

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

MTC Resolution No. 4398

For the Nine-County San Francisco Bay Area Region
Fiscal Year 2020-21 through FY 2024-25



METROPOLITAN
TRANSPORTATION
COMMISSION

December 18, 2019

<https://mtc.ca.gov/stip>

METROPOLITAN TRANSPORTATION COMMISSION

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December 18, 2019

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

Attention: Teresa Favila, Associate Deputy Director

Dear Ms. Bransen:

With this letter, I am pleased to transmit MTC's 2020 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area.

MTC's 2020 RTIP includes \$122 million in new programming for the Bay Area. The 2020 State Transportation Improvement Program (STIP) Fund Estimate identifies \$116 million in new programming capacity for the nine-County Bay Area and a maximum target of \$220 million with the advancement of future county shares. The 2020 RTIP consists of \$95 million for highway improvements; \$21 million for transit improvements; \$2 million for local street improvements; and \$4 million for Planning, Programming, and Monitoring (PPM) activities.

The region is pooling county shares and requests advancing \$6 million in future RTIP shares. Napa County proposes advancing future shares to program \$20 million to the Soscol Junction project. Solano County proposes advancing future shares to program a total of \$34 million to the I-80 Managed Lanes project. Napa and Solano propose share advancements to leverage funding for upcoming SB1 competitive program nominations. Napa and Solano projects can advance funding because MTC is not programming \$46 million of RTIP funds reserved for other regional priorities. This creates programming capacity to advance RTIP shares in those counties.

Overall, MTC's 2020 RTIP proposes funding for eight new projects in five of the nine Bay Area counties. The 2020 RTIP focuses on maintaining aging transit assets in a state of good repair. In Alameda County, AC Transit programmed \$13 million for the Replacement of Transbay Buses project. In San Francisco, SFMTA programmed \$8 million for the mid-life overhaul for various transit vehicles throughout the City. The proposal also includes focused investments on the highway system supporting proposed SB1 competitive program nominations. Additional programming changes are detailed in the RTIP documents attached to this letter.

Lastly, MTC's 2020 RTIP is consistent with *Plan Bay Area 2040*, the San Francisco Bay Area's combined Regional Transportation Plan/Sustainable Communities Strategy. To the best of MTC's knowledge, the projects identified for funding in the 2020 RTIP are not anticipated to be impacted by the implementation of the Safer Affordable Fuel-Efficient Vehicles Rule Part One – One National Program, which became effective on November 26, 2019.

2020 RTIP Submittal Letter

December 18, 2019

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Please feel free to contact me at (415) 778-5242, or Kenneth Kao of my staff at (415) 778-6768 if you need further information about our proposal. We look forward to working with you on finalizing the 2020 STIP.

Sincerely,



Ross McKeown
Acting Director, Programming & Allocations

RM:KA

cc: Bruce De Terra, Caltrans HQ
Tony Tavares, Caltrans District 4

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2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (2020 RTIP)

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2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

A. OVERVIEW AND SCHEDULE



A. Overview and Schedule

Section 2. General Information

Insert contact information in the text fields below.

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

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

RTIP document link: <https://mtc.ca.gov/stip>

RTP link: <http://2040.planbayarea.org>

- **Regional Agency Executive Director/Chief Executive Officer Contact Information**

Name Therese McMillan
Title Executive Director
Email tmcmillan@bayareametro.gov
Telephone (415) 778-6700

- **RTIP Manager Staff Contact Information**

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

Name	Teresa Favila	Title	Associate Deputy Director
Address	1120 N Street, Room 2221		
City/State	Sacramento, CA		
Zip Code	95814		
Email	Teresa.Favila@catc.ca.gov		
Telephone	916-653-2064	Fax	916-653-2134

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

A. What is the Regional Transportation Improvement Program?

The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. Updated every 4 to 5 years, the RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.

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

As the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area, MTC is responsible for developing the region's funding priorities for the STIP, and for submitting the projects to the CTC by way of the RTIP. The proposed projects were developed by the Bay Area County Transportation Agencies (BACTAs), in consultation with Caltrans, and with MTC's guidance, and are consistent with the policies and procedures adopted by the MTC Commission, as set forth in MTC Resolution No. 4398, and with the STIP guidelines adopted by the CTC on August 14, 2019.

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

The Bay Area completed a number of projects between December 2017 and December 2019. These projects are listed in the table below, and include improvements to the state highway system, transit, as well as bicycle and pedestrian accessibility and safety.

Project County and Sponsor	Description	Summary of Improvements/Benefits
Alameda: City of Alameda	Tinker Avenue Extension	Construction of a 4 lane extension to Tinker Avenue, installed signals, and modified Webster Street Tube off ramp.
Contra Costa: CCTA	Route 80, San Pablo Dam Road Phase 1	Potential for pedestrian fatality/injury eliminated by extending the Riverside Pedestrian overcrossing across Amador St.
Contra Costa: Concord	Concord BART Station Bike/Ped Access Improvements	Constructed improvements for bike and pedestrian access to Downtown Concord BART station including buffered bike lanes (0.7 miles), Class II bike lanes (0.6 miles), and Class III bike route.
Marin: Fairfax	Parkade Area Circulation Improvements	Constructed a new transit shelter, ADA curb ramps, stairwells, sidewalks, crosswalks, directional signage, Class II bicycle lane and secure bicycle parking.
Napa: Caltrans	Hwy 29 Grayson Ave. Signal Construction	Installed a Three-Way Signal at the intersection of State Route 29 and Grayson Avenue.
San Francisco: TBJPA	Transbay Transit Center Phase 1	Improved bus transit options; enhanced connectivity between transit providers; modernization of the Transbay Transit Center including improved seismic performance; reduced non-transit vehicle use; reduced vehicle hours of delay on Bay Bridge corridor; improved regional air quality by reduced auto emissions; direct access to downtown San Francisco for future Caltrain, intercity and/or high-speed rail service.
San Francisco: Caltrans	Doyle Drive replacement Ph 1	Phase I construction included a replacement Ruckman Bridge on Highway 1, new southbound bridge, southbound Battery Tunnel and a temporary bypass road.
San Francisco: Caltrans	Doyle Drive replacement Ph 2	Phase II construction has included a new northbound bridge, northbound Battery Tunnel, the Main Post Tunnels and the new Girard Road/Marina Boulevard/Richardson Avenue interchange.
San Mateo: BART	Daly City BART Station Intermodal Improvements	Construct station capacity and access improvements such as pedestrian scale lighting, removal of barriers to pedestrian traffic, painting, sidewalk repair/treatment, addition of street furniture, and addition of real time parking availability signage at parking garage.
Santa Clara: City of San Jose	St. John Street Multi - Modal Improvements - Phase 1	Widened sidewalks, enhanced crosswalks, upgraded wheelchair ramps, and installed street level lighting along the north side of St. John Street between North Almaden Boulevard and North Market Street.
Solano: STA	Jepson Parkway Project Phase 1A	The extension of Leisure Town Road from Alamo to Vanden, the relocation of the Vanden/Peabody intersection, improvements to Leisure Town Road bridges, the Walters Road Widening, and the I-80/Leisure Town Road Interchange.

Section 5. RTIP Outreach and Participation

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

A. RTIP Development and Approval Schedule

Action	Date
Initial discussion of issues and schedule for 2020 RTIP at Partnership working groups	July 2019
CTC adopts Fund Estimate and Guidelines	August 14, 2019
MTC releases draft RTIP Policies and Procedures for public comment and review	August 28, 2019
MTC Programming and Allocations Committee (PAC) review and recommendation of final RTIP Policies and Procedures	September 4, 2019
Caltrans identifies State Highway Needs	September 15, 2019
MTC Commission adopts RTIP Policies and Procedures	September 25, 2019
Caltrans submits draft ITIP	October 1, 2019
CTC ITIP Hearing, North	October 8, 2019
CTAs submit draft RTIP project summary listing to MTC	October 9, 2019
CTC ITIP Hearing, South	October 15, 2019
CTAs submit final RTIP listing, PPRs, and supporting documentation to MTC	November 1, 2019
MTC releases final RTIP for public comment and review	December 4, 2019
MTC PAC review and recommendation of final RTIP	December 11, 2019
Regions submit RTIP to CTC	December 15, 2019
Caltrans submits ITIP to CTC	December 15, 2019
MTC Commission adopts 2020 RTIP	December 18, 2019
CTC STIP Hearing, North	January 30, 2020
CTC STIP Hearing, South	February 6, 2020
CTC publishes staff recommendations	February 28, 2020
CTC adopts 2020 STIP	March 25, 2020

B. Public Participation/Project Selection Process

Each Bay Area County Transportation Agency (BACTA) is responsible for determining the project programming requests for their county share. In counties where there is new or substitute programming, those BACTAs presented its recommendations to their boards or commissions. In counties where there are no changes from the previous adopted STIP, no additional action or resolution was necessary.

MTC adopted the RTIP Policies and Procedures at the Commission meeting on September 25, 2019. Prior to adoption, MTC presented the draft Policies and Procedures to various groups and committees, including working groups, and the Programming and Allocations Committee on September 4, 2019. Similarly, MTC adopted the final RTIP program of projects at the Commission meeting on December 18, 2019. MTC released the final draft RTIP for public comment and review on December 4, 2019 and presented it to MTC's Programming and Allocations Committee on December 11, 2019, as well as MTC's Transit Finance Working

Group on December 4, 2019, and MTC's Programming and Delivery working group on December 12, 2019.

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

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

Caltrans District: 04

MTC staff meets quarterly with Caltrans District 4 staff to discuss various project and program coordination and delivery issues. MTC and District 4 staff last met on Thursday, August 8 to discuss the proposed project lists for both the RTIP and ITIP, and maintain regular communication to ensure project funding and schedule consistency.

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

B. 2020 STIP REGIONAL FUNDING REQUEST



B. 2020 STIP Regional Funding Request

Section 6. 2020 STIP Regional Share and Request for Programming

A. 2020 Regional Fund Share Per 2020 STIP Fund Estimate

The 2020 State Transportation Improvement Program (STIP) Fund Estimate identifies roughly \$116 million in new programming capacity for the Bay Area. Five of the nine Bay Area counties propose new projects for RTIP funding. Alameda and Santa Clara Counties added new capacity to already existing commitments, and Marin and Sonoma Counties do not have new programming capacity since those counties are still paying back prior STIP commitments.

B. Summary of Requested Programming

New Programming

The projects below are new projects, not previously in the RTIP, proposed for programming using RTIP funds.

Project Location and Name	Project Description	Requested RIP Amount
Alameda: Replacement of Transbay Buses	Replacement of buses at the end of their planned service life for Transbay service.	\$13.1 million
Contra Costa: Treat Blvd. Corridor Improvements	Construct bicycle infrastructure and pedestrian enhancements along the Treat Boulevard Corridor	\$1.6 million
Contra Costa: SR4 Operational Improvements – Phase 2	Reconfigure lanes on WB SR4, to improve safety, and encourage carpooling (ENV Phase)	\$3 million
Napa: Napa Valley Vine Trail	Construct a class I multiuse path that largely parallels the state highway SR 29	\$0.2 million
San Francisco: New Flyer Midlife Overhaul – Phase III	Midlife overhauls on fourteen 40-foot and 60-foot electric trolley or motor coaches	\$8 million
San Mateo: US 101 Managed Lane Project, North of I-380	Construct a continuous managed lane for northbound and southbound U.S. 101 (PS&E Phase)	\$7.2 million
Solano: SR 37 Fairgrounds Dr. Interchange Improvements Project	Construct widening on Fairgrounds Dr. from east of Coach Lane to east of State Route 37	\$5 million
Solano: Solano 80 Managed Lanes	Convert existing HOV lanes & Construct new Managed Lanes	\$34 million
	Total	\$72.1 million

Programming Changes to Existing Projects

Below is a summary of the proposed changes to currently-programmed RTIP projects by county.

Alameda County

- Program an additional \$15.4 million to the I-80 Gilman Interchange Reconstruction and Access Improvements project for construction in FY 20-21.

Contra Costa County

- No programming changes requested other than PPM.

Marin County

- No programming changes requested other than PPM.

Napa County

- NVTa will submit an allocation request for the Soscol Junction PS&E phase in FY 2020 exceeding the programmed amount by \$2.1 million for consideration at the March 2020 CTC meeting.
- Program an additional \$20.6 million to the Soscol Junction project, \$.3 million for Caltrans right-of-way support in FY 20-21 and \$20.3 million for construction in FY 21-22; and
- Delay the Silverado Five-Way Intersection Improvements project programming two years from FY 21-22 to FY 23-24, as allowed under the 2020 STIP Guidelines; and
- Redirect \$98 thousand from the Silverado Trail Repaving Phase L project programmed in FY 20-21, to the Napa Valley Vine Trail St. Helena to Calistoga project in FY 20-21, as allowed under the 2020 STIP Guidelines.

San Francisco County

- Update the project description and title of the Restoration of SFMTA Light Rail Lines: Axle Counters to Communications-Based Train Control - Phases 1 & 2.

San Mateo County

- Delay the SR 92/US 101 Interchange Improvements project programming one year from FY 20-21 to FY 21-22, as allowed under the 2020 STIP Guidelines.

Santa Clara County

- Program an additional \$7.9 million to the US 101 Express Lanes – Phase 5-ETS project, \$4.7 million for right-of-way in FY 20-21 and \$3.2 million for construction in FY 21-23.

Solano County

- Redirect \$98 thousand from the Silverado Trail Repaving Phase L project programmed in FY 20-21, to the Napa Valley Vine Trail St. Helena to Calistoga project in FY 20-21, as allowed under the 2020 STIP Guidelines; and

- Delay the SR 12/Church Rd project programming one year from FY 20-21 to FY 21-22, as allowed under the 2020 STIP Guidelines.

Sonoma County

- No programming changes requested other than PPM.

Regional

- No programming changes requested other than PPM.

Advanced Project Development Element

The 2020 STIP Fund Estimate does not identify funding for Advanced Project Development Element (APDE) shares.

Section 7. Overview of Other Funding Included in Delivery of Regional Transportation Improvement Program (RTIP) Projects

Projects funded in the 2020 RTIP generally include other types of funding in order to complete the funding plan. Local funding represents the vast majority of non-STIP funds included in RTIP projects. These include local-option sales taxes for transportation, local transportation funding, and general fund. Other important fund sources include federal funds (such as Surface Transportation Block Grant Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) funds, and earmarks), other state funds (such as SB1 competitive programs), and regional funds (bridge tolls). The table below aggregates projects based on the county in which the project is located. For more detailed information, refer to the Project Programming Request (PPR) forms (Section 15).

Proposed 2020 RTIP	Total RTIP	Other Funding in STIP Period (\$1,000s)					Total Project Cost
		ITIP	Fed. (STP, CMAQ, etc.)	Local	Regional	Other State	
Alameda County	57,180	-	5,375	-	-	4,125	66,680
Contra Costa County	40,505	-	2,800	15,438	-	-	58,743
Marin County	529	-	-	-	-	-	529
Napa County	35,569	-	2,711	5,264	125	40,717	84,386
San Francisco County	23,137	-	3,979	18,007	30,957	23,832	99,912
San Mateo County	39,753	-	-	75,139	-	1,200	116,092
Santa Clara County	54,799	-	964	3,319,423	-	98,045	3,473,231
Solano County	55,209	-	11,707	-	15,000	120,500	202,416
Sonoma County	1,076	-	-	-	-	-	1,076
Totals	307,757	-	27,536	3,433,271	46,082	288,419	4,103,065

Notes: The funding and project costs in this table only represents funding within the 2020 RTIP period (FY 2020-21 through FY 2024-25). Funding and costs programmed before and after this five year period are not included in this table.

Section 8. Interregional Transportation Improvement Program (ITIP) Funding

The 2020 STIP Fund Estimate identifies \$52 million in new programming capacity for Caltrans's Interregional Transportation Improvement Program (ITIP) – which represents a portion of the total STIP. Caltrans does not propose programming any new projects in the Bay Area.

Section 9. Multi-Modal Corridors - Projects Planned Within the Corridor (Required per Section 20e)

The region has one new project that is a part of the US-101 corridor.

The San Mateo US-101 Managed Lane Project, north of I-380 is part of the larger US-101 corridor that aims to construct a continuous managed lane for northbound and southbound traffic and improve US-101 between San Francisco and Santa Clara County. Major investments have already been made through local, regional, state, and federal funding. Other improvements have included high occupancy vehicle lanes along the US-101 corridor, along with interchange improvements. These improvements have been funded through private, local, regional, state, and federal funds.

The region has one new project that is a part of the I-80 corridor.

The Solano I-80 Managed Lanes Project in Solano County aims to alleviate congestion, encourage carpooling/vanpooling, and expedite regional transit connections by allowing regional express bus service to bypass traffic congestion, reducing SOV use by making transit more appealing and feasible for commuters. Caltrans and STA will convert existing HOV lanes & construct new Managed Lanes by widening I-80 to add a Managed Lane in each direction from I-505 to Air Base Parkway. Major investments have already been made through regional, state, and federal funding to supplement the project.

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

2020 STIP PERFORMANCE REPORT

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

&

D. PERFORMANCE AND EFFECTIVENESS OF RTIP



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Overview of 2020 STIP performance report

A. Regional level performance evaluation

- Overall approach

- Baseline performance

- Regional-level STIP investment impacts

B. Evaluation of the cost-effectiveness of the STIP

- Overall approach

- Regional-level STIP cost-effectiveness

C. Project-level benefit evaluation for select projects

Attachment A: Project-Level Performance Evaluations

Overview of 2020 STIP performance report

Regions and Caltrans are responsible for developing goals, objectives and priorities that include consideration of the overall performance of the transportation system consistent with federal and state planning requirements. These goals and objectives are incorporated in the region's regional transportation plan (RTP) and are also reflected in the region's Regional Transportation Improvement Program (RTIP). In order to maximize the state's investments in transportation infrastructure, it is the California Transportation Commission (CTC)'s policy that each RTIP be evaluated for performance and cost-effectiveness at the regional level, and where applicable, at the project level.

San Francisco Bay Area transportation projects funded under the 2020 STIP – totaling \$303.8 million in programming – are an extremely small portion of the \$303 billion in transportation investments envisioned in the region between 2017 and 2040. As such, most of the projects receiving STIP funding rely upon other funding sources to supplement STIP funds and proceed to construction.

The region's overall transportation investment strategy was developed as part of Plan Bay Area 2040, the San Francisco Bay Area's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). However, MTC's STIP Performance Report is an evaluation of the regional impact 2020 STIP funded projects have on State performance measures, as required by the California Transportation Commission's performance guidelines. The State performance measures reflect federal performance goals established by the FHWA (Federal Highway Administration) for state and MPO transportation agencies as part of MAP-21 (the Moving Ahead for Progress in the 21st Century Act). While there is some consistency between these federal goals and regional goals, there are still crucial differences between them.

In addition to evaluating baseline performance for each of the State measures, MTC staff conducted a rigorous model-based evaluation of the package of transportation projects funded with 2020 STIP dollars. By incorporating new and continuing STIP-funded projects that increase system capacity, this evaluation allowed for a consistent analysis of how funded projects will affect year 2040 performance of the regional transportation system. While much of the funding for these capacity-increasing projects will come from sources other than the STIP, the analysis highlights how STIP funding supports a package of transportation investments that advance state and regional goals.

The RTIP evaluation has three parts:

- A. Regional level performance evaluation**
- B. Evaluation of the cost-effectiveness of the STIP**
- C. Project-level benefit evaluation for select projects**

Table 1: MTC Projects Funded by 2020 STIP Subject to Evaluation	
Project	Included?
BART Extension, Berryessa – San Jose	Yes
Communications Based Train Control – Phase 1 & 2	No
Concord BART Station Modernization	No
Countywide ITS Improvements – South San Francisco Expansion (16S-04)	Yes
Devlin Rd & Vine Trail Extension, Class I Path	No
Gilman IC Bike/Ped Overcrossing & Access Improvements (ATP)	No
ITS Improvements in Daly City, Brisbane, & Colma (C/CAG)	Yes
ITS Improvements in Daly City, Brisbane, & Colma (Daly City/Brisbane/Colma)	Yes
Jepson Pkwy, 4-lane widen, Elmira Rd-New Ulatis Creek	Yes
Napa Valley Vine Trail St. Helena to Calistoga (Napa County)	No
Napa Valley Vine Trail St. Helena to Calistoga (Solano County)	No
New Flyer Midlife Overhaul – Phase III	No
Rt 101 interchange improvements	No
Rt 101/Produce Ave Interchange Reconstruction	Yes
Rt 101/Woodside Rd Interchange Improvements	Yes
Rt 12/29/221 Soscol Intersection Separation	No
Rt 12/Church Rd Intersection Improvements	No
Rt 280- Soundwalls, Rt 87-Los Gatos Creek Bridge	No
Rt 680 Soundwalls, Capitol-Mueller	No
Rt 80/Central Ave Interchange, Phase 2 (Local Road Realignment)	No
Rt 80/San Pablo Dam Rd Interchange, Phase 2	No
Silverado Trail, 5-Way Intersection Improvement (SHOPP)	No
Solano I-80 Managed Lanes Project	Yes
SR-37 Fairgrounds Dr Interchange Improvement Project	Yes
SR-4 Operational Improvements – Eastbound	Yes
SR-4 Operational Improvements – Westbound	Yes
Treat Blvd Corridor Improvements – North Main St to Jones Rd	No
US-101 Express Lanes Phase 5	Yes
US-101 Managed Lanes, 28 mi (Whipple-Rt 380)	Yes
US-101 Managed Lane Project North of I-380	Yes
West San Carlos Urban Village Streetscape Improvement	No

Note: this analysis only includes major capital projects that increase capacity on roads or transit systems. The effects of non-capacity increasing projects cannot be measured by MTC's Travel Model 1.5 and are not likely to have regional impacts.

A. Regional level performance evaluation

The CTC has requested that MPOs evaluate their 2020 STIP investments against State performance measures at the regional level to see how each RTIP furthers the goals state and federal goals. The performance measures are meant to allow for a level of consistency between STIP monitoring efforts across the state. Clustered under the goals of congestion reduction, infrastructure condition, system reliability, safety, economic vitality and environmental sustainability, the measures highlight some of the state's top transportation priorities.

The State performance measures and their nexus with MTC's RTP/SCS performance targets are summarized below:

Table 2: Nexus of State Performance Measures and MTC RTP/SCS Goals			
State 2020 STIP		MTC RTP/SCS Plan Bay Area 2040	
Goal	Performance Indicator/Measure	Goal	Target
Congestion Reduction	Vehicle Miles Traveled per-capita	None	None
	Percent of congested Vehicle Miles Traveled	Economic Vitality	Reduce per-capita delay on freight network
	Commute Mode Share	Transportation System Effectiveness	Increase non-auto mode share
Infrastructure Condition	Percent of distressed state highway lane-miles	Transportation System Effectiveness	Reduce vehicle operating and maintenance costs due to pavement conditions
	Pavement Condition Index (local streets and roads)		
	Percent of highway bridges by deck area classified in Poor condition	None	None
	Percent of transit assets that have surpassed the FTA useful life period	Transportation System Effectiveness	Reduce per-rider transit delay due to aged infrastructure
System Reliability	Highway Buffer Time Index	None	None
Safety	Fatalities, serious injuries, and injuries per-capita	Healthy and Safe Communities	Reduce adverse health impacts
	Fatalities, serious injuries, and injuries per 100M Vehicle Miles Traveled		
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	Economic Vitality	Increase share of jobs accessible in congested conditions
	Mean commute travel time (to work)	None	None
Environmental Sustainability	Change in acres of agricultural land	Open Space and Agricultural Preservation	Direct development within urban footprint

	CO ₂ emissions reduction per-capita	Climate Protection	Reduce per-capita CO ₂ emissions
None	None	Adequate Housing	House the region's population
None	None	Equitable Access	Decrease share of lower-income households' budgets spent on housing and transportation
None	None		Increase share of affordable housing
None	None		Do not increase share of households at risk of displacement
None	None	Economic Vitality	Increase jobs in middle-wage industries

Overall approach

To comply with the 2020 STIP requirements, MTC staff followed the following approach to measure the regional performance of 2020 STIP investments.

1. Calculate baseline using monitoring data

The CTC requires MTC to evaluate overall performance using, as a baseline, the region's existing monitored data. MTC monitors regional performance through its Vital Signs (www.vitalsigns.mtc.ca.gov) performance monitoring initiative. Monitored data for annual regional performance measures are updated on a frequent basis (annually or biannually). Relevant monitored data are available for the below listed State performance measures:

- Vehicle Miles Traveled per-capita
- Percent of congested VMT (at or below 35 mph)
- Commute Mode share (travel to work)
- Percent of distressed state highway lane-miles
- Pavement Condition Index (local streets and roads)
- Percent of transit assets that have surpassed the FTA useful life period
- Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)
- Fatalities, serious injuries, and injuries per-capita
- Fatalities, serious injuries, and injuries per VMT
- Percent of population within 0.5 miles of transit stops with frequent transit service
- Mean commute travel time (to work)
- Change in acres of urbanized land
- CO₂ emissions reduction per-capita

2. Request appropriate project modeling details from project sponsors

In order to forecast the regional performance impacts of investments funded with 2020 STIP funds, staff requested appropriate project modeling details from project sponsors – particularly with regards to specific capacity improvements – to incorporate the projects into

Travel Model 1.5 (the region's activity-based travel demand model). This allows MTC to ensure that project impacts are being forecasted in a consistent manner, rather than simply aggregating benefits forecasted separately by sponsors. Projects were included in the travel model based on the most recent information submitted to MTC by project sponsors as of November 11, 2019.

3. Run regional travel demand model for baseline 2040 and STIP program 2040 conditions.

Travel Model 1.5 was run for year 2040 using baseline (no project) and 2020 STIP (project) conditions. The baseline run included all projects that were under construction or open by December 31, 2019. The STIP run included the baseline projects alongside all capacity-increasing projects that met the CTC funding threshold (total cost of \$50 million or greater, or right-of-way and/or construction programming of \$15 million or more funded in the 2020 STIP). The list of projects included in the STIP analysis can be found in Table 1 of this report. While these projects represent a subset of STIP-funded investments, capacity-increasing projects represent the highest-cost and most significant investments that will generate the greatest regional impacts. Meanwhile, impacts from projects that do not significantly change roadway or transit capacity, such as asset modernization, active transportation infrastructure, or certain interchange reconfigurations, are not well-captured by travel models, including Travel Model 1.5.

4. Calculate impacts of STIP investments by comparing the baseline and 2020 STIP model run outputs for the year 2040.

The collective impacts of STIP-funded projects were calculated by comparing forecasted 2040 conditions in the baseline and with the STIP-funded projects implemented. Relevant performance measures for the two model runs were used to quantify specific impacts. Note that some performance measures cannot be directly forecasted in the regional travel demand model; these modeling limitations are noted in the following section.

Baseline performance

The following section highlights key findings of the baseline analysis for the 6 goal areas and performance measures. A summary of the results can be found in Table 3.

Congestion Reduction

Vehicle miles traveled per-capita in the Bay Area have remained relatively stable for the last decade. Although the number of daily miles logged by vehicles in the Bay Area has grown since the end of the Great Recession in 2010, on a per-capita basis, daily travel in the Bay Area has stabilized since 2005 at approximately 23 miles per person. This suggests that recent growth in total mileage is primarily driven by population growth rather than longer travel distances.

Percent of congested vehicle miles traveled was at record-high levels in 2016, with six percent of freeway miles driven in the region affected by traffic congestion. This trend has been driven by worsening conditions at long-standing regional bottlenecks on freeways crisscrossing San Francisco, the East Bay and the South Bay. While past years have seen significant annual growth in congested miles traveled, traffic congestion did not notably get worse in 2016 compared to the previous year, despite a booming economy and corresponding growth in jobs and population. San Francisco topped the list of the region's counties with the greatest share of miles driven in congestion. At 9.5 percent in 2016, San Francisco continues to exceed

congestion levels in nearby Alameda County, which has historically been the most congested in the Bay Area. On the other hand, in the more northerly counties of Sonoma, Napa and Solano, drivers spend very little time in congested conditions. These counties have seen little-to-no growth in congestion over the past decade. Overall, these trends underscore the ongoing trend of slower freeway speeds and increasing congestion in the urban core.

Regional commute mode shares have been changing for the first time in decades. While three-quarters of residents still drive to work, the share of residents making this choice has declined by over 6 percentage points since 2000. Transit mode share increased by 2.5 percentage points over the same time period, reaching 12 percent in 2017. This is the largest transit commute mode share on record for the region since 1970. Walking and biking to work have also become more popular, with five percent of all commuters traveling to work by active modes. This is especially true in San Francisco, where active transportation has posted the greatest gains in recent years.

Infrastructure Condition

The region's Pavement Condition Index (PCI) has been relatively stable for the past decade. Between 2009 and 2015, the region's PCI remained constant at 66 out of 100 points, ticking up to 67 in 2016 and remaining at that point through 2018. With a PCI of 67 in 2018, the region's local streets and roads are considered in "fair" condition. At the county level, San Francisco and Marin counties have registered the biggest improvements in PCI since 2010, gaining eight and four points, respectively. Roads in Alameda, Napa, San Mateo, Santa Clara, and Solano counties have also seen improvement in PCI during the same period, while Contra Costa and Sonoma counties have experienced slight declines in their countywide average PCI scores. As Senate Bill 1 funds for roadway maintenance continue to be made available to jurisdictions, performance in this area is likely to improve in future years.

The percentage of Bay Area highway lane-miles with pavement in distressed condition increased to 25 percent in 2015, but this remains 10 percentage points lower than the level registered nearly two decades ago. The recent dip in regional highway pavement quality is attributed mainly to deterioration on the heavily-traveled I-580 and I-880 corridors in Alameda County, though highway segments throughout the region continue to deteriorate due to increasing average asset age and traffic volumes. State and local agencies can expect to see increased resources for highway pavement management through Senate Bill 1.

Although historical data on the share of highway bridges by deck area classified in Poor condition, the performance measure specified under MAP-21, are not available, MTC has analyzed data on the share of all regional bridges flagged as structurally deficient, weighted by bridge deck area. This data shows Bay Area bridge conditions have significantly improved over the past decade. Bay Area bridges and overpasses are in their best shape since 1992 – the earliest year on record – thanks to substantial efforts to improve the seismic and structural safety of these critical facilities. Poor bridge conditions hit a peak in 2004 when nearly one-third of the Bay Area's bridges were identified as structurally deficient. Over the past 12 years, seismic retrofit programs on highway bridges as well as upgrades to elevated freeway structures helped the region reverse that trajectory. By the year 2017, 7.7% of Bay Area highway bridge deck area was classified in Poor condition.

The condition of transit assets in the Bay Area varies from operators to operator. In 2017, over one third of all revenue vehicles had surpassed their useful life benchmark, while 6 percent of

facilities are considered to be below a state of good repair and 3 percent of rail guideway operated with speed restrictions due to deteriorated asset condition. BART's maintenance needs are particularly significant, with eighty percent of its revenue vehicles past their useful life and 1.5 percent of its rail guideway operating with speed restrictions. While no Bay Area transit provider is lucky enough to operate with 100 percent brand-new equipment, BART stands as a primary example of the region's aging transit infrastructure. Among other investments currently underway, BART's Fleet of the Future train car replacement program will play a major role in reducing the agency's share of obsolete revenue vehicles over the coming years. Operators like Muni, AC Transit and Golden Gate Transit have recently undertaken bus rehabilitation and replacement projects, resulting in improved performance as well.

System Reliability

Despite increased congestion in the region, travel time reliability on Bay Area freeways remains remarkably consistent. In 2016, travel time reliability on Bay Area highways shifted slightly, with the morning peak period becoming a bit more reliable while the evening peak period became less so. This is due in part to rising congestion, especially in the evening peak, which results in less consistent travel times. Despite these diverging trends, however, travel time reliability as measured by buffer time index has remained stable since 2010. Buffer time index, which measures the amount of extra time a traveler should incorporate to be on time 95% of the time, was 0.35 during the AM Peak and 0.40 during the PM Peak. In other words, travelers need to budget an additional 35 to 40 percent of their average travel time to ensure they arrive on time in the AM and PM Peak, respectively. In many parts of the region, heavily traveled corridors continue to be "reliably congested," providing consistent travel times even in near-gridlock conditions.

Safety

Fatalities and serious injuries from crashes have ticked upwards since 2010, reversing much of the decline seen during the Great Recession – likely a result of increased road activity as our region's economy has boomed. The past seven years mark the first period of sustained growth in road fatalities since the late 1970s, when there were similar conditions during a period of economic growth. Despite the recent adverse trend in fatalities and serious injuries, Bay Area roads are still significantly safer than they in the 1970s and 1980s. This reflects the benefits of improved vehicle safety technologies such as airbags. The long-term decline in fatalities and serious injuries has occurred even as the region's population and mileage traveled has grown. In 2017, the region had:

- 417 fatalities
- 2,175 serious injuries
- 13,216 injuries
- 5.4 fatalities per 100,000 residents
- 28.2 serious injuries per 100,000 residents
- 169.9 injuries per 100,000 residents
- 0.66 fatalities per 100 million VMT
- 3.5 serious injuries per 100 million VMT
- 25.6 injuries per 100 million VMT

While improved vehicle safety technologies have reduced fatalities among vehicle occupants, pedestrians and cyclists have not seen similar reductions in fatalities or serious injuries. In 2017,

one third of all traffic fatalities in the Bay Area were cyclists or pedestrians – up from 25 percent in 2001, the first year for which data are available.

Economic Vitality

Although data on the share of housing and jobs within 0.5 miles of transit stops with frequent transit service are unavailable, MTC has data on the share of *population* within 0.5 miles of transit stops with frequent transit service (headways under 15 minutes during peak commute periods). In 2017, 38% of the Bay Area's population lived proximate to frequent transit service. Because frequent transit service is concentrated in the urban core, population shares vary from county to county. In highly urbanized San Francisco County, 100 percent of the population lives within a half mile of frequent transit, while in Sonoma, Solano, and Napa counties, fewer than 5 percent of the population lives proximate to high-frequency transit.

The average commute time across all modes peaked in 2016 at 32 minutes, before decreasing to 30 minutes on average in 2017. Across all modes, the average Bay Area commute takes five minutes longer than it did in 1980. Increasing congestion and longer-distance commutes to job centers in San Francisco and Silicon Valley have contributed to this trend. Importantly, modal choice affects commute duration. Commuters choosing to drive alone spend 30 minutes getting to work, while those choosing public transit log an average commute time nearly twice as long at 51 minutes. The longer transit commute times are not surprising considering nearly two-thirds of transit commuters work in San Francisco. Given congestion in San Francisco and its related impacts on Muni, plus long-distance commutes on BART, Caltrain and express buses from other counties, it is difficult for these commuters to get to work in less than 30 minutes.

Environmental Sustainability

The pace of Bay Area greenfield development, which includes the conversion of agricultural and other non-urbanized land to urbanized land, has slowed substantially in this decade. Between 1990 and 2000, an average of 5,400 acres were urbanized each year. This figure decreased slightly in the 2000s, with 4,700 acres of greenfield development occurring each year on average. In the period between 2010 and 2016, the average annual rate of greenfield development was cut in half, with just over 2,000 acres urbanized each year on average. The majority of greenfield development in the past decade has occurred in Alameda, Contra Costa, and Santa Clara Counties, while the North Bay represents less than 15 percent of all acres of new urbanization. The slowing rate of urban expansion is no doubt influenced by the lingering effects of the Great Recession, but it also may reflect changing preferences among Bay Area homebuyers and the efficacy of cities' and counties' growth management strategies.

While the Bay Area economy has surged in recent years, greenhouse gas emissions have not. Remarkably, since 2010, per-capita greenhouse gas emissions have declined by twelve percentage points. Between 2010 and 2018, daily greenhouse gas emissions per-capita declined 6.2 lbs. CO₂. This trend is primarily attributable to decreased consumption of electricity and expanded availability of renewable electricity sources like solar and wind. Greenhouse gas emissions from natural gas consumption also decreased over this time period, with per-capita emissions dropping by eight percentage points. At the same time, per-capita consumption of gasoline and diesel fuels by Bay Area drivers has declined in the last few years as well – albeit at a slower rate than the electricity sector (4 percent reduction since 2010).

Table 3: Evaluation – Regional Level Performance Indicators and Measures (Baseline only)

Goal	Indicator/Measure	Current System Performance (Baseline)
Congestion Reduction	Vehicle Miles Traveled per-capita	22.9 daily VMT (2015)
	Percent of congested Vehicle Miles Traveled (at or below 35 mph)	5.8% (2015)
	Commute Mode Share (travel to work) ¹	(2017)
		74.2% auto
		12.2% transit
		4.0% walk
		3.3% other
		6.3% telecommute
Infrastructure Condition	Percent of distressed state highway lane-miles	25% (2015)
	Pavement Condition Index (local streets and roads)	67/100 (2018)
	Percent of highway bridges by deck area classified in Poor condition	<i>data unavailable</i>
	Percent of all bridges by deck area classified as structurally deficient ²	7.7% (2017)
	Percent of transit assets that have surpassed the FTA useful life period	Varies by operator, from 0% to 79.7%, regional average 37.8% (2017)
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	(2016)
		0.35 in AM Peak
		0.40 in PM Peak
Safety	Fatalities, serious injuries, and injuries ³ per-capita	5.4 x 10 ⁻⁵ annual fatalities per resident (2017)
		2.8 x 10 ⁻⁴ annual serious injuries per resident (2017)
		1.7 x 10 ⁻³ annual injuries per resident (2017)
	Fatalities, serious injuries, and injuries ³ per 100 Million Vehicle Miles Traveled	6.6 x 10 ⁻⁹ fatalities per 100M VMT (2017)
		3.5 x 10 ⁻⁸ serious injuries per 100M VMT (2017)
		2.6 x 10 ⁻⁷ injuries per VMT (2017)
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	<i>data unavailable</i>
	Percent of population within 0.5 miles of transit stops with frequent transit service ⁴	38% of population (2016)
	Mean commute travel time (to work) ¹	30.4 minutes (2017)
Environmental Sustainability	Change in acres of agricultural land ⁵	3,320 acres reduction in greenfield per year (2014 to 2016)

	CO ₂ emissions reduction per-capita	6.2 lbs. CO ₂ reduction in daily emissions per-capita (2010 to 2018)
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Data Source: MTC Vital Signs- www.vitalsigns.mtc.ca.gov

¹**Commute mode share and mean commute travel time Note:** *measure only captures travel to work and does not capture travel to school*

²**Share of bridges that are structurally deficient Note:** *measure is used as an alternative to the Share of bridges that are in poor condition*

³**All injuries per-capita and per vehicle mile traveled Note:** *measures are used as an alternative to serious injury rates for comparison with travel model outputs*

⁴**Population proximate to transit service Note:** *measure is used as an alternative to the share of housing and jobs proximate to transit service*

⁵**Agricultural land Note:** *measure represents change in agricultural land and other non-urbanized land*

Regional-level STIP investment impacts

The following section highlights key findings of the STIP investment impact analysis for the 6 goal areas and performance measures; this overview is summarized in Table 4.

Congestion Reduction

The future impacts of transportation projects funded with 2020 STIP dollars on state and regional congestion reduction goals are uncertain. MTC's Travel Model 1.5 forecasts an increase in daily vehicle miles traveled per-capita of 0.04 miles per person by the year 2040 with STIP projects in place. STIP-funded projects like Managed Lanes on US-101 and I-80 are forecasted to incentivize additional vehicle miles traveled, and STIP-funded transit projects like the BART extension to downtown San Jose do not sufficiently negate the growth in VMT. The STIP does make modest progress in support of state and regional goals related to commute mode share, with the share of residents commuting to work by transit increasing by 0.05%. Around half of this mode shift can be attributed to a decrease in auto commute mode share of 0.02%, while a reduction in active transportation commute trips accounts for the other 0.03%. This mode shift is due almost entirely to new BART service to San Jose Diridon Station funded with STIP dollars. Due to limitations of the travel model, it is not possible to measure the expected change in percent of congested VMT.

Infrastructure Condition

Without detailed data from project sponsors on existing road and bridge conditions – and the potential improvements to those distressed facilities – it is not possible to forecast how these investments will affect regional system preservation metrics. While the construction of new facilities will improve pavement quality and asset condition, they will result in increased system preservation burdens for the region moving forward.

System Reliability

It is not possible to measure highway buffer time index using model outputs from Travel Model 1.5. Around ten projects funded by 2020 STIP dollars include interchange or intersection improvements which could be expected to improve highway system reliability by optimizing traffic flow at those junctions. Similarly, operational and ITS projects in San Mateo County should improve reliability for commuters passing through the Peninsula.

Safety

Transportation projects funded with 2020 STIP dollars are forecasted to have mixed outcomes when it comes to achieving state and regional goals for road safety. As discussed in the Congestion Reduction section above, Travel Model 1.5 forecasts an increase in overall vehicle miles traveled with the STIP funded transportation projects implemented. In turn, Travel Model 1.5 forecasts a slight increase in annual fatalities and serious injuries. When measured on a per-capita basis, STIP funded transportation projects are expected to result in an increase of 5.4×10^{-9} fatalities per person per year in 2040. The number of injuries of all severities is forecasted to increase by 3.5×10^{-3} . Travel Model 1.5 cannot distinguish between serious injuries and all injuries. That said, the fatalities and injuries increase at a slower rate than overall VMT, resulting in a reduction in both fatalities and injuries per 100 million VMT of 0.001 and 0.11, respectively. When examining fatalities and injuries per mode, motorists see an increase in overall number of fatalities and injuries, while cyclists and pedestrians are projected to experience fewer fatalities and injuries with the STIP projects in place. Additionally, there are several non-capacity-increasing active transportation projects funded with STIP dollars as well that could have additional safety benefits not captured by Travel Model 1.5.

Economic Vitality

While the projects funded with 2020 STIP dollars are expected to improve regional economic vitality and accessibility, they are not anticipated to increase the share of housing and jobs within 0.5 miles of transit stops with frequent transit service. Because the Bay Area's transit system is already quite robust, the new transit investments are primarily focused on increasing capacity, reducing travel times, and replacing aged transit assets on key corridors. For example, the BART extension project to Downtown San Jose will replace existing express bus services.

Average travel time to work is forecasted to decrease by 0.04 minutes per person per day with the STIP projects implemented. STIP-funded projects like the BART extension to San Jose and Managed Lanes projects on congested corridors are expected to reduce travel times by providing an alternative to congested conditions. Additionally, non-capacity-increasing projects like interchange reconfigurations or upgraded train control systems are likely to reduce delays and result in further travel time savings outside of what is captured within the model.

Environmental Sustainability

Projects funded with 2020 STIP dollars have a mixed impact on state and regional environmental sustainability goals. Agricultural land acreage is not anticipated to be reduced by the construction of transportation projects funded with the 2020 STIP. However, projects are forecast to have a slightly negative impact for regional air quality, increasing CO₂ emissions by 0.02 lbs. per-capita daily in 2040. The forecasted increase in CO₂ parallels the forecasted increase in daily vehicle miles traveled. Decreases in CO₂ emissions from transit projects like the BART extension are offset by increases in CO₂ emissions from express lane/HOV projects.

Legend for State Performance Measure Investment Impact Tables	
	Investments support goal
	Investments have negligible impact
	Investments adversely impact goal
	Investment impact cannot be forecast

Table 4: Evaluation – Regional Level Performance Indicators and Measures

Goal	Indicator/Measure	Current System Performance (Baseline)	2020 STIP Impact (2040 Model)
Congestion Reduction	Vehicle Miles Traveled per-capita	22.9 daily VMT (2015)	+0.04 daily VMT
	Percent of congested Vehicle Miles Traveled (at or below 35 mph)	5.8% (2015)	cannot be forecast
	Commute Mode Share (travel to work) ^{1 2}	(2017)	
		74.2% auto	-0.02% auto
		12.2% transit	+0.05% transit
		4.0% walk	-0.01% walk
		3.3% other	-0.02% bike
		6.3% telecommute	
Infrastructure Condition	Percent of distressed state highway lane-miles	25% (2015)	cannot be forecast
	Pavement Condition Index (local streets and roads)	67/100 (2018)	cannot be forecast
	Percent of highway bridges by deck area classified in Poor condition	<i>data unavailable</i>	cannot be forecast
	Percent of all bridges by deck area classified as structurally deficient ³	7.7% (2017)	cannot be forecast
	Percent of transit assets that have surpassed the FTA useful life period	Varies by operator, from 0% to 79.7%, regional average 37.8% (2017)	cannot be forecast
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	(2016)	
		0.35 in AM Peak	cannot be forecast
		0.40 in PM Peak	cannot be forecast
Safety	Fatalities and serious injuries per-capita	5.4 x 10 ⁻⁵ annual fatalities per resident (2017)	+5.4 x 10 ⁻⁹ annual fatalities per resident
		2.8 x 10 ⁻⁴ annual serious injuries per resident (2017)	cannot be forecast
	Serious injuries per-capita ⁴	1.7 x 10 ⁻³ annual injuries per resident (2017)	+2.2 x 10 ⁻⁶ annual injuries per resident
		0.66 fatalities per 100M VMT (2017)	-0.001 fatalities per 100M VMT

	Fatalities and serious injuries per 100 Million Vehicle Miles Traveled	3.5 serious injuries per 100M VMT (2017)	cannot be forecast
	Serious injuries per 100 Million Vehicle Miles Traveled ⁴	26 injuries per 100M VMT (2017)	-0.1 injuries per 100M VMT
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	<i>data unavailable</i>	negligible impact
	Percent of population within 0.5 miles of transit stops with frequent transit service ⁵	38% of population (2016)	negligible impact
	Mean commute travel time (to work) ¹	30.4 minutes (2017)	-0.04 minutes
Environmental Sustainability	Change in acres of agricultural land ⁶	3,320 acres reduction in greenfield per year (2014 to 2016)	negligible impact
	CO ₂ emissions reduction per-capita ⁷	6.2 lbs. CO ₂ reduction in daily emissions per-capita (2010 to 2018)	+0.02 daily lbs. CO ₂ per-capita

Baseline Data Source: MTC Vital Signs- www.vitalsigns.mtc.ca.gov

STIP Impact Data Source: Travel Model 1.5/COBRA (MTC Benefit-Cost Tool)

Population Forecast Source: Plan Bay Area 2040 Projections

¹**Commute mode share and mean commute travel time Note:** measure only captures travel to work and does not capture travel to school

²**Telecommute mode share STIP Impact Note:** Travel Model 1.5 does not have outputs to measure the share of commuters that telecommute

³**Share of bridges that are structurally deficient Note:** measure is used as an alternative to the Share of bridges that are in poor condition

⁴**All injuries per-capita and per vehicle mile traveled Note:** measures are used as an alternative to serious injury rates for comparison with travel model outputs

⁵**Population proximate to transit service Note:** measure is used as an alternative to the share of housing and jobs proximate to transit service

⁶**Agricultural land Note:** measure represents change in agricultural land and other non-urbanized land

⁷**CO₂ emissions Note:** baseline measures carbon dioxide emissions from transportation and residential heating/electricity sources. Performance assumes no change in carbon dioxide emissions from residential heating/electricity sources between baseline and STIP project

B. Evaluation of the cost-effectiveness of the STIP

As an extension of the regional-level performance evaluation, the CTC has requested that MPOs also evaluate the cost-effectiveness of 2020 STIP investments in furthering state and regional transportation goals. Cost-effectiveness is measured using the State performance measures to allow for a level of consistency between STIP monitoring efforts across the state.

Overall approach

Cost-effectiveness is measured by the impact per thousand dollar invested for each State performance measure. The dollars invested represents the full cost through the life of the project, including maintenance and operation, and includes both costs covered by the 2020 STIP and other funding sources. The 31 projects in the San Francisco Bay Area evaluated in this report represent over \$303.8M STIP investments and \$3,791.2M in investments from other sources for a total of \$4,099M in total investments. Project costs were submitted to MTC by project sponsors. The regional-level STIP performance impacts from Table 4 are normalized by the total investments to measure cost-effectiveness.

Regional-level STIP cost-effectiveness

Table 5 summarizes the 2020 STIP cost-effectiveness.

Table 5: Evaluation – Cost-Effectiveness Indicators and Measures

Goal	Indicator/Measure	Current System Performance (Baseline)	2020 STIP Impact (2040 Model) (per thousand dollars invested)
Congestion Reduction	Vehicle Miles Traveled per-capita	22.9 daily VMT (2015)	$+6.2 \times 10^{-9}$
	Percent of congested Vehicle Miles Traveled (at or below 35 mph)	5.8% (2015)	cannot be forecast
	Commute Mode Share (travel to work) ^{1 2}	(2017)	
		74.2% auto	-2.9×10^{-11} % auto
		12.2% transit	$+7.1 \times 10^{-11}$ % transit
		4.0% walk	-1.4×10^{-11} % walk
		3.3% other	-2.9×10^{-11} % bike
		6.3% telecommute	
Infrastructure Condition	Percent of distressed state highway lane-miles	25% (2015)	cannot be forecast
	Pavement Condition Index (local streets and roads)	67/100 (2018)	cannot be forecast
	Percent of highway bridges by deck area classified in Poor condition	<i>data unavailable</i>	cannot be forecast
	Percent of all bridges by deck area classified as structurally deficient ³	7% (2016)	cannot be forecast
	Percent of transit assets that have surpassed the FTA useful life period	Varies by operator, from 0% to 79.7%, regional average 37.8% (2017)	cannot be forecast
System Reliability	Highway Buffer Index (the extra time cushion that most travelers add to their average travel time when planning trips to ensure on-time arrival)	(2016)	
		0.35 in AM Peak	cannot be forecast
		0.40 in PM Peak	cannot be forecast
Safety	Fatalities and serious injuries per-capita	5.4×10^{-5} annual fatalities per resident (2017)	$+7.6 \times 10^{-16}$ annual fatalities per residents
		2.8×10^{-4} annual serious injuries per resident (2017)	cannot be forecast
	Serious injuries per-capita ⁴	1.7×10^{-3} annual injuries per resident (2017)	$+2.9 \times 10^{-13}$ annual injuries per residents
		0.66 fatalities per 100M VMT (2017)	-1.3×10^{-10} fatalities per 100M VMT

	Fatalities and serious injuries per 100 Million Vehicle Miles Traveled	3.5 serious injuries per 100M VMT (2017)	cannot be forecast
	Serious injuries per 100 Million Vehicle Miles Traveled ⁴	26 injuries per 100M VMT (2017)	-1.45 X 10 ⁻⁸ serious injuries per 100M VMT
Economic Vitality	Percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	<i>data unavailable</i>	negligible cost-effectiveness
	Percent of population within 0.5 miles of transit stops with frequent transit service ⁵	38% of population (2017)	negligible cost-effectiveness
	Mean commute travel time (to work) ¹	30.4 minutes (2017)	-5.7 x 10 ⁻⁹ minutes
Environmental Sustainability	Change in acres of agricultural land ⁶	3,320 acres reduction in greenfield per year (2014 to 2016)	negligible impact
	CO ₂ emissions reduction per-capita ⁷	6.2 lbs. CO ₂ reduction in daily emissions per-capita (2010 to 2018)	+3.4 x 10 ⁻⁹ daily lbs. CO ₂ per-capita

Baseline Data Source: MTC Vital Signs- www.vitalsigns.mtc.ca.gov

STIP Impact Data Source: Travel Model 1.5/COBRA (MTC Benefit-Cost Tool)

Population Forecast Source: Plan Bay Area 2040 Projections

STIP Investment Source: Project Sponsors

¹**Commute mode share and mean commute travel time Note:** measure only captures travel to work and does not capture travel to school

²**Telecommute mode share STIP Impact Note:** Travel Model 1.5 does not have outputs to measure the share of commuters that telecommute

³**Share of bridges that are structurally deficient Note:** measure is used as an alternative to the Share of bridges that are in poor condition

⁴**All injuries per-capita and per vehicle mile traveled Note:** measures are used as an alternative to serious injury rates for comparison with travel model outputs

⁵**Population proximate to transit service Note:** measure is used as an alternative to the share of housing and jobs proximate to transit service

⁶**Agricultural land Note:** measure represents change in agricultural land and other non-urbanized land

⁷**CO₂ emissions Note:** baseline measures carbon dioxide emissions from transportation and residential heating/electricity sources. Performance assumes no change in carbon dioxide emissions from residential heating/electricity sources between baseline and STIP project

C. Project-level benefit evaluation for select projects

For projects with total cost of \$50 million or greater, or STIP programming for right-of-way and/or construction of \$15 million or more, a project specific benefit evaluation will be performed to estimate its benefit to the regional system from changes to the built environment. The project specific benefit evaluation must include a full life-cycle cost evaluation and take climate change impacts into account. Due to incomplete information on project changes or increased capacity benefits for all projects, sponsors were asked to provide information on projected impacts for their projects. Project-level impacts are provided in Attachment A.

The following table summarizes projects subject to the individual evaluation:

Table 6: Projects Subject to Individual Evaluation	Project-Level Evaluation Required?
BART Extension, Berryessa – San Jose	No
Communications Based Train Control – Phase 1 & 2	Yes
Concord BART Station Modernization	No
Countywide ITS Improvements – South San Francisco Expansion (16S-04)	No
Devlin Rd & Vine Trail Extension, Class I Path	No
Gilman IC Bike/Ped Overcrossing & Access Improvements (ATP)	Yes
ITS Improvements in Daly City, Brisbane, & Colma (C/CAG)	No
ITS Improvements in Daly City, Brisbane, & Colma (Daly City/Brisbane/Colma)	No
Jepson Pkwy, 4-lane widen, Elmira Rd-New Ulatis Creek	No
Napa Valley Vine Trail St. Helena to Calistoga (Napa County)	No
Napa Valley Vine Trail St. Helena to Calistoga (Solano County)	No
New Flyer Midlife Overhaul – Phase III	No
Rt 101 interchange improvements	No
Rt 101/Produce Ave Interchange Reconstruction	No
Rt 101/Woodside Rd Interchange Improvements	No
Rt 12/29/221 Soscol Intersection Separation	Yes
Rt 12/Church Rd Intersection Improvements	No
Rt 280- Soundwalls, Rt 87-Los Gatos Creek Bridge	No
Rt 680 Soundwalls, Capitol-Mueller	No
Rt 80/Central Ave Interchange, Phase 2 (Local Road Realignment)	No
Rt 80/San Pablo Dam Rd Interchange, Phase 2	No
Silverado Trail, 5-Way Intersection Improvement (SHOPP)	No
Solano I-80 Managed Lanes Project	Yes
SR-37 Fairgrounds Dr Interchange Improvement Project	No
SR-4 Operational Improvements – Eastbound	No
SR-4 Operational Improvements – Westbound	No
Treat Blvd Corridor Improvements – North Main St to Jones Rd	No
US-101 Express Lanes Phase 5	No
US-101 Managed Lanes, 28 mi (Whipple-Rt 380)	No
US-101 Managed Lane Project North of I-380	No
West San Carlos Urban Village Streetscape Improvement	No

Attachment A: Project-Level Performance Evaluations

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

PROJECT-LEVEL PERFORMANCE EVALUATION

ALAMEDA COUNTY GILMAN IC BIKE/PED OVERCROSSING & ACCESS IMPROVEMENTS

For additional information, contact:
Trinity Nguyen
Alameda County Transportation Commission (ACTC)
(510) 208-7441
tnguyen@alamedactc.org



California Transportation Commission
STIP Guidelines

Agencies may use the following table B2 to evaluate the cost-effectiveness of the RTIP or ITIP.

B2 Evaluation - Cost-Effectiveness Indicators and Measures			
Goal	Indicator/Measure (per thousand dollar invested)	Current Level of Performance (Baseline)	Projected Performance Improvement (indicate time frame)
Congestion Reduction	Reduce Vehicle Miles Traveled per capita	NOT APPLICABLE	NOT APPLICABLE
	Reduce percent of congested VMT (at or below 35 mph).	NOT APPLICABLE	NOT APPLICABLE
	Change in commute mode share (travel to work or school).	VEHICLES ONLY	VEHICLES, BICYCLES, & PEDESTRIANS
Infrastructure Condition	Reduce percent of distressed state highway lane-miles.	NOT APPLICABLE	NOT APPLICABLE
	Improve Pavement Condition Index (local streets and roads).	67	96
	Reduce percent of highway bridge deck area in Poor Condition.	NOT APPLICABLE	NOT APPLICABLE
	Reduce percent of transit assets that have surpassed the FTA useful life period.	NOT APPLICABLE	NOT APPLICABLE
System Reliability	Reduce Highway Buffer Index (the time cushion added to average commute travel times to ensure on-time arrival).	NOT APPLICABLE	NOT APPLICABLE
Safety	Reduce fatalities and serious injuries per capita.	5.31 per 100,000 population/year	4.00 per 100,000 population/year
	Reduce fatalities and serious injuries per Vehicle Miles Traveled	1.79 per 1,000,000 VMT	1.35 per 1,000,000 VMT
Economic Vitality	Increase percent of housing and jobs within 0.5 miles of transit stops with frequent transit service	NOT APPLICABLE	NOT APPLICABLE
	Reduce mean commute travel time (to work or school).	BASE	65 seconds/vehicle/day
Environmental Sustainability	Change in acres of agricultural land.	NOT APPLICABLE	NOT APPLICABLE
	CO ₂ emissions reduction per capita	BASE	263 METRIC TONS/YEAR

California Transportation Commission
STIP Guidelines

Agencies may use the following table B3 to identify by proposed project, or in summary for all proposed projects, changes to the built environment.

B3 Evaluation - Project Changes or Increased Capacity Benefits			
Project Type Or Mode	Change to Built Environment	Indicator/ Measure	Benefits or Performance Improvement at Project Completion
State Highway	New general purpose lane-miles.	NOT APPLICABLE	NOT APPLICABLE
	New HOV/HOT lane-miles.	NOT APPLICABLE	NOT APPLICABLE
	Lane-miles rehabilitated.	NOT APPLICABLE	NOT APPLICABLE
	New or upgrade bicycle lane/sidewalk miles.	MILES	0.34
	Operational improvements.	EXIT RAMP INTERSECTION LOS	WB LOS CHANGES FROM F TO D EB LOS CHANGES FROM F TO B
	New or reconstructed interchanges.	RECONSTRUCTION	1
	New or reconstructed bridges.	POC BRIDGE	1
Transit or Intercity Rail	Additional transit service miles.	NOT APPLICABLE	NOT APPLICABLE
	Additional transit vehicles.	NOT APPLICABLE	NOT APPLICABLE
	New rail track miles.	NOT APPLICABLE	NOT APPLICABLE
	Rail crossing improvements.	EACH	2
	Station improvements.	NOT APPLICABLE	NOT APPLICABLE
Local streets and roads	New lane-miles.	NOT APPLICABLE	NOT APPLICABLE
	Lane-miles rehabilitated.	MILES	1.9
	New or upgrade bicycle lane/sidewalk miles.	MILES	1.64
	Operational improvements.	NEW ROUNDABOUTS	2
	New or reconstructed bridges.	NOT APPLICABLE	NOT APPLICABLE

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

PROJECT-LEVEL PERFORMANCE EVALUATION

NAPA COUNTY SOSCOL JUNCTION (SR 29/221/SOSCOL FERRY ROAD)

For additional information, contact:

Kelly Hirschberg

Caltrans

(510) 286-4925

kelly.hirschberg@dot.ca.gov



District: 4

PROJECT: NVTa Soscol Junction SR29/221/Soscol Ferry Road

EA: 28120K
PPNO: 376

1A

PROJECT DATA

Type of Project	
Select project type from list	Intersection
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)	
	2
Length of Construction Period	
One- or Two-Way Data	2 years
	enter 1 or 2
Length of Peak Period(s) (up to 24 hrs)	
Current	8 hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)		C	C
Number of General Traffic Lanes		4	4
Number of HOV/HOT Lanes		0	0
HOV Restriction (2 or 3)		0	
Exclusive ROW for Buses (y/n)		N	
Highway Free-Flow Speed		55	55
Ramp Design Speed (if aux. lane/off-ramp proj.)		35	35
Length (in miles)	Highway Segment	0.3	0.3
	Impacted Length	0.3	0.3
Average Daily Traffic			
Current		64,000	
		No Build	Build
Base (Year 1)		64,000	
Forecast (Year 20)		82,000	82,000
Average Hourly HOV/HOT Lane Traffic			
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)		0	0
Percent Traffic in Weave			
		0.0%	0.0%
Percent Trucks (include RVs, if applicable)			
		6%	6%
Truck Speed			
			17
On-Ramp Volume		Peak	Non-Peak
Hourly Ramp Volume (if aux. lane/on-ramp proj.)		428	138
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)			
Queue Formation (if queuing or grade crossing project)		Year 1	Year 20
Arrival Rate (in vehicles per hour)		0	0
Departure Rate (in vehicles per hour)		0	0
Pavement Condition (if pavement project)		No Build	Build
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		
Average Vehicle Occupancy (AVO)		No Build	Build
General Traffic	Non-Peak	1.15	1.15
	Peak		
High Occupancy Vehicle (if HOV/HOT lanes)			

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)		
	Count (No.)	Rate
Total Accidents (Tot)	171	2.44
Fatal Accidents (Fat)	0	0.000
Injury Accidents (Inj)	50	0.71
Property Damage Only (PDO) Accidents	171	2.44
Statewide Basic Average Accident Rate		
	No Build	Build
Rate Group		
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents (Pct Fat)		
Percent Injury Accidents (Pct Inj)		

1D

RAIL AND TRANSIT DATA

Annual Person-Trips		No Build	Build
Base (Year 1)			
Forecast (Year 20)			
Percent Trips during Peak Period			
Percent New Trips from Parallel Highway			
Annual Vehicle-Miles		No Build	Build
Base (Year 1)			
Forecast (Year 20)			
Average Vehicles/Train (if rail project)			
Reduction in Transit Accidents			
Percent Reduction (if safety project)			
Average Transit Travel Time		No Build	Build
In-Vehicle	Non-Peak (in minutes)		0.0
	Peak (in minutes)		0.0
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0
	Peak (in minutes)	0.0	0.0
Highway Grade Crossing		Current	Year 1
Annual Number of Trains		0	
Avg. Gate Down Time (in min.)		0.0	
Transit Agency Costs (if TMS project)		No Build	Build
Annual Capital Expenditure			\$0
Annual Ops. and Maintenance Expenditure			\$0

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.
Project costs (including maintenance and operating costs) should be net of costs without project.

1E PROJECT COSTS (enter costs in thousands of dollars)									
Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS				Constant Dollars	Present Value
	Project Support	R / W	Construction	Maint./ Op.	Rehab.				
Construction Period									
1	\$6,100	\$0	\$0	Adjust Construction Period Adjust Construction Period			\$6,100,000	\$6,100,000	
2	5,000	0	0				5,000,000	4,807,692	
3	0	300	0				300,000	277,367	
4	3,000	0	50,000				53,000,000	47,116,807	
5	0	0	0				0	0	
6							0	0	
7							0	0	
8							0	0	
Project Open									
1								\$0	\$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	\$14,100	\$300	\$50,000	\$0	\$0	\$0	\$0	\$64,400,000	\$58,301,866

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$$

2A HIGHWAY SPEED AND VOLUME INPUTS				
	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build				
Year 1				
Peak Period				
HOV Volume	0		0	
Non-HOV Volume	36,577		36,577	
Weaving Volume	0		0	
Truck Volume	2,335		2,335	
HOV Speed	55.0		55.0	
Non-HOV Speed	12.8		12.8	
Weaving Speed	55.0		55.0	
Truck Speed	12.8		12.8	
Non-Peak Period				
Non-HOV Volume	23,583		23,583	
Weaving Volume	0		0	
Truck Volume	1,505		1,505	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	
Year 20				
Peak Period				
HOV Volume	0		0	
Non-HOV Volume	46,865		46,865	
Weaving Volume	0		0	
Truck Volume	2,991		2,991	
HOV Speed	55.0		55.0	
Non-HOV Speed	10.4		10.4	
Weaving Speed	55.0		55.0	
Truck Speed	10.4		10.4	
Non-Peak Period				
Non-HOV Volume	30,215		30,215	
Weaving Volume	0		0	
Truck Volume	1,929		1,929	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	
Build				
Year 1				
Peak Period				
HOV Volume	0		0	
Non-HOV Volume	0		0	
Weaving Volume	0		0	
Truck Volume	0		0	
HOV Speed	55.0		55.0	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	
Non-Peak Period				
Non-HOV Volume	0		0	
Weaving Volume	0		0	
Truck Volume	0		0	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	
Year 20				
Peak Period				
HOV Volume	0		0	
Non-HOV Volume	46,865		46,865	
Weaving Volume	0		0	
Truck Volume	2,991		2,991	
HOV Speed	55.0		55.0	
Non-HOV Speed	10.4		10.4	
Weaving Speed	55.0		55.0	
Truck Speed	10.4		10.4	
Non-Peak Period				
Non-HOV Volume	30,215		30,215	
Weaving Volume	0		0	
Truck Volume	1,929		1,929	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	

Model speed estimates based on Highway Capacity Manual, pavement research, and research on weaving impacts

2B HIGHWAY ACCIDENT RATES				
	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build				
Fatal Accidents	0.000		0.000	
Injury Accidents	0.71		0.71	
PDO Accidents	2.44		2.44	
Total Accidents	3.150			
Hwy Safety or Weaving Improvement 0% collision reduction factor (per HSIP Guidelines)				
Adjustment Factor (Actual/Statewide Avg. Existing)				
Fatal Accidents	1.0000		1.0000	
Injury Accidents	1.0000		1.0000	
PDO Accidents	1.0000		1.0000	
Build				
Fatal Accidents	0.000		0.000	
Injury Accidents	0.71		0.71	
PDO Accidents	2.44		2.44	
Total Accidents	3.150			

2C RAMP AND ARTERIAL INPUTS				
(if detailed information is available for a TMS or an arterial signal management project)				
Detailed Information Available? (y/n) N				
Aggregate Segment Length (estimate as VMT/total volume)				
All Ramps				miles
Arterials				miles
Entered by User Used for Proj. Eval. Source/Notes				
No Build (Peak Period Only)				
Year 1				
Aggregate Ramp Volume		0		
Aggregate Arterial Volume		0		
Average Ramp Speed		5.0		
Average Arterial Speed		5.0		
Year 20				
Aggregate Ramp Volume		0		
Aggregate Arterial Volume		0		
Average Ramp Speed		5.0		
Average Arterial Speed		5.0		
Build (Peak Period Only)				
Year 1				
Aggregate Ramp Volume		0		
Aggregate Arterial Volume		0		
Average Ramp Speed		5.0		
Average Arterial Speed		5.0		
Year 20				
Aggregate Ramp Volume		0		
Aggregate Arterial Volume		0		
Average Ramp Speed		5.0		
Average Arterial Speed		5.0		

2D ANNUAL PERSON-TRIPS			
(for HOV and HOT lane projects that affect average vehicle occupancy)			
	No Build	Build	Induced
Year 1			
Peak Period			
HOV Trips	0	0	0
Non-HOV Trips	0	0	0
Truck Trips	852,173	0	(852,173)
Non-Peak Period			
Non-HOV Trips	9,898,947	0	(9,898,947)
Truck Trips	549,427	0	(549,427)
Total Trips	11,300,447	0	(11,300,447)
Year 20			
Peak Period			
HOV Trips	0	0	0
Non-HOV Trips	0	0	0
Truck Trips	1,091,846	1,091,846	0
Non-Peak Period			
Non-HOV Trips	12,682,897	12,682,897	0
Truck Trips	703,954	703,954	0
Total Trips	14,478,697	14,478,697	0

District: 4

PROJECT: NVTA Soscot Junction SR29/221/Soscot Ferry Road

EA: 28120K
PPNO: 376

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$58.3	ITEMIZED BENEFITS (mil. \$)	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
Life-Cycle Benefits (mil. \$)	\$54.7	Travel Time Savings	\$0.0	\$2.5	\$2.5	\$0.1
Net Present Value (mil. \$)	-\$3.6	Veh. Op. Cost Savings	\$24.5	\$2.6	\$27.2	\$1.4
Benefit / Cost Ratio:	0.9	Accident Cost Savings	\$21.1	\$1.3	\$22.4	\$1.1
Rate of Return on Investment:	43.5%	Emission Cost Savings	\$1.9	\$0.7	\$2.6	\$0.1
Payback Period:	14 years	TOTAL BENEFITS	\$47.5	\$7.2	\$54.7	\$2.7
		Person-Hours of Time Saved			130,823	6,541
		CO₂ Emissions Saved (tons)			56,487	2,824
		CO₂ Emissions Saved (mil. \$)			\$1.8	\$0.1

Should benefit-cost results include:

1) Induced Travel? (y/n)

y

Default = Y

2) Vehicle Operating Costs? (y/n)

Y

Default = Y

3) Accident Costs? (y/n)

Y

Default = Y

4) Vehicle Emissions? (y/n)

Y

Default = Y

includes value for CO₂e

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

PROJECT-LEVEL PERFORMANCE EVALUATION

SAN FRANCISCO COUNTY COMMUNICATIONS-BASED TRAIN CONTROL - PHASES 1 & 2

For additional information, contact:
Alex Hallowell
San Francisco Municipal Transportation Agency
(415) 646-4112
Alexandra.Hallowell@sfmta.com



District: **HQ**PROJECT: **Communications-Based Train Control - Phases 1 and 2**EA:
PPNO:

1A

PROJECT DATA

Type of Project		Check travel time in section 1D
Select project type from list	Transit Vehicle Signal Priority	
Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)		
2		
Length of Construction Period	3	years
One- or Two-Way Data	2	enter 1 or 2
Current		
Length of Peak Period(s) (up to 24 hrs)	8	hours

1B

HIGHWAY DESIGN AND TRAFFIC DATA

Highway Design		No Build	Build
Roadway Type (Fwy, Exp, Conv Hwy)			
Number of General Traffic Lanes			
Number of HOV/HOT Lanes			
HOV Restriction (2 or 3)			
Exclusive ROW for Buses (y/n)			
Highway Free-Flow Speed		0	
Ramp Design Speed (if aux. lane/off-ramp proj.)	0	0	
Length (in miles)	Highway Segment	0.0	0.0
	Impacted Length	0.0	0.0
Average Daily Traffic			
Current			
	No Build	Build	
Base (Year 1)	0	0	
Forecast (Year 20)		0	
Average Hourly HOV/HOT Lane Traffic			
Percent of Induced Trips in HOV (if HOT or 2-to-3 conv.)		0%	
Percent Traffic in Weave		0.0%	
Percent Trucks (include RVs, if applicable)	0%	0%	
Truck Speed			
On-Ramp Volume			
	Peak	Non-Peak	
Hourly Ramp Volume (if aux. lane/on-ramp proj.)	0	0	
Metering Strategy (1, 2, 3, or D, if on-ramp proj.)			
Queue Formation (if queuing or grade crossing project)			
	Year 1	Year 20	
Arrival Rate (in vehicles per hour)	0	0	
Departure Rate (in vehicles per hour)	0	0	
Pavement Condition (if pavement project)			
	No Build	Build	
IRI (inches/mile)	Base (Year 1)		
	Forecast (Year 20)		
Average Vehicle Occupancy (AVO)			
	No Build	Build	
General Traffic			
Non-Peak			
Peak			
High Occupancy Vehicle (if HOV/HOT lanes)			

1C

HIGHWAY ACCIDENT DATA

Actual 3-Year Accident Data (from Table B)		
	Count (No.)	Rate
Total Accidents (Tot)		0.85
Fatal Accidents (Fat)		0.006
Injury Accidents (Inj)		0.29
Property Damage Only (PDO) Accidents		0.55
Statewide Basic Average Accident Rate		
	No Build	Build
Rate Group		
Accident Rate (per million vehicle-miles)		
Percent Fatal Accidents (Pct Fat)		
Percent Injury Accidents (Pct Inj)		

1D

RAIL AND TRANSIT DATA

Annual Person-Trips			No Build	Build	
Base (Year 1)		82,744,405	82,744,405		
Forecast (Year 20)		57,588,500	73,921,750		
Percent Trips during Peak Period		61%			
Percent New Trips from Parallel Highway			100%		
Annual Vehicle-Miles			No Build	Build	
Base (Year 1)					
Forecast (Year 20)					
Average Vehicles/Train (if rail project)					
Reduction in Transit Accidents					
Percent Reduction (if safety project)					
Average Transit Travel Time			No Build	Build	
In-Vehicle	Non-Peak (in minutes)	28.0	25.2		
	Peak (in minutes)	36.0	32.4		
Out-of-Vehicle	Non-Peak (in minutes)	0.0	0.0		
	Peak (in minutes)	0.0	0.0		
Highway Grade Crossing			Current	Year 1	Year 20
Annual Number of Trains		0	0	0	
Avg. Gate Down Time (in min.)		0.0	0.0	0.0	
Transit Agency Costs (if TMS project)			No Build	Build	
Annual Capital Expenditure			\$0		
Annual Ops. and Maintenance Expenditure			\$0		

Model should be run for both roads for intersection or bypass highway projects, and may be run twice for connectors. Press button below to prepare model to enter data for second road. After data are entered, results reflect total project benefits.

Prepare Model for Second Road

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.
Project costs (including maintenance and operating costs) should be net of costs without project.

1E PROJECT COSTS (enter costs in thousands of dollars)									
Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS			SUBSEQUENT COSTS		Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	Project Support	R / W	Construction	Maint./ Op.	Rehab.			Constant Dollars	Present Value
Construction Period									
1	\$2,435			Adjust Construction Period Adjust Construction Period				\$2,435,000	\$2,435,000
2	14,569		13,752					28,321,000	26,468,224
3	5,356		40,072					45,428,000	39,678,575
4	1,475		12,551					14,026,000	11,449,394
5			825					825,000	629,389
6								0	0
7								0	0
8								0	0
Project Open									
1								\$0	\$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total	\$23,835	\$0	\$67,200	\$0	\$0	\$0	\$0	\$91,035,000	\$80,660,581

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$$

HIGHWAY SPEED AND VOLUME INPUTS

Calculated by
Model

Changed
by User

Used for Proj.
Eval.

Reason for Change

No Build**Year 1**Peak Period

HOV Volume	0		0	
Non-HOV Volume	0		0	
Weaving Volume	0		0	
Truck Volume	0		0	
HOV Speed	55.0		55.0	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	

Non-Peak Period

Non-HOV Volume	0		0	
Weaving Volume	0		0	
Truck Volume	0		0	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	

Year 20Peak Period

HOV Volume	0		0	
Non-HOV Volume	0		0	
Weaving Volume	0		0	
Truck Volume	0		0	
HOV Speed	55.0		55.0	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	

Non-Peak Period

Non-HOV Volume	0		0	
Weaving Volume	0		0	
Truck Volume	0		0	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	

Build**Year 1**Peak Period

HOV Volume	0		0	
Non-HOV Volume	0		0	
Weaving Volume	0		0	
Truck Volume	0		0	
HOV Speed	55.0		55.0	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	

Non-Peak Period

Non-HOV Volume	0		0	
Weaving Volume	0		0	
Truck Volume	0		0	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	

Year 20Peak Period

HOV Volume	0		0	
Non-HOV Volume	0		0	
Weaving Volume	0		0	
Truck Volume	0		0	
HOV Speed	55.0		55.0	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	

Non-Peak Period

Non-HOV Volume	0		0	
Weaving Volume	0		0	
Truck Volume	0		0	
Non-HOV Speed	55.0		55.0	
Weaving Speed	55.0		55.0	
Truck Speed	55.0		55.0	

Model speed estimates based on Highway Capacity Manual, pavement research, and research on weaving impacts

2B

HIGHWAY ACCIDENT RATES

	Calculated by Model	Changed by User	Used for Proj. Eval.	Reason for Change
No Build				
Fatal Accidents	0.006		0.006	
Injury Accidents	0.29		0.29	
PDO Accidents	0.55		0.55	
Total Accidents	0.846			
Hwy Safety or Weaving Improvement <input type="text" value="0%"/> collision reduction factor (per HSIP Guidelines)				
Adjustment Factor (Actual/Statewide Avg. Existing)				
Fatal Accidents	1.0000		1.0000	
Injury Accidents	1.0000		1.0000	
PDO Accidents	1.0000		1.0000	
Build				
Fatal Accidents	0.006		0.006	
Injury Accidents	0.29		0.29	
PDO Accidents	0.55		0.55	
Total Accidents	0.846			

2C

RAMP AND ARTERIAL INPUTS

(if detailed information is available for a TMS or an arterial signal management project)

Detailed Information Available? (y/n)		<input type="text" value="N"/>																																																																																												
Aggregate Segment Length (estimate as VMT/total volume)																																																																																														
All Ramps	<input type="text"/>	miles																																																																																												
Arterials	<input type="text"/>	miles																																																																																												
<table border="1"> <thead> <tr> <th></th> <th>Entered by User</th> <th>Used for Proj. Eval.</th> <th>Source/Notes</th> </tr> </thead> <tbody> <tr> <td colspan="4">No Build (Peak Period Only)</td> </tr> <tr> <td colspan="4">Year 1</td> </tr> <tr> <td>Aggregate Ramp Volume</td> <td><input type="text"/></td> <td>0</td> <td></td> </tr> <tr> <td>Aggregate Arterial Volume</td> <td><input type="text"/></td> <td>0</td> <td></td> </tr> <tr> <td>Average Ramp Speed</td> <td><input type="text"/></td> <td>5.0</td> <td></td> </tr> <tr> <td>Average Arterial Speed</td> <td><input type="text"/></td> <td>5.0</td> <td></td> </tr> <tr> <td colspan="4">Year 20</td> </tr> <tr> <td>Aggregate Ramp Volume</td> <td><input type="text"/></td> <td>0</td> <td></td> </tr> <tr> <td>Aggregate Arterial Volume</td> <td><input type="text"/></td> <td>0</td> <td></td> </tr> <tr> <td>Average Ramp Speed</td> <td><input type="text"/></td> <td>5.0</td> <td></td> </tr> <tr> <td>Average Arterial Speed</td> <td><input type="text"/></td> <td>5.0</td> <td></td> </tr> <tr> <td colspan="4">Build (Peak Period Only)</td> </tr> <tr> <td colspan="4">Year 1</td> </tr> <tr> <td>Aggregate Ramp Volume</td> <td><input type="text"/></td> <td>0</td> <td></td> </tr> <tr> <td>Aggregate Arterial Volume</td> <td><input type="text"/></td> <td>0</td> <td></td> </tr> <tr> <td>Average Ramp Speed</td> <td><input type="text"/></td> <td>5.0</td> <td></td> </tr> <tr> <td>Average Arterial Speed</td> <td><input type="text"/></td> <td>5.0</td> <td></td> </tr> <tr> <td colspan="4">Year 20</td> </tr> <tr> <td>Aggregate Ramp Volume</td> <td><input type="text"/></td> <td>0</td> <td></td> </tr> <tr> <td>Aggregate Arterial Volume</td> <td><input type="text"/></td> <td>0</td> <td></td> </tr> <tr> <td>Average Ramp Speed</td> <td><input type="text"/></td> <td>5.0</td> <td></td> </tr> <tr> <td>Average Arterial Speed</td> <td><input type="text"/></td> <td>5.0</td> <td></td> </tr> </tbody> </table>				Entered by User	Used for Proj. Eval.	Source/Notes	No Build (Peak Period Only)				Year 1				Aggregate Ramp Volume	<input type="text"/>	0		Aggregate Arterial Volume	<input type="text"/>	0		Average Ramp Speed	<input type="text"/>	5.0		Average Arterial Speed	<input type="text"/>	5.0		Year 20				Aggregate Ramp Volume	<input type="text"/>	0		Aggregate Arterial Volume	<input type="text"/>	0		Average Ramp Speed	<input type="text"/>	5.0		Average Arterial Speed	<input type="text"/>	5.0		Build (Peak Period Only)				Year 1				Aggregate Ramp Volume	<input type="text"/>	0		Aggregate Arterial Volume	<input type="text"/>	0		Average Ramp Speed	<input type="text"/>	5.0		Average Arterial Speed	<input type="text"/>	5.0		Year 20				Aggregate Ramp Volume	<input type="text"/>	0		Aggregate Arterial Volume	<input type="text"/>	0		Average Ramp Speed	<input type="text"/>	5.0		Average Arterial Speed	<input type="text"/>	5.0	
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2D

ANNUAL PERSON-TRIPS

(for HOV and HOT lane projects that affect average vehicle occupancy)

	No Build	Build	Induced
Year 1			
Peak Period			
HOV Trips	0	0	
Non-HOV Trips	0	0	0
Truck Trips	0	0	0
Non-Peak Period			
Non-HOV Trips	0	0	0
Truck Trips	0	0	0
Total Trips	0	0	0
Year 20			
Peak Period			
HOV Trips	0	0	
Non-HOV Trips	0	0	0
Truck Trips	0	0	0
Non-Peak Period			
Non-HOV Trips	0	0	0
Truck Trips	0	0	0
Total Trips	0	0	0

District: **HQ**

PROJECT: **Communications-Based Train Control - Phases 1 and 2**

EA:
PPNO:

3

INVESTMENT ANALYSIS SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$80.7
Life-Cycle Benefits (mil. \$)	\$509.1
Net Present Value (mil. \$)	\$428.5
Benefit / Cost Ratio:	6.3
Rate of Return on Investment:	62.1%
Payback Period:	2 years

	Passenger Benefits	Freight Benefits	Total Over 20 Years	Average Annual
ITEMIZED BENEFITS (mil. \$)				
Travel Time Savings	\$509.1	\$0.0	\$509.1	\$25.5
Veh. Op. Cost Savings	\$0.0	\$0.0	\$0.0	\$0.0
Accident Cost Savings	\$0.0	\$0.0	\$0.0	\$0.0
Emission Cost Savings	\$0.0	\$0.0	\$0.0	\$0.0
TOTAL BENEFITS	\$509.1	\$0.0	\$509.1	\$25.5
Person-Hours of Time Saved			76,865,010	3,843,250

Should benefit-cost results include:

- 1) Induced Travel? (y/n)
Default = Y
- 2) Vehicle Operating Costs? (y/n)
Default = Y
- 3) Accident Costs? (y/n)
Default = Y
- 4) Vehicle Emissions? (y/n)
includes value for CO₂e
Default = Y

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
EMISSIONS REDUCTION				
CO Emissions Saved	0	0	\$0.0	\$0.0
CO ₂ Emissions Saved	0	0	\$0.0	\$0.0
NO _x Emissions Saved	0	0	\$0.0	\$0.0
PM ₁₀ Emissions Saved	0	0	\$0.0	\$0.0
PM _{2.5} Emissions Saved	0	0		
SO _x Emissions Saved	0	0	\$0.0	\$0.0
VOC Emissions Saved	0	0	\$0.0	\$0.0

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

PROJECT-LEVEL PERFORMANCE EVALUATION

SOLANO COUNTY SOLANO I-80 MANAGED LANES PROJECT

For additional information, contact:
Janet Adams
Solano Transportation Authority (STA)
(707) 424-6075
jadams@sta.ca.gov



District:

PROJECT:

EA:
PPNO:

1A

PROJECT DATA

Type of Project

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)

Project Timing

Current Year

Year Construction Begins

Year Project Opens

1B

MODEL STRUCTURE

Model Groups

Values In This Model

Years

Enter all project costs (in today's dollars) in columns 1 to 7. Costs during construction should be entered in the first eight rows.
Project costs (including maintenance and operating costs) should be net of costs without project.

1C PROJECT COSTS (enter costs in thousands of dollars)									
Col. no.	(1)	(2)	(3)	(4)	(5)	(6)	(7)		
Year	DIRECT PROJECT COSTS					Mitigation	Transit Agency Cost Savings	TOTAL COSTS (in dollars)	
	INITIAL COSTS			SUBSEQUENT COSTS				Constant Dollars	Present Value
	Project Support	R / W	Construction	Maint./ Op.	Rehab.				
Construction Period									
2019			\$58,333				\$58,333,333	\$56,089,744	
2020			\$58,333				58,333,333	53,932,446	
2021			\$58,333				58,333,333	51,858,121	
2022							0	0	
2023							0	0	
2024							0	0	
2025							0	0	
2026							0	0	
Project Open									
2022							\$0	\$0	
2023							0	0	
2024							0	0	
2025							0	0	
2026							0	0	
2027							0	0	
2028							0	0	
2029							0	0	
2030							0	0	
2031							0	0	
2032							0	0	
2033							0	0	
2034							0	0	
2035							0	0	
2036							0	0	
2037							0	0	
2038							0	0	
2039							0	0	
2040							0	0	
2041							0	0	
Total	\$0	\$0	\$175,000	\$0	\$0	\$0	\$0	\$175,000,000	\$161,880,310

$$\text{Present Value} = \frac{\text{Future Value (in Constant Dollars)}}{(1 + \text{Real Discount Rate})^{\text{Year}}}$$

DEFINITIONS OF MODEL GROUPS AND YEARS

	Name	Description	Avg. Vehicle Occupancy (AVO)	Percent Trucks
Model Group 1	1 EB AM GP		1.10	5.8%
Model Group 2	2 EB AM GP		1.10	5.8%
Model Group 3	3 EB AM GP		1.10	5.8%
Model Group 4	4 EB AM GP		1.10	5.8%
Model Group 5	5 EB AM GP		1.10	5.8%
Model Group 6	6 EB AM GP		1.10	5.8%
Model Group 7	7 EB AM GP		1.10	5.8%
Model Group 8	8 EB AM GP		1.10	5.8%
Model Group 9	9 EB AM GP		1.10	5.8%
Model Group 10	10 EB AM GP		1.10	5.8%
Model Group 11	11 EB AM GP		1.10	5.8%
Model Group 12	12 EB AM GP		1.10	5.8%
Model Group 13	13 EB AM GP		1.10	5.8%
Model Group 14	1 EB AM HOV/EL		2.20	5.8%
Model Group 15	2 EB AM HOV/EL		2.20	5.8%
Model Group 16	3 EB AM HOV/EL		2.20	5.8%
Model Group 17	4 EB AM HOV/EL		2.20	5.8%
Model Group 18	5 EB AM HOV/EL		2.20	5.8%
Model Group 19	6 EB AM HOV/EL		2.20	5.8%
Model Group 20	7 EB AM HOV/EL		2.20	5.8%
Model Group 21	8 EB AM HOV/EL		2.20	5.8%
Model Group 22	9 EB AM HOV/EL		2.20	5.8%
Model Group 23	10 EB AM HOV/EL		2.20	5.8%
Model Group 24	11 EB AM HOV/EL		2.20	5.8%
Model Group 25	12 EB AM HOV/EL		2.20	5.8%
Model Group 26	13 EB AM HOV/EL		2.20	5.8%
Model Group 27	1 EB PM GP		1.40	5.8%
Model Group 28	2 EB PM GP		1.40	5.8%
Model Group 29	3 EB PM GP		1.40	5.8%
Model Group 30	4 EB PM GP		1.40	5.8%
Model Group 31	5 EB PM GP		1.40	5.8%
Model Group 32	6 EB PM GP		1.40	5.8%
Model Group 33	7 EB PM GP		1.40	5.8%
Model Group 34	8 EB PM GP		1.40	5.8%
Model Group 35	9 EB PM GP		1.40	5.8%
Model Group 36	10 EB PM GP		1.40	5.8%
Model Group 37	11 EB PM GP		1.40	5.8%
Model Group 38	12 EB PM GP		1.40	5.8%
Model Group 39	13 EB PM GP		1.40	5.8%
Model Group 40	1 EB PM HOV/EL		2.60	5.8%
Model Group 41	2 EB PM HOV/EL		2.60	5.8%
Model Group 42	3 EB PM HOV/EL		2.60	5.8%
Model Group 43	4 EB PM HOV/EL		2.60	5.8%
Model Group 44	5 EB PM HOV/EL		2.60	5.8%
Model Group 45	6 EB PM HOV/EL		2.60	5.8%
Model Group 46	7 EB PM HOV/EL		2.60	5.8%
Model Group 47	8 EB PM HOV/EL		2.60	5.8%
Model Group 48	9 EB PM HOV/EL		2.60	5.8%
Model Group 49	10 EB PM HOV/EL		2.60	5.8%
Model Group 50	11 EB PM HOV/EL		2.60	5.8%
Model Group 51	12 EB PM HOV/EL		2.60	5.8%
Model Group 52	13 EB PM HOV/EL		2.60	5.8%
Model Group 53	1 WB AM GP		1.10	5.8%
Model Group 54	2 WB AM GP		1.10	5.8%
Model Group 55	3 WB AM GP		1.10	5.8%
Model Group 56	4 WB AM GP		1.10	5.8%
Model Group 57	5 WB AM GP		1.10	5.8%
Model Group 58	6 WB AM GP		1.10	5.8%
Model Group 59	7 WB AM GP		1.10	5.8%
Model Group 60	8 WB AM GP		1.10	5.8%
Model Group 61	9 WB AM GP		1.10	5.8%
Model Group 62	10 WB AM GP		1.10	5.8%
Model Group 63	11 WB AM GP		1.10	5.8%
Model Group 64	1 WB AM HOV/EL		2.20	5.8%
Model Group 65	2 WB AM HOV/EL		2.20	5.8%
Model Group 66	3 WB AM HOV/EL		2.20	5.8%
Model Group 67	4 WB AM HOV/EL		2.20	5.8%
Model Group 68	5 WB AM HOV/EL		2.20	5.8%
Model Group 69	6 WB AM HOV/EL		2.20	5.8%
Model Group 70	7 WB AM HOV/EL		2.20	5.8%
Model Group 71	8 WB AM HOV/EL		2.20	5.8%
Model Group 72	9 WB AM HOV/EL		2.20	5.8%
Model Group 73	10 WB AM HOV/EL		2.20	5.8%
Model Group 74	11 WB AM HOV/EL		2.20	5.8%
Model Group 75	1 WB PM GP		1.40	5.8%
Model Group 76	2 WB PM GP		1.40	5.8%
Model Group 77	3 WB PM GP		1.40	5.8%
Model Group 78	4 WB PM GP		1.40	5.8%
Model Group 79	5 WB PM GP		1.40	5.8%
Model Group 80	6 WB PM GP		1.40	5.8%
Model Group 81	7 WB PM GP		1.40	5.8%
Model Group 82	8 WB PM GP		1.40	5.8%
Model Group 83	9 WB PM GP		1.40	5.8%
Model Group 84	10 WB PM GP		1.40	5.8%
Model Group 85	11 WB PM GP		1.40	5.8%
Model Group 86	1 WB PM HOV/EL		2.60	5.8%
Model Group 87	2 WB PM HOV/EL		2.60	5.8%
Model Group 88	3 WB PM HOV/EL		2.60	5.8%
Model Group 89	4 WB PM HOV/EL		2.60	5.8%
Model Group 90	5 WB PM HOV/EL		2.60	5.8%
Model Group 91	6 WB PM HOV/EL		2.60	5.8%
Model Group 92	7 WB PM HOV/EL		2.60	5.8%
Model Group 93	8 WB PM HOV/EL		2.60	5.8%
Model Group 94	9 WB PM HOV/EL		2.60	5.8%
Model Group 95	10 WB PM HOV/EL		2.60	5.8%
Model Group 96	11 WB PM HOV/EL		2.60	5.8%

Base Year	2020
Forecast Year	2040

AGGREGATE MODEL DATA - YEAR 2020

No Build	Number of Trips	Vehicle Miles Traveled (VMT)	Vehicle Hours Traveled (VHT)	Speed	Avg. Vehicle Occupancy (AVO)	Percent Trucks
1_EB_AM_GP		5,232	68	77.1	1.10	5.8%
2_EB_AM_GP		15,297	255	60.0	1.10	5.8%
3_EB_AM_GP		17,616	315	56.0	1.10	5.8%
4_EB_AM_GP		14,382	220	65.5	1.10	5.8%
5_EB_AM_GP		34,102	557	61.2	1.10	5.8%
6_EB_AM_GP		29,512	457	64.6	1.10	5.8%
7_EB_AM_GP		20,790	347	60.0	1.10	5.8%
8_EB_AM_GP		24,756	378	65.5	1.10	5.8%
9_EB_AM_GP		10,278	171	60.0	1.10	5.8%
10_EB_AM_GP		30,199	471	64.1	1.10	5.8%
11_EB_AM_GP		47,190	754	62.6	1.10	5.8%
12_EB_AM_GP		58,877	950	62.0	1.10	5.8%
13_EB_AM_GP		46,180	776	59.5	1.10	5.8%
14_EB_AM_HOV/EL		116	1	90.0	2.20	5.8%
15_EB_AM_HOV/EL		798	12	67.5	2.20	5.8%
16_EB_AM_HOV/EL		1,152	17	68.1	2.20	5.8%
17_EB_AM_HOV/EL		1,008	14	74.5	2.20	5.8%
18_EB_AM_HOV/EL		3,018	43	70.3	2.20	5.8%
19_EB_AM_HOV/EL		2,338	32	73.0	2.20	5.8%
20_EB_AM_HOV/EL		2,085	31	68.3	2.20	5.8%
21_EB_AM_HOV/EL		2,454	34	73.2	2.20	5.8%
22_EB_AM_HOV/EL		1,038	15	69.2	2.20	5.8%
23_EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
24_EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
25_EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
26_EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
27_EB_PM_GP		6,618	86	77.1	1.40	5.8%
28_EB_PM_GP		20,165	355	56.8	1.40	5.8%
29_EB_PM_GP		23,425	586	40.0	1.40	5.8%
30_EB_PM_GP		19,099	345	55.4	1.40	5.8%
31_EB_PM_GP		45,308	851	53.2	1.40	5.8%
32_EB_PM_GP		40,830	705	57.9	1.40	5.8%
33_EB_PM_GP		29,427	550	53.5	1.40	5.8%
34_EB_PM_GP		36,005	608	59.2	1.40	5.8%
35_EB_PM_GP		14,250	261	54.5	1.40	5.8%
36_EB_PM_GP		39,270	655	60.0	1.40	5.8%
37_EB_PM_GP		60,304	1,039	58.1	1.40	5.8%
38_EB_PM_GP		70,554	1,244	56.7	1.40	5.8%
39_EB_PM_GP		44,422	812	54.7	1.40	5.8%
40_EB_PM_HOV/EL		188	2	90.0	2.60	5.8%
41_EB_PM_HOV/EL		1,399	21	67.5	2.60	5.8%
42_EB_PM_HOV/EL		1,971	31	64.6	2.60	5.8%
43_EB_PM_HOV/EL		1,685	24	69.7	2.60	5.8%
44_EB_PM_HOV/EL		4,189	64	65.1	2.60	5.8%
45_EB_PM_HOV/EL		3,466	52	67.2	2.60	5.8%
46_EB_PM_HOV/EL		3,168	50	62.9	2.60	5.8%
47_EB_PM_HOV/EL		3,562	54	66.5	2.60	5.8%
48_EB_PM_HOV/EL		1,634	26	62.1	2.60	5.8%
49_EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
50_EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
51_EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
52_EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
53_WB_AM_GP		70,037	1,211	57.8	1.10	5.8%
54_WB_AM_GP		92,778	1,583	58.6	1.10	5.8%
55_WB_AM_GP		68,943	1,131	61.0	1.10	5.8%
56_WB_AM_GP		26,648	472	56.5	1.10	5.8%
57_WB_AM_GP		37,268	631	59.1	1.10	5.8%
58_WB_AM_GP		35,410	610	58.1	1.10	5.8%
59_WB_AM_GP		29,532	523	56.5	1.10	5.8%
60_WB_AM_GP		68,594	1,203	57.0	1.10	5.8%
61_WB_AM_GP		51,078	910	56.1	1.10	5.8%
62_WB_AM_GP		30,780	588	52.4	1.10	5.8%
63_WB_AM_GP		25,024	391	64.0	1.10	5.8%
64_WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
65_WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
66_WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
67_WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
68_WB_AM_HOV/EL		1,518	22	69.5	2.20	5.8%
69_WB_AM_HOV/EL		3,135	46	67.9	2.20	5.8%
70_WB_AM_HOV/EL		2,744	41	67.0	2.20	5.8%
71_WB_AM_HOV/EL		5,336	82	64.7	2.20	5.8%
72_WB_AM_HOV/EL		4,338	68	63.5	2.20	5.8%
73_WB_AM_HOV/EL		3,164	52	61.3	2.20	5.8%
74_WB_AM_HOV/EL		2,476	36	68.6	2.20	5.8%
75_WB_PM_GP		53,293	922	57.8	1.40	5.8%
76_WB_PM_GP		70,672	1,185	59.6	1.40	5.8%
77_WB_PM_GP		52,349	859	61.0	1.40	5.8%
78_WB_PM_GP		19,830	351	56.5	1.40	5.8%
79_WB_PM_GP		5,073	83	60.9	1.40	5.8%
80_WB_PM_GP		24,472	408	60.0	1.40	5.8%
81_WB_PM_GP		19,955	346	57.6	1.40	5.8%
82_WB_PM_GP		46,579	792	58.8	1.40	5.8%
83_WB_PM_GP		34,939	598	58.4	1.40	5.8%
84_WB_PM_GP		20,048	362	55.4	1.40	5.8%
85_WB_PM_GP		16,227	248	65.5	1.40	5.8%
86_WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
87_WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
88_WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
89_WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
90_WB_PM_HOV/EL		365	5	69.5	2.60	5.8%
91_WB_PM_HOV/EL		2,316	33	69.2	2.60	5.8%
92_WB_PM_HOV/EL		1,773	26	68.6	2.60	5.8%
93_WB_PM_HOV/EL		3,885	59	66.2	2.60	5.8%
94_WB_PM_HOV/EL		2,784	43	65.5	2.60	5.8%
95_WB_PM_HOV/EL		1,965	31	64.0	2.60	5.8%
96_WB_PM_HOV/EL		1,510	21	72.0	2.60	5.8%
TOTAL	0	1,776,182	30,307	58.6		

1	EB_AM_GP	5,138	67	77.1	1.10	5.8%
2	EB_AM_GP	15,091	252	60.0	1.10	5.8%
3	EB_AM_GP	17,281	315	54.8	1.10	5.8%
4	EB_AM_GP	14,107	216	65.5	1.10	5.8%
5	EB_AM_GP	33,609	549	61.2	1.10	5.8%
6	EB_AM_GP	29,191	452	64.6	1.10	5.8%
7	EB_AM_GP	20,563	343	60.0	1.10	5.8%
8	EB_AM_GP	24,553	375	65.5	1.10	5.8%
9	EB_AM_GP	10,203	170	60.0	1.10	5.8%
10	EB_AM_GP	26,888	425	63.2	1.10	5.8%
11	EB_AM_GP	41,919	670	62.6	1.10	5.8%
12	EB_AM_GP	51,915	832	62.4	1.10	5.8%
13	EB_AM_GP	40,949	688	59.5	1.10	5.8%
14	EB_AM_HOV/EL	219	2	90.0	2.00	5.8%
15	EB_AM_HOV/EL	915	14	67.5	2.00	5.8%
16	EB_AM_HOV/EL	1,348	20	68.1	2.00	5.8%
17	EB_AM_HOV/EL	1,164	16	74.5	2.00	5.8%
18	EB_AM_HOV/EL	3,282	47	70.3	2.00	5.8%
19	EB_AM_HOV/EL	2,758	38	73.0	2.00	5.8%
20	EB_AM_HOV/EL	2,422	35	68.3	2.00	5.8%
21	EB_AM_HOV/EL	2,832	39	73.2	2.00	5.8%
22	EB_AM_HOV/EL	1,185	17	69.2	2.00	5.8%
23	EB_AM_HOV/EL	3,517	50	69.9	2.00	5.8%
24	EB_AM_HOV/EL	5,323	77	69.2	2.00	5.8%
25	EB_AM_HOV/EL	6,804	97	69.9	2.00	5.8%
26	EB_AM_HOV/EL	5,235	79	66.4	2.00	5.8%
27	EB_PM_GP	6,484	84	77.2	1.10	5.8%
28	EB_PM_GP	19,789	348	56.9	1.10	5.8%
29	EB_PM_GP	22,893	508	45.0	1.10	5.8%
30	EB_PM_GP	18,748	330	56.9	1.10	5.8%
31	EB_PM_GP	44,844	813	55.2	1.10	5.8%
32	EB_PM_GP	40,202	677	59.3	1.10	5.8%
33	EB_PM_GP	28,878	517	55.8	1.10	5.8%
34	EB_PM_GP	35,536	583	60.9	1.10	5.8%
35	EB_PM_GP	14,243	253	56.3	1.10	5.8%
36	EB_PM_GP	34,673	592	58.6	1.10	5.8%
37	EB_PM_GP	53,952	906	59.6	1.10	5.8%
38	EB_PM_GP	62,222	1,069	58.2	1.10	5.8%
39	EB_PM_GP	39,040	684	57.1	1.10	5.8%
40	EB_PM_HOV/EL	377	4	90.1	2.40	5.8%
41	EB_PM_HOV/EL	1,566	24	65.5	2.40	5.8%
42	EB_PM_HOV/EL	2,242	35	64.7	2.40	5.8%
43	EB_PM_HOV/EL	1,862	27	69.7	2.40	5.8%
44	EB_PM_HOV/EL	4,880	75	65.2	2.40	5.8%
45	EB_PM_HOV/EL	4,218	63	67.3	2.40	5.8%
46	EB_PM_HOV/EL	3,684	59	62.9	2.40	5.8%
47	EB_PM_HOV/EL	4,137	62	66.5	2.40	5.8%
48	EB_PM_HOV/EL	1,833	29	62.1	2.40	5.8%
49	EB_PM_HOV/EL	4,867	76	64.2	2.40	5.8%
50	EB_PM_HOV/EL	6,721	106	63.2	2.40	5.8%
51	EB_PM_HOV/EL	7,987	124	64.2	2.40	5.8%
52	EB_PM_HOV/EL	5,063	81	62.2	2.40	5.8%
53	WB_AM_GP	56,307	927	60.7	1.10	5.8%
54	WB_AM_GP	82,171	1,361	60.4	1.10	5.8%
55	WB_AM_GP	63,272	987	64.1	1.10	5.8%
56	WB_AM_GP	23,893	406	58.9	1.10	5.8%
57	WB_AM_GP	35,662	570	62.6	1.10	5.8%
58	WB_AM_GP	31,519	512	61.5	1.10	5.8%
59	WB_AM_GP	28,959	492	58.9	1.10	5.8%
60	WB_AM_GP	60,784	1,012	60.1	1.10	5.8%
61	WB_AM_GP	53,223	910	58.5	1.10	5.8%
62	WB_AM_GP	35,087	631	55.6	1.10	5.8%
63	WB_AM_GP	31,640	474	66.7	1.10	5.8%
64	WB_AM_HOV/EL	5,425	76	71.2	2.00	5.8%
65	WB_AM_HOV/EL	9,614	138	69.6	2.00	5.8%
66	WB_AM_HOV/EL	8,270	121	68.5	2.00	5.8%
67	WB_AM_HOV/EL	3,146	49	63.9	2.00	5.8%
68	WB_AM_HOV/EL	4,417	66	66.6	2.00	5.8%
69	WB_AM_HOV/EL	4,020	60	67.0	2.00	5.8%
70	WB_AM_HOV/EL	3,154	46	68.2	2.00	5.8%
71	WB_AM_HOV/EL	6,960	105	66.0	2.00	5.8%
72	WB_AM_HOV/EL	4,522	69	65.3	2.00	5.8%
73	WB_AM_HOV/EL	3,237	51	63.9	2.00	5.8%
74	WB_AM_HOV/EL	3,513	49	71.5	2.00	5.8%
75	WB_PM_GP	46,724	828	56.4	1.10	5.8%
76	WB_PM_GP	57,190	1,003	57.0	1.10	5.8%
77	WB_PM_GP	44,234	742	59.6	1.10	5.8%
78	WB_PM_GP	16,675	295	56.5	1.10	5.8%
79	WB_PM_GP	24,549	419	58.6	1.10	5.8%
80	WB_PM_GP	19,779	337	58.7	1.10	5.8%
81	WB_PM_GP	18,210	315	57.7	1.10	5.8%
82	WB_PM_GP	37,161	657	56.5	1.10	5.8%
83	WB_PM_GP	32,778	576	56.9	1.10	5.8%
84	WB_PM_GP	21,888	403	54.3	1.10	5.8%
85	WB_PM_GP	18,748	298	63.0	1.10	5.8%
86	WB_PM_HOV/EL	4,832	74	65.1	2.10	5.8%
87	WB_PM_HOV/EL	7,416	115	64.6	2.10	5.8%
88	WB_PM_HOV/EL	6,328	99	63.8	2.10	5.8%
89	WB_PM_HOV/EL	2,353	40	59.0	2.10	5.8%
90	WB_PM_HOV/EL	3,252	52	62.5	2.10	5.8%
91	WB_PM_HOV/EL	2,732	43	63.0	2.10	5.8%
92	WB_PM_HOV/EL	2,095	33	63.0	2.10	5.8%
93	WB_PM_HOV/EL	4,013	65	61.6	2.10	5.8%
94	WB_PM_HOV/EL	3,069	50	61.1	2.10	5.8%
95	WB_PM_HOV/EL	1,927	32	60.2	2.10	5.8%
96	WB_PM_HOV/EL	2,082	30	69.3	2.10	5.8%
	TOTAL	0	1,776,182	29,634	59.9	

AGGREGATE MODEL DATA - YEAR 2040

No Build	Number of Trips	Vehicle Miles Traveled (VMT)	Vehicle Hours Traveled (VHT)	Speed	Avg. Vehicle Occupancy (AVO)	Percent Trucks
1 EB_AM_GP		4,800	80	60.0	1.10	5.8%
2 EB_AM_GP		15,824	264	60.0	1.10	5.8%
3 EB_AM_GP		42,562	682	62.4	1.10	5.8%
4 EB_AM_GP		53,839	906	59.4	1.10	5.8%
5 EB_AM_GP		36,841	585	63.0	1.10	5.8%
6 EB_AM_GP		29,057	499	58.2	1.10	5.8%
7 EB_AM_GP		31,800	501	63.5	1.10	5.8%
8 EB_AM_GP		12,360	199	62.1	1.10	5.8%
9 EB_AM_GP		38,513	634	60.8	1.10	5.8%
10 EB_AM_GP		60,660	1,011	60.0	1.10	5.8%
11 EB_AM_GP		74,563	1,292	57.7	1.10	5.8%
12 EB_AM_GP		57,751	1,005	57.5	1.10	5.8%
13 EB_AM_GP		0	0	0.0	1.10	5.8%
14 EB_AM_HOV/EL		159	2	72.0	2.20	5.8%
15 EB_AM_HOV/EL		718	10	70.0	2.20	5.8%
16 EB_AM_HOV/EL		3,705	54	68.8	2.20	5.8%
17 EB_AM_HOV/EL		4,284	66	65.1	2.20	5.8%
18 EB_AM_HOV/EL		3,675	54	68.1	2.20	5.8%
19 EB_AM_HOV/EL		3,102	49	63.9	2.20	5.8%
20 EB_AM_HOV/EL		3,294	48	68.6	2.20	5.8%
21 EB_AM_HOV/EL		918	14	66.7	2.20	5.8%
22 EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
23 EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
24 EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
25 EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
26 EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
27 EB_PM_GP		5,792	105	55.4	1.40	5.8%
28 EB_PM_GP		19,107	356	53.6	1.40	5.8%
29 EB_PM_GP		50,315	871	57.8	1.40	5.8%
30 EB_PM_GP		63,492	1,193	53.2	1.40	5.8%
31 EB_PM_GP		44,475	794	56.0	1.40	5.8%
32 EB_PM_GP		36,793	734	50.1	1.40	5.8%
33 EB_PM_GP		37,891	658	57.6	1.40	5.8%
34 EB_PM_GP		14,438	257	56.3	1.40	5.8%
35 EB_PM_GP		41,179	739	55.7	1.40	5.8%
36 EB_PM_GP		62,264	1,116	55.8	1.40	5.8%
37 EB_PM_GP		71,650	1,361	52.6	1.40	5.8%
38 EB_PM_GP		48,085	893	53.9	1.40	5.8%
39 EB_PM_GP		0	0	0.0	1.40	5.8%
40 EB_PM_HOV/EL		266	4	72.0	2.60	5.8%
41 EB_PM_HOV/EL		1,207	17	70.0	2.60	5.8%
42 EB_PM_HOV/EL		4,571	69	65.9	2.60	5.8%
43 EB_PM_HOV/EL		5,508	86	64.4	2.60	5.8%
44 EB_PM_HOV/EL		4,564	70	65.5	2.60	5.8%
45 EB_PM_HOV/EL		4,017	67	60.0	2.60	5.8%
46 EB_PM_HOV/EL		4,325	67	64.5	2.60	5.8%
47 EB_PM_HOV/EL		1,188	19	62.1	2.60	5.8%
48 EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
49 EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
50 EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
51 EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
52 EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
53 WB_AM_GP		80,927	1,431	56.6	1.10	5.8%
54 WB_AM_GP		99,698	1,805	55.2	1.10	5.8%
55 WB_AM_GP		73,580	1,318	55.8	1.10	5.8%
56 WB_AM_GP		30,512	519	58.8	1.10	5.8%
57 WB_AM_GP		40,420	694	58.2	1.10	5.8%
58 WB_AM_GP		37,605	648	58.1	1.10	5.8%
59 WB_AM_GP		33,000	676	48.8	1.10	5.8%
60 WB_AM_GP		64,856	1,171	55.4	1.10	5.8%
61 WB_AM_GP		59,442	1,170	50.8	1.10	5.8%
62 WB_AM_GP		58,485	1,061	55.1	1.10	5.8%
63 WB_AM_GP		12,922	215	60.0	1.10	5.8%
64 WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
65 WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
66 WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
67 WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
68 WB_AM_HOV/EL		578	8	68.3	2.20	5.8%
69 WB_AM_HOV/EL		2,715	40	67.9	2.20	5.8%
70 WB_AM_HOV/EL		2,368	36	65.5	2.20	5.8%
71 WB_AM_HOV/EL		5,992	95	63.3	2.20	5.8%
72 WB_AM_HOV/EL		5,028	83	60.8	2.20	5.8%
73 WB_AM_HOV/EL		5,843	93	62.8	2.20	5.8%
74 WB_AM_HOV/EL		1,148	18	65.5	2.20	5.8%
75 WB_PM_GP		65,798	1,188	55.4	1.40	5.8%
76 WB_PM_GP		79,445	1,439	55.2	1.40	5.8%
77 WB_PM_GP		58,224	1,035	56.3	1.40	5.8%
78 WB_PM_GP		23,562	393	60.0	1.40	5.8%
79 WB_PM_GP		29,295	496	59.1	1.40	5.8%
80 WB_PM_GP		27,984	474	59.0	1.40	5.8%
81 WB_PM_GP		23,488	424	55.4	1.40	5.8%
82 WB_PM_GP		46,054	800	57.6	1.40	5.8%
83 WB_PM_GP		42,955	776	55.4	1.40	5.8%
84 WB_PM_GP		40,782	710	57.4	1.40	5.8%
85 WB_PM_GP		9,923	165	60.0	1.40	5.8%
86 WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
87 WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
88 WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
89 WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
90 WB_PM_HOV/EL		383	6	68.3	2.60	5.8%
91 WB_PM_HOV/EL		1,900	28	67.9	2.60	5.8%
92 WB_PM_HOV/EL		1,754	26	67.0	2.60	5.8%
93 WB_PM_HOV/EL		4,186	65	64.7	2.60	5.8%
94 WB_PM_HOV/EL		3,413	55	62.6	2.60	5.8%
95 WB_PM_HOV/EL		3,888	61	63.5	2.60	5.8%
96 WB_PM_HOV/EL		930	14	65.5	2.60	5.8%
TOTAL	0	2,078,628	36,662	56.7		

Build

1 EB_AM_GP	4,745	92	51.4	1.10	5.8%
2 EB_AM_GP	15,587	266	58.6	1.10	5.8%
3 EB_AM_GP	42,379	679	62.4	1.10	5.8%
4 EB_AM_GP	53,312	897	59.4	1.10	5.8%
5 EB_AM_GP	36,414	578	63.0	1.10	5.8%
6 EB_AM_GP	28,688	485	59.1	1.10	5.8%
7 EB_AM_GP	31,373	494	63.5	1.10	5.8%
8 EB_AM_GP	11,955	193	62.1	1.10	5.8%
9 EB_AM_GP	34,428	559	61.6	1.10	5.8%
10 EB_AM_GP	54,150	887	61.0	1.10	5.8%
11 EB_AM_GP	65,970	1,121	58.8	1.10	5.8%
12 EB_AM_GP	50,941	864	59.0	1.10	5.8%
13 EB_AM_GP	0	0	0.0	1.10	5.8%
14 EB_AM_HOV/EL	172	3	60.0	2.00	5.8%
15 EB_AM_HOV/EL	801	11	72.0	2.00	5.8%
16 EB_AM_HOV/EL	3,675	54	67.8	2.00	5.8%
17 EB_AM_HOV/EL	4,569	68	67.3	2.00	5.8%
18 EB_AM_HOV/EL	4,181	60	70.0	2.00	5.8%
19 EB_AM_HOV/EL	3,657	56	64.9	2.00	5.8%
20 EB_AM_HOV/EL	3,810	55	69.7	2.00	5.8%
21 EB_AM_HOV/EL	1,553	22	68.2	2.00	5.8%
22 EB_AM_HOV/EL	4,438	66	68.9	2.00	5.8%
23 EB_AM_HOV/EL	6,828	103	66.1	2.00	5.8%
24 EB_AM_HOV/EL	8,448	130	65.2	2.00	5.8%
25 EB_AM_HOV/EL	6,345	98	64.5	2.00	5.8%
26 EB_AM_HOV/EL	0	0	0.0	2.00	5.8%
27 EB_PM_GP	5,611	117	48.0	1.10	5.8%
28 EB_PM_GP	18,623	333	56.0	1.10	5.8%
29 EB_PM_GP	49,332	854	57.8	1.10	5.8%
30 EB_PM_GP	62,413	1,152	54.2	1.10	5.8%
31 EB_PM_GP	43,076	761	56.6	1.10	5.8%
32 EB_PM_GP	35,788	660	54.2	1.10	5.8%
33 EB_PM_GP	37,318	639	58.4	1.10	5.8%
34 EB_PM_GP	14,269	246	58.1	1.10	5.8%
35 EB_PM_GP	36,882	638	57.8	1.10	5.8%
36 EB_PM_GP	57,470	998	57.6	1.10	5.8%
37 EB_PM_GP	63,699	1,175	54.2	1.10	5.8%
38 EB_PM_GP	42,085	763	55.2	1.10	5.8%
39 EB_PM_GP	0	0	0.0	1.10	5.8%
40 EB_PM_HOV/EL	321	5	60.0	2.40	5.8%
41 EB_PM_HOV/EL	1,399	20	70.0	2.40	5.8%
42 EB_PM_HOV/EL	5,045	77	65.9	2.40	5.8%
43 EB_PM_HOV/EL	5,911	93	63.8	2.40	5.8%
44 EB_PM_HOV/EL	5,128	78	65.5	2.40	5.8%
45 EB_PM_HOV/EL	4,384	73	60.0	2.40	5.8%
46 EB_PM_HOV/EL	4,941	77	64.5	2.40	5.8%
47 EB_PM_HOV/EL	1,917	31	62.1	2.40	5.8%
48 EB_PM_HOV/EL	5,014	80	62.4	2.40	5.8%
49 EB_PM_HOV/EL	6,969	112	62.1	2.40	5.8%
50 EB_PM_HOV/EL	8,275	135	61.2	2.40	5.8%
51 EB_PM_HOV/EL	5,257	86	61.1	2.40	5.8%
52 EB_PM_HOV/EL	0	0	0.0	2.40	5.8%
53 WB_AM_GP	66,721	1,154	57.8	1.10	5.8%
54 WB_AM_GP	83,511	1,478	56.5	1.10	5.8%
55 WB_AM_GP	62,726	1,089	57.6	1.10	5.8%
56 WB_AM_GP	25,301	430	58.8	1.10	5.8%
57 WB_AM_GP	35,208	596	59.1	1.10	5.8%
58 WB_AM_GP	34,473	584	59.0	1.10	5.8%
59 WB_AM_GP	30,308	600	50.5	1.10	5.8%
60 WB_AM_GP	59,125	1,047	56.5	1.10	5.8%
61 WB_AM_GP	53,859	972	55.4	1.10	5.8%
62 WB_AM_GP	83,473	1,469	56.8	1.10	5.8%
63 WB_AM_GP	11,583	185	62.6	1.10	5.8%
64 WB_AM_HOV/EL	8,510	125	68.3	2.00	5.8%
65 WB_AM_HOV/EL	12,172	193	63.1	2.00	5.8%
66 WB_AM_HOV/EL	8,451	139	61.0	2.00	5.8%
67 WB_AM_HOV/EL	3,471	55	62.6	2.00	5.8%
68 WB_AM_HOV/EL	4,772	76	62.9	2.00	5.8%
69 WB_AM_HOV/EL	4,113	65	63.2	2.00	5.8%
70 WB_AM_HOV/EL	2,993	48	62.6	2.00	5.8%
71 WB_AM_HOV/EL	7,025	115	61.3	2.00	5.8%
72 WB_AM_HOV/EL	5,652	94	60.0	2.00	5.8%
73 WB_AM_HOV/EL	10,552	170	62.1	2.00	5.8%
74 WB_AM_HOV/EL	1,116	17	65.5	2.00	5.8%
75 WB_PM_GP	54,420	955	57.0	1.10	5.8%
76 WB_PM_GP	67,025	1,200	55.9	1.10	5.8%
77 WB_PM_GP	49,648	862	57.6	1.10	5.8%
78 WB_PM_GP	19,856	331	60.0	1.10	5.8%
79 WB_PM_GP	25,372	423	60.0	1.10	5.8%
80 WB_PM_GP	25,276	428	59.0	1.10	5.8%
81 WB_PM_GP	21,459	395	54.3	1.10	5.8%
82 WB_PM_GP	41,907	728	57.6	1.10	5.8%
83 WB_PM_GP	38,750	682	56.8	1.10	5.8%
84 WB_PM_GP	56,951	981	58.1	1.10	5.8%
85 WB_PM_GP	8,924	149	60.0	1.10	5.8%
86 WB_PM_HOV/EL	7,407	111	66.6	2.40	5.8%
87 WB_PM_HOV/EL	10,184	163	62.3	2.40	5.8%
88 WB_PM_HOV/EL	6,938	114	61.0	2.40	5.8%
89 WB_PM_HOV/EL	2,802	45	62.6	2.40	5.8%
90 WB_PM_HOV/EL	3,583	57	62.9	2.40	5.8%
91 WB_PM_HOV/EL	3,031	47	64.3	2.40	5.8%
92 WB_PM_HOV/EL	2,355	37	64.0	2.40	5.8%
93 WB_PM_HOV/EL	5,317	87	61.3	2.40	5.8%
94 WB_PM_HOV/EL	4,097	68	60.0	2.40	5.8%
95 WB_PM_HOV/EL	7,590	122	62.1	2.40	5.8%
96 WB_PM_HOV/EL	1,067	16	65.5	2.40	5.8%
TOTAL	0	2,078,628	35,746	58.1	

AGGREGATE MODEL DATA - YEAR 2020

	Number of Trips	Vehicle Miles Traveled (VMT)	Vehicle Hours Traveled (VHT)	Speed	Avg. Vehicle Occupancy (AVO)	Percent Trucks
No Build						
1 1_EB_AM_GP		5,232	68	77.1	1.10	5.8%
2 2_EB_AM_GP		15,297	255	60.0	1.10	5.8%
3 3_EB_AM_GP		17,616	315	56.0	1.10	5.8%
4 4_EB_AM_GP		14,382	220	65.5	1.10	5.8%
5 5_EB_AM_GP		34,102	557	61.2	1.10	5.8%
6 6_EB_AM_GP		29,512	457	64.6	1.10	5.8%
7 7_EB_AM_GP		20,790	347	60.0	1.10	5.8%
8 8_EB_AM_GP		24,756	378	65.5	1.10	5.8%
9 9_EB_AM_GP		10,278	171	60.0	1.10	5.8%
10 10_EB_AM_GP		30,199	471	64.1	1.10	5.8%
11 11_EB_AM_GP		47,190	754	62.6	1.10	5.8%
12 12_EB_AM_GP		58,877	950	62.0	1.10	5.8%
13 13_EB_AM_GP		46,180	776	59.5	1.10	5.8%
14 1_EB_AM_HOV/EL		116	1	90.0	2.20	5.8%
15 2_EB_AM_HOV/EL		798	12	67.5	2.20	5.8%
16 3_EB_AM_HOV/EL		1,152	17	68.1	2.20	5.8%
17 4_EB_AM_HOV/EL		1,008	14	74.5	2.20	5.8%
18 5_EB_AM_HOV/EL		3,018	43	70.3	2.20	5.8%
19 6_EB_AM_HOV/EL		2,338	32	73.0	2.20	5.8%
20 7_EB_AM_HOV/EL		2,085	31	68.3	2.20	5.8%
21 8_EB_AM_HOV/EL		2,454	34	73.2	2.20	5.8%
22 9_EB_AM_HOV/EL		1,038	15	69.2	2.20	5.8%
23 10_EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
24 11_EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
25 12_EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
26 13_EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
27 1_EB_PM_GP		6,618	86	77.1	1.40	5.8%
28 2_EB_PM_GP		20,165	355	56.8	1.40	5.8%
29 3_EB_PM_GP		23,425	586	40.0	1.40	5.8%
30 4_EB_PM_GP		19,099	345	55.4	1.40	5.8%
31 5_EB_PM_GP		45,308	851	53.2	1.40	5.8%
32 6_EB_PM_GP		40,830	705	57.9	1.40	5.8%
33 7_EB_PM_GP		29,427	550	53.5	1.40	5.8%
34 8_EB_PM_GP		36,005	608	59.2	1.40	5.8%
35 9_EB_PM_GP		14,250	261	54.5	1.40	5.8%
36 10_EB_PM_GP		39,270	655	60.0	1.40	5.8%
37 11_EB_PM_GP		60,304	1,039	58.1	1.40	5.8%
38 12_EB_PM_GP		70,554	1,244	56.7	1.40	5.8%
39 13_EB_PM_GP		44,422	812	54.7	1.40	5.8%
40 1_EB_PM_HOV/EL		188	2	90.0	2.60	5.8%
41 2_EB_PM_HOV/EL		1,399	21	67.5	2.60	5.8%
42 3_EB_PM_HOV/EL		1,971	31	64.6	2.60	5.8%
43 4_EB_PM_HOV/EL		1,685	24	69.7	2.60	5.8%
44 5_EB_PM_HOV/EL		4,189	64	65.1	2.60	5.8%
45 6_EB_PM_HOV/EL		3,466	52	67.2	2.60	5.8%
46 7_EB_PM_HOV/EL		3,168	50	62.9	2.60	5.8%
47 8_EB_PM_HOV/EL		3,562	54	66.5	2.60	5.8%
48 9_EB_PM_HOV/EL		1,634	26	62.1	2.60	5.8%
49 10_EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
50 11_EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
51 12_EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
52 13_EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
53 1_WB_AM_GP		70,037	1,211	57.8	1.10	5.8%
54 2_WB_AM_GP		92,778	1,583	58.6	1.10	5.8%
55 3_WB_AM_GP		68,943	1,131	61.0	1.10	5.8%
56 4_WB_AM_GP		26,648	472	56.5	1.10	5.8%
57 5_WB_AM_GP		37,268	631	59.1	1.10	5.8%
58 6_WB_AM_GP		35,410	610	58.1	1.10	5.8%
59 7_WB_AM_GP		29,532	523	56.5	1.10	5.8%
60 8_WB_AM_GP		68,584	1,203	57.0	1.10	5.8%
61 9_WB_AM_GP		51,078	910	56.1	1.10	5.8%
62 10_WB_AM_GP		30,780	588	52.4	1.10	5.8%
63 11_WB_AM_GP		25,024	391	64.0	1.10	5.8%
64 1_WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
65 2_WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
66 3_WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
67 4_WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
68 5_WB_AM_HOV/EL		1,518	22	69.5	2.20	5.8%
69 6_WB_AM_HOV/EL		3,135	46	67.9	2.20	5.8%
70 7_WB_AM_HOV/EL		2,744	41	67.0	2.20	5.8%
71 8_WB_AM_HOV/EL		5,336	82	64.7	2.20	5.8%
72 9_WB_AM_HOV/EL		4,338	68	63.5	2.20	5.8%
73 10_WB_AM_HOV/EL		3,164	52	61.3	2.20	5.8%
74 11_WB_AM_HOV/EL		2,476	36	68.6	2.20	5.8%
75 1_WB_PM_GP		53,293	922	57.8	1.40	5.8%
76 2_WB_PM_GP		70,672	1,185	59.6	1.40	5.8%
77 3_WB_PM_GP		52,349	859	61.0	1.40	5.8%
78 4_WB_PM_GP		19,830	351	56.5	1.40	5.8%
79 5_WB_PM_GP		5,073	83	60.9	1.40	5.8%
80 6_WB_PM_GP		24,472	408	60.0	1.40	5.8%
81 7_WB_PM_GP		19,955	346	57.6	1.40	5.8%
82 8_WB_PM_GP		46,579	792	58.8	1.40	5.8%
83 9_WB_PM_GP		34,939	598	58.4	1.40	5.8%
84 10_WB_PM_GP		20,048	362	55.4	1.40	5.8%
85 11_WB_PM_GP		16,227	248	65.5	1.40	5.8%
86 1_WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
87 2_WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
88 3_WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
89 4_WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
90 5_WB_PM_HOV/EL		365	5	69.5	2.60	5.8%
91 6_WB_PM_HOV/EL		2,316	33	69.2	2.60	5.8%
92 7_WB_PM_HOV/EL		1,773	26	68.6	2.60	5.8%
93 8_WB_PM_HOV/EL		3,885	59	66.2	2.60	5.8%
94 9_WB_PM_HOV/EL		2,784	43	65.5	2.60	5.8%
95 10_WB_PM_HOV/EL		1,965	31	64.0	2.60	5.8%
96 11_WB_PM_HOV/EL		1,510	21	72.0	2.60	5.8%
TOTAL	0	1,776,182	30,307	58.6		

Build

1 1_EB_AM_GP	5,204	67	77.1	1.10	5.8%
2 2_EB_AM_GP	15,282	255	80.0	1.10	5.8%
3 3_EB_AM_GP	17,500	319	54.8	1.10	5.8%
4 4_EB_AM_GP	14,286	218	65.5	1.10	5.8%
5 5_EB_AM_GP	34,034	556	61.2	1.10	5.8%
6 6_EB_AM_GP	29,561	457	64.6	1.10	5.8%
7 7_EB_AM_GP	20,823	347	60.0	1.10	5.8%
8 8_EB_AM_GP	24,864	380	65.5	1.10	5.8%
9 9_EB_AM_GP	10,333	172	60.0	1.10	5.8%
10 10_EB_AM_GP	27,229	431	63.2	1.10	5.8%
11 11_EB_AM_GP	42,450	678	62.6	1.10	5.8%
12 12_EB_AM_GP	52,572	843	62.4	1.10	5.8%
13 13_EB_AM_GP	41,468	697	59.5	1.10	5.8%
14 1_EB_AM_HOV/EL	222	2	90.0	2.00	5.8%
15 2_EB_AM_HOV/EL	927	14	67.5	2.00	5.8%
16 3_EB_AM_HOV/EL	1,365	20	68.1	2.00	5.8%
17 4_EB_AM_HOV/EL	1,179	16	74.5	2.00	5.8%
18 5_EB_AM_HOV/EL	3,324	47	70.3	2.00	5.8%
19 6_EB_AM_HOV/EL	2,793	38	73.0	2.00	5.8%
20 7_EB_AM_HOV/EL	2,453	36	68.3	2.00	5.8%
21 8_EB_AM_HOV/EL	2,868	39	73.2	2.00	5.8%
22 9_EB_AM_HOV/EL	1,200	17	69.2	2.00	5.8%
23 10_EB_AM_HOV/EL	3,562	51	69.9	2.00	5.8%
24 11_EB_AM_HOV/EL	5,390	78	69.2	2.00	5.8%
25 12_EB_AM_HOV/EL	6,890	99	69.9	2.00	5.8%
26 13_EB_AM_HOV/EL	5,301	80	66.4	2.00	5.8%
27 1_EB_PM_GP	6,560	85	77.1	1.10	5.8%
28 2_EB_PM_GP	20,021	352	56.8	1.10	5.8%
29 3_EB_PM_GP	23,162	515	45.0	1.10	5.8%
30 4_EB_PM_GP	18,967	334	56.8	1.10	5.8%
31 5_EB_PM_GP	45,370	823	55.1	1.10	5.8%
32 6_EB_PM_GP	40,673	686	59.3	1.10	5.8%
33 7_EB_PM_GP	29,216	524	55.8	1.10	5.8%
34 8_EB_PM_GP	35,952	591	60.8	1.10	5.8%
35 9_EB_PM_GP	14,410	256	56.3	1.10	5.8%
36 10_EB_PM_GP	35,079	600	58.5	1.10	5.8%
37 11_EB_PM_GP	54,584	917	59.5	1.10	5.8%
38 12_EB_PM_GP	62,951	1,083	58.1	1.10	5.8%
39 13_EB_PM_GP	39,497	693	57.0	1.10	5.8%
40 1_EB_PM_HOV/EL	382	4	90.0	2.40	5.8%
41 2_EB_PM_HOV/EL	1,584	24	65.5	2.40	5.8%
42 3_EB_PM_HOV/EL	2,268	35	64.6	2.40	5.8%
43 4_EB_PM_HOV/EL	1,884	27	69.7	2.40	5.8%
44 5_EB_PM_HOV/EL	4,937	76	65.1	2.40	5.8%
45 6_EB_PM_HOV/EL	4,267	64	67.2	2.40	5.8%
46 7_EB_PM_HOV/EL	3,727	59	62.9	2.40	5.8%
47 8_EB_PM_HOV/EL	4,186	63	66.5	2.40	5.8%
48 9_EB_PM_HOV/EL	1,854	30	62.1	2.40	5.8%
49 10_EB_PM_HOV/EL	4,924	77	64.1	2.40	5.8%
50 11_EB_PM_HOV/EL	6,800	108	63.2	2.40	5.8%
51 12_EB_PM_HOV/EL	8,081	126	64.1	2.40	5.8%
52 13_EB_PM_HOV/EL	5,122	82	62.2	2.40	5.8%
53 1_WB_AM_GP	54,692	939	58.2	1.10	5.8%
54 2_WB_AM_GP	79,814	1,378	57.9	1.10	5.8%
55 3_WB_AM_GP	61,457	1,000	61.5	1.10	5.8%
56 4_WB_AM_GP	23,208	411	56.5	1.10	5.8%
57 5_WB_AM_GP	34,639	577	60.0	1.10	5.8%
58 6_WB_AM_GP	30,615	519	59.0	1.10	5.8%
59 7_WB_AM_GP	28,128	498	56.5	1.10	5.8%
60 8_WB_AM_GP	59,040	1,025	57.6	1.10	5.8%
61 9_WB_AM_GP	51,696	921	56.1	1.10	5.8%
62 10_WB_AM_GP	34,080	639	53.3	1.10	5.8%
63 11_WB_AM_GP	30,732	480	64.0	1.10	5.8%
64 1_WB_AM_HOV/EL	5,269	77	68.3	2.00	5.8%
65 2_WB_AM_HOV/EL	9,338	140	66.8	2.00	5.8%
66 3_WB_AM_HOV/EL	8,033	122	65.7	2.00	5.8%
67 4_WB_AM_HOV/EL	3,056	50	61.3	2.00	5.8%
68 5_WB_AM_HOV/EL	4,290	67	63.9	2.00	5.8%
69 6_WB_AM_HOV/EL	3,905	61	64.3	2.00	5.8%
70 7_WB_AM_HOV/EL	3,064	47	65.5	2.00	5.8%
71 8_WB_AM_HOV/EL	6,760	107	63.3	2.00	5.8%
72 9_WB_AM_HOV/EL	4,392	70	62.6	2.00	5.8%
73 10_WB_AM_HOV/EL	3,144	51	61.3	2.00	5.8%
74 11_WB_AM_HOV/EL	3,412	50	68.6	2.00	5.8%
75 1_WB_PM_GP	49,183	838	58.7	1.10	5.8%
76 2_WB_PM_GP	60,200	1,015	59.3	1.10	5.8%
77 3_WB_PM_GP	46,561	751	62.0	1.10	5.8%
78 4_WB_PM_GP	17,552	299	58.8	1.10	5.8%
79 5_WB_PM_GP	25,841	424	60.9	1.10	5.8%
80 6_WB_PM_GP	20,820	341	61.0	1.10	5.8%
81 7_WB_PM_GP	19,168	319	60.0	1.10	5.8%
82 8_WB_PM_GP	39,117	666	58.8	1.10	5.8%
83 9_WB_PM_GP	34,502	583	59.2	1.10	5.8%
84 10_WB_PM_GP	23,040	408	56.5	1.10	5.8%
85 11_WB_PM_GP	19,734	301	65.5	1.10	5.8%
86 1_WB_PM_HOV/EL	5,086	75	67.7	2.10	5.8%
87 2_WB_PM_HOV/EL	7,806	116	67.2	2.10	5.8%
88 3_WB_PM_HOV/EL	6,661	100	66.3	2.10	5.8%
89 4_WB_PM_HOV/EL	2,477	40	61.3	2.10	5.8%
90 5_WB_PM_HOV/EL	3,423	53	64.9	2.10	5.8%
91 6_WB_PM_HOV/EL	2,876	44	65.5	2.10	5.8%
92 7_WB_PM_HOV/EL	2,205	34	65.5	2.10	5.8%
93 8_WB_PM_HOV/EL	4,224	66	64.0	2.10	5.8%
94 9_WB_PM_HOV/EL	3,230	51	63.5	2.10	5.8%
95 10_WB_PM_HOV/EL	2,029	32	62.6	2.10	5.8%

96 11_WB_PM_HOV/EL		2,192	30	72.0	2.10	5.8%
TOTAL	0	1,790,227	30,009	59.7		

AGGREGATE MODEL DATA - YEAR 2040

	Number of Trips	Vehicle Miles Traveled (VMT)	Vehicle Hours Traveled (VHT)	Speed	Avg. Vehicle Occupancy (AVO)	Percent Trucks
No Build						
1 EB_AM_GP		4,800	80	60.0	1.10	5.8%
2 EB_AM_GP		15,824	264	60.0	1.10	5.8%
3 EB_AM_GP		42,562	682	62.4	1.10	5.8%
4 EB_AM_GP		53,839	906	59.4	1.10	5.8%
5 EB_AM_GP		36,841	585	63.0	1.10	5.8%
6 EB_AM_GP		29,057	499	58.2	1.10	5.8%
7 EB_AM_GP		31,800	501	63.5	1.10	5.8%
8 EB_AM_GP		12,360	199	62.1	1.10	5.8%
9 EB_AM_GP		38,513	634	60.8	1.10	5.8%
10 EB_AM_GP		60,660	1,011	60.0	1.10	5.8%
11 EB_AM_GP		74,563	1,292	57.5	1.10	5.8%
12 EB_AM_GP		57,751	1,005	57.5	1.10	5.8%
13 EB_AM_GP		0	0	0.0	1.10	5.8%
14 EB_AM_HOV/EL		159	2	72.0	2.20	5.8%
15 EB_AM_HOV/EL		718	10	70.0	2.20	5.8%
16 EB_AM_HOV/EL		3,705	54	68.8	2.20	5.8%
17 EB_AM_HOV/EL		4,284	66	65.1	2.20	5.8%
18 EB_AM_HOV/EL		3,675	54	68.1	2.20	5.8%
19 EB_AM_HOV/EL		3,102	49	63.9	2.20	5.8%
20 EB_AM_HOV/EL		3,294	48	68.6	2.20	5.8%
21 EB_AM_HOV/EL		918	14	66.7	2.20	5.8%
22 EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
23 EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
24 EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
25 EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
26 EB_AM_HOV/EL		0	0	0.0	2.20	5.8%
27 EB_PM_GP		5,792	105	55.4	1.40	5.8%
28 EB_PM_GP		19,107	356	53.6	1.40	5.8%
29 EB_PM_GP		50,315	871	57.8	1.40	5.8%
30 EB_PM_GP		63,492	1,193	53.2	1.40	5.8%
31 EB_PM_GP		44,475	794	56.0	1.40	5.8%
32 EB_PM_GP		36,793	734	50.1	1.40	5.8%
33 EB_PM_GP		37,891	658	57.6	1.40	5.8%
34 EB_PM_GP		14,438	257	56.3	1.40	5.8%
35 EB_PM_GP		41,179	739	55.7	1.40	5.8%
36 EB_PM_GP		62,264	1,116	55.8	1.40	5.8%
37 EB_PM_GP		71,650	1,361	52.6	1.40	5.8%
38 EB_PM_GP		48,085	893	53.9	1.40	5.8%
39 EB_PM_GP		0	0	0.0	1.40	5.8%
40 EB_PM_HOV/EL		266	4	72.0	2.60	5.8%
41 EB_PM_HOV/EL		1,207	17	70.0	2.60	5.8%
42 EB_PM_HOV/EL		4,571	69	65.9	2.60	5.8%
43 EB_PM_HOV/EL		5,508	86	64.4	2.60	5.8%
44 EB_PM_HOV/EL		4,564	70	65.5	2.60	5.8%
45 EB_PM_HOV/EL		4,017	67	60.0	2.60	5.8%
46 EB_PM_HOV/EL		4,325	67	64.5	2.60	5.8%
47 EB_PM_HOV/EL		1,188	19	62.1	2.60	5.8%
48 EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
49 EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
50 EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
51 EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
52 EB_PM_HOV/EL		0	0	0.0	2.60	5.8%
53 WB_AM_GP		80,927	1,431	56.6	1.10	5.8%
54 WB_AM_GP		99,698	1,805	55.2	1.10	5.8%
55 WB_AM_GP		73,580	1,318	55.8	1.10	5.8%
56 WB_AM_GP		30,512	519	58.8	1.10	5.8%
57 WB_AM_GP		40,420	694	58.2	1.10	5.8%
58 WB_AM_GP		37,605	648	58.1	1.10	5.8%
59 WB_AM_GP		33,000	676	48.8	1.10	5.8%
60 WB_AM_GP		64,856	1,171	55.4	1.10	5.8%
61 WB_AM_GP		59,442	1,170	50.8	1.10	5.8%
62 WB_AM_GP		58,485	1,061	55.1	1.10	5.8%
63 WB_AM_GP		12,922	215	60.0	1.10	5.8%
64 WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
65 WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
66 WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
67 WB_AM_HOV/EL		0	0	0.0	2.20	5.8%
68 WB_AM_HOV/EL		578	8	68.3	2.20	5.8%
69 WB_AM_HOV/EL		2,715	40	67.9	2.20	5.8%
70 WB_AM_HOV/EL		2,368	36	65.5	2.20	5.8%
71 WB_AM_HOV/EL		5,992	95	63.3	2.20	5.8%
72 WB_AM_HOV/EL		5,028	83	60.8	2.20	5.8%
73 WB_AM_HOV/EL		5,843	93	62.8	2.20	5.8%
74 WB_AM_HOV/EL		1,148	18	65.5	2.20	5.8%
75 WB_PM_GP		65,798	1,188	55.4	1.40	5.8%
76 WB_PM_GP		79,445	1,439	55.2	1.40	5.8%
77 WB_PM_GP		58,224	1,035	56.3	1.40	5.8%
78 WB_PM_GP		23,562	393	60.0	1.40	5.8%
79 WB_PM_GP		29,295	496	59.1	1.40	5.8%
80 WB_PM_GP		27,984	474	59.0	1.40	5.8%
81 WB_PM_GP		23,488	424	55.4	1.40	5.8%
82 WB_PM_GP		46,054	800	57.6	1.40	5.8%
83 WB_PM_GP		42,955	776	55.4	1.40	5.8%
84 WB_PM_GP		40,782	710	57.4	1.40	5.8%
85 WB_PM_GP		9,923	165	60.0	1.40	5.8%
86 WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
87 WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
88 WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
89 WB_PM_HOV/EL		0	0	0.0	2.60	5.8%
90 WB_PM_HOV/EL		383	6	68.3	2.60	5.8%
91 WB_PM_HOV/EL		1,900	28	67.9	2.60	5.8%
92 WB_PM_HOV/EL		1,754	26	67.0	2.60	5.8%
93 WB_PM_HOV/EL		4,186	65	64.7	2.60	5.8%
94 WB_PM_HOV/EL		3,413	55	62.6	2.60	5.8%
95 WB_PM_HOV/EL		3,888	61	63.5	2.60	5.8%
96 WB_PM_HOV/EL		930	14	65.5	2.60	5.8%
TOTAL	0	2,078,628	36,662	56.7		

Build

1 1_EB_AM_GP	4,767	93	51.4	1.10	5.8%
2 2_EB_AM_GP	15,659	267	58.6	1.10	5.8%
3 3_EB_AM_GP	42,575	682	62.4	1.10	5.8%
4 4_EB_AM_GP	53,559	901	59.4	1.10	5.8%
5 5_EB_AM_GP	36,582	581	63.0	1.10	5.8%
6 6_EB_AM_GP	28,820	488	59.1	1.10	5.8%
7 7_EB_AM_GP	31,518	496	63.5	1.10	5.8%
8 8_EB_AM_GP	12,010	193	62.1	1.10	5.8%
9 9_EB_AM_GP	34,587	562	61.6	1.10	5.8%
10 10_EB_AM_GP	54,400	892	61.0	1.10	5.8%
11 11_EB_AM_GP	66,275	1,127	58.8	1.10	5.8%
12 12_EB_AM_GP	51,177	868	59.0	1.10	5.8%
13 13_EB_AM_GP	0	0	0.0	1.10	5.8%
14 1_EB_AM_HOV/EL	173	3	60.0	2.00	5.8%
15 2_EB_AM_HOV/EL	805	11	72.0	2.00	5.8%
16 3_EB_AM_HOV/EL	3,692	54	67.8	2.00	5.8%
17 4_EB_AM_HOV/EL	4,590	68	67.3	2.00	5.8%
18 5_EB_AM_HOV/EL	4,200	60	70.0	2.00	5.8%
19 6_EB_AM_HOV/EL	3,674	57	64.9	2.00	5.8%
20 7_EB_AM_HOV/EL	3,828	55	69.7	2.00	5.8%
21 8_EB_AM_HOV/EL	1,560	23	69.2	2.00	5.8%
22 9_EB_AM_HOV/EL	4,459	67	66.9	2.00	5.8%
23 10_EB_AM_HOV/EL	6,860	104	66.1	2.00	5.8%
24 11_EB_AM_HOV/EL	8,488	130	65.2	2.00	5.8%
25 12_EB_AM_HOV/EL	6,375	99	64.5	2.00	5.8%
26 13_EB_AM_HOV/EL	0	0	0.0	2.00	5.8%
27 1_EB_PM_GP	5,784	121	48.0	1.10	5.8%
28 2_EB_PM_GP	19,197	343	56.0	1.10	5.8%
29 3_EB_PM_GP	50,851	880	57.8	1.10	5.8%
30 4_EB_PM_GP	64,335	1,188	54.2	1.10	5.8%
31 5_EB_PM_GP	44,402	784	56.6	1.10	5.8%
32 6_EB_PM_GP	36,890	680	54.2	1.10	5.8%
33 7_EB_PM_GP	38,467	659	58.4	1.10	5.8%
34 8_EB_PM_GP	14,708	253	58.1	1.10	5.8%
35 9_EB_PM_GP	38,017	658	57.8	1.10	5.8%
36 10_EB_PM_GP	59,240	1,028	57.6	1.10	5.8%
37 11_EB_PM_GP	65,660	1,211	54.2	1.10	5.8%
38 12_EB_PM_GP	43,381	786	55.2	1.10	5.8%
39 13_EB_PM_GP	0	0	0.0	1.10	5.8%
40 1_EB_PM_HOV/EL	331	6	60.0	2.40	5.8%
41 2_EB_PM_HOV/EL	1,442	21	70.0	2.40	5.8%
42 3_EB_PM_HOV/EL	5,200	79	65.9	2.40	5.8%
43 4_EB_PM_HOV/EL	6,093	96	63.8	2.40	5.8%
44 5_EB_PM_HOV/EL	5,286	81	65.5	2.40	5.8%
45 6_EB_PM_HOV/EL	4,519	75	60.0	2.40	5.8%
46 7_EB_PM_HOV/EL	5,093	79	64.5	2.40	5.8%
47 8_EB_PM_HOV/EL	1,976	32	62.1	2.40	5.8%
48 9_EB_PM_HOV/EL	5,169	83	62.4	2.40	5.8%
49 10_EB_PM_HOV/EL	7,184	116	62.1	2.40	5.8%
50 11_EB_PM_HOV/EL	8,530	139	61.2	2.40	5.8%
51 12_EB_PM_HOV/EL	5,419	89	61.1	2.40	5.8%
52 13_EB_PM_HOV/EL	0	0	0.0	2.40	5.8%
53 1_WB_AM_GP	70,895	1,226	57.8	1.10	5.8%
54 2_WB_AM_GP	88,736	1,570	56.5	1.10	5.8%
55 3_WB_AM_GP	66,650	1,157	57.6	1.10	5.8%
56 4_WB_AM_GP	26,884	457	58.8	1.10	5.8%
57 5_WB_AM_GP	37,411	633	59.1	1.10	5.8%
58 6_WB_AM_GP	36,630	621	59.0	1.10	5.8%
59 7_WB_AM_GP	32,204	637	50.5	1.10	5.8%
60 8_WB_AM_GP	62,824	1,113	56.5	1.10	5.8%
61 9_WB_AM_GP	57,228	1,033	55.4	1.10	5.8%
62 10_WB_AM_GP	88,695	1,560	56.8	1.10	5.8%
63 11_WB_AM_GP	12,308	197	62.6	1.10	5.8%
64 1_WB_AM_HOV/EL	9,042	132	68.3	2.00	5.8%
65 2_WB_AM_HOV/EL	12,933	205	63.1	2.00	5.8%
66 3_WB_AM_HOV/EL	8,980	147	61.0	2.00	5.8%
67 4_WB_AM_HOV/EL	3,688	59	62.6	2.00	5.8%
68 5_WB_AM_HOV/EL	5,071	81	62.9	2.00	5.8%
69 6_WB_AM_HOV/EL	4,370	69	63.2	2.00	5.8%
70 7_WB_AM_HOV/EL	3,180	51	62.6	2.00	5.8%
71 8_WB_AM_HOV/EL	7,464	122	61.3	2.00	5.8%
72 9_WB_AM_HOV/EL	6,006	100	60.0	2.00	5.8%
73 10_WB_AM_HOV/EL	11,213	181	62.1	2.00	5.8%
74 11_WB_AM_HOV/EL	1,186	18	65.5	2.00	5.8%
75 1_WB_PM_GP	59,673	1,047	57.0	1.10	5.8%
76 2_WB_PM_GP	73,494	1,316	55.9	1.10	5.8%
77 3_WB_PM_GP	54,440	945	57.6	1.10	5.8%
78 4_WB_PM_GP	21,773	363	60.0	1.10	5.8%
79 5_WB_PM_GP	27,821	464	60.0	1.10	5.8%
80 6_WB_PM_GP	27,716	470	59.0	1.10	5.8%
81 7_WB_PM_GP	23,530	433	54.3	1.10	5.8%
82 8_WB_PM_GP	45,952	798	57.6	1.10	5.8%
83 9_WB_PM_GP	42,490	748	56.8	1.10	5.8%
84 10_WB_PM_GP	62,448	1,075	58.1	1.10	5.8%
85 11_WB_PM_GP	9,786	163	60.0	1.10	5.8%
86 1_WB_PM_HOV/EL	8,122	122	66.6	2.40	5.8%
87 2_WB_PM_HOV/EL	11,167	179	62.3	2.40	5.8%
88 3_WB_PM_HOV/EL	7,608	125	61.0	2.40	5.8%
89 4_WB_PM_HOV/EL	3,072	49	62.6	2.40	5.8%
90 5_WB_PM_HOV/EL	3,929	63	62.9	2.40	5.8%
91 6_WB_PM_HOV/EL	3,324	52	64.3	2.40	5.8%
92 7_WB_PM_HOV/EL	2,582	40	64.0	2.40	5.8%
93 8_WB_PM_HOV/EL	5,830	95	61.3	2.40	5.8%
94 9_WB_PM_HOV/EL	4,493	75	60.0	2.40	5.8%
95 10_WB_PM_HOV/EL	8,322	134	62.1	2.40	5.8%

96 11_WB_PM_HOV/EL TOTAL		1,170	18	65.5	2.40	5.8%
	0	2,180,142	37,508	58.1		

5	AM Peak Period Duration (hours)
4	PM Peak Period Duration (hours)

		2020 NB						
		AM				PM		
		AVO	1.1	AVO	2.2	AVO	1.4	AVO
		GP		HOV/Express		GP		HOV/E
	Len (mi)	VMT	VHT	VMT	VHT	VMT	VHT	VMT
1_EB	0.3	5232	68	116	1	6618	86	188
2_EB	0.6	15297	255	798	12	20165	355	1399
3_EB	0.7	17616	315	1152	17	23425	586	1971
4_EB	0.6	14382	220	1008	14	19099	345	1685
5_EB	1.7	34102	557	3018	43	45308	851	4189
6_EB	1.4	29512	457	2338	32	40830	705	3466
7_EB	1.1	20790	347	2085	31	29427	550	3168
8_EB	1.2	24756	378	2454	34	36005	608	3562
9_EB	0.5	10278	171	1038	15	14250	261	1634
10_EB	1.3	30199	471	0	0	39270	655	0
11_EB	2.0	47190	754	0	0	60304	1039	0
12_EB	2.6	58877	950	0	0	70554	1244	0
13_EB	1.9	46180	776	0	0	44422	812	0
Total:	15.9							

		2040 NB						
		AM				PM		
		AVO	1.1	AVO	2.2	AVO	1.4	AVO
		GP		HOV/Express		GP		HOV/E
	Len (mi)	VMT	VHT	VMT	VHT	VMT	VHT	VMT
1_EB	0.2	4800	80	159	2	5792	105	266
2_EB	0.7	15824	264	718	10	19107	356	1207
3_EB	1.3	42562	682	3705	54	50315	871	4571
4_EB	1.7	53839	906	4284	66	63492	1193	5508
5_EB	1.4	36841	585	3675	54	44475	794	4564
6_EB	1.1	29057	499	3102	49	36793	734	4017
7_EB	1.2	31800	501	3294	48	37891	658	4325
8_EB	0.5	12360	199	918	14	14438	257	1188
9_EB	1.3	38513	634	0	0	41179	739	0
10_EB	2.0	60660	1011	0	0	62264	1116	0
11_EB	2.5	74563	1292	0	0	71650	1361	0
12_EB	1.9	57751	1005	0	0	48085	893	0
13_EB	0.0	0	0	0	0	0	0	0
Total:	15.8							

2020 NB						
AM				PM		
AVO	1.1	AVO	2.2	AVO	1.4	AVO

		GP		HOV/Express		GP		HOV/E
	Len (mi)	VMT	VHT	VMT	VHT	VMT	VHT	VMT
1_WB	2.2	70037	1211	0	0	53293	922	0
2_WB	2.8	92778	1583	0	0	70672	1185	0
3_WB	2.1	68943	1131	0	0	52349	859	0
4_WB	0.8	26648	472	0	0	19830	351	0
5_WB	1.1	37268	631	1518	22	5073	83	365
6_WB	1.0	35410	610	3135	46	24472	408	2316
7_WB	0.8	29532	523	2744	41	19955	346	1773
8_WB	1.6	68584	1203	5336	82	46579	792	3885
9_WB	1.2	51078	910	4338	68	34939	598	2784
10_WB	0.8	30780	588	3164	52	20048	362	1965
11_WB	0.8	25024	391	2476	36	16227	248	1510
Total:	15.2							

		2040 NB						
		AM				PM		
		AVO	1.1	AVO	2.2	AVO	1.4	AVO
		GP		HOV/Express		GP		HOV/E
	Len (mi)	VMT	VHT	VMT	VHT	VMT	VHT	VMT
1_WB	2.2	80927	1431	0	0	65798	1188	0
2_WB	2.7	99698	1805	0	0	79445	1439	0
3_WB	2.0	73580	1318	0	0	58224	1035	0
4_WB	0.8	30512	519	0	0	23562	393	0
5_WB	1.1	40420	694	578	8	29295	496	383
6_WB	1.0	37605	648	2715	40	27984	474	1900
7_WB	0.8	33000	676	2368	36	23488	424	1754
8_WB	1.6	64856	1171	5992	95	46054	800	4186
9_WB	1.2	59442	1170	5028	83	42955	776	3413
10_WB	1.5	58485	1061	5843	93	40782	710	3888
11_WB	0.4	12922	215	1148	18	9923	165	930
Total:	15.3							

		2020 BD							
		AM				PM			
2.6		AVO	1.1	AVO	2	AVO	1.1	AVO	2.4
Express		GP		HOV/Express		GP		HOV/Express	
VHT		VMT	VHT	VMT	VHT	VMT	VHT	VMT	VHT
2		5204	67	222	2	6560	85	382	4
21		15282	255	927	14	20021	352	1584	24
31		17500	319	1365	20	23162	515	2268	35
24		14286	218	1179	16	18967	334	1884	27
64		34034	556	3324	47	45370	823	4937	76
52		29561	457	2793	38	40673	686	4267	64
50		20823	347	2453	36	29216	524	3727	59
54		24864	380	2868	39	35952	591	4186	63
26		10333	172	1200	17	14410	256	1854	30
0		27229	431	3562	51	35079	600	4924	77
0		42450	678	5390	78	54584	917	6800	108
0		52572	843	6890	99	62951	1083	8081	126
0		41468	697	5301	80	39497	693	5122	82

		2040 BD							
		AM				PM			
2.6		AVO	1.1	AVO	2	AVO	1.1	AVO	2.4
Express		GP		HOV/Express		GP		HOV/Express	
VHT		VMT	VHT	VMT	VHT	VMT	VHT	VMT	VHT
4		4767	93	173	3	5784	121	331	6
17		15659	267	805	11	19197	343	1442	21
69		42575	682	3692	54	50851	880	5200	79
86		53559	901	4590	68	64335	1188	6093	96
70		36582	581	4200	60	44402	784	5286	81
67		28820	488	3674	57	36890	680	4519	75
67		31518	496	3828	55	38467	659	5093	79
19		12010	193	1560	23	14708	253	1976	32
0		34587	562	4459	67	38017	658	5169	83
0		54400	892	6860	104	59240	1028	7184	116
0		66275	1127	8488	130	65660	1211	8530	139
0		51177	868	6375	99	43381	786	5419	89
0	0	0	0	0	0	0	0	0	0

		2020 BD							
		AM				PM			
2.6		AVO	1.1	AVO	2	AVO	1.1	AVO	2.1

Express	GP		HOV/Express		GP		HOV/Express	
VHT	VMT	VHT	VMT	VHT	VMT	VHT	VMT	VHT
0	54692	939	5269	77	49183	838	5086	75
0	79814	1378	9338	140	60200	1015	7806	116
0	61457	1000	8033	122	46561	751	6661	100
0	23208	411	3056	50	17552	299	2477	40
5	34639	577	4290	67	25841	424	3423	53
33	30615	519	3905	61	20820	341	2876	44
26	28128	498	3064	47	19168	319	2205	34
59	59040	1025	6760	107	39117	666	4224	66
43	51696	921	4392	70	34502	583	3230	51
31	34080	639	3144	51	23040	408	2029	32
21	30732	480	3412	50	19734	301	2192	30

	2040 BD							
	AM				PM			
2.6	AVO	1.1	AVO	2	AVO	1.1	AVO	2.4
Express	GP		HOV/Express		GP		HOV/Express	
VHT	VMT	VHT	VMT	VHT	VMT	VHT	VMT	VHT
0	70895	1226	9042	132	59673	1047	8122	122
0	88736	1570	12933	205	73494	1316	11167	179
0	66650	1157	8980	147	54440	945	7608	125
0	26884	457	3688	59	21773	363	3072	49
6	37411	633	5071	81	27821	464	3929	63
28	36630	621	4370	69	27716	470	3324	52
26	32204	637	3180	51	23530	433	2582	40
65	62824	1113	7464	122	45952	798	5830	95
55	57228	1033	6006	100	42490	748	4493	75
61	88695	1560	11213	181	62448	1075	8322	134
14	12308	197	1186	18	9786	163	1170	18

District: **District 4**

PROJECT: **Solano I-80 Express Lanes Project**

EA:
PPNO:

3

INVESTMENT ANALYSIS

SUMMARY RESULTS

Life-Cycle Costs (mil. \$)	\$161.9
Life-Cycle Benefits (mil. \$)	\$278.9
Net Present Value (mil. \$)	\$117.0

Benefit / Cost Ratio: 1.72

Rate of Return on Investment: 10.1%

Payback Period: 8 years

ITEMIZED BENEFITS (mil. \$)

	Total Over 20 Years	Average Annual
Travel Time Savings	\$243.4	\$12.2
Veh. Op. Cost Savings	-\$9.7	-\$0.5
Accident Cost Savings	\$46.3	\$2.3
Emission Cost Savings	-\$1.2	-\$0.1
TOTAL BENEFITS	\$278.9	\$13.9

Person-Hours of Time Saved 27,612,935 1,380,647

Should benefit-cost results include:

1) Induced Travel? (y/n) N

Default = Y

2) Vehicle Operating Costs? (y/n) Y

Default = Y

3) Accident Cost Savings are included

4) Vehicle Emissions? (y/n) Y

includes value for CO₂e

Default = Y

EMISSIONS REDUCTION

	Tons		Value (mil. \$)	
	Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual
CO Emissions Saved	94	5	\$0.0	\$0.0
CO ₂ Emissions Saved	-60,991	-3,050	-\$1.8	-\$0.1
NO _x Emissions Saved	21	1	\$0.9	\$0.0
PM ₁₀ Emissions Saved	0	0	-\$0.1	-\$0.0
PM _{2.5} Emissions Saved	0	0		
SO _x Emissions Saved	-1	0	-\$0.1	-\$0.0
VOC Emissions Saved	-6	0	-\$0.0	-\$0.0

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

E. DETAILED PROJECT INFORMATION



E. Detailed Project Information

Section 14. Overview of Projects Programmed with RTIP Funding

The 2020 RTIP funds 30 projects throughout the Bay Area, excluding planning funds.

County	Number Projects in the 2020 RTIP
San Mateo	7
Contra Costa	6
Santa Clara	5
Napa County	4
Solano	4
Alameda	2
San Francisco	2
Marin*	0
Sonoma*	0
Total	30

*Marin and Sonoma Counties do not have new programming capacity, since those counties are still paying back prior STIP commitments.

Project types range from major highway improvements (such as the US-101 Managed Lane Project in San Mateo County, and the I-80 Managed Lane Project in Solano County), major transit improvements (such as the BART Extension from Berryessa to Santa Clara in Santa Clara County), transit rehabilitation (such as the SFMTA Communications-Based Train Control - Phases 1 & 2 and the AC Transit Bus Replacement Project), local roadway improvements (such as the Silverado Five-Way Intersection Improvement project in Napa County), and numerous bicycle and pedestrian improvements (such as the I-80 Gilman Interchange Reconstruction and Access Improvement project in Alameda County).

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

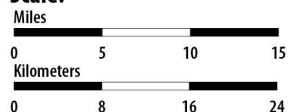


Regional Transportation Improvement Program

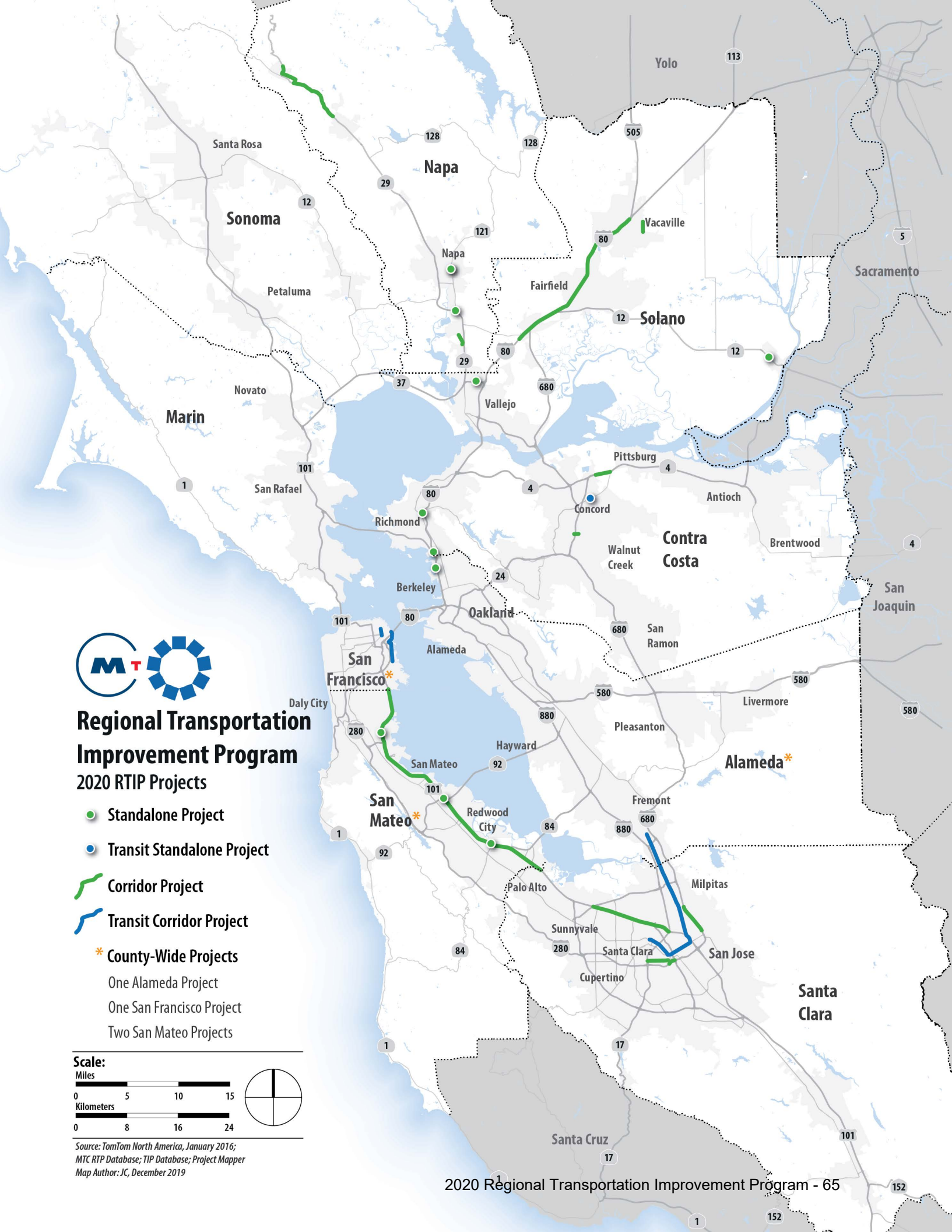
2020 RTIP Projects

- Standalone Project
- Transit Standalone Project
- Corridor Project
- Transit Corridor Project
- * County-Wide Projects
 - One Alameda Project
 - One San Francisco Project
 - Two San Mateo Projects

Scale:



Source: TomTom North America, January 2016;
MTC RTP Database; TIP Database; Project Mapper
Map Author: JC, December 2019



2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

F. APPENDICES



2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

SECTION 15. PROJECT PROGRAMMING REQUEST (PPR) FORMS



2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

NEW AND AMENDED PROJECTS:

ALAMEDA COUNTY

PPNO	Project Title
2100	Planning, programming, and monitoring (MTC)
2179	Planning, programming, and monitoring (ACTC)
2323	I-80 Gilman I/C Reconstruction and Access Imps.
New	Replacement of Transbay Buses



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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/15/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	ALA, ,	, ,		0418000475	2100	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	110							110	MTC
PS&E									MTC
R/W SUP (CT)									MTC
CON SUP (CT)									MTC
R/W									MTC
CON	1,993	150	155	161				2,459	MTC
TOTAL	2,103	150	155	161				2,569	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	110							110	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,993	150	155	161	166	172		2,797	
TOTAL	2,103	150	155	161	166	172		2,907	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	110							110	MTC
PS&E									\$86 CON voted 07/16/98
R/W SUP (CT)									\$86 CON voted 03/02/00
CON SUP (CT)									\$86 CON voted 08/15/00
R/W									\$87 CON voted 07/20/01
CON	1,993	150	155	161				2,459	\$86 CON voted 09/16/02
TOTAL	2,103	150	155	161				2,569	\$110 PAED voted 07/14/05
									\$110 CON voted 07/20/06
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	110							110	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,993	150	155	161	166	172		2,797	
TOTAL	2,103	150	155	161	166	172		2,907	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/02/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04		0418000463		2179	ALA170007		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ALA				Alameda County Transportation Commission			
				MPO		Element	
				MTC		LA	
Project Manager/Contact		Phone		E-mail Address			
Vivek Bhat		(510)208-7430		vbhat@alamedactc.org			
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, Programming and Monitoring							
Component							
PA&ED		Alameda County Transportation Commission					
PS&E		Alameda County Transportation Commission					
Right of Way		Alameda County Transportation Commission					
Construction		Alameda County Transportation Commission					
Legislative Districts							
Assembly:	14,15,16,18,20		Senate:	9,10		Congressional:	9,10,11,13
Project Benefits							
Purpose and Need							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	ALA, ,	, ,		0418000463	2179	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Alameda County Transportation
R/W									Caltrans
CON	12,959	1,535						14,494	Alameda County Transportation
TOTAL	12,959	1,535						14,494	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	12,959	1,628				394		14,981	
TOTAL	12,959	1,628				394		14,981	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									\$100 CON voted 07/23/99
R/W SUP (CT)									\$100 CON voted 11/22/00
CON SUP (CT)									\$100 CON voted 12/14/01
R/W									\$100 CON voted 10/21/02
CON	12,959	1,535						14,494	\$110 CON voted 07/14/05
TOTAL	12,959	1,535						14,494	\$111 CON voted 11/09/06
Proposed Funding (\$1,000s)									\$1311 CON voted 07/26/07
									Notes
E&P (PA&ED)									2020 STIP PPM
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	12,959	1,628				394		14,981	
TOTAL	12,959	1,628				394		14,981	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/02/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04	0A770	0400020155		2323	ALA050079		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
ALA	80	6.4	6.8	Alameda County Transportation Commission			
				MPO		Element	
				MTC		CO	
Project Manager/Contact		Phone		E-mail Address			
Trinity Nguyen		(510)208-7441		tn Nguyen@alamedactc.org			
Project Title							
I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements							
Location (Project Limits), Description (Scope of Work)							
In Berkeley at the I-80/Gilman Street interchange, from Fourth Street on the east to 350 feet west of West Frontage Road. Reconfigure interchange as a double roundabout. bicycle/pedestrian components include a new overcrossing and segments of Class I Trail and Class IV bikeway that provide access.							
Component		Implementing Agency					
PA&ED		Alameda County Transportation Commission					
PS&E		Alameda County Transportation Commission					
Right of Way		Alameda County Transportation Commission					
Construction		Caltrans					
Legislative Districts							
Assembly:	15	Senate:	9	Congressional:	13		
Project Benefits							
The project connects adjacent neighborhoods to the San Francisco Bay Trail, waterfront recreation, and job centers. Improving the safety and security for pedestrians and bicyclists encourages the use of active transportation networks.							
Purpose and Need							
The purpose of the project is to simplify and improve navigation, mobility, and traffic operations; reduce congestion, vehicle queues and conflicts; improve local and regional bicycle connections and pedestrian facilities; and improve safety for all users at the I-80/Gilman Street interchange. The two multi-legged intersections have created poor, confusing, and unsafe operations in the interchange area for pedestrians, bicyclists, and vehicles.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		New interchange(s)			Each	1	
State Highway Road Construction		Pedestrian/Bicycle facilities mile(s) constructed			Miles	0.922	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis		N
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					10/19/2015		
Circulate Draft Environmental Document				Document Type	05/28/2018	12/28/18	
Draft Project Report					05/28/2018	12/21/18	
End Environmental Phase (PA&ED Milestone)					08/23/2018	06/28/19	
Begin Design (PS&E) Phase					08/24/2018	06/29/19	
End Design Phase (Ready to List for Advertisement Milestone)					08/24/2019	07/01/20	
Begin Right of Way Phase					08/24/2018		
End Right of Way Phase (Right of Way Certification Milestone)					05/24/2019	06/30/20	
Begin Construction Phase (Contract Award Milestone)					10/01/2019	03/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)					04/15/2022	08/31/23	
Begin Closeout Phase					04/16/2022	09/01/23	
End Closeout Phase (Closeout Report)					10/16/2022	03/31/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/02/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	ALA, ,	80, ,	0A770	0400020155	2323	
Project Title: I-80/Gilman Interchange Bicycle/Pedestrian Overcrossing and Access Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	2,857							2,857	Alameda County Transportation
PS&E	3,243							3,243	Alameda County Transportation
R/W SUP (CT)	300							300	Alameda County Transportation
CON SUP (CT)		4,400						4,400	Caltrans
R/W	3,858							3,858	Alameda County Transportation
CON	6,492	21,384						27,876	Caltrans
TOTAL	16,750	25,784						42,534	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	5,809							5,809	
PS&E	5,043							5,043	
R/W SUP (CT)	506							506	
CON SUP (CT)		5,815						5,815	
R/W	4,985							4,985	
CON	4,152	35,414						39,566	
TOTAL	20,495	41,229						61,724	

Fund No. 1:	State SB1 ATP - Active Transportation Program - SB1 (ATP-SB1)								Program Code
	Existing Funding (\$1,000s)								20.30.720.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,152							4,152	
TOTAL	4,152							4,152	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									August 2020 Allocation deadline. (CTC approved a 14-month time extension, May 2019.)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,152							4,152	
TOTAL	4,152							4,152	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	2,397							2,397	
PS&E	3,243							3,243	
R/W SUP (CT)	300							300	
CON SUP (CT)									
R/W	3,858							3,858	
CON	2,340							2,340	
TOTAL	12,138							12,138	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	4,375							4,375	
PS&E	5,043							5,043	
R/W SUP (CT)	506							506	
CON SUP (CT)									
R/W	2,076							2,076	
CON									
TOTAL	12,000							12,000	

Fund No. 3:		Demo - Demonstration-Pre ISTEA (DEMO)							Program Code
		Existing Funding (\$1,000s)							20.20.400.000
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	460							460	Federal Highway Administration (FHWA)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	460							460	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	1,080							1,080	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,080							1,080	

Fund No. 4:		RIP - National Hwy System (NH)							Program Code
		Existing Funding (\$1,000s)							20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)		4,400						4,400	
R/W									
CON		21,384						21,384	
TOTAL		25,784						25,784	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									2020 STIP \$15.445M
PS&E									
R/W SUP (CT)									
CON SUP (CT)		5,815						5,815	
R/W									
CON		35,414						35,414	
TOTAL		41,229						41,229	

Fund No. 5:		Local Funds							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	354							354	Mix of Local, City of Berkeley, East Bay Municipal Utility District (EBMUD) & other funds.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	2,909							2,909	
CON									
TOTAL	3,263							3,263	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/5/19
District	EA	Project ID		PPNO	MPO ID	
04				New		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
ALA	various			Alameda-Contra Costa Transit District		
				MPO	Element	
				MTC	Mass Transit	
Project Manager/Contact		Phone		E-mail Address		
Evelyn Ng		(510) 891 5405		eng@actransit.org		
Project Title						
Replacement of Transbay Buses						
Location (Project Limits), Description (Scope of Work)						
AC Transit will replace up to 19 aging Transbay buses that will reach the end of their planned service life. The new vehicles will be a mix of 45ft coach and 42ft double-decker buses.						
Component						
		Implementing Agency				
PA&ED		Alameda-Contra Costa Transit District				
PS&E		Alameda-Contra Costa Transit District				
Right of Way		NA				
Construction		Alameda-Contra Costa Transit District				
Legislative Districts						
Assembly:		Senate:		Congressional:		
Project Benefits						
With new buses replacing retiring buses, riders will have a more efficient and comfortable commute. New buses will come with the latest equipment and technology to better meet utilize traffic signal priority systems, service schedules, and ADA standards. They will also have better engine and fuel efficiency than the retiring buses, which would provide environmental benefits. The new buses will also replace buses that have fewer seats and therefore be able to carry more passengers. Overall, these buses will help in meeting increasing						
Purpose and Need						
These buses are needed to replace retiring buses that are reaching the end of their planned service life and to meet the increasing demand for Transbay service.						
Category		Outputs			Unit	Total
Rail / Multi-Modal		Rail cars/ transit vehicles			EA	up to 19
NHS Improvements	Y/N	Roadway Class			Reversible Lane analysis	Y/N
Inc. Sustainable Communities Strategy Goals		Y/N		Reduces Greenhouse Gas Emissions Y/N		
Project Milestone					Existing	Proposed
Project Study Report Approved					NA	
Begin Environmental (PA&ED) Phase						NA
Circulate Draft Environmental Document				Document Type		NA
Draft Project Report						NA
End Environmental Phase (PA&ED Milestone)						NA
Begin Design (PS&E) Phase						NA
End Design Phase (Ready to List for Advertisement Milestone)						NA
Begin Right of Way Phase						NA
End Right of Way Phase (Right of Way Certification Milestone)						NA
Begin Construction Phase (Contract Award Milestone)						09/01/20
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/22
Begin Closeout Phase						01/31/23
End Closeout Phase (Closeout Report)						03/31/23

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/5/19

District	County	Route	EA	Project ID	PPNO	
04	ALA	various			New	
Project Title: Replacement of Transbay Buses						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Alameda-Contra Costa Transit
PS&E									Alameda-Contra Costa Transit
R/W SUP (CT)									NA
CON SUP (CT)									Alameda-Contra Costa Transit
R/W									NA
CON									Alameda-Contra Costa Transit
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		18,500						18,500	
TOTAL		18,500						18,500	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	STIP funds
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,125						13,125	
TOTAL		13,125						13,125	

Fund No. 2:	TCP								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	or District Funds
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		5,375						5,375	
TOTAL		5,375						5,375	

Fund No. 3:		Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 4:		Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 5:		Existing Funding (\$1,000s)							Program Code
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

Fund No. 6:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

NEW AND AMENDED PROJECTS:

CONTRA COSTA COUNTY

PPNO	Project Title
0242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)
0299A	SR4 Operational Improvements - Phase 1
2010C1	Concord BART Station Modernization
2011O	Planning, programming, and monitoring (CCTA)
2025H	I-80/Central Avenue - Phase 2 (Local Road Realignment)
2118	Planning, programming, and monitoring (MTC)
New	Treat Boulevard Corridor Improvements
New	SR4 Operational Improvements - Phase 2



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	10/29/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04	0A082			0242K	CC-070035		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
CC	80	3.8	5.3	Contra Costa Transportation Authority (CCTA)			
				MPO	Element		
				MTC	CO		
Project Manager/Contact		Phone		E-mail Address			
Hisham Noeimi		(925)256-4731		hnoeimi@ccta.net			
Project Title							
I-80/San Pablo Dam Interchange - Phase 2 (R/W only)							
Location (Project Limits), Description (Scope of Work)							
In San Pablo. Acquire necessary Right of Way for Phase 2 scope of work which includes: Construct McBryde Connector Road, reconstruct San Pablo Dam Road overcrossing and ramps, construct Wild Cat Creek Bridge, widen San Pablo Dam Road and realign Amador Street.							
Component	Implementing Agency						
PA&ED	Contra Costa Transportation Authority (CCTA)						
PS&E	Contra Costa Transportation Authority (CCTA)						
Right of Way	Contra Costa Transportation Authority (CCTA)						
Construction	Contra Costa Transportation Authority (CCTA)						
Legislative Districts							
Assembly:	15	Senate:	9	Congressional:	11		
Project Benefits							
Reduce congestion, improve safety by increasing the vertical clearance & eliminating weaving on I-80, improve access to ped/bikes.							
Purpose and Need							
The purpose is to 1) reduce weaving conflicts between vehicles entering and exiting I-80 at the SPDR I/C; 2) provide efficient and safe bicycle/pedestrian access across I-80; 3) reduce congestion at I-80, no outside shoulders at SPDR overcrossing abutments, and substandard vertical clearance at the existing SPDR Overcrossing. The existing SPDR I/C lacks capacity to accommodate existing and projected traffic volumes. Inefficient traffic flows result in long queues entering and exiting I-80. In addition, existing pedestrian & bicycle							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Modified/Improved interchange(s)			Each	1	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis		N
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					09/28/2006		
Circulate Draft Environmental Document				Document Type	08/05/2009		
Draft Project Report					07/27/2009		
End Environmental Phase (PA&ED Milestone)					05/24/2010		
Begin Design (PS&E) Phase					06/01/2011		
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2019	06/30/22	
Begin Right of Way Phase					07/01/2019	07/01/21	
End Right of Way Phase (Right of Way Certification Milestone)					07/01/2021	06/30/22	
Begin Construction Phase (Contract Award Milestone)					09/01/2021	09/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/2023	09/01/24	
Begin Closeout Phase					09/01/2023	09/01/24	
End Closeout Phase (Closeout Report)					09/01/2024	09/01/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 10/29/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	CC, ,	80, ,	0A082		0242K	
Project Title: I-80/San Pablo Dam Interchange - Phase 2 (R/W only)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Contra Costa Transportation
PS&E	2,500							2,500	Contra Costa Transportation
R/W SUP (CT)									Contra Costa Transportation
CON SUP (CT)									Contra Costa Transportation
R/W	4,700		9,200					13,900	Contra Costa Transportation
CON			64,400					64,400	Contra Costa Transportation
TOTAL	7,200		73,600					80,800	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		2,500						2,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W			13,900					13,900	
CON				64,400				64,400	
TOTAL		2,500	13,900	64,400				80,800	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			9,200					9,200	
CON									
TOTAL			9,200					9,200	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			9,200					9,200	
CON									
TOTAL			9,200					9,200	

Fund No. 2:	WCCTAC Fees (Local)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									WCCTAC Fees (Local)
PS&E	300							300	
R/W SUP (CT)									
CON SUP (CT)									
R/W	4,700							4,700	
CON									
TOTAL	5,000							5,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		300						300	
R/W SUP (CT)									
CON SUP (CT)									
R/W			4,700					4,700	
CON									
TOTAL		300	4,700					5,000	

Fund No. 3:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E	2,200							2,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			64,400					64,400	
TOTAL	2,200		64,400					66,600	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		2,200						2,200	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				64,400				64,400	
TOTAL		2,200		64,400				66,600	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	12/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04	1J031	0419000124		0299A	CC-170018		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
CC	4	15.5	18.5	Contra Costa Transportation Authority (CCTA)			
				MPO		Element	
				MTC		CO	
Project Manager/Contact		Phone		E-mail Address			
Stephanie Hu		(925)256-4740		stephanieh@ccta.net			
Project Title							
SR4 Operational Improvements - Phase 1							
Location (Project Limits), Description (Scope of Work)							
SR4 Phase 1 operational improvements in Concord and Pittsburg in the eastbound direction between Port Chicago Interchange and San Marco Blvd interchange.							
Component							
Implementing Agency							
PA&ED	Contra Costa Transportation Authority (CCTA)						
PS&E	Contra Costa Transportation Authority (CCTA)						
Right of Way	Contra Costa Transportation Authority (CCTA)						
Construction	Contra Costa Transportation Authority (CCTA)						
Legislative Districts							
Assembly:	14	Senate:	7	Congressional:	11		
Project Benefits							
The addition of auxiliary lanes will improve the operations of SR4 in the eastbound direction in the project limit, therefore, reducing travel time for both HOV and SOV users, as well as reduction in total vehicle delay for the project limits.							
Purpose and Need							
Improve traffic operations along SR4 during peak commute periods, improve travel time and reduce traffic congestion for all users, eliminate existing bottlenecks, accommodate increased transportation demand due to planned development and growth in the project area. Need: Existing deficiency in capacity, travel time delays and operational deficiencies.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Auxiliary lane mile(s) constructed			Miles	1.8	
State Highway Road Construction		Operational improvement(s)			Each	1	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions Y		
Project Milestone					Existing	Proposed	
Project Study Report Approved					05/30/17		
Begin Environmental (PA&ED) Phase					07/01/2018	09/20/18	
Circulate Draft Environmental Document				Document Type	EIR	07/01/2019	12/31/20
Draft Project Report					01/01/2020	01/29/21	
End Environmental Phase (PA&ED Milestone)					07/31/2021	07/30/21	
Begin Design (PS&E) Phase					08/01/2021	08/02/21	
End Design Phase (Ready to List for Advertisement Milestone)					12/31/2022	12/30/22	
Begin Right of Way Phase					01/01/2022	01/02/22	
End Right of Way Phase (Right of Way Certification Milestone)					12/31/2022	11/30/22	
Begin Construction Phase (Contract Award Milestone)					03/01/2023	03/01/23	
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/2024	12/29/24	
Begin Closeout Phase					01/01/2025	01/02/25	
End Closeout Phase (Closeout Report)					12/31/2025	12/31/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	CC, ,	4, ,	1J031	0419000124	0299A	
Project Title: SR4 Operational Improvements - Phase 1						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	2,100							2,100	Contra Costa Transportation
PS&E			7,500					7,500	Contra Costa Transportation
R/W SUP (CT)									Contra Costa Transportation
CON SUP (CT)									Contra Costa Transportation
R/W			250					250	Contra Costa Transportation
CON					69,400			69,400	Contra Costa Transportation
TOTAL	2,100		7,750		69,400			79,250	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	2,200							2,200	
PS&E			7,500					7,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W					225			225	
CON					61,575			61,575	
TOTAL	2,200		7,500		61,800			71,500	

Fund No. 1:	Local Funds - Measure J (MEAJ)								Program Code
	Existing Funding (\$1,000s)								20.10.400.148
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	2,100							2,100	Contra Costa Transportation Autho
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			250					250	
CON					1,525			1,525	
TOTAL	2,100		250		1,525			3,875	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,200							2,200	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,200							2,200	

Fund No. 2:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E			7,500					7,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			7,500					7,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E			7,500					7,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL			7,500					7,500	

Fund No. 3:	Future Need - Future Funds (NO-FUND)								Program Code
Existing Funding (\$1,000s)									FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					67,875			67,875	
TOTAL					67,875			67,875	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					225			225	
CON					61,575			61,575	
TOTAL					61,800			61,800	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only**Date:** 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	CC	4	1J031	0419000124	0299A	

SECTION 1 - All Projects**Project Background**

The project will provide operational improvements on SR4 between Port Chicago Highway and San Marco Blvd in the eastbound direction, which will reduce travel time for both HOV and SOV users, as well as reduction in total vehicle delay.

Programming Change Requested

Funding information has been revised.

Reason for Proposed Change

In anticipation of the slowdown in economic activities in the next 24 months, the Contra Costa Transportation Authority has decided to remove Measure J funds from Construction and ROW capital as a result of adopting a lower sales tax revenue forecast that slows no growth for the next 3 years. Construction cost has also been revised based on the latest engineer's estimate.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

Other Significant Information

Project output has been revised. Previous submission showed the output as 18 Auxiliary Lane miles constructed whereas the number should have been 1.8. This is a typo.

SECTION 2 - For SB1 Projects Only

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/16/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04				2010C1	CC-130048		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
CC				Bay Area Rapid Transit District			
				MPO	Element		
				MTC	MT		
Project Manager/Contact		Phone		E-mail Address			
Ricki Wells		(510) 464-6257		rwells@bart.gov			
Project Title							
Concord BART Station Modernization							
Location (Project Limits), Description (Scope of Work)							
The location of the project is the Concord BART Station in downtown Concord. STIP funds for this PPR are requested for design and construction improvements at the Concord BART Station based on BART's 2016 Station Modernization Plan, which establishes a long-range plan for state-of-good repair, capacity, access, and placemaking improvements. Improvements will focus on addressing state-of-good repair issues; improving station lighting; improving passenger circulation; reducing fare evasion; and adding new architectural finishes, wayfinding, and public art to enhance customer experience, sense of safety, and placemaking. Additional details on the exact nature and quantity of specific improvements are not yet known and will be confirmed once PS&E has been completed. This is a scope refinement from the original BART Station Modernization Program.							
Component		Implementing Agency					
PA&ED		Bay Area Rapid Transit District					
PS&E		Bay Area Rapid Transit District					
Right of Way		Bay Area Rapid Transit District					
Construction		Bay Area Rapid Transit District					
Legislative Districts							
Assembly:	14,18		Senate:	7,9		Congressional:	11,13
Project Benefits							
The proposed project will improve customer experience, prioritize high reinvestment needs, support sustainable growth, and encourage reverse commute.							
Purpose and Need							
BART stations are 45 years old. The rehabilitation and replacements included in the scope are to passenger environment, access, and replacement of failing labor intensive technology such as lighting, HVAC, elevators and escalators. Without these improvements the stations would continue to degrade and become safety hazards. Ridership would decrease, communities would not be served with transit, and access to employment would be impaired. This critical infrastructure project has not traditionally been funded with federal formula							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Station improvement(s)			Each	1	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase					07/01/2018	07/01/19	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2020	12/31/20	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)					01/01/2021	07/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)					01/01/2024	06/30/23	
Begin Closeout Phase					07/01/2024	01/01/24	
End Closeout Phase (Closeout Report)					07/01/2025	01/01/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	CC, ,	, ,			2010C1	
Project Title: Concord BART Station Modernization						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Bay Area Rapid Transit District
PS&E	3,500							3,500	Bay Area Rapid Transit District
R/W SUP (CT)									Bay Area Rapid Transit District
CON SUP (CT)									Bay Area Rapid Transit District
R/W									Bay Area Rapid Transit District
CON		17,896						17,896	Bay Area Rapid Transit District
TOTAL	3,500	17,896						21,396	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,500							3,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		17,896						17,896	
TOTAL	3,500	17,896						21,396	

Fund No. 1:	RIP - Public Transportation Account (PTA)								Program Code
Existing Funding (\$1,000s)									30.10.070.625
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E	3,500							3,500	\$3500 PSE voted 10/17/18
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,500						9,500	
TOTAL	3,500	9,500						13,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,500							3,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,500						9,500	
TOTAL	3,500	9,500						13,000	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Bay Area Rapid Transit District
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		8,396						8,396	
TOTAL		8,396						8,396	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		8,396						8,396	
TOTAL		8,396						8,396	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) No					Date:	12/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04		0418000465		2011O	CC-170004		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
CC				Contra Costa County			
				MPO		Element	
				MTC		LA	
Project Manager/Contact		Phone		E-mail Address			
Hisham Noeimi		(925)256-4731		hnoeimi@ccta.net			
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, Programming and Monitoring							
Component							
Implementing Agency							
PA&ED							
PS&E							
Right of Way							
Contra Costa Transportation Authority (CCTA)							
Construction							
Contra Costa Transportation Authority (CCTA)							
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
Purpose and Need							
PPM for Contra Costa							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	CC, ,	, ,		0418000465	20110	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									Contra Costa Transportation
CON SUP (CT)									Contra Costa Transportation
R/W									Contra Costa Transportation
CON	7,456	355	356	356				8,523	Contra Costa Transportation
TOTAL	7,456	355	356	356				8,523	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,456	355	356	356	68	275		8,866	
TOTAL	7,456	355	356	356	68	275		8,866	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									\$107 CON voted 11/09/06
R/W SUP (CT)									\$300 CON voted 07/26/07
CON SUP (CT)									\$1358 CON voted 07/24/08
R/W									\$1557 CON voted 08/13/09
CON	7,456	355	356	356	68	275		8,523	\$1103 CON voted 08/11/11
TOTAL	7,456	355	356	356	68	275		8,523	\$430 CON voted 06/27/12
									\$430 CON voted 06/11/13
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	7,456	355	356	356	68	275		8,866	
TOTAL	7,456	355	356	356	68	275		8,866	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) No					Date:	12/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04				2025H	CC-050076		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
CC				City of Richmond			
				MPO		Element	
				MTC		LA	
Project Manager/Contact		Phone		E-mail Address			
Tawfic Halaby		(510)621-1612		tawfic_halaby@ci.richmond.ca.us			
Project Title							
I-80/Central Avenue - Phase 2 (Local Road Realignment)							
Location (Project Limits), Description (Scope of Work)							
In Richmond/El Cerrito, Central Avenue from east of I-80 to San Mateo Street, San Mateo Street from Central Avenue to Pierce Street, Pierce Street from Central Avenue to San Mateo Avenue, and the extension of San Mateo Street to Pierce Street. Realign and reconfigure roadways.							
Component							
PA&ED		Richmond, City of					
PS&E		Richmond, City of					
Right of Way		Richmond, City of					
Construction		Richmond, City of					
Legislative Districts							
Assembly:	15	Senate:	9	Congressional:	11		
Project Benefits							
The project will reduce congestion along the Central Avenue Arterial corridor, from San Pablo Avenue in the east, to Highway I-80 on-ramps and off-ramps, Highway I-580 on-ramps and off-ramps, a Costco big-box retail store, Point Isabel regional park, and the Bay Trail.							
Purpose and Need							
CCTA and the Cities of Richmond and El Cerrito have recognized traffic congestion and poor traffic operations are experienced along Central Avenue between San Pablo Avenue and Jacuzzi Street. The key contributors have been identified as poorly spaced intersections in the vicinity of Interstate 80 (I-80)/Central Avenue interchange in addition to heavy left turn volumes and insufficient traffic queue storage.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Turn pocket(s) constructed			Each	3	
Local streets and roads		Intersection(s) modified			Each	3	
Local streets and roads		Local road operational improvement(s)			Each	3	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis		N
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					01/01/2017		
Circulate Draft Environmental Document				Document Type	11/01/2018		
Draft Project Report					12/31/2018		
End Environmental Phase (PA&ED Milestone)					06/30/2019	07/31/20	
Begin Design (PS&E) Phase					07/01/2019	02/03/20	
End Design Phase (Ready to List for Advertisement Milestone)					06/30/2020	02/01/21	
Begin Right of Way Phase					07/01/2019	08/02/20	
End Right of Way Phase (Right of Way Certification Milestone)					06/30/2021	08/01/22	
Begin Construction Phase (Contract Award Milestone)					07/01/2021	08/02/22	
End Construction Phase (Construction Contract Acceptance Milestone)					06/30/2023	08/01/24	
Begin Closeout Phase					07/01/2023	08/02/24	
End Closeout Phase (Closeout Report)					06/30/2024	08/01/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	CC, ,	, ,			2025H	
Project Title: I-80/Central Avenue - Phase 2 (Local Road Realignment)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	500							500	Richmond, City of
PS&E	2,000							2,000	Richmond, City of
R/W SUP (CT)									Richmond, City of
CON SUP (CT)									Richmond, City of
R/W		6,500						6,500	Richmond, City of
CON			5,500					5,500	Richmond, City of
TOTAL	2,500	6,500	5,500					14,500	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	500							500	
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		6,500						6,500	
CON				5,573				5,573	
TOTAL	2,500	6,500		5,573				14,573	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,000						2,000	
CON									
TOTAL		2,000						2,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		2,000						2,000	
CON									
TOTAL		2,000						2,000	

Fund No. 2:	Local Funds - Measure J (MEAJ)								Program Code
Existing Funding (\$1,000s)									20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	500							500	Contra Costa Transportation Autho
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		600						600	
CON			200					200	
TOTAL	2,500	600	200					3,300	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	500							500	
PS&E	2,000							2,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W		600						600	
CON				200				200	
TOTAL	2,500	600		200				3,300	

Fund No. 3:		Local Funds - Local Transportation Funds (LTF)							Program Code
		Existing Funding (\$1,000s)							20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									West Contra Costa Transportation
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			627					627	
TOTAL			627					627	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				700				700	
TOTAL				700				700	

Fund No. 4:		RIP - National Hwy System (NH)							Program Code
		Existing Funding (\$1,000s)							20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,900						3,900	
CON			1,873					1,873	
TOTAL		3,900	1,873					5,773	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		3,900						3,900	
CON			1,873					1,873	
TOTAL		3,900	1,873					5,773	

Fund No. 5:		RSTP - STP Local (STPL)							Program Code
		Existing Funding (\$1,000s)							20.30.010.810
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			2,800					2,800	
TOTAL			2,800					2,800	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,800				2,800	
TOTAL				2,800				2,800	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	CC, ,	, ,		0418000475	2118	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	71							71	MTC
PS&E									MTC
R/W SUP (CT)									MTC
CON SUP (CT)									MTC
R/W									MTC
CON	1,287	97	101	104				1,589	MTC
TOTAL	1,358	97	101	104				1,660	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	71							71	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,287	97	101	104	108	112		1,809	
TOTAL	1,358	97	101	104	108	112		1,880	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	71							71	MTC
PS&E									\$54 CON voted 07/16/98
R/W SUP (CT)									\$54 CON voted 03/02/00
CON SUP (CT)									\$53 CON voted 08/15/00
R/W									\$54 CON voted 07/20/01
CON	1,287	97	101	104				1,589	\$54 CON voted 09/16/02
TOTAL	1,358	97	101	104				1,660	\$71 PAED voted 07/14/05
Proposed Funding (\$1,000s)									\$72 CON voted 07/20/06
									Notes
E&P (PA&ED)	71							71	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,287	97	101	104	108	112		1,809	
TOTAL	1,358	97	101	104	108	112		1,880	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/5/19
District	EA	Project ID		PPNO	MPO ID	
04				New		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
CC				Contra Costa County		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Mary Halle		925-313-2327		mary.halle@pw.cccounty.us		
Project Title						
Treat Boulevard Corridor Improvements						
Location (Project Limits), Description (Scope of Work)						
In unincorporated Walnut Creek, in Central Contra Costa County, on Treat Boulevard, from N Main Street to Jones Road. Construct bicycle infrastructure and pedestrian enhancements along the Treat Boulevard Corridor, including buffered bicycle lanes and a new shared use path, enhancing existing crosswalks, closing three free right-turn lanes, and eliminating a traffic bottle-neck.						
Component						
PA&ED		Contra Costa County				
PS&E		Contra Costa County				
Right of Way		Contra Costa County				
Construction		Contra Costa County				
Legislative Districts						
Assembly:	14, 16	Senate:	7	Congressional:	11	
Project Benefits						
The project will implement bicycle infrastructure and pedestrian enhancements at crosswalks along the corridor. In addition to the improvements listed under Outputs/Outcomes, the project will close three free right-turn lanes, create a new shared use path, and reconstruct a channelization island to improve bike/ped safety thus encouraging active transportation modes. The project will also eliminate a traffic bottleneck. (continued next page)						
Purpose and Need						
The purpose of the project is to improve safety and connectivity for pedestrians and bicyclists along Treat Blvd in the Contra Costa Centre Transit Village. Treat Blvd creates challenges for the users of transit that include lack of pedestrian and bicycle facilities, low visibility crosswalks, free right-turn movements, and a traffic bottleneck.						
Category		Outputs			Unit	Total
Active Transportation		Bicycle lane-miles			Miles	0.72
ADA Improvements		Modify crosswalk			EA	3
ADA Improvements		Repair/upgrade curb ramp			EA	2
ADA Improvements		New curb ramp installed			EA	1
NHS Improvements	Yes	Roadway Class	3	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					08/08/19	
Begin Environmental (PA&ED) Phase						05/01/20
Circulate Draft Environmental Document			Document Type	ND/CE		05/01/21
Draft Project Report						08/01/21
End Environmental Phase (PA&ED Milestone)						08/01/21
Begin Design (PS&E) Phase						09/01/21
End Design Phase (Ready to List for Advertisement Milestone)						07/01/23
Begin Right of Way Phase						07/01/22
End Right of Way Phase (Right of Way Certification Milestone)						07/01/23
Begin Construction Phase (Contract Award Milestone)						05/01/24
End Construction Phase (Construction Contract Acceptance Milestone)						04/01/25
Begin Closeout Phase						05/01/25
End Closeout Phase (Closeout Report)						07/01/25

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/5/19

Additional Information

Project Benefits Continued: Both of those objectives support sustainable community strategies by shifting travel modes and reduce idling traffic.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/5/19

District	County	Route	EA	Project ID	PPNO	
04	CC					
Project Title: Treat Boulevard Corridor Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Contra Costa County
PS&E									Contra Costa County
R/W SUP (CT)									Contra Costa County
CON SUP (CT)									Contra Costa County
R/W									Contra Costa County
CON									Contra Costa County
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)		70						70	
PS&E			314					314	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,758			1,758	
TOTAL		70	314		1,758			2,142	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					1,600			1,600	
TOTAL					1,600			1,600	

Fund No. 2:	Local Funds - Gas Tax								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									CCCPW
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		70						70	
PS&E			314					314	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON					158			158	
TOTAL		70	314		158			542	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	12/9/19
District	EA	Project ID		PPNO	MPO ID	
04	1J032	0419000125		New		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
CC	4	15.0	17.3	Contra Costa Transportation Authority		
				MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Stephanie Hu		925-256-4740		stephanieh@ccta.net		
Project Title						
State Route 4 Operational Improvements - Phase 2						
Location (Project Limits), Description (Scope of Work)						
SR4 Phase 2 operational improvements in Concord and Unincorporated Contra Costa County in the westbound direction between just east of Willow Pass Road and just west of Port Chicago Highway.						
Component						
		Implementing Agency				
PA&ED		Contra Costa Transportation Authority				
PS&E		Contra Costa Transportation Authority				
Right of Way		Contra Costa Transportation Authority				
Construction		Contra Costa Transportation Authority				
Legislative Districts						
Assembly:	14	Senate:	7	Congressional:	11	
Project Benefits						
The project will improve the operations of SR4 in the westbound direction in the project limit, therefore, reducing travel time for both HOV and SOV users, as well as reduction in total vehicle delay for the project limits.						
Purpose and Need						
Improve traffic operations along SR4 during peak commute periods, improve travel time and reduce traffic congestion for all users, eliminate existing bottlenecks, accommodate increased transportation demand due to planned development and growth in the project area. Need: Existing deficiency in capacity, travel time delays and operational deficiencies.						
Category		Outputs			Unit	Total
Operational Improvements		Auxiliary lanes			Miles	2
NHS Improvements	Yes	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		No	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					05/30/17	
Begin Environmental (PA&ED) Phase						09/01/23
Circulate Draft Environmental Document				Document Type	EIR	09/02/25
Draft Project Report						10/01/25
End Environmental Phase (PA&ED Milestone)						04/01/26
Begin Design (PS&E) Phase						05/01/26
End Design Phase (Ready to List for Advertisement Milestone)						12/30/27
Begin Right of Way Phase						01/04/27
End Right of Way Phase (Right of Way Certification Milestone)						11/30/27
Begin Construction Phase (Contract Award Milestone)						03/01/28
End Construction Phase (Construction Contract Acceptance Milestone)						12/31/29
Begin Closeout Phase						01/02/30
End Closeout Phase (Closeout Report)						12/30/30

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/9/19

District	County	Route	EA	Project ID	PPNO	
04	CC	4	1J032	0419000125		
Project Title: State Route 4 Operational Improvements - Phase 2						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Contra Costa Transportation
PS&E									Contra Costa Transportation
R/W SUP (CT)									Contra Costa Transportation
CON SUP (CT)									Contra Costa Transportation
R/W									Contra Costa Transportation
CON									Contra Costa Transportation
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)					3,000			3,000	
PS&E							10,100	10,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W							500	500	
CON							96,300	96,300	
TOTAL					3,000		106,900	109,900	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)					3,000			3,000	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					3,000			3,000	

Fund No. 2:	Future Need - Future Funds (NO-FUND)								Program Code
	Existing Funding (\$1,000s)								FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E							10,100	10,100	
R/W SUP (CT)									
CON SUP (CT)									
R/W							500	500	
CON							96,300	96,300	
TOTAL							106,900	106,900	

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

NEW AND AMENDED PROJECTS:

MARIN COUNTY

PPNO	Project Title
2127	Planning, programming, and monitoring (MTC)
2127C	Planning, programming, and monitoring (TAM)



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	MRN, ,	, ,		0418000475	2127	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	17							17	MTC
PS&E									MTC
R/W SUP (CT)									MTC
CON SUP (CT)									MTC
R/W									MTC
CON	376	28	29	30				463	MTC
TOTAL	393	28	29	30				480	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	17							17	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	376	28	29	30	31	32		526	
TOTAL	393	28	29	30	31	32		543	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	17							17	MTC
PS&E									\$18 CON voted 07/16/98
R/W SUP (CT)									\$18 CON voted 03/02/00
CON SUP (CT)									\$18 CON voted 08/15/00
R/W									\$17 CON voted 07/20/01
CON	376	28	29	30				463	\$18 CON voted 09/16/02
TOTAL	393	28	29	30				480	\$17 PAED voted 07/14/05
									\$18 CON voted 07/20/06
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	17							17	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	376	28	29	30	31	32		526	
TOTAL	393	28	29	30	31	32		543	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	12/16/19
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.
04		0418000002		2127C	MRN170001	
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency		
MRN				Transportation Authority of Marin		
				MPO	Element	
				MTC	LA	
Project Manager/Contact		Phone		E-mail Address		
David Chan		(415) 226-0821		dchan@tam.ca.gov		
Project Title						
Planning, Programming and Monitoring						
Location (Project Limits), Description (Scope of Work)						
Planning, Programming and Monitoring (PPM)						
Component						
PA&ED		Transportation Authority of Marin				
PS&E		Transportation Authority of Marin				
Right of Way		Transportation Authority of Marin				
Construction		Transportation Authority of Marin				
Legislative Districts						
Assembly:	10	Senate:	2	Congressional:	2	
Project Benefits						
Purpose and Need						
PPM only						
Category		Outputs/Outcomes			Unit	Total
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis	No
Inc. Sustainable Communities Strategy Goals No		Reduces Greenhouse Gas Emissions			No	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						
End Design Phase (Ready to List for Advertisement Milestone)						
Begin Right of Way Phase						
End Right of Way Phase (Right of Way Certification Milestone)						
Begin Construction Phase (Contract Award Milestone)						
End Construction Phase (Construction Contract Acceptance Milestone)						
Begin Closeout Phase						
End Closeout Phase (Closeout Report)						

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	MRN, ,	, ,		0418000002	2127C	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Transportation Authority of Marin
PS&E									Transportation Authority of Marin
R/W SUP (CT)									Transportation Authority of Marin
CON SUP (CT)									Transportation Authority of Marin
R/W									Transportation Authority of Marin
CON	2,658	287						2,945	Transportation Authority of Marin
TOTAL	2,658	287						2,945	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,658	305				74		3,037	
TOTAL	2,658	305				74		3,037	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									\$24 CON voted 07/14/05
R/W SUP (CT)									\$24 CON voted 11/09/06
CON SUP (CT)									\$524 CON voted 07/26/07
R/W									\$450 CON voted 07/24/08
CON	2,658	287						2,945	\$299 CON voted 08/13/09
TOTAL	2,658	287						2,945	\$243 CON voted 07/01/10
									\$243 CON voted 08/11/11
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,658	305				74		3,037	
TOTAL	2,658	305				74		3,037	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

NEW AND AMENDED PROJECTS:

NAPA COUNTY

PPNO	Project Title
0376	Soscol Junction
0380N	Silverado Five- Way Intersection Improvements
1003E	Planning, programming, and monitoring (NVTa)
2130	Planning, programming, and monitoring (MTC)
2130D	Devlin Road and Vine Trail Extension
2300B	Napa Valley Vine Trail St. Helena to Calistoga



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/19/19
District	EA	Project ID		PPNO	MPO ID	
04	28120	0400000769		0376	NAP090003	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
NAP	221	0	.7	Caltrans		
NAP	29	5	6.7	MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Kelly Hirschberg		(510) 286-4925		kelly.hirschberg@dot.ca.gov		
Project Title						
Soscol Junction (SR 29/221/Soscol Ferry Road)						
Location (Project Limits), Description (Scope of Work)						
At the intersection of Route 29, 221, Soscol Ferry Road construct a partially grade separated improvements with roundabouts to facilitate turning movements on and off the highways - free flowing SR 29.						
Component						
PA&ED		Caltrans				
PS&E		NVTa				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	4	Senate:	3	Congressional:	5	
Project Benefits						
State Route (SR) 29 and SR 221 meet at Soscol Ferry Road Junction and serve motorists travelling between Napa Valley and Fairfield/Vallejo Area. SR 221 and SR 29 serve as interregional, recreational, commercial, agricultural, and commuter routes. The project to construction interchange separation will alleviate congestion, improve traffic operations and enhance safety.						
Purpose and Need						
Purpose: To alleviate congestion and improve operation by construction an interchange separation at SR 221 and SR 29. Need: The signalized intersection of SR 221 and SR 29 is currently experiencing traffic congestion during AM and PM peak periods and is operating at or near capacity. The traffic project indicate the peak hour traffic volume would increase by about 50% by 2045.						
Category		Outputs			Unit	Total
Operational Improvements		Interchange modifications			EA	1
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					9/29/2000 (A)	
Begin Environmental (PA&ED) Phase						12/1/00 (A)
Circulate Draft Environmental Document				Document Type	ND/FONSI	9/20/19 (A)
Draft Project Report						9/20/19 (A)
End Environmental Phase (PA&ED Milestone)						01/31/20
Begin Design (PS&E) Phase						02/01/20
End Design Phase (Ready to List for Advertisement Milestone)						03/31/21
Begin Right of Way Phase						03/01/20
End Right of Way Phase (Right of Way Certification Milestone)						03/01/21
Begin Construction Phase (Contract Award Milestone)						07/31/21
End Construction Phase (Construction Contract Acceptance Milestone)						06/31/23
Begin Closeout Phase						07/01/23
End Closeout Phase (Closeout Report)						12/31/24

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/19/19

District	County	Route	EA	Project ID	PPNO	
04	NAP, NAP	221, 29	28120	0400000769	0376	
Project Title: Soscol Junction (SR 29/221/Soscol Ferry Road)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	6,100							6,100	Caltrans
PS&E	3,000							3,000	NVTA
R/W SUP (CT)		300						300	Caltrans
CON SUP (CT)			4,800					4,800	Caltrans
R/W		300						300	Caltrans
CON			22,348					22,348	Caltrans
TOTAL	9,100	600	27,148					36,848	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	6,100							6,100	
PS&E	5,045							5,045	
R/W SUP (CT)		200						200	
CON SUP (CT)			5,000					5,000	
R/W		100						100	
CON			49,267					49,267	
TOTAL	11,145	300	54,267					65,712	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	6,100							6,100	MTC
PS&E	3,000							3,000	\$3,000 in PS&E in 19/20
R/W SUP (CT)		300						300	
CON SUP (CT)									
R/W		300						300	
CON			3,119					3,119	
TOTAL	9,100	600	3,119					12,819	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	6,100							6,100	Additional \$2.045 million in 2020 RTIP PS&E funds will be requested at the time of allocation; moved \$300k from ROW to CON and request of \$20M in advance RTIP.
PS&E	5,045							5,045	
R/W SUP (CT)		200						200	
CON SUP (CT)									
R/W		100						100	
CON			23,419					23,419	
TOTAL	11,145	300	23,419					34,864	

Fund No. 2:	Future Need								Program Code
	Existing Funding (\$1,000s)								FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									SB 1 SCCP
PS&E									
R/W SUP (CT)									
CON SUP (CT)			4,800					4,800	
R/W									
CON			18,381					18,381	
TOTAL			23,181					23,181	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									\$30M in SB 1 SCCP
PS&E									
R/W SUP (CT)									
CON SUP (CT)			5,000					5,000	
R/W									
CON			25,000					25,000	
TOTAL			30,000					30,000	

Fund No. 3:	Developer Fees								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Local funding
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			848					848	
TOTAL			848					848	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			848					848	
TOTAL			848					848	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/9/19
District	EA	Project ID		PPNO	MPO ID	
04				0380N	NAP170009	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
NAP	121	7.23	7.41	City of Napa		
				MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
John Ferons		(707) 257-9423		jferons@cityofnapa.org		
Project Title						
Silverado Five-Way Intersection Improvements						
Location (Project Limits), Description (Scope of Work)						
The project is to improve the intersection of Silverado Trail (SR 121), East Ave., Third Street, Coombsville Rd. to reduce congestion, and improve safety and operations for motorists, bicyclists and pedestrians. The project will also improve pedestrian/bicycle crossings, including upgrades to meet ADA standards. The preferred alternative for the project is a double roundabout system at the intersection. The roundabouts would relieve existing congestion by allowing uninterrupted flow of traffic and reduce queuing along SR 121.						
Component						
PA&ED		Caltrans				
PS&E		Caltrans				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	4	Senate:	3	Congressional:	5	
Project Benefits						
Reduced idling, improved safety for all modes, reduced speeds through the intersection, ADA improvements.						
Purpose and Need						
The purpose of the project is to improve the operations of the intersection that will result in the increased safety, reduced driver delay, reduced congestion, and therefore, an overall improvement to the intersection's level of service. The intersection needs geometric intersection improvements to improve operational efficiency and capacity. Safety improvements are also needed to reduce the higher than average collision rate at the intersection.						
Category		Outputs			Unit	Total
Operational Improvements		Interchange modifications			EA	
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					06/30/19	
Begin Environmental (PA&ED) Phase						08/01/20
Circulate Draft Environmental Document				Document Type	ND/CE	02/01/22
Draft Project Report						02/01/22
End Environmental Phase (PA&ED Milestone)						07/01/22
Begin Design (PS&E) Phase						01/01/23
End Design Phase (Ready to List for Advertisement Milestone)						06/01/23
Begin Right of Way Phase						07/01/23
End Right of Way Phase (Right of Way Certification Milestone)						06/01/24
Begin Construction Phase (Contract Award Milestone)						07/01/24
End Construction Phase (Construction Contract Acceptance Milestone)						09/01/25
Begin Closeout Phase						10/01/25
End Closeout Phase (Closeout Report)						01/01/26

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/9/19

District	County	Route	EA	Project ID	PPNO	
04	NAP	121			0380N	
Project Title: Silverado Five-Way Intersection Improvements						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	248		1,500					1,748	Caltrans
PS&E				1,500				1,500	Caltrans
R/W SUP (CT)			400					400	Caltrans
CON SUP (CT)				353				353	Caltrans
R/W			1,400		500			1,900	Caltrans
CON				4,900				4,900	Caltrans
TOTAL	248		3,300	6,753	500			10,801	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	248		1,500					1,748	
PS&E				1,500				1,500	
R/W SUP (CT)					400			400	
CON SUP (CT)						353		353	
R/W					1,900			1,900	
CON						4,900		4,900	
TOTAL	248		1,500	1,500	2,300	5,253		10,801	

Fund No. 1:	OBAG 2 - CMAQ								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				2,000				2,000	
TOTAL				2,000				2,000	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						2,000		2,000	
TOTAL						2,000		2,000	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			1,153					1,153	
CON									
TOTAL			1,153					1,153	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W					1,153			1,153	
CON									
TOTAL					1,153			1,153	

Fund No. 3:	SHOPP								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)			400					400	
CON SUP (CT)				353				353	
R/W			247					247	
CON				2,900				2,900	
TOTAL			647	3,253				3,900	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)					400			400	
CON SUP (CT)						353		353	
R/W					247			247	
CON						2,900		2,900	
TOTAL					647	3,253		3,900	

Fund No. 4:	Local Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	248		1,500					1,748	City of Napa
PS&E				1,500				1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W					500			500	
CON									
TOTAL	248		1,500	1,500	500			3,748	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	248		1,500					1,748	
PS&E				1,500				1,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W					500			500	
CON									
TOTAL	248		1,500	1,500	500			3,748	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/21/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	NAP, ,	, ,		0418000003	1003E	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									Napa County Transportation
R/W									
CON	836	65	64	64				1,029	Napa County Transportation
TOTAL	836	65	64	64				1,029	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	836	52	52	51	51	50		1,092	
TOTAL	836	52	52	51	51	50		1,092	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									\$60 CON voted 04/03/03
R/W SUP (CT)									\$60 CON voted 02/26/04
CON SUP (CT)									\$45 CON voted 06/07/07
R/W									\$24 CON voted 07/26/07
CON	836	65	64	64				1,029	\$24 CON voted 07/24/08
TOTAL	836	65	64	64				1,029	\$24 CON voted 08/13/09
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	836	52	52	51	51	50		1,092	
TOTAL	836	52	52	51	51	50		1,092	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	NAP, ,	, ,		0418000475	2130	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	11							11	MTC
PS&E									MTC
R/W SUP (CT)									MTC
CON SUP (CT)									MTC
R/W									MTC
CON	227	17	18	18				280	MTC
TOTAL	238	17	18	18				291	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	11							11	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	227	17	18	18	19	20		319	
TOTAL	238	17	18	18	19	20		330	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	11							11	MTC
PS&E									\$10 CON voted 07/16/98
R/W SUP (CT)									\$10 CON voted 03/02/00
CON SUP (CT)									\$10 CON voted 08/15/00
R/W									\$11 CON voted 07/20/01
CON	227	17	18	18				280	\$10 CON voted 09/16/02
TOTAL	238	17	18	18				291	\$11 PAED voted 07/14/05
Proposed Funding (\$1,000s)									\$11 CON voted 07/20/06
									Notes
E&P (PA&ED)	11							11	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	227	17	18	18	19	20		319	
TOTAL	238	17	18	18	19	20		330	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/9/19
District	EA	Project ID		PPNO	MPO ID	
04				2130D	NAP130006	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
NAP	Devlin Road			City of American Canyon		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Ron Ranada		(707) 647-4559		rranada@cityofamericancanyon		
Project Title						
Devlin Road Extension and Class I Path (Segment H)						
Location (Project Limits), Description (Scope of Work)						
Extend Devlin Road and Vine Trail approximately 2,500 ft. to the south connecting at Green Island Road, constructing a Class I multipurpose path parallel to Devlin Road.						
Component						
		Implementing Agency				
PA&ED		City of American Canyon				
PS&E		City of American Canyon				
Right of Way		City of American Canyon				
Construction		City of American Canyon				
Legislative Districts						
Assembly:	4	Senate:	3	Congressional:	5	
Project Benefits						
Circulation and connectivity north/south providing a parallel route to SR 29 in the south county. Safe bicycle and pedestrian access.						
Purpose and Need						
Provide better circulation and safety access by providing a parallel route to SR 29 through south county; improve bike and ped safety and access.						
Category		Outputs			Unit	Total
Pavement (lane-miles)		Local road - new			LF	2,500
Active Transportation		Pedestrian/Bicycle facilities miles constructed			LF	2,500
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		No	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						07/01/14
Circulate Draft Environmental Document				Document Type	ND	01/15/19
Draft Project Report						02/01/19
End Environmental Phase (PA&ED Milestone)						02/01/19
Begin Design (PS&E) Phase						02/01/17
End Design Phase (Ready to List for Advertisement Milestone)						10/01/19
Begin Right of Way Phase						02/01/18
End Right of Way Phase (Right of Way Certification Milestone)						06/01/19
Begin Construction Phase (Contract Award Milestone)						04/01/20
End Construction Phase (Construction Contract Acceptance Milestone)						09/01/20
Begin Closeout Phase						10/01/20
End Closeout Phase (Closeout Report)						12/31/20

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/9/19

Additional Information

This project needs to be assigned state-only funds because it is not on the FAS system. The City is going to ask for advance allocation in early 2020.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/9/19

District	County	Route	EA	Project ID	PPNO	
04	NAP	Devlin Road			2130D	
Project Title: Devlin Road Extension and Class I Path (Segment H)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	297							297	City of American Canyon
PS&E									City of American Canyon
R/W SUP (CT)									City of American Canyon
CON SUP (CT)									City of American Canyon
R/W	800							800	City of American Canyon
CON		4,271						4,271	City of American Canyon
TOTAL	1,097	4,271						5,368	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	297							297	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	800							800	
CON		4,271						4,271	
TOTAL	1,097	4,271						5,368	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	297							297	MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,151						4,151	
TOTAL	297	4,151						4,448	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	297							297	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		4,151						4,151	
TOTAL	297	4,151						4,448	

Fund No. 2:	Local Funds								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									American Canyon
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	800							800	
CON		120						120	
TOTAL	800	120						920	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W	800							800	
CON		120						120	
TOTAL	800	120						920	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/5/19
District	EA	Project ID		PPNO	MPO ID	
04				2300B	NAP150003	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
NAP	29	29.2	35.5	County of Napa		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Juan Arias		707 259 8374		juan.arias@countyofnapa.org		
Project Title						
Vine Trail Calistoga to St. Helena						
Location (Project Limits), Description (Scope of Work)						
The project limits are from Fairway Drive in Calistoga to Pratt Ave. in St. Helena. The project is a class I multiuse path that will largely parallel the state highway SR 29.						
Component						
PA&ED		NVRTA				
PS&E		NVRTA				
Right of Way		NVRTA				
Construction		NVRTA				
Legislative Districts						
Assembly:	4	Senate:	3	Congressional:	5	
Project Benefits						
Improved bicycle and pedestrian safety and reduced GHG and VMT by providing a class I on apprx. 9 miles of highway connecting the cities of St. Helena to Calistoga.						
Purpose and Need						
To provide alternative transportation and improved bicycle and pedestrian safety.						
Category		Outputs			Unit	Total
Active Transportation		Pedestrian/Bicycle facilities miles constructed			Miles	9
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						07/01/15
Circulate Draft Environmental Document					Document Type	ND/CE
Draft Project Report						04/01/20
End Environmental Phase (PA&ED Milestone)						07/22/20
Begin Design (PS&E) Phase						05/31/18
End Design Phase (Ready to List for Advertisement Milestone)						02/01/21
Begin Right of Way Phase						08/01/20
End Right of Way Phase (Right of Way Certification Milestone)						12/16/20
Begin Construction Phase (Contract Award Milestone)						05/07/21
End Construction Phase (Construction Contract Acceptance Milestone)						11/14/22
Begin Closeout Phase						11/15/22
End Closeout Phase (Closeout Report)						02/01/23

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/5/19

District	County	Route	EA	Project ID	PPNO	
04	NAP	29			2300B	
Project Title: Vine Trail Calistoga to St. Helena						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	400							400	NVTA
PS&E	1,533							1,533	NVTA
R/W SUP (CT)									NVTA
CON SUP (CT)									NVTA
R/W									NVTA
CON	1,000	125	7,528					8,653	NVTA
TOTAL	2,933	125	7,528					10,586	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	400							400	
PS&E	1,533							1,533	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		321	9,172					9,493	
TOTAL	1,933	321	9,172					11,426	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Move \$196k of STIP funds from Silverado Trail Phase L to this project (\$98K from Napa and \$98K from STA)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		196						196	
TOTAL		196						196	

Fund No. 2:	Bay Area Ridge Trail								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Local
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		125						125	
TOTAL		125						125	
Proposed Funding (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		125						125	
TOTAL		125						125	

Fund No. 3:		ATP - Cycle 2							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,817					6,817	
TOTAL			6,817					6,817	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									Received extension until Feb. 2021
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,817					6,817	
TOTAL			6,817					6,817	

Fund No. 4:		OBAG 2 - PCA funds							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			711					711	
TOTAL			711					711	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			711					711	
TOTAL			711					711	

Fund No. 5:		Cities of St. Helena and Calistoga							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Local
PS&E	483							483	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	483							483	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E	483							483	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	483							483	

Fund No. 6:	Napa Valley Vine Trail Coalition								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	400							400	Local/Private
PS&E	1,050							1,050	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,000							1,000	
TOTAL	2,450							2,450	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	400							400	
PS&E	1,050							1,050	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,644					1,644	
TOTAL	1,450		1,644					3,094	

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

NEW AND AMENDED PROJECTS:

SAN FRANCISCO COUNTY

PPNO	Project Title
2007	Planning, programming, and monitoring (SFCTA)
2131	Planning, programming, and monitoring (MTC)
2137	Communications-Based Train Control - Phases 1 & 2
New	New Flyer Midlife Overhaul - Phase III



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	12/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04		0418000008		2007	SF-170002		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SF				San Francisco County Transportation Authority			
				MPO		Element	
				MTC		LA	
Project Manager/Contact		Phone		E-mail Address			
Amber Crabbe		(415)522-4801		amber.crabbe@sfccta.org			
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, Programming and Monitoring							
Component							
PA&ED		San Francisco County Transportation Authority					
PS&E							
Right of Way							
Construction		San Francisco County Transportation Authority					
Legislative Districts							
Assembly:	17, 19		Senate:	11		Congressional:	12, 14
Project Benefits							
The project supports timely project management and oversight.							
Purpose and Need							
The purpose and need of the funds include monitoring STIP project implementation, including timely use of funds, project delivery, and compliance with State law and the California Transportation Commission's guidelines.							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements No		Bike/Ped Improvements No			Reversible Lane analysis No		
Inc. Sustainable Communities Strategy Goals Yes					Reduces Greenhouse Gas Emissions No		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SF, ,	, ,		0418000008	2007	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	65							65	San Francisco County
PS&E									
R/W SUP (CT)									
CON SUP (CT)									San Francisco County
R/W									
CON	5,052	260	259	259				5,830	San Francisco County
TOTAL	5,117	260	259	259				5,895	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	259	259	46	199		6,075	
TOTAL	5,117	260	259	259	46	199		6,140	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	65							65	MTC
PS&E									\$52 CON voted 01/26/01
R/W SUP (CT)									\$58 CON voted 05/21/03
CON SUP (CT)									\$59 CON voted 02/26/04
R/W									\$65 PAED voted 07/14/05
CON	5,052	260	259	259				5,830	\$65 CON voted 03/15/07
TOTAL	5,117	260	259	259				5,895	\$466 CON voted 07/26/07
Proposed Funding (\$1,000s)									\$541 CON voted 07/24/08
									Notes
E&P (PA&ED)	65							65	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,052	260	259	259	46	199		6,075	
TOTAL	5,117	260	259	259	46	199		6,140	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SF, ,	, ,		0418000475	2131	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	47							47	MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									MTC
R/W									
CON	1,022	76	79	82				1,259	MTC
TOTAL	1,069	76	79	82				1,306	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	47							47	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,022	76	79	82	85	88		1,432	
TOTAL	1,069	76	79	82	85	88		1,479	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	47							47	MTC
PS&E									\$47 CON voted 07/16/98
R/W SUP (CT)									\$46 CON voted 03/02/00
CON SUP (CT)									\$47 CON voted 08/15/00
R/W									\$46 CON voted 07/20/01
CON	1,022	76	79	82				1,259	\$47 CON voted 09/16/02
TOTAL	1,069	76	79	82				1,306	\$47 PAED voted 07/14/05
Proposed Funding (\$1,000s)									\$48 CON voted 07/20/06
									Notes
E&P (PA&ED)	47							47	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,022	76	79	82	85	88		1,432	
TOTAL	1,069	76	79	82	85	88		1,479	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	12/16/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04				2137	SF-050024		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SF				SFMTA			
				MPO	Element		
				MTC	MT		
Project Manager/Contact		Phone		E-mail Address			
Alex Hallowell		(415) 646-4112		Alexandra.Hallowell@sfmta.com			
Project Title							
Communications-Based Train Control - Phases I & 2							
Location (Project Limits), Description (Scope of Work)							
A new Communications-Based Train Control (CBTC) system possesses the greatest potential of any single investment to bolster SFMTA Muni's light rail system's efficiency and reliability. The SFMTA will install a new CBTC system, starting with Phase 1 between 23rd Street and the subway portal at Market Street. Phase 2 will include the Market Street tunnel between Embarcadero and West Portal Stations and along the Central Subway alignment. CBTC will include the functionality of the Axle Counters project while taking advantage of newer technology and equipment. Five subsequent phases of the project will deploy CBTC throughout the entirety of the SFMTA's 75 miles of light rail service (full text on next tab).							
Component		Implementing Agency					
PA&ED		SFMTA					
PS&E		SFMTA					
Right of Way		NA					
Construction		SFMTA					
Legislative Districts							
Assembly:	17,19		Senate:	11		Congressional:	12,14
Project Benefits							
To grow ridership while increasing safety and reliability the SFMTA will install a state-of-the-art Communications Based Train Control System (CBTC) along 9 bidirectional miles of light rail lines and six transit lines. CBTC benefits are improved reliability, safety, line capacity, and decreased travel times for the most heavily-traveled segments of the light rail system.							
Purpose and Need							
The SFMTA Muni Metro system uses a centralized train control in the Market Street tunnel (the core segment described in Phase 2 above). The system was installed more than two decades ago and relies on outdated technology and equipment. The train control system provides two critical benefits to our operations (continues on next tab):							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Operational improvements			Miles	18	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved					11/30/19		
Begin Environmental (PA&ED) Phase					03/01/2019	NA	
Circulate Draft Environmental Document				Document Type	CE/CE		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					06/30/2019	03/31/20	
Begin Design (PS&E) Phase					07/01/2019	03/31/20	
End Design Phase (Ready to List for Advertisement Milestone)					06/01/2020	03/31/20	
Begin Right of Way Phase						NA	
End Right of Way Phase (Right of Way Certification Milestone)						NA	
Begin Construction Phase (Contract Award Milestone)					12/01/2020	01/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2023	06/30/25	
Begin Closeout Phase					01/01/2024	06/30/25	
End Closeout Phase (Closeout Report)					01/01/2026	12/31/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

Additional Information

LOCATION (PROJECT LIMITS), DESCRIPTION (SCOPE OF WORK) (Full language): A Communications-Based Train Control (CBTC) system possesses the greatest potential of any single investment to bolster SFMTA Muni's light rail system's efficiency and reliability. The SFMTA will install a new CBTC system, with phasing as follows: Phase 1 between 23rd Street and the subway portal at Market Street. This segment of nine stations serves the new Chase Center (Warriors arena), Oracle Park (Giants stadium) as well as Muni Metro East, one of SFMTA's two light rail maintenance facilities. Following this installation, Phase 2 will be installed throughout the Market Street tunnel between Embarcadero and West Portal Stations and along the Central Subway alignment. Phase 2 serves 9 underground Muni Metro subway stations and represents the heart of the light rail system along which all lines converge. It will also include Central Subway's two surface and two subway stations. CBTC is envisioned as a multi-phase project with previously programmed STIP funds to be spent on the project's Phases 1 and 2. CBTC will include the functionality of the "Restoration of SFMTA Light Rail Lines - Axle Counters" project while taking advantage of newer technology and equipment. These two phases are part of a larger seven-phase project to deploy CBTC throughout the entirety of the SFMTA's 75 miles of light rail service.

PURPOSE & NEED (Full language): The SFMTA Muni Metro system uses a centralized train control in the Market Street tunnel (the core segment described in Phase 2 above). The system was installed more than two decades ago and relies on outdated technology and equipment. The train control system provides two critical benefits to our operations:

- 1) essential safety features to ensure light rail vehicles never collide while operating underground.
- 2) higher travel speeds under a computerized system.

This system keeps vehicles safely and evenly spaced, permitting lower headways than could be achieved under manual operation. Today's SFMTA train control system is beyond its useful life and over capacity. The majority of the LRV network, including the Phase 1, 9-station segment, is governed by line-of-sight rules and signals working in isolation. The full CBTC system installation will expand the centralized vehicle control beyond the Market Street tunnel and along all surface lines. This will permit a more coordinated and centralized management of the entirety of our light rail system by using integrated signals to better manage vehicle flows along the surface. Additionally, CBTC will incorporate decades of technological improvements resulting in more flexible operations, lower operating and maintenance costs, and a better and more intuitive user interface.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SF, ,	, ,			2137	
Project Title: Communications-Based Train Control - Phases I & 2						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									SFMTA
PS&E									SFMTA
R/W SUP (CT)									NA
CON SUP (CT)									SFMTA
R/W									NA
CON		32,000						32,000	SFMTA
TOTAL		32,000						32,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	2,435	6,000	500					8,935	
PS&E		8,569	4,856	1,475				14,900	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,752	40,072	12,551	825			67,200	
TOTAL	2,435	28,321	45,428	14,026	825			91,035	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,752						13,752	
TOTAL		13,752						13,752	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		13,752						13,752	
TOTAL		13,752						13,752	

Fund No. 2:	FTA \$5337 State of Good Repair								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									FTA (programmed by MTC)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		18,248						18,248	
TOTAL		18,248						18,248	
Proposed Funding (\$1,000s)									
E&P (PA&ED)									
PS&E		2,760						2,760	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			816	403				1,219	
TOTAL		2,760	816	403				3,979	

Fund No. 3:	Operating/Population Baseline								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									SFMTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,435	4,243	500					7,178	
PS&E		690	3,856	1,475				6,021	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,782	4,328				6,110	
TOTAL	2,435	4,933	6,138	5,803				19,309	

Fund No. 4:	Low Carbon Transit Operations Program								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)		1,757						1,757	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,757						1,757	

Fund No. 5:	General Funds								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									SFMTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		1,000						1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		1,000						1,000	

Fund No. 6:	SB1 State of Good Repair								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		1,993	1,000					2,993	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			13,507	4,750	825			19,082	
TOTAL		1,993	14,507	4,750	825			22,075	

Fund No. 7:	Other FTA / Match Programming (MTC discretion)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		2,126						2,126	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			23,967	3,070				27,037	
TOTAL		2,126	23,967	3,070				29,163	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Complete this page for amendments only**Date:** 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SF				2137	

SECTION 1 - All Projects**Project Background**

As with the original 2018 STIP project, the SFMTA continues to work to grow light rail ridership and expand service frequency. Our outdated centralized train control system is under constant pressure and is operating beyond the capacity for which it was designed three decades ago. The risk to service disruption is growing with the recent expansion of our light rail fleet by 68 vehicles (45%) and with the incredible growth in development particularly along the Mission Bay corridor (which corresponds to the Phase 1 geography). To increase rail network capacity, the SFMTA proposes implementing a new Communications-Based Train Control (CBTC) system: a CBTC system possesses the greatest potential of any single investment to improve our light rail operations. The CBTC updates the scope of the Restoration of SFMTA Light Rail Lines - Axle Counters project with new technology. CBTC is envisioned as a multi-phase project with previously programmed STIP funds to be spent on the project's

Programming Change Requested

The SFMTA will complete its Restoration of SFMTA Light Rail Lines - Axle Counters project, which is currently programmed to receive \$13.752 M in the STIP, by folding its scope and purpose into its larger CBTC Phases 1 and 2 project. The requested scope amendment (and related amendments to project milestones) incorporates the train 'tracking' feature of the Axle Counter project as a core function of the new CBTC system. Essentially, the Axle Counter functionality as originally proposed would have been to enhance the original and old train control system, and investment in CBTC would instead replace it with a new system with a multitude of additional benefits to speed up and improve reliability in an expanded service area. Note the project sponsor has been and remains "SFMTA," not "San Francisco County MTA / Dept. of Parking and Traffic", and this is now reflected throughout the PPR.

Reason for Proposed Change

The SFMTA has developed a vision for the train control system and has determined that the most beneficial path is to replace and expand the existing system due to its limitations and remaining life cycle. This CBTC project replaces the previous plan of staged upgrades to the legacy system. This legacy project was of smaller scope, and would deliver limited benefits as compared with this new project. Based on project development that has occurred since the approval of the 2018 STIP, the SFMTA will launch the full CBTC system in phases. The 2018 STIP funds will be devoted to Phase 1 and 2 improvements on light rail's surface corridor from 23rd Street and the Portal leading to the Market Street subway and the Market Street subway itself along with Central Subway. This includes and expands the geography of the original Axle Counter project, and will provide far superior benefits to the public. It also leverages significantly more federal, state, and local funds than the original project.

If proposed change will delay one or more components, clearly explain 1) reason the delay, 2) cost increase related to the delay, and 3) how cost increase will be funded

There would be no delay. The cost increase is due to the expanded scope of work and will be funded with non-STIP funds as shown in the "Funding Info" tab (federal, state and local funds).

Other Significant Information**SECTION 2 - For SB1 Projects Only**

Project Amendment Request (Please follow the individual SB1 program guidelines for specific criteria)

SECTION 3 - All Projects**Approvals**

I hereby certify that the above information is complete and accurate and all approvals have been obtained for the processing of this amendment request.*

Name (Print or Type)	Signature	Title	Date

Attachments

- 1) Concurrence from Implementing Agency and/or Regional Transportation Planning Agency
- 2) Project Location Map

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	12/11/19
District	EA	Project ID		PPNO	MPO ID	
04				New		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SF	var			SFMTA		
				MPO	Element	
				MTC	Mass Transit	
Project Manager/Contact		Phone		E-mail Address		
Alex Hallowell		(415) 646-4112		Alexandra.Hallowell@sfmta.com		
Project Title						
New Flyer Midlife Overhaul - Phase III						
Location (Project Limits), Description (Scope of Work)						
The New Flyer Midlife Overhaul – Phase III of SFMTA's overhaul program will perform midlife overhauls on fourteen 40-foot and 60-foot electric trolley or motor coaches. It will outfit the trolley and motor coach vehicles with upgraded engine technology and a higher capacity battery system to take advantage of technological advances and permit a hybrid vehicle to operate in full battery-electric mode for a portion of its route. Overhauls will also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements. Phase III will address vehicles reaching the midpoint of their useful lives fleet shortly following the allocation of STIP funds.						
Component		Implementing Agency				
PA&ED	NA					
PS&E	SFMTA					
Right of Way	NA					
Construction	SFMTA					
Legislative Districts						
Assembly:	17, 19	Senate:	11	Congressional:	12, 14	
Project Benefits						
This midlife overhaul program ensures that the transit fleet continues to operate reliably, with work performed on a predictable basis rather than addressing component failures on a case-by-case, reactive basis which is costly and disruptive to customers. More productive, effective, and, ultimately, attractive service is likely to increase transit ridership. The project also increases the vehicles' fuel efficiency.						
Purpose and Need						
Maintenance data shows that rehabilitation of the fleet significantly improves vehicle reliability, reduces the incidence of breakdowns, prevents service interruptions with additional costly repairs, and ensure consistency in systems deployed across SFMTA's 800+ buses. Overhauls will also include improvements like repainted exteriors, updated seating configurations, and improved wheelchair securements.						
Category		Outputs			Unit	Total
Rail / Multi-Modal		Rail cars/ transit vehicles			EA	14
NHS Improvements	No	Roadway Class	NA	Reversible Lane analysis	Y/N	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					11/01/19	
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document			Document Type	CE		
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						
Begin Design (PS&E) Phase						07/01/24
End Design Phase (Ready to List for Advertisement Milestone)						01/01/25
Begin Right of Way Phase						NA
End Right of Way Phase (Right of Way Certification Milestone)						NA
Begin Construction Phase (Contract Award Milestone)						07/01/25
End Construction Phase (Construction Contract Acceptance Milestone)						01/04/26
Begin Closeout Phase						01/04/26
End Closeout Phase (Closeout Report)						08/01/26

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/11/19**Additional Information****PROJECT BENEFITS (FULL TEXT):**

This midlife overhaul program ensures that the transit fleet continues to operate reliably for its full useful life. Planning for midlife overhauls also reduces the impact on the riding public, as work is performed on a predictable basis. Without a midlife overhaul program, the SFMTA would need to address component failures on a case-by-case, reactive basis, which would diminish the overall availability and reliability of this critical fleet. This is costly and disruptive to customers and would result in higher rates of vehicle failures. Additionally, because the midlife overhaul program will make the fleet more reliable, breakdowns and other unscheduled repairs would decrease and it is likely that ridership will increase based on service being more productive, effective, and, ultimately, attractive. The project also increases the vehicles' fuel efficiency.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/11/19

District	County	Route	EA	Project ID	PPNO	
04	SF	var			New	
Project Title: New Flyer Midlife Overhaul - Phase III						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									NA
PS&E									SFMTA
R/W SUP (CT)									NA
CON SUP (CT)									SFMTA
R/W									NA
CON									SFMTA
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						9,879		9,879	
TOTAL						9,879		9,879	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									Funding Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Federal-only funds requested as project is not Article XIX-eligible
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						7,952		7,952	
TOTAL						7,952		7,952	

Fund No. 2:	AB 664 Bridge Tolls								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									MTC's Transit Capital Priorities Bridge Tolls (AB 664)
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						1,794		1,794	
TOTAL						1,794		1,794	

Fund No. 3:		SFMTA Operating							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON						133		133	
TOTAL						133		133	

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

NEW AND AMENDED PROJECTS:

SAN MATEO COUNTY

PPNO	Project Title
0658G	ITS Imps. in Daly City, Brisbane, and Colma
0658J	US 101 Managed Lanes Project - Highway Planting Replacement
0668D	SR 92/US 101 Interchange Imps. - Phase 2
0690B	US-101 Willow Rd I/C Reconstruction (AB3090 Reimbursement)
0692K	US 101/Woodside Road Interchange Imp. Project
0702D	US 101 Produce Avenue Interchange - Imps.
2140	Planning, programming, and monitoring (MTC)
2140A	Planning, programming, and monitoring (SM C/CAG)
New	US 101 Managed Lane Project North of I-380



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	11/23/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04	0Q640	0418000126		0658G	SM-170046		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SM	280	20.3	20.7	San Mateo City/County Association of Governments			
				MPO		Element	
				MTC		Capital Outlay	
Project Manager/Contact		Phone		E-mail Address			
John Hoang		(650)599-1462		jhoang@smcgov.org			
Project Title							
ITS Improvements in Daly City, Brisbane, and Colma							
Location (Project Limits), Description (Scope of Work)							
On Route Local Arterials Parallel to US 101 and I-280; SR82; SR1; SR35							
Component							
PA&ED		San Mateo City/County Association of Governments					
PS&E		City of Daly City					
Right of Way		City of Daly City/ Colma/ Brisbane					
Construction		City of Daly City/ Colma/ Brisbane					
Legislative Districts							
Assembly:	12,19,22	Senate:	8,13	Congressional:	14		
Project Benefits							
The Smart Corridor/ITS key features and benefits include:							
- Interconnected communication network							
- Provides infrastructure for countywide traffic management system							
- Allows shared control and operation improving cross jurisdictional traffic management							
Purpose and Need							
PURPOSE							
Prior to the Smart Corridors project, San Mateo County had limited deployment of ITS tools to proactively manage traffic congestion—ITS deployment was limited to freeway Traffic Operations System (TOS) elements along US 101 and SR 92. The purpose of this project is to expand the San Mateo County Smart Corridor from its current northern terminus of I-380 further north to the San Francisco County line,							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Operational improvement(s)			Each	1	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					02/01/2019	05/28/19	
Circulate Draft Environmental Document				Document Type	CE/CE		
Draft Project Report					11/01/2019	01/30/20	
End Environmental Phase (PA&ED Milestone)					11/01/2019	01/30/20	
Begin Design (PS&E) Phase					03/01/2022	02/30/20	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2022	11/01/20	
Begin Right of Way Phase					04/01/2022	2/30/20	
End Right of Way Phase (Right of Way Certification Milestone)					07/01/2022	09/01/20	
Begin Construction Phase (Contract Award Milestone)					08/01/2022	03/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)					12/15/2023	07/01/22	
Begin Closeout Phase					12/15/2023	07/02/22	
End Closeout Phase (Closeout Report)					12/15/2024	09/01/22	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/23/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SM, ,	280, ,	0Q640	0418000126	0658G	
Project Title: ITS Improvements in Daly City, Brisbane, and Colma						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	602							602	San Mateo City/County
PS&E			1,002					1,002	City of Daly City
R/W SUP (CT)									City of Daly City/ Colma/ Brisbane
CON SUP (CT)									City of Daly City/ Colma/ Brisbane
R/W	21							21	City of Daly City/ Colma/ Brisbane
CON				9,332				9,332	City of Daly City/ Colma/ Brisbane
TOTAL	623		1,002	9,332				10,957	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	602							602	
PS&E			1,002					1,002	
R/W SUP (CT)									
CON SUP (CT)									
R/W	21							21	
CON				9,332				9,332	
TOTAL	623		1,002	9,332				10,957	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	600							600	MTC
PS&E			1,000					1,000	\$600 PAED voted 10/17/18
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				6,900				6,900	
TOTAL	600		1,000	6,900				8,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	600							600	
PS&E			1,000					1,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				6,900				6,900	
TOTAL	600		1,000	6,900				8,500	

Fund No. 2:	Local Funds - Local Measure (MEA)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	2							2	
PS&E			2					2	
R/W SUP (CT)									
CON SUP (CT)									
R/W	21							21	
CON				2,432				2,432	
TOTAL	23		2	2,432				2,457	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2							2	
PS&E			2					2	
R/W SUP (CT)									
CON SUP (CT)									
R/W	21							21	
CON				1,232				1,232	
TOTAL	23		2	1,232				1,257	

Fund No. 3:	Traffic Light Synchronization Program (TLSP)								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									TLSP funds to be allocated to this project
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				1,200				1,200	
TOTAL				1,200				1,200	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/20/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04	1J567	0420000048		0658J			
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SM	101	0	21.8	Caltrans			
SCL	101	50.6	52.5	MPO		Element	
				MTC		CO	
Project Manager/Contact		Phone		E-mail Address			
NIDAL TUQAN		(510)286-5542		nidal.tugan@dot.ca.gov			
Project Title							
US 101 Managed Lanes Project - Highway Planting Replacement							
Location (Project Limits), Description (Scope of Work)							
This project is located within the cities of San Carlos, Millbrae, Burlingame, San Mateo, Belmont, Menlo Park, Redwood City, Palo Alto, and East Palo Alto in both Santa Clara and San Mateo County on U.S.101 from 2 miles South of the Santa Clara County line (SCL PM 50.6) to 0.3 mile south of Grand Avenue Interchange (PM 21.8). The project will provide Highway Planting as a follow up project at the completion of the Managed Lanes Project.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	22,24	Senate:	13	Congressional:	14,18		
Project Benefits							
The project will better integrate the highway with the surrounding neighborhoods, protect and enhance scenic and landscaped areas within the project area, offset greenhouse gas emissions through tree planting, and provide permanent roadside treatments in the form of shrubs and groundcovers that reduce recurrent maintenance. In this way the project will help meet the California Department of Transportation (Caltrans) goals of sustainability and livability.							
Purpose and Need							
The purpose of the project is to replace damaged and removed plantings within two (2) years of acceptance of the contract for the Managed Lanes Project. In accordance with the Department policy titled Separate Contract Requirements for Highway Planting Work on Roadway Construction Projects, the replacement highway planting for this project will be accompanied by a separate contract that will include 3 years of plant establishment, as the cost estimate for the replacement highway planting exceeds \$300,000.							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type	EIR/FONSI	11/17/2017	
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						10/31/2018	
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)						02/01/2022	
End Construction Phase (Construction Contract Acceptance Milestone)						02/01/2026	
Begin Closeout Phase						02/01/2026	
End Closeout Phase (Closeout Report)						02/01/2027	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SM, SCL,	101, 101,	1J567	0420000048	0658J	
Project Title: US 101 Managed Lanes Project - Highway Planting Replacement						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Caltrans
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)			500					500	Caltrans
R/W									Caltrans
CON			4,305					4,305	Caltrans
TOTAL			4,805					4,805	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			500					500	
R/W									
CON			4,305					4,305	
TOTAL			4,805					4,805	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)			500					500	
R/W									
CON			2,500					2,500	
TOTAL			3,000					3,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)			500					500	
R/W									
CON			2,500					2,500	
TOTAL			3,000					3,000	

Fund No. 2:	Local Funds - Measure A (MEAA)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,805					1,805	
TOTAL			1,805					1,805	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,805					1,805	
TOTAL			1,805					1,805	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/23/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04	2Q800	0419000050		0668D	SM-090014		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SM	92	R11.8	R13.4	San Mateo City/County Association of Governments			
SM	101	10.9	12.1	MPO		Element	
				MTC		CO	
Project Manager/Contact		Phone		E-mail Address			
Jean Higaki		(650)599-1462		jhigaki@smcgov.org			
Project Title							
SR 92/US 101 Interchange Area Improvement Project							
Location (Project Limits), Description (Scope of Work)							
In the cities of Foster City and San Mateo at the US-101/SR-92 interchange. Implement four project improvements: (1) WB SR-92 to SB US-101 HOV loop ramp addition and structure widening (2) SB US-101 to EB SR-92 restriping improve merge (3) SB US-101 Fashion Island Blvd off-ramp signing and striping (4) NB US-101 at Hillsdale Blvd off-ramp widening and striping improvements. The US-101/SR-92 interchange is a major facility that serves both regional and local traffic.							
Component							
PA&ED		Caltrans					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	19	Senate:	8	Congressional:	14		
Project Benefits							
The proposed project is anticipated to improve traffic operations with relatively low implementation costs.							
Purpose and Need							
Purpose: Improve local access from US-101 and provide operation improvements at the US-101/SR-92 interchange ramps that reduce weaving conflicts and improve safety. Need: There is a need to implement improvements due to the substantial delay and congestion within the US-101/SR-92 interchange caused by heavy traffic volumes and inefficient weaving and merging at the interchange ramp connections. The also resulted in higher than average collision rates at ramp and connector locations throughout the project limits.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Operational improvements			each	4	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved					10/29/19		
Begin Environmental (PA&ED) Phase					07/01/2019	04/15/20	
Circulate Draft Environmental Document				Document Type	EIR/EIS	07/01/2020	01/15/21
Draft Project Report					07/01/2020	01/15/21	
End Environmental Phase (PA&ED Milestone)					11/01/2020	08/15/21	
Begin Design (PS&E) Phase					12/01/2020	10/15/21	
End Design Phase (Ready to List for Advertisement Milestone)					12/15/2022	01/15/23	
Begin Right of Way Phase					12/01/2020	08/15/21	
End Right of Way Phase (Right of Way Certification Milestone)					12/01/2022	01/15/23	
Begin Construction Phase (Contract Award Milestone)					06/01/2023	04/15/23	
End Construction Phase (Construction Contract Acceptance Milestone)					10/01/2025	06/15/24	
Begin Closeout Phase					10/01/2025	06/15/24	
End Closeout Phase (Closeout Report)					10/01/2026	12/15/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/23/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SM, SM,	92, 101,	2Q800	0419000050	0668D	
Project Title: SR 92/US 101 Interchange Area Improvement Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	3,111							3,111	Caltrans
PS&E		3,217						3,217	Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL	3,111	3,217						6,328	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,111							3,111	
PS&E			3,217					3,217	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,111		3,217					6,328	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	2,411							2,411	Caltrans
PS&E		3,217						3,217	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,411	3,217						5,628	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	2,411							2,411	Push out \$3,217 from FY20/21 to FY 21/22
PS&E			3,217					3,217	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	2,411		3,217					5,628	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	700							700	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	700							700	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	700							700	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	700							700	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/09/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04				0690B	SM-010047		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SM	101	1.6	2.2	MTC			
SM	114	4.8	5.3	MPO		Element	
				MTC		CO	
Project Manager/Contact		Phone		E-mail Address			
Mohammad Suleiman		(650)508-7944		mohammad.suleiman@dot.ca.gov			
Project Title							
AB 3090 Reimbursement (US 101/Willow Road IC)							
Location (Project Limits), Description (Scope of Work)							
AB 3090 Reimbursement							
Component							
Implementing Agency							
PA&ED							
PS&E							
Right of Way							
Construction San Mateo County Transportation Authority							
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
Purpose and Need							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/09/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SM, SM,	101, 114,			0690B	
Project Title: AB 3090 Reimbursement (US 101/Willow Road IC)						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	4,000	4,000						8,000	San Mateo County Transportation
R/W									
CON									San Mateo County Transportation
TOTAL	4,000	4,000						8,000	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	4,000	4,000						8,000	
R/W									
CON									
TOTAL	4,000	4,000						8,000	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)	4,000	4,000						8,000	
R/W									
CON									
TOTAL	4,000	4,000						8,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)	4,000	4,000						8,000	
R/W									
CON									
TOTAL	4,000	4,000						8,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/20/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04	235360	041400032		0692K	SM-050027		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SM	101	4.4	6.5	Redwood City, City of			
SM	84	25.3	25.7	MPO		Element	
				MTC		CO	
Project Manager/Contact		Phone		E-mail Address			
Jessica Manzi		(650)780-7372		jmanzi@redwoodcity.org			
Project Title							
US 101/Woodside Road Interchange Improvement Project							
Location (Project Limits), Description (Scope of Work)							
LOCATION: Route 101 from 0.8 mile south of Route 101/84 Separation to 0.1 mile south of Whipple Avenue Overcrossing and on Seaport Boulevard and Route 84 from Route 101/84 Separation to Spring Street. DESCRIPTION: The Project would widen Woodside Road to six lanes (three in each direction) plus turn pockets, and reconstruct all ramp connections between Woodside Road and US 101. The Project would construct direct-connect flyover ramps connecting to Veterans Boulevard. The Project would not change the alignment or operations of US 101. The Project would also construct additional pedestrian and bicycle facilities throughout the Project area and improve local intersections on Woodside Road and Seaport Boulevard.							
Component		Implementing Agency					
PA&ED		Redwood City, City of					
PS&E		Redwood City, City of					
Right of Way		Redwood City, City of					
Construction		Caltrans					
Legislative Districts							
Assembly:	22	Senate:	13	Congressional:	14		
Project Benefits							
Predominant benefits of the Project would be related to Traffic and Transportation / Pedestrian and Bicycle Facilities. Cal B/C results indicate very positive B/C ratio and ROI (see page 2). Analyses documented in IS/EA show dramatic operational improvements at intersections and the interchange facilities (see page 2). Finally, the Federal Cost-Effectiveness evaluation shows substantial benefits (see page 2).							
Purpose and Need							
Alleviate peak-period congestion at the US 101/Woodside Road interchange; improve traffic operations, including intersections on Woodside Road and Seaport Boulevard; and improve bicycle and pedestrian access across US 101 within the Project limits. The US 101/Woodside Road interchange is at the junction of several closely spaced street and ramp intersections where drivers experience peak-period delays. Congestion on the local streets and interchange ramps causes backups for vehicles entering the Project							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Modified / Improved interchanges			each	1	
Local streets and roads		Class I, II and IV Bikeways and New Sidewalks			each	1	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis		N
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions		Yes
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					10/24/2013		
Circulate Draft Environmental Document					Document Type	04/05/2016	
Draft Project Report						04/08/2016	
End Environmental Phase (PA&ED Milestone)						12/19/2016	
Begin Design (PS&E) Phase						08/24/2017	
End Design Phase (Ready to List for Advertisement Milestone)						05/31/2020	05/30/24
Begin Right of Way Phase						08/24/2017	06/01/20
End Right of Way Phase (Right of Way Certification Milestone)						12/31/2019	02/30/24
Begin Construction Phase (Contract Award Milestone)						12/31/2020	04/30/25
End Construction Phase (Construction Contract Acceptance Milestone)						06/30/2024	10/30/28
Begin Closeout Phase						08/31/2024	01/15/29
End Closeout Phase (Closeout Report)						11/30/2024	04/15/29

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/20/19

Additional Information

Project Milestone schedule was changed as noted to reflect current status and projected delivery of Design and Right of Way phases. -pk 10/11/19 Revisions made to address key attributes of project and Begin Right of Way Phase date on Project Info tab; shifted Fund No. 2 to FY 21-22 -pk 10/30/19

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/20/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SM, SM,	101, 84,	235360	041400032	0692K	
Project Title: US 101/Woodside Road Interchange Improvement Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	4,200							4,200	Redwood City, City of
PS&E	9,250							9,250	Redwood City, City of
R/W SUP (CT)									Redwood City, City of
CON SUP (CT)									Caltrans
R/W	21,000		17,000					38,000	Redwood City, City of
CON									Caltrans
TOTAL	34,450		17,000					51,450	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	4,200							4,200	
PS&E	9,250							9,250	
R/W SUP (CT)									
CON SUP (CT)									
R/W			60,000					60,000	
CON									
TOTAL	13,450		60,000					73,450	

Fund No. 1:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	780							780	
PS&E	2,110							2,110	
R/W SUP (CT)									
CON SUP (CT)									
R/W			9,000					9,000	
CON									
TOTAL	2,890		9,000					11,890	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	780							780	Local (City) R/W funding increased from \$9M to \$31M based on updated R/W cost estimates: City property \$17M; developer property \$11M; plus TIF \$3M -pk 10/11/19
PS&E	2,110							2,110	
R/W SUP (CT)									
CON SUP (CT)									
R/W			31,000					31,000	
CON									
TOTAL	2,890		31,000					33,890	

Fund No. 2:	Local Funds - Local Measure (MEA)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	3,420							3,420	
PS&E	7,140							7,140	
R/W SUP (CT)									
CON SUP (CT)									
R/W	21,000							21,000	
CON									
TOTAL	31,560							31,560	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,420							3,420	
PS&E	7,140							7,140	
R/W SUP (CT)									
CON SUP (CT)									
R/W			21,000					21,000	
CON									
TOTAL	10,560		21,000					31,560	

Fund No. 3:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC The change in Fund 1 for R/W (above) does not require a change in Fund 3 (STIP-RIP) programming (amount or year), so it appears no formal amendment is required. -pk 10/11/19
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			8,000					8,000	
CON									
TOTAL			8,000					8,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W			8,000					8,000	
CON									
TOTAL			8,000					8,000	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Yes					Date:	11/23/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04	4H360	0413000212		0702D	SM-110003		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SM	101	20.7	21.7	South San Francisco, City of			
				MPO		Element	
				MTC		Capital Outlay	
Project Manager/Contact		Phone		E-mail Address			
Eunejune Kim		(650)877-8550		eunejune.kim@ssf.net			
Project Title							
US 101 / Produce Avenue Interchange							
Location (Project Limits), Description (Scope of Work)							
On Route US 101 in San Mateo County, in the City of South San Francisco (PM 21.2/21.6). Reconstruction and reconfiguration of the interchange, as follows: Extend Utah Avenue to the west over US 101 to connect with San Mateo Avenue and provide access to southbound US 101 on-/off-ramps at Produce Avenue; construct new sidewalks and Class 2 bike lanes on both sides of the east-west local street connection remove some of the non-standard features at this location, and provide new ramp configurations at Produce Avenue; provide more direct access to US 101 to better accommodate land use and employment changes and help separate freeway bound traffic from the surrounding local streets.							
Component		Implementing Agency					
PA&ED		South San Francisco, City of					
PS&E		South San Francisco, City of					
Right of Way		Caltrans					
Construction		South San Francisco, City of					
Legislative Districts							
Assembly:	22		Senate:	13		Congressional:	14
Project Benefits							
Enhance safety and improve traffic operations in the vicinity of Produce Avenue and US 101; provide a local east-west connection across US 101 for the southern neighborhoods of the City; improve bike and pedestrian facilities; accommodate future planned growth in the vicinity of Produce Avenue and US 101.							
Purpose and Need							
Purpose:							
<ul style="list-style-type: none"> Enhance safety and improve traffic operations in the vicinity of Produce Avenue and US 101 Provide a local east-west connection across US 101 for the southern neighborhoods of the City Improve bike and pedestrian facilities 							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		New interchange(s)			Each	1	
ADA Improvements Yes		Bike/Ped Improvements Yes			Reversible Lane analysis		N
Inc. Sustainable Communities Strategy Goals		Yes			Reduces Greenhouse Gas Emissions		Yes
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					11/01/2017	11/01/17	
Circulate Draft Environmental Document			Document Type	EIR/EIS	06/01/2019	03/01/20	
Draft Project Report					08/01/2019	05/01/20	
End Environmental Phase (PA&ED Milestone)					01/01/2020	12/31/20	
Begin Design (PS&E) Phase					07/01/2020	02/01/21	
End Design Phase (Ready to List for Advertisement Milestone)					01/01/2022	12/01/22	
Begin Right of Way Phase					07/01/2021	07/01/22	
End Right of Way Phase (Right of Way Certification Milestone)					01/01/2022	01/01/23	
Begin Construction Phase (Contract Award Milestone)					06/01/2022	06/01/23	
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/2026	12/31/26	
Begin Closeout Phase					01/01/2027	01/01/27	
End Closeout Phase (Closeout Report)					07/01/2027	07/01/27	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/23/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SM, ,	101, ,	4H360	0413000212	0702D	
Project Title: US 101 / Produce Avenue Interchange						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	3,150							3,150	South San Francisco, City of
PS&E		6,300						6,300	South San Francisco, City of
R/W SUP (CT)									Caltrans
CON SUP (CT)									South San Francisco, City of
R/W									Caltrans
CON									South San Francisco, City of
TOTAL	3,150	6,300						9,450	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	3,150							3,150	
PS&E		12,600						12,600	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,150	12,600						15,750	

Fund No. 1:	Local Funds - Local Measure (MEA)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	3,000							3,000	MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,000							3,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	3,000							3,000	
PS&E		6,300						6,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,000	6,300						9,300	

Fund No. 2:	Local Funds - City Funds (CITY)								Program Code
	Existing Funding (\$1,000s)								20.10.400.105
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	150							150	South San Francisco, City of
PS&E		1,300						1,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	150	1,300						1,450	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	150							150	
PS&E		1,300						1,300	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	150	1,300						1,450	

Fund No. 3:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E		5,000						5,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		5,000						5,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		5,000						5,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL		5,000						5,000	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SM, ,	, ,		0418000475	2140	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	49							49	MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									MTC
R/W									
CON	1,051	79	82	85				1,297	MTC
TOTAL	1,100	79	82	85				1,346	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	49							49	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,051	79	82	85	88	91		1,476	
TOTAL	1,100	79	82	85	88	91		1,525	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	49							49	MTC
PS&E									\$47 CON voted 07/16/98
R/W SUP (CT)									\$47 CON voted 03/02/00
CON SUP (CT)									\$47 CON voted 08/15/00
R/W									\$47 CON voted 07/20/01
CON	1,051	79	82	85				1,297	\$47 CON voted 09/16/02
TOTAL	1,100	79	82	85				1,346	\$49 PAED voted 07/14/05
									\$49 CON voted 07/20/06
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	49							49	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	1,051	79	82	85	88	91		1,476	
TOTAL	1,100	79	82	85	88	91		1,525	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/23/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04		0418000460		2140A	SM-170002		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SM				San Mateo City/County Association of Governments			
				MPO		Element	
				MTC		Local Assistance	
Project Manager/Contact		Phone		E-mail Address			
Sandy Wong		(650)599-1409		slwong@smcgov.org			
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
Planning, Programming and Monitoring							
Component							
PA&ED		N/A					
PS&E		N/A					
Right of Way		N/A					
Construction		San Mateo City/County Association of Governments					
Legislative Districts							
Assembly:	12,19,21		Senate:	8,11		Congressional:	12,14
Project Benefits							
N/A							
Purpose and Need							
N/A							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase						N/A	
Circulate Draft Environmental Document				Document Type		N/A	
Draft Project Report						N/A	
End Environmental Phase (PA&ED Milestone)						N/A	
Begin Design (PS&E) Phase						N/A	
End Design Phase (Ready to List for Advertisement Milestone)						N/A	
Begin Right of Way Phase						N/A	
End Right of Way Phase (Right of Way Certification Milestone)						N/A	
Begin Construction Phase (Contract Award Milestone)						N/A	
End Construction Phase (Construction Contract Acceptance Milestone)						N/A	
Begin Closeout Phase						N/A	
End Closeout Phase (Closeout Report)						N/A	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/23/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SM, ,	, ,		0418000460	2140A	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	67							67	N/A
PS&E									N/A
R/W SUP (CT)									N/A
CON SUP (CT)									San Mateo City/County
R/W									N/A
CON	4,968	263	262	262				5,755	San Mateo City/County
TOTAL	5,035	263	262	262				5,822	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	67							67	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,968	263	262	262	46	201		6,002	
TOTAL	5,035	263	262	262	46	201		6,069	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	67							67	MTC
PS&E									\$67 PAED voted 07/14/05
R/W SUP (CT)									\$67 CON voted 10/12/06
CON SUP (CT)									\$467 CON voted 07/26/07
R/W									\$460 CON voted 07/24/08
CON	4,968	263	262	262				5,755	\$460 CON voted 08/13/09
TOTAL	5,035	263	262	262				5,822	\$460 CON voted 07/01/10
									\$690 CON voted 08/11/11
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	67							67	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,968	263	262	262	46	201		6,002	
TOTAL	5,035	263	262	262	46	201		6,069	

Fund No. 2:									Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	12/5/19
District	EA	Project ID		PPNO	MPO ID	
04	2Q970	0419000110		New	New	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SM	101	19.2	26.1	City/County Association of Governments of San Mateo County		
				MPO	Element	
				MTC	Capital Outlay	
Project Manager/Contact		Phone		E-mail Address		
Jean Higaki		650-599-1462		jhigaki@smcgov.org		
Project Title						
US 101 Managed Lanes Project – North of I-380						
Location (Project Limits), Description (Scope of Work)						
In the cities of San Bruno, South San Francisco, and Brisbane. Construct managed lanes in the northbound and southbound directions of United States Highway 101 (US 101) from 1 mile south of the US 101/Interstate 380 (I-380) Interchange in San Mateo County to the San Francisco County line.						
Component						
PA&ED		City/County Association of Governments of San Mateo County				
PS&E		City/County Association of Governments of San Mateo County				
Right of Way		Caltrans				
Construction		Caltrans				
Legislative Districts						
Assembly:	22	Senate:	8	Congressional:	14	
Project Benefits						
The benefit of the proposed project is to improve operations by providing high occupancy vehicle (HOV) lanes and/or high-occupancy toll (HOT) lanes, in the northbound and southbound directions of United States Highway 101 (US 101) from 1 mile south of the US 101/Interstate 380 (I-380) Interchange in San Mateo County to the San Francisco County line.						
Purpose and Need						
All lanes on US 101 currently experience congestion resulting in an overall degradation of operations throughout the corridor. The purpose of the project is to: • Create a facility that extends the benefits of the San Mateo US 101 Express Lane Project into San Francisco; • Increase person throughput; • Encourage carpooling and transit use; • Improve travel time and reliability for HOV and transit users; • Minimize degradation to general purpose lanes and local streets; and • Optimize freeway system management and traffic						
Category		Outputs			Unit	Total
Pavement (lane-miles)		HOV/HOT mainline constructed			Miles	13
NHS Improvements	Yes	Roadway Class	1	Reversible Lane analysis	Yes	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					10/18/19	
Begin Environmental (PA&ED) Phase						12/15/19
Circulate Draft Environmental Document				Document Type	EIR	07/15/21
Draft Project Report						01/15/22
End Environmental Phase (PA&ED Milestone)						01/15/22
Begin Design (PS&E) Phase						02/15/22
End Design Phase (Ready to List for Advertisement Milestone)						08/15/23
Begin Right of Way Phase						01/15/22
End Right of Way Phase (Right of Way Certification Milestone)						06/15/23
Begin Construction Phase (Contract Award Milestone)						01/15/24
End Construction Phase (Construction Contract Acceptance Milestone)						01/15/27
Begin Closeout Phase						01/15/27
End Closeout Phase (Closeout Report)						06/15/28

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/5/19**Additional Information**

Need: All lanes on US 101 experience congestion resulting in an overall degradation of operations throughout the corridor. Traffic flow is constrained at several bottlenecks where vehicular demand exceeds the capacity of the facility. All users traveling on US 101, whether they are in single or multiple occupant vehicles or in buses, experience delays in both the northbound and southbound directions in the AM and PM peak hours, and at other periods during the week.

The purpose of the project is to: • Create a facility that extends the benefits of the San Mateo US 101 Express Lane Project into San Francisco; • Increase person throughput; • Encourage carpooling and transit use; • Improve travel time and reliability for HOV and transit users; • Minimize degradation to general purpose lanes and local streets; and • Optimize freeway system management and traffic operations.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/5/19

District	County	Route	EA	Project ID	PPNO	
04	SM	101	2Q970	0419000110	New	
Project Title: US 101 Managed Lanes Project – North of I-380						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									City/County Association of
PS&E									City/County Association of
R/W SUP (CT)									Caltrans
CON SUP (CT)									Caltrans
R/W									Caltrans
CON									Caltrans
TOTAL									
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E					19,677			19,677	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					19,677			19,677	

Fund No. 1:	RIP- State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E					7,177			7,177	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					7,177			7,177	

Fund No. 2:	Local Funds - Measure A								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									SMCTA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E					12,500			12,500	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL					12,500			12,500	

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

NEW AND AMENDED PROJECTS:

SANTA CLARA COUNTY

PPNO	Project Title
0503J	I-280 Soundwalls at Bird Ave. in San Jose
0521C	I-680 Soundwall from Capitol to Mueller
2015H	US 101 Express Lanes - Phase 5 - Civil
2144	Planning, programming, and monitoring (MTC)
2147E	BART Phase 2: Extension to Downtown San Jose/Santa Clara
2255	Planning, programming, and monitoring (SCVTA)
9035N	San Jose West San Carlos Urban Village Streetscape Imps.



PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04	44840K	0419000394		0503J	SCL170064		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SCL	280	2.5	3.2	Caltrans			
				MPO		Element	
				MTC		CO	
Project Manager/Contact		Phone		E-mail Address			
Ramin Bolourchian		(510)622-5941					
Project Title							
I-280 Soundwalls - SR 87 to Los Gatos Creek							
Location (Project Limits), Description (Scope of Work)							
Along I-280 on both sides between SR 87 and Los Gatos Creek Bridge in San Jose: Construct soundwalls. Modifying the existing irrigation system, landscaping, and traffic control will be required for this project.							
Component							
Implementing Agency							
PA&ED	Santa Clara Valley Transportation Authority						
PS&E	Santa Clara Valley Transportation Authority						
Right of Way	Santa Clara Valley Transportation Authority						
Construction	Santa Clara Valley Transportation Authority						
Legislative Districts							
Assembly:	23,24		Senate:	13		Congressional:	16
Project Benefits							
Reduce noise by constructing soundwalls as an effective noise abatement measure .							
Purpose and Need							
The purpose of this project is to reduce existing noise levels along I-280. Section 215.5 of the Streets and Highways Code requires Caltrans to develop and implement a system of priorities for ranking the need for installation of noise barriers along freeways in the California freeway and expressway system. Residential areas are eligible under this program if the existing exterior hourly freeway noise levels exceed 67dBA.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Sound wall mile(s) constructed			Miles	0.7	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis		N
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					08/01/2021	08/01/19	
Circulate Draft Environmental Document				Document Type	CE	NA	
Draft Project Report					11/01/2022	03/01/21	
End Environmental Phase (PA&ED Milestone)					04/01/2023	03/01/21	
Begin Design (PS&E) Phase					04/15/2023	04/01/21	
End Design Phase (Ready to List for Advertisement Milestone)					05/01/2023	12/01/22	
Begin Right of Way Phase					07/01/2023	10/01/21	
End Right of Way Phase (Right of Way Certification Milestone)					05/02/2024	12/01/22	
Begin Construction Phase (Contract Award Milestone)					09/01/2024	01/01/23	
End Construction Phase (Construction Contract Acceptance Milestone)					09/01/2025	06/01/25	
Begin Closeout Phase					09/01/2025	07/01/25	
End Closeout Phase (Closeout Report)					04/01/2026	04/01/26	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SCL, ,	280, ,	44840K	0419000394	0503J	
Project Title: I-280 Soundwalls - SR 87 to Los Gatos Creek						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	833							833	Santa Clara Valley Transportation
PS&E		929						929	Santa Clara Valley Transportation
R/W SUP (CT)									Santa Clara Valley Transportation
CON SUP (CT)									Santa Clara Valley Transportation
R/W			456					456	Santa Clara Valley Transportation
CON				4,782				4,782	Santa Clara Valley Transportation
TOTAL	833	929	456	4,782				7,000	
Proposed Total Project Cost (\$1,000s)									Notes
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	833							833	
PS&E		929						929	
R/W SUP (CT)									
CON SUP (CT)									
R/W			456					456	
CON				4,782				4,782	
TOTAL	833	929	456	4,782				7,000	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	833							833	MTC
PS&E									\$833 PAED voted 06/26/19
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	833							833	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	833							833	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	833							833	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E		929						929	
R/W SUP (CT)									
CON SUP (CT)									
R/W			456					456	
CON				4,782				4,782	
TOTAL		929	456	4,782				6,167	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E		929						929	
R/W SUP (CT)									
CON SUP (CT)									
R/W			456					456	
CON				4,782				4,782	
TOTAL		929	456	4,782				6,167	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04	0K030	0416000016		0521C	SCL150001		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SCL	680	M1.4	M2.3	Santa Clara Valley Transportation Authority			
				MPO		Element	
				MTC		CO	
Project Manager/Contact		Phone		E-mail Address			
Gene Gonzalo		(408)952-4236		gene.gonzalo@vta.org			
Project Title							
I-680 Sound Walls - Capitol Expressway to Mueller							
Location (Project Limits), Description (Scope of Work)							
In San Jose: Construct soundwalls on I-680 between Capitol Expressway and Mueller Avenue.							
Component							
Implementing Agency							
PA&ED	Santa Clara Valley Transportation Authority						
PS&E	Santa Clara Valley Transportation Authority						
Right of Way	Santa Clara Valley Transportation Authority						
Construction	Santa Clara Valley Transportation Authority						
Legislative Districts							
Assembly:	25,27		Senate:	15		Congressional:	17
Project Benefits							
Reduce noise by constructing soundwalls as an effective noise abatement measure.							
Purpose and Need							
The purpose of this project is to reduce existing noise levels along I-680. Section 215.5 of the Streets and Highways Code requires Caltrans to develop and implement a system of priorities for ranking the need for installation of noise barriers along freeways in the California freeway and expressway system. Residential areas are eligible under this program if the existing exterior hourly freeway noise levels exceed 67dBA.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Sound wall mile(s) constructed			Miles	0.67	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					08/09/2016		
Circulate Draft Environmental Document				Document Type	CE		
Draft Project Report					11/06/2017	06/01/19	
End Environmental Phase (PA&ED Milestone)					03/22/2018	06/01/19	
Begin Design (PS&E) Phase					03/23/2018	06/01/19	
End Design Phase (Ready to List for Advertisement Milestone)					02/18/2019	09/01/20	
Begin Right of Way Phase					03/23/2018	06/01/19	
End Right of Way Phase (Right of Way Certification Milestone)					02/18/2019	09/01/20	
Begin Construction Phase (Contract Award Milestone)					08/06/2019	10/01/20	
End Construction Phase (Construction Contract Acceptance Milestone)					04/13/2020	10/01/22	
Begin Closeout Phase					04/14/2020	11/01/22	
End Closeout Phase (Closeout Report)					09/28/2020	06/01/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SCL, ,	680, ,	0K030	0416000016	0521C	
Project Title: I-680 Sound Walls - Capitol Expressway to Mueller						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	724							724	Santa Clara Valley Transportation
PS&E	829							829	Santa Clara Valley Transportation
R/W SUP (CT)									Santa Clara Valley Transportation
CON SUP (CT)									Santa Clara Valley Transportation
R/W	630							630	Santa Clara Valley Transportation
CON		3,275						3,275	Santa Clara Valley Transportation
TOTAL	2,183	3,275						5,458	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	724							724	
PS&E	829							829	
R/W SUP (CT)									
CON SUP (CT)									
R/W	630							630	
CON		3,275						3,275	
TOTAL	2,183	3,275						5,458	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	95							95	MTC
PS&E	731							731	\$95 PAED voted 08/27/15 \$731 PSE EXT. TO 731 \$731 PSE voted 01/30/19
R/W SUP (CT)									
CON SUP (CT)									
R/W	355							355	
CON		3,275						3,275	
TOTAL	1,181	3,275						4,456	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	95							95	
PS&E	731							731	
R/W SUP (CT)									
CON SUP (CT)									
R/W	355							355	
CON		3,275						3,275	
TOTAL	1,181	3,275						4,456	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	629							629	
PS&E	98							98	
R/W SUP (CT)									
CON SUP (CT)									
R/W	275							275	
CON									
TOTAL	1,002							1,002	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	629							629	
PS&E	98							98	
R/W SUP (CT)									
CON SUP (CT)									
R/W	275							275	
CON									
TOTAL	1,002							1,002	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04	1K553	0417000233		2015H	SCL110002		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SCL	101	38.3	45.9	Santa Clara Valley Transportation Authority			
				MPO		Element	
				MTC		CO	
Project Manager/Contact		Phone		E-mail Address			
Gene Gonzalo		(408)952-4236		gene.gonzalo@vta.org			
Project Title							
Silicon Valley Express Lanes Program - Phase 5 Civil							
Location (Project Limits), Description (Scope of Work)							
The Phase 5 Project will convert existing HOV lanes to Express Lanes and add a second Express Lane in each direction on US 101 from near SR 237 in Sunnyvale to I-880 in San Jose.							
Component		Implementing Agency					
PA&ED		Santa Clara Valley Transportation Authority					
PS&E		Santa Clara Valley Transportation Authority					
Right of Way		Santa Clara Valley Transportation Authority					
Construction		Santa Clara Valley Transportation Authority					
Legislative Districts							
Assembly:		Senate:		Congressional:			
Project Benefits							
The project will provide improved travel times and a new transportation option for motorists traveling in this heavily congested area of Santa Clara County. The express lanes will make better use of the existing roadway capacity by allowing single occupancy vehicles access to the HOV lanes for a fee. The new express lanes will result in shorter and more reliable travel times for motorists and public transit bus riders, improved safety, and reduced congestion.							
Purpose and Need							
The purpose of the project is to manage traffic in the congested segments of US 101 and to maintain consistency with provisions defined in Assembly Bill (AB) 2032 (2004) and AB 574 (2007) to implement Express Lanes in an HOV lane system in Santa Clara County. The need for the project includes: addressing high transportation demands and projected travel demands; utilizing legislation; and meeting regional and system planning efforts.							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		HOV/HOT lane-mile(s) constructed			Miles	30.4	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved					08/06/12		
Begin Environmental (PA&ED) Phase					03/01/2010		
Circulate Draft Environmental Document				Document Type	12/05/2014		
Draft Project Report					12/30/2014		
End Environmental Phase (PA&ED Milestone)					08/11/2015		
Begin Design (PS&E) Phase					07/01/2018	01/01/20	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2021	06/30/22	
Begin Right of Way Phase					07/01/2018	12/01/20	
End Right of Way Phase (Right of Way Certification Milestone)					07/01/2021	06/30/22	
Begin Construction Phase (Contract Award Milestone)					12/01/2021	12/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2023	12/31/24	
Begin Closeout Phase					01/01/2024	01/01/25	
End Closeout Phase (Closeout Report)					06/01/2024	06/30/25	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

Additional Information

This request for the civil work on this project is submitted in conjunction with another request for the Electronic Toll Systems (ETS) element of the project. The civil elements are being delivered as a design-bid-build process, while the ETS element is being delivered through a design-build procurement.

Environmental Document completed under EA 04-2G7100 for US 101 Corridor Express Lanes (US-101-PM 16.0/52.55; SR-85 PM 23.0/24.1).

30.4 Lane-miles of Express Lanes will be constructed.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SCL	101	1K553	0417000233	2015H	
Project Title: Silicon Valley Express Lanes Program - Phase 5 Civil						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Santa Clara Valley Transportation
PS&E	10,589							10,589	Santa Clara Valley Transportation
R/W SUP (CT)									Santa Clara Valley Transportation
CON SUP (CT)									Santa Clara Valley Transportation
R/W		1,400						1,400	Santa Clara Valley Transportation
CON			98,600					98,600	Santa Clara Valley Transportation
TOTAL	10,589	1,400	98,600					110,589	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	14,902							14,902	
R/W SUP (CT)									
CON SUP (CT)									
R/W		4,754						4,754	
CON				101,252				101,252	
TOTAL	14,902	4,754		101,252				120,908	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E	10,589							10,589	\$10589 PSE voted 05/15/19
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	10,589							10,589	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	10,589							10,589	
R/W SUP (CT)									
CON SUP (CT)									
R/W		4,754						4,754	
CON				3,207				3,207	
TOTAL	10,589	4,754		3,207				18,550	

Fund No. 2:	Future Need - SB-1 Solutions for Congested Corridors (NO-FUND)								Program Code
	Existing Funding (\$1,000s)								FUTURE
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W		1,400						1,400	
CON			98,600					98,600	
TOTAL		1,400	98,600					100,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON				98,045				98,045	
TOTAL				98,045				98,045	

Fund No. 3:	Federal EARMARK-T5-RE								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,278							3,278	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	3,278							3,278	

Fund No. 4:	VTA Local								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	1,035							1,035	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	1,035							1,035	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SCL, ,	, ,		0418000475	2144	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	29							29	MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									MTC
R/W									
CON	2,236	175	181	188				2,780	MTC
TOTAL	2,265	175	181	188				2,809	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	29							29	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,236	175	181	188	194	201		3,175	
TOTAL	2,265	175	181	188	194	201		3,204	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	29							29	MTC
PS&E									\$101 CON voted 07/16/98
R/W SUP (CT)									\$102 CON voted 03/02/00
CON SUP (CT)									\$101 CON voted 08/15/00
R/W									\$101 CON voted 07/20/01
CON	2,236	175	181	188				2,780	\$102 CON voted 09/16/02
TOTAL	2,265	175	181	188				2,809	\$29 PAED voted 07/14/05
									\$29 CON voted 07/20/06
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	29							29	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	2,236	175	181	188	194	201		3,175	
TOTAL	2,265	175	181	188	194	201		3,204	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/16/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04				2147E	BRT030001		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SCL				Santa Clara Valley Transportation Authority			
				MPO	Element		
				MTC	MT		
Project Manager/Contact		Phone		E-mail Address			
Bruce Abanathie		(408)321-5772		bruce.abanathie@vta.org			
Project Title							
BART to San Jose; Extend from Berryessa to San Jose							
Location (Project Limits), Description (Scope of Work)							
This project will extend BART from Berryessa to downtown San Jose.							
Component							
PA&ED		Santa Clara Valley Transportation Authority					
PS&E		Santa Clara Valley Transportation Authority					
Right of Way		Santa Clara Valley Transportation Authority					
Construction		Santa Clara Valley Transportation Authority					
Legislative Districts							
Assembly:	25,27	Senate:	15	Congressional:	17		
Project Benefits							
The connectivity of the BART extension to the existing public transportation system, station location, and the overall transit system will provide even greater benefits to Santa Clara County Disadvantaged Communities (DACs), will significantly reduce congestion and vehicle emissions of Greenhouse Gases (GHGs) equal to 100 million vehicle miles traveled (VMT).							
Purpose and Need							
The BART/VTA collaborative extension into Santa Clara County (under construction) will add more than 10 additional miles of track and provide service to Northern California's largest city and economic engine; San Jose. In the study Daily Freeway Delay, Alameda and Santa Clara counties were found to contain the most congested travel routes in the Bay Area. This project is located within the heavily congested I-880/I-680 Corridor. Roadway capacity cannot accommodate the expected growth in traffic to more than 124,000 trips per							
Category		Outputs/Outcomes			Unit	Total	
Intercity Rail/Mass Trans		Station improvement(s)			Each	5	
Intercity Rail/Mass Trans		Mile(s) of new track			Miles	6	
Intercity Rail/Mass Trans		Rail car(s) / transit vehicle(s)			Each	48	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis		N
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions Y			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document			Document Type	EIR	12/26/2016		
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					03/02/2018		
Begin Design (PS&E) Phase					10/15/2018		
End Design Phase (Ready to List for Advertisement Milestone)					12/31/2019	10/01/26	
Begin Right of Way Phase					03/03/2018	03/01/20	
End Right of Way Phase (Right of Way Certification Milestone)					06/01/2021	12/31/23	
Begin Construction Phase (Contract Award Milestone)					12/15/2019	04/02/27	
End Construction Phase (Construction Contract Acceptance Milestone)					12/31/2026	12/31/29	
Begin Closeout Phase					01/01/2027	01/31/30	
End Closeout Phase (Closeout Report)					12/31/2017	12/31/30	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SCL, ,	, ,			2147E	
Project Title: BART to San Jose; Extend from Berryessa to San Jose						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	205,336							205,336	Santa Clara Valley Transportation
PS&E	504,779							504,779	Santa Clara Valley Transportation
R/W SUP (CT)									Santa Clara Valley Transportation
CON SUP (CT)									Santa Clara Valley Transportation
R/W	653,402							653,402	Santa Clara Valley Transportation
CON	233,487		3,347,672					3,581,159	Santa Clara Valley Transportation
TOTAL	1,597,004		3,347,672					4,944,676	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	205,336							205,336	
PS&E	504,779							504,779	
R/W SUP (CT)									
CON SUP (CT)									
R/W	653,402							653,402	
CON	233,487		3,347,672					3,581,159	
TOTAL	1,597,004		3,347,672					4,944,676	

Fund No. 1:	TCRP (Committed) - Traffic Congestion Relief Fund (TCRF)								Program Code
	Existing Funding (\$1,000s)								30.10.710.010
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	45,000							45,000	Caltrans
PS&E	300,668							300,668	\$8000 PAED voted 02/21/11 \$37000 PAED voted 04/04/02 \$300668 PSE voted 02/01/07
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	345,668							345,668	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	45,000							45,000	
PS&E	300,668							300,668	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	345,668							345,668	

Fund No. 2:	Local Funds - Measure A (MEAA)								Program Code
	Existing Funding (\$1,000s)								20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	159,352							159,352	Santa Clara Valley Transportation
PS&E	194,408							194,408	
R/W SUP (CT)									
CON SUP (CT)									
R/W	621,901							621,901	
CON	117,832							117,832	
TOTAL	1,093,493							1,093,493	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	159,352							159,352	
PS&E	194,408							194,408	
R/W SUP (CT)									
CON SUP (CT)									
R/W	621,901							621,901	
CON	117,832							117,832	
TOTAL	1,093,493							1,093,493	

Fund No. 3:		Local Funds - Local Transportation Funds (LTF)							Program Code
		Existing Funding (\$1,000s)							20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Clara Valley Transportation /
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,317,970					3,317,970	
TOTAL			3,317,970					3,317,970	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			3,317,970					3,317,970	
TOTAL			3,317,970					3,317,970	

Fund No. 4:		Demo - Demonstration-State TEA21 (DEMOS21)							Program Code
		Existing Funding (\$1,000s)							20.30.010.680
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	246							246	Santa Clara Valley Transportation /
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	246							246	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	246							246	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	246							246	

Fund No. 5:		RIP - National Hwy System (NH)							Program Code
		Existing Funding (\$1,000s)							30.10.070.625
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			29,702					29,702	
TOTAL			29,702					29,702	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			29,702					29,702	
TOTAL			29,702					29,702	

Fund No. 6:		Local Funds - Local Transportation Funds (LTF)							Program Code
		Existing Funding (\$1,000s)							20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	176							176	Santa Clara Valley Transportation A
PS&E	9,703							9,703	
R/W SUP (CT)									
CON SUP (CT)									
R/W	31,501							31,501	
CON	56,949							56,949	
TOTAL	98,329							98,329	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	176							176	
PS&E	9,703							9,703	
R/W SUP (CT)									
CON SUP (CT)									
R/W	31,501							31,501	
CON	56,949							56,949	
TOTAL	98,329							98,329	

Fund No. 7:		Local Funds - STP Local (STPL)							Program Code
		Existing Funding (\$1,000s)							20.10.400.330
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	562							562	MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	562							562	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	562							562	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	562							562	

Fund No. 8:		State Bond - State and Local Partnership Program (SLPP)							Program Code
		Existing Funding (\$1,000s)							20.30.210.200
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	34,865							34,865	
TOTAL	34,865							34,865	
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	34,865							34,865	
TOTAL	34,865							34,865	

Fund No. 9:		Local Funds - Local Transportation Funds (LTF)							Program Code
		Existing Funding (\$1,000s)							20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Clara Valley Transportation /
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	131							131	
TOTAL	131							131	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	131							131	
TOTAL	131							131	

Fund No. 10:		State Bond - Highway-Railroad Crossing Safety Account (HRCSA)							Program Code
		Existing Funding (\$1,000s)							20.30.010.400
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Caltrans
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	19,600							19,600	
TOTAL	19,600							19,600	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	19,600							19,600	
TOTAL	19,600							19,600	

Fund No. 11:		Local Funds - Local Transportation Funds (LTF)							Program Code
		Existing Funding (\$1,000s)							20.10.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Santa Clara Valley Transportation /
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,110							4,110	
TOTAL	4,110							4,110	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,110							4,110	
TOTAL	4,110							4,110	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/16/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04		0418000464		2255	SCL170001		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SCL				Santa Clara Valley Transportation Authority			
				MPO		Element	
				MTC		LA	
Project Manager/Contact		Phone		E-mail Address			
Scott Haywood		(408) 321-7544		Scott.Haywood@vta.org			
Project Title							
Planning, Programming and Monitoring							
Location (Project Limits), Description (Scope of Work)							
VTA will use funding for Planning, Programming and Monitoring.							
Component		Implementing Agency					
PA&ED		Santa Clara Valley Transportation Authority					
PS&E							
Right of Way							
Construction		Santa Clara Valley Transportation Authority					
Legislative Districts							
Assembly:	25	Senate:	10	Congressional:	15		
Project Benefits							
Purpose and Need							
Category		Outputs/Outcomes			Unit	Total	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals N					Reduces Greenhouse Gas Emissions N		
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)							
Begin Design (PS&E) Phase							
End Design Phase (Ready to List for Advertisement Milestone)							
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)							
Begin Construction Phase (Contract Award Milestone)							
End Construction Phase (Construction Contract Acceptance Milestone)							
Begin Closeout Phase							
End Closeout Phase (Closeout Report)							

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SCL, ,	, ,		0418000464	2255	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	229							229	Santa Clara Valley Transportation
PS&E									
R/W SUP (CT)									Santa Clara Valley Transportation
CON SUP (CT)									
R/W									Santa Clara Valley Transportation
CON	8,778	912	912					10,602	
TOTAL	9,007	912	912					10,831	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	229							229	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,778	912	912	112		469		11,183	
TOTAL	9,007	912	912	112		469		11,412	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	229							229	MTC \$104 CON voted 09/27/00 \$104 CON voted 07/25/01 \$291 CON voted 05/21/03 \$229 PAED voted 07/14/05 \$229 CON voted 11/09/06 \$230 CON voted 07/26/07 \$547 CON voted 07/24/08
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,778	912	912					10,602	
TOTAL	9,007	912	912					10,831	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	229							229	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	8,778	912	912	112		469		11,183	
TOTAL	9,007	912	912	112		469		11,412	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	12/16/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04				9035N	SCL170061		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SCL				San Jose, City of			
				MPO	Element		
				MTC	LA		
Project Manager/Contact		Phone		E-mail Address			
Lam Cruz		(408)794-1962		Lam.Cruz@sanjoseca.gov			
Project Title							
West San Carlos Urban Village Streetscape Improvements							
Location (Project Limits), Description (Scope of Work)							
City of San Jose, West San Carlos Street between I-880 and McEvoy Street. Project aims to install complete street elements, i.e., bulbouts, enhance existing or add new crosswalks and ADA-compliant curb ramps, install rectangular rapid flashing beacons (RRFBs), install/reconstruct median islands, incorporate green infrastructure, install landscaping, upgrade traffic signals, and add/upgrade intelligent transportation systems (ITS) technologies.							
Component							
Implementing Agency							
PA&ED							
PS&E San Jose, City of							
Right of Way							
Construction San Jose, City of							
Legislative Districts							
Assembly:	28	Senate:	10	Congressional:	19		
Project Benefits							
It will enhance the multimodal operations and safety for pedestrian, cyclist and other users on West San Carlos Street.							
Purpose and Need							
West San Carlos Street connects many regional and local resources and is in need of significant improvement. This project further develops the corridor into a complete street by enhancing multimodal operations and safety, improving ADA compliance, enriching the pedestrian realm, and incorporating street trees, landscaping, and green infrastructure.							
Category		Outputs/Outcomes			Unit	Total	
Local streets and roads		Local road operational improvement(s)			Each	1	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals Y		Reduces Greenhouse Gas Emissions Y					
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					11/01/2018	11/01/2018	
Circulate Draft Environmental Document			Document Type				
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					05/01/2020	05/01/2020	
Begin Design (PS&E) Phase					01/01/2019	01/01/2019	
End Design Phase (Ready to List for Advertisement Milestone)					05/01/2020	05/01/2020	
Begin Right of Way Phase							
End Right of Way Phase (Right of Way Certification Milestone)					05/01/2020	05/01/2020	
Begin Construction Phase (Contract Award Milestone)					06/01/2021	06/01/2021	
End Construction Phase (Construction Contract Acceptance Milestone)					06/01/2022	06/01/2022	
Begin Closeout Phase					07/01/2022	07/01/2022	
End Closeout Phase (Closeout Report)					01/01/2023	01/01/2023	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SCL, ,	, ,			9035N	
Project Title: West San Carlos Urban Village Streetscape Improvments						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									San Jose, City of
PS&E	3,333							3,333	
R/W SUP (CT)									San Jose, City of
CON SUP (CT)									
R/W									San Jose, City of
CON			6,767					6,767	
TOTAL	3,333		6,767					10,100	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	3,333							3,333	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			6,767					6,767	
TOTAL	3,333		6,767					10,100	

Fund No. 1:	CMAQ - Congestion Mitigation (CMAQ)								Program Code
Existing Funding (\$1,000s)									20.30.010.820
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Federal Highway Administration (FHWA)
PS&E	2,618							2,618	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			964					964	
TOTAL	2,618		964					3,582	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,618							2,618	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			964					964	
TOTAL	2,618		964					3,582	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
Existing Funding (\$1,000s)									20.XX.400.100
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									San Jose, City of
PS&E	715							715	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,453					1,453	
TOTAL	715		1,453					2,168	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	715							715	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,453					1,453	
TOTAL	715		1,453					2,168	

Fund No. 3:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.XX.075.600
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,350					4,350	
TOTAL			4,350					4,350	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			4,350					4,350	
TOTAL			4,350					4,350	

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

NEW AND AMENDED PROJECTS:

SOLANO COUNTY

PPNO	Project Title
2152	Planning, programming, and monitoring (MTC)
2251A	SR 12/Church Rd
2263	Planning, programming, and monitoring (STA)
2300B	Napa Valley Vine Trail St. Helena to Calistoga (See Napa County)
5301V	Jepson Pkwy (Leisure Town from Commerce to Orange)
New	Solano I-80 Managed Lanes Project
New	SR 37 Fairgrounds Dr. Interchange Project



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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SOL, ,	, ,		0418000475	2152	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	29							29	MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									MTC
R/W									
CON	605	46	48	49				748	MTC
TOTAL	634	46	48	49				777	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	29							29	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	605	46	48	49	51	53		852	
TOTAL	634	46	48	49	51	53		881	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
Existing Funding (\$1,000s)									20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	29							29	MTC
PS&E									\$26 CON voted 07/16/98
R/W SUP (CT)									\$26 CON voted 03/02/00
CON SUP (CT)									\$26 CON voted 08/15/00
R/W									\$25 CON voted 07/20/01
CON	605	46	48	49				748	\$26 CON voted 09/16/02
TOTAL	634	46	48	49				777	\$29 PAED voted 07/14/05
Proposed Funding (\$1,000s)									\$29 CON voted 07/20/06
									Notes
E&P (PA&ED)	29							29	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	605	46	48	49	51	53		852	
TOTAL	634	46	48	49	51	53		881	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/22/19	
District	EA	Project ID		PPNO	MPO ID		Alt Proj. ID / prg.
04				2251A	SOL150003		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SOL	12	25	24.5	Solano Transportation Authority			
				MPO		Element	
				MTC		CO	
Project Manager/Contact		Phone		E-mail Address			
Janet Adams		(707)424-6075		jadams@sta.ca.gov			
Project Title							
SR12/Church Rd Project							
Location (Project Limits), Description (Scope of Work)							
This project will be folded into a larger SHOPP project, 0J630, scheduled to begin CON on 8/1/2022. SR12 East at Church Rd intersection. Construct left-turn pocket on EB SR12 at Church Rd, right-turn deceleration/acceleration lane on WB SR12 at Church Rd, protected pocket for left-turns from Church Rd to EB SR12.							
Component							
PA&ED		Implementing Agency					
PS&E		Caltrans					
Right of Way		Caltrans					
Construction		Caltrans					
Legislative Districts							
Assembly:	11	Senate:	3	Congressional:	3		
Project Benefits							
Improved safety and operational improvements. There have been several major collisions, including fatality, at this location over the past years.							
Purpose and Need							
Purpose The purpose of this project is to enhance operation and safety characteristics at the intersection of SR-12 and Church Road by removing turn movements from the through traffic with the addition of a left turn lane, and providing acceleration/deceleration lanes for right							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Turn pocket(s) constructed			Each	2	
ADA Improvements N		Bike/Ped Improvements N			Reversible Lane analysis N		
Inc. Sustainable Communities Strategy Goals Y		Reduces Greenhouse Gas Emissions N					
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase							
Circulate Draft Environmental Document				Document Type			
Draft Project Report							
End Environmental Phase (PA&ED Milestone)						10/01/19	
Begin Design (PS&E) Phase					07/01/2018	01/01/20	
End Design Phase (Ready to List for Advertisement Milestone)					06/30/2019	02/01/22	
Begin Right of Way Phase					12/01/2019	01/01/21	
End Right of Way Phase (Right of Way Certification Milestone)					12/01/2020	01/01/22	
Begin Construction Phase (Contract Award Milestone)					05/01/2021	08/01/22	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2021	08/30/23	
Begin Closeout Phase					01/01/2022	12/30/23	
End Closeout Phase (Closeout Report)					01/01/2022	03/30/24	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/22/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SOL, ,	12, ,			2251A	
Project Title: SR12/Church Rd Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Solano Transportation Authority
PS&E									Caltrans
R/W SUP (CT)									Caltrans
CON SUP (CT)		562						562	Caltrans
R/W									Caltrans
CON		2,577						2,577	Caltrans
TOTAL		3,139						3,139	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	100							100	
PS&E	450							450	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,939					1,939	
TOTAL	550		1,939					2,489	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)		562						562	
R/W									
CON		1,377						1,377	
TOTAL		1,939						1,939	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									This project will be folded into a larger SHOPP project programmed for FY 2021-22. Moving CON SUP funds to CON and requesting movement to FY 2021-22.
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			1,939					1,939	
TOTAL			1,939					1,939	

Fund No. 2:	Local Impact Fees								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									City of Rio Vista
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,200						1,200	
TOTAL		1,200						1,200	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	100							100	
PS&E	450							450	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	550							550	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	12/5/19
District	EA	Project ID		PPNO	MPO ID	
04		0418000009		2263	SOL170001	
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SOL				Solano Transportation Authority		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Janet Adams		(707)424-6075		jadams@sta.ca.gov		
Project Title						
Planning, Programming and Monitoring						
Location (Project Limits), Description (Scope of Work)						
Planning, Programming and Monitoring						
Component						
PA&ED		Implementing Agency				
		Solano Transportation Authority				
PS&E						
Right of Way						
Construction		Solano Transportation Authority				
Legislative Districts						
Assembly:	7,8	Senate:	2,5	Congressional:	3,7,10	
Project Benefits						
Improved safety, sense of place, increased pedestrian experience.						
Purpose and Need						
Downtown Rio Vista is cut in half by SR12. This complete street project will help transform this roadway into a "main street" feel that accommodates pedestrians and bicyclists as well as autos and freight.						
Category		Outputs			Unit	Total
Active Transportation		# Signs, lights, greenway, safety/beautification			Miles	0.75
NHS Improvements	Yes	Roadway Class		Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved						
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type	ND/FONSI	06/24/19
Draft Project Report						06/24/19
End Environmental Phase (PA&ED Milestone)						08/24/19
Begin Design (PS&E) Phase						01/01/20
End Design Phase (Ready to List for Advertisement Milestone)						01/01/22
Begin Right of Way Phase						01/30/22
End Right of Way Phase (Right of Way Certification Milestone)						01/30/23
Begin Construction Phase (Contract Award Milestone)						08/01/22
End Construction Phase (Construction Contract Acceptance Milestone)						09/30/24
Begin Closeout Phase						10/01/24
End Closeout Phase (Closeout Report)						03/30/25

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/5/19

District	County	Route	EA	Project ID	PPNO	
04	SOL	12		0418000009	2263	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	38							38	Solano Transportation Authority
PS&E									
R/W SUP (CT)									Solano Transportation Authority
CON SUP (CT)									
R/W									Solano Transportation Authority
CON	4,689	159	159	159				5,166	
TOTAL	4,727	159	159	159				5,204	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	38							38	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,689	159	159	159	29	123		5,318	
TOTAL	4,727	159	159	159	29	123		5,356	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	38							38	MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,689	159	159	159	29	123		5,166	
TOTAL	4,727	159	159	159	29	123		5,204	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	38							38	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	4,689	159	159	159	29	123		5,318	
TOTAL	4,727	159	159	159	29	123		5,356	

Fund No. 2:									Program Code
	Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

General Instructions

Amendment (Existing Project) Y/N					Date:	11/22/19	
District	EA	Project ID		PPNO	MPO ID	Alt Proj. ID / prg.	
04				5301V	SOL110006		
County	Route/Corridor	PM Bk	PM Ahd	Project Sponsor/Lead Agency			
SOL				City of Vacaville			
				MPO	Element		
				MTC	LA		
Project Manager/Contact		Phone		E-mail Address			
Janet Adams		(707)424-6075		jadams@sta-snci.com			
Project Title							
Jepson Parkway: Widen Leisure Town Road, from North of Elmira Rd to South of New Ulatis Creek							
Location (Project Limits), Description (Scope of Work)							
In Solano County. Reconstruct and widen Leisure, from North of Elmira to South of New Ulatis Creek; Phase 3 of Jepson Parkway Improvements. Project will widen Leisure Town Rd from a two lane to a four lane divided roadway with raised median. Construct a class I bikeway/pedestrian path the west side of the roadway..							
The larger project consists of phases 1, 2A, 2B, 2C and 3.							
Component		Implementing Agency					
PA&ED		Solano Transportation Authority					
PS&E		Vacaville, City of					
Right of Way		Vacaville, City of					
Construction		Vacaville, City of					
Legislative Districts							
Assembly:	11	Senate:	3	Congressional:	3		
Project Benefits							
I-80 reliever route. Will provide an alternative route to people traveling from I-80 into Vacaville and parts of Fairfield							
Purpose and Need							
The project will provide an integrated and continuous route for local north-south trips between Vacaville, Fairfield, Suisun City, and unincorporated areas of central Solano County as an alternative to using I-80. Provide local traffic a safe, convenient route between Vacaville, Fairfield, Suisun City, and unincorporated areas of central Solano County using existing roadways when feasible. The project will also enhance multimodal transportation options for local trips in central Solano County, by providing a safe convenient bicycle and							
Category		Outputs/Outcomes			Unit	Total	
State Highway Road Construction		Mixed flow lane-mile(s) constructed			Miles	2	
ADA Improvements Y		Bike/Ped Improvements Y			Reversible Lane analysis	N	
Inc. Sustainable Communities Strategy Goals Y				Reduces Greenhouse Gas Emissions N			
Project Milestone					Existing	Proposed	
Project Study Report Approved							
Begin Environmental (PA&ED) Phase					07/01/2000	07/01/2000	
Circulate Draft Environmental Document				Document Type	01/29/2008	01/29/2008	
Draft Project Report							
End Environmental Phase (PA&ED Milestone)					10/01/2008	10/01/2008	
Begin Design (PS&E) Phase					07/01/2011	07/01/2011	
End Design Phase (Ready to List for Advertisement Milestone)					07/01/2014	07/01/2014	
Begin Right of Way Phase					09/01/2011	09/01/2011	
End Right of Way Phase (Right of Way Certification Milestone)					07/01/2014	07/01/2014	
Begin Construction Phase (Contract Award Milestone)					05/01/2021	05/01/21	
End Construction Phase (Construction Contract Acceptance Milestone)					12/01/2022	12/01/22	
Begin Closeout Phase					01/01/2023	01/01/23	
End Closeout Phase (Closeout Report)					12/30/2023	12/30/23	

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/22/19

Additional Information

This phase of the project is part of a larger parent project known as Jepson Parkway. Previous phases have been constructed or are in Design. Phase 2C is shown in this PPR.

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 11/22/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SOL, ,	, ,			5301V	
Project Title: Jepson Parkway: Widen Leisure Town Road, from North of Elmira Rd to South of New Ulatis Creek						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Solano Transportation Authority
PS&E									Vacaville, City of
R/W SUP (CT)									Vacaville, City of
CON SUP (CT)									Vacaville, City of
R/W									Vacaville, City of
CON		9,296						9,296	Vacaville, City of
TOTAL		9,296						9,296	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	1,000							1,000	
PS&E	3,000							3,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		21,003						21,003	
TOTAL	4,000	21,003						25,003	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,296						9,296	
TOTAL		9,296						9,296	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		9,296						9,296	
TOTAL		9,296						9,296	

Fund No. 2:	Surface Transportation Block Grant Program								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Solano Transportation Authority
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		1,407						1,407	
TOTAL		1,407						1,407	

Fund No. 3:		Local Impact Fees							Program Code
		Existing Funding (\$1,000s)							
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
		Proposed Funding (\$1,000s)							Notes
E&P (PA&ED)	1,000							1,000	
PS&E	3,000							3,000	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON		10,300						10,300	
TOTAL	4,000	10,300						14,300	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	12/5/19
District	EA	Project ID		PPNO	MPO ID	
04				New		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SOL	I-80			Solano Transportation Authority		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Janet Adams		(707) 424-6075		jadams@sta.ca.gov		
Project Title						
Solano 80 Managed Lanes						
Location (Project Limits), Description (Scope of Work)						
I-80 in Solano County from Red Top Rd to I-505: Convert existing HOV lanes & Construct new Mangaged Lanes by widening I-80 to add a Managed Lane in each direction from I-505 to Air Base Parkway.						
Component						
PA&ED		Solano Transportation Authority				
PS&E		Solano Transportation Authority				
Right of Way		Solano Transportation Authority				
Construction		Caltrans				
Legislative Districts						
Assembly:	11	Senate:	3	Congressional:	3	
Project Benefits						
The new, cohesive Managed Lane Network in Solano County will alleviate congestion, encourage carpooling/vanpooling, and expedite regional transit connections by allowing regional express bus service to bypass traffic congestion, reducing SOV use by making transit more appealing and feasible for commuters.						
Purpose and Need						
Traffic on I-80 has been a long-standing issue that has only worsened as Solano County's population has grown. As the heart of the mega-region, connecting San Francisco and Sacramento, and as a hub of two National Freight Corridors, Solano County must be able to facilitate the movement of high volumes of through traffic along I-80. Additionally, Solano County is building affordable housing for Bay Area workers, who will rely on I-80 as a primary commuting route.						
Category		Outputs			Unit	Total
Pavement (lane-miles)		HOV/HOT mainline constructed			Miles	9
TMS (Traffic Management Systems)		Communications (fiber optics)			Miles	18
NHS Improvements	Yes	Roadway Class	1	Reversible Lane analysis	No	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		Yes	
Project Milestone					Existing	Proposed
Project Study Report Approved					04/04/12	
Begin Environmental (PA&ED) Phase						07/30/12
Circulate Draft Environmental Document				Document Type	ND/CE	06/30/14
Draft Project Report						10/30/14
End Environmental Phase (PA&ED Milestone)						01/30/15
Begin Design (PS&E) Phase						07/01/15
End Design Phase (Ready to List for Advertisement Milestone)						03/30/18
Begin Right of Way Phase						03/30/18
End Right of Way Phase (Right of Way Certification Milestone)						03/30/18
Begin Construction Phase (Contract Award Milestone)						10/01/21
End Construction Phase (Construction Contract Acceptance Milestone)						04/30/23
Begin Closeout Phase						06/30/23
End Closeout Phase (Closeout Report)						09/30/23

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/5/19

District	County	Route	EA	Project ID	PPNO	
04	SOL	I-80				
Project Title: Solano 80 Managed Lanes						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	10,900							10,900	Solano Transportation Authority
PS&E	14,600							14,600	Solano Transportation Authority
R/W SUP (CT)									Solano Transportation Authority
CON SUP (CT)									Caltrans
R/W									Solano Transportation Authority
CON									Caltrans
TOTAL	25,500							25,500	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	10,900							10,900	
PS&E	14,600							14,600	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			154,500					154,500	
TOTAL	25,500		154,500					180,000	

Fund No. 1:	Regional Measure 2								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	10,900							10,900	MTC
PS&E	14,600							14,600	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	25,500							25,500	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	10,900							10,900	
PS&E	14,600							14,600	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	25,500							25,500	

Fund No. 2:	RIP - National Hwy System (NH)								Program Code
Existing Funding (\$1,000s)									20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									STA
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									Advancing \$30m future Solano STIP Shares
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			34,000					34,000	
TOTAL			34,000					34,000	

Fund No. 3:	SB1 Congested Corridors Competitive								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									CTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			120,500					120,500	
TOTAL			120,500					120,500	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

General Instructions

Amendment (Existing Project) No					Date:	12/5/19
District	EA	Project ID		PPNO	MPO ID	
04				New		
County	Route/Corridor	PM Bk	PM Ahd	Nominating Agency		
SOL	37	15	15	City of Fairfield		
				MPO	Element	
				MTC	Local Assistance	
Project Manager/Contact		Phone		E-mail Address		
Janet Adams		(707) 424-6075		jadams@sta.ca.gov		
Project Title						
SR 37 Fairgrounds Dr Interchange Improvement Project						
Location (Project Limits), Description (Scope of Work)						
Phase 1 of the SR 37 - Fairgrounds Drive Improvements will construct widening on Fairgrounds Dr. from east of Coach Lane to east of State Route 37. The next phase of improvements (reconfiguration of the I-80/Redwood Parkway Interchange and widening of Fairgrounds Drive south of the Solano County Fairgrounds) would be required to address the existing deficiencies and allow for the addition of approximately 1,000 PM peak hour trips from the development of the Fairgrounds.						
Component						
PA&ED		Solano Transportation Authority				
PS&E		Solano Transportation Authority				
Right of Way		Solano Transportation Authority				
Construction		Caltrans				
Legislative Districts						
Assembly:	14	Senate:	5	Congressional:	3	
Project Benefits						
Reduce congestion, accommodate anticipated increases in traffic demand, and address safety concerns						
Purpose and Need						
Current transportation issues in this area include poor circulation during peak commute periods, long delays at intersections, short acceleration and deceleration areas, and limited sight distance.						
Category		Outputs			Unit	Total
Bridge / Tunnel		Modified / Improved interchanges			EA	1
Pavement (lane-miles)		Roadway lane miles -new			Miles	0.5
NHS Improvements	Yes	Roadway Class	NA	Reversible Lane analysis	Yes	
Inc. Sustainable Communities Strategy Goals		Yes	Reduces Greenhouse Gas Emissions		No	
Project Milestone					Existing	Proposed
Project Study Report Approved					05/01/15	
Begin Environmental (PA&ED) Phase						
Circulate Draft Environmental Document				Document Type	ND/CE	
Draft Project Report						
End Environmental Phase (PA&ED Milestone)						06/17/15
Begin Design (PS&E) Phase						10/01/18
End Design Phase (Ready to List for Advertisement Milestone)						12/30/20
Begin Right of Way Phase						N/A
End Right of Way Phase (Right of Way Certification Milestone)						N/A
Begin Construction Phase (Contract Award Milestone)						07/01/21
End Construction Phase (Construction Contract Acceptance Milestone)						12/30/22
Begin Closeout Phase						01/30/23
End Closeout Phase (Closeout Report)						06/30/23

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PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/5/19

District	County	Route	EA	Project ID	PPNO	
04	SOL	37				
Project Title: SR 37 Fairgrounds Dr Interchange Improvement Project						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)									Solano Transportation Authority
PS&E	2,042							2,042	Solano Transportation Authority
R/W SUP (CT)									Solano Transportation Authority
CON SUP (CT)									Caltrans
R/W									Solano Transportation Authority
CON			15,000					15,000	Caltrans
TOTAL	2,042		15,000					17,042	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	2,042							2,042	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			20,000					20,000	
TOTAL	2,042		20,000					22,042	

Fund No. 1:	RIP - National Hwy System (NH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.620
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL									
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			5,000					5,000	
TOTAL			5,000					5,000	

Fund No. 2:	Local Impact Fees								Program Code
	Existing Funding (\$1,000s)								
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									City of Vallejo
PS&E	750							750	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	750							750	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	750							750	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	750							750	

Fund No. 3:	RM3 SR37 Programmatic Allocation								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,000					15,000	
TOTAL			15,000					15,000	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON			15,000					15,000	
TOTAL			15,000					15,000	

Fund No. 4:	Local General Fund								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									Solano County
PS&E	750							750	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	750							750	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	750							750	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	750							750	

Fund No. 5:	Federal Earmark								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									STA
PS&E	448							448	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	448							448	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	448							448	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	448							448	

Fund No. 6:	Congestion Management Air Quality								Program Code
Existing Funding (\$1,000s)									
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									MTC
PS&E	94							94	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	94							94	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E	94							94	
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON									
TOTAL	94							94	

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

NEW AND AMENDED PROJECTS:

SONOMA COUNTY

PPNO	Project Title
0770E	Planning, programming, and monitoring (SCTA)
2156	Planning, programming, and monitoring (MTC)



For individuals with sensory disabilities, this document is available in alternate formats. For information call (916) 654-6410 or TDD (916) 654-3880 or write Records and Forms Management, 1120 N Street, MS-89, Sacramento.

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised 13 Aug 2019 v8.01g)

Date: 12/5/19

District	County	Route	EA	Project ID	PPNO	
04	SON			0415000398	0770E	
Project Title: Planning, Programming, and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	62							62	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,891	197	197	197	37			6,519	
TOTAL	5,953	197	197	197	37			6,581	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	62							62	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,891	350		278		153		6,672	
TOTAL	5,953	350		278		153		6,734	

Fund No. 1:	RIP - State Cash (ST - CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	62							62	MTC
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,664	197	197	197	37			6,292	
TOTAL	5,726	197	197	197	37			6,354	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	62							62	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	5,664	350		278		153		6,445	
TOTAL	5,726	350		278		153		6,507	

Fund No. 2:	Local Funds - Local Transportation Funds (LTF)								Program Code
	Existing Funding (\$1,000s)								LOCAL FUNDS
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	227							227	
TOTAL	227							227	
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)									
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	227							227	
TOTAL	227							227	

PROJECT PROGRAMMING REQUEST

DTP-0001 (Revised Mar, 1 2018 v7.08)

Date: 12/16/19

District	County	Route	EA	Project ID	PPNO	Alt. ID
04	SON, ,	, ,		0418000475	2156	
Project Title: Planning, Programming and Monitoring						

Existing Total Project Cost (\$1,000s)									Implementing Agency
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	
E&P (PA&ED)	41							41	MTC
PS&E									MTC
R/W SUP (CT)									MTC
CON SUP (CT)									MTC
R/W									MTC
CON	738	55	57	59				909	MTC
TOTAL	779	55	57	59				950	
Proposed Total Project Cost (\$1,000s)									Notes
E&P (PA&ED)	41							41	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	738	55	57	59	61	63		1,033	
TOTAL	779	55	57	59	61	63		1,074	

Fund No. 1:	RIP - State Cash (ST-CASH)								Program Code
	Existing Funding (\$1,000s)								20.30.600.670
Component	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	Total	Funding Agency
E&P (PA&ED)	41							41	MTC
PS&E									\$31 CON voted 07/16/98
R/W SUP (CT)									\$31 CON voted 03/02/00
CON SUP (CT)									\$31 CON voted 08/15/00
R/W									\$32 CON voted 07/20/01
CON	738	55	57	59				909	\$31 CON voted 09/16/02
TOTAL	779	55	57	59				950	\$41 PAED voted 07/14/05
									\$41 CON voted 07/20/06
Proposed Funding (\$1,000s)									Notes
E&P (PA&ED)	41							41	
PS&E									
R/W SUP (CT)									
CON SUP (CT)									
R/W									
CON	738	55	57	59	61	63		1,033	
TOTAL	779	55	57	59	61	63		1,074	

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

SECTION 16. COMMISSION RESOLUTION OF RTIP APPROVAL



Date: September 25, 2019
W.I.: 1515
Referred by: PAC
Revised: 12/18/19-C

ABSTRACT

Resolution No. 4398, Revised

This resolution adopts the policies, procedures, and program of projects for the 2020 Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, for submission to the California Transportation Commission (CTC), consistent with the provisions of Senate Bill 45 (Chapter 622, Statutes 1997).

- Attachment A – Policies and Procedures for the 2020 RTIP (with appendices)
- Attachment B – 2020 RTIP Program of Projects
- Attachment C – STIP Amendment / Extension Rules and Procedures

This resolution was amended by Commission Action on December 18, 2019 to adopt Attachment B – 2020 RTIP Program of Projects.

Further discussion of these actions is contained in the Summary Sheet to the MTC Programming and Allocations Committee dated September 4, 2019 and December 11, 2019.

RE: Adoption of 2020 Regional Transportation Improvement Program (RTIP)
Program Policies, Procedures, Project Selection Criteria, and Program of Projects

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4398

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

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

WHEREAS, MTC shares responsibility with the Association of Bay Area Governments (ABAG) for developing and implementing a Sustainable Communities Strategy (SCS) that integrates transportation, land use, and housing to meet greenhouse gas (GHG) reduction goals (Government Code Section 65080(b) 2(B)).

WHEREAS, MTC adopts, pursuant to Government Code Section 65082, a Regional Transportation Improvement Program (RTIP) when additional State Transportation Improvement Program funding is available, that is submitted, pursuant to Government Code Section 14527, to the California Transportation Commission (CTC) and the California Department of Transportation (Caltrans); and

WHEREAS, MTC has developed, in cooperation with Caltrans, operators of publicly owned mass transportation services, congestion management agencies, countywide transportation planning agencies, and local governments, policies, procedures and project selection criteria to be used in the development of the 2020 RTIP, and a five-year program for the funding made available for highways, roadways and state-funded mass transit guideways and other transit capital improvement projects, to include projects programmed in fiscal years 2020-21 through 2024-25; and

WHEREAS, using the process and criteria set forth in the Attachments to this resolution, attached hereto as though set forth at length, a set of capital priorities for the 2020 Regional Transportation Improvement Program (RTIP) was developed; and

WHEREAS, the 2020 RTIP has been developed consistent with the policies and procedures outlined in this resolution, and with the STIP Guidelines adopted by the CTC on August 14, 2019; and

WHEREAS, the 2020 RTIP will be subject to public review and comment; now, therefore, be it

RESOLVED, that MTC approves the process and criteria to be used in the evaluation of candidate projects for inclusion in the 2020 RTIP, as set forth in Attachment A of this resolution, and be it further

RESOLVED, that MTC adopts the 2020 RTIP Program of Projects, attached hereto as Attachment B and incorporated herein as though set forth at length, and finds it consistent with the RTP; and, be it further

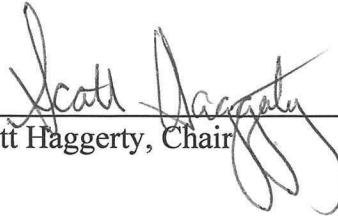
RESOLVED, that MTC approves the STIP Amendment / Extension Rules and Procedures to be used in processing STIP amendment and extension requests, as set forth in Attachment C of this resolution, and be it further

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

RESOLVED, that MTC's adoption of the programs and projects in the 2020 RTIP is for planning purposes only, with each project still subject to MTC's project review and application approval pursuant to MTC Resolution Nos. 3115 and 3757; and, be it further

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

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in San Francisco, California, on September 25, 2019.

Date: September 25, 2019
W.I.: 1515
Referred by: PAC

Attachment A
Resolution No. 4398
Page 1 of 30

2020 Regional Transportation Improvement Program

**Policies and Procedures
September 25, 2019**

**MTC Resolution No. 4398
Attachment A**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://www.mtc.ca.gov/our-work/fund-invest>**

**2020 RTIP
Regional Transportation Improvement Program
Policies and Procedures
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2020 Regional Transportation Improvement Program (RTIP) Policies and Procedures

Background

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

The Regional Transportation Improvement Program (RTIP) is the region's proposal to the State for STIP funding, and is due to the California Transportation Commission (CTC) by December 15, 2019. The 2020 STIP will include programming for the five fiscal years from 2020-21 through 2024-25.

2020 RTIP Development

The following principles will frame the development of MTC's 2020 RTIP, the region's contribution to the 2020 STIP.

- MTC will work with CTC staff, each Congestion Management Agency and Countywide Transportation Planning Agency, collectively known as the Bay Area County Transportation Agencies (CTAs), transit operators, Caltrans, and project sponsors to prepare the 2020 STIP.
- Investments made in the RTIP must carry out the objectives of the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), and be consistent with its improvements and programs.
- MTC may choose to consult with counties to consider programming a portion of their RTIP shares for projects that meet a regional objective.
- MTC will continue to work with CTAs, transit operators, Caltrans and project sponsors to aggressively seek project delivery solutions. Through the use of AB 3090 authority, GARVEE financing, and federal, regional, and local funds and funding exchanges, MTC will work with its transportation partners to deliver projects in the region.
- Each county's project list must be constrained within the county share limits unless arrangements have been made with other counties to aggregate the county share targets. MTC continues to support aggregation of county share targets to deliver ready-to-go projects in the region. CTAs that submit a list that exceeds their county share must identify and prioritize those projects that exceed the county share target.

Key Policies and Guidance

The following policies serve as the primary guidance in the development of the 2020 RTIP.

Key Eligibility Policies

Consistency with Regional and Local Plans

RTP/SCS Consistency

Plan Bay Area 2040, the Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), lays out a vision of what the Bay Area land use patterns and transportation network could look like in 2040. An objective of *Plan Bay Area 2040* is to encourage and promote the safe and efficient management, operation and development of a regional intermodal transportation system

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

Local Plans

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

CTC Guidance

The California Transportation Commission (CTC) 2020 STIP Guidelines were adopted on August 14, 2019. The MTC 2020 RTIP Policies and Procedures includes all changes in STIP policy implemented by the CTC. The entire CTC STIP Guidelines are available on the internet at: <https://dot.ca.gov/programs/transportation-programming/office-of-capital-improvement-programming-ocip> or <https://catc.ca.gov/programs/state-transportation-improvement-program>. All CTAs and project sponsors must follow the MTC and CTC STIP Guidelines in the development and implementation of the 2020 RTIP/STIP.

2020 RTIP Development Schedule

Development of the 2020 RTIP under these procedures will be done in accordance with the schedule outlined in Appendix A-1 of these policies and procedures.

RTIP County Share Targets

Appendix A-2 of the Policies and Procedures provides the county share targets for each county for the 2020 RTIP. Each county's project list, due to MTC in draft form by October 9, 2019, should be constrained within these county share limits. It is expected that MTC's RTIP will be developed using a region-wide aggregate of county-share targets.

Project Eligibility

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

RTIP Project Solicitation

Each CTA is responsible for soliciting projects for its county share of the RTIP where the county target is greater than \$0. The CTA must notify all eligible project sponsors, including Caltrans and transit operators, of the process and deadlines for applying for RTIP funding. If the CTA does not conduct a solicitation of projects, that CTA must provide justification to MTC that conforms to the

public involvement process described in the next section, and approved by that CTA's governing body.

Public Involvement Process

MTC is committed to having the CTAs as full partners in development of the RTIP. That participation likewise requires the full commitment of the CTAs to a broad, inclusive public involvement process consistent with MTC's adopted Public Participation Plan (available online at <http://mtc.ca.gov/about-mtc/public-participation/public-participation-plan>) and federal regulations, including Title VI of the Federal Civil Rights Act of 1964. Federal regulations call for active outreach and public comment opportunities in any metropolitan planning process, and such opportunities an important step to any project selection process for the RTIP. CTAs shall document their public involvement opportunities, including how they included communities covered under Title VI, and submit the documentation along with their list of candidate projects.

RTIP Projects in the Transportation Improvement Program (TIP)

In accordance with state and federal requirements, RTIP-funded projects must be programmed in the TIP prior to seeking a CTC allocation. In addition, a federal authorization to proceed (E-76) request must be submitted simultaneously with the RTIP allocation request to Caltrans and the CTC when the request includes federal funds. In the 2020 RTIP, all projects are subject to be a mix of federal and state funds, and may require a federal authorization to proceed. Additionally, all STIP projects are to be included in the TIP and must have funds escalated to the year of expenditure, in accordance with federal regulations.

Regional Policies

Regional Set-Aside Programming

In order to expedite obligation and expenditure of American Recovery and Reinvestment Act of 2009 (ARRA) funds, and to address the State's lack of funding at the time, MTC programmed \$31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the \$31 million, \$29 million came from Contra Costa's STIP county share, and \$2 million from Alameda's STIP county share. Further, in 2012, MTC programmed \$15 million to the Improved Bicycle/Pedestrian Access to the San Francisco-Oakland Bay Bridge project from a portion of each county's STIP share (from former Transportation Enhancement (TE) funds). To address lack of funding in the 2016 STIP, MTC de-programmed both the \$31 million and \$15 million commitments to regional projects (total \$46 million). In January 2017 MTC committed the \$46 million to additional contingency for the Caltrain Peninsula Corridor Electrification Project (PCEP), through MTC Resolution No. 4267. If these funds are not needed for the PCEP, the RTIP funds will be re-programmed the Housing Production and Preservation Incentive Program (see next section), or to another regional priority project(s) at MTC's discretion. These funds have the highest priority for funding in the RTIP, after GARVEE, AB 3090, and PPM projects.

Housing Production and Preservation Incentive

On October 24, 2018, MTC approved Resolution No. 4348, which establishes the framework and qualifying criteria for the Housing Incentive Pool (HIP), an incentive program to reward Bay Area

local jurisdictions that produce or preserve the most affordable housing. This resolution builds on the HIP established in OBAG 2, MTC Resolution No. 4202, Revised.

As part of the 2020 RTIP, the OBAG 2 Housing Production Incentive challenge grant program described immediately above is augmented with \$46 million of regionally-controlled RTIP funds identified in the regional set-aside programming section above, conditioned on these funds not being needed for Caltrain's project contingency, either because the project can be completed within budget or because substitute contingency funds are identified.

The RTIP funding provided may be either federal or state funds, must be used only for federally- or State Highway Account-eligible transportation purposes, and must meet CTC STIP Guideline requirements.

Senate Bill 1 Competitive Programs Match

CTC's 2020 STIP guidelines allow sponsors to match SB1 competitive program projects with STIP funds. If the CTC does not select a project for funding in a competitive SB1 program, and alternative funding is not identified within six months, a STIP amendment will be required to delete or substitute the project for a project with a full funding plan commitment. MTC strongly encourages sponsors to use RTIP funds to match SB1 competitive program applications and will require match come from RTIP before committing other regional discretionary funding. If a county's RTIP shares are pre-committed or otherwise unavailable, MTC expects the CTA to examine local funds as match before MTC will consider committing other regional discretionary funding.

County Programming Priorities

Alameda County

Alameda County Transportation Commission (ACTC) Resolution No. 14-007 (Revised) identifies RTIP funds as a source to meet ACTC's \$40 million commitment to AC Transit's East Bay Bus Rapid Transit (BRT) project. Further, Commission action for the Regional Measure 2 (RM2) Strategic Plan in May 2014, and the March 2015 RM2 allocation to AC Transit for the BRT project require that ACTC commit the RTIP or other funds for the BRT project in order to retire the BRT commitment. Since the CTC removed the proposed AC Transit programming from the 2018 STIP, MTC expects ACTC to program its remaining commitment to AC Transit in the 2020 STIP, and reserves the right to program funds directly from Alameda County's STIP share if no other fund source is identified.

San Francisco County

MTC Resolution No. 4035, Revised, which sets forth the second cycle of federal Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funding, advanced \$34 million in federal funds for the Doyle Drive Replacement / Presidio Parkway project. In exchange, \$34 million San Francisco's STIP share shall be reserved for regional Freeway Performance Initiative (FPI)/Columbus Day Initiative (CDI)/Express Lanes projects. San Francisco shall commit these funds after PPM programming and the remaining commitment to the Central Subway project (about \$40.7 million).

San Francisco, San Mateo, and Santa Clara Counties

MTC Resolution No. 4267 identifies RTIP funds as a source to meet MTC's \$50 million contingency commitment to the Caltrain Peninsula Corridor Electrification Project, with the \$46 million identified in the "Regional Set-Aside Programming" section of these policies and procedures. If the PCEP cost exceeds the estimated project delivery cost and previously budgeted contingency, or a shortfall in revenue occurs, \$4 million would be reserved from future San Francisco, San Mateo, and Santa Clara county shares. If the \$50 million contingency commitment is not needed for PCEP, MTC will not withhold the \$4 million from the three counties' RTIP shares.

Regional Advanced Mitigation Program (RAMP)

As a part of *Plan Bay Area 2040* and through MTC Resolution No. 4290, MTC identified Regional Advance Mitigation Program (RAMP) as a mitigation strategy for the Bay Area. RAMP would mitigate certain environmental impacts from groups of planned transportation projects, rather than mitigating on an inefficient per-project level. RTIP funds may be used to implement RAMP, including purchasing mitigation land bank credits, establishing a greenfield mitigation site, contributing to an existing Habitat Conservation Plan, and purchasing conservation land easements and their endowments, as allowed under state and federal law. In instances where RTIP funds are not eligible for RAMP implementation, MTC encourages sponsors to exchange RTIP funds with eligible non-federal funds for RAMP. Such exchanges must be consistent with MTC's fund exchange policy, MTC Resolution No. 3331.

Regional Planning, Programming, and Monitoring (PPM) funds

Passage of Assembly Bill 2538 (Wolk, 2006) allows all counties to program up to 5% of their county share to Planning, Programming, and Monitoring (PPM) purposes in the STIP. Appendix A-2 identifies PPM amounts each county may program. As agreed with the CTAs, MTC will program a portion of each county's PPM for regional PPM activities each year beginning with a base amount of \$500,000 in FY 2005-06 escalated 3.5% annually thereafter. MTC's currently programmed amounts for regional PPM activities in FY 2020-21 through FY 2022-23 will not change in the 2020 RTIP; the CTAs may choose to redistribute their county portion of the PPM funds programmed in FY 2020-21, FY 2021-22, FY 2022-23, and FY 2023-24. Due to county share period restrictions, new PPM amounts may only be programmed in the amounts and years identified in Attachment 2.

Caltrans Project Nomination

Senate Bill 1768 (Chapter 472, Statutes 2002) authorizes the Department of Transportation to nominate or recommend projects to be included in the RTIP to improve state highways using regional transportation improvement funds. To be considered for funding in the RTIP, the Department must submit project nominations directly to the applicable CTA. The Department should also identify any additional state highway improvement needs within the county that could be programmed within the 3 years beyond the end of the current STIP period. The Department must submit these programming recommendations and identification of state highway improvement needs to the CTA within the timeframe and deadline prescribed by the applicable CTA. In addition, the Department must also provide a list of projects and funding amounts for projects currently planned on the State Highway System over the 2020 STIP period to be funded with local and regional funds.

Title VI Compliance

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

Intelligent Transportation Systems Policy

In collaboration with federal, state, and local partners, MTC developed the regional Intelligent Transportation Systems (ITS) Architecture. The San Francisco Bay Area Regional ITS Architecture is a roadmap for integrated and collaborative ITS projects in the Bay Area over the next 10 years and beyond. The Architecture provides the knowledge base necessary to make the most out of technological advances for planning and deployment of intelligent transportation systems that are connected and standardized across the region and beyond.

MTC, state and federal agencies require projects funded with federal highway trust funds to meet applicable ITS Architecture requirements. Since the 2006 RTIP, MTC requires all applicable projects to conform to the regional ITS architecture. Through the on-line Fund Management System (FMS) application process, 2020 RTIP project sponsors will identify the appropriate ITS category, if applicable. Information on the regional ITS architecture can be found at: <http://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems-its>.

MTC Resolution No. 4104 Compliance – Traffic Operations System Policy

All major new freeway projects included in *Plan Bay Area 2040* and subsequent regional transportation plans shall include the installation and activation of freeway traffic operations system (TOS) elements to effectively operate the region's freeway system and coordinate with local transportation management systems. MTC requires all applicable RTIP projects to conform to the regional policy. For purposes of this policy, a major freeway project is a project that adds lanes to a freeway, constructs a new segment of freeway, upgrades a segment to freeway status, modifies a freeway interchange, modifies freeway ramps, or reconstructs an existing freeway. TOS elements may include, but are not limited to, changeable message signs, closed-circuit television cameras, traffic monitoring stations and detectors, highway advisory radio, and ramp meters.

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

do not meet the provisions of MTC Resolution No. 4104 are subject to de-programming from the federal TIP.

Regional Communications Infrastructure

MTC Resolution No. 4104, Traffic Operations System Policy, requires the installation and activation of freeway traffic operations system elements. In order to facilitate implementation of technology-based strategies focused on enhancing safety, mobility and economic vitality of communities, and to expand interoperability among partner agencies, projects must install fiber communications conduit infrastructure if project limits overlap with a proposed project in the final 2019 Regional Communications Strategic Investment Plan, when both financially feasible and consistent with goals stated in the Bay Area Regional Communications Infrastructure Plan.

Projects proposed for programming in the 2020 RTIP, seeking funds for environmental or plans, specifications, and estimates (PS&E) phases should consider incorporating communications infrastructure into project design, ideally at the project scoping phase leading to programming. A checklist of technical recommendations are listed in the final 2019 Regional Communications Infrastructure Plan (available at the MTC website at <https://mtc.ca.gov/our-work/operate-coordinate/intelligent-transportation-systems/regional-communications-network>). For future RTIP funding commitments on new projects, projects sponsors should work with Caltrans and MTC to identify the appropriate communications component to support the completion of regional communications network throughout the Bay Area. A project is considered “new” if it does not have an approved Project Study Report or applicable scoping document as of December 15, 2019.

Bay Area Forward and Regional Express Lane (HOT) Network

All projects on the state highway system must demonstrate a scope and funding plan that includes Traffic Operations System (TOS) elements, consistent with the section above. Projects must also include any additional traffic operations and advanced technology improvements, and transportation demand management recommendations resulting from MTC’s Bay Area Forward (BAF). Additionally, projects on the State Highway System proposed for programming in the 2020 RTIP should be consistent with the planned Regional Express Lane (High-Occupancy Toll) Network. For new RTIP funding commitments on the Regional Express Lane Network, the CTAs should work with MTC to determine the appropriateness of advance construction elements (such as structures and conduit) to support the future conversion of general purpose/HOV lanes to express lanes if identified.

Bay Area Interregional Transportation Improvement Program (ITIP) Priorities

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

- Support high cost-benefit ratio projects on the State Highway System
- Support High-Occupancy Vehicle (HOV) lane gap closures, with emphasis on those that support the Regional Express Lane Network.
- Support high speed rail early investments and intercity/commuter rail

- Support future goods movement and trade corridors

These principles are consistent with *Plan Bay Area 2040* assumptions. MTC supported these principles in a comment letter to Caltrans regarding the 2015 Interregional Transportation Strategic Plan (ITSP).

MTC Resolution No. 3866 Compliance – Transit Coordination Implementation Plan

On February 24, 2010, MTC approved Resolution No. 3866, which documents coordination requirements for Bay Area transit operators to improve the transit customer experience when transferring between transit operators and in support of regional transit projects. *If a transit operator fails to comply with Res. 3866 requirements, MTC may withhold, restrict or reprogram funds or allocations.* Res. 3866 supersedes MTC's earlier coordination plan, Res. 3055.

One goal in establishing Res. 3866 was to incorporate detailed project information through reference rather than directly in the resolution in order to facilitate future updates of project-specific requirements. Transit operators must comply with these more detailed documents in order to comply with Res. 3866. MTC may periodically update these documents in consultation with transit agencies.

Accommodations for Bicyclists, Pedestrians and Persons with Disabilities

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

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

Federal Policy Mandates

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides best practices concepts as outlined in the US DOT "Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations."

(https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm)

State Policy Mandates

The California Complete Streets Act (AB 1358) of 2008 encourages cities to make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity to reduce vehicle miles traveled (VMT). Government Code Section

65302(b)(2)(A) and (B) states that any substantial revision of the circulation element of the General Plan to consider all users.

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

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

Regional Policy Mandates

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

To be eligible for RTIP funds, a local jurisdiction with local streets and roads must have either a complete streets policy or resolution, or general plan updated after 2010, that complies with the Complete Streets Act of 2008 prior to January 31, 2016. Further information is available online at: http://mtc.ca.gov/sites/default/files/OBAG_2_Reso_Guidance_Final.pdf.

State Policies

Grant Anticipation Revenue Vehicle (GARVEE) Bonding

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

In accordance with state statute and the CTC GARVEE guidelines, GARVEE debt repayment will be the highest priority for programming and allocation within the particular county Regional Improvement Program (RIP) share until the debt is repaid. In the event that the RIP county share balance is insufficient to cover the GARVEE debt service and payment obligations, the RIP county

share balance for that particular county will become negative through the advancement of future RIP county share. Should a negative balance or advancement of capacity be unattainable, then funding for other projects using RIP county share within that particular county would need to be reprogrammed or deleted, to accommodate the GARVEE debt service and payment obligations.

The CTC is responsible for programming the funds, derived from federal sources, as GARVEE debt service and the State Treasurer is responsible for making the debt service payments for these projects. In the 2020 STIP, CTC will consider new GARVEE projects via STIP amendment only, and not during the 2020 STIP process.

AB 3090 Project Replacement or Reimbursement

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

Projects approved for AB 3090 consideration must award a contract within six months of the CTC approval. The allocation of AB 3090 reimbursement projects is the highest priority in the MTC region. In the 2020 STIP, CTC will consider new AB 3090 requests via STIP amendment only, and not during the 2020 STIP process. Sponsors wishing to use AB 3090s for their projects should contact MTC and CTC for inclusion in the AB 3090 Plan of Projects, which is updated on an as-needed basis.

SB 184 Advance Expenditure of Funds

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

MTC cautions against the use of SB 184 since allocation of funds is not guaranteed. If pursued, sponsors risk expending local funds with no guarantee that the STIP funds will be allocated.

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

AB 608 Contract Award Provisions

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

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

Federal and State-Only Funding

In 2017, the state adopted SB1, which stabilizes the excise tax on gasoline and pegs it to adjust with inflation. Excise taxes are deposited into the State Highway Account, which also includes federal funds. While SB1 stabilize STIP revenues, Caltrans determines the funding split between state-only and federal funding for projects funded in the STIP. Therefore, projects programmed in the 2020 STIP may receive a combination of state and federal funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules, if they are assigned federal funds.

Article XIX Compliance for Transit Projects

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

Matching Requirements on Highway and Transit Projects

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

Project sponsors wishing to use STIP PTA funds as matching funds for Article XIX restricted projects must note such a request in the "Special Funding Conditions" section of the RTIP Application Nomination sheet, and obtain approval from Caltrans through the state-only approval process as previously described. Caltrans has not identified any PTA capacity for the 2020 STIP. Therefore, the CTC will assume any Article XIX restricted STIP project will be funded with 100 percent federal funds using toll credits, or have the appropriate local match.

Governor's Executive Orders

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

General Guidance

Project Advancements

If a project or project component is ready for implementation earlier than the fiscal year that it is programmed in the STIP, the implementing agency may request an allocation in advance of the programmed year. The CTC will consider making advanced allocations based on a finding that the allocation will not delay availability of funding for other projects programmed in earlier years than the project to be advanced and with the approval of the responsible regional agency if county share funds are to be advanced. In project and financial planning, sponsors should not expect the CTC to advance any projects.

Advance Project Development Element (APDE)

The 2020 STIP Fund Estimate does not identify funding for APDE. APDE funds may not be proposed in any year of the 2020 STIP.

Unprogrammed Shares

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

Countywide RTIP Listing

By October 9, 2019, each CTA must submit to MTC a draft proposed countywide RTIP project listing showing the proposed programming of county shares. The final list is due to MTC by November 1, 2019, and must include the final project applications for any new projects added to the STIP (or any significantly revised existing STIP projects), details of projects completed since the last STIP, and appropriate project level performance measure analysis.

Project Screening Criteria, Including Readiness

In addition to the CTC Guidelines, all projects included in the 2020 RTIP must meet all MTC project-screening criteria listed in Appendix A-3 of this guidance, including the planning and the project readiness requirements.

RTIP Applications

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

STIP Performance Measures: Regional and Project-Level Analyses

The CTC continues to require performance measures in the RTIP and ITIP review process for the 2020 RTIP. According to the STIP Guidelines, a regional, system-level performance report must be submitted along with the RTIP submission. MTC staff will compile this report, focusing on applying the measures at the Regional Transportation Plan (RTP) level.

In addition, the 2020 STIP Guidelines require a project-level performance measure evaluation on all projects with total project costs over \$50 million or over \$15 million in STIP funds programmed. The project-level evaluation should address performance indicators and measures identified in Table A of the 2020 STIP Guidelines (see Appendix A-4 Part 4). The evaluation should also include a Caltrans-generated benefit/cost estimate, estimated impacts the project will have on the annual cost of operating and maintaining the state's transportation system, and estimated impact to greenhouse gas reduction efforts. The project-level evaluation must also be completed, if it has not already, on existing STIP projects with construction programmed, that exceed \$50 million in total project cost/\$15 million in STIP programming, and have had CEQA completed after December 2011. The CTAs are required to submit the project-level performance measures to MTC by the final application due date.

Completed Project Reporting

The 2020 STIP Guidelines require a report on all RTIP projects over \$20 million in total project cost completed between the adoption of the RTIP and the adoption of the previous RTIP (from December 2017 to December 2019). The report must include a summary of the funding plan and programming/allocation/expenditure history, as well as a discussion of project benefits that were anticipated prior to construction compared with an estimate of the actual benefits achieved. The CTAs are required to submit the completed project reporting information to MTC by the final application due date.

Regional Projects

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

85-115% Adjustments

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

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

MTC Resolution No. 3606 Compliance – Regional Project Delivery Policy

SB 45 established strict timely use of funds and project delivery requirements for transportation projects programmed in the STIP. Missing critical milestones could result in deletion of the project from the STIP, and a permanent loss of the funds to the county and region. Therefore, these timely use of funds deadlines must be considered in programming the various project phases in the STIP. While SB 45 provides some flexibility with respect to these deadlines by allowing for deadline extensions under certain circumstances, the CTC is very clear that deadline extensions will be the exception rather than the rule. MTC Resolution No. 3606, Revised, details the Regional Project Delivery Policy for Regional Discretionary Funding, which are more restrictive than the State's delivery policy. For instance, MTC expects STIP projects to request allocation of funds by January 31st of the programmed fiscal year. Further, MTC expects regular status reports from sponsors that will feed into the region's state allocation plan. See Attachment C to MTC Resolution No. 4398 for additional extension and amendment procedures.

Allocation of Funds - Requirements

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

Notice of Cost Increase

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

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

Cost Escalation for Caltrans-Implemented Projects

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

Notice of Contract Award

Caltrans has developed a procedure (Local Programs Procedures LPP-01-06) requiring project sponsors to notify Caltrans immediately after the award of a contract. Furthermore, Caltrans will not make any reimbursements for expenditures until such information is provided. Project sponsors must also notify MTC and the appropriate CTA immediately after the award of a contract. To ensure proper monitoring of the Timely Use of Funds provisions of SB 45, project sponsors are required to provide MTC and the county CTA with a copy of the LPP-01-06 “Award Information for STIP Projects – Attachment A” form, when it is submitted to Caltrans. This will assist MTC and the CTA in maintaining the regional project monitoring database, and ensure accurate reporting on the status of projects in advance of potential funding lapses. In accordance with CTC and Caltrans policies, construction funds must be encumbered in a contract within six months of allocation.

METROPOLITAN TRANSPORTATION COMMISSION 2020 Regional Transportation Improvement Program Development Schedule (Subject to Change) August 5, 2019	
March 13, 2019	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting – Los Angeles)
May 15, 2019	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting – San Diego)
June 26, 2019	Caltrans presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting – Sacramento)
June 27, 2019	Governor signed State Budget
July 22, 2019	STIP Fund Estimate and Guidelines Workshop (Sacramento)
August 14, 2019	CTC adopts STIP Fund Estimate and STIP Guidelines (CTC Meeting – San José)
August 28, 2019	Draft RTIP Policies and Procedures published online and emailed to stakeholders for public comment
September 4, 2019	MTC Programming and Allocations Committee (PAC) scheduled review and recommendation of final proposed RTIP Policies and Procedures
September 25, 2019	MTC Commission scheduled adoption of RTIP Policies and Procedures
October 9, 2019	BACTAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Complete Streets Checklist for new projects.
November 1, 2019	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support, and Certification of Assurances due to MTC (Final Complete Applications due)
December 4, 2019	Draft RTIP scheduled to be available for public review
December 11, 2019	PAC scheduled review of RTIP and referral to Commission for approval
December 15, 2019	2020 RTIP due to CTC (PAC approved project list will be submitted)
December 18, 2019	MTC Commission scheduled approval of 2020 RTIP (Full RTIP to be transmitted to CTC within one week of Commission approval)
January 30, 2020	CTC 2020 STIP Hearing – Northern California (TBD)
February 6, 2020	CTC 2020 STIP Hearing – Southern California (TBD)
February 28, 2020	CTC Staff Recommendations on 2020 STIP released
March 25, 2020	CTC adopts 2020 STIP (CTC Meeting – Los Angeles)

Shaded Area – Actions by Caltrans or CTC

2020 RTIP Fund Estimate County Targets

Metropolitan Transportation Commission

8/14/2019

All numbers in thousands

Table 1: County Share Targets

FINAL	Through FY 2024-25 New Distrib.	Advanced Carryover and Lapsed	Regional Set-aside*	MTC PPM FY 2023-24 & FY 2024-25	2020 STIP CTA Target**
Alameda	16,481	18,188	(5,063)	(338)	29,268
Contra Costa	11,284	24,969	(31,090)	(220)	4,943
Marin	3,086	(25,337)	(571)	(63)	0
Napa	2,032	428	(376)	(39)	2,045
San Francisco	8,370	1,548	(1,548)	(173)	8,197
San Mateo	8,518	683	(1,598)	(179)	7,424
Santa Clara	19,526	(6,957)	(3,632)	(395)	8,542
Solano	5,114	5,147	(945)	(104)	9,212
Sonoma	6,284	(5,739)	(1,177)	(124)	0
County Totals	80,695	12,930	(46,000)	(1,635)	69,631

Note: Counties with negative balance have a "\$0" new share.

* Regional set-aside includes \$31 million from ARRA/Caldecott payback, and \$15 million from SFOBB Bike/Ped Access projects

** Does not include CTA PPM programming

Table 2: Planning, Programming, and Monitoring Amounts
FY 2020-21, FY 2021-22, FY 2022-23, FY 2023-24

	PPM Limit FY 2020-21 through FY 2023-24	MTC PPM FY 2020-21 through FY 2023-24	Programmed CTA PPM Current Share Period				PPM Available for FY 2023-24 or earlier CTA Share***
			FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	
Alameda	2,260	632	1,535	0	0	0	93
Contra Costa	1,545	410	355	356	356	0	68
Marin	423	118	287	0	0	0	18
Napa	278	72	65	64	64	0	13
San Francisco	1,146	322	260	259	259	0	46
San Mateo	1,167	334	263	262	262	0	46
Santa Clara	2,674	738	912	912	0	0	112
Solano	700	194	159	159	159	0	29
Sonoma	860	232	197	197	197	0	37
County Totals	11,053	3,052	4,033	2,209	1,297	0	462

Note: Counties may redistribute PPM amounts across all four fiscal years

*** CTA PPM share has not been subtracted from 2020 STIP CTA target identified in Table 1

Table 3: Planning, Programming, and Monitoring Amounts
FY 2024-25

	PPM Available for Programming MTC+CTA FY 2024-25	MTC Share for FY 2024-25	CTA Share for FY 2024-25***
Alameda	566	172	394
Contra Costa	387	112	275
Marin	106	32	74
Napa	70	20	50
San Francisco	287	88	199
San Mateo	292	91	201
Santa Clara	670	201	469
Solano	176	53	123
Sonoma	216	63	153
County Totals	2,770	832	1,938

*** CTA PPM share has not been subtracted from 2020 STIP CTA target identified in Table 1

**2020 Regional Transportation Improvement Program
Policies and Procedures
Appendix A-3: 2020 RTIP Project Screening Criteria**

Eligible Projects

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

Planning Prerequisites

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

The required format of a PSR or PSR equivalent varies by project type. Additional guidance on how to prepare these documents is available on the internet at the addresses indicated within Part 3 (PSR, or equivalent) of Appendix A-4: 2020 RTIP Project Application, which includes a table categorizing PSR and PSR equivalent requirements by project type.

Project Costs and Phases

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

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

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

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

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

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

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

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

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

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

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

H. Fiscal Years of Programming. The 2020 STIP covers the five-year period from FY 2020-21 through 2024-25. If a project will not be ready for allocation in a certain year, project sponsors should delay funds to a later year of the five-year STIP period.

Readiness Standards

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

When proposing to program only preconstruction components for a project, the implementing agency must demonstrate the means by which it intends to fund the construction of a useable segment, consistent with the regional transportation plan or the Caltrans interregional transportation strategic plan. The anticipated total project cost and source of any uncommitted future funding must be identified.

- L. Sequential Phasing.** For most projects, the different project phases should be programmed sequentially in the STIP, i.e. environmental before design before right of way before construction. Projects with significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals, must not be programmed with the right of way and construction components in the same year as the environmental. Project sponsors must provide sufficient time between the scheduled allocation of environmental funds and the start of

design, right of way or construction. As prescribed in Section F, projects may not have more than one phase programmed per fiscal year, with the exceptions of Caltrans-sponsored preconstruction phases, and right of way (ROW) funds programmed with final design (PS&E) or construction (CON) where there are no significant ROW acquisitions necessary.

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

The CTC may program a project component funded from a combination of committed and uncommitted funds. Uncommitted funds may only be nominated from the following competitive programs: Local Partnership Program, Solutions for Congested Corridors Program, or Trade Corridor Enhancement Program. All local projects requesting to be programmed with uncommitted funds must be accompanied with a plan for securing a funding commitment, explain the risk of not securing that commitment, and its plan for securing an alternate source of funding should the commitment not be obtained. If the funding commitment is not secured with the adoption of these programs and alternative funding is not identified within six months, the projects will be subject to deletion by the Commission. Projects programmed by the Commission in the STIP will not be given priority for funding in other programs under the Commission's purview.

The CTC will regard non-STIP funds as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal formula funds, including STP, CMAQ, and Federal formula transit funds, the commitment may be by Federal TIP adoption. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or by grant approval.

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

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

For all projects in the 2020 RTIP (anticipated to be a mix of federal and state funding), the project sponsor agrees to contact Caltrans and schedule and make a good faith effort to complete a project field review within 6-months of the project being included in the Transportation Improvement Program (TIP). For the 2020 STIP, Caltrans field reviews should be completed by September 1, 2020 for federal aid projects programmed in 2020-21 and 2021-22. The requirement does not apply to planning activities, state-only funded projects, or STIP funds to be transferred to the Federal Transit Administration (FTA).

Other Requirements

- O. Availability for Audits.** Sponsors must agree to be available for an audit if requested. Government Code Section 14529.1 “The commission [CTC] shall request that the entity receiving funds accept an audit of funds allocated to it by the commission, if an audit is deemed necessary.”
- P. Interregional Projects May Be Proposed Under Some Restrictive Circumstances.** The project must be a usable segment and be more cost-effective than a Caltrans alternative project. Government Code Section 14527 (c) “A project recommended for funding by the RTPA in the Interregional Improvement Program shall constitute a usable segment, and shall not be a condition for inclusion of other projects in the RTIP.” Government Code Section 14529 (k) “... the commission [CTC] must make a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department....”
- Q. Premature Commitment of Funds.** The project sponsor may not be reimbursed for expenditures made prior to the allocation of funds by the CTC (or by Caltrans under delegation authority), unless the provisions of Senate Bill 184 are met in accordance with the CTC Guidelines for Implementation of SB 184. Under no circumstances may funds be reimbursed for expenditures made prior to the funds being programmed in the STIP or prior to the fiscal year in which the project phase is programmed. In addition, the sponsor must make a written request to Caltrans prior to incurring costs, in accordance with Caltrans Local Assistance Procedures for SB 184 implementation.
- R. State-Only Funding.** The 2020 RTIP is expected to be funded with a mix of federal and state funds. Project sponsors must federalize their projects by completing NEPA documentation and complying with federal project delivery rules. Project sponsors are expected to meet all requirements of Article XIX in selecting projects receiving state-only funding. This includes sponsors or the CTA providing documentation verifying the county passed a measure allowing for the use of state-only State Highway Account funds on fixed guideway projects, should RTIP funds be proposed for use on non-federalized fixed guideway transit projects.
- S. Federal Transportation Improvement Program.** All projects programmed in the STIP must also be programmed in the federal Transportation Improvement Program (TIP), regardless of fund source. Project sponsors are encouraged to submit TIP amendment requests immediately following inclusion of the project into the STIP by the CTC. The project listing in the TIP must include total project cost by phase regardless of the phase actually funded by the CTC. STIP projects using federal funds will not receive federal authorization to proceed without the project being properly listed in the TIP.
- T. Agency Single Point of Contact.** Project sponsors shall assign a single point of contact within the agency to address programming and project delivery issues that may arise during the project life cycle. The name, title, and contact information of this person shall be furnished to the CTA and MTC at the time of project application submittal. This shall also serve as the agency contact for all FHWA-funded projects.

2020 Regional Transportation Improvement Program (RTIP)
Appendix A-4: 2020 RTIP Project Application

Project sponsors must submit a completed project application for each project proposed for funding in the 2020 RTIP. The application consists of the following five parts and are available on the Internet (as applicable) at: <http://www.mtc.ca.gov/funding/>

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

Part 1: Sample Resolution of Local Support

Note: Use the latest version of the Resolution of Local Support at:

<https://mtc.ca.gov/our-work/fund-invest/federal-funding/obag-2>

Resolution No. _____

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

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

WHEREAS, the United States Congress from time to time enacts and amends legislation to provide funding for various transportation needs and programs, (collectively, the FEDERAL TRANSPORTATION ACT) including, but not limited to the Surface Transportation Block Grant Program (STP) (23 U.S.C. § 133), the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149) and the Transportation Alternatives (TA) set-aside (23 U.S.C. § 133); and

WHEREAS, state statutes, including California Streets and Highways Code §182.6, §182.7, and §2381(a)(1), and California Government Code §14527, provide various funding programs for the programming discretion of the Metropolitan Planning Organization (MPO) and the Regional Transportation Planning Agency (RTPA); and

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

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

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

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

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

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

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

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

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

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

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

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

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

RESOLVED that APPLICANT understands that the REGIONAL DISCRETIONARY FUNDING for

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

RTIP Project Application

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

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

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

Project Type	Type of Document Required *	Where to get more information
State Highway	Full PSR or PD/ENV Only	https://dot.ca.gov/-/media/dot-media/programs/design/documents/apdx-l-template.docx
Local Roadway a. rehabilitation b. capacity increasing or other project	PSR for local rehabilitation PSR equivalent – project specific study with detailed scope and cost estimate	In most cases completing the Preliminary Environmental Study and Field Review forms in the Local Assistance Procedures Manual should be sufficient. These forms can be found at: <u>Preliminary Environmental--</u> https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm then look in chapter 6 pg 6-31. <u>Field Review --</u> https://dot.ca.gov/programs/local-assistance/guidelines-and-procedures/local-assistance-procedures-manual-lapm then look in chapter 7 pg 7-13.
Transit	State of California Uniform Transit Application	This file is being remediated and is available upon request
Other	PSR equivalent with detailed scope and cost estimate	To be determined on a case by case basis

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

RTIP Project Application

Part 3: Project Programming Request (PPR) Form

Applicants are required to submit a Project Programming Request (PPR) form in order to be considered for funding from the 2020 RTIP.

The PPR for new projects will be made available at the following location:

<https://dot.ca.gov/programs/transportation-programming/office-of-capital-improvement-programming-ocip>

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

<https://dot.ca.gov/programs/transportation-programming/ca-transportation-improvement-program-system-ctips>

Part 4: Performance Measures Worksheet

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

The Worksheet template is available at the following location:

<https://catc.ca.gov/programs/state-transportation-improvement-program>

Select the “2020 STIP Guidelines” document. The template begins on page 10 and continues on page 44 of the guidelines, under “Appendix B: Performance Indicators and Measures”.

Part 5: Complete Streets Checklist

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

<http://mtc.ca.gov/our-work/plans-projects/bicycle-pedestrian-planning/complete-streets>.

MTC 2020 Regional Transportation Improvement Program

December 11, 2019
(all numbers in thousands)

County	Agency	PPNO	Project	2020 RTIP Total	2020 RTIP Funding by Fiscal Year					Outside RTIP
					20-21	21-22	22-23	23-24	24-25	
Alameda County Shares										
Alameda	MTC	2100	Planning, programming, and monitoring	804	150	155	161	166	172	-
Alameda	ACTC	2179	Planning, programming, and monitoring	2,022	1,628	-	-	-	394	-
Alameda	AC Transit	new	Replacement of Transbay Buses	13,125	13,125	-	-	-	-	-
Alameda	ACTC	2323	I-80 Gilman I/C Reconstruction and Access Imps.	41,229	41,229	-	-	-	-	-
Alameda	MTC		Regional Set Aside	-	-	-	-	-	-	5,063
Alameda County Total				57,180	56,132	155	161	166	566	5,063
Contra Costa County Shares										
Contra Costa	CCCPW	new	Treat Boulevard Corridor Improvements – North Main Street to Jones Road	1,600	-	-	-	1,600	-	-
Contra Costa	CCTA	new	SR4 Operational Improvements - Phase 2	3,000	-	-	-	3,000	-	-
Contra Costa	CCTA	0299A	SR4 Operational Improvements - Phase 1	7,500	-	7,500	-	-	-	-
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	9,200	-	9,200	-	-	-	-
Contra Costa	BART	2010C1	Concord BART Station Modernization	9,500	9,500	-	-	-	-	-
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	1,410	355	356	356	68	275	-
Contra Costa	MTC	2118	Planning, programming, and monitoring	522	97	101	104	108	112	-
Contra Costa	CCTA	2025H	I-80/Central Avenue - Phase 2 (Local Road Realignm	7,773	5,900	1,873	-	-	-	-
Contra Costa	MTC		Regional Set Aside	-	-	-	-	-	-	31,090
Contra Costa Total				40,505	15,852	19,030	460	4,776	387	31,090
Marin County Shares										
Marin	MTC	2127	Planning, programming, and monitoring	150	28	29	30	31	32	-
Marin	TAM	2127C	Planning, programming, and monitoring	379	305	-	-	-	74	-
Marin	MTC		Regional Set Aside	-	-	-	-	-	-	571
Marin County Total				529	333	29	30	31	106	571
Napa County Shares										
Napa	Caltrans	0376	Soscol Junction	29,819	300	23,419	-	-	-	-
Napa	City of Napa	0380N	Silverado Five- Way Intersection Improvements	1,153	-	-	-	1,153	-	-
Napa	American Cyn	2130D	Devlin Road and Vine Trail Extension	4,151	4,151	-	-	-	-	-
Napa	County of Napa	2300B	Napa Valley Vine Trail St. Helena to Calistoga	98	98	-	-	-	-	-
Napa	MTC	2130	Planning, programming, and monitoring	92	17	18	18	19	20	-
Napa	NVTA	1003E	Planning, programming, and monitoring	256	52	52	51	51	50	-
Napa	MTC		Regional Set Aside	-	-	-	-	-	-	376
Napa County Total				35,569	4,618	23,489	69	1,223	70	376

County	Agency	PPNO	Project	2020 RTIP Total	2020 RTIP Funding by Fiscal Year					Outside RTIP
					20-21	21-22	22-23	23-24	24-25	
San Francisco County Shares										
San Francisco	SFCTA	2007	Planning, programming, and monitoring	1,023	260	259	259	46	199	-
San Francisco	MTC	2131	Planning, programming, and monitoring	410	76	79	82	85	88	-
San Francisco	SFMTA	2137	Communications-Based Train Control - Phases 1 & 2	13,752	13,752	-	-	-	-	-
San Francisco	SFMTA	new	New Flyer Midlife Overhaul - Phase III	7,952	-	-	-	-	7,952	-
San Francisco	MTC		Regional Set Aside	-	-	-	-	-	-	1,548
San Francisco County Total				23,137	14,088	338	341	131	8,239	1,548
San Mateo County Shares										
San Mateo	SMCTA	690A	US-101 Willow Rd I/C Reconst. (AB3090 Reimburse	4,000	4,000	-	-	-	-	-
San Mateo	Caltrans	668D	SR 92/US 101 Interchange Imps. - Phase 2	3,217	-	3,217	-	-	-	-
San Mateo	MTC	2140	Planning, programming, and monitoring	425	79	82	85	88	91	-
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	1,034	263	262	262	46	201	-
San Mateo	Redwood City	0692K	US 101/Woodside Road Interchange Imp. Project	8,000	-	8,000	-	-	-	-
San Mateo	SM C/CAG	new	US 101 Managed Lane Project North of I-380	7,177	-	-	-	7,177	-	-
San Mateo	S. San Francisco	0702D	US 101 Produce Avenue Interchange - Imps.	5,000	5,000	-	-	-	-	-
San Mateo	SM C/CAG	0658J	US 101 Managed Lanes Project - Highway Planting Replacement	3,000	-	3,000	-	-	-	-
San Mateo	SM C/CAG	0658G	ITS Imps. in Daly City, Brisbane, and Colma	1,000	-	1,000	-	-	-	-
San Mateo	Daly/Brisbane/C	0658G	ITS Imps. in Daly City, Brisbane, and Colma	6,900	-	-	6,900	-	-	-
San Mateo	MTC		Regional Set Aside	-	-	-	-	-	-	1,598
San Mateo County Total				39,753	9,342	15,561	7,247	7,311	292	1,598
Santa Clara County Shares										
Santa Clara	VTA	503J	I-280 Soundwalls at Bird Ave. in San Jose	6,167	929	456	4,782	-	-	-
Santa Clara	VTA	0521C	I-680 Soundwall from Capitol to Mueller	3,275	3,275	-	-	-	-	-
Santa Clara	MTC	2144	Planning, programming, and monitoring	939	175	181	188	194	201	-
Santa Clara	BART	2147E	BART Phase 2: Extension to Downtown San Jose/Si	29,702	-	29,702	-	-	-	-
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	2,405	912	912	112	-	469	-
Santa Clara	San Jose	9035N	San Jose West San Carlos Urban Village Streetscap	4,350	-	4,350	-	-	-	-
Santa Clara	VTA	2015H	Silicon Valley Express Lanes Program - Phase 5 Civ	7,961	4,754	-	3,207	-	-	-
Santa Clara	MTC		Regional Set Aside	-	-	-	-	-	-	3,632
Santa Clara County Total				54,799	10,045	35,601	8,289	194	670	3,632

County	Agency	PPNO	Project	2020 RTIP Total	2020 RTIP Funding by Fiscal Year					Outside RTIP
					20-21	21-22	22-23	23-24	24-25	
Solano County Shares										
Solano	MTC	2152	Planning, programming, and monitoring	247	46	48	49	51	53	-
Solano	STA	2263	Planning, programming, and monitoring	629	159	159	159	29	123	-
Solano	Caltrans	new	Solano I-80 Managed Lanes Project	34,000	-	34,000	-	-	-	-
Solano	STA	new	SR 37 Fairgrounds Dr. Interchange Project	5,000	-	5,000	-	-	-	-
Solano	Vacaville	5301V	Jepson Pkwy (Leisure Town from Commerce to Oran	9,296	9,296	-	-	-	-	-
Napa	County of Napa	2300B	Napa Valley Vine Trail St. Helena to Calistoga	98	98	-	-	-	-	-
Solano	Solano TA	2251A	SR 12/Church Rd	1,939	-	1,939	-	-	-	-
Solano	MTC		Regional Set Aside	-	-	-	-	-	-	945
Solano County Total				51,209	9,599	41,146	208	80	176	945
Sonoma County Shares										
Sonoma	SCTA	770E	Planning, programming, and monitoring	781	350	-	278	-	153	-
Sonoma	MTC	2156	Planning, programming, and monitoring	295	55	57	59	61	63	-
Sonoma	MTC		Regional Set Aside	-	-	-	-	-	-	1,177
Sonoma County Total				1,076	405	57	337	61	216	1,177
2020 RTIP Total - Bay Area				303,757	120,414	135,406	17,142	13,973	10,722	46,000

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

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MTC 2020 Regional Transportation Improvement Program

2020 RTIP Contingency Projects

December 11, 2019

(all numbers in thousands)

County	Agency	PPNO	Project	2020 RTIP Total	2020 RTIP Funding by Fiscal Year					Outside RTIP
					20-21	21-22	22-23	23-24	24-25	
Alameda County Shares										
Alameda County Total				-	-	-	-	-	-	-
Contra Costa County Shares										
Contra Costa Total				-	-	-	-	-	-	-
Marin County Shares										
Marin County Total				-	-	-	-	-	-	-
Napa County Shares										
Napa County Total				-	-	-	-	-	-	-
San Francisco County Shares										
San Francisco County Total				-	-	-	-	-	-	-
San Mateo County Shares										
San Mateo County Total				-	-	-	-	-	-	-
Santa Clara County Shares										
Santa Clara County Total				-	-	-	-	-	-	-
Solano County Shares										
Solano	Caltrans	new	SR 12 Rio Vista Downtown Complete Street	1,000	-	-	-	1,000	-	-
Solano	Fairfield	new	Jepson Parkway Ph 3: Widen Vanden Rd from Cannon to south of Leisure Town Rd	3,000	-	-	-	-	3,000	-
Solano County Total				4,000	-	-	-	1,000	3,000	-
Sonoma County Shares										
Sonoma County Total				-	-	-	-	-	-	-
2020 RTIP Total - Bay Area				4,000	-	-	-	1,000	3,000	-

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

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Date: September 25, 2019
W.I.: 1515
Referred by: PAC

Attachment C
Resolution No. 4398
Page 1 of 13

**2020
Regional Transportation Improvement Program**

**STIP Amendments / Extensions
Rules and Procedures**

September 25, 2019

**MTC Resolution No. 4398
Attachment C**

**Metropolitan Transportation Commission
Programming and Allocations Section
<http://mtc.ca.gov/our-work/fund-invest>**

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

What is the STIP?

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

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

The remaining 25% of the funding flows to the ITIP, which is a statewide program managed by Caltrans. This funding is directed to projects that improve interregional transportation and is closely linked to Caltrans's Interregional Transportation Strategic Plan (ITSP). Eligible project types include intercity passenger rail, mass transit guideways, grade separation, and state highways.

When are Amendments and Extensions Allowed?

STIP Amendments

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

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

One-time Extension Requests

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

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

Roles and Responsibilities

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

Project sponsors are responsible for reviewing and understanding the procedures, guidance and regulations affecting projects programmed in the STIP. Project sponsors must also assign a Single Point of Contact – an individual responsible for submitting documentation for STIP amendments and extensions that must have read and understood these policies and procedures, particularly the CTC STIP Guidelines available on the internet at <https://dot.ca.gov/programs/transportation-programming/office-of-capital-improvement-programming-ocip> and the MTC RTIP Policies and Application Procedures posted on the internet at: <http://mtc.ca.gov/our-work/fund-invest/investment-strategies-commitments/transit-21st-century/funding-sales-tax-and>. Project sponsors are ultimately responsible for ensuring the required documentation is provided to Caltrans by the deadlines established by MTC's Regional Project Delivery Policy (MTC Resolution No. 3606) and Caltrans for all allocations, extensions, and additional supplemental funds requests.

The Congestion Management Agencies/Transportation Authorities, collectively known as the Bay Area County Transportation Agencies (CTAs), are responsible for ensuring the packages submitted by the project sponsors are complete, and the proposed changes are consistent with the Regional Transportation Plan (RTP), and Congestion Management Plans (CMPs) or Capital Improvement Program (CIP). The CTAs check to ensure the proposed changes meet MTC, CTC and other state or federal guidance and regulations. As mentioned in the Guiding Principles of the 2020 RTIP Policies and Procedures, the CTA must consider equitable distribution of projects in accordance with Title VI. Following CTA concurrence of the request, the complete package is forwarded to MTC.

The Metropolitan Transportation Commission (MTC), as the Regional Transportation Planning Agency (RTPA) for the nine counties of the San Francisco Bay Area, provides concurrence for the STIP requests and formally submits all STIP Amendments to Caltrans for approval by the CTC. MTC also verifies compliance with established state and regional policies. Although MTC provides concurrence on extensions, additional supplemental funds

requests and some allocation requests, it is the responsibility of the project sponsor, not MTC, to ensure the required documentation is submitted to Caltrans by the established deadlines for these action requests.

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

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

Requesting STIP Amendments and Extensions

As described below, the procedures for processing STIP amendments and extensions vary depending on whether the project is sponsored by Caltrans or a local agency, and whether it has already received STIP funding. Extension Requests and STIP Amendments to delay projects programmed in the following fiscal year must be submitted to MTC and Caltrans by January 31 for CTC action no later than April.

Step 1: Project Sponsor Requests STIP Amendment or Extension

For currently programmed Caltrans projects:

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

For a STIP Amendment:

- Copy of CTA's letter of concurrence
- Revised Project Programming Request (PPR) Form – <http://mtc.ca.gov/stip>
- Submittal of TIP Revision Request through FMS – <http://fms.mtc.ca.gov>
- A construction 'STIP History' for each amendment that would delay the year of construction. The 'STIP History' outlines the project's construction history as programmed in the STIP with particular attention to any previous delays and reason for the previous and current delay. It must note the original inclusion of the project construction component in the STIP and each prior

project construction STIP amendment delay including for each, the amendment date, the dollar amount programmed for construction, and the scheduled year of construction delay. It must also include a statement on the financial impact of the construction delay on the project, and an estimated funding source for the additional funds necessary to complete the project under the delayed schedule. (A STIP History is only required for amendments to delay the year of construction.)

For an Extension:

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

For currently programmed local projects:

- Sponsor and the appropriate CTA identify and discuss the issue(s) that may require an amendment or extension and notify Caltrans and MTC Programming and Allocations Section staff that a change to the current STIP may be necessary and is being considered.
- Sponsor and CTA agree on proposed change(s).
- Sponsor requests CTA concurrence for the STIP Amendment/Extension by submitting the following to the CTA by January 31:
 - Letter requesting the STIP Amendment or Extension with explanation and justification of the need for the action with the following attachments:

For a STIP Amendment:

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

For an Extension:

- Copy of completed Request for Time Extension form (Exhibit 23-B, located on the internet at: <https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms>).
 - A construction ‘STIP History’ for each extension that would delay construction, as described above for a STIP Amendment.
 - A listing showing the status of all SB 45 and regional project delivery policy (MTC Resolution 3606) deadlines for all of the project sponsors’ allocated STIP projects, and all active projects funded through the Federal Highway Administration (FHWA), including but not limited to Surface Transportation Program (STP), Congestion Mitigation Air Quality Improvement (CMAQ), and Active Transportation Program (ATP) projects. This is to ensure project sponsors are aware of the other deadlines facing other projects, and so that sponsors will work to meet those deadlines. A template is available online at: http://mtc.ca.gov/sites/default/files/Template_FHWA_Funded_Projects_Status.xlsx.
 - Any other documentation required by the CTA or Caltrans
- Where necessary, CTA staff requests policy board approval of proposed request.
 - Sponsor submits Caltrans’ “Request for Time Extension” form and any other required documentation to Caltrans.
 - CTA requests MTC concurrence for the STIP Amendment/Extension by transmitting a letter to MTC P&A requesting the STIP Amendment or Extension with explanation and justification of the need for the action along with the documentation submitted by the project sponsor. A copy of the request is also sent to Caltrans.
 - Sponsor must be present at the CTC meeting where action is being taken on the extension request to justify the reasons for the extension. Failure to be present may result in the CTC denying the extension request, and risk losing the programmed funds permanently due to missed deadlines. In limited instances, a project sponsor may request that their CTA be available in place of the project sponsor. The CTA and MTC must concur with this request via email.

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

For all new projects:

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

Step 2: MTC Review and Concurrence

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

Major versus minor changes

- All major changes, including any requests to program a new project, will be presented to MTC's Programming and Allocations Committee (PAC) to determine MTC's concurrence. Major changes include:
 - request to program a new project (or delete a project)
 - schedule delay that affects air quality conformity analysis
 - project advance with reimbursement or replacement project per AB 3090
 - request to use Grant Anticipation Revenue Vehicle (GARVEE) financing
 - For minor changes, MTC staff may write a letter of concurrence for the Executive Director's signature. Minor changes include:
 - Extension requests for allocation, award, expenditure and reimbursement/project completion deadlines (minor extensions may be concurred administratively by MTC staff)
 - schedule changes, except where change implies major cost or delivery ramifications
 - changes in implementing agency or project sponsor
 - changes to project budget that are less than 20% of the total project cost or less than \$1 million.
 - redirection of funds from one project component to another (e.g. from project engineering into environmental)
 - changes considered routine and not impacting project delivery
- * Amendments or extensions based on new federal or state requirements may need to go to MTC's PAC

Additional/Supplemental Funds

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

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

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

Additional Funds at Time of Allocation: Often the simplest way to add supplemental funds is at the time of allocation. The process is the same as the procedures outlined above for a time extension, except that instead of a “Request for Time Extension” form, a “Request for STIP Funding Allocation” form is used (Exhibit 23-O, located on the internet at: <https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms>). In all supplemental funding requests, the additional funding must be approved by the CTC.

Additional Funds After Allocation: It may be necessary to seek additional funds after an allocation, either to award the project or due to unforeseen cost increases while the project is under construction. In either case, an analysis should be performed to determine whether re-engineering (sometimes called “value engineering”) could achieve cost reductions to accommodate the increase. If additional funds are still necessary, a funding source outside the STIP should be pursued prior to seeking additional STIP funding. If it is determined that additional STIP funds are needed, then the project sponsor should proceed as with the procedures outlined for “Additional Funds at Time of Allocation”. It should be noted that once the funds are allocated, the project sponsor does not have the option to add the funds through a STIP amendment since the CTC does not allow amendments to change the programming for a given component after the funds have been allocated.

Allocation of Funds

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

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

Allocation of State-Only Funds: MTC concurs with all State-Only funds allocations that are listed in the STIP as State-Only. Projects without State-Only funding pre-approved by CTC must request a State-Only Funding Exception form (Exhibit 23-F, found on the internet at: <https://dot.ca.gov/programs/local-assistance/forms/local-assistance-program-guidelines-forms>). MTC must concur with the exception request, and the form is submitted to Caltrans.

Funds Allocated Differently than Programmed: In some instances it may be necessary to allocate funds differently from what is programmed in the STIP. These situations

generally still require MTC concurrence. Fortunately a STIP amendment may not be required, and the funding may be revised at the time of the allocation, thus avoiding the long STIP amendment process. However, A TIP amendment is still required, especially if federal funds are involved. Changes that are allowed at the time of allocation are noted below; however, project sponsors should consult with Caltrans District 4 Local Assistance, the CTA and/or MTC to determine whether a change at the time of allocation is permissible before preparing the allocation request.

- Change in implementing agency
- Cost savings (allocation less than program amount)
- Redirection of funds among project components or phases within the project as long as total STIP funding has not increased or previously been allocated.
- Advancement of funding from future years (transit projects with funds to be transferred to FTA require a TIP amendment to advance funds)
- Change in funding type (a change to state-only funding requires approval from Caltrans with their “State-Only Funding Request Exception” form if the project type is not on the pre-approved state-only eligible funding list – see “Allocation of State-Only Funds” above).

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

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

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

Timeline for STIP Amendment/Extension Approval

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

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

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

Timely Delivery of Programmed Funds

Projects programmed in the STIP must adhere to the delivery policies established in MTC Resolution 3606. Unless coordination with other funding sources and programs require a later date, requests for STIP extensions, amendments to delay existing STIP projects and STIP allocations are due to Caltrans Local Assistance no later than January 31 of the fiscal year the funds are programmed in the STIP. This is to ensure STIP projects do not miss the June 30 end-of-year delivery deadlines imposed by the CTC.

A due date schedule is prepared each year for the submittal of STIP requests. This schedule is posted on the internet at: <https://dot.ca.gov/programs/transportation-programming/office-of-ctc-liaison-octel> In addition, [MTC Resolution 3606](#) imposes regional deadlines in advance of state and federal timely use of funds deadlines, to ensure funds are not lost to the region.

STIP Amendment Form/TIP Amendment Form

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

Contacts for STIP Amendments/Extensions:

Name	Area	Phone	Email
Karl Anderson	STIP/TIP Amendments	415.778.6645	kanerson@bayareametro.gov
Kenneth Kao	STIP	415.778.6768	kkao@bayareametro.gov
Ross McKeown	STIP	415.778.5242	rmckeown@bayareametro.gov
Adam Crenshaw	TIP Amendments	415.778.6794	acrenshaw@bayareametro.gov

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

SECTION 17. DOCUMENTATION OF COORDINATION WITH CALTRANS DISTRICT

(OPTIONAL – NOT INCLUDED)



2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

SECTION 18. DETAILED PROJECT PROGRAMMING SUMMARY TABLES

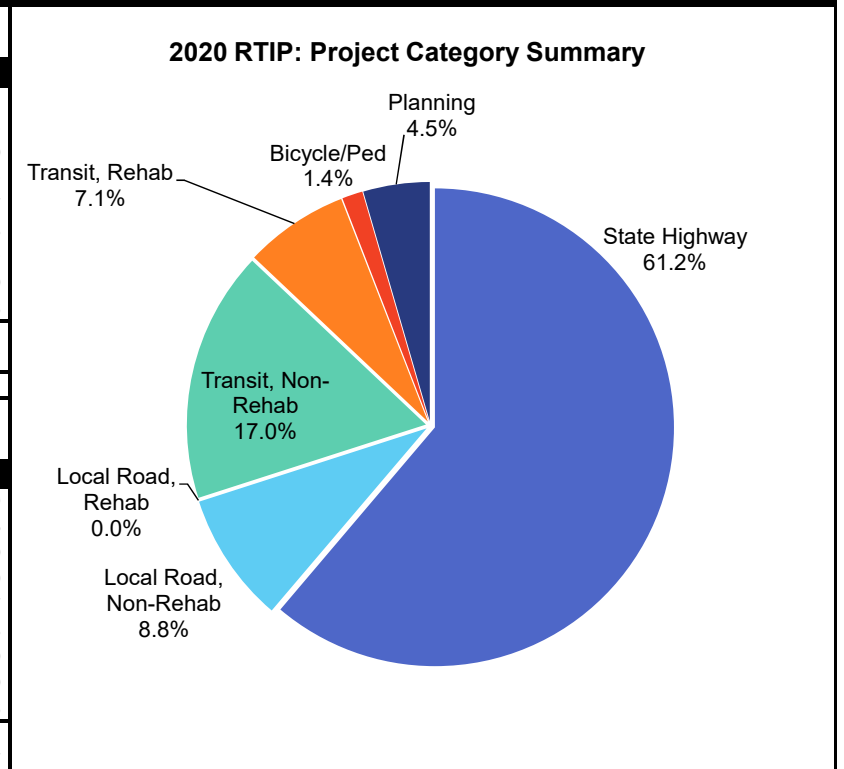


2020 Regional Transportation Improvement Program (RTIP)
MTC Region - Program Summary
December 18, 2019
(amounts in thousands)

County	2020 RTIP County Share				
	New Programming Capacity (Target)	Regional Set Aside	New Proposed Programming		Balance
			Amount	Percent	
Alameda	\$34,669	(\$5,063)	\$29,395	84.8%	\$5,274
Contra Costa	\$36,253	(\$31,090)	\$5,163	14.2%	\$31,090
Marin	\$0	(\$571)	\$155	- %	(\$155)
Napa	\$2,460	(\$376)	\$22,747	924.7%	(\$20,287)
San Francisco	\$9,918	(\$1,548)	\$8,370	84.4%	\$1,548
San Mateo	\$9,201	(\$1,598)	\$7,603	82.6%	\$1,598
Santa Clara	\$12,569	(\$3,632)	\$8,937	71.1%	\$3,632
Solano	\$10,261	(\$945)	\$39,256	382.6%	(\$28,995)
Sonoma	\$545	(\$1,177)	\$314	57.6%	\$231
MTC Total	\$115,876	(\$46,000)	\$121,940	105.2%	(\$6,064)

2020 RTIP Categories								
County	State Highway	Local Road Non-Rehab	Local Road Rehab	Transit Non-Rehab	Transit Rehab	Bicycle/Ped	Planning	Total
Amount Programmed - Project Category								
Alameda	\$41,229	\$0	\$0	\$13,125	\$0	\$0	\$2,826	\$57,180
Contra Costa	\$19,700	\$9,373	\$0	\$9,500	\$0	\$0	\$1,932	\$40,505
Marin	\$0	\$0	\$0	\$0	\$0	\$0	\$529	\$529
Napa	\$29,819	\$1,153	\$0	\$0	\$0	\$4,249	\$348	\$35,569
San Francisco	\$0	\$0	\$0	\$0	\$21,704	\$0	\$1,433	\$23,137
San Mateo	\$38,294	\$0	\$0	\$0	\$0	\$0	\$1,459	\$39,753
Santa Clara	\$17,403	\$4,350	\$0	\$29,702	\$0	\$0	\$3,344	\$54,799
Solano	\$41,939	\$12,296	\$0	\$0	\$0	\$98	\$876	\$55,209
Sonoma	\$0	\$0	\$0	\$0	\$0	\$0	\$1,076	\$1,076
MTC Total	\$188,384	\$27,172	\$0	\$52,327	\$21,704	\$4,347	\$13,823	\$307,757

County	Number of Projects	Prior	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Year of Programming								
Alameda	5	\$0	\$56,132	\$155	\$161	\$166	\$566	\$57,180
Contra Costa	9	\$0	\$15,852	\$19,030	\$460	\$4,776	\$387	\$40,505
Marin	3	\$0	\$333	\$29	\$30	\$31	\$106	\$529
Napa	7	\$6,100	\$4,618	\$23,489	\$69	\$1,223	\$70	\$35,569
San Francisco	5	\$0	\$14,088	\$338	\$341	\$131	\$8,239	\$23,137
San Mateo	11	\$0	\$9,342	\$15,561	\$7,247	\$7,311	\$292	\$39,753
Santa Clara	8	\$0	\$10,045	\$35,601	\$8,289	\$194	\$670	\$54,799
Solano	8	\$0	\$9,599	\$41,146	\$208	\$80	\$176	\$51,209
Sonoma	3	\$0	\$405	\$57	\$337	\$61	\$216	\$1,076
Total	59	\$6,100	\$120,414	\$135,406	\$17,142	\$13,973	\$10,722	\$303,757



MTC 2020 Regional Transportation Improvement Program

Changes from 2018 RTIP - Capital Projects

December 18, 2019
(all numbers in thousands)

Revision Legend	
	Schedule Delayed
	Funds Added
Text	Project was deleted/name change
	Contingency project
Text	New project

Agency	PPNO	Project	Comments	Total	RTIP Funding by Fiscal Year						RTIP Funding by Component						
					Prior	20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Alameda County				New Programming Capacity =		28,781											
		I-80 Gilman I/C Reconstruction and Access Imps.															
ACTC	2323	2018 RTIP		25,784	0	25,784	0	0	0	0	0	0	21,384	0	0	0	4,400
		Revision	Add \$15m in new programming	41,229	0	41,229	0	0	0	0	0	0	35,414	0	0	0	5,815
		Net Funding Change		15,445	0	15,445	0	0	0	0	0	0	14,030	0	0	0	1,415
		Replacement of Transbay Buses															
AC Transit	new	2018 RTIP	Not included in 2018 RTIP	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Revision	New project proposal	13,125	0	13,125	0	0	0	0	0	0	13,125	0	0	0	0
		Net Funding Change		13,125	0	13,125	0	0	0	0	0	0	13,125	0	0	0	0
				Total County Net Change =		28,570											
				Remaining Capacity =		211											
Contra Costa County				New Programming Capacity =		4,600											
		Treat Boulevard Corridor Improvements – North Main Street to Jones Road															
CCCPW	new	2018 RTIP	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Revision	New project proposal	1,600	0	0	0	0	1,600	0	0	1,600	0	0	0	0	0
		Net Funding Change		1,600	0	0	0	0	1,600	0	0	1,600	0	0	0	0	0
		SR4 Operational Improvements - Westbound															
CCTA	new	2018 RTIP	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Revision	New project proposal	3,000	0	0	0	0	3,000	0	0	0	3,000	0	0	0	0
		Net Funding Change		3,000	0	0	0	0	3,000	0	0	0	3,000	0	0	0	0
				Total County Net Change =		4,600											
				Remaining Capacity =		0											

MTC 2020 Regional Transportation Improvement Program

Changes from 2018 RTIP - Capital Projects

December 18, 2019

(all numbers in thousands)

Revision Legend																		
	Schedule Delayed																	
	Funds Added																	
Text	Project was deleted/name change																	
	Contingency project																	
Text	New project																	
Agency	PPNO	Project	Comments	Total	RTIP Funding by Fiscal Year						RTIP Funding by Component							
					Prior	20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup		
Napa County				New Programming Capacity =	-63													
		Soscol Junction																
NVTA	0376	2018 RTIP		3,000	3,000	0	0	0	0	0	0	0	0	0	3,000	0	0	
		Revision	Suppl. allocation for \$2M in FY20 (March CTC)	3,000	3,000	0	0	0	0	0	0	0	0	0	0	3,000	0	0
		Net Funding Change		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Soscol Junction																
Caltrans	0376	2018 RTIP		9,219	6,100	0	3,119	0	0	0	0	3,119	6,100	0	0	0	0	
		Revision	NVTA requesting advance shares	29,819	6,100	300	23,419	0	0	0	100	23,419	6,100	0	200	0	0	
		Net Funding Change		20,600	0	300	20,300	0	0	0	100	20,300	0	0	200	0	0	
		Silverado Five- Way Intersection Improvements																
City of Napa	0380N	2018 RTIP		1,153	0	0	1,153	0	0	0	1,153	0	0	0	0	0	0	
		Revision	Delay project from FY22 to FY24	1,153	0	0	0	0	1,153	0	1,153	0	0	0	0	0	0	0
		Net Funding Change		0	0	0	-1,153	0	1,153	0	0	0	0	0	0	0	0	0
		Napa Valley Vine Trail St. Helena to Calistoga																
Napa County	2300B	2018 RTIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Revision	Reprogrammed from Silverado Tr.	98	0	98	0	0	0	0	0	98	0	0	0	0	0	0
		Net Funding Change		98	0	98	0	0	0	0	0	98	0	0	0	0	0	0
		Silverado Trail Repaving Phase L																
Napa County	2130R	2018 RTIP		98	0	98	0	0	0	0	0	98	0	0	0	0	0	
		Revision	Reprogrammed to Napa Vine Tr.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net Funding Change		-98	0	-98	0	0	0	0	0	-98	0	0	0	0	0	0
Total County Net Change =				20,600														
Remaining Capacity =				-20,663														

MTC 2020 Regional Transportation Improvement Program

Changes from 2018 RTIP - Capital Projects

December 18, 2019

(all numbers in thousands)

Revision Legend

Schedule Delayed

Funds Added

TextProject was deleted/name change

Contingency project

TextNew project

Agency	PPNO	Project	Comments	Total	Prior	20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
San Francisco County				New Programming Capacity =		7,952										
Communications Based Train Control - Ph.1 & 2SFMTA Light Rail Lines: Axle Counters																
SFMTA	2137	2018 RTIP		13,752	0	13,752	0	0	0	0	0	13,752	0	0	0	0
		Revision	Scope change; Title change; Funds staying in original FY	13,752	0	13,752	0	0	0	0	0	13,752	0	0	0	0
		Net Funding Change		0	0	0	0	0	0	0	0	0	0	0	0	
New Flyer Midlife Overhaul - Phase III																
SFMTA	new	2018 RTIP	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0
		Revision	New project proposal	7,952	0	0	0	0	0	7,952	0	7,952	0	0	0	0
		Net Funding Change		7,952	0	0	0	0	0	7,952	0	7,952	0	0	0	0
Total County Net Change =				7,952												
Remaining Capacity =				0												
San Mateo County				New Programming Capacity =		7,177										
SR 92/US 101 Interchange Imps. - Phase 2																
SM C/CAG	0668D	2018 RTIP		3,217	0	3,217	0	0	0	0	0	0	0	3,217	0	0
		Revision	Delay project from FY21 to FY22	3,217	0	0	3,217	0	0	0	0	0	0	3,217	0	0
		Net Funding Change		0	0	-3,217	3,217	0	0	0	0	0	0	0	0	0
US 101 Managed Lane Project North of I-380																
SM C/CAG	new	2018 RTIP	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0
		Revision	New project proposal	7,177	0	0	0	0	7,177	0	0	0	0	7,177	0	0
		Net Funding Change		7,177	0	0	0	0	7,177	0	0	0	0	7,177	0	0
Total County Net Change =				7,177												
Remaining Capacity =				0												
Santa Clara County				New Programming Capacity =		7,961										
US 101 Express Lanes - Phase 5-ETS																
VTA	2015H	2018 RTIP		10,589	10,589	0	0	0	0	0	0	0	0	10,589	0	0
		Revision	Add \$8m in new programming	18,550	10,589	4,754	3,207	0	0	0	4,754	3,207	0	10,589	0	0
		Net Funding Change		7,961	0	4,754	3,207	0	0	0	4,754	3,207	0	0	0	0
Total County Net Change =				7,961												
Remaining Capacity =				0												

MTC 2020 Regional Transportation Improvement Program

Changes from 2018 RTIP - Capital Projects

December 18, 2019

(all numbers in thousands)

Revision Legend	
	Schedule Delayed
	Funds Added
Text	Project was deleted/name change
	Contingency project
Text	New project

Agency	PPNO	Project	Comments	Total	Prior	20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Solano County				New Programming Capacity =	9,060												
		Napa Valley Vine Trail St. Helena to Calistoga															
Napa County	2300B	2018 RTIP		0	0	0	0	0	0	0	0	0	0	0	0	0	
		Revision	Reprogrammed from Silverado Tr.	98	0	98	0	0	0	0	0	0	98	0	0	0	0
		Net Funding Change		98	0	98	0	0	0	0	0	0	98	0	0	0	0
Silverado Trail Repaving Phase L																	
Napa County	2130R	2018 RTIP		98	0	98	0	0	0	0	0	98	0	0	0	0	0
		Revision	Reprogrammed to Napa Vine Tr.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net Funding Change		-98	0	-98	0	0	0	0	0	0	-98	0	0	0	0
Solano I-80 Managed Lanes Project																	
Caltrans	new	2018 RTIP		0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Revision	STA requesting advance; New project proposal	34,000	0	0	34,000	0	0	0	0	0	34,000	0	0	0	0
		Net Funding Change		34,000	0	0	34,000	0	0	0	0	0	34,000	0	0	0	0
SR 12/Church Rd																	
STA	2251A	2018 RTIP		1,939	0	1,939	0	0	0	0	0	1,377	0	0	0	562	
		Revision	Delay project from FY21 to FY22	1,939	0	0	1,939	0	0	0	0	0	1,377	0	0	0	562
		Net Funding Change		0	0	-1,939	1,939	0	0	0	0	0	0	0	0	0	0
SR 12 Rio Vista Downtown Complete Street																	
Caltrans	new	2018 RTIP	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Revision	Contingency Project; Combine w/Caltrans SHOPP; New project proposal (\$1m CON FY23)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net Funding Change		0	0	0	0	0	0	0	0	0	0	0	0	0	0
Jepson Parkway Phase 3: Widen Vanden Rd from Cannon to south of Leisure Town Rd																	
Fairfield	new	2018 RTIP	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Revision	Contingency Project; New project proposal (\$3m CON FY24)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Net Funding Change		0	0	0	0	0	0	0	0	0	0	0	0	0	0
SR 37 Fairgrounds Dr Interchange Improvement Project																	
STA	new	2018 RTIP	Not included in 2018 RTIP	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Revision	New project proposal, PSR complete	5,000	0	0	5,000	0	0	0	0	0	5,000	0	0	0	0
		Net Funding Change		5,000	0	0	5,000	0	0	0	0	0	5,000	0	0	0	0
Total County Net Change =				39,000													
Remaining Capacity =				-29,940													

MTC 2020 Regional Transportation Improvement Program

Changes from 2018 RTIP - Capital Projects

December 18, 2019

(all numbers in thousands)

Revision Legend	
	Schedule Delayed
	Funds Added
Text	Project was deleted/name change
	Contingency project
Text	New project

Agency	PPNO	Project	Comments	Total	RTIP Funding by Fiscal Year						RTIP Funding by Component					
					Prior	20-21	21-22	22-23	23-24	24-25	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Total Net Change =				115,860	0	30,407	30,571	0	12,930	7,952	4,854	65,214	3,000	7,177	200	1,415
Total Remaining Capacity =				-50,392												

MTC 2020 STIP: CTC Submittal

2020 RTIP
December 18, 2019
(all numbers in thousands)

County	Agency	PPNO	Project	Comments	2020 RTIP Total	2020 RTIP Funding by Fiscal Year						Outside RTIP	2020 RTIP Funding by Component					
						Prior	20-21	21-22	22-23	23-24	24-25		R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Proposed 2020 RTIP - New or Amended Funding in STIP																		
Alameda County Shares																		
Alameda	MTC	2100	Planning, programming, and monitoring		804	-	150	155	161	166	172	-	0	804	0	0	0	
Alameda	ACTC	2179	Planning, programming, and monitoring		2,022	-	1,628	-	-	-	394	-	0	2,022	0	0	0	
Alameda	AC Transit	new	Replacement of Transbay Buses		13,125	-	13,125	-	-	-	-	-	0	13,125	0	0	0	
Alameda	ACTC	2323	I-80 Gilman I/C Reconstruction and Access Imps.		41,229	-	41,229	-	-	-	-	-	0	35,414	0	0	5,815	
Alameda	MTC		Regional Set Aside		-	-	-	-	-	-	-	5,063	0	0	0	0	0	
Alameda County Target = \$62,454					57,180	-	56,132	155	161	166	566	5,063	0	0	51,365	0	5,815	
Contra Costa County Shares																		
Contra Costa	CCCPW	new	Treat Boulevard Corridor Improvements -- North Main Street to Jones Road	new	1,600	-	-	-	-	1,600	-	-	0	1,600	0	0	0	
Contra Costa	CCTA	new	SR4 Operational Improvements - Phase 2	new	3,000	-	-	-	-	3,000	-	-	0	0	3,000	0	0	
Contra Costa	CCTA	0299A	SR4 Operational Improvements - Phase 1		7,500	-	-	7,500	-	-	-	-	0	0	0	7,500	0	
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)		9,200	-	-	9,200	-	-	-	-	9,200	0	0	0	0	
Contra Costa	BART	2010C1	Concord BART Station Modernization		9,500	-	9,500	-	-	-	-	-	0	9,500	0	0	0	
Contra Costa	CCTA	2011O	Planning, programming, and monitoring		1,410	-	355	356	356	68	275	-	0	1,410	0	0	0	
Contra Costa	MTC	2118	Planning, programming, and monitoring		522	-	97	101	104	108	112	-	0	522	0	0	0	
Contra Costa	CCTA	2025H	I-80/Central Avenue - Phase 2 (Local Road Realignment)		7,773	-	5,900	1,873	-	-	-	-	5,900	1,873	0	0	0	
Contra Costa	MTC		Regional Set Aside		-	-	-	-	-	-	-	31,090	0	0	0	0	0	
Contra Costa County Target = \$71,595					40,505	-	15,852	19,030	460	4,776	387	31,090	0	15,100	14,905	3,000	7,500	
Marin County Shares																		
Marin	MTC	2127	Planning, programming, and monitoring		150	-	28	29	30	31	32	-	0	150	0	0	0	
Marin	TAM	2127C	Planning, programming, and monitoring		379	-	305	-	-	-	74	-	0	379	0	0	0	
Marin	MTC		Regional Set Aside		-	-	-	-	-	-	-	571	0	0	0	0	0	
Marin County Target = \$529					529	-	333	29	30	31	106	571	0	0	529	0	0	
Napa County Shares																		
Napa	Caltrans	0376	Soscol Junction	NVTA requesting advance shares	29,819	6,100	300	23,419	-	-	-	-	100	23,419	6,100	0	200	
Napa	City of Napa	0380N	Silverado Five- Way Intersection Improvements	delayed two years	1,153	-	-	-	-	1,153	-	-	1,153	0	0	0	0	
Napa	American Cyn	2130D	Devlin Road and Vine Trail Extension		4,151	-	4,151	-	-	-	-	-	0	4,151	0	0	0	
Napa	County of Napa	2300B	Napa Valley Vine Trail St. Helena to Calistoga	Reprogrammed from Silverado Tr.	98	-	98	-	-	-	-	-	0	98	0	0	0	
Napa	MTC	2130	Planning, programming, and monitoring		92	-	17	18	18	19	20	-	0	92	0	0	0	
Napa	NVTA	1003E	Planning, programming, and monitoring		256	-	52	52	51	51	50	-	0	256	0	0	0	
Napa	MTC		Regional Set Aside		-	-	-	-	-	-	-	376	0	0	0	0	0	
Napa County Target = \$11,227					35,569	6,100	4,618	23,489	69	1,223	70	376	0	1,253	28,016	6,100	200	
San Francisco County Shares																		
San Francisco	SFCTA	2007	Planning, programming, and monitoring		1,023	-	260	259	259	46	199	-	0	1,023	0	0	0	
San Francisco	MTC	2131	Planning, programming, and monitoring		410	-	76	79	82	85	88	-	0	410	0	0	0	
San Francisco	SFMTA	2137	Communications-Based Train Control - Phases 1 & 2 New Name		13,752	-	13,752	-	-	-	-	-	0	13,752	0	0	0	
San Francisco	SFMTA	new	New Flyer Midlife Overhaul - Phase III		7,952	-	-	-	-	-	7,952	-	0	7,952	0	0	0	
San Francisco	MTC		Regional Set Aside		-	-	-	-	-	-	-	1,548	0	0	0	0	0	
San Francisco County Target = \$24,685					23,137	-	14,088	338	341	131	8,239	1,548	0	0	23,137	0	0	
San Mateo County Shares																		
San Mateo	SMCTA	690A	US-101 Willow Rd I/C Reconst. (AB3090 Reimburse	AB 3090 Reimb.	4,000	-	4,000	-	-	-	-	-	0	4,000	0	0	0	
San Mateo	Caltrans	668D	SR 92/US 101 Interchange Imps. - Phase 2	delayed a year	3,217	-	-	3,217	-	-	-	-	0	0	0	3,217	0	
San Mateo	MTC	2140	Planning, programming, and monitoring		425	-	79	82	85	88	91	-	0	425	0	0	0	
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring		1,034	-	263	262	262	46	201	-	0	1,034	0	0	0	
San Mateo	Redwood City	0692K	US 101/Woodside Road Interchange Imp. Project		8,000	-	-	8,000	-	-	-	-	8,000	0	0	0	0	
San Mateo	SM C/CAG	new	US 101 Managed Lane Project North of I-380	new	7,177	-	-	-	-	7,177	-	-	0	0	0	7,177	0	
San Mateo	S. San Francisco	0702D	US 101 Produce Avenue Interchange - Imps.		5,000	-	5,000	-	-	-	-	-	0	0	0	5,000	0	
San Mateo	SM C/CAG	0658J	US 101 Managed Lanes Project - Highway Planting Replacement		3,000	-	-	3,000	-	-	-	-	0	3,000	0	0	0	
San Mateo	SM C/CAG	0658G	ITS Imps. in Daly City, Brisbane, and Colma		1,000	-	-	1,000	-	-	-	-	0	0	0	1,000	0	
San Mateo	Daly/Brisbane/C	0658G	ITS Imps. in Daly City, Brisbane, and Colma		6,900	-	-	-	6,900	-	-	-	0	6,900	0	0	0	
San Mateo	MTC		Regional Set Aside		-	-	-	-	-	-	-	1,598	0	0	0	0	0	
San Mateo County Target = \$41,351					39,753	-	9,342	15,561	7,247	7,311	292	1,598	0	8,000	15,359	0	16,394	

MTC 2020 STIP: CTC Submittal

2020 RTIP
December 18, 2019
(all numbers in thousands)

County	Agency	PPNO	Project	Comments	2020 RTIP	2020 RTIP Funding by Fiscal Year						Outside	2020 RTIP Funding by Component						
					Total	Prior	20-21	21-22	22-23	23-24	24-25	RTIP	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Proposed 2020 RTIP - New or Amended Funding in STIP																			
Santa Clara County Shares																			
Santa Clara	VTA	503J	I-280 Soundwalls at Bird Ave. in San Jose		6,167	-	929	456	4,782	-	-	-	456	4,782	0	929	0	0	
Santa Clara	VTA	0521C	I-680 Soundwall from Capitol to Mueller		3,275	-	3,275	-	-	-	-	-	0	3,275	0	0	0	0	
Santa Clara	VTA	2015H	Silicon Valley Express Lanes Program - Phase 5 Civil		7,961	-	4,754	-	3,207	-	-	-	4,754	3,207	0	0	0	0	
Santa Clara	MTC	2144	Planning, programming, and monitoring		939	-	175	181	188	194	201	-	0	939	0	0	0	0	
Santa Clara	BART	2147E	BART Phase 2: Extension to Downtown San Jose/Santa Clara		29,702	-	-	29,702	-	-	-	-	0	29,702	0	0	0	0	
Santa Clara	SCVTA	2255	Planning, programming, and monitoring		2,405	-	912	912	112	-	469	-	0	2,405	0	0	0	0	
Santa Clara	San Jose	9035N	San Jose West San Carlos Urban Village Streetscape Imps.		4,350	-	-	4,350	-	-	-	-	0	4,350	0	0	0	0	
Santa Clara	MTC		Regional Set Aside		-	-	-	-	-	-	-	3,632	0	0	0	0	0	0	
Santa Clara County Target = \$58,431					54,799	-	10,045	35,601	8,289	194	670	3,632	0	5,210	48,660	0	929	0	
Solano County Shares																			
Solano	MTC	2152	Planning, programming, and monitoring		247	-	46	48	49	51	53	-	0	247	0	0	0	0	
Solano	STA	2263	Planning, programming, and monitoring		629	-	159	159	159	29	123	-	0	629	0	0	0	0	
Solano	Caltrans	new	Solano I-80 Managed Lanes Project		34,000	-	-	34,000	-	-	-	-	0	34,000	0	0	0	0	
Solano	STA	new	SR 37 Fairgrounds Dr. Interchange Project	new	5,000	-	-	5,000	-	-	-	-	0	5,000	0	0	0	0	
Solano	Vacaville	5301V	Jepson Pkwy (Leisure Town from Commerce to Orange)		9,296	-	9,296	-	-	-	-	-	0	9,296	0	0	0	0	
Napa	County of Napa	2300B	Napa Valley Vine Trail St. Helena to Calistoga		98	-	98	-	-	-	-	-	0	98	0	0	0	0	
Solano	Solano TA	2251A	SR 12/Church Rd	Delay one year	1,939	-	-	1,939	-	-	-	-	0	1,377	0	0	0	562	
Solano	MTC		Regional Set Aside		-	-	-	-	-	-	-	945	0	0	0	0	0	0	
Solano County Target = \$22,214					51,209	-	9,599	41,146	208	80	176	945	0	0	50,647	0	0	562	
Sonoma County Shares																			
Sonoma	SCTA	770E	Planning, programming, and monitoring		781	-	350	-	278	-	153	-	0	781	0	0	0	0	
Sonoma	MTC	2156	Planning, programming, and monitoring		295	-	55	57	59	61	63	-	0	295	0	0	0	0	
Sonoma	MTC		Regional Set Aside	New	-	-	-	-	-	-	-	1,177	0	0	0	0	0	0	
Sonoma County Target = \$1,076					1,076	-	405	57	337	61	216	1,177	0	0	1,076	0	0	0	
MTC Region					Regional Target = \$293,562	303,757	6,100	120,414	135,406	17,142	13,973	10,722	46,000	29,563	233,694	9,100	24,823	200	6,377

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Alameda

2020 RTIP

December 18, 2019
(all numbers in thousands)

County	Agency	PPNO	Project	2020 RTIP Total	2020 RTIP Funding by Fiscal Year						Info 25-26+	2020 RTIP Funding by Component					
					Prior	20-21	21-22	22-23	23-24	24-25		R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Proposed 2020 RTIP Programming																	
Alameda	AC Transit		Replacement of Transbay Buses	13,125	0	13,125	0	0	0	0	0	0	13,125	0	0	0	0
Alameda	MTC	2100	Planning, programming, and monitoring	804	0	150	155	161	166	172	0	0	804	0	0	0	0
Alameda	ACTC	2179	Planning, programming, and monitoring	2,022	0	1,628	0	0	0	394	0	0	2,022	0	0	0	0
Alameda	ACTC	2323	I-80 Gilman I/C Reconstruction and Access Imps.	41,229	0	41,229	0	0	0	0	0	0	35,414	0	0	0	5,815
Alameda	MTC		Regional Set Aside	0	0	0	0	0	0	0	5,063	0	0	0	0	0	0
Proposed 2020 RTIP Programming Subtotal				57,180	0	56,132	155	161	166	566	5,063	0	51,365	0	0	0	5,815
Proposed 2020 RTIP Programming (APDE)																	
				0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed 2020 RTIP Programming (APDE) Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed 2020 RTIP Total - Alameda County																	
				57,180	0	56,132	155	161	166	566	5,063	0	51,365	0	0	0	5,815

Contra Costa

2020 RTIP

December 18, 2019

(all numbers in thousands)

County	Agency	PPNO	Project	2020 RTIP	2020 RTIP Funding by Fiscal Year						Info 25-26+	2020 RTIP Funding by Component					
				Total	Prior	20-21	21-22	22-23	23-24	24-25		R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Proposed 2020 RTIP Programming																	
Contra Costa	CCCPW	new	Treat Boulevard Corridor Improvements – North Main Street to Jones Road	1,600	0	0	0	0	1,600	0	0	0	1,600	0	0	0	0
Contra Costa	CCTA	new	SR4 Operational Improvements - Phase 2	3,000	0	0	0	0	3,000	0	0	0	0	3,000	0	0	0
Contra Costa	CCTA	0299A	SR4 Operational Improvements - Phase 1	7,500	0	0	7,500	0	0	0	0	0	0	0	7,500	0	0
Contra Costa	CCTA	242K	I-80/San Pablo Dam Rd Interchange (Ph. 2)	9,200	0	0	9,200	0	0	0	0	9,200	0	0	0	0	0
Contra Costa	BART	2010C1	Concord BART Station Modernization	9,500	0	9,500	0	0	0	0	0	0	9,500	0	0	0	0
Contra Costa	CCTA	2011O	Planning, programming, and monitoring	1,410	0	355	356	356	68	275	0	0	1,410	0	0	0	0
Contra Costa	MTC	2118	Planning, programming, and monitoring	522	0	97	101	104	108	112	0	0	522	0	0	0	0
Contra Costa	CCTA	2025H	I-80/Central Avenue - Phase 2 (Local Road Realignment)	7,773	0	5,900	1,873	0	0	0	0	5,900	1,873	0	0	0	0
Contra Costa	MTC		Regional Set Aside	0	0	0	0	0	0	0	31,090	0	0	0	0	0	0
Proposed 2020 RTIP Programming Subtotal				40,505	0	15,852	19,030	460	4,776	387	31,090	15,100	14,905	3,000	7,500	0	0
Proposed 2020 RTIP Programming (APDE)																	
				0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed 2020 RTIP Programming (APDE) Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed 2020 RTIP Total - Contra Costa County				40,505	0	15,852	19,030	460	4,776	387	31,090	15,100	14,905	3,000	7,500	0	0

Marin

2020 RTIP

December 18, 2019
(all numbers in thousands)

County	Agency	PPNO	Project	2020 RTIP	2020 RTIP Funding by Fiscal Year						Info	2020 RTIP Funding by Component						
				Total	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Proposed 2020 RTIP Programming																		
Marin	MTC	2127	Planning, programming, and monitoring	150	0	28	29	30	31	32	0	0	150	0	0	0	0	
Marin	TAM	2127C	Planning, programming, and monitoring	379	0	305	0	0	0	74	0	0	379	0	0	0	0	
Marin	MTC		Regional Set Aside	0	0	0	0	0	0	0	571	0	0	0	0	0	0	
Proposed 2020 RTIP Programming Subtotal				529	0	333	29	30	31	106	571	0	529	0	0	0	0	
Proposed 2020 RTIP Programming (APDE)																		
				0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Proposed 2020 RTIP Programming (APDE) Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Proposed 2020 RTIP Total - Marin County				529	0	333	29	30	31	106	571	0	529	0	0	0	0	0

Napa

2020 RTIP

December 18, 2019
(all numbers in thousands)

County	Agency	PPNO	Project	2020 RTIP	2020 RTIP Funding by Fiscal Year						Info	2020 RTIP Funding by Component					
				Total	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Proposed 2020 RTIP Programming																	
Napa	Caltrans	0376	Soscol Junction	29,819	6,100	300	23,419	0	0	0	0	100	23,419	6,100	0	200	0
Napa	City of Napa	0380N	Silverado Five- Way Intersection Improvements	1,153	0	0	0	0	1,153	0	0	1,153	0	0	0	0	0
Napa	American Cyn	2130D	Devlin Road and Vine Trail Extension	4,151	0	4,151	0	0	0	0	0	0	4,151	0	0	0	0
Napa	County of Napa	2300B	Napa Valley Vine Trail St. Helena to Calistoga	98	0	98	0	0	0	0	0	0	98	0	0	0	0
Napa	MTC	2130	Planning, programming, and monitoring	92	0	17	18	18	19	20	0	0	92	0	0	0	0
Napa	NVTA	1003E	Planning, programming, and monitoring	256	0	52	52	51	51	50	0	0	256	0	0	0	0
Napa	MTC		Regional Set Aside	0	0	0	0	0	0	0	376	0	0	0	0	0	0
Proposed 2020 RTIP Programming Subtotal				35,569	6,100	4,618	23,489	69	1,223	70	376	1,253	28,016	6,100	0	200	0
Proposed 2020 RTIP Programming (APDE)																	
				0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed 2020 RTIP Programming (APDE) Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed 2020 RTIP Total - Napa County				35,569	6,100	4,618	23,489	69	1,223	70	376	1,253	28,016	6,100	0	200	0

San Francisco

2020 RTIP

December 18, 2019

(all numbers in thousands)

County	Agency	PPNO	Project	2020 RTIP Total	2020 RTIP Funding by Fiscal Year						Info 25-26+	2020 RTIP Funding by Component					
					Prior	20-21	21-22	22-23	23-24	24-25		R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Proposed 2020 RTIP Programming																	
San Francisco	SFCTA	2007	Planning, programming, and monitoring	1,023	0	260	259	259	46	199	0	0	1,023	0	0	0	
San Francisco	MTC	2131	Planning, programming, and monitoring	410	0	76	79	82	85	88	0	0	410	0	0	0	
San Francisco	SFMTA	2137	Communications-Based Train Control - Phases 1 & 2	13,752	0	13,752	0	0	0	0	0	0	13,752	0	0	0	
San Francisco	SFMTA	new	New Flyer Midlife Overhaul - Phase III	7,952	0	0	0	0	0	7,952	0	0	7,952	0	0	0	
San Francisco	MTC		Regional Set Aside	0	0	0	0	0	0	0	1,548	0	0	0	0	0	
Proposed 2020 RTIP Programming Subtotal				23,137	0	14,088	338	341	131	8,239	1,548	0	23,137	0	0	0	
Proposed 2020 RTIP Programming (APDE)																	
				0	0	0	0	0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	0	0	0	0	
Proposed 2020 RTIP Programming (APDE) Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	
Proposed 2020 RTIP Total - San Francisco County				23,137	0	14,088	338	341	131	8,239	1,548	0	23,137	0	0	0	

San Mateo

2020 RTIP

December 18, 2019
(all numbers in thousands)

County	Agency	PPNO	Project	2020 RTIP	2020 RTIP Funding by Fiscal Year						Info	2020 RTIP Funding by Component						
				Total	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Proposed 2020 RTIP Programming																		
San Mateo	SMCTA	0690A	US-101 Willow Rd I/C Reconst. (AB3090 Reimbursement)	4,000	0	4,000	0	0	0	0	0	0	4,000	0	0	0	0	
San Mateo	Caltrans	0668D	SR 92/US 101 Interchange Imps. - Phase 2	3,217	0	0	3,217	0	0	0	0	0	0	0	3,217	0	0	
San Mateo	MTC	2140	Planning, programming, and monitoring	425	0	79	82	85	88	91	0	0	425	0	0	0	0	
San Mateo	SM C/CAG	2140A	Planning, programming, and monitoring	1,034	0	263	262	262	46	201	0	0	1,034	0	0	0	0	
San Mateo	Redwood City	0692K	US 101/Woodside Road Interchange Imp. Project	8,000	0	0	8,000	0	0	0	0	8,000	0	0	0	0	0	
San Mateo	SM C/CAG	new	US 101 Managed Lane Project North of I-380	7,177	0	0	0	0	7,177	0	0	0	0	0	7,177	0	0	
San Mateo	S. San Francisco	0702D	US 101 Produce Avenue Interchange - Imps.	5,000	0	5,000	0	0	0	0	0	0	0	0	5,000	0	0	
San Mateo	SM C/CAG	0658J	US 101 Managed Lanes Project - Highway Planting	3,000	0	0	3,000	0	0	0	0	0	2,500	0	0	500	0	
San Mateo	Daly City	0658G	ITS Imps. in Daly City, Brisbane, and Colma	1,000	0	0	1,000	0	0	0	0	0	0	0	1,000	0	0	
San Mateo	Daly/Brisbane/Colma	0658G	ITS Imps. in Daly City, Brisbane, and Colma	6,900	0	0	0	6,900	0	0	0	0	6,900	0	0	0	0	
San Mateo	MTC		Regional Set Aside	0	0	0	0	0	0	0	1,598	0	0	0	0	0	0	
Proposed 2020 RTIP Programming Subtotal				39,753	0	9,342	15,561	7,247	7,311	292	1,598	8,000	14,859	0	16,394	500	0	
Proposed 2020 RTIP Programming (APDE)																		
				0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Proposed 2020 RTIP Programming (APDE) Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Proposed 2020 RTIP Total - San Mateo County					39,753	0	9,342	15,561	7,247	7,311	292	1,598	8,000	14,859	0	16,394	500	0

Santa Clara

2020 RTIP

December 18, 2019

(all numbers in thousands)

County	Agency	PPNO	Project	2020 RTIP Total	2020 RTIP Funding by Fiscal Year						Info 25-26+	2020 RTIP Funding by Component					
					Prior	20-21	21-22	22-23	23-24	24-25		R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Proposed 2020 RTIP Programming																	
Santa Clara	VTA	503J	I-280 Soundwalls - SR 87 to Los Gatos Creek	6,167	0	929	456	4,782	0	0	0	456	4,782	0	929	0	0
Santa Clara	VTA	0521C	I-680 Soundwall from Capitol to Mueller	3,275	0	3,275	0	0	0	0	0	0	3,275	0	0	0	0
Santa Clara	MTC	2144	Planning, programming, and monitoring	939	0	175	181	188	194	201	0	0	939	0	0	0	0
Santa Clara	BART	2147E	BART Phase 2: Extension to Downtown San Jose/Santa Clara	29,702	0	0	29,702	0	0	0	0	0	29,702	0	0	0	0
Santa Clara	SCVTA	2255	Planning, programming, and monitoring	2,405	0	912	912	112	0	469	0	0	2,405	0	0	0	0
Santa Clara	San Jose	9035N	San Jose West San Carlos Urban Village Streetscape Imps.	4,350	0	0	4,350	0	0	0	0	0	4,350	0	0	0	0
Santa Clara	VTA	2015H	Silicon Valley Express Lanes Program - Phase 5 Civil	7,961	0	4,754	0	3,207	0	0	0	4,754	3,207	0	0	0	0
Santa Clara	MTC		Regional Set Aside	0	0	0	0	0	0	0	3,632	0	0	0	0	0	0
Proposed 2020 RTIP Programming Subtotal				54,799	0	10,045	35,601	8,289	194	670	3,632	5,210	48,660	0	929	0	0
Proposed 2020 RTIP Programming (APDE)																	
				0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed 2020 RTIP Programming (APDE) Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed 2020 RTIP Total - Santa Clara County				54,799	0	10,045	35,601	8,289	194	670	3,632	5,210	48,660	0	929	0	0

Solano

2020 RTIP

December 18, 2019
(all numbers in thousands)

County	Agency	PPNO	Project	2020 RTIP	2020 RTIP Funding by Fiscal Year						Info	2020 RTIP Funding by Component					
				Total	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	R/W	Const	E & P	PS&E	R/W Sup	Con Sup
Proposed 2020 RTIP Programming																	
Solano	MTC	2152	Planning, programming, and monitoring	247	0	46	48	49	51	53	0	0	247	0	0	0	0
Solano	STA	2263	Planning, programming, and monitoring	629	0	159	159	159	29	123	0	0	629	0	0	0	0
Solano	Caltrans	new	Solano I-80 Managed Lanes Project	34,000	0	0	34,000	0	0	0	0	0	34,000	0	0	0	0
Solano	STA	new	SR 37 Fairgrounds Dr. Interchange Project	5,000	0	0	5,000	0	0	0	0	0	5,000	0	0	0	0
Solano	Vacaville	5301V	Jepson Pkwy (Leisure Town from Commerce to Orange)	9,296	0	9,296	0	0	0	0	0	0	9,296	0	0	0	0
Napa	County of Napa	2300B	Napa Valley Vine Trail St. Helena to Calistoga	98	0	98	0	0	0	0	0	0	98	0	0	0	0
Solano	Solano TA	2251A	SR 12/Church Rd	1,939	0	0	1,939	0	0	0	0	0	1,939	0	0	0	0
Solano	MTC		Regional Set Aside	0	0	0	0	0	0	0	945	0	0	0	0	0	0
Proposed 2020 RTIP Programming Subtotal				51,209	0	9,599	41,146	208	80	176	945	0	51,209	0	0	0	0
Proposed 2020 RTIP Programming (APDE)																	
				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed 2020 RTIP Programming (APDE) Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	0
Proposed 2020 RTIP Total - Solano County				51,209	0	9,599	41,146	208	80	176	945	0	51,209	0	0	0	0

Sonoma

2020 RTIP

December 18, 2019

(all numbers in thousands)

County	Agency	PPNO	Project	2020 RTIP	2020 RTIP Funding by Fiscal Year						Info	2020 RTIP Funding by Component						
				Total	Prior	20-21	21-22	22-23	23-24	24-25	25-26+	R/W	Const	E & P	PS&E	R/W Sup	Con Sup	
Proposed 2020 RTIP Programming																		
Sonoma	SCTA	0770E	Planning, programming, and monitoring	781	0	350	0	278	0	153	0	0	781	0	0	0	0	
Sonoma	MTC	2156	Planning, programming, and monitoring	295	0	55	57	59	61	63	0	0	295	0	0	0	0	
Sonoma	MTC		Regional Set Aside	0	0	0	0	0	0	0	1,177	0	0	0	0	0	0	
Proposed 2020 RTIP Programming Subtotal				1,076	0	405	57	337	61	216	1,177	0	1,076	0	0	0	0	
Proposed 2020 RTIP Programming (APDE)																		
				0	0	0	0	0	0	0	0	0	0	0	0	0	0	
				0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Proposed 2020 RTIP Programming (APDE) Subtotal				0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Proposed 2020 RTIP Total - Sonoma County				1,076	0	405	57	337	61	216	1,177	0	1,076	0	0	0	0	0

2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

SECTION 19. ALTERNATIVE DELIVERY METHODS

(OPTIONAL – NOT INCLUDED)



2020 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)

SECTION 20. ADDITIONAL APPENDICES

(NONE)



