets | Expansion | NAP110029 | \$5,035,000 | | | \$1,154,000 | \$6,189,000 |
| Napa | American Canyon | Local Road | Devlin Road and Vine Trail Extension | Expansion | NAP130006 | \$2,585,000 | | | \$297,000 | \$2,882,000 |
| Napa | Calistoga | State Highway | SR 128 and Petrified Forest Intersection Imp | System Management | NAP150001 | \$70,000 | | | \$580,000 | \$650,000 |
| Napa | Caltrans | State Highway | SR 12 (Jamieson Canyon Road) Widening | Expansion | NAP010008 | | | \$104,334,000 | \$10,801,000 | \$115,135,000 |
| Napa | Caltrans | State Highway | Hwy 29 Grayson Ave. Signal Construction | System Management | NAP130007 | \$166,006 | | | \$300,000 | \$466,006 |
| Napa | MTC | Local Road | Regional Planning Activities and PPM - Napa | System Management | NAP170001 | \$495,181 | | | \$4,097,000 | \$4,592,181 |
| Napa | Napa | Local Road | California Boulevard Roundabouts | System Management | NAP110028 | \$1,201,793 | | \$5,454,000 | \$3,964,000 | \$10,619,793 |
| Napa | Napa | Public Lands/ Trails | Highway 29/Napa Creek Bicycle Path Upgrade | Expansion | NAP130004 | \$500,000 | | \$25,000 | | \$525,000 |
| Napa | Napa County | Local Road | Silverado Trail Phase H Rehab | Maintenance/ Rehabilitation | NAP110023 | \$889,189 | | | \$794,000 | \$1,683,189 |
| Napa | Napa County | Local Road | Hardin Rd Bridge Replacement - 21C0058 | Maintenance/ Rehabilitation | NAP110026 | | | | \$3,900,000 | \$3,900,000 |
| Napa | Napa County | Local Road | Loma Vista Dr Bridge Replacement - 21C0080 | Maintenance/ Rehabilitation | NAP110027 | | | | \$3,600,000 | \$3,600,000 |
| Napa | Napa County | Local Road | Airport Boulevard Rehabilitation | Maintenance/ Rehabilitation | NAP130003 | \$584,500 | | | \$1,332,000 | \$1,916,500 |
| Napa | Napa County | Local Road | Silverado Trail Phase G Rehab | Maintenance/ Rehabilitation | NAP130009 | \$1,722,000 | | | \$1,107,000 | \$2,829,000 |
| Napa | Napa County | Local Road | Garnett Bridge Greenwood Ave | Maintenance/ Rehabilitation | NAP150002 | | | | \$6,050,000 | \$6,050,000 |
| Napa | Napa County | Local Road | Silverado Trail Yountville-Napa Safety Improvement | System Management | NAP130010 | \$25,000 | | | \$143,000 | \$168,000 |
| Napa | Napa Vine | Transit | Park & Ride Lots in Napa County | Expansion | NAP050009 | \$2,680,000 | \$2,350,000 | | | \$5,030,000 |
| Napa | NVTA | Local Road | Napa Valley Vine Trail Design and Construction | Expansion | NAP110014 | \$2,381,569 | | \$3,600,000 | \$2,711,000 | \$8,692,569 |
| Napa | NVTA | Local Road | Napa Valley Vine Trail Calistoga-St. Helena Seg. | Expansion | NAP150003 | \$3,100,000 | | \$6,106,000 | | \$9,206,000 |
| Napa | NVTA | State Highway | SR 12/29/221 Soscol Junction Interchange Study | Expansion | NAP090003 | | | \$6,300,000 | | \$6,300,000 |
| Napa | NVTA | Transit | NVTA: Replace Rolling Stock | Maintenance/ Rehabilitation | NAP090005 | \$8,431,090 | \$1,985,000 | | \$4,312,000 | \$14,728,090 |
| Napa | NVTA | Transit | NVTA Equipment Replacement and Upgrades | Maintenance/ Rehabilitation | NAP090008 | \$1,606,098 | | | \$882,894 | \$2,488,992 |
| Napa | NVTA | Transit | NVTA: ADA Operating Assistance | Operations | NAP030004 | \$151,145 | | | \$322,303 | \$473,448 |
| Napa | NVTA | Transit | Napa Vine Operating Assistance | Operations | NAP970010 | \$21,299,904 | | | \$19,176,822 | \$40,476,726 |
| Napa | NVTA | Transit | Napa: Bus Stop Improvements | System Management | NAP030005 | \$630,691 | | | \$151,794 | \$782,485 |
| Napa | Yountville | Public Lands/ Trails | Hopper Creek Pedestrian Bridge and Path Project | Expansion | NAP130008 | | | | \$500,000 | \$500,000 |
| Total for Napa County | | | | | | \$53,554,166 | \$4,335,000 | \$125,819,000 | \$66,175,813 | \$249,883,979 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|---------------|--------------|---------------|---|-----------------------------|-----------|---------------|-------------|-----------------|---------------|-----------------|
| San Francisco | BART | Transit | BART/MUNI Direct Connection Platform | Expansion | SF-050014 | | \$3,000,000 | | | \$3,000,000 |
| San Francisco | BART | Transit | Regional Real-Time Transit Information at BART | System Management | SF-110044 | \$1,232,000 | | | \$3,168,000 | \$4,400,000 |
| San Francisco | MTC | Local Road | Regional Planning Activities and PPM - SF County | System Management | SF-170002 | \$517,854 | | | \$5,111,000 | \$5,628,854 |
| San Francisco | Port of SF | Local Road | Pier 70 19th Street & Illinois Street Sidewalk | Expansion | SF-130021 | \$2,220,000 | | | \$1,000,000 | \$3,220,000 |
| San Francisco | Port of SF | Transit | Mission Bay Ferry Terminal | Expansion | SF-170001 | \$17,540,000 | | | | \$17,540,000 |
| San Francisco | Port of SF | Transit | Embarcadero Corridor Transportation Improvements | System Management | SF-070009 | \$5,350,000 | | | | \$5,350,000 |
| San Francisco | SF County TA | Local Road | Treasure Is/Yerba Buena Is Street Improvements | Expansion | SF-130004 | \$47,960,000 | | | | \$47,960,000 |
| San Francisco | SF County TA | Local Road | Integrated Public-Private Partnership TDM Program | System Management | SF-110011 | \$134,666 | \$150,228 | | \$750,000 | \$1,034,894 |
| San Francisco | SF County TA | Local Road | Treasure Island Congestion Pricing Program | System Management | SF-110049 | \$8,255,000 | | | \$480,000 | \$8,735,000 |
| San Francisco | SF County TA | Local Road | SF Downtown Congestion Pricing (NE Cordon) | System Management | SF-130017 | \$104,200,000 | | | | \$104,200,000 |
| San Francisco | SF County TA | Local Road | Quint-Jerrold Connector Road | System Management | SF-150008 | \$10,040,448 | | | | \$10,040,448 |
| San Francisco | SF County TA | Local Road | SB I-280 Off-Ramp at Ocean Ave Realignment | System Management | SF-150013 | \$5,600,000 | | | | \$5,600,000 |
| San Francisco | SF County TA | State Highway | HOV Lanes on US 101 in SF - Project Development | Expansion | SF-130008 | \$2,000,000 | | | | \$2,000,000 |
| San Francisco | SF County TA | State Highway | Yerba Buena Island (YBI) Ramp Improvements | Maintenance/ Rehabilitation | SF-070027 | \$83,487,042 | | \$15,624,751 | \$139,916,728 | \$239,028,521 |
| San Francisco | SF County TA | State Highway | US 101 Doyle Drive Replacement | Maintenance/ Rehabilitation | SF-991030 | \$140,561,000 | | \$1,530,827,000 | \$315,348,569 | \$1,986,736,569 |
| San Francisco | SF County TA | Transit | Geary Bus Rapid Transit | Expansion | SF-070004 | \$183,700,000 | | | | \$183,700,000 |
| San Francisco | SF County TA | Transit | Oakdale Caltrain Station | Expansion | SF-090011 | \$800,000 | | | | \$800,000 |
| San Francisco | SF County TA | Transit | Construct Treasure Island Bus Terminal Facility | Expansion | SF-130010 | \$2,790,000 | | | | \$2,790,000 |
| San Francisco | SF County TA | Transit | Treasure Island Pricing Mobility Improvements | System Management | SF-130005 | \$23,500,000 | | | | \$23,500,000 |
| San Francisco | SF County TA | Transit | San Francisco Travel Smart Rewards Pilot Program | System Management | SF-150012 | \$127,000 | | | \$508,000 | \$635,000 |
| San Francisco | SF DPW | Local Road | Bayview Transportation Improvements | Expansion | SF-010038 | \$26,837,800 | | | \$9,312,200 | \$36,150,000 |
| San Francisco | SF DPW | Local Road | Harney Way Roadway Widening | Expansion | SF-090004 | \$23,512,200 | | | \$537,800 | \$24,050,000 |
| San Francisco | SF DPW | Local Road | Hunters Pt Shipyard and Candlestick Pt Local Roads | Expansion | SF-110006 | \$338,150,000 | | | | \$338,150,000 |
| San Francisco | SF DPW | Local Road | Southeast Waterfront Transportation Improvements | Expansion | SF-130006 | \$253,323,900 | | | \$0 | \$253,323,900 |
| San Francisco | SF DPW | Local Road | HOPE SF Street Grid Phase 1 | Expansion | SF-130007 | \$10,000,000 | | | | \$10,000,000 |
| San Francisco | SF DPW | Local Road | Great Highway Restoration | Maintenance/ Rehabilitation | SF-110005 | \$450,495 | | | \$6,375,205 | \$6,825,700 |
| San Francisco | SF DPW | Local Road | SF- Better Market Street Transportation Elements | System Management | SF-130001 | \$206,400,000 | | | | \$206,400,000 |
| San Francisco | SF DPW | Local Road | SF- Second Street Complete Streets and Road Diet | System Management | SF-130011 | \$3,371,788 | | | \$11,116,387 | \$14,488,175 |
| San Francisco | SF DPW | Local Road | SF- Broadway Chinatown Complete Streets | System Management | SF-130014 | \$4,334,951 | | \$387,000 | \$3,477,801 | \$8,199,752 |
| San Francisco | SF DPW | Local Road | John Yehall Chin Safe Routes to School | System Management | SF-150001 | \$1,537,433 | | \$358,000 | | \$1,895,433 |
| San Francisco | SF DPW | State Highway | Lombard Street Vision Zero Project | System Management | SF-150016 | \$8,425,000 | | \$2,507,000 | | \$10,932,000 |
| San Francisco | SFDPH | Local Road | SF SRTS Non-Infrastructure Program | System Management | SF-130018 | \$191,000 | | | \$1,799,000 | \$1,990,000 |
| San Francisco | SFDPH | Local Road | San Francisco Safe Routes to School (ATP) | System Management | SF-150003 | | | \$990,000 | | \$990,000 |
| San Francisco | SFDPH | Local Road | SF Safe Routes to School 2017-2019 | System Management | SF-150017 | \$133,372 | | \$2,411,000 | | \$2,544,372 |
| San Francisco | SFMTA | Local Road | Mission Bay/UCSF Multi-Modal Transportation Imps. | Expansion | SF-110002 | \$38,310,461 | | \$1,381,539 | \$10,000,000 | \$49,692,000 |
| San Francisco | SFMTA | Local Road | Linked Priced Electric Bikes | Expansion | SF-110037 | \$376,056 | | | \$1,504,221 | \$1,880,277 |
| San Francisco | SFMTA | Local Road | Implement Parkmerced Street Network | Expansion | SF-130002 | \$47,960,000 | | | | \$47,960,000 |
| San Francisco | SFMTA | Local Road | Twin Peaks Connectivity Planning | Expansion | SF-130022 | \$23,000 | | | \$167,589 | \$190,589 |
| San Francisco | SFMTA | Local Road | Mansell Corridor Complete Streets | System Management | SF-130015 | \$4,793,172 | | | \$1,762,239 | \$6,555,411 |
| San Francisco | SFMTA | Local Road | Eddy and Ellis Traffic Calming Improvement Project | System Management | SF-130019 | \$534,821 | | | \$1,175,105 | \$1,709,926 |
| San Francisco | SFMTA | Local Road | San Francisco Safer Streets Campaign | System Management | SF-150002 | | | \$2,000,000 | | \$2,000,000 |
| San Francisco | SFMTA | Local Road | SFMTA Station-Area Ped and Bicycle Access Imp. | System Management | SF-150004 | \$250,000 | | | \$1,000,000 | \$1,250,000 |
| San Francisco | SFMTA | Local Road | San Francisco Citywide Bicycle Wayfinding | System Management | SF-150009 | \$353,000 | | \$792,000 | | \$1,145,000 |
| San Francisco | SFMTA | Local Road | San Francisco Vision Zero Safety Investment | System Management | SF-150011 | \$979,000 | | \$4,058,000 | | \$5,037,000 |
| San Francisco | SFMTA | State Highway | SFGO-Corridor Management | System Management | SF-070030 | \$25,920,571 | | \$5,110,000 | \$25,840,521 | \$56,871,092 |
| San Francisco | SFMTA | Transit | SF Muni Third St LRT Phase 2 - New Central Subway | Expansion | SF-010037 | \$199,177,000 | | \$383,100,000 | \$995,723,000 | \$1,578,000,000 |
| San Francisco | SFMTA | Transit | Historic Streetcar Extension to Fort Mason | Expansion | SF-070003 | \$68,530,000 | | | | \$68,530,000 |
| San Francisco | SFMTA | Transit | Van Ness Avenue Bus Rapid Transit | Expansion | SF-070005 | \$112,695,133 | | \$7,304,868 | \$74,999,999 | \$195,000,000 |
| San Francisco | SFMTA | Transit | Additional Light Rail Vehicles to Expand Muni Rail | Expansion | SF-090012 | \$126,242,461 | | | \$10,227,539 | \$136,470,000 |
| San Francisco | SFMTA | Transit | Transit Center in Hunters Point | Expansion | SF-090016 | \$22,000,000 | | | | \$22,000,000 |
| San Francisco | SFMTA | Transit | Oakdale-Palou Interim High-Capacity Bus Corridor | Expansion | SF-090018 | \$22,000,000 | | | | \$22,000,000 |
| San Francisco | SFMTA | Transit | Extended Trolleybus Service into Hunters Point | Expansion | SF-090019 | \$51,000,000 | | | | \$51,000,000 |
| San Francisco | SFMTA | Transit | Geneva Harney BRT Infrastructure: Central Segment | Expansion | SF-090020 | \$43,000,000 | | | | \$43,000,000 |
| San Francisco | SFMTA | Transit | Geneva Harney BRT Infrastructure: Eastern Segment | Expansion | SF-090023 | \$98,115,000 | | | | \$98,115,000 |
| San Francisco | SFMTA | Transit | 19th Ave. & Parkmerced M-Line Realignment | Expansion | SF-130003 | \$80,940,000 | | | | \$80,940,000 |
| San Francisco | SFMTA | Transit | SFMTA: Purchase 60 foot expansion motor coaches | Expansion | SF-130020 | \$2,248,807 | | | \$39,495,226 | \$41,744,033 |
| San Francisco | SFMTA | Transit | SFMTA: Wayside Fare Collection Equipment | Maintenance/ Rehabilitation | SF-030013 | \$8,200,866 | \$512,000 | \$1,000,000 | \$31,602,875 | \$41,315,741 |
| San Francisco | SFMTA | Transit | SFMTA: Train Control & Trolley Signal Rehab/Replace | Maintenance/ Rehabilitation | SF-050024 | \$13,527,500 | \$730,452 | \$6,000,000 | \$45,262,000 | \$65,519,952 |
| San Francisco | SFMTA | Transit | Light Rail Vehicle Overhaul Program | Maintenance/ Rehabilitation | SF-050034 | \$16,380,620 | \$1,334,578 | \$9,503,268 | \$40,312,834 | \$67,531,300 |
| San Francisco | SFMTA | Transit | SFMTA: Trolley Coach Replacement | Maintenance/ Rehabilitation | SF-070045 | \$31,145,856 | \$2,349,901 | | \$84,721,806 | \$118,217,563 |
| San Francisco | SFMTA | Transit | SF Muni - Preventive Maintenance | Maintenance/ Rehabilitation | SF-090031 | \$1,958,000 | | | \$13,134,543 | \$15,092,543 |
| San Francisco | SFMTA | Transit | SFMTA: Paratransit Vehicle Replacements | Maintenance/ Rehabilitation | SF-090035 | \$3,528,916 | | | \$8,264,210 | \$11,793,126 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|---------------------------------------|---------|---------|--|-----------------------------|-----------|------------------------|----------------------|------------------------|------------------------|-------------------------|
| San Francisco | SFMTA | Transit | SFMTA Transportation Asset Management System | Maintenance/ Rehabilitation | SF-110010 | \$11,233,000 | | | \$8,800,000 | \$20,033,000 |
| San Francisco | SFMTA | Transit | SFMTA: Replace 58 40' Neoplan Buses | Maintenance/ Rehabilitation | SF-110050 | \$8,305,819 | | | \$33,223,273 | \$41,529,092 |
| San Francisco | SFMTA | Transit | SFMTA - Replacement of 40' Motor Coaches | Maintenance/ Rehabilitation | SF-150005 | \$4,375,000 | \$21,922,657 | | \$61,043,062 | \$87,340,719 |
| San Francisco | SFMTA | Transit | SFMTA Replacement of 60' Motor Coaches | Maintenance/ Rehabilitation | SF-150006 | \$24,403,486 | | | \$97,613,938 | \$122,017,424 |
| San Francisco | SFMTA | Transit | SFMTA Farebox Replacement | Maintenance/ Rehabilitation | SF-150007 | \$837,200 | | | \$3,348,800 | \$4,186,000 |
| San Francisco | SFMTA | Transit | SFMTA 30' Motor Coach Mid-Life Overhaul | Maintenance/ Rehabilitation | SF-150014 | \$3,281,482 | | | \$13,125,926 | \$16,407,408 |
| San Francisco | SFMTA | Transit | SFMTA: Replacement of 40' Trolley Coaches | Maintenance/ Rehabilitation | SF-150015 | \$5,000,000 | | | \$20,000,000 | \$25,000,000 |
| San Francisco | SFMTA | Transit | SF Muni Rail Replacement Program | Maintenance/ Rehabilitation | SF-95037B | \$43,544,169 | \$2,091,028 | \$4,000,000 | \$149,929,371 | \$199,564,568 |
| San Francisco | SFMTA | Transit | SFMTA: Cable Car Vehicle Renovation Program | Maintenance/ Rehabilitation | SF-970073 | \$3,807,647 | \$2,168,183 | \$125,250 | \$18,689,889 | \$24,790,969 |
| San Francisco | SFMTA | Transit | SFMTA: Trolley Overhead Recon. Program | Maintenance/ Rehabilitation | SF-970170 | \$21,926,805 | \$7,019,000 | \$6,183,000 | \$130,632,113 | \$165,760,918 |
| San Francisco | SFMTA | Transit | Islais Creek Motor Coach Facility | Maintenance/ Rehabilitation | SF-990004 | \$53,370,564 | \$400,000 | \$4,458,000 | \$62,756,457 | \$120,985,021 |
| San Francisco | SFMTA | Transit | Cable Car Traction Power & Guideway Rehab | Maintenance/ Rehabilitation | SF-99T002 | \$17,106,460 | \$1,007,000 | | \$53,876,956 | \$71,990,416 |
| San Francisco | SFMTA | Transit | SFMTA: ADA Paratransit operating support | Operations | SF-990022 | \$152,169,396 | | | \$64,879,655 | \$217,049,051 |
| San Francisco | SFMTA | Transit | SFMTA: Muni Forward Capital Implementation Program | System Management | SF-090032 | \$155,337,158 | | | \$17,022,842 | \$172,360,000 |
| San Francisco | SFMTA | Transit | SFMTA: 8X Customer First Program | System Management | SF-110045 | | | \$5,285,000 | \$6,352,000 | \$11,637,000 |
| San Francisco | SFMTA | Transit | Global Positioning System | System Management | SF-990003 | \$8,554,362 | \$11,283,000 | | \$16,089,232 | \$35,926,594 |
| San Francisco | TBJPA | Transit | Transbay Term/Caltrain Downtown Ext - Ph.1 | Expansion | SF-010015 | \$1,259,788,559 | \$197,416,608 | \$160,153,000 | \$642,041,833 | \$2,259,400,000 |
| San Francisco | TBJPA | Transit | Transbay Terminal/Caltrain Downtown Ext: Ph. 2 | Expansion | SF-050002 | \$1,917,187,608 | \$6,983,392 | | \$1,240,000 | \$1,925,411,000 |
| San Francisco | TBJPA | Transit | Transbay Transit Center - TIFIA Loan Debt Service | Expansion | SF-070029 | \$1,075,060,625 | | | | \$1,075,060,625 |
| San Francisco | WETA | Transit | WETA: Replace Ferry Vessels | Maintenance/ Rehabilitation | SF-110053 | \$5,235,337 | \$0 | \$2,862,400 | \$32,390,945 | \$40,488,682 |
| Total for San Francisco County | | | | | | \$7,307,397,866 | \$258,368,027 | \$2,156,421,076 | \$3,317,150,689 | \$13,039,337,658 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|-----------|----------------|---------------|---|-----------------------------|-----------|---------------|----------|---------------|---------------|-----------------|
| San Mateo | BART | Transit | BART: Preventive Maintenance | Maintenance/ Rehabilitation | SM-050005 | \$5,472,118 | | | \$27,742,249 | \$33,214,367 |
| San Mateo | BART | Transit | Daly City BART Station Intermodal Improvements | System Management | SM-130029 | \$550,000 | | \$350,000 | \$200,000 | \$1,100,000 |
| San Mateo | Belmont | Local Road | Ralston Avenue Pedestrian Route Improvements | Expansion | SM-130017 | \$70,000 | | | \$250,000 | \$320,000 |
| San Mateo | Belmont | Local Road | Old County Road Bicycle/Pedestrian Improvements | Expansion | SM-130018 | \$80,000 | | | \$270,000 | \$350,000 |
| San Mateo | Belmont | Local Road | Belmont Village Specific/Implementation Plan | System Management | SM-150004 | \$110,000 | | | \$440,000 | \$550,000 |
| San Mateo | Brisbane | State Highway | US 101/Candlestick Interchange | System Management | SM-090004 | \$13,890,000 | | | | \$13,890,000 |
| San Mateo | Burlingame | Local Road | Carolyn Ave Complete Streets and Road Diet | System Management | SM-130021 | \$174,000 | | | \$986,000 | \$1,160,000 |
| San Mateo | Caltrain | Transit | Caltrain South Terminal Phase II and III | Expansion | SM-070008 | \$300,000 | | \$14,000,000 | \$1,200,000 | \$15,500,000 |
| San Mateo | Caltrain | Transit | Caltrain Electrification | Maintenance/ Rehabilitation | SF-010028 | \$851,528,641 | | \$640,000,000 | \$120,471,359 | \$1,612,000,000 |
| San Mateo | Caltrain | Transit | San Mateo Bridges Replacement | Maintenance/ Rehabilitation | SM-010054 | \$6,275,016 | | \$24,694,509 | \$11,607,581 | \$42,577,106 |
| San Mateo | Caltrain | Transit | Caltrain: ADA Operating Set-aside | Operations | SM-050040 | \$1,462,494 | | | \$79,363 | \$1,541,857 |
| San Mateo | Caltrain | Transit | Caltrain Control Point Installation | System Management | SM-130026 | \$2,134,614 | | | \$2,840,952 | \$4,975,566 |
| San Mateo | Caltrain | Transit | Caltrain Off-peak Marketing Campaign | System Management | SM-130027 | \$5,800 | | | \$44,200 | \$50,000 |
| San Mateo | Caltrain | Transit | Map Based Real-Time Train Display for Caltrain.com | System Management | SM-150007 | \$6,000 | | | \$44,000 | \$50,000 |
| San Mateo | CCAG | Local Road | San Mateo Countywide ITS Improvements | System Management | SM-070002 | | | | \$4,298,000 | \$4,298,000 |
| San Mateo | CCAG | Local Road | San Mateo County SR2S Program | System Management | SM-110022 | \$1,306,000 | | | \$3,586,000 | \$4,892,000 |
| San Mateo | CCAG | Local Road | Local PDA Planning - San Mateo | System Management | SM-110067 | \$40,000 | | | \$302,000 | \$342,000 |
| San Mateo | CCAG | State Highway | US 101 HOV/ HOT from Santa Clara to I-380 | Expansion | SM-150017 | \$158,500,000 | | | \$9,399,000 | \$167,899,000 |
| San Mateo | CCAG | State Highway | Dumbarton Bridge to US101 Connection Study | System Management | SM-070029 | \$100,000 | | | \$378,000 | \$478,000 |
| San Mateo | CCAG | State Highway | Improve US 101 operations near Rte 92 | System Management | SM-090014 | \$500,000 | | | \$23,839,000 | \$24,339,000 |
| San Mateo | Daly City | Local Road | Daly City Central Corridor Bike/Ped Safety Imprmnt | Expansion | SM-150012 | \$257,000 | | \$2,019,000 | | \$2,276,000 |
| San Mateo | Daly City | Local Road | John Daly Boulevard Bicycle /Ped Improvements | System Management | SM-130011 | \$250,000 | | | \$1,290,000 | \$1,540,000 |
| San Mateo | East Palo Alto | Local Road | US-101 Pedestrian/Bicycle Overcrossing | Expansion | SM-130028 | \$600,000 | | \$8,600,000 | | \$9,200,000 |
| San Mateo | East Palo Alto | Local Road | Bay Rd Bicycle/Ped Improvements Phase II & III | Maintenance/ Rehabilitation | SM-070004 | \$2,452,550 | | | \$10,503,000 | \$12,955,550 |
| San Mateo | East Palo Alto | Local Road | US 101 University Ave Interchange Improvements | System Management | SM-070006 | \$5,120,000 | | | \$1,887,000 | \$7,007,000 |
| San Mateo | Half Moon Bay | State Highway | SR 92 Shoulder Widening & Curve Correction | Expansion | SM-010002 | \$5,300,000 | | \$0 | | \$5,300,000 |
| San Mateo | Half Moon Bay | State Highway | Route 1 improvements in Half Moon Bay | Expansion | SM-090015 | \$7,050,000 | | | | \$7,050,000 |
| San Mateo | Menlo Park | Local Road | Menlo Park-Variou Streets Bike /Ped Improvements | System Management | SM-130008 | \$103,260 | | | \$499,000 | \$602,260 |
| San Mateo | Menlo Park | Local Road | Menlo Park - Willow Rd Traffic Signal Modification | System Management | SM-130023 | \$85,000 | | | \$216,000 | \$301,000 |
| San Mateo | Menlo Park | State Highway | US 101 / Willow Road Interchange Reconstruction | Maintenance/ Rehabilitation | SM-010047 | \$36,500,000 | | \$7,009,000 | \$12,543,000 | \$56,052,000 |
| San Mateo | Millbrae | Local Road | US 101 Millbrae Ave Bike/Ped Bridge | Expansion | SM-050053 | \$2,150,000 | | | \$912,000 | \$3,062,000 |
| San Mateo | Millbrae | Local Road | Millbrae Various Streets and Roads Preservation | Maintenance/ Rehabilitation | SM-130009 | \$60,000 | | | \$445,000 | \$505,000 |
| San Mateo | Millbrae | Local Road | Millbrae Priority Development Area Specific Plan | System Management | SM-150001 | \$150,000 | | | \$500,000 | \$650,000 |
| San Mateo | MTC | Local Road | Regional Planning Activities and PPM - San Mateo | System Management | SM-170002 | \$495,181 | | | \$4,960,000 | \$5,455,181 |
| San Mateo | Pacifica | Local Road | Manor Drive Overcrossing and Milagra On Ramp | Expansion | SM-170004 | \$17,000,000 | | | | \$17,000,000 |
| San Mateo | Pacifica | Local Road | Palmetto Avenue Streetscape | System Management | SM-130016 | \$1,450,000 | | | \$1,000,000 | \$2,450,000 |
| San Mateo | Pacifica | State Highway | SR 1 - Fassler to Westport Drive Widening | Expansion | SM-050001 | \$43,650,000 | | \$6,900,000 | | \$50,550,000 |
| San Mateo | Redwood City | Local Road | Blomquist Street Extension | Expansion | SM-090007 | \$17,600,000 | | | | \$17,600,000 |
| San Mateo | Redwood City | Local Road | Middlefield Rd and Woodside Rd Intersection Improv | Expansion | SM-110065 | \$170,000 | | | \$339,924 | \$509,924 |
| San Mateo | Redwood City | Local Road | Middlefield Road Bicycle / Ped Improvements | Expansion | SM-130022 | \$4,898,000 | | | \$1,752,000 | \$6,650,000 |
| San Mateo | Redwood City | Local Road | Redwood City Various Streets Overlay | Maintenance/ Rehabilitation | SM-130002 | \$100,000 | | | \$548,000 | \$648,000 |
| San Mateo | Redwood City | Local Road | Redwood City Dwnrtwn Transit Area Impvmts-Streetcar | System Management | SM-150003 | \$100,000 | | | \$450,000 | \$550,000 |
| San Mateo | Redwood City | State Highway | US 101 / Woodside Interchange Improvement | Expansion | SM-050027 | \$49,110,000 | | | | \$49,110,000 |
| San Mateo | SamTrans | State Highway | SR 82 - El Camino Real Grand Boulevard Initiative | System Management | SM-050051 | \$1,395,991 | | | \$3,103,032 | \$4,499,023 |
| San Mateo | SamTrans | Transit | SAMTRANS: Preventive Maintenance | Maintenance/ Rehabilitation | SM-030023 | \$8,176,744 | \$79,069 | | \$47,357,006 | \$55,612,819 |
| San Mateo | SamTrans | Transit | Facility/Equipment Rehabilitation/Replacement | Maintenance/ Rehabilitation | SM-070049 | \$164,280 | | \$186,500 | \$1,402,000 | \$1,752,780 |
| San Mateo | SamTrans | Transit | Samtrans - Replace 62 1998 Gillig Buses | Maintenance/ Rehabilitation | SM-110062 | \$5,505,000 | | \$7,777,697 | \$22,347,271 | \$35,629,968 |
| San Mateo | SamTrans | Transit | SAMTRANS: Replacement of Articulated Bus Fleet | Maintenance/ Rehabilitation | SM-110068 | \$12,559,190 | | \$5,000,000 | \$40,157,000 | \$57,716,190 |
| San Mateo | SamTrans | Transit | SAMTRANS: Replacement of 2003 Gillig Buses | Maintenance/ Rehabilitation | SM-150005 | \$1,517,897 | | \$5,000,000 | \$26,914,860 | \$33,432,757 |
| San Mateo | SamTrans | Transit | SamTrans - Replacement of Non-Rev Vehicles | Maintenance/ Rehabilitation | SM-150008 | \$154,000 | | | \$616,000 | \$770,000 |
| San Mateo | SamTrans | Transit | SamTrans - Replacement of Cutaway Buses | Maintenance/ Rehabilitation | SM-150010 | \$197,640 | | | \$900,360 | \$1,098,000 |
| San Mateo | SamTrans | Transit | SamTrans - Purchase of Replacement Minivans | Maintenance/ Rehabilitation | SM-150011 | \$91,800 | | | \$418,200 | \$510,000 |
| San Mateo | SamTrans | Transit | SAMTRANS: ADA Paratransit Operating Subsidy | Operations | SM-990026 | \$2,119,443 | | | \$8,472,242 | \$10,591,685 |
| San Mateo | SamTrans | Transit | Reconfiguration of San Carlos Transit Center | System Management | SM-110054 | \$818,370 | | \$666,095 | \$3,500,000 | \$4,984,465 |
| San Mateo | SamTrans | Transit | SamTrans Service Plan (SSP) | System Management | SM-130025 | \$992,536 | | | | \$992,536 |
| San Mateo | San Bruno | Local Road | San Bruno Transit Corridor Pedestrian Imps | System Management | SM-110012 | \$116,500 | | | \$386,000 | \$502,500 |
| San Mateo | San Bruno | Local Road | San Bruno Ave Street Medians Improvements | System Management | SM-130019 | \$125,230 | | | \$735,000 | \$860,230 |
| San Mateo | San Bruno | State Highway | SR-35 (Skyline Blvd) Widening from I-280 to Sneath | Expansion | SM-170003 | \$4,450,000 | | | | \$4,450,000 |
| San Mateo | San Carlos | Local Road | US 101 Holly Pedestrian/Bicycle Overcrossing | Expansion | SM-150009 | \$7,450,000 | | | | \$7,450,000 |
| San Mateo | San Carlos | State Highway | San Carlos Streetscape and Ped Improvments | Expansion | SM-130012 | \$150,200 | | | \$1,000,000 | \$1,150,200 |
| San Mateo | San Carlos | State Highway | US101/Holly Interchange modification | System Management | SM-090008 | \$16,200,000 | | | | \$16,200,000 |
| San Mateo | San Mateo | Local Road | Mount Diablo Ave. Rehabilitation | Maintenance/ Rehabilitation | SM-130004 | \$55,000 | | | \$270,000 | \$325,000 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|-----------------------------------|------------------|----------------------|--|-------------------|-----------|------------------------|-----------------|----------------------|----------------------|------------------------|
| San Mateo | San Mateo | Local Road | North Central Pedestrian Improvement Program | System Management | SM-110064 | \$214,561 | | | \$1,339,924 | \$1,554,485 |
| San Mateo | San Mateo | Local Road | San Mateo Citywide Crosswalk Improvements | System Management | SM-130020 | \$65,000 | | | \$368,000 | \$433,000 |
| San Mateo | San Mateo | Local Road | City of San Mateo SR2S Program | System Management | SM-150002 | | | \$2,515,000 | | \$2,515,000 |
| San Mateo | San Mateo | Local Road | City of San Mateo Car Sharing Program | System Management | SM-150006 | \$55,152 | | | \$210,000 | \$265,152 |
| San Mateo | San Mateo | Local Road | San Mateo Downtown Parking Tech Implementation | System Management | SM-150016 | \$500,000 | | | \$1,500,000 | \$2,000,000 |
| San Mateo | San Mateo | State Highway | SR92/EI Camino Real (SR82) Ramp Modifications | System Management | SM-110047 | \$20,255,000 | | | \$7,845,000 | \$28,100,000 |
| San Mateo | San Mateo Co | Local Road | Semicircular Rd Bicycle / Ped Access Improvements | System Management | SM-130015 | \$83,460 | | | \$320,000 | \$403,460 |
| San Mateo | San Mateo Co | Local Road | RWC 2020 Sustainable Transportation Encouragement | System Management | SM-150013 | | | \$966,000 | | \$966,000 |
| San Mateo | San Mateo Co | Public Lands/ Trails | Midcoast Multi-Modal Trail | Expansion | SM-130032 | \$6,565,000 | | | | \$6,565,000 |
| San Mateo | San Mateo Co | State Highway | Hwy 1 Congestion throughput and safety improvement | System Management | SM-170001 | \$7,150,000 | | | | \$7,150,000 |
| San Mateo | San Mateo County | Local Road | Safe Routes to School for Health and Wellness | System Management | SM-150014 | \$25,000 | | \$1,020,000 | | \$1,045,000 |
| San Mateo | SF City/County | Public Lands/ Trails | Southern Skyline Blvd. Ridge Trail Extension | Expansion | SM-130031 | \$13,700,000 | | | \$1,000,000 | \$14,700,000 |
| San Mateo | SMCTA | State Highway | US 101 Aux lanes from Sierra Point to SF Cnty Line | Expansion | SM-090009 | \$74,800,000 | | | | \$74,800,000 |
| San Mateo | SSF | Local Road | SSF Citywide Sidewalk Gap Closure Project | Expansion | SM-130003 | \$47,000 | | | \$357,000 | \$404,000 |
| San Mateo | SSF | Local Road | SSF Linden/Spruce Ave Traffic Calming Improvements | System Management | SM-150015 | \$170,000 | | \$868,000 | | \$1,038,000 |
| San Mateo | SSF | State Highway | US 101/Produce Avenue Interchange | Expansion | SM-110003 | \$130,090,000 | | | | \$130,090,000 |
| San Mateo | SSF | State Highway | SSF Grand Blvd Project: Chestnut to Arroyo | System Management | SM-130013 | \$131,000 | | | \$1,000,000 | \$1,131,000 |
| San Mateo | SSF | State Highway | SSF Grand Blvd Project: Kaiser Way to McLellan | System Management | SM-130030 | \$548,000 | | | \$1,991,000 | \$2,539,000 |
| San Mateo | WETA | Transit | WETA: Redwood City Ferry Service | Expansion | SM-110002 | \$15,000,000 | | | | \$15,000,000 |
| Total for San Mateo County | | | | | | \$1,568,794,668 | \$79,069 | \$727,571,801 | \$419,332,523 | \$2,715,778,061 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|-------------|----------------|----------------------|--|-----------------------------|-----------|-----------------|-----------|---------------|---------------|-----------------|
| Santa Clara | Gilroy | Local Road | Gilroy New Ronan Channel and Lions Creek Trails | Expansion | SCL110032 | \$223,000 | | | \$1,706,000 | \$1,929,000 |
| Santa Clara | Morgan Hill | Local Road | Monterey Road Preservation | Maintenance/ Rehabilitation | SCL130043 | \$332,000 | | | \$1,379,000 | \$1,711,000 |
| Santa Clara | Mountain View | State Highway | Mountain View El Camino Real Streetscape Study | System Management | SCL150017 | \$40,000 | | | \$260,000 | \$300,000 |
| Santa Clara | MTC | Local Road | Regional Planning Activities and PPM - Santa Clara | System Management | SCL170001 | \$787,470 | | | \$8,698,000 | \$9,485,470 |
| Santa Clara | Palo Alto | Local Road | Arastradero Road Schoolscape/Multiuse Trail | Expansion | SCL130034 | \$502,000 | | | \$1,000,000 | \$1,502,000 |
| Santa Clara | Palo Alto | Local Road | Palo Alto - Citywide Traffic Signal upgrade | System Management | SCL050091 | \$138,000 | | | \$365,000 | \$503,000 |
| Santa Clara | Palo Alto | State Highway | Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge | Maintenance/ Rehabilitation | SCL130041 | \$8,650,000 | | | \$4,350,000 | \$13,000,000 |
| Santa Clara | San Jose | Local Road | Bay Trail Reach 9 & 9B | Expansion | SCL050082 | \$7,863,000 | | | \$675,000 | \$8,538,000 |
| Santa Clara | San Jose | Local Road | San Jose Charcot Avenue Extension Over I-880 | Expansion | SCL090003 | \$30,200,000 | | | | \$30,200,000 |
| Santa Clara | San Jose | Local Road | Coleman Avenue Widening from I-880 to Taylor St. | Expansion | SCL090005 | \$13,000,000 | | | | \$13,000,000 |
| Santa Clara | San Jose | Local Road | San Jose - Autumn Street Extension | Expansion | SCL110006 | \$16,326,000 | | | \$974,000 | \$17,300,000 |
| Santa Clara | San Jose | Local Road | San Jose: Los Gatos Creek Reach 5 Underpass | Expansion | SCL110029 | \$3,850,000 | | | \$1,200,000 | \$5,050,000 |
| Santa Clara | San Jose | Local Road | San Jose - Meridian Bike/Ped Improvements | Expansion | SCL130004 | \$524,000 | | | \$1,150,000 | \$1,674,000 |
| Santa Clara | San Jose | Local Road | St. Johns Bikeway and Pedestrian Improvements | Expansion | SCL130011 | \$691,000 | | | \$2,685,000 | \$3,376,000 |
| Santa Clara | San Jose | Local Road | East San Jose Bikeways | Expansion | SCL130016 | \$532,000 | | | \$2,000,000 | \$2,532,000 |
| Santa Clara | San Jose | Local Road | Downtown San Jose Bike Lanes and De-couplet | System Management | SCL090004 | \$21,315,000 | | | \$1,500,000 | \$22,815,000 |
| Santa Clara | San Jose | Local Road | San Jose Citywide SRTS Program | System Management | SCL130006 | \$157,000 | | | \$1,150,000 | \$1,307,000 |
| Santa Clara | San Jose | Local Road | Jackson Ave Bicycle and Pedestrian Improvements | System Management | SCL130007 | \$399,000 | | | \$1,500,000 | \$1,899,000 |
| Santa Clara | San Jose | Local Road | San Jose Pedestrian Oriented Traffic Signals | System Management | SCL130010 | \$798,000 | | | \$3,000,000 | \$3,798,000 |
| Santa Clara | San Jose | Local Road | North 1st Street Urban Village Plan | System Management | SCL150020 | \$86,781 | | | \$369,962 | \$456,743 |
| Santa Clara | San Jose | Local Road | Berryessa BART Urban Village Plan | System Management | SCL150021 | \$77,790 | | | \$331,630 | \$409,420 |
| Santa Clara | San Jose | Public Lands/ Trails | Coyote Creek Trail (Hwy 237-Story Rd) | Expansion | SCL050083 | \$31,825,930 | | \$5,256,000 | \$4,386,700 | \$41,468,630 |
| Santa Clara | San Jose | State Highway | US 101 / Blossom Hill I/C Reconst & Road Widening | Expansion | SCL030006 | \$15,000,000 | | | | \$15,000,000 |
| Santa Clara | San Jose | State Highway | US 101 / Mabury New Interchange | Expansion | SCL070004 | \$20,750,000 | | | | \$20,750,000 |
| Santa Clara | San Jose | Transit | San Jose International Airport People Mover | Expansion | SCL090019 | \$508,000,000 | | | | \$508,000,000 |
| Santa Clara | Santa Clara Co | Local Road | Montague Expwy Widening - Trade Zone-I-680 | Expansion | SCL090017 | \$15,540,000 | | | | \$15,540,000 |
| Santa Clara | Santa Clara Co | Local Road | San Tomas Expressway Widening | Expansion | SCL110007 | \$56,100,000 | | | | \$56,100,000 |
| Santa Clara | Santa Clara Co | Local Road | East San Jose Pedestrian Improvements | Expansion | SCL110121 | \$599,777 | | | \$2,127,977 | \$2,727,754 |
| Santa Clara | Santa Clara Co | Local Road | San Tomas Aquino Spur Multi-Use Trail Phase 2 | Expansion | SCL130022 | \$1,760,000 | | | \$3,234,000 | \$4,994,000 |
| Santa Clara | Santa Clara Co | Local Road | San Tomas Expressway Box Culvert Rehabilitation | Maintenance/ Rehabilitation | SCL090002 | \$1,368,698 | | | \$9,047,363 | \$10,416,061 |
| Santa Clara | Santa Clara Co | Local Road | Isabel Bridge Replacement (37C0089) | Maintenance/ Rehabilitation | SCL110108 | | | | \$5,930,000 | \$5,930,000 |
| Santa Clara | Santa Clara Co | Local Road | Capitol Expressway ITS and Bike/Ped Improvements | System Management | SCL130037 | \$1,899,000 | | | \$7,527,637 | \$9,426,637 |
| Santa Clara | Santa Clara Co | Local Road | Gilroy Moves! | System Management | SCL150015 | | | \$1,876,000 | | \$1,876,000 |
| Santa Clara | Saratoga | Local Road | Prospect Rd Complete Streets | System Management | SCL130026 | \$560,000 | | | \$4,205,000 | \$4,765,000 |
| Santa Clara | Saratoga | State Highway | Saratoga Village Sidewalk Rehabilitation | Maintenance/ Rehabilitation | SCL130027 | \$39,990 | | | \$162,000 | \$201,990 |
| Santa Clara | Sunnyvale | Local Road | Fair Oaks Avenue Bikeway and Street Enhancements | Expansion | SCL130029 | \$254,100 | | | \$956,000 | \$1,210,100 |
| Santa Clara | Sunnyvale | Local Road | Sunnyvale/Saratoga Traffic Signal, Bike/Ped Safety | System Management | SCL130028 | \$90,065 | | | \$524,000 | \$614,065 |
| Santa Clara | Sunnyvale | Local Road | Maude Avenue Bikeway and Streetscape | System Management | SCL130030 | \$135,000 | | | \$695,000 | \$830,000 |
| Santa Clara | Sunnyvale | Local Road | Sunnyvale SRTS Ped Infrastructure Improvements | System Management | SCL130032 | \$330,968 | | | \$1,569,000 | \$1,899,968 |
| Santa Clara | Sunnyvale | Public Lands/ Trails | Sunnyvale East and West Channel Multi-Use Trails | Expansion | SCL130031 | \$1,305,000 | | | \$3,440,000 | \$4,745,000 |
| Santa Clara | VTA | Local Road | Santa Clara Caltrain Station Bike/Ped Tunnel | Expansion | SCL090031 | \$10,887,170 | \$791,816 | | \$2,718,827 | \$14,397,813 |
| Santa Clara | VTA | Local Road | Local PDA Planning - Santa Clara | System Management | SCL110125 | \$534,103 | | | \$4,122,408 | \$4,656,511 |
| Santa Clara | VTA | Local Road | SR 237/US 101/Mathilda Interchange Modifications | System Management | SCL130001 | \$40,000,000 | | | | \$40,000,000 |
| Santa Clara | VTA | State Highway | I-880 Coleman Avenue I/C Reconfiguration | Expansion | SCL010019 | \$6,175,000 | | \$5,000,000 | \$66,869,150 | \$78,044,150 |
| Santa Clara | VTA | State Highway | New SR152 Alignment Study | Expansion | SCL090016 | \$5,000,000 | | \$5,000,000 | | \$10,000,000 |
| Santa Clara | VTA | State Highway | SR 85 Express Lanes | Expansion | SCL090030 | \$171,200,000 | | | \$4,800,000 | \$176,000,000 |
| Santa Clara | VTA | State Highway | Santa Clara County - US 101 Express Lanes | Expansion | SCL110002 | \$431,000,000 | | | | \$431,000,000 |
| Santa Clara | VTA | State Highway | SR 237 Express Lanes: Zanker Rd to Mathilda Ave | Expansion | SCL110008 | \$28,400,000 | | | \$1,600,000 | \$30,000,000 |
| Santa Clara | VTA | State Highway | SR 237 Express Lanes : Mathilda Avenue to SR 85 | Expansion | SCL130002 | \$83,790,000 | | | | \$83,790,000 |
| Santa Clara | VTA | State Highway | I-880 Stevens Creek Landscaping | System Management | SCL130044 | \$3,175,000 | | | \$696,139 | \$3,871,139 |
| Santa Clara | VTA | State Highway | I-680 Soundwalls - Capitol Expwy to Mueller Ave | System Management | SCL150001 | | | | \$4,456,000 | \$4,456,000 |
| Santa Clara | VTA | State Highway | I-280/Winchester Study | System Management | SCL150014 | \$500,000 | | | \$500,000 | \$1,000,000 |
| Santa Clara | VTA | Transit | BART - Berryessa to San Jose Extension | Expansion | BRT030001 | \$3,947,628,000 | | | \$14,672,000 | \$3,962,300,000 |
| Santa Clara | VTA | Transit | Capitol Expressway LRT Extension- Phase II | Expansion | SCL050009 | \$236,360,000 | | \$39,000,000 | \$18,540,000 | \$293,900,000 |
| Santa Clara | VTA | Transit | LRT Extension to Vasona Junction | Expansion | SCL090040 | \$176,000,000 | | | | \$176,000,000 |
| Santa Clara | VTA | Transit | BART - Warm Springs to Berryessa Extension | Expansion | SCL110005 | \$1,279,379,520 | | \$353,339,000 | \$889,180,992 | \$2,521,899,512 |
| Santa Clara | VTA | Transit | El Camino Real Bus Rapid Transit | Expansion | SCL110009 | \$233,700,000 | | | | \$233,700,000 |
| Santa Clara | VTA | Transit | VTA: Stevens Creek Bus Rapid Transit | Expansion | SCL110010 | \$160,793,765 | | | \$712,888 | \$161,506,653 |
| Santa Clara | VTA | Transit | Montague Expy Ped Bridge at Milpitas BART | Expansion | SCL130040 | \$9,234,588 | | | \$3,512,555 | \$12,747,143 |
| Santa Clara | VTA | Transit | VTA: Standard & Small Bus Replacement | Maintenance/ Rehabilitation | SCL050001 | \$121,229,477 | | \$5,847,500 | \$83,820,771 | \$210,897,748 |
| Santa Clara | VTA | Transit | VTA: Rail Replacement Program | Maintenance/ Rehabilitation | SCL050002 | \$5,804,810 | | \$1,328,000 | \$22,916,153 | \$30,048,963 |
| Santa Clara | VTA | Transit | VTA: Rail Substation Rehab/Replacement | Maintenance/ Rehabilitation | SCL050049 | \$3,130,070 | | \$2,500,000 | \$20,012,282 | \$25,642,352 |

TIP Project Listing - Funding by Funding Authority
 2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|-------------------------------------|---------|---------|---|-----------------------------|-----------|------------------------|------------------|----------------------|------------------------|-------------------------|
| Santa Clara | VTA | Transit | VTA: TP OCS Rehab & Replacement | Maintenance/ Rehabilitation | SCL090044 | \$1,816,989 | | | \$7,267,951 | \$9,084,940 |
| Santa Clara | VTA | Transit | VTA: Light Rail Bridge and Structure - SG Repair | Maintenance/ Rehabilitation | SCL110099 | \$340,000 | | | \$1,360,000 | \$1,700,000 |
| Santa Clara | VTA | Transit | VTA: Kinkisharyo LRV Overhaul Program | Maintenance/ Rehabilitation | SCL110100 | \$257,400 | | | \$1,029,600 | \$1,287,000 |
| Santa Clara | VTA | Transit | VTA: Light Rail Track Crossovers and Switches | Maintenance/ Rehabilitation | SCL110104 | \$884,130 | | | \$3,536,518 | \$4,420,648 |
| Santa Clara | VTA | Transit | VTA Train to Wayside Communication System Upgrade | Maintenance/ Rehabilitation | SCL150005 | \$50,000 | | | \$200,000 | \$250,000 |
| Santa Clara | VTA | Transit | VTA: Preventive Maintenance | Maintenance/ Rehabilitation | SCL990046 | \$121,053,756 | | | \$475,213,775 | \$596,267,531 |
| Santa Clara | VTA | Transit | VTA: ADA Operating Set Aside | Operations | SCL050046 | \$9,838,405 | | | \$38,791,439 | \$48,629,844 |
| Santa Clara | VTA | Transit | VTA: Photovoltaic Solar Panel Alternative Energy | System Management | SCL090041 | \$187,500 | | | \$750,000 | \$937,500 |
| Santa Clara | VTA | Transit | VTA: Back-up Power for Elevated Stations | System Management | SCL150006 | \$80,000 | | | \$320,000 | \$400,000 |
| Santa Clara | VTA | Transit | VTA Track Intrusion Abatement | System Management | SCL150008 | \$800,000 | | | \$3,200,000 | \$4,000,000 |
| Santa Clara | VTA | Transit | VTA: N 1st Street LR Speed Improvements | System Management | SCL150011 | \$100,000 | | | \$400,000 | \$500,000 |
| Santa Clara | VTA | Transit | Peery Park Rides | System Management | SCL150018 | \$951,000 | | | \$1,129,000 | \$2,080,000 |
| Total for Santa Clara County | | | | | | \$7,852,331,252 | \$791,816 | \$419,146,500 | \$1,750,426,717 | \$10,022,696,285 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|--------------------------------|---------------|---------------|--|-----------------------------|-----------|------------------------|---------------------|----------------------|----------------------|------------------------|
| Solano | Dixon | Local Road | Dixon SR2S Infrastructure Improvements | System Management | SOL130012 | \$24,956 | | | \$100,000 | \$124,956 |
| Solano | Fairfield | Transit | Fairfield/Vacaville Intermodal Rail Station | Expansion | SOL030002 | \$18,642,548 | \$32,200,126 | \$26,394,623 | \$3,354,164 | \$80,591,461 |
| Solano | Fairfield | Transit | Fairfield Transportation Center - Phase 3 | Expansion | SOL110007 | \$7,550,000 | | | \$773,000 | \$8,323,000 |
| Solano | F-S Transit | Transit | Fairfield Transit: 2 Gillig Bus Replacements | Maintenance/ Rehabilitation | SOL110041 | \$278,654 | | | \$1,114,610 | \$1,393,264 |
| Solano | F-S Transit | Transit | Fairfield-Suisun Transit: Operating Assistance | Operations | SOL010006 | \$24,839,970 | | | \$34,735,684 | \$59,575,654 |
| Solano | MTC | Local Road | Regional Planning Activities and PPM - Solano | System Management | SOL170001 | \$495,181 | | | \$4,503,000 | \$4,998,181 |
| Solano | MTC | State Highway | I-80 Express Lanes - Fairfield & Vacaville Ph I&II | Expansion | SOL110001 | \$221,600,000 | \$15,200,000 | | | \$236,800,000 |
| Solano | Rio Vista | State Highway | SR 12 crossing with updated lighting | System Management | SOL130014 | \$60,000 | \$70,330 | | \$100,000 | \$230,330 |
| Solano | Solano County | Local Road | Cordelia Hills Sky Valley | Expansion | SOL070012 | \$590,000 | | | \$2,160,000 | \$2,750,000 |
| Solano | Solano County | Local Road | Suisun Vallley Bicycle and Pedestrian Imps | Expansion | SOL130007 | \$6,402,400 | | | \$1,175,000 | \$7,577,400 |
| Solano | Solano County | State Highway | Redwood-Fairgrounds Dr Interchange Imps | Expansion | SOL090015 | \$95,106,154 | | | \$1,263,846 | \$96,370,000 |
| Solano | SolTrans | Transit | SolTrans: Preventive Maintenance | Maintenance/ Rehabilitation | SOL070032 | \$688,179 | | | \$2,332,672 | \$3,020,851 |
| Solano | SolTrans | Transit | SolTrans: Bus Maintenance Facility Renovation | Maintenance/ Rehabilitation | SOL090033 | \$834,350 | | | \$3,337,398 | \$4,171,748 |
| Solano | SolTrans | Transit | Bus Replacement (Alternative Fuel) | Maintenance/ Rehabilitation | SOL090034 | \$890,943 | | \$1,559,402 | \$4,504,380 | \$6,954,725 |
| Solano | SolTrans | Transit | Bus Replacement (Commuter) | Maintenance/ Rehabilitation | SOL130019 | \$435,646 | | | \$1,742,581 | \$2,178,227 |
| Solano | SolTrans | Transit | SolTrans: ADA Paratransit Operating Subsidy | Operations | SOL110025 | \$619,133 | | | \$2,476,532 | \$3,095,665 |
| Solano | SolTrans | Transit | SolTrans: Operating Assistance | Operations | SOL110040 | \$13,088,834 | | | \$13,088,834 | \$26,177,668 |
| Solano | STA | Local Road | Jepson: Vanden Road from Peabody to Leisure Town | Expansion | SOL110003 | \$2,512,591 | | \$27,413,000 | \$530,264 | \$30,455,855 |
| Solano | STA | Local Road | Jepson: Walters Rd Ext - Peabody Rd Widening | Expansion | SOL110004 | \$12,801,000 | | \$630,000 | | \$13,431,000 |
| Solano | STA | Local Road | Jepson: Leisure Town Road from Vanden to Commerce | Expansion | SOL110005 | \$4,145,247 | | \$491,000 | \$23,432,153 | \$28,068,400 |
| Solano | STA | Local Road | Jepson: Leisure Town Road (Commerce to New Ulatis) | Expansion | SOL110006 | \$2,576,842 | | \$200,000 | \$9,545,000 | \$12,321,842 |
| Solano | STA | Local Road | Ingraining Walking & Rolling into School Culture | Operations | SOL150001 | | | \$388,000 | | \$388,000 |
| Solano | STA | Local Road | Solano Safe Routes to School Program | System Management | SOL110019 | \$60,683 | | | \$2,580,906 | \$2,641,589 |
| Solano | STA | Local Road | STA SR2S Infrastructure & Non-infrastructure | System Management | SOL150004 | \$400,000 | | \$3,067,000 | | \$3,467,000 |
| Solano | STA | State Highway | I-80/I-680/SR 12 Interchange Project | Expansion | SOL070020 | \$567,413,008 | \$28,677,992 | \$120,829,000 | \$1,000,000 | \$717,920,000 |
| Solano | STA | State Highway | SR12/Church Rd Intersection Improvements | System Management | SOL150003 | \$4,800,000 | | | | \$4,800,000 |
| Solano | Suisun City | Local Road | Driftwood Drive Path | Expansion | SOL130020 | \$148,000 | \$108,076 | | \$439,045 | \$695,121 |
| Solano | Vacaville | Local Road | Allison Bicycle / Ped Improvements | Expansion | SOL130005 | \$60,600 | | | \$450,000 | \$510,600 |
| Solano | Vacaville | State Highway | I-505/Vaca Valley Off-Ramp and Intersection Imprv. | Expansion | SOL090001 | \$1,540,000 | | | | \$1,540,000 |
| Solano | Vacaville | Transit | Vacaville Intermodal Station - Phase 2 | Expansion | SOL110009 | \$9,260,000 | | | \$1,950,000 | \$11,210,000 |
| Solano | Vacaville | Transit | Vacaville Transit: Operating Assistance | Operations | SOL010007 | \$9,312,715 | | | \$10,156,118 | \$19,468,833 |
| Solano | Vacaville | Transit | Transit Marketing and Public Outreach | System Management | SOL130017 | \$44,000 | | | \$171,388 | \$215,388 |
| Solano | Vallejo | Local Road | SR2T - Curtola Bike Path | Expansion | SOL150002 | \$97,179 | \$750,000 | | | \$847,179 |
| Solano | Vallejo | Local Road | Vallejo Downtown Streetscape | System Management | SOL110035 | \$699,000 | | | \$3,590,000 | \$4,289,000 |
| Solano | Vallejo | Local Road | Vallejo SRTS Infrastructure Improvements | System Management | SOL130015 | \$34,500 | | | \$247,728 | \$282,228 |
| Solano | Vallejo | State Highway | I-80 / American Canyon Rd overpass Improvements | Expansion | SOL990018 | \$5,230,000 | | | | \$5,230,000 |
| Solano | Vallejo | State Highway | Sonoma Boulevard Improvements HSIP5-04-031 | System Management | SOL110037 | \$47,334 | | | \$365,068 | \$412,402 |
| Total for Solano County | | | | | | \$1,013,329,647 | \$77,006,524 | \$180,972,025 | \$131,219,371 | \$1,402,527,567 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|--------|-----------------|---------------|--|-----------------------------|-----------|---------------|----------|---------------|--------------|---------------|
| Sonoma | Caltrans | State Highway | Son 101 HOV - SR 12 to Steele & Steele Lane I/C | Expansion | SON010001 | | | \$6,063,000 | | \$6,063,000 |
| Sonoma | Cloverdale | Local Road | Cloverdale - Safe Routes to School Phase 2 | Expansion | SON130016 | \$167,044 | | | \$250,000 | \$417,044 |
| Sonoma | Cotati | Local Road | Cotati - Old Redwood Highway S. Preservation | Maintenance/ Rehabilitation | SON130008 | \$50,000 | | | \$250,000 | \$300,000 |
| Sonoma | Healdsburg | Local Road | Healdsburg Pedestrian Safety and Access Improvmnts | System Management | SON110054 | \$135,735 | | | \$202,937 | \$338,672 |
| Sonoma | MTC | Local Road | Regional Planning Activities and PPM - Sonoma | System Management | SON170002 | \$495,181 | | | \$4,669,000 | \$5,164,181 |
| Sonoma | NBFS | Transit | Ferry Service to Port Sonoma | Expansion | SON070013 | \$3,862,000 | | | \$19,309,000 | \$23,171,000 |
| Sonoma | Petaluma | Local Road | Petaluma Complete Streets | Maintenance/ Rehabilitation | SON130002 | \$240,000 | | | \$1,848,000 | \$2,088,000 |
| Sonoma | Petaluma | Transit | Petaluma Transit: AVL System | Maintenance/ Rehabilitation | SON090030 | \$147,462 | | \$52,167 | \$472,302 | \$671,931 |
| Sonoma | Petaluma | Transit | Petaluma: Purchase 2 Paratransit Cutaways FY13 | Maintenance/ Rehabilitation | SON110051 | \$33,466 | | | \$133,864 | \$167,330 |
| Sonoma | Petaluma | Transit | Petaluma: Replace 2 Paratransit Cutaways FY14 | Maintenance/ Rehabilitation | SON110052 | \$34,379 | | | \$137,516 | \$171,895 |
| Sonoma | Petaluma | Transit | Petaluma Transit: Purchase (1) Fixed Route Bus | Maintenance/ Rehabilitation | SON150004 | \$155,390 | | | \$621,560 | \$776,950 |
| Sonoma | Petaluma | Transit | Petaluma Transit: (3) Digital Two-Way Radios | Maintenance/ Rehabilitation | SON150005 | \$369 | | | \$1,476 | \$1,845 |
| Sonoma | Petaluma | Transit | Petaluma Transit: Purchase (2) Fixed Route Buses | Maintenance/ Rehabilitation | SON150014 | \$261,360 | | | \$1,190,640 | \$1,452,000 |
| Sonoma | Petaluma | Transit | Petaluma Transit: ADA Set-Aside | Operations | SON150007 | \$41,728 | | | \$166,910 | \$208,638 |
| Sonoma | Petaluma | Transit | Petaluma Transit: Transit Signal Priority System | System Management | SON130020 | \$149,626 | | | \$378,692 | \$528,318 |
| Sonoma | Petaluma | Transit | PetalumaTransit:Clipper Equip for FixedRoute Buses | System Management | SON150015 | \$3,600 | | | \$14,400 | \$18,000 |
| Sonoma | Petaluma | Transit | PetalumaTransit:Comm Equip for 3 Fixed Route Buses | System Management | SON150016 | \$6,811 | | | \$27,244 | \$34,055 |
| Sonoma | Rohnert Park | Local Road | Rohnert Park Various Streets Preservation | Maintenance/ Rehabilitation | SON130009 | \$351,000 | | | \$1,103,000 | \$1,454,000 |
| Sonoma | Rohnert Park | Local Road | Rohnert Park Streetscape and Pedestrian Imps | System Management | SON130007 | \$120,000 | | | \$500,000 | \$620,000 |
| Sonoma | Santa Rosa | Local Road | Santa Rosa Cmplt Sts Road Diet on Transit Corridor | Maintenance/ Rehabilitation | SON130017 | \$400,000 | | | \$2,460,000 | \$2,860,000 |
| Sonoma | Santa Rosa | Local Road | Downtown Santa Rosa Streetscape | System Management | SON130006 | \$94,000 | | | \$713,000 | \$807,000 |
| Sonoma | Santa Rosa | Local Road | Jennings Ave Bike & Ped RR Crossing Corridor | System Management | SON150003 | \$1,761,000 | | | | \$1,761,000 |
| Sonoma | Santa Rosa | State Highway | US 101 Hearn Ave Interchange | System Management | SON150006 | \$34,650,000 | | | | \$34,650,000 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa City Bus Replacement Bus Purchase | Maintenance/ Rehabilitation | SON070020 | \$885,956 | | \$1,490,352 | \$3,236,344 | \$5,612,652 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa CityBus: Preventative Maintenance | Maintenance/ Rehabilitation | SON090024 | \$2,267,643 | | | \$8,039,295 | \$10,306,938 |
| Sonoma | SantaRosa Bus | Transit | SantaRosa Bus: Bus Replacement Purchase | Maintenance/ Rehabilitation | SON150008 | \$1,474,821 | | | \$511,220 | \$1,986,041 |
| Sonoma | SantaRosa Bus | Transit | SRCityBus Non-Revenue Vehicle and Capital Equipmnt | Maintenance/ Rehabilitation | SON150017 | \$14,000 | | | \$56,000 | \$70,000 |
| Sonoma | SantaRosa Bus | Transit | SR City Bus: Garage Hoist for Bus Repairs | Maintenance/ Rehabilitation | SON150018 | \$72,000 | | | \$288,000 | \$360,000 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa CityBus: Operating Assistance | Operations | SON090023 | \$11,622,034 | | | \$11,622,034 | \$23,244,068 |
| Sonoma | SantaRosa Bus | Transit | Implementation of Reimagining CityBus | Operations | SON150019 | \$20,262 | | | \$156,390 | \$176,652 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa City Bus: Transit Enhancements | System Management | SON030012 | \$118,536 | | | \$362,044 | \$480,580 |
| Sonoma | Son Co Reg Park | Local Road | Bodega Bay Trail Segments 1B and 1C | Expansion | SON070008 | \$817,000 | | | \$0 | \$817,000 |
| Sonoma | Son Co Reg Park | Local Road | Central Sonoma Valley Trail | Expansion | SON110050 | \$125,000 | | | \$500,000 | \$625,000 |
| Sonoma | Son Co TA | Local Road | Santa Rosa Car Share | System Management | SON150010 | | | \$220,000 | \$170,130 | \$390,130 |
| Sonoma | Son Co TA | State Highway | Son 101 HOV - Steele Lane to Windsor (North) | Expansion | SON010019 | \$26,000,000 | | \$91,260,000 | \$5,039,440 | \$122,299,440 |
| Sonoma | Son Co TA | State Highway | Son 101 HOV - Redwood Hwy to Rohnert Park Expwy | Expansion | SON010024 | \$26,390,000 | | \$108,562,000 | | \$134,952,000 |
| Sonoma | Son Co TA | State Highway | US 101 Marin/Sonoma Narrows (Sonoma) | Expansion | SON070004 | \$263,373,000 | | \$103,160,000 | \$6,994,000 | \$373,527,000 |
| Sonoma | Son Co TA | State Highway | US 101 Airport I/C (North B) | System Management | SON090005 | \$18,700,000 | | \$24,108,000 | | \$42,808,000 |
| Sonoma | Son Co TA | State Highway | Highway 116/121 Intersection Improvement Project | System Management | SON150009 | \$26,100,000 | | | | \$26,100,000 |
| Sonoma | Son Co Transit | Transit | Sonoma Co Transit: Preventive Maintenance Program | Maintenance/ Rehabilitation | SON030005 | \$3,811,462 | | | \$12,557,940 | \$16,369,402 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Replacement Bus Purchase | Maintenance/ Rehabilitation | SON110049 | \$576,596 | | | \$1,482,504 | \$2,059,100 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Replacement CNG Buses | Maintenance/ Rehabilitation | SON150012 | \$339,447 | | \$373,086 | \$199,667 | \$912,200 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Replace 2006 CNG Buses | Maintenance/ Rehabilitation | SON150013 | \$379,989 | | | \$643,569 | \$1,023,558 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Bus Stop Improvement | System Management | SON050021 | \$32,618 | | | \$119,081 | \$151,699 |
| Sonoma | Sonoma County | Local Road | Laughlin Bridge over Mark West Crk 20C0246 | Expansion | SON050001 | \$305,000 | | | \$13,940,000 | \$14,245,000 |
| Sonoma | Sonoma County | Local Road | Replace Lambert Bridge over Dry Creek 20C0248 | Expansion | SON090026 | \$0 | | \$0 | \$7,218,750 | \$7,218,750 |
| Sonoma | Sonoma County | Local Road | Replace West Dry Creek Bridge over Pena Ck 20C0407 | Expansion | SON090027 | | | | \$5,050,000 | \$5,050,000 |
| Sonoma | Sonoma County | Local Road | Replace Hauser Bridge over Gualala River 20C0240 | Expansion | SON110025 | | | | \$6,584,000 | \$6,584,000 |
| Sonoma | Sonoma County | Local Road | Rehab King Ridge Bridge over Austin Crk 20C0433 | Maintenance/ Rehabilitation | SON070026 | | | | \$4,275,400 | \$4,275,400 |
| Sonoma | Sonoma County | Local Road | Replace Geysers Bridge over Sulpher Crk 20C0005 | Maintenance/ Rehabilitation | SON090001 | \$138,602 | | | \$7,936,749 | \$8,075,351 |
| Sonoma | Sonoma County | Local Road | Replace Chalk Hill Bridge over Maacama Crk 20C0242 | Maintenance/ Rehabilitation | SON090025 | | | | \$6,772,709 | \$6,772,709 |
| Sonoma | Sonoma County | Local Road | Replace Bohan Dillon Bridge over Gualala 20C0435 | Maintenance/ Rehabilitation | SON110024 | | | | \$2,070,000 | \$2,070,000 |
| Sonoma | Sonoma County | Local Road | Replace Freestone Flat Bridge over Salmon 20C0440 | Maintenance/ Rehabilitation | SON110026 | | | | \$4,022,500 | \$4,022,500 |
| Sonoma | Sonoma County | Local Road | Sonoma County Various Streets & Roads Preservation | Maintenance/ Rehabilitation | SON130010 | \$438,000 | | | \$3,377,000 | \$3,815,000 |
| Sonoma | Sonoma County | Local Road | Bodega Highway Pavement Rehabilitation | Maintenance/ Rehabilitation | SON130015 | \$190,000 | | | \$1,000,000 | \$1,190,000 |
| Sonoma | Sonoma County | Local Road | Sonoma County - Safe Routes to School Program | System Management | SON130014 | \$179,000 | | | \$1,379,000 | \$1,558,000 |
| Sonoma | Sonoma County | Local Road | PDA Planning - Springs Area Plan | System Management | SON150001 | \$58,300 | | | \$450,000 | \$508,300 |
| Sonoma | Sonoma County | Local Road | PDA Planning - Airport Station/Specific Plan Amend | System Management | SON150002 | \$45,347 | | | \$350,000 | \$395,347 |
| Sonoma | Sonoma County | Local Road | Sonoma SRTS High School Pilot | System Management | SON150011 | | | \$872,000 | | \$872,000 |
| Sonoma | Windsor | Local Road | Jaguar Way/Windsor Road Bicycle /Ped Improvements | System Management | SON130003 | \$768,000 | | | \$630,000 | \$1,398,000 |

TIP Project Listing - Funding by Funding Authority
 2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|--------------------------------|---------|------------|--|-------------------|-----------|----------------------|------------|----------------------|----------------------|----------------------|
| Sonoma | Windsor | Local Road | Conde Ln/Johnson St Pedestrian Improvements | System Management | SON130012 | \$173,000 | | | \$432,000 | \$605,000 |
| Sonoma | Windsor | Local Road | Bell Rd/Market St/Windsor River Rd Ped Improvement | System Management | SON130013 | \$305,500 | | | \$410,000 | \$715,500 |
| Sonoma | Windsor | Local Road | Windsor River Road/Windsor Road/NWPRR Intersection | System Management | SON170001 | \$8,800,000 | | | | \$8,800,000 |
| Total for Sonoma County | | | | | | \$437,681,264 | \$0 | \$336,160,605 | \$152,325,307 | \$926,167,176 |

TIP Project Listing - Funding by Funding Authority
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|--------------|----------|----------------------|--|-----------------------------|-----------|-----------------|---------------|---------------|---------------|-----------------|
| Multi-County | ACE | Transit | ACE Positive Train Control | System Management | REG110044 | \$27,200,334 | | \$667,000 | \$6,458,024 | \$34,325,358 |
| Multi-County | BAIFA | Tollway | Regional Express Lane Network | System Management | REG130004 | \$0 | \$78,011,000 | | | \$78,011,000 |
| Multi-County | BAIFA | Tollway | ALA/CC-80 and Bay Bridge Approach Express Lanes | System Management | VAR170003 | \$93,300,000 | \$5,000,000 | | | \$98,300,000 |
| Multi-County | BART | Transit | BART Train Control Renovation | Maintenance/ Rehabilitation | BRT030004 | \$31,800,000 | \$10,678,000 | \$17,500,000 | \$159,999,289 | \$219,977,289 |
| Multi-County | BART | Transit | BART: Traction Power System Renovation | Maintenance/ Rehabilitation | BRT030005 | \$29,783,000 | \$5,722,000 | | \$147,820,000 | \$183,325,000 |
| Multi-County | BART | Transit | BART: Rail, Way and Structures Program | Maintenance/ Rehabilitation | BRT97100B | \$31,886,282 | \$4,000,000 | | \$155,445,125 | \$191,331,407 |
| Multi-County | BART | Transit | BART Car Exchange (Preventive Maintenance) | Maintenance/ Rehabilitation | REG050020 | \$281,722,980 | | | \$392,661,632 | \$674,384,612 |
| Multi-County | BART | Transit | BART: Railcar Procurement Program | Maintenance/ Rehabilitation | REG090037 | \$1,959,446,711 | | | \$68,625,710 | \$2,028,072,421 |
| Multi-County | BART | Transit | ADA Paratransit Capital Accessibility Improve | System Management | BRT99T01B | \$7,185,343 | \$1,000,000 | | \$32,630,434 | \$40,815,777 |
| Multi-County | BART | Transit | BART Station Modernization Program | System Management | CC-130048 | | | \$205,250,567 | \$23,047,688 | \$228,298,255 |
| Multi-County | BART | Transit | Transit-Oriented Development Pilot Planning Progra | System Management | REG150005 | \$320,000 | | | \$1,100,000 | \$1,420,000 |
| Multi-County | Caltrain | Transit | Caltrain: Revenue Vehicle Rehab Program | Maintenance/ Rehabilitation | REG090051 | \$1,720,434 | | | \$6,875,752 | \$8,596,186 |
| Multi-County | Caltrain | Transit | Caltrain: Systemwide Track Rehab & Related Struct. | Maintenance/ Rehabilitation | SM-03006B | \$23,409,985 | \$2,166,536 | | \$92,739,093 | \$118,315,614 |
| Multi-County | Caltrain | Transit | Caltrain: Signal/Communication Rehab. & Upgrades | Maintenance/ Rehabilitation | SM-050041 | \$8,209,509 | | | \$31,959,234 | \$40,168,743 |
| Multi-County | Caltrain | Transit | Caltrain Positive Train Control System | System Management | REG110030 | \$70,126,731 | | \$113,360,000 | \$47,513,269 | \$231,000,000 |
| Multi-County | Caltrain | Transit | Caltrain Station Management Toolbox | System Management | REG150006 | \$150,000 | | | \$600,000 | \$750,000 |
| Multi-County | Caltrans | Local Road | GL: Safety Improvements - SRTS | Expansion | VAR170001 | | | | \$579,700 | \$579,700 |
| Multi-County | Caltrans | Local Road | GL: Bridge Rehab/Recon. - Local Hwy Bridge Program | Maintenance/ Rehabilitation | VAR170012 | \$45,747,321 | | \$4,947,726 | \$372,227,909 | \$422,922,956 |
| Multi-County | Caltrans | Public Lands/ Trails | GL: Bike and Ped Facilities - Fed Discretionary | Expansion | VAR150003 | \$229,400 | | | \$1,770,600 | \$2,000,000 |
| Multi-County | Caltrans | Public Lands/ Trails | GL: Pavement Resurf and/or Rehab-Fed Discretionary | Maintenance/ Rehabilitation | VAR150002 | \$573,500 | | | \$11,026,500 | \$11,600,000 |
| Multi-County | Caltrans | State Highway | GL: Pavement Resurfacing/Rehab SHS - Highway Maint | Maintenance/ Rehabilitation | VAR170004 | | | \$15,854,000 | | \$15,854,000 |
| Multi-County | Caltrans | State Highway | GL: Pavement Resurf./Rehab - SHOPP Roadway Presv. | Maintenance/ Rehabilitation | VAR170006 | | | \$509,941,000 | | \$509,941,000 |
| Multi-County | Caltrans | State Highway | GL: Emergency Repair - SHOPP Emergency Response | Maintenance/ Rehabilitation | VAR170008 | | | \$120,050,000 | | \$120,050,000 |
| Multi-County | Caltrans | State Highway | GL: Bridge Rehab and Reconstruction - SHOPP | Maintenance/ Rehabilitation | VAR170010 | | | \$276,104,000 | | \$276,104,000 |
| Multi-County | Caltrans | State Highway | GL: Shoulder Imprv - SHOPP Roadside Preservation | Maintenance/ Rehabilitation | VAR170011 | | | \$5,600,000 | | \$5,600,000 |
| Multi-County | Caltrans | State Highway | GL: Highway Safety Improvement Program | System Management | VAR170002 | \$1,743,182 | | | \$22,786,975 | \$24,530,157 |
| Multi-County | Caltrans | State Highway | GL: Safety Improvements - SHOPP Mobility Program | System Management | VAR170005 | | | \$66,965,000 | | \$66,965,000 |
| Multi-County | Caltrans | State Highway | GL: Safety Imprv. - SHOPP Collision Reduction | System Management | VAR170007 | | | \$341,966,000 | | \$341,966,000 |
| Multi-County | Caltrans | State Highway | GL: Safety Improvements - SHOPP Mandates | System Management | VAR170009 | | | \$49,884,000 | | \$49,884,000 |
| Multi-County | Caltrans | Transit | Oakland to San Jose Double Track (Segment 2A) | Expansion | REG150001 | \$7,700,000 | | | | \$7,700,000 |
| Multi-County | Caltrans | Transit | GL: Elderly & Persons with Disability Program | Maintenance/ Rehabilitation | REG110042 | | | | \$7,920,511 | \$7,920,511 |
| Multi-County | Caltrans | Transit | GL: Elderly&Persons with Disability Prog FY13-FY14 | Maintenance/ Rehabilitation | REG150003 | | | | \$11,999,571 | \$11,999,571 |
| Multi-County | Caltrans | Transit | GL: FTA Non-Urbanized Formula Program | Operations | REG110041 | \$9,125,136 | | | \$5,957,928 | \$15,083,064 |
| Multi-County | Caltrans | Transit | GL: FTA 5311 Rural Area FY15 | Operations | REG150002 | \$1,159,229 | | | \$1,897,707 | \$3,056,936 |
| Multi-County | MTC | Local Road | Regional Bicycle Sharing Program | Expansion | REG110010 | \$16,661,750 | \$1,662,900 | | \$8,816,000 | \$27,140,650 |
| Multi-County | MTC | Local Road | Regional Streets and Roads Program | Maintenance/ Rehabilitation | REG090039 | \$1,959,000 | | | \$15,100,000 | \$17,059,000 |
| Multi-County | MTC | Local Road | Regional Arterial Operations & Signal Timing Prog | System Management | REG090046 | \$3,410,000 | | | \$13,750,000 | \$17,160,000 |
| Multi-County | MTC | Local Road | Transit Oriented Affordable Housing | System Management | REG130005 | \$20,000,000 | | | | \$20,000,000 |
| Multi-County | MTC | Local Road | Regional Planning Activities and PPM - MTC | System Management | REG170001 | \$1,238,000 | | | \$11,516,000 | \$12,754,000 |
| Multi-County | MTC | Regional | 511 Traveler Information | System Management | REG090042 | \$12,000,000 | | | \$92,020,000 | \$104,020,000 |
| Multi-County | MTC | Regional | Climate Initiatives Program Public Education | System Management | REG090065 | \$3,302,000 | | | \$9,093,432 | \$12,395,432 |
| Multi-County | MTC | Regional | Electric Vehicle Funding Strategies | System Management | REG110011 | \$333,000 | \$2,000,000 | | | \$2,333,000 |
| Multi-County | MTC | State Highway | Freeway Performance Initiative (FPI) | System Management | REG090003 | \$78,829,050 | | \$131,645,000 | \$122,351,588 | \$332,825,638 |
| Multi-County | MTC | State Highway | Incident Management Program | System Management | REG090044 | \$2,552,000 | | | \$30,640,000 | \$33,192,000 |
| Multi-County | MTC | State Highway | Transportation Management Systems | System Management | REG170002 | \$3,000,000 | | | | \$3,000,000 |
| Multi-County | MTC | State Highway | 511 Carpool and Vanpool Programs | System Management | REG170003 | \$19,300,000 | | | | \$19,300,000 |
| Multi-County | MTC | Tollway | Toll Bridge Maintenance | Maintenance/ Rehabilitation | REG130001 | | \$96,000,000 | | | \$96,000,000 |
| Multi-County | MTC | Tollway | Toll Bridge Rehabilitation Program | Maintenance/ Rehabilitation | REG130002 | | \$892,091,906 | | | \$892,091,906 |
| Multi-County | MTC | Transit | Safe Routes to Transit | Expansion | MTC050021 | | \$20,000,000 | | | \$20,000,000 |
| Multi-County | MTC | Transit | GL: JARC FY 09 - FY 10 - Large UA | Operations | REG090002 | \$16,511,973 | | \$100,000 | \$2,663,496 | \$19,275,469 |
| Multi-County | MTC | Transit | GL: JARC FY11-FY12 Large UA | Operations | REG110032 | \$3,106,728 | | | \$2,984,690 | \$6,091,418 |
| Multi-County | MTC | Transit | GL: 5307 JARC Set-aside FY13-FY14 Large UA | Operations | REG110039 | \$3,194,539 | | | \$3,194,539 | \$6,389,078 |
| Multi-County | MTC | Transit | GL: Lifeline Cycle 4 5307 JARC | Operations | REG150004 | \$8,147,157 | | | \$8,755,485 | \$16,902,642 |
| Multi-County | MTC | Transit | GL: JARC FY12 Small UA & Rural | Operations | VAR130002 | \$309,133 | | | \$475,933 | \$785,066 |
| Multi-County | MTC | Transit | GL: New Freedom FY12 Small UA & Rural | Operations | VAR130003 | \$200,000 | | | \$584,825 | \$784,825 |
| Multi-County | MTC | Transit | GL: New Freedom FY12 Large UA | Operations | VAR130005 | \$2,024,690 | | | \$2,003,313 | \$4,028,003 |
| Multi-County | MTC | Transit | GL: FTA 5311 Rural Area FY16 | Operations | VAR150001 | \$1,531,718 | | | \$1,516,380 | \$3,048,098 |
| Multi-County | MTC | Transit | Transit Commute Benefits Promotion | System Management | MTC050001 | | \$5,000,000 | | | \$5,000,000 |
| Multi-County | MTC | Transit | Real-time Transit Information Program | System Management | MTC050020 | \$1,000,000 | \$20,000,000 | | | \$21,000,000 |
| Multi-County | MTC | Transit | Clipper Fare Collection System | System Management | REG090045 | \$20,239,049 | \$23,153,600 | | \$90,140,806 | \$133,533,455 |
| Multi-County | MTC | Transit | GL: FY10 JARC Mobility Management | System Management | REG110028 | \$169,265 | | | \$805,190 | \$974,455 |
| Multi-County | MTC-SAFE | State Highway | FSP and Call Box Program | System Management | REG130003 | \$6,500,000 | | | \$14,462,000 | \$20,962,000 |

TIP Project Listing - Funding by Funding Authority
 2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Local | Regional | State | Federal | Total Funding |
|-------------------------------|---------|---------|---|-----------------------------|-----------|-------------------------|------------------------|------------------------|------------------------|-------------------------|
| Multi-County | SMART | Transit | Sonoma Marin Area Rail Corridor | Expansion | SON090002 | \$389,522,000 | \$58,999,025 | \$84,172,000 | \$45,880,120 | \$578,573,145 |
| Multi-County | WETA | Transit | Ferry Service - Berkeley/Albany | Expansion | MTC050027 | \$0 | \$2,615,000 | \$2,684,000 | \$5,032,346 | \$10,331,346 |
| Multi-County | WETA | Transit | SF Ferry Terminal/Berthing Facilities | Expansion | MTC050029 | \$1,100,000 | \$21,968,200 | \$49,500,000 | \$7,407,654 | \$79,975,854 |
| Multi-County | WETA | Transit | Treasure Island Ferry Service | Expansion | REG070003 | \$1,000,000 | | | | \$1,000,000 |
| Multi-County | WETA | Transit | WETA: Ferry Channel & Berth Dredging | Maintenance/ Rehabilitation | REG090054 | \$659,000 | | | \$2,636,000 | \$3,295,000 |
| Multi-County | WETA | Transit | WETA: Ferry Propulsion System Replacement | Maintenance/ Rehabilitation | REG090055 | \$4,873,000 | \$1,292,000 | | \$24,652,000 | \$30,817,000 |
| Multi-County | WETA | Transit | WETA: Ferry Major Component Rehab/Replacement | Maintenance/ Rehabilitation | REG090057 | \$1,023,747 | \$3,149,283 | | \$16,606,984 | \$20,780,014 |
| Multi-County | WETA | Transit | WETA: Fixed Guideway Connectors | Maintenance/ Rehabilitation | REG090067 | \$1,026,537 | \$400,000 | | \$5,699,015 | \$7,125,552 |
| Multi-County | WETA | Transit | WETA: Facilities Rehabilitation | Maintenance/ Rehabilitation | REG110020 | \$66,103 | | | \$264,411 | \$330,514 |
| Total for Multi-County | | | | | | \$3,257,328,516 | \$1,254,909,450 | \$1,996,190,293 | \$2,142,694,858 | \$8,651,123,117 |
| Total for the Bay Area | | | | | | \$25,980,386,127 | \$2,165,984,975 | \$7,258,963,289 | \$9,247,221,289 | \$44,652,555,680 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|---------|----------------|----------------------|--|-----------------------------|-----------|---------------|---------------|--------------|-------------|-------------|---------------|---------------|
| Alameda | AC Transit | Transit | AC Transit: East Bay Bus Rapid Transit | Expansion | ALA150004 | \$179,251,242 | \$2,000,000 | | \$0 | | | \$181,251,242 |
| Alameda | AC Transit | Transit | AC Transit: Facilities Upgrade | Maintenance/ Rehabilitation | ALA010034 | \$55,663,370 | | | | | | \$55,663,370 |
| Alameda | AC Transit | Transit | AC Transit State of Good Repair Program | Maintenance/ Rehabilitation | ALA110008 | \$7,403,000 | | | | | | \$7,403,000 |
| Alameda | AC Transit | Transit | AC Transit: Procure (27) 60' Artic Hybrid Buses | Maintenance/ Rehabilitation | ALA130002 | \$27,878,932 | | | | | | \$27,878,932 |
| Alameda | AC Transit | Transit | AC Transit: Purchase (10) Double-Deck Diesel Buses | Maintenance/ Rehabilitation | ALA150038 | \$10,248,896 | | | | | | \$10,248,896 |
| Alameda | AC Transit | Transit | AC Transit: Purchase (10) 40' Buses-Fuel Cell ZEB | Maintenance/ Rehabilitation | ALA150039 | \$7,710,000 | | | | | \$5,087,000 | \$12,797,000 |
| Alameda | AC Transit | Transit | AC Transit: Replace (10) 40ft Urban Buses-Diesels | Maintenance/ Rehabilitation | ALA150040 | \$5,300,000 | | | | | | \$5,300,000 |
| Alameda | AC Transit | Transit | AC Transit: Replace (29) 60' Artic Buses - Diesels | Maintenance/ Rehabilitation | ALA150041 | \$24,969,000 | | | | | | \$24,969,000 |
| Alameda | AC Transit | Transit | AC Transit: PM - Exchange for 40ft Fuel Cell ZEB | Maintenance/ Rehabilitation | ALA150045 | \$5,936,700 | | | | | | \$5,936,700 |
| Alameda | AC Transit | Transit | AC Transit: Paratransit Van Replacement | Maintenance/ Rehabilitation | ALA990052 | \$20,024,565 | | | | | | \$20,024,565 |
| Alameda | AC Transit | Transit | AC Transit: ADA Paratransit Assistance | Operations | ALA990076 | \$113,010,160 | | | | | | \$113,010,160 |
| Alameda | AC Transit | Transit | AC Transit: South County Corridors | System Management | ALA150020 | \$5,647,804 | | | | | | \$5,647,804 |
| Alameda | ACE | Transit | ACE Track Improvements. | Maintenance/ Rehabilitation | ALA010056 | \$17,161,681 | | | | | | \$17,161,681 |
| Alameda | ACE | Transit | ACE Preventative Maintenance | Maintenance/ Rehabilitation | ALA110099 | \$3,224,251 | | | | | | \$3,224,251 |
| Alameda | Alameda CTC | Local Road | Alameda County Safe Routes to School | System Management | ALA110033 | \$9,931,070 | \$1,213,000 | | | | | \$11,144,070 |
| Alameda | Alameda CTC | Public Lands/ Trails | East Bay Greenway | Expansion | ALA150008 | \$6,500,000 | | | \$1,250,000 | | \$32,500,000 | \$40,250,000 |
| Alameda | Alameda CTC | State Highway | SR 84 Expressway Widening | Expansion | ALA050014 | \$110,319,000 | \$10,000,000 | | | | | \$120,319,000 |
| Alameda | Alameda CTC | State Highway | I-880 North Safety Improvements | Expansion | ALA050019 | \$106,969,000 | \$1,661,000 | | | | | \$108,630,000 |
| Alameda | Alameda CTC | State Highway | I-880 SB HOV Lanes - Marina Blvd to Hegenberger | Expansion | ALA070042 | \$116,074,000 | \$1,040,000 | | | | | \$117,114,000 |
| Alameda | Alameda CTC | State Highway | I-880/Industrial Parkway West Interchange | Expansion | ALA110002 | | | \$2,500,000 | | \$500,000 | \$50,641,000 | \$53,641,000 |
| Alameda | Alameda CTC | State Highway | I-680 NB HOV/HOT Lane | Expansion | ALA130034 | \$30,490,000 | \$167,708,000 | | | | \$0 | \$198,198,000 |
| Alameda | Alameda CTC | State Highway | Route 84 widening, Pigeon Pass to I-680 | Expansion | ALA150001 | \$7,940,000 | | \$4,000,000 | | | \$208,060,000 | \$220,000,000 |
| Alameda | Alameda CTC | State Highway | State Route 262 (Mission Blvd) Improvements | Expansion | ALA170001 | | | \$3,500,000 | | | \$16,620,000 | \$20,120,000 |
| Alameda | Alameda CTC | State Highway | I-80/Ashby Avenue Interchange Improvements | Expansion | ALA170002 | | \$4,000,000 | | \$3,500,000 | | \$46,060,000 | \$53,560,000 |
| Alameda | Alameda CTC | State Highway | I-880/West Winton Avenue Interchange | Expansion | ALA170004 | | | \$1,500,000 | \$2,000,000 | \$1,500,000 | \$16,000,000 | \$21,000,000 |
| Alameda | Alameda CTC | State Highway | I-880/Whipple Road Interchange Improvements | Expansion | ALA170005 | | | \$2,000,000 | | \$2,000,000 | \$56,000,000 | \$60,000,000 |
| Alameda | Alameda CTC | State Highway | I-580/680 Interchange HOV/HOT Widening | Expansion | ALA170008 | | | \$3,000,000 | | | \$183,000,000 | \$186,000,000 |
| Alameda | Alameda CTC | State Highway | Widen I-680 NB and SB for EL from SR-84 to Alcosta | Expansion | ALA170009 | | | \$1,500,000 | | | \$320,500,000 | \$322,000,000 |
| Alameda | Alameda CTC | State Highway | I-880 NB HOV/HOT: North of Hacienda to Hegenberger | Expansion | ALA170010 | | | \$1,500,000 | | | \$219,500,000 | \$221,000,000 |
| Alameda | Alameda CTC | State Highway | East-West Connector in Fremont & Union City | Expansion | ALA978004 | \$56,542,514 | | | \$2,000,000 | | \$137,537,486 | \$196,080,000 |
| Alameda | Alameda CTC | State Highway | Truck Parking Facilities in North County (Phase I) | System Management | ALA090018 | | | \$1,000,000 | \$1,000,000 | | | \$2,000,000 |
| Alameda | Alameda CTC | State Highway | Corridor Mobility Program & Adaptive Ramp Metering | System Management | ALA090019 | | \$146,000 | | | \$7,283,000 | \$39,571,000 | \$47,000,000 |
| Alameda | ACTC/Oak/Ala | State Highway | Oakland/Alameda Freeway Access Project | System Management | ALA070009 | \$5,600,000 | | \$2,500,000 | | \$2,000,000 | \$72,900,000 | \$83,000,000 |
| Alameda | Alameda | Local Road | Cross Alameda Trail (includes SRTS component) | Expansion | ALA150007 | \$2,521,000 | | | | | | \$2,521,000 |
| Alameda | Alameda | Local Road | Alameda City Complete Streets | Maintenance/ Rehabilitation | ALA130022 | \$829,000 | | | | | | \$829,000 |
| Alameda | Alameda County | Local Road | Alameda: Vasco Road Safety Improvements | Expansion | ALA030002 | \$35,858,000 | | \$2,000,000 | | | \$19,000,000 | \$56,858,000 |
| Alameda | Alameda County | Local Road | Ashland Avenue Bicycle/Ped Improvements | Expansion | ALA150028 | \$910,000 | | | | | | \$910,000 |
| Alameda | Alameda County | Local Road | Estuary Bridges Seismic Retrofit and Repairs | Maintenance/ Rehabilitation | ALA090022 | \$700,000 | \$3,700,000 | | | | | \$4,400,000 |
| Alameda | Alameda County | Local Road | Fruitvale Ave Roadway Bridge Retrofit | Maintenance/ Rehabilitation | ALA090023 | \$1,000,000 | \$500,000 | | \$500,000 | \$500,000 | | \$2,500,000 |
| Alameda | Alameda County | Local Road | Alameda Co-Variou Streets and Roads Preservation | Maintenance/ Rehabilitation | ALA130018 | \$2,147,000 | | | | | | \$2,147,000 |
| Alameda | Alameda County | Local Road | Crow Canyon Safety Improvements | System Management | ALA010003 | \$1,500,000 | | \$1,500,000 | | | | \$3,000,000 |
| Alameda | Alameda County | Local Road | Cherryland/Ashland/CastroValley/Fairview Sidwklmp | System Management | ALA050035 | \$7,290,510 | \$179,000 | \$742,000 | \$455,000 | | | \$8,666,510 |
| Alameda | Alameda County | Local Road | Niles Canyon Rd (SR 84)/Pleas-Sunol Rd Inter. Imps | System Management | ALA150002 | \$500,000 | \$2,000,000 | | | | | \$2,500,000 |
| Alameda | Alameda County | Local Road | Be Oakland, Be Active | System Management | ALA150006 | \$988,000 | | | | | | \$988,000 |
| Alameda | Alameda County | Local Road | Safe Routes to School, Unincorporated Alameda Co. | System Management | ALA150026 | \$668,000 | | | | | | \$668,000 |
| Alameda | Albany | Local Road | Complete Streets for San Pablo Ave/Buchanan St. | System Management | ALA150011 | \$440,000 | | | | | \$3,087,000 | \$3,527,000 |
| Alameda | BAIFA | Tollway | ALA-880 Express Lanes | System Management | ALA170006 | \$19,400,000 | \$58,500,000 | | | | | \$77,900,000 |
| Alameda | BART | Transit | Hayward Shop and Yard Expansion | Expansion | ALA110003 | \$160,499,000 | | | | | | \$160,499,000 |
| Alameda | BART | Transit | BART to Livermore Extension - Develop EIR/EIS | Expansion | ALA130007 | \$14,799,000 | | | | | | \$14,799,000 |
| Alameda | BART | Transit | BART Metro Priority Track Elements | Expansion | ALA130032 | \$3,459,057 | \$5,041,000 | | | | | \$8,500,057 |
| Alameda | BART | Transit | BART: Fare Collection Equipment | Maintenance/ Rehabilitation | ALA090065 | \$33,344,786 | | | | | | \$33,344,786 |
| Alameda | BART | Transit | MacArthur BART Plaza Remodel | Maintenance/ Rehabilitation | ALA090068 | \$4,415,400 | | | | | | \$4,415,400 |
| Alameda | BART | Transit | Downtown Berkeley BART Plaza/Transit Area Imps. | System Management | ALA110032 | \$4,947,039 | \$8,016,000 | | | | | \$12,963,039 |
| Alameda | BART | Transit | Bicycle Lockers at Capitol Corridor Stations | System Management | ALA110115 | \$581,000 | | | | | | \$581,000 |
| Alameda | BART | Transit | Ladders of Opportunity - Careers in Transit | System Management | ALA150030 | \$1,500,000 | | | | | | \$1,500,000 |
| Alameda | Berkeley | Local Road | Shattuck Complete Streets and De-couplet | System Management | ALA130026 | \$610,000 | \$3,152,000 | | | | | \$3,762,000 |
| Alameda | Berkeley | Local Road | Hearst Avenue Complete Streets | System Management | ALA130028 | \$3,411,000 | | | | | | \$3,411,000 |
| Alameda | Berkeley | Local Road | LeConte Elementary Safe Routes to School Imps | System Management | ALA150005 | \$771,000 | | | | | | \$771,000 |
| Alameda | Berkeley | Local Road | goBerkeley Residential Shared Parking Pilot | System Management | ALA150049 | | \$1,420,000 | | | | | \$1,420,000 |
| Alameda | Berkeley | Public Lands/ Trails | Bay Trail Shoreline Access Staging Area Project | Expansion | ALA130035 | \$280,635 | \$1,859,000 | | | | | \$2,139,635 |
| Alameda | Berkeley | Public Lands/ Trails | 9th St Bicycle Blvd Extension Pathway Ph II | Expansion | ALA150048 | | \$152,677 | \$742,323 | | | | \$895,000 |
| Alameda | Berkeley | State Highway | I-80 Gilman Interchange Reconfiguration | Expansion | ALA050079 | \$4,296,967 | | \$5,146,000 | | | \$16,688,774 | \$26,131,741 |
| Alameda | Caltrans | State Highway | I-880/SR 262 I/C and HOV lanes | Expansion | ALA978027 | \$131,304,000 | | | | | | \$131,304,000 |
| Alameda | Caltrans | Tollway | SFOBB Maintenance Complex Ph 3 Training Facility | Maintenance/ Rehabilitation | ALA150021 | \$19,411,000 | | | | | | \$19,411,000 |
| Alameda | Dublin | Local Road | Dougherty Road widening | Expansion | ALA130005 | \$2,150,000 | \$1,240,000 | \$15,600,000 | | | | \$18,990,000 |
| Alameda | Dublin | Local Road | Dublin Boulevard widening | Expansion | ALA130006 | \$681,000 | \$3,649,000 | | | | | \$4,330,000 |
| Alameda | Dublin | Local Road | Dublin Blvd. - North Canyons Pkwy Extension | Expansion | ALA150003 | | \$400,000 | | | | \$12,000,000 | \$12,400,000 |
| Alameda | Dublin | Local Road | Dublin Boulevard Preservation | Maintenance/ Rehabilitation | ALA130012 | \$729,000 | | | | | | \$729,000 |
| Alameda | Emeryville | Local Road | Emeryville - Hollis Street Preservation | Maintenance/ Rehabilitation | ALA130021 | \$11,000 | \$701,000 | | | | | \$712,000 |
| Alameda | Fremont | Local Road | Widen Kato Rd from Warren Avenue to Milmont Drive | Expansion | ALA130001 | \$400,000 | | | | \$2,000,000 | \$10,290,000 | \$12,690,000 |
| Alameda | Fremont | Local Road | Fremont City Center Multi-Modal Improvements | Expansion | ALA130025 | \$14,342,000 | | | | | | \$14,342,000 |
| Alameda | Hayward | Local Road | Hayward - Industrial Boulevard Preservation | Maintenance/ Rehabilitation | ALA130013 | \$1,509,000 | | | | | | \$1,509,000 |
| Alameda | Hayward | Local Road | City of Hayward Car Sharing Services | System Management | ALA150022 | | \$245,880 | | | | | \$245,880 |
| Alameda | Hayward | State Highway | Rt 92/Clawiter/Whitesell Interchange Improvements | Expansion | ALA090016 | \$10,800,000 | | | | \$1,900,000 | \$42,300,000 | \$55,000,000 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|---------------------------------|-----------------|-------------------|--|-----------------------------|-----------|------------------------|----------------------|---------------------|---------------------|---------------------|------------------------|------------------------|
| Alameda | Hayward | State Highway | I-880 Auxiliary lanes at Industrial Parkway | Expansion | ALA090020 | | | | \$1,510,000 | | \$8,290,000 | \$9,800,000 |
| Alameda | Hayward | State Highway | I-880 NB and SB Auxiliary lanes | Expansion | ALA090021 | | | | \$2,000,000 | | \$20,117,000 | \$22,117,000 |
| Alameda | LAVTA | Local Road | Wheels Individualized Marketing Program | System Management | ALA150051 | | \$478,798 | | | | | \$478,798 |
| Alameda | LAVTA | Transit | LAVTA: Preventive Maintenance | Maintenance/ Rehabilitation | ALA030030 | \$11,692,158 | \$1,590,625 | | | | | \$13,282,783 |
| Alameda | LAVTA | Transit | LAVTA: Bus Purchase-Low Floor | Maintenance/ Rehabilitation | ALA150014 | | \$2,860,000 | | | | | \$2,860,000 |
| Alameda | LAVTA | Transit | LAVTA: Bus Purchase-Over the Road | Maintenance/ Rehabilitation | ALA150015 | | \$3,107,800 | | | | | \$3,107,800 |
| Alameda | LAVTA | Transit | LAVTA: Bus Purchase-7 Hybrids | Maintenance/ Rehabilitation | ALA150016 | | \$5,047,960 | | | | | \$5,047,960 |
| Alameda | LAVTA | Transit | LAVTA: 5 40' Hybrids | Maintenance/ Rehabilitation | ALA150017 | | \$3,884,750 | | | | | \$3,884,750 |
| Alameda | LAVTA | Transit | LAVTA: Replacement (10) 40' Hybrid Buses | Maintenance/ Rehabilitation | ALA150031 | | \$7,902,750 | | | | | \$7,902,750 |
| Alameda | LAVTA | Transit | LAVTA: Replacement (10) 30' Hybrid Buses | Maintenance/ Rehabilitation | ALA150032 | | \$7,441,500 | | | | | \$7,441,500 |
| Alameda | LAVTA | Transit | LAVTA: Service Vehicles (2) Trucks | Maintenance/ Rehabilitation | ALA150033 | | \$102,000 | | | | | \$102,000 |
| Alameda | LAVTA | Transit | LAVTA: ADA Paratransit Operating Subsidy | Operations | ALA990077 | \$5,698,127 | \$426,709 | | | | | \$6,124,836 |
| Alameda | LAVTA | Transit | Dublin Blvd Transit Performance Initiative | System Management | ALA150019 | \$1,214,476 | | | | | | \$1,214,476 |
| Alameda | LAVTA | Transit | LAVTA: Trapeze Upgrade | System Management | ALA150034 | | \$162,500 | | | | | \$162,500 |
| Alameda | LAVTA | Transit | LAVTA: Farebox Replacement | System Management | ALA150035 | | \$497,803 | | | | | \$497,803 |
| Alameda | LAVTA | Transit | LAVTA: Service Vehicles (3) Road Supervisor | System Management | ALA150036 | | \$153,000 | | | | | \$153,000 |
| Alameda | LAVTA | Transit | LAVTA: Service Vehicles (4) shift trade | System Management | ALA150037 | | \$204,000 | | | | | \$204,000 |
| Alameda | Livermore | Local Road | Livermore TOD Study at I-580/SR84 | System Management | ALA110120 | \$0 | \$497,386 | | | | | \$497,386 |
| Alameda | Livermore | Local Road | Livermore Marilyn Avenue Safe Routes to School | System Management | ALA150009 | \$405,384 | | | | | | \$405,384 |
| Alameda | Livermore | Transit | Livermore Relocation and Restoration of R/R Depot | Maintenance/ Rehabilitation | ALA130011 | \$500,000 | \$2,500,000 | | | | | \$3,000,000 |
| Alameda | MTC | Local Road | Bay Bridge Park | Expansion | ALA110104 | \$5,500,000 | \$11,000,000 | | | | | \$16,500,000 |
| Alameda | MTC | Local Road | Improved Bike/Ped Access to East Span of SFOBB | Expansion | ALA130030 | \$4,500,000 | | | | \$2,000,000 | \$30,000,000 | \$36,500,000 |
| Alameda | MTC | Local Road | Regional Planning Activities and PPM - Alameda | System Management | ALA170007 | | \$886,000 | \$6,950,159 | \$565,000 | | | \$8,401,159 |
| Alameda | Newark | Local Road | Central Avenue Railroad Overpass at UPRR | System Management | ALA010052 | \$17,346,000 | | | | | \$1,735,000 | \$19,081,000 |
| Alameda | Newark | Local Road | Enterprise Drive Complete Streets and Road Diet | System Management | ALA130027 | \$12,000 | \$748,000 | | | | | \$760,000 |
| Alameda | Oakland | Local Road | Oakland Waterfront Bay Trail | Expansion | ALA070039 | \$7,799,000 | \$300,000 | \$300,000 | | | \$30,000,000 | \$38,399,000 |
| Alameda | Oakland | Local Road | Lake Merritt to Bay Trail Bike/Ped Bridge | Expansion | ALA130003 | \$4,043,000 | | | \$1,000,000 | | \$11,169,000 | \$16,212,000 |
| Alameda | Oakland | Local Road | 7th Street West Oakland Transit Village, Phase II | Expansion | ALA130014 | \$352,000 | \$3,744,000 | | | | | \$4,096,000 |
| Alameda | Oakland | Local Road | 42nd Ave. & High St. I-880 Access Improv. | Expansion | ALA991081 | \$7,790,000 | \$10,000,000 | | | | \$0 | \$17,790,000 |
| Alameda | Oakland | Local Road | Oakland Complete Streets | Maintenance/ Rehabilitation | ALA130016 | \$4,351,000 | | | | | | \$4,351,000 |
| Alameda | Oakland | Local Road | International Boulevard Improvement Project | Maintenance/ Rehabilitation | ALA150010 | \$279,000 | \$6,475,000 | | | | | \$6,754,000 |
| Alameda | Oakland | Local Road | Lake Merritt Improvement Project | System Management | ALA110072 | | \$827,900 | | | | | \$827,900 |
| Alameda | Oakland | Local Road | Lake Merritt BART Bikeways | System Management | ALA130015 | \$2,789,000 | | | | | | \$2,789,000 |
| Alameda | Oakland | Local Road | Oakland - Peralta and MLK Blvd Streetscape Phase I | System Management | ALA130017 | \$6,639,000 | | | | | | \$6,639,000 |
| Alameda | Oakland | Local Road | Lakeside Complete Streets and Road Diet | System Management | ALA130024 | \$13,705,000 | | | | | | \$13,705,000 |
| Alameda | Oakland | Local Road | Laurel Access to Mills, Maxwell Park and Seminary | System Management | ALA150012 | \$580,000 | \$3,637,000 | | | | | \$4,217,000 |
| Alameda | Oakland | Local Road | Oakland Car Share and Outreach Program | System Management | ALA150023 | \$373,047 | | | | | | \$373,047 |
| Alameda | Oakland | Local Road | Oakland: High/Ygnacio/Courtland Bike/Ped Imprvmnts | System Management | ALA150024 | \$1,241,000 | | | | | | \$1,241,000 |
| Alameda | Oakland | Local Road | Oakland Safe Routes to Schools Various Locations | System Management | ALA150025 | \$1,496,000 | | | | | | \$1,496,000 |
| Alameda | Oakland | Local Road | Oakland: Telegraph Ave Bike/Ped Imps and Road Diet | System Management | ALA150042 | | \$1,493,900 | | | | | \$1,493,900 |
| Alameda | Oakland | Local Road | Oakland: Shattuck and Claremont Bike/Ped Imps | System Management | ALA150043 | | | \$1,560,100 | | | | \$1,560,100 |
| Alameda | Oakland | Local Road | 19th St BART to Lake Merritt Urban Greenway | System Management | ALA150044 | | \$150,000 | \$550,000 | \$3,983,000 | | | \$4,683,000 |
| Alameda | Oakland | Local Road | Oakland: Telegraph Avenue Complete Streets | System Management | ALA150047 | | \$175,000 | \$702,000 | \$4,037,000 | | | \$4,914,000 |
| Alameda | Oakland | Local Road | Oakland Parking and Mobility Management Project | System Management | ALA150050 | | \$1,584,050 | | | | | \$1,584,050 |
| Alameda | Oakland | Port/Freight Rail | Oakland Army Base Infrastructure Improvements | Expansion | ALA110046 | \$220,580,000 | \$5,000,000 | \$7,000,000 | \$17,000,000 | \$17,000,000 | \$22,000,000 | \$288,580,000 |
| Alameda | Piedmont | Local Road | Piedmont Complete Streets (CS) | Maintenance/ Rehabilitation | ALA130019 | \$560,000 | | | | | | \$560,000 |
| Alameda | Pleasanton | Local Road | Pleasanton Complete Streets | Maintenance/ Rehabilitation | ALA130009 | \$55,000 | \$1,015,000 | | | | | \$1,070,000 |
| Alameda | Port of Oakland | Local Road | 7th St Grade Separation and Port Arterial Improvem | Expansion | ALA090027 | \$0 | \$34,000,000 | \$2,000,000 | \$0 | | \$201,032,000 | \$237,032,000 |
| Alameda | Port of Oakland | Port/Freight Rail | California Inter-regional Rail Intermodal Study | Expansion | ALA070054 | \$1,234,000 | | | | | | \$1,234,000 |
| Alameda | Port of Oakland | Port/Freight Rail | Outer Harbor Intermodal Terminals (OHIT) | Expansion | ALA090026 | \$106,000,000 | | | | | | \$106,000,000 |
| Alameda | San Leandro | Local Road | SR 185- E. 14th St/ Hesperian Blvd/150th Ave | Expansion | ALA050002 | \$3,400,000 | | | | | | \$3,400,000 |
| Alameda | San Leandro | Local Road | San Leandro Boulevard Preservation | Maintenance/ Rehabilitation | ALA130008 | \$1,547,000 | | | | | | \$1,547,000 |
| Alameda | San Leandro | State Highway | I-880/SR 112 Overcrossing Replacement | Expansion | ALA070014 | \$5,050,000 | \$2,673,000 | | | | | \$7,723,000 |
| Alameda | San Leandro | State Highway | I-880/Marina Blvd Interchange and Overcrossing Rep | Expansion | ALA090012 | \$23,900,000 | \$2,000,000 | | | | | \$25,900,000 |
| Alameda | UCBerkeley | Local Road | UC Berkeley Parking Price Auction Study | System Management | ALA150029 | \$211,485 | | | | | | \$211,485 |
| Alameda | Union C Transit | Transit | Union City Transit Rehab Two (2) Transit Buses | Maintenance/ Rehabilitation | ALA150046 | | \$512,500 | | | | | \$512,500 |
| Alameda | Union C Transit | Transit | Union City Transit: Single Point Login Terminals | Operations | ALA170003 | | \$23,255 | | | | | \$23,255 |
| Alameda | WETA | Transit | Central Bay Operations and Maintenance Facility | Expansion | ALA110001 | \$50,896,000 | \$20,325,466 | | | | | \$71,221,466 |
| Total for Alameda County | | | | | | \$1,934,537,256 | \$421,951,209 | \$67,792,582 | \$40,800,000 | \$36,683,000 | \$1,831,685,260 | \$4,333,449,307 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|--------------|-----------------|----------------------|--|-----------------------------|-----------|---------------|--------------|--------------|--------------|--------------|---------------|---------------|
| Contra Costa | AC Transit | Transit | AC Transit: Richmond Prkwy Transit Center | Expansion | CC-030001 | \$3,887,394 | | | | | | \$3,887,394 |
| Contra Costa | Antioch | Local Road | Laurel Road Extension | Expansion | CC-070008 | \$900,000 | \$50,000 | | | | \$5,000,000 | \$5,950,000 |
| Contra Costa | Antioch | Local Road | Slatten Ranch Road Extension | Expansion | CC-070009 | \$350,000 | | | \$1,000,000 | | | \$1,350,000 |
| Contra Costa | BAIFA | Tollway | CC I-680 Southern Segment Express Lanes | System Management | CC-130043 | \$55,649,000 | | | | | | \$55,649,000 |
| Contra Costa | BAIFA | Tollway | CC-680 Northern Segment Express Lane - Southbound | System Management | CC-170002 | \$7,372,000 | | \$3,004,000 | | | \$25,724,000 | \$36,100,000 |
| Contra Costa | BAIFA | Tollway | CC-680 Northern Segment Express Lane - Northbound | System Management | CC-170003 | | \$2,000,000 | | | | \$29,900,000 | \$31,900,000 |
| Contra Costa | BART | Transit | E-BART - East Contra Costa Rail Extension | Expansion | CC-050025 | \$459,911,000 | | | | | | \$459,911,000 |
| Contra Costa | BART | Transit | eBART Railroad Avenue Station | Expansion | CC-130002 | \$1,500,000 | \$11,900,000 | | | | | \$13,400,000 |
| Contra Costa | BART | Transit | Concord Yard Wheel Truing Facility | Maintenance/ Rehabilitation | CC-150019 | \$928,360 | \$13,071,640 | | | | | \$14,000,000 |
| Contra Costa | BART | Transit | Walnut Creek BART TOD Access Improvements | System Management | CC-110082 | | | \$9,150,000 | | | | \$9,150,000 |
| Contra Costa | Brentwood | Local Road | SR4/Brentwood Boulevard Widening - North (Phase I) | Expansion | CC-070011 | \$35,000 | \$6,661,000 | | | | | \$6,696,000 |
| Contra Costa | Brentwood | Local Road | Lone Tree Way Undercrossing | Expansion | CC-070013 | \$3,510,000 | | | | \$15,480,000 | | \$18,990,000 |
| Contra Costa | Brentwood | Local Road | John Muir Parkway Extension: Ph. II | Expansion | CC-070078 | \$5,035,000 | | | | | | \$5,035,000 |
| Contra Costa | CC County | Local Road | Kirker Pass Road NB Truck Climbing Lanes | Expansion | CC-070075 | \$3,215,000 | \$136,000 | | \$14,049,000 | | | \$17,400,000 |
| Contra Costa | CC County | Local Road | Byron Highway - Vasco Road Connection | Expansion | CC-070081 | | \$500,000 | \$450,000 | | | \$3,700,000 | \$4,650,000 |
| Contra Costa | CC County | Local Road | Canal Road Bicycle and Pedestrian Facilities | Expansion | CC-110084 | \$2,639,500 | | | | | | \$2,639,500 |
| Contra Costa | CC County | Local Road | Bailey Road Bike and Pedestrian Improvements | Expansion | CC-130003 | | | \$1,123,000 | \$115,000 | \$500,000 | \$3,036,000 | \$4,774,000 |
| Contra Costa | CC County | Local Road | Port Chicago Hwy/Willow Pass Rd Bike Ped Upgrades | Expansion | CC-130027 | \$1,722,700 | | | | | | \$1,722,700 |
| Contra Costa | CC County | Local Road | CC County - Rio Vista Elementary Ped Connection | Expansion | CC-150010 | \$180,000 | \$165,000 | \$560,000 | | | | \$905,000 |
| Contra Costa | CC County | Local Road | Contra Costa County Various Streets & Road Preserv | Maintenance/ Rehabilitation | CC-130004 | \$3,428,000 | | | | | | \$3,428,000 |
| Contra Costa | CC County | Local Road | Vasco Road Safety Improvements | System Management | CC-050030 | \$15,929,083 | \$1,000,000 | | | \$1,500,000 | \$15,100,000 | \$33,529,083 |
| Contra Costa | CC County | Local Road | Bailey Road-State Route 4 Interchange | System Management | CC-130001 | \$715,000 | \$920,000 | \$60,000 | \$3,500,000 | | | \$5,195,000 |
| Contra Costa | CCCTA | Transit | Replace Diesel Trolleys with Electric TrolleyBuses | Maintenance/ Rehabilitation | CC-110083 | \$5,400,000 | | | | | | \$5,400,000 |
| Contra Costa | CCCTA | Transit | CCCTA - Replace 15 40' Buses | Maintenance/ Rehabilitation | CC-110099 | \$8,223,450 | | | | | | \$8,223,450 |
| Contra Costa | CCCTA | Transit | CCCTA - Replace 18 40' Buses | Maintenance/ Rehabilitation | CC-110100 | \$11,496,482 | | | | | | \$11,496,482 |
| Contra Costa | CCCTA | Transit | CCCTA: Replace 18 30' Buses | Maintenance/ Rehabilitation | CC-150006 | \$8,560,800 | | | | | | \$8,560,800 |
| Contra Costa | CCCTA | Transit | CCCTA: Replace 13 35' Buses | Maintenance/ Rehabilitation | CC-150007 | \$6,382,675 | | | | | | \$6,382,675 |
| Contra Costa | CCCTA | Transit | CCCTA: Replace 3 Paratransit Vans | Maintenance/ Rehabilitation | CC-150008 | | \$369,000 | | | | | \$369,000 |
| Contra Costa | CCCTA | Transit | CCCTA: ADA Paratransit Assistance | Operations | CC-99T001 | \$14,869,892 | | | | | | \$14,869,892 |
| Contra Costa | CCCTA | Transit | CCCTA: Access Improvements Implementation | System Management | CC-130045 | \$204,550 | \$574,100 | | | | | \$778,650 |
| Contra Costa | CCCTA | Transit | REMI Software Implementation Project | System Management | CC-150012 | | \$40,281 | | | | | \$40,281 |
| Contra Costa | CCTA | Local Road | Mokelumne Trail Bike/Ped Overcrossing | Expansion | CC-070067 | | \$600,000 | \$1,000,000 | | | \$4,500,000 | \$6,100,000 |
| Contra Costa | CCTA | Local Road | CCTA - Carshare 4 All | System Management | CC-150009 | | | \$1,218,012 | | | | \$1,218,012 |
| Contra Costa | CCTA | Regional | SR 4 Integrated Corridor Management | System Management | CC-150013 | \$400,000 | \$200,000 | | | | \$14,750,000 | \$15,350,000 |
| Contra Costa | CCTA | State Highway | I-680/SR 4 I/C Reconstruction - Phases 1, 2, 4 & 5 | Expansion | CC-010023 | \$556,000 | | \$3,629,000 | | \$500,000 | \$364,631,000 | \$369,316,000 |
| Contra Costa | CCTA | State Highway | I-680 SB HOV Lane Completion | Expansion | CC-050028 | \$9,485,000 | | | \$0 | \$72,257,000 | | \$81,742,000 |
| Contra Costa | CCTA | State Highway | I-680 NB HOV Lane Extension | Expansion | CC-070022 | | | | \$7,000,000 | | \$41,000,000 | \$48,000,000 |
| Contra Costa | CCTA | State Highway | Reconstruct I-80/San Pablo Dam Rd Interchange | Expansion | CC-070035 | \$38,720,000 | | | | \$16,300,000 | \$63,908,000 | \$118,928,000 |
| Contra Costa | CCTA | State Highway | SR4: Balfour Road Interchange | Expansion | CC-070053 | \$5,850,000 | \$40,550,000 | | | | | \$46,400,000 |
| Contra Costa | CCTA | State Highway | SR 239 - New State Highway Study | Expansion | CC-110066 | \$10,373,333 | \$5,871,002 | | | | \$13,000,000 | \$29,244,335 |
| Contra Costa | CCTA | State Highway | I-680 / SR 4 Interchange Reconstruction - Phase 3 | Expansion | CC-130046 | \$2,780,000 | \$15,700,000 | \$11,910,000 | | | \$34,700,000 | \$65,090,000 |
| Contra Costa | Clayton | Local Road | Clayton Various Streets Preservation | Maintenance/ Rehabilitation | CC-130030 | \$40,000 | \$437,000 | | | | | \$477,000 |
| Contra Costa | Concord | Local Road | Commerce Avenue Extension | Expansion | CC-070026 | \$8,500,000 | | | | | | \$8,500,000 |
| Contra Costa | Concord | Local Road | Ygnacio Valley/Kirker Pass Roads Widening | Expansion | CC-090026 | | \$800,000 | | \$1,000,000 | | \$10,200,000 | \$12,000,000 |
| Contra Costa | Concord | Local Road | Concord BART Station Bike/Ped Access Improvements | Expansion | CC-130006 | \$233,000 | \$1,138,000 | | | | | \$1,371,000 |
| Contra Costa | Concord | Local Road | Detroit Avenue Bicycle and Pedestrian Improvements | Expansion | CC-130011 | \$2,639,000 | | | | | | \$2,639,000 |
| Contra Costa | Concord | Local Road | Concord Various Street Preservation | Maintenance/ Rehabilitation | CC-130012 | \$1,127,000 | | | | | | \$1,127,000 |
| Contra Costa | Concord | Local Road | Concord Clayton Road/Treat Blvd Intersection Imps. | System Management | CC-090023 | \$2,680,000 | | | | | | \$2,680,000 |
| Contra Costa | Concord | Local Road | Concord New and Upgraded Signals at Various Loc | System Management | CC-130013 | \$2,633,233 | | | | | | \$2,633,233 |
| Contra Costa | Danville | Local Road | Vista Grande Street Pedestrian Improvements/SR2S | Expansion | CC-130038 | \$29,275 | | \$178,000 | | | | \$207,275 |
| Contra Costa | Danville | Local Road | San Ramon Valley Blvd Lane Addition and Overlay | Expansion | CC-170001 | | \$953,046 | | | | | \$953,046 |
| Contra Costa | Danville | Local Road | Crow Canyon/Camino Tassajara Intersection Imps | Maintenance/ Rehabilitation | CC-050075 | \$4,783,275 | \$1,308,100 | | | | | \$6,091,375 |
| Contra Costa | Danville | Local Road | Diablo Road Imps. - Green Valley to Avenida Nueva | Maintenance/ Rehabilitation | CC-090001 | \$660,000 | | | \$3,500,000 | | | \$4,160,000 |
| Contra Costa | Danville | Local Road | Danville Various Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130023 | \$159,000 | \$896,000 | | | | | \$1,055,000 |
| Contra Costa | EB Reg Park Dis | Local Road | Atlas Road - New Bridge and Roadway Extension | Expansion | CC-070063 | \$9,442,358 | \$1,141,139 | | | | | \$10,583,497 |
| Contra Costa | EB Reg Park Dis | Public Lands/ Trails | Breuner Marsh Restoration and Public Access | Expansion | CC-130049 | \$5,945,000 | | | | | | \$5,945,000 |
| Contra Costa | EB Reg Park Dis | Public Lands/ Trails | SF Bay Trail, Pinole Shores to Bay Front Park | Expansion | CC-130050 | \$1,800,686 | \$5,821,000 | | | | | \$7,621,686 |
| Contra Costa | EB Reg Park Dis | Public Lands/ Trails | Contra Costa Parks Bike/Ped Trail Improvements | Maintenance/ Rehabilitation | CC-070033 | \$799,090 | \$151,831 | | | | | \$950,921 |
| Contra Costa | ECCTA | Transit | ECCTA: Transit Bus Replacements | Maintenance/ Rehabilitation | CC-070092 | \$46,606,104 | \$719,263 | | | | | \$47,325,367 |
| Contra Costa | ECCTA | Transit | Tri-Delta: ADA Operating Assistance | Operations | CC-030035 | \$7,662,559 | | | | | | \$7,662,559 |
| Contra Costa | ECCTA | Transit | ECCTA: Non-ADA Paratransit to FR Incentive Program | System Management | CC-150020 | | \$1,021,621 | | | | | \$1,021,621 |
| Contra Costa | El Cerrito | Public Lands/ Trails | Ohlone Greenway Station Area Bike/Ped Improvements | Expansion | CC-130024 | \$3,919,000 | | | | | | \$3,919,000 |
| Contra Costa | El Cerrito | State Highway | Del Norte Area TOD Complete Street Imps | System Management | CC-070046 | \$750,000 | | \$176,200 | \$883,200 | | \$7,790,600 | \$9,600,000 |
| Contra Costa | Hercules | Local Road | Hercules-Refugio Valley Road Pavement Preservation | Maintenance/ Rehabilitation | CC-130040 | \$1,182,000 | | | | | | \$1,182,000 |
| Contra Costa | Hercules | Transit | Hercules Intercity Rail Station | Expansion | CC-030002 | \$30,567,000 | \$2,919,000 | | | | | \$33,486,000 |
| Contra Costa | Martinez | Local Road | Martinez Various Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130025 | \$100,000 | | \$1,185,000 | | | | \$1,285,000 |
| Contra Costa | Martinez | Transit | Martinez Intermodal Station Parking Expansion | Expansion | CC-030004 | \$10,900,000 | \$9,100,000 | | | | | \$20,000,000 |
| Contra Costa | Moraga | Local Road | Moraga Rd SRTS Bicycle and Ped Improvements | Expansion | CC-130037 | \$127,000 | | | | | | \$127,000 |
| Contra Costa | Moraga | Local Road | Moraga Various Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130020 | \$801,000 | | | | | | \$801,000 |
| Contra Costa | MTC | Local Road | Regional Planning Activities and PPM - CC County | System Management | CC-170004 | | \$609,000 | \$5,359,553 | \$454,000 | | | \$6,422,553 |
| Contra Costa | Oakley | Local Road | Oakley Various Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130031 | \$1,165,000 | | | | | | \$1,165,000 |
| Contra Costa | Oakley | Local Road | Main Street (Previously SR4) Realignment in Oakley | System Management | CC-070065 | \$350,000 | \$1,961,000 | | | | | \$2,311,000 |
| Contra Costa | Pinole | Local Road | Pinole - San Pablo Avenue Preservation | Maintenance/ Rehabilitation | CC-130015 | \$805,000 | | | | | | \$805,000 |
| Contra Costa | Pittsburg | Transit | Pittsburg Multimodal Transit Station Access Imps. | Expansion | CC-130039 | \$214,000 | \$1,300,000 | | | | | \$1,514,000 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|--------------------------------------|---------------|---------------|--|-----------------------------|-----------|----------------------|----------------------|---------------------|---------------------|---------------------|----------------------|------------------------|
| Contra Costa | Pleasant Hill | Local Road | Boyd Road/Elinora Drive SRTS Sidewalk Installation | Expansion | CC-130029 | \$575,000 | | | | | | \$575,000 |
| Contra Costa | Pleasant Hill | Local Road | Contra Costa Blvd. Improvement (Beth to Harriet) | Expansion | CC-150011 | \$2,951,900 | | | | | | \$2,951,900 |
| Contra Costa | Pleasant Hill | Local Road | Golf Club Rd Roundabout and Bike/Ped Improvements | System Management | CC-130005 | \$5,514,000 | | | | | | \$5,514,000 |
| Contra Costa | Richmond | Local Road | 37th Street Bicycle & Pedestrian Improvements | Expansion | CC-130047 | \$400,444 | | | | | | \$400,444 |
| Contra Costa | Richmond | Local Road | Richmond Local Streets and Roads Preservation | Maintenance/ Rehabilitation | CC-130026 | \$3,723,000 | | | | | | \$3,723,000 |
| Contra Costa | Richmond | Local Road | Richmond Transit Village: Nevin Imps BART-19th | System Management | CC-110007 | \$8,382,235 | | | | | | \$8,382,235 |
| Contra Costa | Richmond | Local Road | The Yellow Brick Road in Richmond's Iron Triangle | System Management | CC-150016 | | \$967,000 | \$5,485,000 | | | | \$6,452,000 |
| Contra Costa | Richmond | State Highway | I-80/Central Avenue Interchange Modification | Expansion | CC-050076 | \$1,845,000 | \$3,674,000 | | | \$6,400,000 | \$12,741,000 | \$24,660,000 |
| Contra Costa | San Pablo | Local Road | San Pablo Avenue Bicycle and Ped Improvements | Expansion | CC-130032 | \$845,000 | \$5,978,000 | | | | | \$6,823,000 |
| Contra Costa | San Pablo | Local Road | Rumrill Blvd Complete Streets Improvements | System Management | CC-150017 | | \$100,000 | \$500,000 | \$5,010,000 | | | \$5,610,000 |
| Contra Costa | San Ramon | Local Road | Bollinger Canyon Road Widening (Alcosta to SRVB) | Expansion | CC-090019 | \$8,905,484 | \$1,707,371 | | | | | \$10,612,855 |
| Contra Costa | Walnut Creek | Local Road | Walnut Creek - North Main Street Preservation | Maintenance/ Rehabilitation | CC-130033 | \$921,000 | | | | | | \$921,000 |
| Contra Costa | Walnut Creek | Local Road | Walnut Creek-Parking Guidance System Pilot | System Management | CC-150018 | | \$933,000 | | | | | \$933,000 |
| Contra Costa | WCCTA | Transit | WCCTA: Preventive Maintenance Program | Maintenance/ Rehabilitation | CC-030025 | \$2,508,911 | | | | | | \$2,508,911 |
| Contra Costa | WCCTA | Transit | WestCAT: Replacement of (10) Paratransit Cut-Aways | Maintenance/ Rehabilitation | CC-150001 | \$1,230,000 | | | | | | \$1,230,000 |
| Contra Costa | WCCTA | Transit | WestCAT: Purchase of (10) Radio systems | Maintenance/ Rehabilitation | CC-150002 | \$10,000 | | | | | | \$10,000 |
| Contra Costa | WCCTA | Transit | WestCAT: Purchase of (2) Electronic Fareboxes | Maintenance/ Rehabilitation | CC-150003 | \$35,623 | | | | | | \$35,623 |
| Contra Costa | WCCTA | Transit | WestCAT: Replace (1) 2003 40ft Revenue Vehicle | Maintenance/ Rehabilitation | CC-150004 | \$534,025 | | | | | | \$534,025 |
| Contra Costa | WCCTA | Transit | WestCAT: Replace (1) 40ft Rev. Vehicle with 45ft | Maintenance/ Rehabilitation | CC-150005 | \$622,175 | | | | | | \$622,175 |
| Contra Costa | WCCTA | Transit | WestCAT: Replace (1) 1998 40 ft Vehicle | Maintenance/ Rehabilitation | CC-150014 | \$530,000 | | | | | | \$530,000 |
| Contra Costa | WCCTA | Transit | WestCat: ADA Paratransit Operating Subsidy | Operations | CC-990045 | \$2,441,717 | | | | | | \$2,441,717 |
| Contra Costa | WCCTA | Transit | WestCAT: Purchase (1) Fast Fare Electronic Farebox | System Management | CC-150015 | \$17,811 | | | | | | \$17,811 |
| Contra Costa | WCCTA | Transit | WestCAT - AVL System with APC Element. | System Management | CC-150021 | | | \$394,513 | | | | \$394,513 |
| Contra Costa | WETA | Transit | Richmond Ferry Service | Expansion | CC-070062 | \$60,370,815 | \$1,000,000 | | | | | \$61,370,815 |
| Total for Contra Costa County | | | | | | \$939,192,939 | \$144,943,394 | \$45,382,278 | \$36,511,200 | \$97,457,000 | \$665,160,600 | \$1,928,647,411 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|-------------------------------|--------------|----------------------|--|-----------------------------|-----------|----------------------|---------------------|---------------------|---------------------|---------------------|----------------------|------------------------|
| Marin | Fairfax | Local Road | Parkade Circulation and Safety Improvements | System Management | MRN130009 | \$90,000 | | \$310,000 | | | | \$400,000 |
| Marin | GGBHTD | Tollway | Golden Gate Bridge Seismic Retrofit, Phase 3B | Maintenance/ Rehabilitation | MRN050018 | \$37,500,000 | \$7,130,424 | \$51,060,990 | \$20,000,000 | \$21,560,990 | | \$137,252,404 |
| Marin | GGBHTD | Tollway | Golden Gate Bridge Seismic Retrofit, Ph: 1-3A | Maintenance/ Rehabilitation | MRN970016 | \$269,417,373 | \$3,740,000 | | | | | \$273,157,373 |
| Marin | GGBHTD | Tollway | Golden Gate Bridge-Suicide Deterrent SafetyBarrier | System Management | MRN050019 | \$106,000,000 | \$20,000,000 | \$27,000,000 | | | | \$153,000,000 |
| Marin | GGBHTD | Transit | Larkspur Ferry Terminal Parking Garage | Expansion | MRN130001 | | | \$500,000 | | | \$3,500,000 | \$4,000,000 |
| Marin | GGBHTD | Transit | GGBHTD: Bldg Ridership to Meet Capacity Campaign | Expansion | MRN150006 | \$200,003 | \$237,637 | | | | | \$437,640 |
| Marin | GGBHTD | Transit | ACIS Radio Communications System | Maintenance/ Rehabilitation | MRN010035 | \$20,664,163 | \$935,885 | | | | | \$21,600,048 |
| Marin | GGBHTD | Transit | GGBHTD: Fixed Guideway Connectors | Maintenance/ Rehabilitation | MRN030010 | \$38,295,992 | | | | | | \$38,295,992 |
| Marin | GGBHTD | Transit | GGBHTD: Facilities Rehabilitation | Maintenance/ Rehabilitation | MRN050025 | \$19,889,622 | | | | | | \$19,889,622 |
| Marin | GGBHTD | Transit | GGBHTD: Replace 7 - 40' Diesel Buses | Maintenance/ Rehabilitation | MRN110045 | \$3,760,007 | | | | | | \$3,760,007 |
| Marin | GGBHTD | Transit | MS Sonoma Ferry Boat Refurbishment | Maintenance/ Rehabilitation | MRN150005 | \$8,331,303 | \$12,333,739 | | | | | \$20,665,042 |
| Marin | GGBHTD | Transit | GGBHTD Ferry Major Components Rehab | Maintenance/ Rehabilitation | MRN150014 | | \$3,375,000 | | | | | \$3,375,000 |
| Marin | GGBHTD | Transit | GGBHTD Ferry Propulsion Systems Replacement | Maintenance/ Rehabilitation | MRN150015 | \$625,000 | | | | | | \$625,000 |
| Marin | GGBHTD | Transit | Ferry channel & berth dredging | Maintenance/ Rehabilitation | MRN990017 | \$26,144,027 | | | | | | \$26,144,027 |
| Marin | GGBHTD | Transit | GGBHTD - Transit Systems Enhancements | System Management | MRN130015 | \$2,264,125 | | | | | | \$2,264,125 |
| Marin | GGBHTD | Transit | GGBHTD: On-Board Bus and Ferry Surveys | System Management | MRN150007 | \$402,572 | \$52,157 | | | | | \$454,729 |
| Marin | Marin County | Local Road | Non-motorized Transp. Pilot Program - Marin County | Expansion | MRN050033 | \$11,341,139 | | | | | | \$11,341,139 |
| Marin | Marin County | Local Road | Non-motorized Transp. Projects - Marin County | Expansion | MRN090049 | \$1,238,181 | | | | | | \$1,238,181 |
| Marin | Marin County | Local Road | Miller Creek Road Bike Lanes and Ped Improvements | Expansion | MRN110033 | \$407,000 | | | | | | \$407,000 |
| Marin | Marin County | Local Road | Mountain View Rd Bridge Replacement - 27C0154 | Expansion | MRN110035 | \$503,600 | | \$72,952 | | | \$910,560 | \$1,487,112 |
| Marin | Marin County | Local Road | Marin Parklands Visitor Access, Phase 2 | Maintenance/ Rehabilitation | MRN070019 | \$1,036,000 | \$3,410,000 | | | | | \$4,446,000 |
| Marin | Marin County | Local Road | Donahue Street Road Rehabilitation Project | Maintenance/ Rehabilitation | MRN130010 | \$122,000 | \$1,094,600 | | | | | \$1,216,600 |
| Marin | Marin County | Local Road | North Civic Center Drive Improvements | System Management | MRN130007 | \$2,869,110 | | | | | | \$2,869,110 |
| Marin | Marin County | Public Lands/ Trails | Mill Valley-Sausalito Pathway Preservation | Maintenance/ Rehabilitation | MRN130014 | \$410,000 | \$230,000 | | | | | \$640,000 |
| Marin | MCTD | Transit | MCTD Preventive Maintenance | Maintenance/ Rehabilitation | MRN110040 | \$258,063 | \$153,780 | | | | | \$411,843 |
| Marin | MCTD | Transit | MCTD: On Board Vehicle Equipment | Maintenance/ Rehabilitation | MRN150003 | \$377,075 | | | | | | \$377,075 |
| Marin | MCTD | Transit | MCTD - Relocate Transit Maint. Facility - PE only | Maintenance/ Rehabilitation | MRN150010 | | \$600,000 | | | | | \$600,000 |
| Marin | MCTD | Transit | MCTD- Replace 2 Shuttle Vehicles | Maintenance/ Rehabilitation | MRN150011 | \$244,000 | | | | | | \$244,000 |
| Marin | MCTD | Transit | MCTD - Replace 13 -40ft Buses | Maintenance/ Rehabilitation | MRN150012 | | \$9,634,000 | | | | | \$9,634,000 |
| Marin | MCTD | Transit | MCTD - Emergency Radio System | Maintenance/ Rehabilitation | MRN150013 | \$348,000 | | | | | | \$348,000 |
| Marin | MCTD | Transit | Marin Transit Low Income Youth Pass Program | Operations | MRN110041 | \$410,874 | \$153,850 | | | | | \$564,724 |
| Marin | MCTD | Transit | MCTD: ADA Paratransit Assistance | Operations | MRN110047 | \$3,886,026 | | | | | | \$3,886,026 |
| Marin | Mill Valley | Local Road | Mill Valley - Miller Avenue Rehabilitation | Maintenance/ Rehabilitation | MRN070002 | \$7,150,000 | | | | | | \$7,150,000 |
| Marin | Mill Valley | Public Lands/ Trails | Bayfront Park Recreational Bay Access Pier Rehab | Maintenance/ Rehabilitation | MRN130012 | \$73,000 | \$150,000 | | | | | \$223,000 |
| Marin | MTC | Local Road | Regional Planning Activities and PPM - Marin | System Management | MRN170001 | | \$206,000 | \$4,523,181 | | | | \$4,729,181 |
| Marin | MTC | Tollway | Richmond-San Rafael Bridge Access Improvements | Expansion | MRN150009 | \$68,584,000 | \$5,000,000 | | | | | \$73,584,000 |
| Marin | Novato | Local Road | Novato Boulevard Widening, Diablo to Grant | Expansion | MRN070006 | \$1,063,085 | \$2,000,000 | | | | \$5,910,847 | \$8,973,932 |
| Marin | Novato | Local Road | DeLong Avenue and Ignacio Boulevard Resurfacing | Maintenance/ Rehabilitation | MRN130011 | \$975,000 | | | | | | \$975,000 |
| Marin | Novato | Local Road | Vineyard Road Improvements | Maintenance/ Rehabilitation | MRN150016 | \$83,975 | \$921,782 | | | | | \$1,005,757 |
| Marin | Ross | Local Road | Bolinas Avenue and Sir Francis Drake Intersection | Maintenance/ Rehabilitation | MRN130006 | \$304,000 | \$36,000 | | | | | \$340,000 |
| Marin | San Anselmo | Local Road | San Anselmo - Center Blvd Bridge Replace (27C0079) | Expansion | MRN110032 | \$1,060,000 | | \$1,250,000 | \$3,507,000 | | | \$5,817,000 |
| Marin | San Anselmo | Public Lands/ Trails | Sunny Hill Ridge and Red Hill Trails | Expansion | MRN130013 | \$80,000 | \$80,000 | | | | | \$160,000 |
| Marin | San Rafael | Local Road | San Rafael - Non-motorized Transport Pilot Program | Expansion | MRN070009 | \$3,055,680 | | | | | | \$3,055,680 |
| Marin | San Rafael | Local Road | Grand Avenue Bicycle Pedestrian Improvements | Expansion | MRN150008 | \$50,000 | \$1,706,000 | | | | | \$1,756,000 |
| Marin | San Rafael | Local Road | San Rafael Various Streets and Roads Preservation | Maintenance/ Rehabilitation | MRN130004 | \$594,000 | | | | | | \$594,000 |
| Marin | San Rafael | Local Road | San Rafael Transit Center Pedestrian Access Imps. | System Management | MRN130005 | \$2,675,000 | | | | | | \$2,675,000 |
| Marin | Sausalito | Local Road | Sausalito - Bridgeway/US 101 Off Ramp Bicycle Imps | System Management | MRN110010 | \$100,000 | \$185,000 | | | | | \$285,000 |
| Marin | TAM | Local Road | Central Marin Ferry Access Improvements | Expansion | MRN050014 | \$16,612,000 | | | | | | \$16,612,000 |
| Marin | TAM | Local Road | TAM - Non-motorized Transportation Pilot Program | System Management | MRN070017 | \$160,000 | | | | | | \$160,000 |
| Marin | TAM | Local Road | TAM - Car Share Canal | System Management | MRN150004 | \$143,750 | | | | | | \$143,750 |
| Marin | TAM | State Highway | US 101 / Greenbrae Interchange Corridor Imps. | Expansion | MRN050001 | \$13,033,000 | \$9,800,000 | \$5,900,000 | | | \$126,067,000 | \$154,800,000 |
| Marin | TAM | State Highway | US 101 HOV Lanes - Marin-Sonoma Narrows (Marin) | Expansion | MRN050034 | \$232,937,000 | | | | | \$120,282,000 | \$353,219,000 |
| Marin | TAM | State Highway | Highway 101 Landscaping for Gap Closure Project | System Management | MRN110034 | \$1,655,000 | | | | | | \$1,655,000 |
| Total for Marin County | | | | | | \$907,423,745 | \$83,165,854 | \$90,617,123 | \$23,507,000 | \$21,560,990 | \$256,670,407 | \$1,382,945,119 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|------------------------------|-----------------|----------------------|--|-----------------------------|-----------|----------------------|--------------------|---------------------|--------------------|------------------|---------------------|----------------------|
| Napa | American Canyon | Local Road | Eucalyptus Drive Realignment Complete Streets | Expansion | NAP110029 | \$528,000 | | \$2,015,600 | | | \$3,645,400 | \$6,189,000 |
| Napa | American Canyon | Local Road | Devlin Road and Vine Trail Extension | Expansion | NAP130006 | \$297,000 | \$800,000 | \$1,785,000 | | | | \$2,882,000 |
| Napa | Calistoga | State Highway | SR 128 and Petrified Forest Intersection Imp | System Management | NAP150001 | | \$118,000 | \$56,000 | \$476,000 | | | \$650,000 |
| Napa | Caltrans | State Highway | SR 12 (Jamieson Canyon Road) Widening | Expansion | NAP010008 | \$115,135,000 | | | | | | \$115,135,000 |
| Napa | Caltrans | State Highway | Hwy 29 Grayson Ave. Signal Construction | System Management | NAP130007 | \$466,006 | | | | | | \$466,006 |
| Napa | MTC | Local Road | Regional Planning Activities and PPM - Napa | System Management | NAP170001 | | \$110,000 | \$4,482,181 | | | | \$4,592,181 |
| Napa | Napa | Local Road | California Boulevard Roundabouts | System Management | NAP110028 | \$1,764,000 | \$5,454,000 | \$3,401,793 | | | | \$10,619,793 |
| Napa | Napa | Public Lands/ Trails | Highway 29/Napa Creek Bicycle Path Upgrade | Expansion | NAP130004 | \$100,000 | | | | | \$425,000 | \$525,000 |
| Napa | Napa County | Local Road | Silverado Trail Phase H Rehab | Maintenance/ Rehabilitation | NAP110023 | \$56,000 | \$1,627,189 | | | | | \$1,683,189 |
| Napa | Napa County | Local Road | Hardin Rd Bridge Replacement - 21C0058 | Maintenance/ Rehabilitation | NAP110026 | | | \$700,000 | | \$200,000 | \$3,000,000 | \$3,900,000 |
| Napa | Napa County | Local Road | Loma Vista Dr Bridge Replacement - 21C0080 | Maintenance/ Rehabilitation | NAP110027 | | | \$500,000 | | \$100,000 | \$3,000,000 | \$3,600,000 |
| Napa | Napa County | Local Road | Airport Boulevard Rehabilitation | Maintenance/ Rehabilitation | NAP130003 | | | | | | \$1,916,500 | \$1,916,500 |
| Napa | Napa County | Local Road | Silverado Trail Phase G Rehab | Maintenance/ Rehabilitation | NAP130009 | \$2,829,000 | | | | | | \$2,829,000 |
| Napa | Napa County | Local Road | Garnett Bridge Greenwood Ave | Maintenance/ Rehabilitation | NAP150002 | \$650,000 | | \$200,000 | | | \$5,200,000 | \$6,050,000 |
| Napa | Napa County | Local Road | Silverado Trail Yountville-Napa Safety Improvement | System Management | NAP130010 | \$168,000 | | | | | | \$168,000 |
| Napa | Napa Vine | Transit | Park & Ride Lots in Napa County | Expansion | NAP050009 | \$5,030,000 | | | | | | \$5,030,000 |
| Napa | NVTA | Local Road | Napa Valley Vine Trail Design and Construction | Expansion | NAP110014 | \$8,692,569 | | | | | | \$8,692,569 |
| Napa | NVTA | Local Road | Napa Valley Vine Trail Calistoga-St. Helena Seg. | Expansion | NAP150003 | \$350,000 | \$142,000 | \$1,304,000 | \$7,410,000 | | | \$9,206,000 |
| Napa | NVTA | State Highway | SR 12/29/221 Soscol Junction Interchange Study | Expansion | NAP090003 | \$6,300,000 | | | | | | \$6,300,000 |
| Napa | NVTA | Transit | NVTA: Replace Rolling Stock | Maintenance/ Rehabilitation | NAP090005 | \$14,728,090 | | | | | | \$14,728,090 |
| Napa | NVTA | Transit | NVTA Equipment Replacement and Upgrades | Maintenance/ Rehabilitation | NAP090008 | \$2,385,347 | \$103,645 | | | | | \$2,488,992 |
| Napa | NVTA | Transit | NVTA: ADA Operating Assistance | Operations | NAP030004 | \$473,448 | | | | | | \$473,448 |
| Napa | NVTA | Transit | Napa Vine Operating Assistance | Operations | NAP970010 | \$40,476,726 | | | | | | \$40,476,726 |
| Napa | NVTA | Transit | Napa: Bus Stop Improvements | System Management | NAP030005 | \$782,485 | | | | | | \$782,485 |
| Napa | Yountville | Public Lands/ Trails | Hopper Creek Pedestrian Bridge and Path Project | Expansion | NAP130008 | | | | \$100,000 | \$400,000 | | \$500,000 |
| Total for Napa County | | | | | | \$201,211,671 | \$8,354,834 | \$14,444,574 | \$7,986,000 | \$700,000 | \$17,186,900 | \$249,883,979 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|---------------|--------------|---------------|---|-----------------------------|-----------|-----------------|---------------|--------------|--------------|---------------|-----------------|-----------------|
| San Francisco | BART | Transit | BART/MUNI Direct Connection Platform | Expansion | SF-050014 | | \$3,000,000 | | | | | \$3,000,000 |
| San Francisco | BART | Transit | Regional Real-Time Transit Information at BART | System Management | SF-110044 | \$4,400,000 | | | | | | \$4,400,000 |
| San Francisco | MTC | Local Road | Regional Planning Activities and PPM - SF County | System Management | SF-170002 | | \$447,000 | \$5,181,854 | | | | \$5,628,854 |
| San Francisco | Port of SF | Local Road | Pier 70 19th Street & Illinois Street Sidewalk | Expansion | SF-130021 | \$370,000 | \$2,850,000 | | | | | \$3,220,000 |
| San Francisco | Port of SF | Transit | Mission Bay Ferry Terminal | Expansion | SF-170001 | \$3,400,000 | \$1,000,000 | | \$1,000,000 | | \$12,140,000 | \$17,540,000 |
| San Francisco | Port of SF | Transit | Embarcadero Corridor Transportation Improvements | System Management | SF-070009 | \$850,000 | \$1,000,000 | | | | \$3,500,000 | \$5,350,000 |
| San Francisco | SF County TA | Local Road | Treasure Is/Yerba Buena Is Street Improvements | Expansion | SF-130004 | \$500,000 | \$1,000,000 | | \$1,000,000 | \$5,000,000 | \$40,460,000 | \$47,960,000 |
| San Francisco | SF County TA | Local Road | Integrated Public-Private Partnership TDM Program | System Management | SF-110011 | \$1,024,894 | \$10,000 | | | | | \$1,034,894 |
| San Francisco | SF County TA | Local Road | Treasure Island Congestion Pricing Program | System Management | SF-110049 | \$2,380,000 | \$610,000 | \$1,283,400 | \$216,600 | | \$4,245,000 | \$8,735,000 |
| San Francisco | SF County TA | Local Road | SF Downtown Congestion Pricing (NE Cordon) | System Management | SF-130017 | \$300,000 | \$2,000,000 | | | | \$101,900,000 | \$104,200,000 |
| San Francisco | SF County TA | Local Road | Quint-Jerrold Connector Road | System Management | SF-150008 | \$6,697,448 | \$483,000 | \$2,008,900 | | | \$851,100 | \$10,040,448 |
| San Francisco | SF County TA | Local Road | SB I-280 Off-Ramp at Ocean Ave Realignment | System Management | SF-150013 | \$750,000 | \$500,000 | \$1,500,000 | | | \$2,850,000 | \$5,600,000 |
| San Francisco | SF County TA | State Highway | HOV Lanes on US 101 in SF - Project Development | Expansion | SF-130008 | | \$2,000,000 | | | | | \$2,000,000 |
| San Francisco | SF County TA | State Highway | Yerba Buena Island (YBI) Ramp Improvements | Maintenance/ Rehabilitation | SF-070027 | \$126,995,236 | \$11,453,039 | \$47,239,842 | \$0 | | \$53,340,404 | \$239,028,521 |
| San Francisco | SF County TA | State Highway | US 101 Doyle Drive Replacement | Maintenance/ Rehabilitation | SF-991030 | \$877,866,569 | \$21,200,000 | \$21,200,000 | \$21,200,000 | \$21,200,000 | \$1,024,070,000 | \$1,986,736,569 |
| San Francisco | SF County TA | Transit | Geary Bus Rapid Transit | Expansion | SF-070004 | \$39,166,113 | \$712,100 | \$19,588,554 | | | \$124,233,233 | \$183,700,000 |
| San Francisco | SF County TA | Transit | Oakdale Caltrain Station | Expansion | SF-090011 | \$50,000 | | \$750,000 | | | | \$800,000 |
| San Francisco | SF County TA | Transit | Construct Treasure Island Bus Terminal Facility | Expansion | SF-130010 | \$200,000 | \$590,000 | \$2,000,000 | | | | \$2,790,000 |
| San Francisco | SF County TA | Transit | Treasure Island Pricing Mobility Improvements | System Management | SF-130005 | \$1,000,000 | | \$4,000,000 | | | \$18,500,000 | \$23,500,000 |
| San Francisco | SF County TA | Transit | San Francisco Travel Smart Rewards Pilot Program | System Management | SF-150012 | \$635,000 | | | | | | \$635,000 |
| San Francisco | SF DPW | Local Road | Bayview Transportation Improvements | Expansion | SF-010038 | \$10,312,200 | \$712,000 | | \$288,000 | | \$24,837,800 | \$36,150,000 |
| San Francisco | SF DPW | Local Road | Harney Way Roadway Widening | Expansion | SF-090004 | \$1,475,000 | \$205,000 | \$12,320,000 | | | \$10,050,000 | \$24,050,000 |
| San Francisco | SF DPW | Local Road | Hunters Pt Shipyard and Candlestick Pt Local Roads | Expansion | SF-110006 | \$2,050,000 | \$2,000,000 | \$3,000,000 | | | \$331,100,000 | \$338,150,000 |
| San Francisco | SF DPW | Local Road | Southeast Waterfront Transportation Improvements | Expansion | SF-130006 | \$105,571,785 | | | | \$100,049,237 | \$47,702,878 | \$253,323,900 |
| San Francisco | SF DPW | Local Road | HOPE SF Street Grid Phase 1 | Expansion | SF-130007 | \$8,000,000 | \$2,000,000 | | | | | \$10,000,000 |
| San Francisco | SF DPW | Local Road | Great Highway Restoration | Maintenance/ Rehabilitation | SF-110005 | \$3,796,100 | \$3,029,600 | | | | | \$6,825,700 |
| San Francisco | SF DPW | Local Road | SF- Better Market Street Transportation Elements | System Management | SF-130001 | \$1,000,000 | | \$500,000 | \$1,500,000 | | \$203,400,000 | \$206,400,000 |
| San Francisco | SF DPW | Local Road | SF- Second Street Complete Streets and Road Diet | System Management | SF-130011 | \$12,707,661 | \$1,780,514 | | | | | \$14,488,175 |
| San Francisco | SF DPW | Local Road | SF- Broadway Chinatown Complete Streets | System Management | SF-130014 | \$8,199,752 | | | | | | \$8,199,752 |
| San Francisco | SF DPW | Local Road | John Yehall Chin Safe Routes to School | System Management | SF-150001 | \$398,433 | | \$1,497,000 | | | | \$1,895,433 |
| San Francisco | SF DPW | State Highway | Lombard Street Vision Zero Project | System Management | SF-150016 | \$4,768,000 | \$6,164,000 | | | | | \$10,932,000 |
| San Francisco | SFDPH | Local Road | SF SRTS Non-Infrastructure Program | System Management | SF-130018 | \$1,439,000 | \$551,000 | | | | | \$1,990,000 |
| San Francisco | SFDPH | Local Road | San Francisco Safe Routes to School (ATP) | System Management | SF-150003 | \$990,000 | | | | | | \$990,000 |
| San Francisco | SFDPH | Local Road | SF Safe Routes to School 2017-2019 | System Management | SF-150017 | | \$2,411,000 | \$66,686 | \$66,686 | | | \$2,544,372 |
| San Francisco | SFMTA | Local Road | Mission Bay/UCSF Multi-Modal Transportation Imps. | Expansion | SF-110002 | \$23,271,539 | \$2,000,000 | | | | \$24,420,461 | \$49,692,000 |
| San Francisco | SFMTA | Local Road | Linked Priced Electric Bikesharing | Expansion | SF-110037 | \$1,880,277 | | | \$0 | | | \$1,880,277 |
| San Francisco | SFMTA | Local Road | Implement Parkmerced Street Network | Expansion | SF-130002 | \$500,000 | | \$1,000,000 | | | \$46,460,000 | \$47,960,000 |
| San Francisco | SFMTA | Local Road | Twin Peaks Connectivity Planning | Expansion | SF-130022 | \$190,589 | | | | | | \$190,589 |
| San Francisco | SFMTA | Local Road | Mansell Corridor Complete Streets | System Management | SF-130015 | \$6,555,411 | | | | | | \$6,555,411 |
| San Francisco | SFMTA | Local Road | Eddy and Ellis Traffic Calming Improvement Project | System Management | SF-130019 | \$1,175,601 | \$534,325 | | | | | \$1,709,926 |
| San Francisco | SFMTA | Local Road | San Francisco Safer Streets Campaign | System Management | SF-150002 | \$2,000,000 | | | | | | \$2,000,000 |
| San Francisco | SFMTA | Local Road | SFMTA Station-Area Ped and Bicycle Access Imp. | System Management | SF-150004 | \$1,250,000 | | | | | | \$1,250,000 |
| San Francisco | SFMTA | Local Road | San Francisco Citywide Bicycle Wayfinding | System Management | SF-150009 | \$1,145,000 | | | | | | \$1,145,000 |
| San Francisco | SFMTA | Local Road | San Francisco Vision Zero Safety Investment | System Management | SF-150011 | \$453,000 | \$4,584,000 | | | | | \$5,037,000 |
| San Francisco | SFMTA | State Highway | SFGO-Corridor Management | System Management | SF-070030 | \$54,871,092 | \$2,000,000 | | | | | \$56,871,092 |
| San Francisco | SFMTA | Transit | SF Muni Third St LRT Phase 2 - New Central Subway | Expansion | SF-010037 | \$1,392,330,706 | \$150,000,000 | | \$35,669,294 | | | \$1,578,000,000 |
| San Francisco | SFMTA | Transit | Historic Streetcar Extension to Fort Mason | Expansion | SF-070003 | \$41,122 | \$41,122 | \$301,790 | | | \$68,145,966 | \$68,530,000 |
| San Francisco | SFMTA | Transit | Van Ness Avenue Bus Rapid Transit | Expansion | SF-070005 | \$155,209,787 | \$39,790,213 | | | | | \$195,000,000 |
| San Francisco | SFMTA | Transit | Additional Light Rail Vehicles to Expand Muni Rail | Expansion | SF-090012 | \$12,227,539 | | | | \$2,000,000 | \$122,242,461 | \$136,470,000 |
| San Francisco | SFMTA | Transit | Transit Center in Hunters Point | Expansion | SF-090016 | \$6,300,000 | | | \$2,000,000 | | \$13,700,000 | \$22,000,000 |
| San Francisco | SFMTA | Transit | Oakdale-Palou Interim High-Capacity Bus Corridor | Expansion | SF-090018 | \$5,000,000 | | | | | \$17,000,000 | \$22,000,000 |
| San Francisco | SFMTA | Transit | Extended Trolleybus Service into Hunters Point | Expansion | SF-090019 | \$2,700,000 | | | | | \$48,300,000 | \$51,000,000 |
| San Francisco | SFMTA | Transit | Geneva Harney BRT Infrastructure: Central Segment | Expansion | SF-090020 | \$1,315,000 | \$1,085,000 | \$2,000,000 | \$4,800,000 | \$900,000 | \$32,900,000 | \$43,000,000 |
| San Francisco | SFMTA | Transit | Geneva Harney BRT Infrastructure: Eastern Segment | Expansion | SF-090023 | \$1,000,000 | | \$1,000,000 | | \$2,000,000 | \$94,115,000 | \$98,115,000 |
| San Francisco | SFMTA | Transit | 19th Ave. & Parkmerced M-Line Realignment | Expansion | SF-130003 | | | \$2,000,000 | | | \$78,940,000 | \$80,940,000 |
| San Francisco | SFMTA | Transit | SFMTA: Purchase 60 foot expansion motor coaches | Expansion | SF-130020 | \$41,744,033 | | | | | | \$41,744,033 |
| San Francisco | SFMTA | Transit | SFMTA: Wayside Fare Collection Equipment | Maintenance/ Rehabilitation | SF-030013 | \$41,315,741 | | | | | | \$41,315,741 |
| San Francisco | SFMTA | Transit | SFMTA: Train Control & Trolley Signal Rehab/Replace | Maintenance/ Rehabilitation | SF-050024 | \$65,519,952 | | | | | | \$65,519,952 |
| San Francisco | SFMTA | Transit | Light Rail Vehicle Overhaul Program | Maintenance/ Rehabilitation | SF-050034 | \$61,493,899 | \$6,037,401 | | | | | \$67,531,300 |
| San Francisco | SFMTA | Transit | SFMTA: Trolley Coach Replacement | Maintenance/ Rehabilitation | SF-070045 | \$118,217,563 | | | | | | \$118,217,563 |
| San Francisco | SFMTA | Transit | SF Muni - Preventive Maintenance | Maintenance/ Rehabilitation | SF-090031 | \$15,092,543 | | | | | | \$15,092,543 |
| San Francisco | SFMTA | Transit | SFMTA: Paratransit Vehicle Replacements | Maintenance/ Rehabilitation | SF-090035 | \$11,793,126 | | | | | | \$11,793,126 |
| San Francisco | SFMTA | Transit | SFMTA Transportation Asset Management System | Maintenance/ Rehabilitation | SF-110010 | \$20,033,000 | | | | | | \$20,033,000 |
| San Francisco | SFMTA | Transit | SFMTA: Replace 58 40' Neoplan Buses | Maintenance/ Rehabilitation | SF-110050 | \$41,529,092 | | | | | | \$41,529,092 |
| San Francisco | SFMTA | Transit | SFMTA - Replacement of 40' Motor Coaches | Maintenance/ Rehabilitation | SF-150005 | \$57,552,026 | \$29,788,693 | | | | | \$87,340,719 |
| San Francisco | SFMTA | Transit | SFMTA Replacement of 60' Motor Coaches | Maintenance/ Rehabilitation | SF-150006 | \$92,228,731 | | \$29,788,693 | | | | \$122,017,424 |
| San Francisco | SFMTA | Transit | SFMTA Farebox Replacement | Maintenance/ Rehabilitation | SF-150007 | \$4,186,000 | | | | | | \$4,186,000 |
| San Francisco | SFMTA | Transit | SFMTA 30' Motor Coach Mid-Life Overhaul | Maintenance/ Rehabilitation | SF-150014 | \$16,407,408 | | | | | | \$16,407,408 |
| San Francisco | SFMTA | Transit | SFMTA: Replacement of 40' Trolley Coaches | Maintenance/ Rehabilitation | SF-150015 | \$25,000,000 | | | | | | \$25,000,000 |
| San Francisco | SFMTA | Transit | SF Muni Rail Replacement Program | Maintenance/ Rehabilitation | SF-95037B | \$199,564,568 | | | | | | \$199,564,568 |
| San Francisco | SFMTA | Transit | SFMTA: Cable Car Vehicle Renovation Program | Maintenance/ Rehabilitation | SF-970073 | \$24,790,969 | | | | | | \$24,790,969 |
| San Francisco | SFMTA | Transit | SFMTA: Trolley Overhead Recon. Program | Maintenance/ Rehabilitation | SF-970170 | \$165,760,918 | | | | | | \$165,760,918 |
| San Francisco | SFMTA | Transit | Islais Creek Motor Coach Facility | Maintenance/ Rehabilitation | SF-990004 | \$120,985,021 | | | | | | \$120,985,021 |
| San Francisco | SFMTA | Transit | Cable Car Traction Power & Guideway Rehab | Maintenance/ Rehabilitation | SF-99T002 | \$71,990,416 | | | | | | \$71,990,416 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|---------------------------------------|---------|---------|--|-----------------------------|-----------|------------------------|----------------------|----------------------|---------------------|----------------------|------------------------|-------------------------|
| San Francisco | SFMTA | Transit | SFMTA: ADA Paratransit operating support | Operations | SF-990022 | \$217,049,051 | | | | | | \$217,049,051 |
| San Francisco | SFMTA | Transit | SFMTA: Muni Forward Capital Implementation Program | System Management | SF-090032 | \$166,606,000 | \$5,754,000 | | | | | \$172,360,000 |
| San Francisco | SFMTA | Transit | SFMTA: 8X Customer First Program | System Management | SF-110045 | \$11,637,000 | | | | | | \$11,637,000 |
| San Francisco | SFMTA | Transit | Global Positioning System | System Management | SF-990003 | \$35,926,594 | | | | | | \$35,926,594 |
| San Francisco | TBJPA | Transit | Transbay Term/Caltrain Downtown Ext - Ph.1 | Expansion | SF-010015 | \$1,899,400,000 | \$360,000,000 | | | | | \$2,259,400,000 |
| San Francisco | TBJPA | Transit | Transbay Terminal/Caltrain Downtown Ext: Ph. 2 | Expansion | SF-050002 | \$76,414,715 | | \$185,396,285 | | | \$1,663,600,000 | \$1,925,411,000 |
| San Francisco | TBJPA | Transit | Transbay Transit Center - TIFIA Loan Debt Service | Expansion | SF-070029 | | | \$4,088,423 | \$8,176,847 | \$8,176,847 | \$1,054,618,508 | \$1,075,060,625 |
| San Francisco | WETA | Transit | WETA: Replace Ferry Vessels | Maintenance/ Rehabilitation | SF-110053 | \$26,176,682 | \$14,312,000 | | | | | \$40,488,682 |
| Total for San Francisco County | | | | | | \$6,525,124,902 | \$683,635,007 | \$347,711,427 | \$75,917,427 | \$139,326,084 | \$5,267,622,811 | \$13,039,337,658 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|-----------|------------------|----------------------|--|-----------------------------|-----------|---------------|---------------|---------------|-------------|-------------|---------------|-----------------|
| San Mateo | BART | Transit | BART: Preventive Maintenance | Maintenance/ Rehabilitation | SM-050005 | \$33,214,367 | | | | | | \$33,214,367 |
| San Mateo | BART | Transit | Daly City BART Station Intermodal Improvements | System Management | SM-130029 | \$550,000 | \$550,000 | | | | | \$1,100,000 |
| San Mateo | Belmont | Local Road | Ralston Avenue Pedestrian Route Improvements | Expansion | SM-130017 | \$320,000 | | | | | | \$320,000 |
| San Mateo | Belmont | Local Road | Old County Road Bicycle/Pedestrian Improvements | Expansion | SM-130018 | \$350,000 | | | | | | \$350,000 |
| San Mateo | Belmont | Local Road | Belmont Village Specific/Implementation Plan | System Management | SM-150004 | \$550,000 | | | | | | \$550,000 |
| San Mateo | Brisbane | State Highway | US 101/Candlestick Interchange | System Management | SM-090004 | \$490,000 | | \$400,000 | | | \$13,000,000 | \$13,890,000 |
| San Mateo | Burlingame | Local Road | Carolyn Ave Complete Streets and Road Diet | System Management | SM-130021 | \$174,000 | \$986,000 | | | | | \$1,160,000 |
| San Mateo | Caltrain | Transit | Caltrain South Terminal Phase II and III | Expansion | SM-070008 | \$1,500,000 | \$14,000,000 | | | | | \$15,500,000 |
| San Mateo | Caltrain | Transit | Caltrain Electrification | Maintenance/ Rehabilitation | SF-010028 | \$335,060,051 | \$152,747,108 | \$295,600,000 | | | \$828,592,841 | \$1,612,000,000 |
| San Mateo | Caltrain | Transit | San Mateo Bridges Replacement | Maintenance/ Rehabilitation | SM-010054 | \$41,366,236 | | | | | \$1,210,870 | \$42,577,106 |
| San Mateo | Caltrain | Transit | Caltrain: ADA Operating Set-aside | Operations | SM-050040 | \$1,541,857 | | | | | | \$1,541,857 |
| San Mateo | Caltrain | Transit | Caltrain Control Point Installation | System Management | SM-130026 | \$4,030,809 | | | | | \$944,757 | \$4,975,566 |
| San Mateo | Caltrain | Transit | Caltrain Off-peak Marketing Campaign | System Management | SM-130027 | \$50,000 | | | | | | \$50,000 |
| San Mateo | Caltrain | Transit | Map Based Real-Time Train Display for Caltrain.com | System Management | SM-150007 | \$50,000 | | | | | | \$50,000 |
| San Mateo | CCAG | Local Road | San Mateo Countywide ITS Improvements | System Management | SM-070002 | | | \$800,000 | \$3,498,000 | | | \$4,298,000 |
| San Mateo | CCAG | Local Road | San Mateo County SR2S Program | System Management | SM-110022 | \$4,892,000 | | | | | | \$4,892,000 |
| San Mateo | CCAG | Local Road | Local PDA Planning - San Mateo | System Management | SM-110067 | \$342,000 | | | | | | \$342,000 |
| San Mateo | CCAG | State Highway | US 101 HOV/ HOT from Santa Clara to I-380 | Expansion | SM-150017 | | \$8,500,000 | | | | \$159,399,000 | \$167,899,000 |
| San Mateo | CCAG | State Highway | Dumbarton Bridge to US101 Connection Study | System Management | SM-070029 | | \$478,000 | | | | | \$478,000 |
| San Mateo | CCAG | State Highway | Improve US 101 operations near Rte 92 | System Management | SM-090014 | \$500,000 | | | \$0 | \$2,411,000 | \$21,428,000 | \$24,339,000 |
| San Mateo | Daly City | Local Road | Daly City Central Corridor Bike/Ped Safety Imprmnt | Expansion | SM-150012 | | \$300,000 | | \$1,976,000 | | | \$2,276,000 |
| San Mateo | Daly City | Local Road | John Daly Boulevard Bicycle /Ped Improvements | System Management | SM-130011 | \$1,540,000 | | | | | | \$1,540,000 |
| San Mateo | East Palo Alto | Local Road | US-101 Pedestrian/Bicycle Overcrossing | Expansion | SM-130028 | \$600,000 | \$8,600,000 | | | | | \$9,200,000 |
| San Mateo | East Palo Alto | Local Road | Bay Rd Bicycle/Ped Improvements Phase II & III | Maintenance/ Rehabilitation | SM-070004 | \$1,276,800 | \$11,678,750 | | | | | \$12,955,550 |
| San Mateo | East Palo Alto | Local Road | US 101 University Ave Interchange Improvements | System Management | SM-070006 | \$950,000 | \$6,057,000 | | | | | \$7,007,000 |
| San Mateo | Half Moon Bay | State Highway | SR 92 Shoulder Widening & Curve Correction | Expansion | SM-010002 | \$0 | \$600,000 | | | | \$4,700,000 | \$5,300,000 |
| San Mateo | Half Moon Bay | State Highway | Route 1 improvements in Half Moon Bay | Expansion | SM-090015 | \$50,000 | \$600,000 | | | \$2,000,000 | \$4,400,000 | \$7,050,000 |
| San Mateo | Menlo Park | Local Road | Menlo Park-Variou Streets and Roads Preservation | System Management | SM-130008 | \$602,260 | | | | | | \$602,260 |
| San Mateo | Menlo Park | Local Road | Menlo Park - Willow Rd Traffic Signal Modification | System Management | SM-130023 | \$301,000 | | | | | | \$301,000 |
| San Mateo | Menlo Park | State Highway | US 101 / Willow Road Interchange Reconstruction | Maintenance/ Rehabilitation | SM-010047 | \$11,652,000 | | \$44,400,000 | | | | \$56,052,000 |
| San Mateo | Millbrae | Local Road | US 101 Millbrae Ave Bike/Ped Bridge | Expansion | SM-050053 | | \$1,062,000 | | | | \$2,000,000 | \$3,062,000 |
| San Mateo | Millbrae | Local Road | Millbrae Various Streets and Roads Preservation | Maintenance/ Rehabilitation | SM-130009 | \$505,000 | | | | | | \$505,000 |
| San Mateo | Millbrae | Local Road | Millbrae Priority Development Area Specific Plan | System Management | SM-150001 | \$650,000 | | | | | | \$650,000 |
| San Mateo | MTC | Local Road | Regional Planning Activities and PPM - San Mateo | System Management | SM-170002 | | \$462,000 | \$4,655,181 | \$338,000 | | | \$5,455,181 |
| San Mateo | Pacifica | Local Road | Manor Drive Overcrossing and Milagra On Ramp | Expansion | SM-170004 | | \$1,000,000 | | | | \$16,000,000 | \$17,000,000 |
| San Mateo | Pacifica | Local Road | Palmetto Avenue Streetscape | System Management | SM-130016 | \$120,000 | \$2,330,000 | | | | | \$2,450,000 |
| San Mateo | Pacifica | State Highway | SR 1 - Fassler to Westport Drive Widening | Expansion | SM-050001 | \$4,000,000 | | \$5,573,000 | \$7,600,000 | \$1,900,000 | \$31,477,000 | \$50,550,000 |
| San Mateo | Redwood City | Local Road | Blomquist Street Extension | Expansion | SM-090007 | | \$100,000 | | | \$1,500,000 | \$16,000,000 | \$17,600,000 |
| San Mateo | Redwood City | Local Road | Middlefield Rd and Woodside Rd Intersection Improv | Expansion | SM-110065 | \$85,000 | \$424,924 | | | | | \$509,924 |
| San Mateo | Redwood City | Local Road | Middlefield Road Bicycle / Ped Improvements | Expansion | SM-130022 | \$540,000 | \$6,110,000 | | | | | \$6,650,000 |
| San Mateo | Redwood City | Local Road | Redwood City Various Streets Overlay | Maintenance/ Rehabilitation | SM-130002 | \$648,000 | | | | | | \$648,000 |
| San Mateo | Redwood City | Local Road | Redwood City Dwtwn Transit Area Impvmts-Streetcar | System Management | SM-150003 | \$550,000 | | | | | | \$550,000 |
| San Mateo | Redwood City | State Highway | US 101 / Woodside Interchange Improvement | Expansion | SM-050027 | \$3,420,000 | \$5,490,000 | \$1,900,000 | | | \$38,300,000 | \$49,110,000 |
| San Mateo | SamTrans | State Highway | SR 82 - El Camino Real Grand Boulevard Initiative | System Management | SM-050051 | \$4,499,023 | | | | | | \$4,499,023 |
| San Mateo | SamTrans | Transit | SAMTRANS: Preventive Maintenance | Maintenance/ Rehabilitation | SM-030023 | \$55,612,819 | \$0 | | | | | \$55,612,819 |
| San Mateo | SamTrans | Transit | Facility/Equipment Rehabilitation/Replacement | Maintenance/ Rehabilitation | SM-070049 | \$1,752,780 | | | | | | \$1,752,780 |
| San Mateo | SamTrans | Transit | Samtrans - Replace 62 1998 Gillig Buses | Maintenance/ Rehabilitation | SM-110062 | \$35,629,968 | | | | | | \$35,629,968 |
| San Mateo | SamTrans | Transit | SAMTRANS: Replacement of Articulated Bus Fleet | Maintenance/ Rehabilitation | SM-110068 | \$57,716,190 | | | \$0 | | | \$57,716,190 |
| San Mateo | SamTrans | Transit | SAMTRANS: Replacement of 2003 Gillig Buses | Maintenance/ Rehabilitation | SM-150005 | \$33,432,757 | | | | | | \$33,432,757 |
| San Mateo | SamTrans | Transit | SamTrans - Replacement of Non-Rev Vehicles | Maintenance/ Rehabilitation | SM-150008 | \$770,000 | | | | | | \$770,000 |
| San Mateo | SamTrans | Transit | SamTrans - Replacement of Cutaway Buses | Maintenance/ Rehabilitation | SM-150010 | \$1,098,000 | | | | | | \$1,098,000 |
| San Mateo | SamTrans | Transit | SamTrans - Purchase of Replacement Minivans | Maintenance/ Rehabilitation | SM-150011 | \$510,000 | | | | | | \$510,000 |
| San Mateo | SamTrans | Transit | SAMTRANS: ADA Paratransit Operating Subsidy | Operations | SM-990026 | \$10,591,685 | | | | | | \$10,591,685 |
| San Mateo | SamTrans | Transit | Reconfiguration of San Carlos Transit Center | System Management | SM-110054 | \$4,984,465 | | | | | | \$4,984,465 |
| San Mateo | SamTrans | Transit | SamTrans Service Plan (SSP) | System Management | SM-130025 | \$992,536 | | | | | | \$992,536 |
| San Mateo | San Bruno | Local Road | San Bruno Transit Corridor Pedestrian Imps | System Management | SM-110012 | \$502,500 | | | | | | \$502,500 |
| San Mateo | San Bruno | Local Road | San Bruno Ave Street Medians Improvements | System Management | SM-130019 | \$30,000 | \$830,230 | | | | | \$860,230 |
| San Mateo | San Bruno | State Highway | SR-35 (Skyline Blvd) Widening from I-280 to Sneath | Expansion | SM-170003 | \$350,000 | \$500,000 | | | | \$3,600,000 | \$4,450,000 |
| San Mateo | San Carlos | Local Road | US 101 Holly Pedestrian/Bicycle Overcrossing | Expansion | SM-150009 | \$1,000,000 | \$1,550,000 | | | | \$4,900,000 | \$7,450,000 |
| San Mateo | San Carlos | State Highway | San Carlos Streetscape and Ped Improvments | Expansion | SM-130012 | \$1,150,200 | | | | | | \$1,150,200 |
| San Mateo | San Carlos | State Highway | US101/Holly Interchange modification | System Management | SM-090008 | \$3,500,000 | \$12,700,000 | | | | | \$16,200,000 |
| San Mateo | San Mateo | Local Road | Mount Diablo Ave. Rehabilitation | Maintenance/ Rehabilitation | SM-130004 | \$325,000 | | | | | | \$325,000 |
| San Mateo | San Mateo | Local Road | North Central Pedestrian Improvement Program | System Management | SM-110064 | \$1,554,485 | | | | | | \$1,554,485 |
| San Mateo | San Mateo | Local Road | San Mateo Citywide Crosswalk Improvements | System Management | SM-130020 | \$65,000 | \$368,000 | | | | | \$433,000 |
| San Mateo | San Mateo | Local Road | City of San Mateo SR2S Program | System Management | SM-150002 | \$2,515,000 | | | | | | \$2,515,000 |
| San Mateo | San Mateo | Local Road | City of San Mateo Car Sharing Program | System Management | SM-150006 | \$265,152 | | | | | | \$265,152 |
| San Mateo | San Mateo | Local Road | San Mateo Downtown Parking Tech Implementation | System Management | SM-150016 | | \$150,000 | \$1,850,000 | | | | \$2,000,000 |
| San Mateo | San Mateo | State Highway | SR92/El Camino Real (SR82) Ramp Modifications | System Management | SM-110047 | \$4,205,000 | \$18,895,000 | \$5,000,000 | | | | \$28,100,000 |
| San Mateo | San Mateo Co | Local Road | Semicircular Rd Bicycle / Ped Access Improvements | System Management | SM-130015 | \$403,460 | | | | | | \$403,460 |
| San Mateo | San Mateo Co | Local Road | RWC 2020 Sustainable Transportation Encouragement | System Management | SM-150013 | | \$966,000 | | | | | \$966,000 |
| San Mateo | San Mateo Co | Public Lands/ Trails | Midcoast Multi-Modal Trail | Expansion | SM-130032 | | | | \$565,000 | | \$6,000,000 | \$6,565,000 |
| San Mateo | San Mateo Co | State Highway | Hwy 1 Congestion throughput and safety improvement | System Management | SM-170001 | | \$1,650,000 | | | | \$5,500,000 | \$7,150,000 |
| San Mateo | San Mateo County | Local Road | Safe Routes to School for Health and Wellness | System Management | SM-150014 | | \$1,045,000 | | | | | \$1,045,000 |
| San Mateo | SF City/County | Public Lands/ Trails | Southern Skyline Blvd. Ridge Trail Extension | Expansion | SM-130031 | \$2,800,000 | | \$3,000,000 | | | \$8,900,000 | \$14,700,000 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|-----------------------------------|---------|---------------|--|-------------------|-----------|----------------------|----------------------|----------------------|---------------------|--------------------|------------------------|------------------------|
| San Mateo | SMCTA | State Highway | US 101 Aux lanes from Sierra Point to SF Cnty Line | Expansion | SM-090009 | \$1,000,000 | \$8,000,000 | \$800,000 | | | \$65,000,000 | \$74,800,000 |
| San Mateo | SSF | Local Road | SSF Citywide Sidewalk Gap Closure Project | Expansion | SM-130003 | \$47,000 | | \$357,000 | | | | \$404,000 |
| San Mateo | SSF | Local Road | SSF Linden/Spruce Ave Traffic Calming Improvements | System Management | SM-150015 | \$45,000 | \$280,000 | | \$713,000 | | | \$1,038,000 |
| San Mateo | SSF | State Highway | US 101/Produce Avenue Interchange | Expansion | SM-110003 | \$4,590,000 | | | \$2,000,000 | | \$123,500,000 | \$130,090,000 |
| San Mateo | SSF | State Highway | SSF Grand Blvd Project: Chestnut to Arroyo | System Management | SM-130013 | \$170,000 | \$961,000 | | | | | \$1,131,000 |
| San Mateo | SSF | State Highway | SSF Grand Blvd Project: Kaiser Way to McLellan | System Management | SM-130030 | | | \$2,539,000 | | | | \$2,539,000 |
| San Mateo | WETA | Transit | WETA: Redwood City Ferry Service | Expansion | SM-110002 | \$15,000,000 | | | | | | \$15,000,000 |
| Total for San Mateo County | | | | | | \$699,579,400 | \$269,971,012 | \$366,874,181 | \$16,690,000 | \$7,811,000 | \$1,354,852,468 | \$2,715,778,061 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|-------------|----------------|----------------------|--|-----------------------------|-----------|-----------------|---------------|--------------|--------------|-------------|-----------------|-----------------|
| Santa Clara | Gilroy | Local Road | Gilroy New Ronan Channel and Lions Creek Trails | Expansion | SCL110032 | \$1,794,000 | \$135,000 | | | | | \$1,929,000 |
| Santa Clara | Morgan Hill | Local Road | Monterey Road Preservation | Maintenance/ Rehabilitation | SCL130043 | \$153,000 | \$1,558,000 | | | | | \$1,711,000 |
| Santa Clara | Mountain View | State Highway | Mountain View El Camino Real Streetscape Study | System Management | SCL150017 | | \$300,000 | | | | | \$300,000 |
| Santa Clara | MTC | Local Road | Regional Planning Activities and PPM - Santa Clara | System Management | SCL170001 | | \$1,053,000 | \$7,649,470 | \$783,000 | | | \$9,485,470 |
| Santa Clara | Palo Alto | Local Road | Arastradero Road Schoolscape/Multiuse Trail | Expansion | SCL130034 | \$196,000 | | \$1,306,000 | | | | \$1,502,000 |
| Santa Clara | Palo Alto | Local Road | Palo Alto - Citywide Traffic Signal upgrade | System Management | SCL050091 | \$45,000 | \$458,000 | | | | | \$503,000 |
| Santa Clara | Palo Alto | State Highway | Adobe Creek/ Highway 101 Bicycle Pedestrian Bridge | Maintenance/ Rehabilitation | SCL130041 | \$1,500,000 | \$4,000,000 | | | | \$7,500,000 | \$13,000,000 |
| Santa Clara | San Jose | Local Road | Bay Trail Reach 9 & 9B | Expansion | SCL050082 | \$815,000 | | | \$63,000 | \$100,000 | \$7,560,000 | \$8,538,000 |
| Santa Clara | San Jose | Local Road | San Jose Charcot Avenue Extension Over I-880 | Expansion | SCL090003 | \$2,200,000 | \$1,000,000 | | | | \$27,000,000 | \$30,200,000 |
| Santa Clara | San Jose | Local Road | Coleman Avenue Widening from I-880 to Taylor St. | Expansion | SCL090005 | | \$1,000,000 | \$2,000,000 | | | \$10,000,000 | \$13,000,000 |
| Santa Clara | San Jose | Local Road | San Jose - Autumn Street Extension | Expansion | SCL110006 | \$8,300,000 | | | | | \$9,000,000 | \$17,300,000 |
| Santa Clara | San Jose | Local Road | San Jose: Los Gatos Creek Reach 5 Underpass | Expansion | SCL110029 | \$1,550,000 | \$1,000,000 | | | | \$2,500,000 | \$5,050,000 |
| Santa Clara | San Jose | Local Road | San Jose - Meridian Bike/Ped Improvements | Expansion | SCL130004 | \$375,000 | | \$1,299,000 | | | | \$1,674,000 |
| Santa Clara | San Jose | Local Road | St. Johns Bikeway and Pedestrian Improvements | Expansion | SCL130011 | \$3,376,000 | | | | | | \$3,376,000 |
| Santa Clara | San Jose | Local Road | East San Jose Bikeways | Expansion | SCL130016 | \$532,000 | \$2,000,000 | | | | | \$2,532,000 |
| Santa Clara | San Jose | Local Road | Downtown San Jose Bike Lanes and De-couplet | System Management | SCL090004 | \$1,815,000 | | \$1,000,000 | | | \$20,000,000 | \$22,815,000 |
| Santa Clara | San Jose | Local Road | San Jose Citywide SRTS Program | System Management | SCL130006 | \$173,550 | \$1,133,450 | | | | | \$1,307,000 |
| Santa Clara | San Jose | Local Road | Jackson Ave Bicycle and Pedestrian Improvements | System Management | SCL130007 | \$1,899,000 | | | | | | \$1,899,000 |
| Santa Clara | San Jose | Local Road | San Jose Pedestrian Oriented Traffic Signals | System Management | SCL130010 | \$3,585,200 | \$212,800 | | | | | \$3,798,000 |
| Santa Clara | San Jose | Local Road | North 1st Street Urban Village Plan | System Management | SCL150020 | | \$456,743 | | | | | \$456,743 |
| Santa Clara | San Jose | Local Road | Berryessa BART Urban Village Plan | System Management | SCL150021 | | \$409,420 | | | | | \$409,420 |
| Santa Clara | San Jose | Public Lands/ Trails | Coyote Creek Trail (Hwy 237-Story Rd) | Expansion | SCL050083 | \$5,285,100 | \$1,423,530 | | \$4,760,000 | | \$30,000,000 | \$41,468,630 |
| Santa Clara | San Jose | State Highway | US 101 / Blossom Hill I/C Reconst & Road Widening | Expansion | SCL030006 | \$250,000 | \$1,458,000 | \$125,000 | | | \$13,167,000 | \$15,000,000 |
| Santa Clara | San Jose | State Highway | US 101 / Mabury New Interchange | Expansion | SCL070004 | \$1,500,000 | | | | | \$19,250,000 | \$20,750,000 |
| Santa Clara | San Jose | Transit | San Jose International Airport People Mover | Expansion | SCL090019 | \$2,075,000 | | \$2,000,000 | | | \$503,925,000 | \$508,000,000 |
| Santa Clara | Santa Clara Co | Local Road | Montague Expwy Widening - Trade Zone-I-680 | Expansion | SCL090017 | \$1,000,000 | \$1,000,000 | | | \$2,000,000 | \$11,540,000 | \$15,540,000 |
| Santa Clara | Santa Clara Co | Local Road | San Tomas Expressway Widening | Expansion | SCL110007 | \$2,800,000 | | | | \$2,000,000 | \$51,300,000 | \$56,100,000 |
| Santa Clara | Santa Clara Co | Local Road | East San Jose Pedestrian Improvements | Expansion | SCL110121 | \$2,727,754 | | | | | | \$2,727,754 |
| Santa Clara | Santa Clara Co | Local Road | San Tomas Aquino Spur Multi-Use Trail Phase 2 | Expansion | SCL130022 | \$4,994,000 | | | | | | \$4,994,000 |
| Santa Clara | Santa Clara Co | Local Road | San Tomas Expressway Box Culvert Rehabilitation | Maintenance/ Rehabilitation | SCL090002 | \$10,416,061 | | | | | | \$10,416,061 |
| Santa Clara | Santa Clara Co | Local Road | Isabel Bridge Replacement (37C0089) | Maintenance/ Rehabilitation | SCL110108 | \$1,130,000 | \$4,800,000 | | | | | \$5,930,000 |
| Santa Clara | Santa Clara Co | Local Road | Capitol Expressway ITS and Bike/Ped Improvements | System Management | SCL130037 | \$1,434,000 | \$7,992,637 | | | | | \$9,426,637 |
| Santa Clara | Santa Clara Co | Local Road | Gilroy Moves! | System Management | SCL150015 | \$1,876,000 | | | | | | \$1,876,000 |
| Santa Clara | Saratoga | Local Road | Prospect Rd Complete Streets | System Management | SCL130026 | \$265,000 | \$4,500,000 | | | | | \$4,765,000 |
| Santa Clara | Saratoga | State Highway | Saratoga Village Sidewalk Rehabilitation | Maintenance/ Rehabilitation | SCL130027 | \$19,000 | \$182,990 | | | | | \$201,990 |
| Santa Clara | Sunnyvale | Local Road | Fair Oaks Avenue Bikeway and Street Enhancements | Expansion | SCL130029 | \$173,856 | | \$1,036,244 | | | | \$1,210,100 |
| Santa Clara | Sunnyvale | Local Road | Sunnyvale/Saratoga Traffic Signal, Bike/Ped Safety | System Management | SCL130028 | \$90,065 | | \$524,000 | | | | \$614,065 |
| Santa Clara | Sunnyvale | Local Road | Maude Avenue Bikeway and Streetscape | System Management | SCL130030 | \$135,000 | | \$695,000 | | | | \$830,000 |
| Santa Clara | Sunnyvale | Local Road | Sunnyvale SRTS Ped Infrastructure Improvements | System Management | SCL130032 | \$330,968 | \$1,569,000 | | | | | \$1,899,968 |
| Santa Clara | Sunnyvale | Public Lands/ Trails | Sunnyvale East and West Channel Multi-Use Trails | Expansion | SCL130031 | \$400,000 | | \$4,345,000 | | | | \$4,745,000 |
| Santa Clara | VTA | Local Road | Santa Clara Caltrain Station Bike/Ped Tunnel | Expansion | SCL090031 | \$14,397,813 | | | | | | \$14,397,813 |
| Santa Clara | VTA | Local Road | Local PDA Planning - Santa Clara | System Management | SCL110125 | \$4,097,934 | \$301,593 | \$256,984 | | | | \$4,656,511 |
| Santa Clara | VTA | Local Road | SR 237/US 101/Mathilda Interchange Modifications | System Management | SCL130001 | | \$4,000,000 | | | | \$36,000,000 | \$40,000,000 |
| Santa Clara | VTA | State Highway | I-880 Coleman Avenue I/C Reconfiguration | Expansion | SCL010019 | \$78,044,150 | | | | | | \$78,044,150 |
| Santa Clara | VTA | State Highway | New SR152 Alignment Study | Expansion | SCL090016 | \$10,000,000 | | | | | | \$10,000,000 |
| Santa Clara | VTA | State Highway | SR 85 Express Lanes | Expansion | SCL090030 | \$14,100,000 | | | \$15,200,000 | | \$146,700,000 | \$176,000,000 |
| Santa Clara | VTA | State Highway | Santa Clara County - US 101 Express Lanes | Expansion | SCL110002 | \$13,000,000 | | | \$2,000,000 | | \$416,000,000 | \$431,000,000 |
| Santa Clara | VTA | State Highway | SR 237 Express Lanes: Zanker Rd to Mathilda Ave | Expansion | SCL110008 | \$11,903,365 | | | | | \$18,096,635 | \$30,000,000 |
| Santa Clara | VTA | State Highway | SR 237 Express Lanes : Mathilda Avenue to SR 85 | Expansion | SCL130002 | | | \$2,000,000 | | \$3,200,000 | \$78,590,000 | \$83,790,000 |
| Santa Clara | VTA | State Highway | I-880 Stevens Creek Landscaping | System Management | SCL130044 | \$871,139 | \$3,000,000 | | | | | \$3,871,139 |
| Santa Clara | VTA | State Highway | I-680 Soundwalls - Capitol Expwy to Mueller Ave | System Management | SCL150001 | \$95,000 | | \$731,000 | \$355,000 | \$3,275,000 | | \$4,456,000 |
| Santa Clara | VTA | State Highway | I-280/Winchester Study | System Management | SCL150014 | \$1,000,000 | | | | | | \$1,000,000 |
| Santa Clara | VTA | Transit | BART - Berryessa to San Jose Extension | Expansion | BRT030001 | \$1,000,000 | | \$18,672,000 | | | \$3,942,628,000 | \$3,962,300,000 |
| Santa Clara | VTA | Transit | Capitol Expressway LRT Extension- Phase II | Expansion | SCL050009 | \$124,279,000 | | | | | \$169,621,000 | \$293,900,000 |
| Santa Clara | VTA | Transit | LRT Extension to Vasona Junction | Expansion | SCL090040 | \$25,000,000 | | | | \$1,000,000 | \$150,000,000 | \$176,000,000 |
| Santa Clara | VTA | Transit | BART - Warm Springs to Berryessa Extension | Expansion | SCL110005 | \$2,148,123,335 | \$276,361,600 | \$97,414,577 | | | | \$2,521,899,512 |
| Santa Clara | VTA | Transit | El Camino Real Bus Rapid Transit | Expansion | SCL110009 | \$27,500,000 | | | | | \$206,200,000 | \$233,700,000 |
| Santa Clara | VTA | Transit | VTA: Stevens Creek Bus Rapid Transit | Expansion | SCL110010 | \$806,653 | | | \$3,200,000 | \$4,000,000 | \$153,500,000 | \$161,506,653 |
| Santa Clara | VTA | Transit | Montague Expy Ped Bridge at Milpitas BART | Expansion | SCL130040 | \$841,000 | \$3,127,251 | | | | \$8,778,892 | \$12,747,143 |
| Santa Clara | VTA | Transit | VTA: Standard & Small Bus Replacement | Maintenance/ Rehabilitation | SCL050001 | \$210,897,748 | | | | | | \$210,897,748 |
| Santa Clara | VTA | Transit | VTA: Rail Replacement Program | Maintenance/ Rehabilitation | SCL050002 | \$30,048,963 | | | | | | \$30,048,963 |
| Santa Clara | VTA | Transit | VTA: Rail Substation Rehab/Replacement | Maintenance/ Rehabilitation | SCL050049 | \$25,642,352 | | | | | | \$25,642,352 |
| Santa Clara | VTA | Transit | VTA: TP OCS Rehab & Replacement | Maintenance/ Rehabilitation | SCL090044 | \$9,084,940 | | | | | | \$9,084,940 |
| Santa Clara | VTA | Transit | VTA: Light Rail Bridge and Structure - SG Repair | Maintenance/ Rehabilitation | SCL110099 | \$1,700,000 | | | | | | \$1,700,000 |
| Santa Clara | VTA | Transit | VTA: Kinkisharyo LRV Overhaul Program | Maintenance/ Rehabilitation | SCL110100 | \$1,287,000 | | | | | | \$1,287,000 |
| Santa Clara | VTA | Transit | VTA: Light Rail Track Crossovers and Switches | Maintenance/ Rehabilitation | SCL110104 | \$4,420,648 | | | | | | \$4,420,648 |
| Santa Clara | VTA | Transit | VTA Train to Wayside Communication System Upgrade | Maintenance/ Rehabilitation | SCL150005 | \$250,000 | | | | | | \$250,000 |
| Santa Clara | VTA | Transit | VTA: Preventive Maintenance | Maintenance/ Rehabilitation | SCL990046 | \$596,267,531 | | | | | | \$596,267,531 |
| Santa Clara | VTA | Transit | VTA: ADA Operating Set Aside | Operations | SCL050046 | \$48,629,844 | | | | | | \$48,629,844 |
| Santa Clara | VTA | Transit | VTA: Photovoltaic Solar Panel Alternative Energy | System Management | SCL090041 | \$937,500 | | | | | | \$937,500 |

TIP Project Listing - Funding by Fiscal Year
 2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|-------------------------------------|---------|---------|--|-------------------|-----------|------------------------|----------------------|----------------------|---------------------|---------------------|------------------------|-------------------------|
| Santa Clara | VTA | Transit | VTA: Back-up Power for Elevated Stations | System Management | SCL150006 | \$400,000 | | | | | | \$400,000 |
| Santa Clara | VTA | Transit | VTA Track Intrusion Abatement | System Management | SCL150008 | \$4,000,000 | | | | | | \$4,000,000 |
| Santa Clara | VTA | Transit | VTA: N 1st Street LR Speed Improvements | System Management | SCL150011 | \$500,000 | | | | | | \$500,000 |
| Santa Clara | VTA | Transit | Peery Park Rides | System Management | SCL150018 | | | \$2,080,000 | | | | \$2,080,000 |
| Total for Santa Clara County | | | | | | \$3,474,336,469 | \$324,433,014 | \$143,134,275 | \$26,361,000 | \$15,575,000 | \$6,038,856,527 | \$10,022,696,285 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|--------------------------------|---------------|---------------|--|-----------------------------|-----------|----------------------|---------------------|--------------------|--------------------|--------------------|----------------------|------------------------|
| Solano | Dixon | Local Road | Dixon SR2S Infrastructure Improvements | System Management | SOL130012 | \$12,000 | \$112,956 | | | | | \$124,956 |
| Solano | Fairfield | Transit | Fairfield/Vacaville Intermodal Rail Station | Expansion | SOL030002 | \$64,318,418 | \$1,557,857 | | | | \$14,715,186 | \$80,591,461 |
| Solano | Fairfield | Transit | Fairfield Transportation Center - Phase 3 | Expansion | SOL110007 | \$788,000 | \$600,000 | | | | \$6,935,000 | \$8,323,000 |
| Solano | F-S Transit | Transit | Fairfield Transit: 2 Gillig Bus Replacements | Maintenance/ Rehabilitation | SOL110041 | | \$1,393,264 | | | | | \$1,393,264 |
| Solano | F-S Transit | Transit | Fairfield-Suisun Transit: Operating Assistance | Operations | SOL010006 | \$58,831,222 | \$744,432 | | | | | \$59,575,654 |
| Solano | MTC | Local Road | Regional Planning Activities and PPM - Solano | System Management | SOL170001 | | \$274,000 | \$4,520,181 | \$204,000 | | | \$4,998,181 |
| Solano | MTC | State Highway | I-80 Express Lanes - Fairfield & Vacaville Ph I&II | Expansion | SOL110001 | \$15,200,000 | | | | \$2,000,000 | \$219,600,000 | \$236,800,000 |
| Solano | Rio Vista | State Highway | SR 12 crossing with updated lighting | System Management | SOL130014 | \$230,330 | | | | | | \$230,330 |
| Solano | Solano County | Local Road | Cordelia Hills Sky Valley | Expansion | SOL070012 | \$2,750,000 | | | | | | \$2,750,000 |
| Solano | Solano County | Local Road | Suisun Vallley Bicycle and Pedestrian Imps | Expansion | SOL130007 | \$1,207,200 | \$120,200 | | \$250,000 | | \$6,000,000 | \$7,577,400 |
| Solano | Solano County | State Highway | Redwood-Fairgrounds Dr Interchange Imps | Expansion | SOL090015 | \$1,163,839 | \$924,259 | | | | \$94,281,902 | \$96,370,000 |
| Solano | SolTrans | Transit | SolTrans: Preventive Maintenance | Maintenance/ Rehabilitation | SOL070032 | \$3,020,851 | | | | | | \$3,020,851 |
| Solano | SolTrans | Transit | SolTrans: Bus Maintenance Facility Renovation | Maintenance/ Rehabilitation | SOL090033 | \$4,171,748 | | | | | | \$4,171,748 |
| Solano | SolTrans | Transit | Bus Replacement (Alternative Fuel) | Maintenance/ Rehabilitation | SOL090034 | \$6,954,725 | | | | | | \$6,954,725 |
| Solano | SolTrans | Transit | Bus Replacement (Commuter) | Maintenance/ Rehabilitation | SOL130019 | \$2,178,227 | | | | | | \$2,178,227 |
| Solano | SolTrans | Transit | SolTrans: ADA Paratransit Operating Subsidy | Operations | SOL110025 | \$2,690,235 | \$405,430 | | | | | \$3,095,665 |
| Solano | SolTrans | Transit | SolTrans: Operating Assistance | Operations | SOL110040 | \$26,177,668 | | | | | | \$26,177,668 |
| Solano | STA | Local Road | Jepson: Vanden Road from Peabody to Leisure Town | Expansion | SOL110003 | \$11,079,855 | \$19,376,000 | | | | | \$30,455,855 |
| Solano | STA | Local Road | Jepson: Walters Rd Ext - Peabody Rd Widening | Expansion | SOL110004 | \$1,454,000 | | | | | \$11,977,000 | \$13,431,000 |
| Solano | STA | Local Road | Jepson: Leisure Town Road from Vanden to Commerce | Expansion | SOL110005 | \$5,006,600 | \$23,061,800 | | | | | \$28,068,400 |
| Solano | STA | Local Road | Jepson: Leisure Town Road (Commerce to New Ulatis) | Expansion | SOL110006 | \$2,961,842 | | | \$3,296,000 | | \$6,064,000 | \$12,321,842 |
| Solano | STA | Local Road | Ingraining Walking & Rolling into School Culture | Operations | SOL150001 | \$388,000 | | | | | | \$388,000 |
| Solano | STA | Local Road | Solano Safe Routes to School Program | System Management | SOL110019 | \$2,286,906 | \$354,683 | | | | | \$2,641,589 |
| Solano | STA | Local Road | STA SR2S Infrastructure & Non-infrastructure | System Management | SOL150004 | | \$440,000 | \$3,027,000 | | | | \$3,467,000 |
| Solano | STA | State Highway | I-80/I-680/SR 12 Interchange Project | Expansion | SOL070020 | \$150,506,992 | | | | | \$567,413,008 | \$717,920,000 |
| Solano | STA | State Highway | SR12/Church Rd Intersection Improvements | System Management | SOL150003 | \$600,000 | \$510,000 | | | | \$3,690,000 | \$4,800,000 |
| Solano | Suisun City | Local Road | Driftwood Drive Path | Expansion | SOL130020 | \$695,121 | | | | | | \$695,121 |
| Solano | Vacaville | Local Road | Allison Bicycle / Ped Improvements | Expansion | SOL130005 | \$75,600 | \$435,000 | | | | | \$510,600 |
| Solano | Vacaville | State Highway | I-505/Vaca Valley Off-Ramp and Intersection Imprv. | Expansion | SOL090001 | \$1,540,000 | | | | | | \$1,540,000 |
| Solano | Vacaville | Transit | Vacaville Intermodal Station - Phase 2 | Expansion | SOL110009 | \$2,077,000 | | | | | \$9,133,000 | \$11,210,000 |
| Solano | Vacaville | Transit | Vacaville Transit: Operating Assistance | Operations | SOL010007 | \$19,468,833 | | | | | | \$19,468,833 |
| Solano | Vacaville | Transit | Transit Marketing and Public Outreach | System Management | SOL130017 | | \$215,388 | | | | | \$215,388 |
| Solano | Vallejo | Local Road | SR2T - Curtola Bike Path | Expansion | SOL150002 | \$847,179 | | | | | | \$847,179 |
| Solano | Vallejo | Local Road | Vallejo Downtown Streetscape | System Management | SOL110035 | \$3,228,235 | \$1,060,765 | | | | | \$4,289,000 |
| Solano | Vallejo | Local Road | Vallejo SRTS Infrastructure Improvements | System Management | SOL130015 | \$282,228 | | | | | | \$282,228 |
| Solano | Vallejo | State Highway | I-80 / American Canyon Rd overpass Improvements | Expansion | SOL990018 | | | | \$200,000 | | \$5,030,000 | \$5,230,000 |
| Solano | Vallejo | State Highway | Sonoma Boulevard Improvements HSIP5-04-031 | System Management | SOL110037 | \$412,402 | | | | | | \$412,402 |
| Total for Solano County | | | | | | \$392,605,256 | \$51,586,034 | \$7,547,181 | \$3,950,000 | \$2,000,000 | \$944,839,096 | \$1,402,527,567 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|--------------------------------|-----------------|---------------|---|-----------------------------|-----------|----------------------|---------------------|---------------------|--------------------|---------------------|----------------------|----------------------|
| Sonoma | Caltrans | State Highway | Son 101 HOV - SR 12 to Steele & Steele Lane I/C | Expansion | SON010001 | \$6,063,000 | | | | | | \$6,063,000 |
| Sonoma | Cloverdale | Local Road | Cloverdale - Safe Routes to School Phase 2 | Expansion | SON130016 | \$167,044 | \$250,000 | | | | | \$417,044 |
| Sonoma | Cotati | Local Road | Cotati - Old Redwood Highway S. Preservation | Maintenance/ Rehabilitation | SON130008 | \$300,000 | | | | | | \$300,000 |
| Sonoma | Healdsburg | Local Road | Healdsburg Pedestrian Safety and Access Improvmnts | System Management | SON110054 | \$85,000 | \$253,672 | | | | | \$338,672 |
| Sonoma | MTC | Local Road | Regional Planning Activities and PPM - Sonoma | System Management | SON170002 | | \$343,000 | \$4,821,181 | | | | \$5,164,181 |
| Sonoma | NBFS | Transit | Ferry Service to Port Sonoma | Expansion | SON070013 | | \$23,171,000 | | | | | \$23,171,000 |
| Sonoma | Petaluma | Local Road | Petaluma Complete Streets | Maintenance/ Rehabilitation | SON130002 | \$2,088,000 | | | | | | \$2,088,000 |
| Sonoma | Petaluma | Transit | Petaluma Transit: AVL System | Maintenance/ Rehabilitation | SON090030 | \$671,931 | | | | | | \$671,931 |
| Sonoma | Petaluma | Transit | Petaluma: Purchase 2 Paratransit Cutaways FY13 | Maintenance/ Rehabilitation | SON110051 | \$167,330 | | | | | | \$167,330 |
| Sonoma | Petaluma | Transit | Petaluma: Replace 2 Paratransit Cutaways FY14 | Maintenance/ Rehabilitation | SON110052 | \$171,895 | | | | | | \$171,895 |
| Sonoma | Petaluma | Transit | Petaluma Transit: Purchase (1) Fixed Route Bus | Maintenance/ Rehabilitation | SON150004 | \$776,950 | | | | | | \$776,950 |
| Sonoma | Petaluma | Transit | Petaluma Transit: (3) Digital Two-Way Radios | Maintenance/ Rehabilitation | SON150005 | \$1,845 | | | | | | \$1,845 |
| Sonoma | Petaluma | Transit | Petaluma Transit: Purchase (2) Fixed Route Buses | Maintenance/ Rehabilitation | SON150014 | \$1,452,000 | | | | | | \$1,452,000 |
| Sonoma | Petaluma | Transit | Petaluma Transit: ADA Set-Aside | Operations | SON150007 | \$208,638 | | | | | | \$208,638 |
| Sonoma | Petaluma | Transit | Petaluma Transit: Transit Signal Priority System | System Management | SON130020 | \$419,528 | \$108,790 | | | | | \$528,318 |
| Sonoma | Petaluma | Transit | PetalumaTransit:Clipper Equip for FixedRoute Buses | System Management | SON150015 | \$18,000 | | | | | | \$18,000 |
| Sonoma | Petaluma | Transit | PetalumaTransit:Comm Equip for 3 Fixed Route Buses | System Management | SON150016 | \$34,055 | | | | | | \$34,055 |
| Sonoma | Rohnert Park | Local Road | Rohnert Park Various Streets Preservation | Maintenance/ Rehabilitation | SON130009 | \$1,454,000 | | | | | | \$1,454,000 |
| Sonoma | Rohnert Park | Local Road | Rohnert Park Streetscape and Pedestrian Imps | System Management | SON130007 | \$120,000 | \$500,000 | | | | | \$620,000 |
| Sonoma | Santa Rosa | Local Road | Santa Rosa Cmpltd Sts Road Diet on Transit Corridor | Maintenance/ Rehabilitation | SON130017 | \$400,000 | \$2,460,000 | | | | | \$2,860,000 |
| Sonoma | Santa Rosa | Local Road | Downtown Santa Rosa Streetscape | System Management | SON130006 | \$807,000 | | | | | | \$807,000 |
| Sonoma | Santa Rosa | Local Road | Jennings Ave Bike & Ped RR Crossing Corridor | System Management | SON150003 | \$183,000 | \$1,578,000 | | | | | \$1,761,000 |
| Sonoma | Santa Rosa | State Highway | US 101 Hearn Ave Interchange | System Management | SON150006 | \$2,300,000 | | \$3,400,000 | | | \$25,500,000 | \$34,650,000 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa City Bus Replacement Bus Purchase | Maintenance/ Rehabilitation | SON070020 | \$5,612,652 | | | | | | \$5,612,652 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa CityBus: Preventative Maintenance | Maintenance/ Rehabilitation | SON090024 | \$10,306,938 | | | | | | \$10,306,938 |
| Sonoma | SantaRosa Bus | Transit | SantaRosa Bus: Bus Replacement Purchase | Maintenance/ Rehabilitation | SON150008 | \$1,986,041 | | | | | | \$1,986,041 |
| Sonoma | SantaRosa Bus | Transit | SRCityBus Non-Revenue Vehicle and Capital Equipmnt | Maintenance/ Rehabilitation | SON150017 | \$70,000 | | | | | | \$70,000 |
| Sonoma | SantaRosa Bus | Transit | SR City Bus: Garage Hoist for Bus Repairs | Maintenance/ Rehabilitation | SON150018 | \$360,000 | | | | | | \$360,000 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa CityBus: Operating Assistance | Operations | SON090023 | \$23,244,068 | | | | | | \$23,244,068 |
| Sonoma | SantaRosa Bus | Transit | Implementation of Reimagining CityBus | Operations | SON150019 | | \$176,652 | | | | | \$176,652 |
| Sonoma | SantaRosa Bus | Transit | Santa Rosa City Bus: Transit Enhancements | System Management | SON030012 | \$480,580 | | | | | | \$480,580 |
| Sonoma | Son Co Reg Park | Local Road | Bodega Bay Trail Segments 1B and 1C | Expansion | SON070008 | \$817,000 | | | | | | \$817,000 |
| Sonoma | Son Co Reg Park | Local Road | Central Sonoma Valley Trail | Expansion | SON110050 | \$200,000 | \$425,000 | | | | | \$625,000 |
| Sonoma | Son Co TA | Local Road | Santa Rosa Car Share | System Management | SON150010 | | \$390,130 | | | | | \$390,130 |
| Sonoma | Son Co TA | State Highway | Son 101 HOV - Steele Lane to Windsor (North) | Expansion | SON010019 | \$119,699,440 | | | | | \$2,600,000 | \$122,299,440 |
| Sonoma | Son Co TA | State Highway | Son 101 HOV - Redwood Hwy to Rohnert Park Expwy | Expansion | SON010024 | \$132,352,000 | | | | | \$2,600,000 | \$134,952,000 |
| Sonoma | Son Co TA | State Highway | US 101 Marin/Sonoma Narrows (Sonoma) | Expansion | SON070004 | \$168,872,000 | | \$827,000 | | | \$203,828,000 | \$373,527,000 |
| Sonoma | Son Co TA | State Highway | US 101 Airport I/C (North B) | System Management | SON090005 | \$42,808,000 | | | | | | \$42,808,000 |
| Sonoma | Son Co TA | State Highway | Highway 116/121 Intersection Improvement Project | System Management | SON150009 | \$2,100,000 | | | \$2,000,000 | | \$22,000,000 | \$26,100,000 |
| Sonoma | Son Co Transit | Transit | Sonoma Co Transit: Preventive Maintenance Program | Maintenance/ Rehabilitation | SON030005 | \$16,369,402 | | | | | | \$16,369,402 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Replacement Bus Purchase | Maintenance/ Rehabilitation | SON110049 | \$2,059,100 | | | | | | \$2,059,100 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Replacement CNG Buses | Maintenance/ Rehabilitation | SON150012 | | \$912,200 | | | | | \$912,200 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Replace 2006 CNG Buses | Maintenance/ Rehabilitation | SON150013 | | \$1,023,558 | | | | | \$1,023,558 |
| Sonoma | Son Co Transit | Transit | Sonoma County Transit: Bus Stop Improvement | System Management | SON050021 | \$151,699 | | | | | | \$151,699 |
| Sonoma | Sonoma County | Local Road | Laughlin Bridge over Mark West Crk 20C0246 | Expansion | SON050001 | \$825,000 | | | \$800,000 | | \$12,620,000 | \$14,245,000 |
| Sonoma | Sonoma County | Local Road | Replace Lambert Bridge over Dry Creek 20C0248 | Expansion | SON090026 | \$1,168,750 | \$0 | \$65,000 | | \$5,985,000 | | \$7,218,750 |
| Sonoma | Sonoma County | Local Road | Replace West Dry Creek Bridge over Pena Ck 20C0407 | Expansion | SON090027 | \$800,000 | | \$250,000 | | \$4,000,000 | | \$5,050,000 |
| Sonoma | Sonoma County | Local Road | Replace Hauser Bridge over Gualala River 20C0240 | Expansion | SON110025 | \$1,040,000 | | \$5,544,000 | | | | \$6,584,000 |
| Sonoma | Sonoma County | Local Road | Rehab King Ridge Bridge over Austin Crk 20C0433 | Maintenance/ Rehabilitation | SON070026 | \$878,000 | | \$85,000 | | | \$3,312,400 | \$4,275,400 |
| Sonoma | Sonoma County | Local Road | Replace Geysers Bridge over Sulpher Crk 20C0005 | Maintenance/ Rehabilitation | SON090001 | \$1,208,387 | | \$100,000 | | \$6,766,964 | | \$8,075,351 |
| Sonoma | Sonoma County | Local Road | Replace Chalk Hill Bridge over Maacama Crk 20C0242 | Maintenance/ Rehabilitation | SON090025 | \$572,709 | | \$200,000 | | | \$6,000,000 | \$6,772,709 |
| Sonoma | Sonoma County | Local Road | Replace Bohan Dillon Bridge over Gualala 20C0435 | Maintenance/ Rehabilitation | SON110024 | \$540,000 | | \$30,000 | | | \$1,500,000 | \$2,070,000 |
| Sonoma | Sonoma County | Local Road | Replace Freestone Flat Bridge over Salmon 20C0440 | Maintenance/ Rehabilitation | SON110026 | \$722,500 | | \$150,000 | | | \$3,150,000 | \$4,022,500 |
| Sonoma | Sonoma County | Local Road | Sonoma County Various Streets & Roads Preservation | Maintenance/ Rehabilitation | SON130010 | \$438,000 | \$3,377,000 | | | | | \$3,815,000 |
| Sonoma | Sonoma County | Local Road | Bodega Highway Pavement Rehabilitation | Maintenance/ Rehabilitation | SON130015 | \$60,000 | \$1,130,000 | | | | | \$1,190,000 |
| Sonoma | Sonoma County | Local Road | Sonoma County - Safe Routes to School Program | System Management | SON130014 | \$1,558,000 | | | | | | \$1,558,000 |
| Sonoma | Sonoma County | Local Road | PDA Planning - Springs Area Plan | System Management | SON150001 | \$508,300 | | | | | | \$508,300 |
| Sonoma | Sonoma County | Local Road | PDA Planning - Airport Station/Specific Plan Amend | System Management | SON150002 | \$395,347 | | | | | | \$395,347 |
| Sonoma | Sonoma County | Local Road | Sonoma SRTS High School Pilot | System Management | SON150011 | \$872,000 | | | | | | \$872,000 |
| Sonoma | Windsor | Local Road | Jaguar Way/Windsor Road Bicycle /Ped Improvements | System Management | SON130003 | \$1,398,000 | | | | | | \$1,398,000 |
| Sonoma | Windsor | Local Road | Conde Ln/Johnson St Pedestrian Improvements | System Management | SON130012 | \$83,000 | \$522,000 | | | | | \$605,000 |
| Sonoma | Windsor | Local Road | Bell Rd/Market St/Windsor River Rd Ped Improvement | System Management | SON130013 | \$83,000 | \$632,500 | | | | | \$715,500 |
| Sonoma | Windsor | Local Road | Windsor River Road/Windsor Road/NWPRR Intersection | System Management | SON170001 | \$200,000 | | | \$2,000,000 | | \$6,600,000 | \$8,800,000 |
| Total for Sonoma County | | | | | | \$558,729,129 | \$37,253,502 | \$15,472,181 | \$4,800,000 | \$20,201,964 | \$289,710,400 | \$926,167,176 |

TIP Project Listing - Funding by Fiscal Year
2017 TIP: FY16/17 through FY19/20

Report sorted by: County, Sponsor, System, Purpose, TIP ID

| County | Sponsor | System | Project Name | Purpose | TIP ID | Prior | FY2016-17 | FY2017-18 | FY2018-19 | FY2019-20 | Future | Total Funding |
|-------------------------------|----------|----------------------|--|-----------------------------|-----------|-------------------------|------------------------|------------------------|----------------------|----------------------|-------------------------|-------------------------|
| Multi-County | ACE | Transit | ACE Positive Train Control | System Management | REG110044 | \$9,591,156 | \$1,040,058 | | | | \$23,694,144 | \$34,325,358 |
| Multi-County | BAIFA | Tollway | Regional Express Lane Network | System Management | REG130004 | \$62,011,000 | \$16,000,000 | \$0 | \$0 | | | \$78,011,000 |
| Multi-County | BAIFA | Tollway | ALA/CC-80 and Bay Bridge Approach Express Lanes | System Management | VAR170003 | \$5,000,000 | | | | | \$93,300,000 | \$98,300,000 |
| Multi-County | BART | Transit | BART Train Control Renovation | Maintenance/ Rehabilitation | BRT030004 | \$219,977,289 | | | | | | \$219,977,289 |
| Multi-County | BART | Transit | BART: Traction Power System Renovation | Maintenance/ Rehabilitation | BRT030005 | \$183,325,000 | | | | | | \$183,325,000 |
| Multi-County | BART | Transit | BART: Rail, Way and Structures Program | Maintenance/ Rehabilitation | BRT97100B | \$191,331,407 | | | | | | \$191,331,407 |
| Multi-County | BART | Transit | BART Car Exchange (Preventive Maintenance) | Maintenance/ Rehabilitation | REG050020 | \$479,893,581 | | | \$0 | | \$194,491,031 | \$674,384,612 |
| Multi-County | BART | Transit | BART: Railcar Procurement Program | Maintenance/ Rehabilitation | REG090037 | \$239,378,000 | | \$229,264,000 | \$279,107,000 | | \$1,280,323,421 | \$2,028,072,421 |
| Multi-County | BART | Transit | ADA Paratransit Capital Accessibility Improve | System Management | BRT99T01B | \$40,815,777 | | | | | | \$40,815,777 |
| Multi-County | BART | Transit | BART Station Modernization Program | System Management | CC-130048 | \$211,572,255 | | | | | \$16,726,000 | \$228,298,255 |
| Multi-County | BART | Transit | Transit-Oriented Development Pilot Planning Progra | System Management | REG150005 | \$1,420,000 | | | | | | \$1,420,000 |
| Multi-County | Caltrain | Transit | Caltrain: Revenue Vehicle Rehab Program | Maintenance/ Rehabilitation | REG090051 | \$8,596,186 | | | | | | \$8,596,186 |
| Multi-County | Caltrain | Transit | Caltrain: Systemwide Track Rehab & Related Struct. | Maintenance/ Rehabilitation | SM-03006B | \$118,315,614 | \$0 | | | | | \$118,315,614 |
| Multi-County | Caltrain | Transit | Caltrain: Signal/Communication Rehab. & Upgrades | Maintenance/ Rehabilitation | SM-050041 | \$40,168,743 | \$0 | | | | | \$40,168,743 |
| Multi-County | Caltrain | Transit | Caltrain Positive Train Control System | System Management | REG110030 | \$231,000,000 | | | | | | \$231,000,000 |
| Multi-County | Caltrain | Transit | Caltrain Station Management Toolbox | System Management | REG150006 | \$750,000 | | | | | | \$750,000 |
| Multi-County | Caltrans | Local Road | GL: Safety Improvements - SRTS | Expansion | VAR170001 | \$42,000 | \$537,700 | | | | | \$579,700 |
| Multi-County | Caltrans | Local Road | GL: Bridge Rehab/Recon. - Local Hwy Bridge Program | Maintenance/ Rehabilitation | VAR170012 | | \$17,902,101 | \$53,612,734 | \$27,710,628 | \$74,612,536 | \$249,084,957 | \$422,922,956 |
| Multi-County | Caltrans | Public Lands/ Trails | GL: Bike and Ped Facilities - Fed Discretionary | Expansion | VAR150003 | | | \$2,000,000 | | | | \$2,000,000 |
| Multi-County | Caltrans | Public Lands/ Trails | GL: Pavement Resurf and/or Rehab-Fed Discretionary | Maintenance/ Rehabilitation | VAR150002 | \$6,600,000 | | \$5,000,000 | | | | \$11,600,000 |
| Multi-County | Caltrans | State Highway | GL: Pavement Resurfacing/Rehab SHS - Highway Maint | Maintenance/ Rehabilitation | VAR170004 | | \$15,854,000 | | | | | \$15,854,000 |
| Multi-County | Caltrans | State Highway | GL: Pavement Resurf./Rehab - SHOPP Roadway Presv. | Maintenance/ Rehabilitation | VAR170006 | | \$98,766,000 | \$23,082,000 | \$162,537,000 | \$225,556,000 | | \$509,941,000 |
| Multi-County | Caltrans | State Highway | GL: Emergency Repair - SHOPP Emergency Response | Maintenance/ Rehabilitation | VAR170008 | | \$34,319,000 | \$85,731,000 | | | | \$120,050,000 |
| Multi-County | Caltrans | State Highway | GL: Bridge Rehab and Reconstruction - SHOPP | Maintenance/ Rehabilitation | VAR170010 | | \$42,839,000 | \$109,808,000 | \$49,708,000 | \$73,749,000 | | \$276,104,000 |
| Multi-County | Caltrans | State Highway | GL: Shoulder Imprv - SHOPP Roadside Preservation | Maintenance/ Rehabilitation | VAR170011 | | \$5,600,000 | | | | | \$5,600,000 |
| Multi-County | Caltrans | State Highway | GL: Highway Safety Improvement Program | System Management | VAR170002 | | \$12,277,557 | \$12,252,600 | | | | \$24,530,157 |
| Multi-County | Caltrans | State Highway | GL: Safety Improvements - SHOPP Mobility Program | System Management | VAR170005 | | | \$27,383,000 | \$1,189,000 | \$38,393,000 | | \$66,965,000 |
| Multi-County | Caltrans | State Highway | GL: Safety Imprv. - SHOPP Collision Reduction | System Management | VAR170007 | | \$95,568,000 | \$128,781,000 | \$97,716,000 | \$19,901,000 | | \$341,966,000 |
| Multi-County | Caltrans | State Highway | GL: Safety Improvements - SHOPP Mandates | System Management | VAR170009 | | \$9,978,000 | \$11,676,000 | \$11,340,000 | \$16,890,000 | | \$49,884,000 |
| Multi-County | Caltrans | Transit | Oakland to San Jose Double Track (Segment 2A) | Expansion | REG150001 | | | | \$700,000 | | \$7,000,000 | \$7,700,000 |
| Multi-County | Caltrans | Transit | GL: Elderly & Persons with Disability Program | Maintenance/ Rehabilitation | REG110042 | | \$7,920,511 | | | | | \$7,920,511 |
| Multi-County | Caltrans | Transit | GL: Elderly&Persons with Disability Prog FY13-FY14 | Maintenance/ Rehabilitation | REG150003 | | \$11,999,571 | | | | | \$11,999,571 |
| Multi-County | Caltrans | Transit | GL: FTA Non-Urbanized Formula Program | Operations | REG110041 | | \$15,083,064 | | | | | \$15,083,064 |
| Multi-County | Caltrans | Transit | GL: FTA 5311 Rural Area FY15 | Operations | REG150002 | | \$3,056,936 | | | | | \$3,056,936 |
| Multi-County | MTC | Local Road | Regional Bicycle Sharing Program | Expansion | REG110010 | \$27,140,650 | | | | | | \$27,140,650 |
| Multi-County | MTC | Local Road | Regional Streets and Roads Program | Maintenance/ Rehabilitation | REG090039 | \$16,607,000 | \$452,000 | | | | | \$17,059,000 |
| Multi-County | MTC | Local Road | Regional Arterial Operations & Signal Timing Prog | System Management | REG090046 | \$15,160,000 | \$1,000,000 | \$1,000,000 | | | | \$17,160,000 |
| Multi-County | MTC | Local Road | Transit Oriented Affordable Housing | System Management | REG130005 | \$20,000,000 | | | | | | \$20,000,000 |
| Multi-County | MTC | Local Road | Regional Planning Activities and PPM - MTC | System Management | REG170001 | | \$632,000 | \$11,446,000 | \$676,000 | | | \$12,754,000 |
| Multi-County | MTC | Regional | 511 Traveler Information | System Management | REG090042 | \$94,060,000 | \$9,960,000 | | | | | \$104,020,000 |
| Multi-County | MTC | Regional | Climate Initiatives Program Public Education | System Management | REG090065 | \$11,943,432 | \$452,000 | | | | | \$12,395,432 |
| Multi-County | MTC | Regional | Electric Vehicle Funding Strategies | System Management | REG110011 | \$2,333,000 | | | | | | \$2,333,000 |
| Multi-County | MTC | State Highway | Freeway Performance Initiative (FPI) | System Management | REG090003 | \$267,839,588 | \$13,400,000 | | | | \$51,586,050 | \$332,825,638 |
| Multi-County | MTC | State Highway | Incident Management Program | System Management | REG090044 | \$19,347,000 | \$13,845,000 | | | | | \$33,192,000 |
| Multi-County | MTC | State Highway | Transportation Management Systems | System Management | REG170002 | | \$3,000,000 | | | | | \$3,000,000 |
| Multi-County | MTC | State Highway | 511 Carpool and Vanpool Programs | System Management | REG170003 | | | | \$2,900,000 | | \$16,400,000 | \$19,300,000 |
| Multi-County | MTC | Tollway | Toll Bridge Maintenance | Maintenance/ Rehabilitation | REG130001 | \$48,000,000 | \$12,000,000 | \$12,000,000 | \$12,000,000 | \$12,000,000 | | \$96,000,000 |
| Multi-County | MTC | Tollway | Toll Bridge Rehabilitation Program | Maintenance/ Rehabilitation | REG130002 | \$632,091,906 | \$113,000,000 | \$60,000,000 | \$55,000,000 | \$32,000,000 | | \$892,091,906 |
| Multi-County | MTC | Transit | Safe Routes to Transit | Expansion | MTC050021 | \$20,000,000 | | | | | | \$20,000,000 |
| Multi-County | MTC | Transit | GL: JARC FY 09 - FY 10 - Large UA | Operations | REG090002 | | \$19,275,469 | | | | | \$19,275,469 |
| Multi-County | MTC | Transit | GL: JARC FY11-FY12 Large UA | Operations | REG110032 | | \$6,091,418 | | | | | \$6,091,418 |
| Multi-County | MTC | Transit | GL: 5307 JARC Set-aside FY13-FY14 Large UA | Operations | REG110039 | | \$6,389,078 | | | | | \$6,389,078 |
| Multi-County | MTC | Transit | GL: Lifeline Cycle 4 5307 JARC | Operations | REG150004 | | \$16,902,642 | | | | | \$16,902,642 |
| Multi-County | MTC | Transit | GL: JARC FY12 Small UA & Rural | Operations | VAR130002 | | \$785,066 | | | | | \$785,066 |
| Multi-County | MTC | Transit | GL: New Freedom FY12 Small UA & Rural | Operations | VAR130003 | | \$784,825 | | | | | \$784,825 |
| Multi-County | MTC | Transit | GL: New Freedom FY12 Large UA | Operations | VAR130005 | | \$4,028,003 | | | | | \$4,028,003 |
| Multi-County | MTC | Transit | GL: FTA 5311 Rural Area FY16 | Operations | VAR150001 | | \$3,048,098 | | | | | \$3,048,098 |
| Multi-County | MTC | Transit | Transit Commute Benefits Promotion | System Management | MTC050001 | \$5,000,000 | | | | | | \$5,000,000 |
| Multi-County | MTC | Transit | Real-time Transit Information Program | System Management | MTC050020 | \$20,000,000 | \$1,000,000 | | | | | \$21,000,000 |
| Multi-County | MTC | Transit | Clipper Fare Collection System | System Management | REG090045 | \$127,283,455 | \$6,250,000 | | | | | \$133,533,455 |
| Multi-County | MTC | Transit | GL: FY10 JARC Mobility Management | System Management | REG110028 | | \$974,455 | | | | | \$974,455 |
| Multi-County | MTC-SAFE | State Highway | FSP and Call Box Program | System Management | REG130003 | \$18,962,000 | \$2,000,000 | | | | | \$20,962,000 |
| Multi-County | SMART | Transit | Sonoma Marin Area Rail Corridor | Expansion | SON090002 | \$578,573,145 | | | | | \$0 | \$578,573,145 |
| Multi-County | WETA | Transit | Ferry Service - Berkeley/Albany | Expansion | MTC050027 | \$5,299,000 | | | \$5,032,346 | | | \$10,331,346 |
| Multi-County | WETA | Transit | SF Ferry Terminal/Berthing Facilities | Expansion | MTC050029 | \$75,068,200 | \$4,907,654 | | \$0 | | | \$79,975,854 |
| Multi-County | WETA | Transit | Treasure Island Ferry Service | Expansion | REG070003 | \$1,000,000 | | | | | | \$1,000,000 |
| Multi-County | WETA | Transit | WETA: Ferry Channel & Berth Dredging | Maintenance/ Rehabilitation | REG090054 | \$3,295,000 | | | | | | \$3,295,000 |
| Multi-County | WETA | Transit | WETA: Ferry Propulsion System Replacement | Maintenance/ Rehabilitation | REG090055 | \$27,217,000 | \$3,600,000 | | | | | \$30,817,000 |
| Multi-County | WETA | Transit | WETA: Ferry Major Component Rehab/Replacement | Maintenance/ Rehabilitation | REG090057 | \$10,883,597 | \$6,756,417 | \$3,140,000 | | | | \$20,780,014 |
| Multi-County | WETA | Transit | WETA: Fixed Guideway Connectors | Maintenance/ Rehabilitation | REG090067 | \$7,019,117 | \$106,435 | | | | | \$7,125,552 |
| Multi-County | WETA | Transit | WETA: Facilities Rehabilitation | Maintenance/ Rehabilitation | REG110020 | \$330,514 | | | | | | \$330,514 |
| Total for Multi-County | | | | | | \$4,104,241,612 | \$639,382,058 | \$776,176,334 | \$705,615,974 | \$493,101,536 | \$1,932,605,603 | \$8,651,123,117 |
| Total for the Bay Area | | | | | | \$19,736,982,379 | \$2,664,675,918 | \$1,875,152,136 | \$942,138,601 | \$834,416,574 | \$18,599,190,072 | \$44,652,555,680 |

APPENDIX A – 74

2017 TIP Detail

Single Occupancy Vehicle (SOV) Project Listing



Projects in the 2017 TIP that Increase Single Occupancy Vehicle (SOV) Capacity

| County | Sponsor | Project Name | TIP ID | Total Project Cost | TIP Funding (2017-2020) |
|---------------|-----------------|--|---------------|---------------------------|--------------------------------|
| Alameda | San Leandro | SR 185- E. 14th St/ Hesperian Blvd/150th Ave | ALA050002 | \$ 3,400,000 | \$ - |
| Alameda | Alameda CTC | SR 84 Expressway Widening | ALA050014 | \$ 120,319,000 | \$ 10,000,000 |
| Alameda | Alameda CTC | I-880 North Safety Improvements | ALA050019 | \$ 108,630,000 | \$ 1,661,000 |
| Alameda | Alameda CTC | Oakland/Alameda Freeway Access Project | ALA070009 | \$ 83,000,000 | \$ 4,500,000 |
| Alameda | Alameda CTC | I-880/SR 112 Overcrossing Replacement | ALA070014 | \$ 7,723,000 | \$ 2,673,000 |
| Alameda | San Leandro | I-880/Marina Blvd Interchange and Overcrossing Rep | ALA090012 | \$ 25,900,000 | \$ 2,000,000 |
| Alameda | Hayward | Rt 92/Clawiter/Whitesell Interchange Improvements | ALA090016 | \$ 55,000,000 | \$ 1,900,000 |
| Alameda | Alameda CTC | Corridor Mobility Program & Adaptive Ramp Metering | ALA090019 | \$ 47,000,000 | \$ 7,429,000 |
| Alameda | Alameda CTC | I-880 Auxiliary lanes at Industrial Parkway | ALA090020 | \$ 9,800,000 | \$ 1,510,000 |
| Alameda | Alameda CTC | I-880 NB and SB Auxiliary lanes | ALA090021 | \$ 22,117,000 | \$ 2,000,000 |
| Alameda | Alameda CTC | 7th St Grade Separation and Port Arterial Improvements | ALA090027 | \$ 237,032,000 | \$ 36,000,000 |
| Alameda | Caltrans | I-880/Industrial Parkway West Interchange | ALA110002 | \$ 53,641,000 | \$ 3,000,000 |
| Alameda | Oakland | Oakland Army Base Infrastructure Improvements | ALA110046 | \$ 288,580,000 | \$ 46,000,000 |
| Alameda | Caltrans | Bay Bridge Park | ALA110104 | \$ 16,500,000 | \$ 11,000,000 |
| Alameda | Fremont | Widen Kato Rd from Warren Avenue to Milmont Drive | ALA130001 | \$ 12,690,000 | \$ 2,000,000 |
| Alameda | Dublin | Dougherty Road widening | ALA130005 | \$ 18,990,000 | \$ 16,840,000 |
| Alameda | Dublin | Dublin Boulevard widening | ALA130006 | \$ 4,330,000 | \$ 3,649,000 |
| Alameda | Fremont | Fremont City Center Multi-Modal Improvements | ALA130025 | \$ 14,342,000 | \$ - |
| Alameda | Alameda CTC | I-680 NB HOV/HOT Lane | ALA130034 | \$ 198,198,000 | \$ 167,708,000 |
| Alameda | Alameda CTC | Route 84 widening, Pigeon Pass to I-680 | ALA150001 | \$ 220,000,000 | \$ 4,000,000 |
| Alameda | Alameda CTC | I-880/West Winton Avenue Interchange | ALA170004 | \$ 21,000,000 | \$ 5,000,000 |
| Alameda | Alameda CTC | I-880/Whipple Road Interchange Improvements | ALA170005 | \$ 60,000,000 | \$ 4,000,000 |
| Alameda | BAIFA | ALA-880 Express Lanes | ALA170006 | \$ 77,900,000 | \$ 58,500,000 |
| Alameda | Alameda CTC | I-580/680 Interchange HOV/HOT Widening | ALA170008 | \$ 186,000,000 | \$ 3,000,000 |
| Alameda | Alameda CTC | East-West Connector in Fremont & Union City | ALA978004 | \$ 196,080,000 | \$ 2,000,000 |
| Contra Costa | CCTA | I-680/SR 4 I/C Reconstruction - Phases 1, 2, 4 & 5 | CC-010023 | \$ 369,316,000 | \$ 4,129,000 |
| Contra Costa | AC Transit | AC Transit: Richmond Prkwy Transit Center | CC-030001 | \$ 3,887,394 | \$ - |
| Contra Costa | Martinez | Martinez Intermodal Station Parking Expansion | CC-030004 | \$ 20,000,000 | \$ 9,100,000 |
| Contra Costa | CCTA | I-80/Central Avenue Interchange Modification | CC-050076 | \$ 24,660,000 | \$ 10,074,000 |
| Contra Costa | Antioch | Laurel Road Extension | CC-070008 | \$ 5,950,000 | \$ 50,000 |
| Contra Costa | Antioch | Slatten Ranch Road Extension | CC-070009 | \$ 1,350,000 | \$ 1,000,000 |
| Contra Costa | Brentwood | SR4/Brentwood Boulevard Widening - North (Phase I) | CC-070011 | \$ 6,696,000 | \$ 6,661,000 |
| Contra Costa | CCTA | I-680 NB HOV Lane Extension | CC-070022 | \$ 48,000,000 | \$ 7,000,000 |
| Contra Costa | Concord | Commerce Avenue Extension | CC-070026 | \$ 8,500,000 | \$ - |
| Contra Costa | CCTA | Reconstruct I-80/San Pablo Dam Rd Interchange | CC-070035 | \$ 118,928,000 | \$ 16,300,000 |
| Contra Costa | CCTA | SR4: Balfour Road Interchange | CC-070053 | \$ 46,400,000 | \$ 40,550,000 |
| Contra Costa | EB Reg Park Dis | Atlas Road - New Bridge and Roadway Extension | CC-070063 | \$ 10,583,497 | \$ 1,141,139 |
| Contra Costa | CC County | Kirker Pass Road NB Truck Climbing Lanes | CC-070075 | \$ 17,400,000 | \$ 14,185,000 |
| Contra Costa | Brentwood | John Muir Parkway Extension: Ph. II | CC-070078 | \$ 5,035,000 | \$ - |
| Contra Costa | CC County | Byron Highway - Vasco Road Connection | CC-070081 | \$ 4,650,000 | \$ 950,000 |
| Contra Costa | Danville | Diablo Road Imps. - Green Valley to Avenida Neuva | CC-090001 | \$ 4,160,000 | \$ 3,500,000 |
| Contra Costa | San Ramon | Bollinger Canyon Road Widening (Alcosta to SRVB) | CC-090019 | \$ 10,612,855 | \$ 1,707,371 |
| Contra Costa | Concord | Concord Clayton Road/Treat Blvd Intersection Imps. | CC-090023 | \$ 2,680,000 | \$ - |
| Contra Costa | Concord | Ygnacio Valley/Kirker Pass Roads Widening | CC-090026 | \$ 12,000,000 | \$ 1,800,000 |
| Contra Costa | BAIFA | CC I-680 Southern Segment Express Lanes | CC-130043 | \$ 55,649,000 | \$ - |
| Contra Costa | CCTA | I-680 / SR 4 Interchange Reconstruction - Phase 3 | CC-130046 | \$ 65,090,000 | \$ 27,610,000 |
| Contra Costa | CCTA | CC-680 Northern Segment Express Lane - Southbound | CC-170002 | \$ 36,100,000 | \$ 3,004,000 |
| Contra Costa | CCTA | CC-680 Northern Segment Express Lane - Northbound | CC-170003 | \$ 31,900,000 | \$ 2,000,000 |
| Marin | TAM | US 101 / Greenbrae Interchange Corridor Impts. | MRN050001 | \$ 154,800,000 | \$ 15,700,000 |
| Marin | TAM | US 101 HOV Lanes - Marin-Sonoma Narrows (Marin) | MRN050034 | \$ 353,219,000 | \$ - |
| Marin | Novato | Novato Boulevard Widening, Diablo to Grant | MRN070006 | \$ 8,973,932 | \$ 2,000,000 |
| Marin | San Anselmo | San Anselmo - Center Blvd Bridge Replace (27C0079) | MRN110032 | \$ 5,817,000 | \$ 4,757,000 |
| Marin | Marin County | Mountain View Rd Bridge Replacement - 27C0154 | MRN110035 | \$ 1,487,112 | \$ 72,952 |
| Marin | GGBHTD | Larkspur Ferry Terminal Parking Garage | MRN130001 | \$ 4,000,000 | \$ 500,000 |
| Marin | MTC | Richmond-San Rafael Bridge Access Improvements | MRN150009 | \$ 73,584,000 | \$ 5,000,000 |
| Napa | Caltrans | SR 12 (Jamieson Canyon Road) Widening | NAP010008 | \$ 115,135,000 | \$ - |
| Napa | Napa Vine | Park & Ride Lots in Napa County | NAP050009 | \$ 5,030,000 | \$ - |
| Napa | Napa County | Hardin Rd Bridge Replacement - 21C0058 | NAP110026 | \$ 3,900,000 | \$ 900,000 |
| Napa | Napa County | Loma Vista Dr Bridge Replacement - 21C0080 | NAP110027 | \$ 3,600,000 | \$ 600,000 |
| Napa | American Canyon | Eucalyptus Drive Realignment Complete Streets | NAP110029 | \$ 6,189,000 | \$ 2,015,600 |
| Napa | American Canyon | Devlin Road and Vine Trail Extension | NAP130006 | \$ 2,882,000 | \$ 2,585,000 |
| Regional | BAIFA | Regional Express Lane Network | REG130004 | \$ 78,011,000 | \$ 16,000,000 |
| Santa Clara | VTA | I-880 Coleman Avenue I/C Reconfiguration | SCL010019 | \$ 78,044,150 | \$ - |
| Santa Clara | San Jose | US 101 / Blossom Hill I/C Reconst & Road Widening | SCL030006 | \$ 15,000,000 | \$ 1,583,000 |

Projects in the 2017 TIP that Increase Single Occupancy Vehicle (SOV) Capacity

| County | Sponsor | Project Name | TIP ID | Total Project Cost | TIP Funding (2017-2020) |
|---------------|----------------|--|---------------|---------------------------|--------------------------------|
| Santa Clara | San Jose | US 101 / Mabury New Interchange | SCL070004 | \$ 20,750,000 | \$ - |
| Santa Clara | San Jose | San Jose Charcot Avenue Extension Over I-880 | SCL090003 | \$ 30,200,000 | \$ 1,000,000 |
| Santa Clara | San Jose | Coleman Avenue Widening from I-880 to Taylor St. | SCL090005 | \$ 13,000,000 | \$ 3,000,000 |
| Santa Clara | VTA | New SR152 Alignment Study | SCL090016 | \$ 10,000,000 | \$ - |
| Santa Clara | Santa Clara Co | Montague Expwy Widening - Trade Zone-I-680 | SCL090017 | \$ 15,540,000 | \$ 3,000,000 |
| Santa Clara | VTA | SR 85 Express Lanes | SCL090030 | \$ 176,000,000 | \$ 15,200,000 |
| Santa Clara | VTA | Santa Clara County - US 101 Express Lanes | SCL110002 | \$ 431,000,000 | \$ 2,000,000 |
| Santa Clara | San Jose | San Jose - Autumn Street Extension | SCL110006 | \$ 17,300,000 | \$ - |
| Santa Clara | Santa Clara Co | San Tomas Expressway Widening | SCL110007 | \$ 56,100,000 | \$ 2,000,000 |
| Santa Clara | VTA | SR 237 Express Lanes: Zanker Rd to Mathilda Ave | SCL110008 | \$ 30,000,000 | \$ - |
| Santa Clara | VTA | SR 237/US 101/Mathilda Interchange Modifications | SCL130001 | \$ 40,000,000 | \$ 4,000,000 |
| Santa Clara | VTA | SR 237 Express Lanes : Mathilda Avenue to SR 85 | SCL130002 | \$ 83,790,000 | \$ 5,200,000 |
| San Francisco | SFMTA | Implement Parkmerced Street Network | SF-130002 | \$ 47,960,000 | \$ 1,000,000 |
| San Francisco | SF County TA | Treasure Is/Yerba Buena Is Street Improvements | SF-130004 | \$ 47,960,000 | \$ 7,000,000 |
| San Francisco | SF DPW | HOPE SF Street Grid Phase 1 | SF-130007 | \$ 10,000,000 | \$ 2,000,000 |
| San Francisco | Port of SF | Pier 70 19th Street & Illinois Street Sidewalk | SF-130021 | \$ 3,220,000 | \$ 2,850,000 |
| San Francisco | Caltrans | US 101 Doyle Drive Replacement | SF-991030 | \$ 1,986,736,569 | \$ 84,800,000 |
| San Mateo | Pacifica | SR 1 - Fassler to Westport Drive Widening | SM-050001 | \$ 50,550,000 | \$ 15,073,000 |
| San Mateo | Redwood City | US 101 / Woodside Interchange Improvement | SM-050027 | \$ 49,110,000 | \$ 7,390,000 |
| San Mateo | Redwood City | Blomquist Street Extension | SM-090007 | \$ 17,600,000 | \$ 1,600,000 |
| San Mateo | San Carlos | US101/Holly Interchange modification | SM-090008 | \$ 16,200,000 | \$ 12,700,000 |
| San Mateo | SMCTA | US 101 Aux lanes from Sierra Point to SF Cnty Line | SM-090009 | \$ 74,800,000 | \$ 8,800,000 |
| San Mateo | SMCTA | Improve US 101 operations near Rte 92 | SM-090014 | \$ 24,339,000 | \$ 2,411,000 |
| San Mateo | SMCTA | Route 1 improvements in Half Moon Bay | SM-090015 | \$ 7,050,000 | \$ 2,600,000 |
| San Mateo | SSF | US 101/Produce Avenue Interchange | SM-110003 | \$ 130,090,000 | \$ 2,000,000 |
| San Mateo | Caltrans | Hwy 1 Congestion throughput and safety improvement | SM-170001 | \$ 7,150,000 | \$ 1,650,000 |
| San Mateo | San Bruno | SR-35 (Skyline Blvd) Widening from I-280 to Sneath | SM-170003 | \$ 4,450,000 | \$ 500,000 |
| Solano | STA | I-80/I-680/SR 12 Interchange Project | SOL070020 | \$ 717,920,000 | \$ - |
| Solano | Vacaville | I-505/Vaca Valley Off-Ramp and Intersection Imprv. | SOL090001 | \$ 1,540,000 | \$ - |
| Solano | STA | Redwood-Fairgrounds Dr Interchange Imps | SOL090015 | \$ 96,370,000 | \$ 924,259 |
| Solano | STA | I-80 Express Lanes - Fairfield & Vacaville Ph I&II | SOL110001 | \$ 236,800,000 | \$ 2,000,000 |
| Solano | Fairfield | Jepson: Vanden Road from Peabody to Leisure Town | SOL110003 | \$ 30,455,855 | \$ 19,376,000 |
| Solano | STA | Jepson: Walters Rd Ext - Peabody Rd Widening | SOL110004 | \$ 13,431,000 | \$ - |
| Solano | Vacaville | Jepson: Leisure Town Road from Vanden to Commerce | SOL110005 | \$ 28,068,400 | \$ 23,061,800 |
| Solano | Vacaville | Jepson: Leisure Town Road (Commerce to New Ulatis) | SOL110006 | \$ 12,321,842 | \$ 3,296,000 |
| Sonoma | Caltrans | Son 101 HOV - SR 12 to Steele & Steele Lane I/C | SON010001 | \$ 6,063,000 | \$ - |
| Sonoma | Caltrans | Son 101 HOV - Steele Lane to Windsor (North) | SON010019 | \$ 122,299,440 | \$ - |
| Sonoma | Caltrans | Son 101 HOV - Redwood Hwy to Rohnert Park Expwy | SON010024 | \$ 134,952,000 | \$ - |
| Sonoma | Sonoma County | Laughlin Bridge over Mark West Crk 20C0246 | SON050001 | \$ 14,245,000 | \$ 800,000 |
| Sonoma | Son Co TA | US 101 Marin/Sonoma Narrows (Sonoma) | SON070004 | \$ 373,527,000 | \$ 827,000 |
| Sonoma | Sonoma County | Rehab King Ridge Bridge over Austin Crk 20C0433 | SON070026 | \$ 4,275,400 | \$ 85,000 |
| Sonoma | Sonoma County | Replace Geysers Bridge over Sulpher Crk 20C0005 | SON090001 | \$ 8,075,351 | \$ 6,866,964 |
| Sonoma | Caltrans | US 101 Airport I/C (North B) | SON090005 | \$ 42,808,000 | \$ - |
| Sonoma | Sonoma County | Replace Chalk Hill Bridge over Maacama Crk 20C0242 | SON090025 | \$ 6,772,709 | \$ 200,000 |
| Sonoma | Sonoma County | Replace Lambert Bridge over Dry Creek 20C0248 | SON090026 | \$ 7,218,750 | \$ 6,050,000 |
| Sonoma | Sonoma County | Replace West Dry Creek Bridge over Pena Ck 20C0407 | SON090027 | \$ 5,050,000 | \$ 4,250,000 |
| Sonoma | Sonoma County | Replace Bohan Dillon Bridge over Gualala 20C0435 | SON110024 | \$ 2,070,000 | \$ 30,000 |
| Sonoma | Sonoma County | Replace Hauser Bridge over Gualala River 20C0240 | SON110025 | \$ 6,584,000 | \$ 5,544,000 |
| Sonoma | Sonoma County | Replace Freestone Flat Bridge over Salmon 20C0440 | SON110026 | \$ 4,022,500 | \$ 150,000 |
| Various | BAIFA | ALA/CC-80 and Bay Bridge Approach Express Lanes | VAR170003 | \$ 98,300,000 | \$ - |

APPENDIX A – 75

2017 TIP Detail

Fiscal Constraint for the 2017 TIP



TABLE 1: REVENUE

Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program Adoption
 (\$'s in 1,000)

| Funding Source/Program | | NOTES | 4 YEAR (FTIP Cycle) | | | | |
|---|---|--------------------|---------------------|--------------------|--------------------|---------------------|---------------------|
| | | | 2016/17 | 2017/18 | 2018/19 | 2019/20 | TOTAL |
| LOCAL | Sales Tax | | \$1,154,370 | \$1,190,783 | \$1,222,593 | \$1,254,089 | \$4,821,835 |
| | City | | | | | | |
| | County | | \$1,154,370 | \$1,190,783 | \$1,222,593 | \$1,254,089 | \$4,821,835 |
| | Gas Tax | | \$328,197 | \$333,019 | \$344,752 | \$355,708 | \$1,361,677 |
| | Gas Tax (Subventions to Cities) | | \$183,126 | \$186,167 | \$193,248 | \$199,872 | \$762,413 |
| | Gas Tax (Subventions to Counties) | | \$145,071 | \$146,852 | \$151,504 | \$155,837 | \$599,263 |
| | Other Local Funds | | | | | | |
| | County General Funds | | | | | | |
| | City General Funds | | | | | | |
| | Street Taxes and Developer Fees | | | | | | |
| | RSTP Exchange funds | | | | | | |
| Transit | | \$1,018,758 | \$1,063,671 | \$1,117,611 | \$1,161,681 | \$4,361,720 | |
| Transit Fares | | \$1,018,758 | \$1,063,671 | \$1,117,611 | \$1,161,681 | \$4,361,720 | |
| Other (See Appendix 1) | | \$2,327,595 | \$2,373,704 | \$2,429,329 | \$2,473,799 | \$9,604,427 | |
| Local Total | | \$4,828,920 | \$4,961,177 | \$5,114,285 | \$5,245,277 | \$20,149,659 | |
| REGIONAL | Tolls | | \$705,889 | \$709,435 | \$712,998 | \$716,580 | \$2,844,901 |
| | Bridge | | \$705,889 | \$709,435 | \$712,998 | \$716,580 | \$2,844,901 |
| | Corridor | | | | | | |
| | Regional Sales Tax | | | | | | |
| | Regional Gas Tax/Measure | | | | | | |
| | Other (See Appendix 2) | | \$50,806 | \$51,870 | \$52,967 | \$54,096 | \$209,738 |
| Regional Total | | \$756,694 | \$761,305 | \$765,965 | \$770,676 | \$3,054,639 | |
| STATE | State Highway Operation and Protection Program (SHOPP) ¹ | | \$299,829 | \$386,461 | \$322,490 | \$374,489 | \$1,383,269 |
| | SHOPP | | \$299,829 | \$386,461 | \$322,490 | \$374,489 | \$1,383,269 |
| | SHOPP Prior | | | | | | |
| | State Minor Program | | | | | | |
| | State Transportation Improvement Program (STIP) ¹ | | \$45,087 | \$47,694 | \$20,244 | \$30,843 | \$143,868 |
| | STIP | | \$6,334 | \$47,694 | \$20,244 | \$30,843 | \$105,115 |
| | STIP Prior | | \$38,753 | | | | \$38,753 |
| | State Bond | | \$168,414 | \$295,701 | \$51 | \$4,232 | \$468,398 |
| | Proposition 1A (High Speed Passenger Train Bond Program) | | \$119,500 | \$295,600 | | | \$415,100 |
| | Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006) | | \$48,914 | \$101 | \$51 | \$4,232 | \$53,298 |
| | Active Transportation Program ¹ | | \$33,473 | \$11,746 | \$27,909 | | \$73,128 |
| | Highway Maintenance (HM) Program ¹ | | \$15,854 | | | | \$15,854 |
| | Highway Bridge Program (HBP) ¹ | | \$54,793 | \$52,072 | \$50,738 | \$106,487 | \$264,090 |
| | Traffic Congestion Relief Program (TCRP) | | \$13,874 | | | | \$13,874 |
| State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | | | | | | |
| Other (See Appendix 3) | | \$21,996 | \$21,200 | \$22,200 | \$21,200 | \$86,596 | |
| State Total | | \$653,320 | \$814,875 | \$443,631 | \$537,251 | \$2,449,077 | |
| FEDERAL TRANSIT | 5307/5340 - Urbanized Area Formula Grants | | \$215,403 | \$219,807 | \$224,344 | \$228,976 | \$888,530 |
| | 5309 - Fixed Guideway Capital Investment Grants | | | | | | |
| | 5309b - New and Small Starts (Capital Investment Grants) | | \$250,000 | \$97,415 | \$35,669 | | \$383,084 |
| | 5309c - Bus and Bus Related Grants | | | | | | |
| | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | | \$4,752 | \$4,852 | \$4,955 | \$5,060 | \$19,619 |
| | 5311 - Formula Grants for Rural Areas | | \$1,551 | \$1,588 | \$1,626 | \$1,664 | \$6,428 |
| | 5311f - Intercity Bus | | | | | | |
| | 5337 - State of Good Repair Grants | | \$199,825 | \$203,276 | \$206,776 | \$210,337 | \$820,213 |
| | 5339 - Bus and Bus Facilities Formula Grants | | \$12,274 | \$12,531 | \$12,797 | \$13,068 | \$50,670 |
| | FTA Transfer from Prior FTIP | | | | | | |
| | Other (See Appendix 4) | | \$48,010 | | | | \$48,010 |
| | Federal Transit Total | | \$731,814 | \$539,468 | \$486,166 | \$459,105 | \$2,216,554 |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | | \$75,710 | \$77,174 | \$78,610 | \$80,232 | \$311,726 |
| | Construction of Ferry Boats and Ferry Terminal Facilities | | \$908 | | \$5,032 | | \$5,940 |
| | Coordinated Border Infrastructure | | | | | | |
| | Corridor Infrastructure Improvement Program | | | | | | |
| | Federal Lands Access Program | | | \$6,197 | | | \$6,197 |
| | Federal Lands Transportation Program | | | | | | |
| | High Priority Projects (HPP) and Demo | | \$20,035 | \$827 | \$50 | \$80 | \$20,992 |
| | Highway Safety Improvement Program (HSIP) | | \$12,812 | \$12,723 | | | \$25,536 |
| | GARVEE Bonds Debt Service Payments | | | | | | |
| | National Highway Freight Program | | | | | | |
| | Nationally Significant Freight and Highway Projects | | | | | | |
| | Projects of National/Regional Significance | | | | | | |
| | Public Lands Highway | | | | | | |
| | Railway-Highway Crossings | | | | | | |
| | Recreational Trails Program | | \$538 | | | | \$538 |
| | SAFETEA-LU Safe Routes to School (SRTS) | | \$92,345 | \$96,047 | \$99,634 | \$103,774 | \$391,800 |
| | Surface Transportation Block Grant Program (STBGPIRSTP) | | \$30,907 | | | | \$30,907 |
| Other (see Appendix 5) | | | | | | | |
| Federal Highway Total | | \$233,254 | \$192,968 | \$183,327 | \$184,087 | \$793,636 | |
| FEDERAL RAIL | Other Federal Railroad Administration (see Appendix 6) | | | | | | |
| Federal Railroad Administration Total | | | | | | | |
| Federal Total | | \$965,068 | \$732,436 | \$669,493 | \$643,192 | \$3,010,190 | |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | | |
| | Other (See Appendix 7) | | | | | | |
| Innovative Financing Total | | | | | | | |
| REVENUE TOTAL | | | \$7,204,003 | \$7,269,793 | \$6,993,374 | \$7,196,396 | \$28,663,565 |

Financial Summary Notes:
¹ State Programs that include both state and federal funds.

TABLE 1: REVENUE - APPENDICES

**Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program Adoption
(\$'s in 1,000)**

Appendix 1 - Local Other

| Local Other | 4 YEAR (FTIP Cycle) | | | | CURRENT TOTAL |
|---|---------------------|--------------------|--------------------|--------------------|--------------------|
| | 2016/17 | 2017/18 | 2018/19 | 2019/20 | |
| Local Streets and Roads | \$554,109 | \$566,268 | \$578,695 | \$591,395 | \$2,290,467 |
| Transportation Development Act (TDA) | \$376,139 | \$385,808 | \$396,332 | \$407,167 | \$1,565,446 |
| Transit Non-Fare Revenues | \$571,772 | \$576,316 | \$588,901 | \$589,382 | \$2,326,371 |
| TFCAB 434 (Local Funds) | \$10,214 | \$10,214 | \$10,214 | \$10,214 | \$40,856 |
| Existing County-wide Vehicle Registration Fee (\$10) | \$43,707 | \$43,707 | \$43,707 | \$43,707 | \$174,829 |
| SFMTA General Fund, SFMTA Parking Revenues, Propriety | \$771,654 | \$791,390 | \$811,480 | \$831,934 | \$3,206,457 |
| | | | | | |
| | | | | | |
| | | | | | |
| Local Other Total | \$2,327,595 | \$2,373,704 | \$2,429,329 | \$2,473,799 | \$9,604,427 |

Appendix 2 - Regional Other

| Regional Other | 4 YEAR (FTIP Cycle) | | | | CURRENT TOTAL |
|-----------------------------|---------------------|-----------------|-----------------|-----------------|------------------|
| | 2016/17 | 2017/18 | 2018/19 | 2019/20 | |
| SMART Sales Tax | \$35,484 | \$36,549 | \$37,645 | \$38,775 | \$148,454 |
| TFCAB 434 (Regional Funds) | \$15,321 | \$15,321 | \$15,321 | \$15,321 | \$61,284 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Regional Other Total | \$50,806 | \$51,870 | \$52,967 | \$54,096 | \$209,738 |

Appendix 3 - State Other

| State Other | 4 YEAR (FTIP Cycle) | | | | CURRENT TOTAL |
|--|---------------------|-----------------|-----------------|-----------------|-----------------|
| | 2016/17 | 2017/18 | 2018/19 | 2019/20 | |
| State Coastal Conservancy | \$456 | | \$1,000 | | \$1,456 |
| Office of Traffic Safety - Bicycle/Pedestrian Safety Grant | \$120 | | | | \$120 |
| Strategic Growth Council SHIFT Grant | \$220 | | | | \$220 |
| State Highway Account | \$21,200 | \$21,200 | \$21,200 | \$21,200 | \$84,800 |
| | | | | | |
| | | | | | |
| | | | | | |
| State Other Total | \$21,996 | \$21,200 | \$22,200 | \$21,200 | \$86,596 |

Appendix 4 - Federal Transit Other

| Federal Transit Other | 4 YEAR (FTIP Cycle) | | | | CURRENT TOTAL |
|--|---------------------|---------|---------|---------|-----------------|
| | 2016/17 | 2017/18 | 2018/19 | 2019/20 | |
| FTA Passenger Ferry Grant Program | \$9,200 | | | | \$9,200 |
| 5310, 5311, 5311f, 5316, and 5317 Carry-over funding | \$38,810 | | | | \$38,810 |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Federal Transit Other Total | \$48,010 | | | | \$48,010 |

Appendix 5 - Federal Highway Other

| Federal Highway Other | 4 YEAR (FTIP Cycle) | | | | CURRENT TOTAL |
|--|---------------------|---------|---------|---------|-----------------|
| | 2016/17 | 2017/18 | 2018/19 | 2019/20 | |
| STP Earmark | \$2,776 | | | | \$2,776 |
| Multimodal Facilities Improvement Earmark | \$19,309 | | | | \$19,309 |
| Transportation Improvements Earmark | \$5,854 | | | | \$5,854 |
| Emergency Relief | \$2,682 | | | | \$2,682 |
| Transportation, Community, and System Preservation Ear | \$286 | | | | \$286 |
| | | | | | |
| | | | | | |
| Federal Highway Other Total | \$30,907 | | | | \$30,907 |

Appendix 6 - Federal Railroad Administration Other

| Federal Railroad Administration Other | 4 YEAR (FTIP Cycle) | | | | CURRENT TOTAL |
|--|---------------------|---------|---------|---------|---------------|
| | 2016/17 | 2017/18 | 2018/19 | 2019/20 | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Federal Railroad Administration Other Total | | | | | |

Appendix 7 - Innovative Other

| Innovative Other | 4 YEAR (FTIP Cycle) | | | | CURRENT TOTAL |
|-------------------------------|---------------------|---------|---------|---------|---------------|
| | 2016/17 | 2017/18 | 2018/19 | 2019/20 | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| | | | | | |
| Innovative Other Total | | | | | |

TABLE 2: PROGRAMMED

Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program Adoption
 (\$'s in 1,000)

| Funding Source/Program | | N O T E S | 4 YEAR (FTIP Cycle) | | | | |
|-------------------------|--|------------------------------|---------------------|-------------|-----------|-----------|-------------|
| | | | 2016/17 | 2017/18 | 2018/19 | 2019/20 | TOTAL |
| LOCAL | Local Total | | \$1,166,179 | \$743,712 | \$390,756 | \$231,286 | \$2,531,932 |
| REGIONAL | Tolls | | \$231,128 | \$81,532 | \$67,000 | \$65,800 | \$445,460 |
| | <i>Bridge</i> | | \$231,128 | \$81,532 | \$67,000 | \$65,800 | \$445,460 |
| | <i>Corridor</i> | | | | | | |
| | Regional Sales Tax | | | | | | |
| | Regional Gas Tax/Measure | | | | | | |
| | Other (See Appendix A) | | | | | | |
| | Regional Total | | \$231,128 | \$81,532 | \$67,000 | \$65,800 | \$445,460 |
| STATE | State Highway Operation and Protection Program (SHOPP) ¹ | | \$299,829 | \$386,461 | \$322,490 | \$374,489 | \$1,383,269 |
| | <i>SHOPP</i> | | \$299,829 | \$386,461 | \$322,490 | \$374,489 | \$1,383,269 |
| | <i>SHOPP Prior</i> | | | | | | |
| | <i>State Minor Program</i> | | | | | | |
| | State Transportation Improvement Program (STIP) ¹ | | \$45,087 | \$47,694 | \$20,244 | \$30,843 | \$143,868 |
| | <i>STIP</i> | | \$6,334 | \$47,694 | \$20,244 | \$30,843 | \$105,115 |
| | <i>STIP Prior</i> | | \$38,753 | | | | \$38,753 |
| | State Bond | | \$168,414 | \$295,701 | \$51 | \$4,232 | \$468,398 |
| | <i>Proposition 1A (High Speed Passenger Train Bond Program)</i> | | \$119,500 | \$295,600 | | | \$415,100 |
| | <i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i> | | \$48,914 | \$101 | \$51 | \$4,232 | \$53,298 |
| | Active Transportation Program ¹ | | \$33,473 | \$11,746 | \$27,909 | | \$73,128 |
| | Highway Maintenance (HM) Program ¹ | | \$15,854 | | | | \$15,854 |
| | Highway Bridge Program (HBP) ¹ | | \$54,793 | \$52,072 | \$50,738 | \$106,487 | \$264,090 |
| | Traffic Congestion Relief Program (TCRP) | | \$13,874 | | | | \$13,874 |
| | State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | | | | | |
| Other (See Appendix B) | | \$21,996 | \$21,200 | \$22,200 | \$21,200 | \$86,596 | |
| | State Total | | \$653,320 | \$814,875 | \$443,631 | \$537,251 | \$2,449,077 |
| FEDERAL TRANSIT | 5307/5340 - Urbanized Area Formula Grants | | \$78,599 | \$23,831 | | | \$102,430 |
| | 5309 - Fixed Guideway Capital Investment Grants | | | | | | |
| | 5309b - New and Small Starts (Capital Investment Grants) | | \$250,000 | \$97,415 | \$35,669 | | \$383,084 |
| | 5309c - Bus and Bus Related Grants | | | | | | |
| | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | | | | | | |
| | 5311 - Formula Grants for Rural Areas | | | | | | |
| | 5311f - Intercity Bus | | | | | | |
| | 5337 - State of Good Repair Grants | | \$47,930 | \$2,512 | | | \$50,442 |
| | 5339 - Bus and Bus Facilities Formula Grants | | \$2,743 | | | | \$2,743 |
| | FTA Transfer from Prior FTIP | | | | | | |
| | Other (See Appendix C) | | \$48,010 | | | | \$48,010 |
| | | Federal Transit Total | | \$427,281 | \$123,758 | \$35,669 | |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | | \$59,365 | \$13,122 | | | \$72,487 |
| | Construction of Ferry Boats and Ferry Terminal Facilities | | \$908 | | \$5,032 | | \$5,940 |
| | Coordinated Border Infrastructure | | | | | | |
| | Corridor Infrastructure Improvement Program | | | | | | |
| | Federal Lands Access Program | | | \$6,197 | | | \$6,197 |
| | Federal Lands Transportation Program | | | | | | |
| | High Priority Projects (HPP) and Demo | | \$20,035 | \$827 | \$50 | \$80 | \$20,992 |
| | Highway Safety Improvement Program (HSIP) | | \$12,812 | \$12,723 | | | \$25,536 |
| | GARVEE Bonds Debt Service Payments | | | | | | |
| | National Highway Freight Program | | | | | | |
| | Nationally Significant Freight and Highway Projects | | | | | | |
| | Projects of National/Regional Significance | | | | | | |
| | Public Lands Highway | | | | | | |
| | Railway-Highway Crossings | | | | | | |
| | Recreational Trails Program | | | | | | |
| | SAFETEA-LU Safe Routes to School (SRTS) | | \$538 | | | | \$538 |
| | Surface Transportation Block Grant Program (STBGP/RSTP) | | \$62,203 | \$78,407 | | | \$140,610 |
| Other (see Appendix D) | | \$30,907 | | | | \$30,907 | |
| | Federal Highway Total | | \$186,768 | \$111,276 | \$5,082 | \$80 | \$303,206 |
| FEDERAL RAIL | Other Federal Railroad Administration (see Appendix E) | | | | | | |
| | Federal Railroad Administration Total | | | | | | |
| | Federal Total | | \$614,049 | \$235,034 | \$40,752 | \$80 | \$889,914 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | | |
| | Other (See Appendix F) | | | | | | |
| | Innovative Financing Total | | | | | | |
| PROGRAMMED TOTAL | | | \$2,664,676 | \$1,875,152 | \$942,139 | \$834,417 | \$6,316,383 |

Financial Summary Notes:

¹ State Programs that include both state and federal funds.

TABLE 3: REVENUE-PROGRAMMED

Metropolitan Transportation Commission
2017 Federal Transportation Improvement Program Adoption
 (\$'s in 1,000)

| Funding Source/Program | | 4 YEAR (FTIP Cycle) | | | | |
|---|--|---------------------|--------------------|--------------------|--------------------|---------------------|
| | | 2016/17 | 2017/18 | 2018/19 | 2019/20 | TOTAL |
| LOCAL | Local Total | \$3,662,741 | \$4,217,466 | \$4,723,529 | \$5,013,992 | \$17,617,727 |
| REGIONAL | Tolls | \$474,761 | \$627,903 | \$645,998 | \$650,780 | \$2,399,442 |
| | <i>Bridge</i> | \$474,761 | \$627,903 | \$645,998 | \$650,780 | \$2,399,442 |
| | <i>Corridor</i> | | | | | |
| | Regional Sales Tax | | | | | |
| | Regional Gas Tax/Measure | | | | | |
| | Other | \$50,806 | \$51,870 | \$52,967 | \$54,096 | \$209,738 |
| | Regional Total | \$525,567 | \$679,773 | \$698,965 | \$704,876 | \$2,609,180 |
| STATE | State Highway Operation and Protection Program (SHOPP) ¹ | | | | | |
| | <i>SHOPP</i> | | | | | |
| | <i>SHOPP Prior</i> | | | | | |
| | <i>State Minor Program</i> | | | | | |
| | State Transportation Improvement Program (STIP) ¹ | | | | | |
| | <i>STIP</i> | | | | | |
| | <i>STIP Prior</i> | | | | | |
| | State Bond | | | | | |
| | <i>Proposition 1A (High Speed Passenger Train Bond Program)</i> | | | | | |
| | <i>Proposition 1B (Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006)</i> | | | | | |
| | Active Transportation Program ¹ | | | | | |
| | Highway Maintenance (HM) Program ¹ | | | | | |
| | Highway Bridge Program (HBP) ¹ | | | | | |
| | Traffic Congestion Relief Program (TCRP) | | | | | |
| State Transit Assistance (STA)(e.g., population/revenue based, Prop 42) | | | | | | |
| Other | | | | | | |
| | State Total | | | | | |
| FEDERAL TRANSIT | 5307/5340 - Urbanized Area Formula Grants | \$136,804 | \$195,976 | \$224,344 | \$228,976 | \$786,100 |
| | 5309 - Fixed Guideway Capital Investment Grants | | | | | |
| | 5309b - New and Small Starts (Capital Investment Grants) | | | | | |
| | 5309c - Bus and Bus Related Grants | | | | | |
| | 5310 - Enhanced Mobility of Seniors and Individuals with Disabilities | \$4,752 | \$4,852 | \$4,955 | \$5,060 | \$19,619 |
| | 5311 - Formula Grants for Rural Areas | \$1,551 | \$1,588 | \$1,626 | \$1,664 | \$6,428 |
| | 5311f - Intercity Bus | | | | | |
| | 5337 - State of Good Repair Grants | \$151,895 | \$200,764 | \$206,776 | \$210,337 | \$769,771 |
| | 5339 - Bus and Bus Facilities Formula Grants | \$9,531 | \$12,531 | \$12,797 | \$13,068 | \$47,927 |
| | FTA Transfer from Prior FTIP | | | | | |
| | Other | | | | | |
| | Federal Transit Total | \$304,533 | \$415,711 | \$450,497 | \$459,105 | \$1,629,846 |
| FEDERAL HIGHWAY | Congestion Mitigation and Air Quality (CMAQ) Improvement Program | \$16,345 | \$64,052 | \$78,610 | \$80,232 | \$239,239 |
| | Construction of Ferry Boats and Ferry Terminal Facilities | | | | | |
| | Coordinated Border Infrastructure | | | | | |
| | Corridor Infrastructure Improvement Program | | | | | |
| | Federal Lands Access Program | | | | | |
| | Federal Lands Transportation Program | | | | | |
| | High Priority Projects (HPP) and Demo | | | | | |
| | Highway Safety Improvement Program (HSIP) | | | | | |
| | GARVEE Bonds Debt Service Payments | | | | | |
| | National Highway Freight Program | | | | | |
| | Nationally Significant Freight and Highway Projects | | | | | |
| | Projects of National/Regional Significance | | | | | |
| | Public Lands Highway | | | | | |
| | Railway-Highway Crossings | | | | | |
| | Recreational Trails Program | | | | | |
| | SAFETEA-LU Safe Routes to School (SRTS) | | | | | |
| | Surface Transportation Block Grant Program (STBGP/RSTP) | \$30,142 | \$17,640 | \$99,634 | \$103,774 | \$251,190 |
| Other | | | | | | |
| | Federal Highway Total | \$46,487 | \$81,692 | \$178,244 | \$184,007 | \$490,429 |
| FEDERAL RAIL | Other Federal Railroad Administration | | | | | |
| | Federal Railroad Administration Total | | | | | |
| | Federal Total | \$351,019 | \$497,402 | \$628,741 | \$643,112 | \$2,120,275 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | | | | | |
| | Other | | | | | |
| | Innovative Financing Total | | | | | |
| REVENUE - PROGRAM TOTAL | | \$4,539,327 | \$5,394,641 | \$6,051,235 | \$6,361,979 | \$22,347,182 |

APPENDIX A – 76

2017 TIP Detail

Public Notifications and Hearings



Table of Contents for Appendix A-76 Public Notifications and Hearings

| | |
|---|---|
| ABAG CEQA Environmental Review Log | Attachment A |
| Postcard announcing availability of the Draft 2017 TIP | Attachment B |
| July 13, 2017 Public Hearing Notice | Attachment C (English, Chinese, Spanish) |
| Newspaper Proof of Publication for Notices of July 13, 2016 Public Hearing | Attachment D |
| Transcript of July 13, 2017 Public Hearing | Attachment E |



Association of Bay Area Governments CEQA Environmental Review Log

Issue No: 404 Wednesday, June 15, 2016

A listing from the Association of Bay Area Governments of Projects Affecting The Nine-County San Francisco Bay Area

Guide to Listing: Project applications shown in the Newsletter are received and published monthly to notify local governments and other parties about programs requiring intergovernmental review and projects of special significance. For more information, call either the ABAG Clearinghouse at (510) 464-7993 or the contact person.

Documents Received On Or After Sunday, May 15, 2016

| Due Date | County | Impact Area | Document Type | Document Title | Lead Agency | Contact | Phone |
|-----------|----------------|-------------|---------------|--|---|----------------------|----------------|
| 7/28/2016 | MULTI-COUNTY | | Notice | Draft 2017 TIP & Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the 2017 TIP | Metropolitan Transportation Commission | MTC Public Informati | (415) 778-6757 |
| 7/15/2016 | ALAMEDA COUNTY | | Draft EIR | San Leandro General Plan Update | City of San Leandro Planning Department | Tom Lia | |
| 6/21/2016 | NAPA COUNTY | | Neg. Dec. | General Plan Amendment | Town of Yountville Planning Department | Sandra Liston | (707) 944-8851 |

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of Bay Area surface transportation projects that are to receive federal funding, are subject to a federally required action, or are considered regionally significant for air quality conformity purposes. The TIP covers a four-year period and must be financially constrained by year, meaning that the amount of dollars committed to the projects (also referred to as "programmed") must not exceed the amount of dollars estimated to be available. All projects included in the TIP must be consistent with the current Regional Transportation Plan (RTP), Plan Bay Area, and the TIP must be analyzed to determine if the program complies or "conforms" to federal air quality plans (known as the State Implementation Plan or SIP) and regulations. The Draft 2017 TIP includes projects "programmed" in four fiscal years: FY 2016-17, FY 2017-18, FY 2018-19, and FY 2019-20. This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects, for applicable funds.

The proposed general Plan Update would replace the City's existing General Plan, which was last comprehensively updated in 2002. Along with the general Plan Update, the proposed project also includes Zoning Code amendments to implement the proposed General Plan. State Law requires that the General Plan contain seven elements: Land Use, Circulation, Housing, Open Space, Noise, Safety, and Conservation. The General Plan Update includes all State-required elements and some optional elements, including: Land Use; Transportation; Open Space; Parks and Conservation; Environmental Hazards; Economic Development; Historic Preservation and Community Design, and Community Services and Facilities.

The project is a proposed General Plan Amendment associated with the Town's physical boundary and service area that have not been addressed since the last General Plan Update in 1992. The Town is in the initial stages of conducting a comprehensive General Plan Update of all of the elements of the General Plan to bring it current, but is proceeding with the limited amendments evaluated here because of Napa LAFCO's Municipal Service Review and Sphere of Influence Update for the Town that is currently being conducted.

7/1/2016
SAN FRANCISCO CITY AND COUNTY

NOP
India Basin Mixed-use Project, which entails the 700 Innes Avenue, 900 Innes Avenue, India Basin Shoreline Park, and India Basin Open Space locations

City of San Francisco Planning Department
Brett Bollinger
(415) 575-9024

The project would encompass publicly and privately owned parcels, including existing streets, totaling approximately 38.84 acres (referred to herein as the project site). The larger India Basin area also includes properties owned by Lennar, Pacific Gas & Electric Company, and the Port of San Francisco. The project at 700 Innes Ave would develop 17.12 acres of privately owned land plus 5.94 acres of developed and undeveloped public rights-of-way in phases with residential, retail, commercial, office, research and development/laboratory and clinical care space, institutional, flex space, recreational and art uses, parking, and a shoreline network of publicly accessible open space. Two project options are being considered for the 700 Innes Avenue property: the proposed residential project "proposed project" (a residential-focused mixed-use development including approximately 1,240 dwelling units and 275,330 gross square feet (gsf) of ground-floor retail, commercial, or flex space); and the maximum commercial variant "project variant" (with up to approximately 1,000,000 gsf of commercial/institutional uses and 500 dwelling units).

| Due Date | County | Impact Area | Document Type | Document Title | Lead Agency | Contact | Phone |
|---|-------------------------------|-------------|---------------|---|---|------------------|----------------|
| 6/22/2016 | SAN FRANCISCO CITY AND COUNTY | | NOP | UCSF Child, Teen, and Family Center (CTFC) and the UCSF Department of Psychiatry Building | The Regents of the University of California | Tammy Chan, UCSF | (415) 476-9627 |
| <p>UCSF proposes the construction of a Child, Teen, and Family Center & Department of Psychiatry building on a parcel in the Dogpatch neighborhood, south of its Mission Bay campus site. The proposed project would provide a location for clinic and office space for the UCSF Child, Teen, and Family Center (CTFC) and the UCSF Department of Psychiatry. The outpatient clinic would be managed by the UCSF Department of Psychiatry and would comprise existing departmental patient care as well as research and training activities, plus two Department of Pediatrics patient care and research programs. There will also be a CTFC auditorium. Other departmental activities include adult mental health clinical services, a broad array of research and training programs, and administrative services. Clinicians, educators, researchers, trainees and staff in this new building would largely be relocated from the Langley Porter Psychiatric Institute (LPI) at UCSF's Parnassus Heights campus site, with some personnel from UCSF's Laurel Heights and Mount Zion campuses, as well as a clinical research program from the Priscilla Chan and Mark Zuckerberg San Francisco General Hospital and Trauma Center Campus (ZSFG)</p> | | | | | | | |
| 6/20/2016 | SAN MATEO COUNTY | | NOP | Veterans Village Project | Town of Colma Planning Department | Michael Laughlin | (650) 757-8888 |
| <p>The Veterans Village Project is a proposed 66-unit affordable housing community in the Town of Colma. One of Mercy Housing's missions is to provide housing to underserved populations, including veterans. The project will provide affordable housing to veterans and provide on-site services to residents.</p> | | | | | | | |
| 6/24/2016 | SANTA CLARA COUNTY | | Draft EIR | 237 INDUSTRIAL CENTER PROJECT | City of San Jose Planning Department | Kieulan Pham | |
| <p>The project site is primarily fallow farmland with a single-family house and some accessory structures located near the southern portion of the site. The site is currently supported by well water and a septic tank system. The project includes two development options. Option 1 proposes approximately 1,197,700 square feet of light industrial development and Option 2 proposes an approximately 2.35 million square foot data center and up to four stories tall.</p> | | | | | | | |
| 6/26/2016 | SANTA CLARA COUNTY | | Draft EIR | St. James Park Capital Vision and Levitt Pavilion | City of San Jose Planning Department | Krinjal Mathur | (408) 535-7874 |
| <p>The project includes both physical and programmatic changes to St. James Park, a seven-acre urban park in downtown San José, which includes the development of an outdoor performing arts pavilion (Levitt Pavilion). Potential physical changes include, but are not limited to: construction of the Levitt Pavilion, removal or relocation of existing historical markers and fountains, removal and replacement of non-Heritage Trees, hardscape improvements, construction of structures for restrooms and commercial uses (i.e. cafes and vendors), and the temporary or permanent closure of N. 2nd Street to private vehicles. The proposed Levitt Pavilion is an approximately 7,000-spectator outdoor music and performance venue with lighting and sound amplification. The final physical park design will be determined through a design competition. Potential programmatic changes include music and performing arts events at the Levitt Pavilion, the introduction of commercial uses into the park (i.e. a café or vendors), street performers, festivals, and a farmers market, all in an urban park setting.</p> | | | | | | | |
| 7/15/2016 | SANTA CLARA COUNTY | | Draft EIR | Samaritan Medical Center Master Plan | City of San Jose Planning Department | Whitney Berry | (408) 535-7829 |
| <p>Medical Office development proposals on a 13-acre site in central San Jose that includes: a) a General Diagram Amendment (File No. GP 15-014) to change the Land Use/Transportation Diagram designation on a 9.3 gross acre site north of Samaritan Drive from Neighborhood/Community Commercial to Regional Commercial; b) a Planned Development</p> | | | | | | | |

| Due Date | County | Impact Area | Document Type | Document Title | Lead Agency | Contact | Phone |
|--|--------------------|-------------|---------------|-------------------------------|---|----------------|----------------|
| 6/14/2016 | SANTA CLARA COUNTY | | Neg. Dec. | Mission Park-MP Market Place | City of Santa Clara Planning Department | Yen Han Chen | (408) 615-2450 |
| <p>The project would demolish the existing buildings on the site to construct approximately 24,000 sf of retail uses and a 115,000 sf, 175-room hotel. The 115,000 sf hotel would be located on the eastern portion of the project site. Two retail buildings, 4,160 sf in size, would be located adjacent to Montague Expressway on the southern portion of the site. Two additional retail buildings, also 4,160 sf and 7,200 sf, would be located on the western portion of the project site adjacent to Mission College Boulevard. The fifth 1,280 sf retail building would be located on the northern portion of the project site near Wyatt Drive. All retail buildings would have a maximum height of approximately 16 feet. Proposed buildings would be set back 13'-6" to 23'-0" from the curb line on Montague Expressway. The hotel component of the development would be five stories tall with a roof height of 60 feet.</p> | | | | | | | |
| | SONOMA COUNTY | | SF 424 | Funding a new Police Facility | City of Cloverdale Chief of Police | Stephen Cramer | (707) 894-2150 |
| 7/8/2016 | SONOMA COUNTY | | Draft EIR | Sebastopol General Plan | City of Sebastopol Planning Department | Kenyon Webster | (707) 823-6167 |
| <p>The overall purpose of the Sebastopol General Plan is to create a policy framework that articulates a vision for the city's long-term physical form and development, while preserving and enhancing the quality of life for Sebastopol residents, and increasing opportunities for high-quality local job growth balanced with robust environmental sustainability principles. The key components of the General Plan will include broad goals for the future of Sebastopol, and specific policies and actions that will help implement the stated goals. The Sebastopol General Plan will include a comprehensive set of goals, policies, and actions (implementation measures), as well as a revised Land Use Map. The State requires that the General Plan contain seven mandatory elements: Land Use, Circulation, Housing, Open Space, Noise, Safety, and Conservation. The Sebastopol General Plan EIR Notice of Availability 2 mandated elements, as well as several optional elements, including: Community Services and Facilities, Economic Vitality, Community Character, and Community Health and Wellness. The General Plan addresses the entire City of Sebastopol, as well as its Sphere of Influence.</p> | | | | | | | |

**Draft 2017 Transportation Improvement Program (TIP)
& Draft Air Quality Conformity Analysis**



Deadline for comments is July 28, 2016

**Released for
Public Review**

The Transportation Improvement Program (TIP) lists the near-term transportation projects, programs and investment priorities for the San Francisco Bay Area's surface transportation system – projects that have a federal interest and locally and state-funded regionally significant projects.



Metropolitan
Transportation
Commission



Metropolitan Transportation Commission

View and comment on the Draft 2017 TIP & Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and Draft 2017 TIP

- Online at mtc.ca.gov/our-work/fund-invest/transportation-improvement-program
- At MTC at 375 Beale Street in San Francisco, at the 7th floor reception area
- Sent to major public libraries throughout the Bay Area upon request
- For more information, call MTC's Public Information Office at 415.778.6757, or visit the above mentioned link.

A public hearing to receive public testimony on both documents is scheduled during MTC's Programming & Allocations Committee, on Wednesday, July 13, 2016, 9:40 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later, at 375 Beale Street, San Francisco.

The deadline for written comments is 5 p.m. on Thursday, July 28, 2016. Submit comments to MTC's Public Information Office, 375 Beale Street, Suite 800, San Francisco, CA 94105 or fax to MTC at 415-536-9800 or send via e-mail to info@mtc.ca.gov.

This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects for applicable funds.

At its Sept. 14, 2016 meeting, MTC's Programming and Allocations Committee is scheduled to consider public comments received. Approval of final documents is expected on Sept. 28, 2016, at the MTC Commission meeting.

Accessible Meetings

Do you need an interpreter or any other assistance to participate? Please call 415.778.6757 or 415.778.6769 for TDD/TTY three days in advance.

¿Necesita un intérprete u otra asistencia para participar? Por favor llámenos con tres días de anticipación al 415.778.6757 o 415.778.6769 para TDD/TTY.

您是否需要翻譯員或任何其他幫助才能參加呢?請提前三天致電 415.778.6757或聽障專線(TDD/TTY) 415.778.6769.

Bay Area Metro Center
375 Beale Street, Suite 800
San Francisco, CA 94105

TEL: 415.778.6700 | EMAIL: info@mtc.ca.gov

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Metropolitan Transportation Commission Notice of Public Hearing

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

- 1) Draft 2017 Transportation Improvement Program (TIP):** This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2017 TIP was developed to be consistent with MTC's 2013 *Plan Bay Area*, the 28-year plan for transportation projects in the nine-county San Francisco Bay Area.

- 2) Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the 2017 TIP:** MTC is also preparing a new transportation-air quality conformity analysis for Plan Bay Area and the 2017 TIP. The Draft 2017 TIP only includes projects consistent with *Plan Bay Area*. These projects have been modeled in the appropriate analysis year using the latest planning assumptions.

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Wednesday, July 13, 2016, 9:40 a.m., or immediately following
MTC's Administration Committee meeting, whichever occurs later,
375 Beale Street, San Francisco, California

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###

大都會交通委員會 公聽會通知

大都會交通委員會(MTC) 邀請感興趣的人士對下列交通規劃文件草案發表意見:

- 1) 2017 交通改善計劃(TIP)草案:**是本地區包含地面交通項目的交通規劃文件, 包括但不限於, 根據預期在未來四年將接受聯邦資金的聯邦、州和地方的可用資金, 或者聯邦政府要求採取的行動或者是區域性重大的公共交通、高速公路、地方道路、自行車和步行項目提議。TIP 必須受年度融資約束, 並且必須至少每四年進行更新。2017 TIP 草案的制定是與 MTC 的 2013 *Plan Bay Area* (規劃灣區)相一致, 它是三藩市灣區九個縣交通項目的 28 年規劃。
- 2) Plan Bay Area 和 2017 TIP 的交通-空氣質量合格分析草案:** MTC 還為 Plan Bay Area 和 2017 TIP 準備一個新的交通-空氣質量合格分析。2017 TIP 草案只包括與 *Plan Bay Area* 一致的項目。這些項目已經使用最新的規劃設想在合適的分析年度內進行了模擬。

2017 TIP 草案的副本, 包括融資約束分析和交通-空氣質量合格分析草案, 將於 2016 年 6 月 24 日開始供公眾查閱, 地點在灣區地鐵中心 MTC 辦公室, 7th 樓前臺, 375 Beale Street, San Francisco, California, 94105。這些文件也將在 MTC 的網站 <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program> 上公佈, 根據要求, 還將發送到灣區的主要圖書館。

在 MTC 的 7 月計劃與分配委員會會議期間, 還安排接受公眾對這些文件的意見。該聽證會時間安排如下:

星期三, 2016 年 7 月 13 日, 上午 9:40, 或緊隨
MTC 管理委員會會議之後, 兩者中以後到的時間為準,
375 Beale Street, San Francisco, California

書面意見可遞交至 MTC 的公共信息辦公室, 地點是 375 Beale St, Suite 800, San Francisco, CA 94105, 或傳真至 MTC 415-536-9800, 或電郵至 <info@mtc.ca.gov>。遞交書面意見的截止時間是 2016 年 7 月 28 日星期四下午 5 時。如需瞭解更多詳情, 請致電 MTC 公共信息辦公室, 電話 415-778-6757。

本通知還符合聯邦交通管理局(FTA)的可用資金項目年度計劃的公眾參與要求。

在其定期的九月計劃和分配委員會會議上, MTC 安排考慮意見徵求期結束前收到的公眾意見。MTC 預計在其 2016 年 9 月 28 日星期三的定期委員會會議期間批准最終的交通-空氣質量合格的分析和 2017 TIP。

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###

Comisión Metropolitana del Transporte
Aviso de Audiencia Pública

La Comisión Metropolitana del Transporte (MTC) invita a todas las personas interesadas a hacer comentarios sobre los siguientes anteproyectos de documentos de programación de transporte:

- 1) **Anteproyecto del Programa de Mejoras al Transporte (TIP) 2017:** Este es el documento de programación del transporte de la región que contiene los proyectos de transporte de superficie, incluyendo, a título de ejemplo, proyectos para transporte público masivo, autopistas, caminos locales, e infraestructura para ciclistas y peatones que han sido propuestos para la financiación con base en la disponibilidad esperada de fondos federales, estatales y locales durante los próximos cuatro años, y que recibirán fondos federales o están sujetos a una acción requerida a nivel federal, o bien que son de importancia regional. El TIP se debe limitar financieramente cada año, y se debe actualizar al menos cada cuatro años. El Anteproyecto del TIP de 2017 fue desarrollado para ser compatible con *Plan Bay Area* de 2013 de la MTC, el plan a 28 años para proyectos de transporte en los nueve condados del Área de la Bahía de San Francisco.

- 2) **Anteproyecto del Análisis de Conformidad del Transporte con la Calidad del Aire para el *Plan Bay Area* y el TIP de 2017:** MTC además está preparando un nuevo análisis de conformidad del transporte con la calidad del aire para el *Plan Bay Area* y el TIP de 2017. El Anteproyecto del TIP 2017 sólo incluye proyectos compatibles con *Plan Bay Area*. Estos proyectos han sido modelados en el año correspondiente del análisis utilizando las suposiciones de planificación más recientes.

Se dispondrá de copias del Anteproyecto del TIP de 2017, el cual incluye el análisis de los límites financieros y el Anteproyecto del Análisis de Conformidad del Transporte con la Calidad del Aire, para la revisión del público a partir del 24 de junio de 2016, en las oficinas de la MTC en el Bay Area Metro Center, Recepción del 7º piso, 375 Beale Street, San Francisco, California, 94105. Los documentos se publicarán en el sitio web de MTC en <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program> y se enviarán a petición a las bibliotecas públicas más importantes en todo el Área de la Bahía.

Se tiene programada una audiencia para recibir testimonio público sobre estos documentos durante la reunión de julio del Comité de Programación y Asignaciones de la MTC. La audiencia está programada para el:

Miércoles, 13 de julio de 2016 a las 9:40 a.m., o inmediatamente después de la junta del
Comité de Administración de la MTC, lo que ocurra al último,
375 Beale Street, San Francisco, California

Se pueden enviar comentarios por escrito a la Oficina de Información al Público de la MTC, a 375 Beale St, Suite 800, San Francisco, CA 94105, o se pueden enviar por fax a la MTC al 415-536-9800 o por correo electrónico a <info@mtc.ca.gov>. Los comentarios escritos deben recibirse antes de las 5 p.m. del jueves, 28 de julio de 2016. Para obtener más información, llame a la Oficina de Información al Público

de MTC al 415-778-6757.

Este aviso también sirve para satisfacer los requisitos de participación del público del programa anual de proyectos de la Administración Federal del Transporte Público (FTA), en caso de fondos aplicables.

En su reunión ordinaria de septiembre del Comité de Programación y Asignaciones, se prevé que MTC considerará los comentarios recibidos del público al final del período de comentarios. MTC tiene programado aprobar el análisis final de conformidad del transporte con la calidad del aire y el TIP de 2017 el miércoles, 28 de septiembre de 2016, durante su reunión ordinaria de la Comisión.

Si usted necesita un intérprete de lenguaje de señas, si el inglés es su segundo idioma y necesita servicios de traducción, o si necesita cualquier otro tipo de ayuda, por favor comuníquese con nosotros llamando al 415.778.6757 o 415.778.6769 para TDD/TTY. Requerimos de un aviso con al menos tres días de anticipación para proporcionar los ajustes razonables.

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###

On the following pages are the Proof of Publication for notices of the July 13, 2016 Public Hearing on the Draft 2017 TIP that were published in the following newspapers:

California Voice
Contra Costa Times
Fairfield Daily Republic
La Opinion de la Bahia
Marin Independent Journal
Napa Valley Register
Oakland Tribune
San Francisco Examiner
San Jose Mercury News
San Mateo Times
Santa Rosa Press Democrat
Sing Tao

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

CALIFORNIA VOICE

On the following dates:

06/26/2016

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

15th day of July 2016



Signature

2894902

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"



* A 0 0 0 0 0 4 1 6 3 7 4 5 *

subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2017TIP was developed to be consistent with MTC's 2013 *Plan Bay Area*, the 28-year plan for transportation projects in the nine-county San Francisco Bay Area.

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6/26/16

CNS-2894902#
CALIFORNIA VOICE

Contra Costa Times

175 Lennon Lane, Suite 100
Walnut Creek, CA 94598
925-943-8019

2003193

CALIF. NEWSPAPER SVC.
BILLING DEPT.
PO BOX 60460
LOS ANGELES, CA 90060

PROOF OF PUBLICATION

FILE NO. 2894903

In the matter of

Contra Costa Times

I am a citizen of the United States. I am over the age of eighteen years and I am not a party to or interested in the above entitled matter. I am the Legal Advertising Clerk of the printer and publisher of the Contra Costa Times, a newspaper published in the English language in the City of Walnut Creek, County of Contra Costa, State of California.

I declare that the Contra Costa Times is a newspaper of general circulation as defined by the laws of the State of California as determined by court decree dated October 22, 1934, Case Number 19764. Said decree states that the Contra Costa Times is adjudged to be a newspaper of general circulation for the City of Walnut Creek, County of Contra Costa and State of California. Said order has not been revoked.

I declare that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

06/23/2016

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Executed at Walnut Creek, California.

On this 23th day of June, 2016.

Signature

Legal No.

0005758876

METROPOLITAN TRANSPORTATION COMMISSION NOTICE OF PUBLIC HEARING

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) **Draft 2017 Transportation Improvement Program (TIP):** This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2017TIP was developed to be consistent with MTC's 2013 *Plan Bay Area*, the 28-year plan for transportation projects in the nine-county San Francisco Bay Area.

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CNS-2894903#



PROOF OF PUBLICATION
(2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Solano

I am a citizen of the United States and a resident of Solano County. I am over the age of eighteen years and not a party to, or interested in, this Legal or Public Notice matter. I am the principal Legal Advertising Clerk for the

DAILY REPUBLIC
1250 Texas Street
P.O. Box 47
Fairfield, CA 94533

a newspaper of general circulation printed and published mornings, daily and Sunday, in the City of Fairfield, County of Solano, which has been adjudged a newspaper of general circulation by the Superior Court of the County of Solano, State of California, Case Number 25875, on June 30, 1952.

I certify under penalty of perjury that the attached Legal or Public Notice has been published in each regular and entire issue of the Daily Republic, and not in any supplement, on the following date(s):

June 22

in the year: 2016

By: Stacy Willey-Waddell
Stacy Willey-Waddell, Legal Advertising Clerk

Date: June 23, 2016

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METROPOLITAN TRANSPORTATION COMMISSION
NOTICE OF
PUBLIC HEARING

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6/22/16
CNS-2894910#
THE DAILY REPUBLIC
DR#00240700
Published: June 22, 2016



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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to any or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

LA OPINION DE LA BAHIA

On the following dates:

June 26, 2016

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

27th day of June 2016



Signature

2894913

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"

Re



Comisión Metropolitana del Transporte Aviso de Audiencia Pública

La Comisión Metropolitana del Transporte (MTC) invita a todas las personas interesadas a hacer comentarios sobre los siguientes anteproyectos de documentos de programación de transporte:

1) Anteproyecto del Programa de Mejoras al Transporte (TIP) 2017: Este es el documento de programación del transporte de la región que contiene los proyectos de transporte de superficie, incluyendo, a título de ejemplo, proyectos para transporte público masivo, autopistas, caminos locales, e infraestructura para ciclistas y peatones que han sido propuestos para la financiación con base en la disponibilidad esperada de fondos federales, estatales y locales durante los próximos cuatro años, y que recibirán fondos federales o están sujetos a una acción requerida a nivel federal, o bien que son de importancia regional. El TIP se debe limitar financieramente cada año, y se debe actualizar al menos cada cuatro años. El Anteproyecto del TIP de 2017 fue desarrollado para ser compatible con Plan Bay Area de 2013 de la MTC, el plan a 28 años para proyectos de transporte en los nueve condados del Área de la Bahía de San Francisco.

2) Anteproyecto del Análisis de Conformidad del Transporte con la Calidad del Aire para el Plan Bay Area y el TIP de 2017: MTC además está preparando un nuevo análisis de conformidad del transporte con la calidad del aire para el Plan Bay Area y el TIP de 2017. El Anteproyecto del TIP 2017 sólo incluye proyectos compatibles con Plan Bay Area. Estos proyectos han sido modelados en el año correspondiente del análisis utilizando las suposiciones de planificación más recientes.

Se dispondrá de copias del Anteproyecto del TIP de 2017, el cual incluye el análisis de los límites financieros y el Anteproyecto del Análisis de Conformidad del Transporte con la Calidad del Aire, para la revisión del público a partir del 24 de junio de 2016, en las oficinas de la MTC en el Bay Area Metro Center, Recepción del 7º piso, 375 Beale Street, San Francisco, California, 94105. Los documentos se publicarán en el sitio web de MTC en <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program> y se enviarán a petición a las bibliotecas públicas más importantes en todo el Área de la Bahía.

Se tiene programada una audiencia para recibir testimonio público sobre estos documentos durante la reunión de julio del Comité de Programación y Asignaciones de la MTC. La audiencia está programada para el:

Miércoles, 13 de julio de 2016 a las 9:40 a.m., o inmediatamente después de la junta del Comité de Administración de la MTC, lo que ocurra al último, 375 Beale Street, San Francisco, California.

Se pueden enviar comentarios por escrito a la Oficina de Información al Público de la MTC a 375 Beale St, Suite 800, San Francisco, CA 94105, o se pueden enviar por fax a la MTC al 415-536-9800 o por correo electrónico a info@mtc.ca.gov. Los comentarios escritos deben recibirse antes de las 5 p.m. del jueves, 28 de julio de 2016. Para obtener más información, llame a la Oficina de Información al Público de MTC al 415-778-6757.

Este aviso también sirve para satisfacer los requisitos de participación del público del programa anual de proyectos de la Administración Federal del Transporte Público (FTA), en caso de fondos aplicables.

En su reunión ordinaria de septiembre del Comité de Programación y Asignaciones, se prevé que MTC considerará los comentarios recibidos del público al final del período de comentarios. MTC tiene programado aprobar el análisis final de conformidad del transporte con la calidad del aire y el TIP de 2017 el miércoles, 28 de septiembre de 2016, durante su reunión ordinaria de la Comisión.

Si usted necesita un intérprete de lenguaje de señas, si el inglés es su segundo idioma y necesita servicios de traducción, o si necesita cualquier otro tipo de ayuda, por favor comuníquese con nosotros llamando al 415-778-6757 o 415-778-6769 para TDD/TTY. Requerimos de un aviso con al menos tres días de anticipación para proporcionar los ajustes razonables.

如果您需要手語翻譯員，或如果英語是您的第二語言，您需要翻譯服務，或者您需要任何其他類型的協助，請致電415-778-6757或致電TDD/TTY電話415-778-6769。我們要求獲得至少三天提前通知才能提供合理的配合安排。

If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 415-778-6757 or 415-778-6769 for TDD/TTY. We require at least three days notice to provide reasonable accommodations.

###

6/26/16
CNS-2894913#

109-4747481

Marin Independent Journal

4000 Civic Center Drive, Suite 301
San Rafael, CA 94903
415-382-7335
legals@marinij.com

2070305

CALIFORNIA NEWSPAPER SERVICE
915 E 1ST ST
LOS ANGELES, CA 90012-4050

PROOF OF PUBLICATION (2015.5 C.C.P.)

STATE OF CALIFORNIA
County of Marin
FILE NO. 289490

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, and not a party to or interested in the above matter. I am the principal clerk of the printer of the MARIN INDEPENDENT JOURNAL, a newspaper of general circulation, printed and published daily in the County of Marin, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Marin, State of California, under date of FEBRUARY 7, 1955, CASE NUMBER 25566; that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

06/22/2016

I certify (or declare) under the penalty of perjury that the foregoing is true and correct.

Dated this 22th day of June, 2016.



Donna Lazarus

Signature

PROOF OF PUBLICATION

Legal No. 0005758543

METROPOLITAN TRANSPORTATION COMMISSION NOTICE OF PUBLIC HEARING

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) Draft 2017 Transportation Improvement Program (TIP): This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2017 TIP was developed to be consistent with MTC's 2013 Plan Bay Area, the 28-year plan for transportation projects in the nine-county San Francisco Bay Area.

2) Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the 2017 TIP: MTC is also preparing a new transportation-air quality conformity analysis for Plan Bay Area and the 2017 TIP. The Draft 2017 TIP only includes projects consistent with Plan Bay Area. These projects have been modeled in the appropriate analysis year using the latest planning assumptions.

Copies of the Draft 2017 TIP, which includes the financial constraint analysis, and the Draft Transportation-Air Quality Conformity Analysis will be available for public review starting June 24, 2016, at MTC's offices at the Bay Area Metro Center, 7th Floor Receptionist, 375 Beale Street, San Francisco, California, 94105. The documents also will be posted on the MTC web site at <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program> and will be sent to major public libraries through the Bay Area upon request.

A public hearing to receive public testimony on these documents is scheduled during MTC's July Programming & Allocations Committee meeting. The hearing is set for Wednesday, July 13, 2016, 9:40 a.m., or immediately following.

MTC's Administration Committee meeting, whichever occurs later, 375 Beale Street, San Francisco, California

Written comments may be submitted to MTC's Public Information Office at 375 Beale St. Suite 800, San Francisco, CA 94105 or faxed to MTC at 415-536-9800 or sent via e-mail to info@mtc.ca.gov. Written comments are due by 5 p.m. on Thursday, July 28, 2016. For more information, call MTC's Public Information Office at 415-778-6757.

This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects, for applicable funds.

At its regularly scheduled September Programming and Allocations Committee meeting, MTC is scheduled to consider public comments received by the end of the comment period. MTC is scheduled to approve the final transportation-air quality conformity analysis and the 2017 TIP on Wednesday, September 28, 2016, during its regularly scheduled Commission meeting.

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寫字樓地址：三藩市，加州
375 比爾街，第七層
電話：415-536-9800
傳真：415-778-6757
電子郵件：info@mtc.ca.gov
如有需要，請至少提前三天通知，以便提供合理的便利。

Si necesita un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con

nosotros al número 415.778.6757 o al
415.778.6769 para TDD/TTY. Requerimos tres
días de anticipación para proveer asistencia
razonable.
6/22/16
CKS-2894904#
MARIN INDEPENDENT JOURNAL No.774

*** Proof of Publication ***

AFFIDAVIT OF PUBLICATION

NAPA VALLEY REGISTER

CALIFORNIA NEWSPAPER SVC BUREA
PO BOX 60460
LOS ANGELES, CA 90060

ORDER NUMBER 67054

STATE OF CALIFORNIA

COUNTY OF NAPA

I AM A CITIZEN OF THE UNITED STATES AND A RESIDENT OF THE COUNTY AFORESAID; I AM OVER THE AGE OF EIGHTEEN YEARS, AND NOT A PART TO OR INTERESTED IN THE ABOVE-ENTITLED MATTER. I AM THE PRINCIPAL CLERK OF THE NAPA VALLEY REGISTER, A NEWSPAPER OF GENERAL

CIRCULATION, PRINTED AND PUBLISHED DAILY IN THE CITY OF NAPA, COUNTY OF NAPA, AND WHICH NEWSPAPER HAS BEEN ADJUDGED A NEWSPAPER OF GENERAL CIRCULATION BY THE SUPERIOR COURT OF THE COUNTY OF NAPA, STATE OF CALIFORNIA, UNDER THE DATE OF NOVEMBER 16, 1951, CASE NUMBER 12752.

THAT I KNOW FROM MY OWN PERSONAL KNOWLEDGE THE NOTICE, OF WHICH THE ANNEXED IS A PRINTED COPY (SET IN TYPE NOT SMALLER THAN NONPAREIL), HAS BEEN PUBLISHED IN EACH REGULAR AND ENTIRE ISSUE OF SAID NEWSPAPER AND NOT IN ANY SUPPLEMENT THEREOF ON THE FOLLOWING DATES, TO-WIT:

PUBLISHED ON: 06/23/2016

FILED ON:

6/23/2016

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURY THAT THE FOREGOING IS TRUE AND CORRECT.

DATED AT NAPA COUNTY, CALIFORNIA,

THIS 23 DAY OF June, 2016

SIGNATURE

J. Duarte



***** Proof of Publication *****

**PUBLIC NOTICE
METROPOLITAN TRANSPORTATION COMMISSION
NOTICE OF
PUBLIC HEARING**

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) Draft 2017 Transportation Improvement Program (TIP): This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2017 TIP was developed to be consistent with MTC's 2013 Plan Bay Area, the 28-year plan for transportation projects in the nine-county San Francisco Bay Area.

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Wednesday, July 13, 2016, 9:40 a.m.,

or immediately following

MTC's Administration Committee meeting, whichever occurs later, 375 Beale Street, San Francisco, California

Written comments may be submitted to MTC's Public Information Office at 375 Beale St, Suite 800, San Francisco, CA 94105 or faxed to MTC at 415-536-9800 or sent via e-mail to info@mtc.ca.gov. Written comments are due by 5 p.m. on Thursday, July 28, 2016. For more information, call MTC's Public Information Office at 415-778-6757.

This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) under the

***** Proof of Publication *****

Administration (FIA) annual Program of Projects, for applicable funds.

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Si necesita un intérprete del lenguaje de señas, si el inglés es su segundo idioma y necesita un intérprete, o si necesita cualquier otra ayuda por favor comuníquese con nosotros al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos tres días de anticipación para proveer asistencia razonable.

6/23/16

CNS-2894906#

THE NAPA VALLEY REGISTER
#67054

Oakland Tribune

1970 Broadway, Suite 100
Oakland, CA 94612
510-723-2850

2003193

CALIF. NEWSPAPER SVC.
BILLING DEPT.
PO BOX 60460
LOS ANGELES, CA 90060

PROOF OF PUBLICATION

FILE NO. 2894907

In the matter of

Oakland Tribune

The Oakland Tribune

I am a citizen of the United States; I am over the age of eighteen years, and not a party to or interested in the above-entitled matter. I am the Legal Advertising Clerk of the printer and publisher of The Oakland Tribune, a newspaper published in the English language in the City of Oakland, County of Alameda, State of California.

I declare that The Oakland Tribune is a newspaper of general circulation as defined by the laws of the State of California as determined by this court's order, dated December 6, 1951, in the action entitled In the Matter of the Ascertainment and Establishment of the Standing of The Oakland Tribune as a Newspaper of General Circulation, Case Number 237798. Said order states that "The Oakland Tribune is a newspaper of general circulation within the City of Oakland, and the County of Alameda, and the State of California, within the meaning and intent of Chapter 1, Division 7, Title 1 [§§ 6000 et seq.], of the Government Code of the State of California." Said order has not been revoked, vacated, or set aside.

I declare that the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

06/24/2016

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated: June 27, 2016



Public Notice Advertising Clerk

Legal No.

0005758841

METROPOLITAN TRANSPORTATION COMMISSION NOTICE OF PUBLIC HEARING

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

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CNS-2894907#



835 MARKET ST, SAN FRANCISCO, CA 94103
Telephone (415) 314-1835 / Fax (510) 743-4178

Pam Grove
METRO. TRANS COMM/PUBLIC INFO
375 BEALE STREET, STE 800
SAN FRANCISCO, CA - 94015

CNS #: 2894908

**Metropolitan Transportation Commission
Notice of Public Hearing**

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

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tee meeting. The hearing is set for: **Wednesday, July 13, 2016, 9:40 a.m.**, or immediately following

MTC's Administration Committee meeting, whichever occurs later, 375 Beale Street, San Francisco, California

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PROOF OF PUBLICATION

(2015.5 C.C.P.)

State of California)
County of SAN FRANCISCO) ss

Notice Type: HRG - NOTICE OF HEARING

Ad Description:

2017 Draft TIP Public Hearing

I am a citizen of the United States and a resident of the State of California; I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer and publisher of the SAN FRANCISCO EXAMINER, a newspaper published in the English language in the city of SAN FRANCISCO, county of SAN FRANCISCO, and adjudged a newspaper of general circulation as defined by the laws of the State of California by the Superior Court of the County of SAN FRANCISCO, State of California, under date 10/18/1951, Case No. 410667. That the notice, of which the annexed is a printed copy, has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

06/21/2016

Executed on: 06/21/2016
At Los Angeles, California

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Signature



Email

* A 0 0 0 0 0 4 1 3 9 9 3 2 *

días de anticipación para
proveer asistencia ra-
zonable.

###

6/21/16

CNS-2894908#

**SAN FRANCISCO EXAM-
INER**

San Jose Mercury News

4 N. 2nd Street, Suite 800
San Jose, CA 95113
408-920-5332

2003193

CALIF. NEWSPAPER SVC.
BILLING DEPT.
PO BOX 60460
LOS ANGELES, CA 90060

**PROOF OF PUBLICATION
IN THE CITY OF SAN JOSE
IN THE STATE OF CALIFORNIA
COUNTY OF SANTA CLARA**

FILE NO. 2894905

In the matter of

San Jose Mercury News

The undersigned, being first duly sworn, deposes and says: That at all times hereinafter mentioned affiant was and still is a citizen of the United States, over the age of eighteen years, and not a party to or interested in the above entitled proceedings; and was at and during all said times and still is the principal clerk of the printer and publisher of the San Jose Mercury News, a newspaper of general circulation printed and published daily in the City of San Jose, County of Santa Clara, State of California as determined by the court's decree dated June 27, 1952, Case Numbers 84096 and 84097, and that said San Jose Mercury News is and was at all times herein mentioned a newspaper of general circulation as that term is defined by Sections 6000; that at all times said newspaper has been established, printed and published in the said County and State at regular intervals for more than one year preceding the first publication of the notice herein mentioned. Said decree has not been revoked, vacated or set aside.

I declare that the notice, of which the annexed is a true printed copy, has been published in each regular or entire issue of said newspaper and not in any supplement thereof on the following dates, to wit:

06/25/2016

Dated at San Jose, California
June 27, 2016

I declare under penalty of perjury that the foregoing is true and correct.

Principal clerk of the printer and publisher of the San Jose Mercury News

Legal No. 0005758869

**METROPOLITAN TRANSPORTATION COMMISSION
NOTICE OF PUBLIC HEARING**

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CNS-2894905#



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PROOF OF PUBLICATION

FILE NO. 2894909

In the matter of

San Mateo County Times

The undersigned deposes that he/she is the Public Notice Advertising Clerk of the SAN MATEO COUNTY TIMES, a newspaper of general circulation as defined by Government Code Section 6000, adjudicated as such by the Superior Court of the State of California, County of San Mateo (Order Nos. 55795 on September 21, 1951), which is published and circulated in said county and state daily (Sunday excepted).

The PUBLIC NOTICE

was published in every issue of the SAN MATEO COUNTY TIMES on the following date(s):

06/23/2016

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated: June 23, 2016



Public Notice Advertising Clerk

Legal No.

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METROPOLITAN TRANSPORTATION COMMISSION NOTICE OF PUBLIC HEARING

Interested persons are invited by the Metropolitan Transportation Commission (MTC) to comment on the following draft transportation programming documents:

1) Draft 2017 Transportation Improvement Program (TIP): This is the region's transportation programming document that contains surface transportation projects including, but not limited to, public mass transit, highway, local road, bicycle and pedestrian projects proposed for funding based on anticipated available federal, state and local funding over the next four years that will receive federal funds or are subject to a federally required action or are regionally significant. The TIP must be financially constrained by year, and must be updated at least every four years. The Draft 2017 TIP was developed to be consistent with MTC's 2013 *Plan Bay Area*, the 28-year plan for transportation projects in the nine-county San Francisco Bay Area.

2) Draft Transportation-Air Quality Conformity Analysis for Plan Bay Area and the 2017 TIP: MTC is also preparing a new transportation-air quality conformity analysis for Plan Bay Area and the 2017 TIP. The Draft 2017 TIP only includes projects consistent with Plan Bay Area. These projects have been modeled in the appropriate analysis year using the latest planning assumptions.

Copies of the Draft 2017 TIP, which includes the financial constraint analysis, and the Draft Transportation-Air Quality Conformity Analysis will be available for public review starting June 24, 2016, at MTC's offices at the Bay Area Metro Center, 7th Floor Receptionist, 375 Beale Street, San Francisco, California, 94105. The documents also will be posted on the MTC web site at <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program> and will be sent to major public libraries through the Bay Area upon request.

A public hearing to receive public testimony on these documents is scheduled during MTC's July Programming & Allocations Committee meeting. The hearing is set for:

Wednesday, July 13, 2016, 9:40 a.m., or immediately following MTC's Administration Committee meeting, whichever occurs later,
375 Beale Street,
San Francisco, California

Written comments may be submitted to MTC's Public Information Office at 375 Beale St, Suite 800, San Francisco, CA 94105 or faxed to MTC at 415-536-9800 or sent via e-mail to <info@mtc.ca.gov>. Written comments are due by 5 p.m. on Thursday, July 28, 2016. For more information, call MTC's Public Information Office at 415-778-6757.

This notice also serves to satisfy the public involvement requirements of the Federal Transit Administration (FTA) annual Program of Projects, for applicable funds.

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CNS-2894909#



PROOF OF PUBLICATION

(2015.5 C.C.P.)

STATE OF CALIFORNIA

County of Sonoma

I am a citizen of the United States and a resident of the county aforesaid: I am over the age of eighteen years, and not a party to or interested in the above entitled matter. I am the principal clerk of the printer of The Press Democrat, a newspaper of general circulation, printed and published DAILY IN THE City of Santa Rosa, County of Sonoma; and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of Sonoma, State of California, under the date of November 29, 1951, Case number 34831, that the notice, of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates to wit:

The Press Democrat - Legal Notices
6/23 1x - 06/23/2016

I certify (or declare) under penalty of perjury, under the laws of the State of California, that the foregoing is true and correct.

Dated at Santa Rosa, California, on

06/23/2016

[Handwritten Signature]
SIGNATURE

This space for County Clerk's Filing Stamp

**METROPOLITAN TRANSPORTATION COMMISSION
NOTICE OF
PUBLIC HEARING**

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DECLARATION

I am a resident of Los Angeles County, over the age of eighteen years and not a party to or interested in the matter noticed.

The notice, of which the annexed is a printed copy appeared in the:

SING TAO (S.F.)

On the following dates:

06/22/2016

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at Los Angeles, California, this

7th day of July 2016


Signature

2894912

"The only Public Notice which is justifiable from the standpoint of true economy and the public interest, is that which reaches those who are affected by it"



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2894912

大都會交通委員會 公聽會通知

大都會交通委員會 (MTC) 邀請感興趣的人士對下列交通規劃文件草案發表意見：

1) 2017 交通改善計劃 (TIP) 草案：是本地區包含地面交通項目的交通規劃檔，包括但不限於，根據預期在未來四年將接受聯邦資金的聯邦、州和地方政府的可用資金，或者聯邦政府要求採取的行動或者是區域性重大的公共交通、高速公路、地方道路、自行車和步行項目提議。TIP 必須受年度融資約束，並且必須至少每四年進行更新。2017 TIP 草案的制定是與 MTC 的 2013 Plan Bay Area (規劃灣區) 相一致，它是三藩市灣區九個縣交通項目的 28 年規劃。

2) Plan Bay Area 和 2017 TIP 的交通-空氣質量合格分析草案：MTC 為 Plan Bay Area 和 2017 TIP 準備一個新的交通-空氣質量合格分析。2017 TIP 草案只包括與 Plan Bay Area 一致的项目。這些項目已經使用最新的規劃假設在合適的分析年度內進行了模擬。

2017 TIP 草案的副本，包括融資約束分析和交通-空氣質量合格分析草案，將於 2016 年 6 月 24 日開始供公眾查詢，地點在灣區地鐵中心 MTC 辦公室，7th 樓前室，375 Beale Street, San Francisco, California, 94105。這些文件也將在 MTC 的網站 <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program> 上公佈，根據要求，還將發送到灣區的主要圖書館。

在 MTC 的 7 月計劃與分配委員會會議期間，還安排接受公眾對這些檔的意見。該座談會時間安排如下：

星期三，2016 年 7 月 13 日，上午 9:40，或緊隨
MTC 管理委員會會議之後，兩者中以後到的時間為準，
375 Beale Street, San Francisco, California

書面意見可遞交至 MTC 的公共資訊辦公室，地點是 375 Beale St, Suite 800, San Francisco, CA 94105，或傳真至 MTC 415-536-9800，或電郵至 info@mtc.ca.gov。遞交書面意見的截止時間是 2016 年 7 月 28 日星期四下午 5 時。如需瞭解更多詳情，請致電 MTC 公共資訊辦公室，電話 415-778-6757。

本通知還符合聯邦交通管理局 (FTA) 的可用資金項目年度計劃的公眾參與要求。

在其定期的九月計劃和分配委員會會議上，MTC 安排考慮意見徵求期結束前收到的公眾意見。MTC 預計在其 2016 年 9 月 28 日星期三的定期委員會會議期間批准最終的交通-空氣質量合格的分析和 2017 TIP。

If you need a sign language interpreter, if English is your second language and you need translation services, or if you require any other type of assistance please contact us by calling 415.778.6757 or 415.778.6769 for TDD/TTY. We require at least three days' notice to provide reasonable accommodations.

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METROPOLITAN TRANSPORTATION COMMISSION

DRAFT 2017 TRANSPORTATION IMPROVEMENT PROGRAM
(TIP) and DRAFT AIR QUALITY CONFORMITY ANALYSIS
FOR PLAN BAY AREA and the DRAFT 2017 TIP

**CERTIFIED
TRANSCRIPT**

PROGRAM AND ALLOCATIONS COMMITTEE MEETING
PUBLIC HEARING

REPORTER'S TRANSCRIPT OF PROCEEDINGS

WEDNESDAY, JULY 13, 2016

BAY AREA METRO CENTER

375 Beale Street

San Francisco, California 94105

Reported By: AMBER EMERICK

Certified Shorthand Reporter No. 13546

State of California

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ATTENDEES

MTC COMMISSIONERS:

- Scott Wiener
- Tom Bates
- David Campos
- Federal Glover
- Mark Luce
- Bijan Sartipi
- Adrienne Tissier
- Amy Rein Worth

---o0o---

BE IT REMEMBERED that, pursuant to Notice of the Meeting, and on July 13, 2016, 10:10 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, California 94105, before me, AMBER EMERICK, CSR No. 13546, State of California, there commenced a Public Hearing under the provisions of the California Environmental Act.

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MEETING AGENDA

PAGE

| | |
|------------------------------------|---|
| Introduction by Chair Wiener..... | 4 |
| Presentation by Adam Crenshaw..... | 5 |

(No public speakers.)

1 Wednesday, July 13, 2016

10:10 a.m.

2

3

P R O C E E D I N G S

4

5 CHAIR WIENER: Colleagues, I would like to begin
6 this public hearing, Item 3A on the Draft 2017
7 Transportation Improvement Program, or TIP, and the
8 companion Draft Transportation-Air Quality Conformity
9 Analysis for Plan Bay Area and for the Draft 2017 TIP.

10 The purpose of this hearing is to receive public
11 comments on the Draft 2017 TIP and Draft
12 Transportation-Air Quality Conformity Analysis, which will
13 release for public review on June 24th. Written comments
14 will be accepted through 5:00 p.m. on July 28th, 2016.

15 After the comment period has closed, staff will
16 review the comments and respond as appropriate. No action
17 will be taken during this hearing today. Formal adoption
18 of the 2017 TIP and Conformity Analysis is scheduled to be
19 requested of the Commission at its September 28th, 2016,
20 meeting.

21 If you wish to make a comment, please feel out a
22 blue card, available on the table at the side of the room,
23 and give it to Kimberly Ward, the Programming and
24 Allocations Committee Clerk. We ask that each speaker be
25 brief and concise and keep their comments to no more than

1 two minutes.

2 I will now ask MTC staff to present an overview
3 of the Draft TIP and Draft Air Quality Conformity
4 Analysis. And following that presentation, we will take
5 public comments.

6 MR. CRENSHAW: Good morning, Commissioners. I'm
7 Adam Crenshaw, with the Programming and Allocations
8 section.

9 The Transportation Improvement Program or TIP is
10 the region's four-year spending plan for surface
11 transportation projects that are expected to receive
12 federal funding, require a federal action, or are
13 considered regionally significant for air quality
14 conformity purposes.

15 It includes transportation improvements for
16 transit facilities, local roadways, state highways, and
17 bicycle and pedestrian facilities. It also contains a
18 limited number of regionally-significant port and freight
19 rail projects.

20 MTC has developed a Draft 2017 TIP in cooperation
21 with regional partner agencies and other interested
22 parties and in consultation with federal agencies.
23 The Draft TIP covers a four-year period from federal
24 fiscal year 16-17, through 2019/20; contains approximately
25 700 projects, totaling about \$6.6 billion in committed

1 federal, state, regional, and local funding.

2 All projects in the TIP are consistent with Plan
3 Bay Area, as required by federal regulations. The TIP is
4 also required to be financially constrained, meaning that
5 the amount of funding program does not exceed the amount
6 of funding reasonably expected to be available.

7 In developing the Draft 2017 TIP, staff conducted
8 an analysis to confirm that the TIP meets these
9 requirements, and this analysis is included as an appendix
10 to the TIP document.

11 MTC has also conducted a Transportation-Air
12 Quality Conformity Analysis on the 2017 TIP and Plan Bay
13 Area to determine that the region is in compliance with
14 federal air quality regulations. The Conformity Analysis
15 was conducted in accordance with EPA's Transportation
16 Conformity Regulations and MTC's Bay Area Air Quality
17 Conformity Procedures, as adopted in MTC Resolution 3757.

18 It includes updated project delivery information
19 for those projects whose completion years have shifted
20 since the last conformity analysis was conducted on the
21 2015 TIP and the Plan. It does not include any new
22 projects that were not evaluated as part of previous
23 conformity analysis.

24 Based on the draft analysis, staff finds that the
25 Commission can make a positive conformity determination

1 for the TIP and the Plan for all applicable criteria
2 pollutants and their precursors; meaning that the
3 forecasted emissions are below the required levels. We
4 also report that all transportation control measures have
5 been fully implemented.

6 As part of the development of the 2017 TIP, staff
7 has also updated the guide to the TIP to reflect the
8 latest available information. This guide focuses on how
9 the TIP fits into the transportation project development
10 process, and how the public and interested stakeholders
11 can get involved in that process.

12 To further assist in the public assessment of the
13 draft 2017 TIP, and specifically to address the equity
14 implications of proposed TIP investments, MTC has
15 conducted an investment analysis with a focus on
16 low-income and minority populations, seniors, and persons
17 with disabilities.

18 The results of the population use-based portion
19 of this analysis indicate that overall, an equitable
20 portion of investments are directed to transportation
21 projects that support low-income and minority populations.

22 One exception worth noting is that the share of
23 transit investment by trips for passengers living in
24 low-income households fall short of the share of transit
25 trips made by passengers living in low-income households.

1 Another exception highlighted in the Darensburg
2 impact analysis is that minority populations receive less
3 per rider benefit from state and federal funds than
4 non-minority populations, but that this does not
5 demonstrate a disparate impact in the distribution of
6 these funds.

7 Staff believes that these discrepancies are
8 likely due to an absence of approximately \$2 billion in
9 transit formula funding from the Draft 2017 TIP. The
10 programming of -- the programming of these funds are
11 anticipated to occur in the near future.

12 Staff is looking into the impact of the -- these
13 and other funds will have on this analysis, and recommends
14 conducting another investment analysis when the TIP is
15 reconciled to the updated Plan next year.

16 The preliminary Investment Analysis was released
17 with the Draft 2017 TIP for review and comment and was
18 presented to the Policy Advisory Council on July 6th.
19 Both the Guide to the TIP and the Draft 2017 TIP
20 Investment Analysis are included in your packets.

21 In accordance with MTC's public participation
22 plan, the Draft 2017 TIP and Draft Air Quality Conformity
23 Analysis were posted on MTC's website, are available at
24 the MTC offices, and will be sent to public libraries
25 throughout the Bay Area upon request.

1 Additionally, interested parties were contacted
2 about the release of these documents by mail and e-mail.
3 And this public hearing was noticed in various Bay Area
4 newspapers. This outreach process also serves to satisfy
5 the public involvement requirements for the Federal
6 Transit Administration's annual program of projects for
7 applicable fund sources.

8 Written comments on the Draft TIP and Air Quality
9 Conformity Analysis will be accepted through 5:00 p.m. on
10 Thursday, July 28th, 2016.

11 I would also like to note that we have a court
12 reporter here to transcribe these proceedings and any
13 comments made today.

14 Thank you very much. And this concludes my presentation.

15 CHAIR WIENER: Thank you very much.

16 If there are no questions or comments,
17 Colleagues, we'll now move to the public comment portion
18 of this hearing.

19 I do not have any public comment cards.

20 Is there any public comment on this item, Item
21 3A?

22 Okay. Seeing none, we will close public comment.
23 And, Colleagues, unless there are any comments or
24 questions, I will close this public hearing. Thank you.

25 (Whereupon, the meeting adjourned at 10:17 a.m.)

1 CERTIFICATE OF REPORTER
2
3 I, AMBER EMERICK, hereby certify that the
4 foregoing proceeding was taken in shorthand by me, a
5 Certified Shorthand Reporter of the State of California,
6 and was thereafter transcribed into typewriting, and that
7 the foregoing transcript constitutes a full, true, and
8 correct report of said proceedings which took place;
9
10 That I am a disinterested person to the said
11 action.
12
13 IN WITNESS WHEREOF, I have hereunto set my hand
14 this 1st day of August, 2016.
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17 AMBER EMERICK CSR No. 13546
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APPENDIX A – 77

2017 TIP Detail

**Response to Public Comments on
Draft 2017 TIP**



METROPOLITAN TRANSPORTATION COMMISSION
2017 Transportation Improvement Program (TIP)
Response to Public Comments

The Draft 2017 TIP was released for public review and comment from June 24, 2016 through July 28, 2016 and a public hearing was held on July 13, 2016 to receive public comment. The following is a list of the public comments submitted to MTC along with staff's responses to these comments. No comments were made during the public hearing. This list does not include the project listing changes requested by project sponsors. The correspondence and public hearing transcript for the Draft 2017 TIP are available at <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program-tip/draft-2017-tip>.

| No. | Name | Agency/Organization | Dated | Response |
|------------|---|----------------------------|-------------------------------|-----------------------------|
| 1 | Andrea Mirenda | Public | Email 7/27/2016 | Response #1 |
| 2 | Cathy Jennings | Public | Email 7/29/2016 | Response #1 |
| 3 | Charlie Cameron | Public | Letter 7/22/2016 | Response #1 |
| 4 | Bob Moss | Public | Email 7/28/2016 | Response #1 and #2 |
| 5 | Rand Strauss | Public | Email 7/28/2016 | Response #1 and #2 |
| 6 | Alex Hakso | Public | Email 7/29/2016 | Response #3 |
| 7 | Anne Nichols | Public | Email 7/27/2016 | Response #3 |
| 8 | Jean Severinghaus | Public | Email 7/3/2016 | Response #3 |
| 9 | Karim Hyder | Public | Email 7/28/2016 | Response #3 |
| 10 | Holly Westphal | Public | Email 7/27/2016 | Response #1 and #3 |
| 11 | Mark Fassett | Public | Email 7/29/2016 | Response #1 and #3 |
| 12 | Mewi | Public | Letter 7/28/2016 | Response #1, #2, and #3 |
| 13 | Jim Burt | Public | Email 7/30/2016 | Response #1, #2, and #4 |
| 14 | Larry V. | Public | Email 7/28/2016 | Response #1, #2, and #5 |
| 15 | Linda Curtis | Public | Email 7/27/2016 and 7/28/2016 | Response #1, #2, #3, and #5 |
| 16 | Michael Ferreira, Victoria Brandon, Rebecca Evans | Three Sierra Club Chapters | Email 7/26/2016 | Response #6 |

Category 1: Responses to Comments Related to Specific Projects

The Regional Transportation Plan (Plan) establishes long-range investment priorities and strategies to operate, maintain, and improve the surface transportation network in the San Francisco Bay Area. The Plan currently in effect for the Bay Area is called Plan Bay Area and was adopted in 2013. The Transportation Improvement Program (TIP) helps carry out the Plan's strategies in the short term by committing certain funding resources to implement specific programs and project improvements that help support implementation of the Plan. MTC staff forwarded project specific comments to the sponsoring agencies for clarification of next steps and opportunities for input for service planning or project development for specific programs and projects. Interested parties are encouraged to contact project sponsors directly for specific project concerns or to stay informed throughout project development.

Comment and Response #1

Several commenters opposed local projects in the TIP such as implementing bus rapid transit (BRT) on El Camino Real in Santa Clara County or installing express lanes on US 101 in San Mateo County. Some commenters also opposed specific elements of project designs. Other commenters expressed support for local projects in the TIP such as the construction of high-occupancy vehicle (HOV) lanes on US 101 in San Mateo County or the extension of Sonoma Marin Area Rail Transit service beyond the initial operating segment. MTC has notified the project sponsors of the comments submitted.

MTC includes local projects in the TIP after the project sponsor demonstrates project funding, scope and schedule consistent with Plan Bay Area. The decision to include a project in the TIP does not represent an allocation or obligation of funds, or final project approval. Before securing funding and approval for project implementation, the project is subject to environmental review and final approvals from federal, state, regional or local agencies depending on fund sources, and project-specific required actions. The environmental process will include additional opportunities to comment on the scope, design elements and impacts of a project.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-3). The guide is also available at MTC's offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Comment and Response #2

Some commenters suggested that MTC include specific new projects in the TIP, namely the addition of a second BART tube across the Bay and lowering the Central Expressway in Santa Clara County so that it is separated from cross-traffic.

Large capital projects such as these must be included in an adopted regional long range plan before they can be included in the TIP. Neither of these projects is included in the currently adopted Plan. However, MTC is currently working with a number of partners in the region to

evaluate short, medium and long term needs for transit capacity serving the Transbay corridor. A second Transbay tube is being considered as part of this study. Projects selected for further development will then need to be included in the Plan before advancing beyond planning and environmental analysis in the TIP.

Other suggested projects were increased Caltrain service frequencies, a transit pass for residents of the City of Berkeley and changes to local bus routes and service. These projects could potentially be implemented without being included in the TIP if they were not federally funded and did not require a federal action.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-3). The guide is also available at MTC's offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

Category 2: Responses to Comments Related to General Categories of Projects

Staff also received comments regarding general categories of projects. These comments did not identify specific projects, so the comments were not forwarded to sponsoring agencies.

Comment and Response #3

Some commenters opposed general categories of projects such as BRT projects with dedicated lanes or the purchases of diesel buses and equipment. Other commenters expressed support for grade separated rail transit, expanded local bus service or bicycle and pedestrian infrastructure.

MTC's Guide to the San Francisco Bay Area's Transportation Improvement Program outlines the various opportunities available to the public and interested stakeholders to get involved in the transportation planning and project development process (see TIP Appendix A-3). The guide is also available at MTC's offices at 375 Beale St., San Francisco and online at: <http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program>.

MTC also works with our partner agencies to develop programs that fund or incentivize specific categories of projects. Information about these programs and their development can be found online at: <http://mtc.ca.gov/our-work/fund-invest>.

Category 3: Responses to Comments Regarding Advocacy for Transportation Funding

Staff also received comments urging MTC to advocate for additional funding and policy changes.

Comment and Response #4

One commenter requested MTC to propose steady sources of funding, such as increasing the gas tax or reforming Proposition 13.

MTC continues to support numerous efforts to establish new sources of federal, state, regional and local funding for transportation. Each year MTC adopts a federal and state advocacy program to prioritize its efforts to ensure that the Bay Area benefits from new opportunities, defend against proposals that may reduce funding for Bay Area transportation, advance our goal of a safe, efficient and well-maintained regional transportation system. Information about MTC's advocacy program can be found online at: <http://mtc.ca.gov/our-work/advocate-lead/state-and-federal-advocacy>.

MTC urges members of the public to track and support developments related to increased transportation funding at all levels of government.

Category 4: Responses to Comments Regarding Land-Use Decisions

Staff also received comments pertaining to land-use trends and policies.

Comment and Response #5

One commenter opposed the construction of high-density residential developments along arterials, while another commenter suggested developing real estate located above transportation facilities.

SB 375 requires MTC to develop a Sustainable Communities Strategy that demonstrates that land-use development patterns and the proposed transportation network can work together to meet greenhouse gas reduction targets. To help achieve these goals, some funding programs, such as the One Bay Area Grant (OBAG) County Discretionary Program, include policies that incentivize cities to build housing. While the TIP includes funding from these programs, the TIP itself is focused on near-term transportation investments and does not include land-use decisions. Local jurisdictions retain the authority to adopt local land-use policies and make specific land-use decisions through their individual processes.

Category 5: Responses to Comments Regarding the Relationship of the TIP to the Plan

Staff received comments from the Sierra Club on the connection between the TIP and the policies and priorities established in the Plan.

Comment and Response #6

Meeting Greenhouse Gas Emissions Targets

The Sierra Club noted that the Draft Transportation-Air Quality Conformity Analysis for the Amended Plan Bay Area and the 2017 Transportation Improvement Program “indicates that the draft 207 TIP will not result in the greenhouse gas (GHG) reduction per capita target for the year 2035 [15%, relevant to the Plan] as required by the Air Resources Board under the California Sustainable Communities and Climate Protection Act of 2008 (SB 375).”

Transportation conformity is required under section 176(c) of the Clean Air Act (42 U.S.C. 7506(c)) to ensure that federally funded or approved highway and transit activities are consistent with (“conform to”) the purpose of the state air quality implementation plan (SIP). Conformity to the purpose of the SIP means that transportation activities will not cause or contribute to new air quality violations, worsen existing violations, or delay timely attainment of the relevant national ambient air quality standards (NAAQS).

In addition, the Federal Environmental Protection Agency’s transportation conformity rule (40 CFR Parts 51 and 93) establishes the criteria and procedures for determining whether metropolitan transportation plans, TIPs, and federally supported highway and transit projects conform to the purpose of the SIP. Transportation conformity applies to designated nonattainment and/or maintenance areas for transportation-related criteria pollutants: ozone, PM2.5, PM10, carbon monoxide, and nitrogen dioxide. Specifically, regional transportation conformity for transportation plans and TIPs is demonstrated by performing a regional emissions analysis for the applicable NAAQS pollutants in nonattainment areas.

Currently, there are no federal requirements for consideration of GHG impacts in a regional conformity analysis for a TIP or transportation plan. Therefore, to reduce confusion, the air quality and climate implications text and Table 6 will not be included in Appendix E of the Final Conformity Analysis.

Additionally, the Plan focuses extensively on GHG emission reductions and demonstrates that the combination of land use and transportation investments result in the region meeting its goals of 7 and 15 percent reductions in GHG emissions by 2020 and 2035, respectively. Any estimation of GHG reductions is relevant to the Plan. In contrast, the TIP covers only a four year period and includes only a subset of transportation projects and programs from the Plan.

References:

http://www.dot.ca.gov/hq/env/air/main_sections/conformity.htm

<https://www.epa.gov/state-and-local-transportation/policy-and-technical-guidance-state-and-local-transportation#requirements>

http://www.fhwa.dot.gov/environment/air_quality/conformity/

Prioritizing Transportation System Investments

This commenter also requested that funding in the proposed TIP should not be directed to highway and roadway expansion projects and should instead be directed to pedestrian, bicycle and transit projects in order to be supportive of the Sustainable Communities Strategies (SCS).

As mentioned in response to the previous comment (#6), there are no federal requirements for consideration of GHG impacts in a regional conformity analysis for a TIP or transportation plan and the "Draft Environmental Impact Report for MTC's Transportation 2035 Plan" is a California Environmental Quality Act (CEQA) *state* requirement – unassociated with federal requirements for the Draft Conformity Analysis.

Additionally, the performance analysis of the Plan evaluates if the full complement of transportation projects and programs included in the Plan, taken together with land use changes, advance the region's goals and objectives identified in the Plan. As a subset of projects and programs from the Plan, the investments included in the proposed TIP are consistent with the top priority of the Plan to operate and maintain the region's existing transportation system. Nearly two-thirds of the \$6.3 billion in committed funds over the four-year period of the TIP, is directed to maintaining the existing transportation system. In addition, the majority of funding programmed on State Highway System projects (82%) and local road projects (54%) rehabilitates, maintains, and operates the existing system.

It should also be noted that two significant federal programs for transit, bicycle and pedestrian, and complete streets projects are not yet programmed in the TIP. Nearly \$2 billion in Federal Transit Administration (FTA) formula funds expected to be available during the TIP period have not been programmed and therefore are not reflected in the TIP. The program of projects for these funds is anticipated to be adopted and programmed into the TIP in 2017. In addition, most projects from the second cycle of the One Bay Area Grant (OBAG 2) have not yet been programmed into the TIP. The OBAG 2 program, with more than \$150 million in annual federal funds, supports a range of priority multi-modal projects throughout the region. These projects will be incorporated into the TIP as the program is adopted.

High Level of Near-Term Highway Investment

The Sierra Club also noted that the proposed TIP should not front-load highway and roadway projects in the TIP and should instead use its funds to reduce vehicle miles travelled (VMT) and therefore GHGs.

The TIP is required to be fiscally constrained by program and by year. However, the TIP does not reflect the universe of federal, state, and local revenues that will be available over the four year period. Some of these funds will be incorporated as their individual funding programs are developed and adopted, such as the Regional Transportation Improvement Program (RTIP) or regional allocations of FTA formula funds. Other funds are typically not reflected in the TIP at all, including the vast majority of local and state funds that will go to operate, maintain, and manage the region's existing transportation system.

It should be noted that although the TIP presents only a partial picture of the subset of transportation projects that will be implemented during the four year period, the full picture of the projects, programs and strategies that will be completed within the region is captured within the Plan. As mentioned above, although there are no federal requirements for consideration of

GHG impacts and/or CEQA obligations in a regional conformity analysis for a TIP or transportation plan, the Plan does demonstrate that the combination of land use and transportation investments result in the region meeting its goals of 7 and 15 percent reductions in GHG emissions by 2020 and 2035, respectively. Any estimation of GHG reductions is relevant to the Plan itself. In contrast, the TIP covers only a four year period and includes only a subset of transportation projects and programs from the Plan.

Equitable Distribution of Funding

This commenter also noted that the proposed TIP and its underlying projects should be changed to eliminate the inequitable distribution of funds to low income and minority transit riders.

The investment analysis of the proposed TIP indicates that although the investments in the TIP are distributed equitably overall, there is a variance in the share of transit investments by trips for passengers living in low-income households and in the benefits of investments to minority transit riders. It is important to note, however, that the TIP does not reflect the full picture of transportation investments in the Bay Area over the long-term. As noted above, the TIP only includes four years of near-term fund programming. Also, since the TIP primarily documents projects that require federal actions or use federal funds, it tends to include more large capital projects than rehabilitation programs. Additionally, funding shown in the TIP is included in the year that project phases begin or are obligated and does not reflect the actual flow of funding and expenditures within these phases. While rehabilitation programs will have their funding spread across many years, large capital projects tend to have their funding lumped into a single year even if the funds will actually be expended over a number of years, some of which may be outside the scope of the TIP. When compared to the investments described in the Plan, the 2017 TIP only reflects about 15% of average annual transportation spending in the Bay Area.

An example of the issues described above is the fact that the 2017 TIP Investment Analysis is heavily influenced by two projects, BART's Railcar Procurement Program and Caltrain's Electrification project, as these projects have large capital phases that are beginning in the near future. Together, these projects account for over one third of all transit funding in the 2017 TIP. As these systems are used by a lower proportion of low-income and minority riders than the regional average, the results of the analysis show lower investments benefiting low-income and minority riders. Prior iterations of the TIP Investment Analysis that showed a less variable distribution have been influenced by other large capital projects, such as SFMTA's Central Subway project and VTA's BART Warm Springs to Berryessa Extension project, that are still ongoing, but in the current TIP period require less funding action. Additionally, approximately \$2 billion in transit formula funding for FY2016-17 through FY2019-20 is yet to be programmed and is not included in the proposed 2017 TIP. While BART and Caltrain will still receive a large portion of these funds, the program will also distribute funds to a wider variety of transit operators.

MTC will revisit the investment analysis in the future (estimated for summer 2017, to coincide with adoption of Plan Bay Area 2040) and these transit funds are expected to be included.

Additionally, MTC will continue to include updated demographic data sources in future iterations of the investment analysis. Since the draft analysis was released, BART's demographic data have been updated to account for weekend ridership.

Since the equity analysis of the Plan includes more projects and programs than just those that are federally focused and transportation funding is captured from more years, it is not disproportionately influenced by the types of projects described above.

It should also be noted that this analysis only assesses investments and does not directly assess the resulting benefit and burden of specific projects or programs, such as travel time savings or improved accessibility to jobs or other destinations.

Addressing the Effects of Climate Change on Transportation Infrastructure

The Sierra Club also noted that the TIP does not recognize the urgency of climate change and its effects on transportation and transit infrastructure. The commenter requested that the TIP identify projects and funding that will mitigate climate change impacts on Bay Area transportation infrastructure.

In recognition of the risks and challenges related to planning for long-term sustainability and resilience of our transportation assets in the face of climate change, MTC and other regional, state, and federal partners have been working together over the last four years to study how and where the Bay Area is vulnerable to current and future flooding in order to develop strategies to reduce these risks.

MTC was recently awarded a grant from Caltrans to plan for ensuring the Bay Area's transportation system becomes more resilient to increased flooding and sea level rise, while also improving the safety and sustainability of our communities, particularly vulnerable and disadvantaged communities. The \$1.2 million study, to be completed by MTC in cooperation with the Bay Conservation and Development Commission (BCDC), Caltrans District 4, and the Bay Area Regional Collaborative (BARC), will develop a regional vulnerability assessment focused on the Bay Area's transportation infrastructure, Priority Development Areas (PDAs) as identified in the Plan, and vulnerable and disadvantaged communities. The project will also develop a suite of adaptation strategies to improve the resilience of Bay Area transportation assets and communities for inclusion in Plan Bay Area as well as other appropriate local and regional planning and programming documents. The results of the study could address the commenter's request in a future TIP to identify projects that mitigate the risks and damages caused by climate change.

APPENDIX A – 78

2017 TIP Detail

Approval Letters



Approval Letters for the
2017 TIP

will be included as they are received and
may be viewed at

<[http://mtc.ca.gov/our-work/
fund-invest/
transportation-improvement-program-tip](http://mtc.ca.gov/our-work/fund-invest/transportation-improvement-program-tip)>.