



Solano Transportation Authority

SOLANO TRANSPORTATION AUTHORITY

Member Agencies:
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... working for you!

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Email: staplan@sta-snci.com • Website: solanoflinks.com

September 4, 2009

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

RECEIVED

RE: Proposition 1B CMIA "Replacement Funds" – Request to Fund the Next Phase of the
I-80/I-680/SR 12 Interchange Project

SEP 11 2009

Dear Steve:

MTC

Since 2001, STA has taken an active role in working with Caltrans and the Metropolitan Transportation Commission (MTC) to deliver improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex in Solano County. Its regional significance is demonstrated by its high percentage of inter-county travel while also providing an important connection between the Bay Area and Sacramento, the Sierra Nevada and Lake Tahoe regions.

Due to the overall magnitude of the I-80/I-680/SR 12 Interchange improvements, estimated at \$1.7 billion, the project must be completed in phases and STA has been continually developing and refining a financial plan to complete improvements to the I-80/I-680/SR 12 Interchange Complex. As a result of MTC applying recent legislation regarding these ARRA funds to several key Bay Area projects (per Resolution 3896), it is our understanding that MTC expects to receive approximately \$110 million that the Commission may use for flexible allocations for regional priority projects. STA would like to request the Commission's consideration for allocating \$47.5 million in ARRA funds to match the \$122 million in I-80 corridor CMIA, Bridge Toll, and State Transportation Improvement Program (STIP) funds to implement the next phase of the improvements to the I-80/I-680/SR 12 Interchange. STA staff has discussed this proposal with CTC and Caltrans staff and they are both supportive of recommending that \$23.66 million of CMIA I-80 corridor savings be committed to the next phase of the I-80/I-680/SR 12 Interchange project, provided MTC is supportive of dedicating the ARRA funds to the project. With the collective funding support of all three agencies, this would fund the next strategic improvement phase for the interchange.

Strategic Delivery of the I-80/I-680/SR12 Interchange Improvements

To date, STA, Caltrans and MTC, working together, have delivered or are in the process of delivering the following fully funded phases of the Interchange project:

- I-80 Auxiliary Lane Project (Completed Fall 2004)
- I-80 High Occupancy Vehicle (HOV) Lanes Project (Under Construction)
- North Connector Project – East Segment (Under Construction)
- I-80 Eastbound Cordelia Truck Scales Relocation Project (Construction Scheduled for 2011)

Next Phase – I-80/I-680/SR12 Interchange Improvements

The next phase includes 3 separate construction packages as follows (shown on the attached project fact sheet):

- I-80 WB to SR12 (W) WB Connector (Construction 2012)
- I-680 Red Top Road Interchange (Shovel Ready 2012)
- I-80 WB to I-680 SB Connector (Shovel Ready 2013)

The Next Phase has several major benefits:

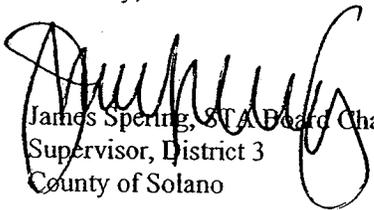
- The construction of the I-80 WB to SR12 (W) WB Connector and I-80 WB to I-680 SB Connector would provide significant safety and operational benefits to I-80 Westbound traffic during the AM peak.
- The project will improve mobility by improving traffic operations through this stretch of I-80.
- The planned improvements will also improve reliability through a corresponding operational benefit of reducing the likelihood of incidents in the corridor.
- The new WB I-80 to SR12 (W) WB Connector will complement the current CMIA – Jameson Canyon Project and will allow the traveling public to receive increased benefits from that CMIA transportation investment.
- The I-680 Red Top Road Interchange will provide the local connectivity to the new I-80 WB to I-680 SB Connector and Cordelia, as well as facilitate the construction of the future I-680 NB to I-80 Eastbound and I-680 NB to SR12 (W) Connectors.

Securing the \$47.5 million assumes that the \$11.412 million in STIP funds that is assumed in the financial plan is allocated by the California Transportation Commission (CTC). These additional funds would ensure the I-80 WB to SR12 (W) WB Connector begins construction by 2012, I-680 Red Top Road Interchange is shovel ready in 2012, pending construction funds, and the I-80 WB to I-680 SB Connector is shovel ready in 2013, pending construction funds.

In summary, the STA is requesting the Commission's continued assistance in delivering this critical project by approving the use of \$47.5 million in ARRA funds to leverage \$23.66 million in CMIA I-80 Corridor savings and to implement this next phase of the I-80/I-680/SR 12 Interchange Improvements. STA remains strongly committed to expediting the implementation of the I-80/I-680/SR 12 Interchange Improvements.

If you have any questions, please contact me or Daryl Halls, STA's Executive Director at (707) 424-6075.

Sincerely,


James Spering, STA Board Chair
Supervisor, District 3
County of Solano

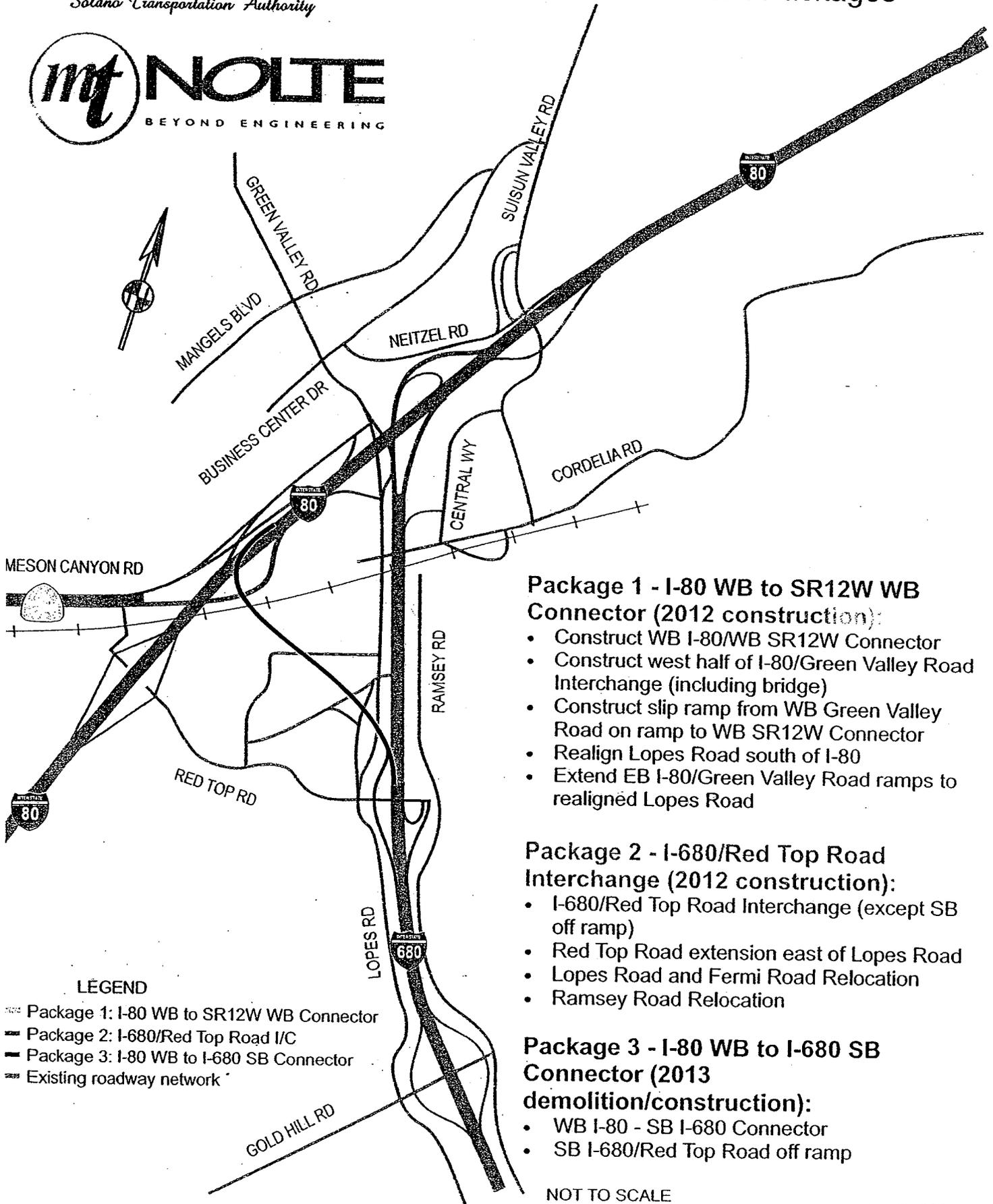
Attachments

cc: STA Board Members
Bimla Rhinehart, California Transportation Commission (CTC)
Randy Iwasaki, Caltrans Director
Bijan Sartipi, Director, Caltrans District 4

STRA

Solano Transportation Authority

I-80/I-680/SR12 Interchange Project First Three Construction Packages



LEGEND

- Package 1: I-80 WB to SR12W WB Connector
- Package 2: I-680/Red Top Road I/C
- Package 3: I-80 WB to I-680 SB Connector
- Existing roadway network

Package 1 - I-80 WB to SR12W WB Connector (2012 construction):

- Construct WB I-80/WB SR12W Connector
- Construct west half of I-80/Green Valley Road Interchange (including bridge)
- Construct slip ramp from WB Green Valley Road on ramp to WB SR12W Connector
- Realign Lopes Road south of I-80
- Extend EB I-80/Green Valley Road ramps to realigned Lopes Road

Package 2 - I-680/Red Top Road Interchange (2012 construction):

- I-680/Red Top Road Interchange (except SB off ramp)
- Red Top Road extension east of Lopes Road
- Lopes Road and Fermi Road Relocation
- Ramsey Road Relocation

Package 3 - I-80 WB to I-680 SB Connector (2013 demolition/construction):

- WB I-80 - SB I-680 Connector
- SB I-680/Red Top Road off ramp

NOT TO SCALE
CONCEPTUAL ONLY

July 29, 2009



CONTRA COSTA
transportation
authority

September 16, 2009

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Julie Pierce

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

RE: CMIA "Replacement Funds" For Application of AB XXX20 ARRA Funds –
Request to Fund the Final Paving Overlay for the Route 4 Bypass, Segment 3

Dear Director Heminger:

The Authority appreciates MTC's efforts to keep the critically important Caldecott project on schedule through your Commission's approval of MTC Resolution 3896 in April, allocating \$105 million to the Caldecott Tunnel Fourth Bore project from "state-based" ARRA funds made available to you through AB 3X 20. In concert with the State's commitment of an additional \$92.7 million, the aggregate \$208 million commitment to replace otherwise uncertain State funds allowed the project to be put out to bid in a timely way. We look forward to receiving the bids on September 29th, with the expectation that construction can start expeditiously on this long-anticipated project later this fall.

In return for applying the AB 3X 20 ARRA funds to the Caldecott and other projects, Resolution 3896 indicates that MTC expects to receive, in the future, approximately \$157 million in replacement CMIA bond funds that the commission may use for more flexible allocations. We recognize that the allocation of ARRA funds to the Caldecott has allowed the project to move forward when it would otherwise still be waiting for State funding commitments to materialize. We also appreciate that the Commission separately allocated \$10 million in regional ARRA funds to the Vasco Road Safety improvements. Consequently, we wish to make a modest request for the Commission's consideration in future allocation of ARRA Replacement funds.

Specifically, we request the Commission's consideration for funding of the final paving overlay for the third segment of the Route 4 Bypass from the replacement CMIA bond funds, at a cost of \$4 million per the attached description of the project. The final overlay is ready to go to construction and has three major benefits:

- When the overlay is completed, truck traffic can be moved to the third segment of the Bypass, thereby significantly reducing truck traffic and safety problems in downtown Brentwood (while the segment is open to vehicular traffic, trucks are not allowed pending that final overlay);

*Robert K. McCleary
Executive Director*

1478 Buskirk Ave.
Suite 100

Pleasant Hill
CA 94523

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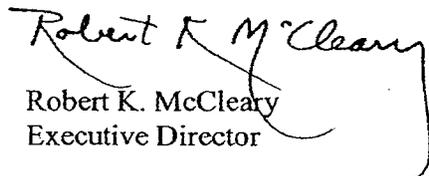
Steve Heminger
September 16, 2009
Page 2

- The California Department of Transportation (Caltrans) has been an active partner with the Route 4 Bypass Authority on all aspects of this project. Completion of the Segment 3 overlay project is necessary before Caltrans can accept this new roadway into the state highway system and relinquish existing substandard State Route 4 to Contra Costa County and the communities of Oakley and Brentwood; and
- Relinquishment of the existing Route 4 will benefit Oakley and Brentwood, allowing them to better plan their local downtowns and manage local traffic.

The SR 4 Bypass Project is an important segment of the regionally important SR 4 corridor that connects Interstate 680 in central Contra Costa County with Interstate 580 in Alameda County via Vasco Road (future SR 84), the Port of Stockton via SR 4 across the Delta and Interstates 5 and 580 via the Bryon Highway (future SR 239).

We thank you in advance for the Commission's consideration. Please let us know if there is any additional information that we can provide, and whether there will be a more formal application process for the replacement funds over the next few months.

Sincerely,


Robert K. McCleary
Executive Director

cc: Senator Mark DeSaulnier
Assemblywoman Joan Buchanan
Assemblyman Tom Torlakson
Amy Worth, Metropolitan Transportation Commission
Federal Glover, Metropolitan Transportation Commission
Maria Viramontes, Chair, Contra Costa Transportation Authority;
Authority members
Supervisor Susan Bonilla, Chair, Contra Costa Board of Supervisors
Mary Piepho, Contra Costa Board of Supervisors
Jim Frazier, Chair, Route 4 Bypass Authority
Randy Iwasaki, Director, Caltrans
Bijan Sartipi, District Director, Caltrans
Julie Bueren, Public Works Director, Contra Costa County
Linda Best, Executive Director, Contra Costa Council
Dale Dennis, Route 4 Bypass Authority
John Cunningham, TRANSPLAN

Attachment

Project Fact Sheet

- Project Name:** SR4 Bypass: Segment 3 Overlay and Flashing Beacons Project
- Project Sponsor:** SR 4 BYPASS AUTHORITY
- Project Type:** EXPRESSWAY and CONVENTIONAL HIGHWAY
- Project Scope:** SR4 Bypass Segment 3: Overlay 5.5 miles of Segment 3 of the SR4 Bypass with Rubberized Asphalt Concrete (RAC), install a median soft barrier and flashing beacons in advance of signalized intersections. Segment 3 of the SR4 Bypass extends from Balfour Road in Brentwood to Vasco Road in unincorporated Contra Costa County and along Marsh Creek Road from Bypass Road to Byron Highway (SR4) in unincorporated Contra Costa County.
- Need/Purpose:** Provide pavement improvements on 5.5 miles of Segment 3 of the SR4 Bypass with the RAC overlay and improve safety with the installation of the median soft barrier and flashing beacons (which will alert the traveling public that they are approaching a signalized intersection). This portion of East Contra Costa County experiences heavy fog conditions and the flashing beacons would address safety concerns due to heavy fog.
- Current Status:** Environmental document has been completed. Design is completed and Project is ready to go to construction.
- Issues:** None at this time.
- Project Support:** Great project support. It will be critical to construct this project in the near future. The RAC overlay will provide pavement improvement and the installation of the median soft barrier and flashing beacons will address safety concerns. Segment 3 of the SR4 Bypass (East Contra Costa County) experiences heavy fog conditions and the flashing beacons would address safety concerns by alerting the traveling public that they are approaching a signalized intersection.

Cost Estimate:

Cost Estimate (Current Dollars)	
Design	\$.13 M
Construction	\$ 3.37 M
Construction Mgmt	\$.50 M
TOTAL	\$ 4.00 M

Steve / Andy / Doug / Alex - Craig / Ross / Bee PAE
BAY AREA CLEAN AIR TASK FORCE

September 18, 2009

Chairman Scott Haggerty and Members of the Commission
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RECEIVED
SEP 25 2009
MTC

Dear Chairman Haggerty and Members of the Commission,

The Bay Area Clean Air Task Force (BACATF), a coalition of environmental, transportation, and public health organizations working to improve air quality in order to improve public health, is writing to express our deep concern over the level of funding that the Metropolitan Transportation Commission (MTC) is proposing to give to the Transportation Climate Action Campaign. The climate action campaign is critical to achieving the region's goals of reducing air pollution and greenhouse gases, and providing equitable and healthy transportation choices for Bay Area residents.

BACATF recognizes the serious public health crisis caused by exposure to air pollution in the Bay Area, including increased rates of lung cancer, hospitalizations due to asthma, heart disease and diabetes. Asthma already affects one in five children in many parts of the Bay Area. Rising temperatures from global warming will worsen air pollution and health impacts. Global warming will have the greatest impacts on our most vulnerable communities, low income communities and communities of color who already share a disproportionate burden from air pollution exposures.

Several of our member organizations worked with MTC to ensure that adequate funding was included in the regional transportation plan to prioritize needed projects for safe walking, cycling and transit access to reduce air pollution and greenhouse gases. These measures were subsequently included in the Bay Area Air Quality Management District's proposed control strategies in the Clean Air Plan. By pushing back the implementation of the climate action campaign by five years, MTC is not only jeopardizing the region's ability to meet its air pollution reduction goals, but fails to respond to the urgency of the global warming crisis. Recent research shows that climate change is accelerating, and rapid reductions in greenhouse gases are needed immediately.

The MTC must not back pedal on its commitment to fund climate protection campaigns by prioritizing ramp meters at the expense of public health. The Transportation Climate Action Campaign will lay the groundwork for ongoing and vitally needed climate change measures that will reduce air pollution and greenhouse gases, and promote healthier communities. Please provide full funding for this critical initiative, starting immediately.

Sincerely,

Jenny Bard

Andy Katz

Jenny Bard
Co-Chair

Andy Katz
Co-Chair

CC: Dave Cortese, Association of Bay Area Governments
Jack Broadbent, BAAQMD
Steve Heminger, MTC

- ore Members**
- merican Lung Association
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www.californialung.org
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ommunity Advocates**
hunterspoint@sbcglobal.net
- reathe California**
www.ggbreathe.org
- riends of the Earth**
www.foe.org
- atural Resources Defense
ouncil**
www.nrdc.org
- ir Children's Earth
oundation**
www.ocefoundation.org
- AMP: Regional Asthma
anagement & Prevention**
www.rampasthma.org
- rra Club**
www.sierraclub.org
- ANSDEF**
www.transdef.org
- ion of Concerned Scientists**
www.ucsusa.org
- st Oakland Environmental
licators Project**
www.pacinst.org

STP/CMAQ Cycle 1 and 2 Programming Proposal Local Streets and Roads Working Group

What do increased transit ridership, efficient goods movement, bicycle and pedestrian access, Focused Growth, and any freeway congestion management program have in common? Their success all rest upon the foundation of a functioning street and road network. Maintenance of the existing street and road network is not about expanding roadway capacity in order to create an environment conducive for driving. It is about preserving the base upon which *all modes of travel* rely. If investment in the existing street and road network is continuously deferred in favor of enhancement programs or expansion projects, the foundation will continue to deteriorate—to the ultimate detriment of all other transportation priorities.

MTC has requested that the region's transportation stakeholders serving in the various working groups that advise the Partnership Board develop proposals that reflect their preferred options for the programming of STP and CMAQ funds over the next six years. Attachment A is a proposal developed by the Local Street and Road Working Group (LSRWG) that reflects one of the main themes of the recently adopted *Transportation 2035* plan—"Fix-it-First". An explanation of the proposal is provided in detail below. Additional justification for the LSRWG framework is also provided.

LSRWG Proposal:

- Keep funding for the Freeway Performance Initiative (FPI) whole at \$222 million by providing \$31 million in funding off the top of the "anticipated" revenue. Reduce funding for FPI in the first cycle from \$62 million to \$39 million and from \$89 million to \$78 million in the second cycle.

Rationale

- The program consists of multiple IT projects at multiple, widely separated locations. While reducing the program in the first cycle, the \$113 million (\$39 million in Cycle 1 funds plus \$74 million in ARRA Backfill funds) investment still represents a significant investment.
- MTC staff includes \$235 million in "anticipated" revenue in their latest programming framework. Staff proposal states "Portion available for Cycle 1 Programming is \$60 million from apportionments over the first three years."
- Reducing the amount of CMAQ used for FPI in the first and second cycles would free up more of this fund source for other programs that can use it and in turn, would free STP funds to be used to further "Fix It First" goals.

- Increase funding for Regional Streets and Roads Rehabilitation to \$109 million in the first cycle and \$91 million in the second cycle.

Rationale

- Supports “Fix it First” philosophy
 - Recognizes need for early investment to maximize investment savings and minimize further deterioration of the region’s local streets and roads conditions
 - Recognizes a higher cost benefit through early investment
 - Recognizes proven track record of ability to deliver projects in a timely manner
 - Local Roads maintenance / rehabilitation did not receive a proportional share of ARRA funding
- Distribute “Anticipated” funding to reflect *Transportation 2035* investment commitments which results in increasing the commitment of “anticipated” revenue for streets and roads to \$89 million and transit rehabilitation to \$74 million.

Rationale

- Per *Transportation 2035*, 80 percent of “Anticipated” revenue should go towards maintenance of the existing system. Anticipated revenue represents funding above and beyond what was projected to be available from specified sources. These funds could take the form of existing programs. The MTC staff proposal indicates that the anticipated revenue included in the programming framework is based on more revenue becoming available than what had been projected in the Plan from the STP/CMAQ fund source. The LSRWG proposal appropriately distributes these funds according to the investment framework put forth in the Plan for anticipated revenues after deducting \$31 million from the total in order to fund the FPI program at staff’s proposed level.
- While funding is reduced in the LSRWG proposal for several of the core programs, additional funding for maintenance of the transit system and for the roadways required by transit, bicyclists and pedestrians, cannot be seen as being at cross-purposes with Climate Initiatives, TLC or the Regional Bike Program.

Further Justification for the LSRWG Proposal

Existing resources to fund the maintenance of the existing street and road network in the Bay Area fall short by more than \$200 million per year. The California Assembly’s reversal of the recent proposed raid of local gas tax subvention funds to help cover the State budget deficit—while a welcome turn of events—merely keeps the region’s local street and road network at the same place it was at the time *Transportation 2035* (T2035) was developed—underfunded by 50% of what is needed to bring conditions up to a pavement condition index (PCI) of 75 over the next 25 years. Without additional funding, the street and road network in the Bay Area is projected to deteriorate from the current PCI of 64, to 42 by the year 2032.

Transportation 2035

MTC Commissioners recognized that it makes no sense to spend limited regional transportation resources to enhance or expand on an existing foundation that will continue to deteriorate if not addressed. The "Fix it First" philosophy that was made prominent in T2035 reflects that recognition.

During the T2035 investment trade-off discussions, local public works representatives stressed the need to invest *early* if the \$7 billion dollar regional commitment to street and road maintenance were to be effective in preventing further deterioration of the region's average street and road condition over the course of the Plan period. Early investment in street and road maintenance has been found to have a benefit to cost ratio of five to one. While other strategic investments in the Plan may have a higher calculated benefit cost ratio than maintenance of the existing system, the scale of the savings that can be realized by investing early in the existing infrastructure far exceeds anything else. The existing street and road capital maintenance funding shortfall is \$18 billion. Every billion dollars that is invested in preservation of the system will save five billion in long-term costs associated with deferring needed maintenance. In addition to the enormous savings this represents for the region's taxpayers, it also impacts the level of regional resources that will be available to invest in other transportation priorities.

While it has been said many times by MTC staff and it is understood that T2035 is a plan and not a programming document, it is difficult to see the point of such a plan when right out of the starting gate the priorities and actual funding streams deviate sharply from the framework established.

Also understood is the fact that funding sources often come with restrictions and will not necessarily flex to conform neatly to the goals and commitments outlined in the Plan. This is why it is critical that where flexible funding sources are available, that they are applied appropriately according to the priorities that the region has set and with consideration of the types of fund sources that are likely to be available in the future. To this end, the Congestion Management / Air Quality Program (CMAQ) funds currently proposed in the MTC Staff's Plan for the Freeway Performance Initiative (FPI) should be directed in larger proportions to programs uniquely eligible for these funds, such as the Transportation for Livable Communities (TLC) Program. This would allow the Surface Transportation Program (STP) funds to be spent on Local Streets and Roads Maintenance to achieve the "Fix it First" goal. Because, outside of the recent American Recovery and Reinvestment Act (ARRA) program, *known* regional discretionary revenue sources that can be applied against the local streets and roads maintenance shortfall consist of exactly one: Surface Transportation Program (STP) funds. Therefore, it is our position that these funds be used to prioritize the "Fix it First" goals set forth in T2035, as opposed to programming funds into a strategic investment such as the Freeway Performance Initiative which is more rightly viewed as a long range goal.

Project Delivery

The Bay Area Region, through MTC's leadership, has been successful in meeting "timely use of funds" requirements by delivering street and road system preservation projects ahead of Federal deadlines. These efforts provided opportunities for our region to secure additional STP/CMAQ funding from other parts of the state that did not deliver their projects in a timely manner. The end results were additional streets and roads rehabilitation projects that provided Bay Area

residents with pavement and safety improvements which includes such components as American with Disability Act curb ramp installations. We encourage that these policies continue and that Cycle 2 Funding allocations be conditioned on programs ability to deliver their projects in a timely manner.

Regional Investments since the Adoption of T2035

Prior to approval of the federal economic stimulus act, local jurisdictions submitted a list of approximately \$1 billion “shovel-ready” projects that were deemed deliverable within the time frames being considered for the legislation. Of the \$662 million in ARRA funding that was or will be at MTC’s discretion to distribute, \$145 million has been obligated for street and road maintenance and rehabilitation. That amount is less than 22% of the total and far less than the 43% share of “anticipated” revenues that T2035 said would be going to fund the local street and road maintenance shortfall. While not all the region’s share of the ARRA funding was eligible for street and road maintenance expenditure, there were clearly opportunities to fund streets and roads at a far greater level than what has been achieved.

In addition to the ARRA funding, MTC staff’s proposal for the first and second cycles of STP/CMAQ funding falls short of targets identified in T2035.

Following is a comparison of the T2035 investment framework and the actual investment practice that has been applied with the ARRA funding and is being proposed by MTC staff for the ARRA backfill funding from the State in combination with the STP/CMAQ Cycles 1 & 2 program. It illustrates how far the region has strayed, the calculated difference between the investments identified in the Plan and the actual percentages that have been received or are being proposed for local streets and roads.

Transportation 2035 vs. Actual / Planned Investment Comparison

Funding Source	T2035*	Actual / Planned	Diff. In Dollars (Billions)
Anticipated / Unspecified	43.4%	21.9%	\$ 0.142
STP/CMAQ*	25.5%	21.7%	\$ 0.030
Total Amount Behind / Needed to be On Par with Plan:			\$ 0.172

*Does not assume the front-loading of climate initiative funding

Therefore, if T2035 is to have any significance at all, actual funding practice should more closely resemble its investment framework.

(Amounts in Millions)

	Committed ARRA Programming	MTC Staff Proposal - 09/09/09						LSRWG Proposal - 09/21/09					
		ARRA ¹ Backfill	STP/CMAQ Cycle 1	STP/CMAQ/TE Cycle 2	ARRA Backfill & STP/CMAQ/TE Total	Anticipated Revenue ²	Total New Commitment	ARRA ¹ Backfill	STP/CMAQ Cycle 1	STP/CMAQ Cycle 2	ARRA Backfill & STP/CMAQ Total	Anticipated Revenue ²	Total New Commitment
Estimated Apportionment Revenues	662	113	485	568	1,166	235	1,401	113	485	568	1,166	235	1,401
Annual Programs													
1 Required SAFETEA OA Carryover			68		68		68		68		68		68
2 On-Going Regional Planning			23	25	48		48		23	25	48		48
3 On-Going Regional Operations			84	74	158		158		84	74	158		158
<i>Subtotal Annual Programs</i>	0	0	175	99	274	0	274	0	175	99	274	0	274
12035 Core Programs													
4 Focus 1 Freeway Performance Initiative (FPI)	119	74	62	86	222		222	74	39	78	191	31	222
5 Focus 2 Climate Initiative ³	10	8	16	34	93	55	148		59	34	93	18	111
6 Focus 2 Regional Bicycle Program	10	8	16	20	44	22	66	8	16	20	44	18	61
7 Focus 2 Transportation for Livable Communities (TLC)			78	96	174	49	223		78	96	174	16	190
8 Focus 3 Transit Capital Rehabilitation	286			119	119	45	164			119	119	74	193
9 Focus 3 Regional Streets and Roads Rehabilitation ⁴	145		86	83	169	63	232		109	91	200	89	289
<i>Subtotal Core Programs</i>	460	82	301	438	821	234	1055	82	301	438	821	235	1056
Strategic Investments													
10 Safety Projects (Vasco Road and North Bay Counties)	13												
11 Express Lane Network (580 and 237/880)	14												
12 Transit Expansion -- Oakland Airport Connector	70												
13 Advance Prop 1B (Caldecott Tunnel)	105												
14 Corridor Mobility (SCL I/C Imps)	31	32			32		32	32			32		32
15 MTC Res. 3814 Transit Payback Commitment				31	31		31			31	31		31
16 Trade Corridor (Richmond Rail Connector)			8		8		8		8		8		8
<i>Subtotal Strategic Investments</i>	202	32	8	31	71		71	32	8	31	71		71
Grand Total	662	114	484	568	1,166		1,400	114	484	568	1,166		1,401

¹\$112.5 M in ARRA Backfill is included within the \$661.9 M ARRA Programming Amount (\$105 M for Caldecott Tunnel and \$7.5M for TE)

²Anticipated revenues are based on a 10% annual authorization increase as compared to the assumed 4% in the base proposal over six years. Portions available for Cycle 1 programming is \$60 million from apportionments over the first three years.

³Includes \$20M for SFgo.

⁴Includes PTAP and FAS of \$28M