Metropolitan Transportation Commission
Programming and Allocations Committee

July 9, 2014 **Agenda Item 3a**

MTC Resolution Nos. 3925, Revised and 4035, Revised

Subject: Golden Gate Bridge Suicide Deterrent System – Federal Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Improvement (CMAQ) Cycles 1 and 2 Program Revisions

Background: The Golden Gate Bridge is a critical regional link in the Bay Area's transportation system, carrying on average 110,000 vehicle trips per day between Marin and San Francisco counties. In addition, the Golden Gate Bridge is an iconic destination in itself for visitors from around the world and is one of the top tourist attractions in the country.

Tragically its allure also attracts a significant number of individuals who choose to end their lives by jumping off the span to the bay waters 220 feet below. The Golden Gate Bridge is one of the top suicide sites in the world. In 2013 an estimated 46 people leaped from the bridge, the most since its opening bringing the total documented lives lost since the opening of the bridge to approximately 1,600 persons. Refer to Exhibit A for a yearly breakdown.

The proposed suicide deterrent system is expected to significantly reduce suicides on the Bridge. A recent study surveyed 515 individuals who were stopped from jumping off the bridge. The study established that, 25 years later, 94% of these individuals were still alive or had died by means other than suicide.

In response, the Golden Gate Bridge Highway and Transportation District (GGBHTD) has secured regional funds to look at various solutions, and has decided to construct a Suicide Deterrent System, with a net extending 20 feet below and 20 feet from each side of the span.

MTC to date has provided funding to the District for studies and design as outlined below:

- $1.9 million for an Environmental Impact Report meeting CEQA. Additionally Caltrans under FHWA delegation of carrying out the federal NEPA approved a Finding of No Significant Impact (FONSI) in January 2010. The preferred alternative selected was the net system.
- $5 million to complete final design work in 2010. The District awarded a contract to complete the final design of the deterrent net.

GGB Suicide Deterrent System Funding Plan

In addition to the $6.9 million for study and design of the suicide deterrent system, MTC, Federal Highway Administration (FHWA), Caltrans and GGBHTD staff partnered to develop the following capital funding plan to construct the system itself:

Agency	**Fund Source for Construction Phase**	**Amount** (Millions)
CA Mental Health	State Proposition 63 Funds	$ 7
GGBHTD	Bridge Tolls/Reserves	$ 20
Caltrans/FHWA	Federal - Local Highway Bridge Program	$ 22
MTC	STP - Cycles 1 & 2 STP/CMAQ programs	$ 27
Total		**$76**

The $27 million funding proposed as MTC's contribution to this important safety project is available as a result of cost savings and project scope changes on several projects ($5 million) and state funding augmentation for the Freeway Performance Initiative (FPI) program ($22 million). The table below provides more detail:

Cycles 1 & 2 Projects		**Amount** (Millions)
Various Projects	Savings	$ 1.3
Strategic Investments - Richmond Rail Connector	Project Scope Refinement/Savings	$ 1.7
Climate Initiatives - Electric Vehicle Strategies	Funded with TFCA	$ 2.0
FPI - Various Incl. SCL 101 & ALA 880	Funded with CMIA & TCIF	$ 22.0
Total		**$27**

While needs remain for the FPI program, staff believes that this proposal balances the need for this critical safety investment with other key regional transportation initiatives. Indeed, we are unaware of any other safety investment that MTC could make with the potential to save 20-30 lives per year on an ongoing basis.

The GGBHTD approved their contribution on June 27. The $7 million in State Mental Health funding was included in the approved FY2014-15 State budget. The Mental Health Board is expected to approve the allocation at its July meeting. The GGBHTD expects to advertise an associated wind retrofit project by the fall, and proceed with the suicide deterrent system following the wind retrofit project. Construction of the suicide deterrent system is expected to take about three years.

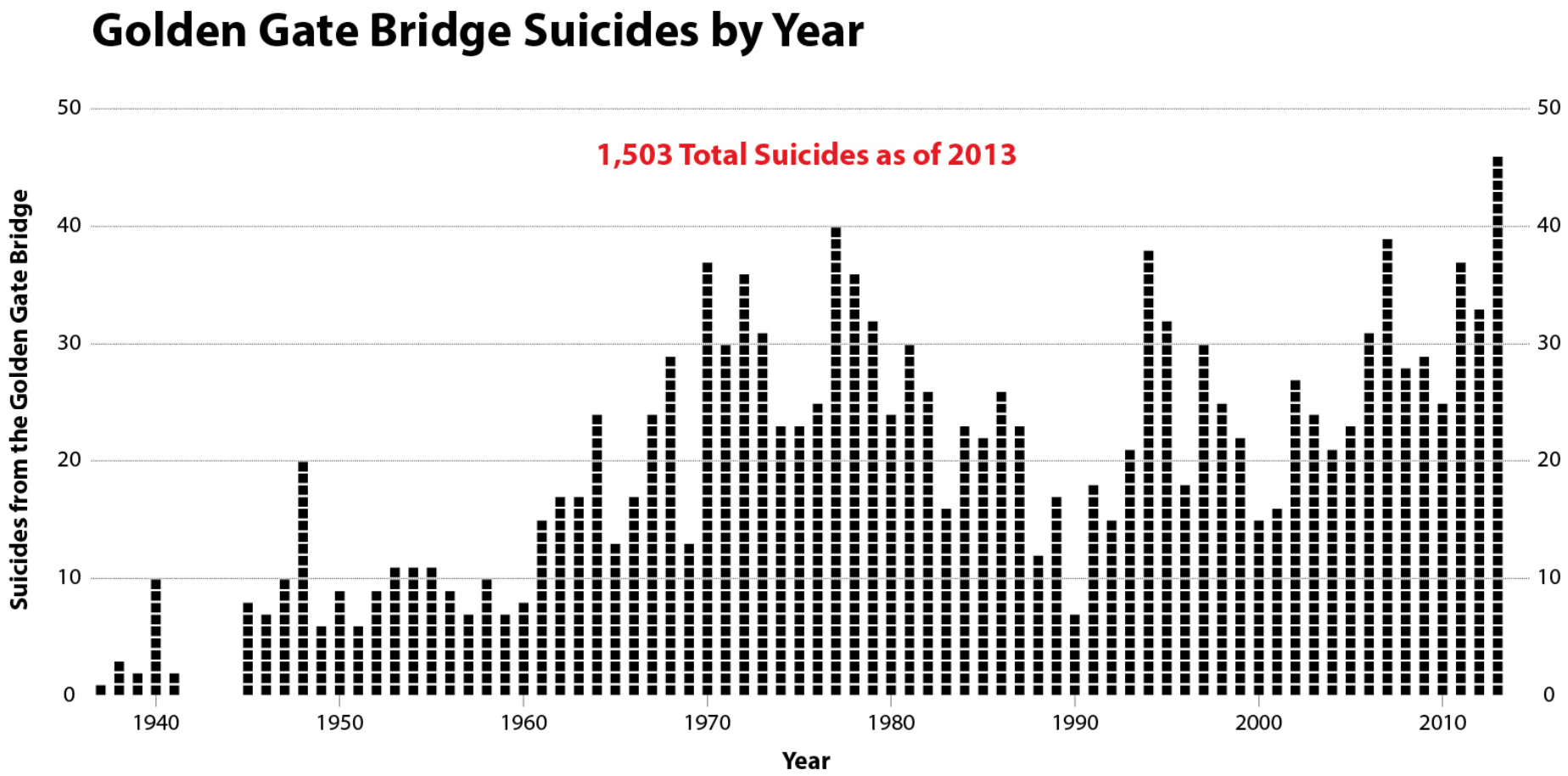
Revisions to Cycles 1 & 2 Programs
To accommodate the funding of the Suicide Deterrent, various FPI projects will be shifted between the Cycles 1 and 2 programs. Staff will continue to partner with Caltrans to identify State Highway Operation and Protection Program (SHOPP) and other state funding for future FPI projects. To accommodate this late programming of funds, the obligation deadline for the remaining Cycle 1 funds is revised to January 31, 2017.

Issues: None

Recommendation: Refer MTC Resolution Nos. 3925, Revised and 4035, Revised to the Commission for approval.

Attachments: Exhibit A to the Memorandum
Letter from San Francisco Mental Health Board
MTC Resolution No. 3925, Revised: Attachments A & B
MTC Resolution No. 4035, Revised: Attachment B

Exhibit A



[Data is based on The San Francisco Chronicle's review of Golden Gate Bridge, Highway and Transportation District records.]

SAN FRANCISCO MENTAL HEALTH BOARD

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MAYOR
EDWIN LEE

RECEIVED
JUN 13 2014
MTC

May 22, 2014

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 8th Street
Oakland, CA 94607

Dear Mr. Heminger:

The enclosed resolution, MHB 04-2014, unanimously approved by the Mental Health Board of San Francisco on May 21, 2014, urges the Metropolitan Transportation Commission to immediately allocate funds for the construction of a suicide barrier net on the Golden Gate Bridge. The construction of this barrier, approved by your Commission in 2008, appears to be stalled and is needed now more than ever. In 2013, more people jumped to their deaths than at any time in the past 40 years.

The Mental Health Board respectfully requests your response as to why construction has not gone forth prior to now, and to learn of your plans to correct this egregious problem. The Mental Health Board meets monthly, and if it is not possible for you to fully address this issue in writing, we request you or a member of the Commission attend the next Mental Health Board meeting to discuss the issues involved. Please contact the Board's Executive Director, Helynna Brooke, at the above address if you wish to appear before the Board on June 18, 2014.

It is our sincere desire to see this problem once and for all rectified—there has been sufficient discussion and study—it is now time to construct the barrier. We look forward to hearing from you in the near future.

Sincerely,

David Elliott Lewis

David Elliott Lewis, Ph.D., Co-Chair
Ellis Joseph, MBA, Co-Chair

Cc: Mayor Edwin Lee
Board of Supervisors
Mental Health Board Members
Health Commission

SAN FRANCISCO MENTAL HEALTH BOARD

Edwin Lee
Mayor

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MENTAL HEALTH BOARD
Mary 21, 2014

PROPOSED RESOLUTION (MHB 04-2014): Be It Resolved the Mental Health Board advocates full funding in 2014 to build a safety barrier net to prevent suicides at the Golden Gate Bridge.

WHEREAS, the number of suicide deaths by jumping off the Golden Gate Bridge continues to rise;

WHEREAS, in 2013 more people jumped to their deaths than at any time in the past 40 years;

WHEREAS, it is estimated that between 1,600 people and up to 2,400 have died by jumping off the Golden Gate Bridge since its inception;

WHEREAS, there are 11 crisis counseling telephones on the bridge connected to trained suicide prevention counselors; additionally, California Highway Patrol officers stationed at the bridge are trained and highly skilled in suicide prevention techniques;

WHEREAS, the installation of a safety net was approved in 2008 by the Golden Gate Bridge Highway and Transportation District and the Metropolitan Transportation Commission after the determination the net will have no significant impact on the environment;

WHEREAS, it has been estimated in 2014, $66 million is needed to construct a suicide net;

WHEREAS, building of the barrier net 20 feet below the pedestrian walkway could commence six weeks after the completion of the final design;

WHEREAS, a blended funding plan, utilizing local, regional, State and Federal funding, needs to be developed and approved;

WHEREAS, research has demonstrated if access to a single means of suicide is restricted, suicides decrease;

WHEREAS, nets and barriers at other jumping sites have saved lives (e.g., Bern, Switzerland; Bristol, England; Augusta, Maine);

WHEREAS, statistics have shown 90 percent of people who have survived a jump from the Golden Gate Bridge did not die later by suicide;

WHEREAS, a study of people stopped during a Golden Gate Bridge suicide attempt found 94 percent were still alive or had died from natural causes;

THEREFORE, BE IT RESOLVED that the Mental Health Board of San Francisco urges the Golden Gate Bridge Highway and Transportation Board and the Metropolitan Transportation Commission to immediately allocate funds for the Golden Gate Bridge barrier net in 2014 and assure immediate construction.

Date:	October 28, 2009	
W.I.:	1512	
Referred by:	PAC	
Revised:	12/16/09-C	07/28/10-C
	09/22/10-C	10/27/10-C
	02/23/11-C	03/23/11-C
	05/25/11-C	06/22/11-C
	09/28/11-C	10/26/11-C
	02/22/12-C	03/28/12-C
	04/25/12-C	06/27/12-C
	07/25/12-C	09/26/12-C
	02/27/13-C	05/22/13-C
	09/25/13-C	12/18/13-C
	02/26/14-C	03/26/14-C
	04/23/14-C	05/28/14-C
	07/23/14-C	

ABSTRACT

Resolution No. 3925, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies

Attachment B – Cycle 1 Project List

The resolution was revised on December 16, 2009 to add Attachment A and to add $437 million to Attachment B, the balance of funding to Cycle 1 programs.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately $15.1 million in additional apportionment as follows: 1) Strategic Investment – Advance of SamTrans Payback ($6.0 million); 2) Transportation for Livable Communities ($4.1 million); 3) Regional Commitment – GGB Suicide Deterrent ($5.0 million). In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of $6 million to the Climate Initiative program.

This resolution was revised on September 22, 2010 to advance $20 million in Freeway Performance Initiative project elements to address lower than expected state programming as well as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

This resolution was revised on October 27, 2010 to award grants from the Climate Initiatives Innovative Grant Program ($31 million) and the Safe Routes to Schools Creative Grant Program ($2 million). Attachment B was also updated to show projects nominated by the CMAs for the CMA Block Grant Program along with other updates reflecting TIP actions.

Attachment B was revised on February 23, 2011 to reflect the addition of new projects selected by the congestion management agencies, counties, and revisions to existing projects.

Attachment B was revised on March 23, 2011 to facilitate a fund exchange between the Green Ways to School Through Social Networking Project (TAM) with the Venetia Valley School SR2S Improvements (Marin County) and to make additional programming updates.

Attachment B was revised on May 25, 2011, to add $2,092,000 to seven new grants for San Francisco, Fremont, South San Francisco, Sunnyvale, and Walnut Creek.

Attachment B was revised on June 22, 2011, to rescind $1,998,000 for two projects in Hayward and Hercules.

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on September 28, 2011 to advance $5.0 million for SFgo in the Climate Initiative Element, and $13.3 million for the SamTrans Payback in the Regional Strategic Investment element to address higher than expected federal apportionment in the near-term, while not increasing the overall funding commitment for the Cycles 1 & 2 framework. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount.

Attachment B was revised on October 26, 2011 to provide $376,000 to the Stewart’s Point Rancheria Intertribal Electric Vehicle Project and to modify the scope of Santa Rosa’s Climate Initiatives Program grant.

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance $8,971,587 for the Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

Attachment A (pages 6 and 17), Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on March 28, 2012 to add $34 million in STP/CMAQ funds redirected from Cycle 2 FPI for the Doyle Drive / Presidio Parkway, with an equivalent amount in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes. The OA Carryover identified for Cycle 1 is reduced from $54 million to $0 to accommodate this action and the advance of $20 million for FPI on September 22, 2010. Additional changes were made to the project listing in Attachment B.

Attachment A (pages 6 and 17), and Appendix A-1 of Attachment A along with Attachment B of the resolution were revised on April 25, 2012 to address the following: program $1.2 million to an ACE preventive maintenance project in lieu of an equal amount for SR2S funding for Alameda county (ACTC agrees to fund an equal amount of SR2S projects using local funds); advance and program the remaining $2.7 million for the small/ northbay county operators (with this advance, the entire $31 million STP/CMAQ commitment for the MTC Resolution 3814 Transit Payback as identified in Attachment A has been fulfilled); and redirect $700,000 from the Climate Initiatives Public Outreach effort to the Spare the Air program. Additional changes were made to the project listing in Attachment B.

Attachment B to the resolution was revised on June 27, 2012 to reflect the following actions: program $7.6 million for specific STP/CMAQ projects for the Lifeline program; program $3.7 million to ten new Priority Development Area (PDA) Planning Grants for San Francisco, Fremont, Concord, Alameda, Alameda County, Richmond, Mountain View and Rohnert Park; and revise the SamTrans projects receiving the Caltrain Payback, among other changes.

Attachment B to the resolution was revised on July 25, 2012 to add $0.2 million for Lifeline transportation projects.

Attachment B to the resolution was revised on September 26, 2012 to add $50,000 to the Walnut Creek fourth cycle PDA planning grant and to move funds between two projects in the Sonoma County's County TLC Program.

Attachment B to the resolution was revised on February 27, 2013 to redirect $50,000 to the City of San Jose's San Carlos Multimodal project from the Los Gatos Creek Reach 5 Trail project.

This resolution was revised on May 22, 2013 to extend the obligation deadline for the remaining Cycle 1 funds for projects subject to the dissolution of the redevelopment agencies, and delays in programming of Lifeline Transportation projects and small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, and climate initiative innovative grant projects. Attachment B to the resolution was also revised to reflect the following actions: Redirect $180,000 from the City of Concord's Monument Blvd Corridor Shared Use Trail (Phase 1) to the Monument Blvd Corridor Pedestrian and Bikeway Network (Phase 2) with no change in total funding; add the Eddy and Ellis Traffic Calming Lifeline project in San Francisco for $1,175,105; modify the funding amounts between SamTrans' Caltrain Right-Of-Way payback commitment projects with no change in total funding; replace the Livermore plaza TLC project with the Livermore railroad depot restoration project with no change in total funding; deprogram the electric vehicle taxi climate initiative project for $6,988,000 as a result of Better Place withdrawing from the project and retain $988,000 for SFMTA's Electric Vehicles for Neighborhood Taxi Service project (a sub-element of the original project); and redirect: $875,000 to extend the Dynamic Rideshare project; and redirect $2,800,000 to increase the BAAQMD's bike sharing climate initiative project from $4,291,000 to $7,091,000.

Attachment B to the resolution was revised on September 25, 2013 to substitute the City of Oakland's Foothill Blvd. Streetscape Project with the Lakeside Green Streets Project.

Attachment B and Appendix A-1 to the resolution were revised on December 18, 2013 to change $31 million from RTIP to CMAQ in the FPI program and to add a Sonoma US 101 FPI project and to update the funding amounts for the remaining FPI projects.

Attachment B was revised February 26, 2014 to reprogram Santa Clara's RTIP-TE funding from a lapsed project to two new projects in Santa Clara County, redirect $3 million in Public Outreach Climate Initiatives Funding to the Spare the Air program and reduce funds for the Richmond Rail Connector Project.

Attachment B was revised March 26, 2014 to add $2.7 million to the Clipper Program to Implement Phase III and make funding adjustments within the Freeway Performance Initiative Program by moving funds from the Marin US 101 component to the Solano I-80/ I-680/ SR 12 Interchange component.

Attachment B was revised April 23, 2014 to make changes to the Climate Initiatives Program including the addition of the Bay Area Bike Share Program (Phase II) and funding amount adjustments for two other programs.

As referred by the Planning Committee, Attachment B was revised on May 28, 2014 to program remaining reserve in the TLC/Station Area Plans/PDA Planning Program, in companion with the programming of Cycle 2 PDA planning funds.

On July 23, 2014, Attachment B was revised to capture returned savings and unspent funding from various projects including the Richmond Rail Connector and Climate Initiatives EV strategies, and redirect funding from the Freeway Performance Initiatives (FPI) program which received funding from other sources, to the Golden Gate Bridge Suicide Deterrent Net.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty

Scott Haggerty, Chair

The above resolution was entered into
by the Metropolitan Transportation
Commission at the regular meeting
of the Commission held in Oakland,
California, on October 28, 2009

- RTP Consistency: Projects included in the Cycle 1 STP/CMAQ Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 1 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

- Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists Policy): Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project programming in the TIP. Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- Regional Project Delivery Policy. Cycle 1 STP/CMAQ funding is available in the following three fiscal years: FY 2009-10, 2010-11, and 2011-12. Funds may be programmed in any one of these years, conditioned upon the availability of obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in concert with the Partnership and project sponsors. However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Cycle 1 funds to be obligated no later than **January 31, 2017** ~~April 30, 2012, except the Lifeline Transportation Program (LTP), Doyle Drive Presidio Parkway, the small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, projects subject to the dissolution of the redevelopment agencies, and Climate Initiative Innovative Grant projects.~~ Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP. The LTP funds advanced from Cycle 2 have an obligation deadline consistent with the LTP requirements.

  All Cycle 1 funding is subject to the Regional Project Funding Delivery Policy and any subsequent revisions (MTC Resolution No. 3606). Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Funding Delivery Policy, which enforces fund obligation deadlines, and project substitution for STP and CMAQ funds. All funds are subject to award, invoicing and project close out requirements. Project sponsors must sign project supplementary agreements and award construction contracts within six months of obligation; and subsequently request reimbursements every six-twelve months to

- **Project Delivery Deadlines**: CMAs must program their block grant funds over a two-year period with 50 percent programmed in FY 2010-11 and 50 percent in FY 2011-12. Expectation would be that LSR program would use capacity of the earlier year to provide more time for delivery challenges of RBP and TLC programs, but this is not a requirement. The funding is subject to the provisions of the Regional Project Delivery Policy (MTC Resolution 3606) including the Request For Authorization (RFA) submittal deadline of February 1 and the obligation deadline of April 30 of the year the funds are programmed in the TIP.

PROGRAM SCHEDULE

Cycle 1 spans apportionments over three fiscal years: FY 2009-10, FY 2010-11, and FY 2011-12. Programming in the first year will generally be for the on-going regional operations and regional planning activities which can be delivered immediately, allowing the region to meet the obligation deadlines for use of FY 2009-10 funds. This strategy, at the same time, provides several months during FY 2009-10 for program managers to select projects and for MTC to program projects into the TIP to be obligated during the remaining second and third years of the Cycle 1 period.

As a starting point, core programs' STP/CMAQ funds will need to be programmed in the TIP and delivered (obligated), 50% of their funds in each of the F 2010-11 and FY 2011-12 years. However; a program may deviate from this 50-50 percent split, depending on whether other program funding needs can be offset accordingly. Within their block grant programs, CMAs has this flexibility. Subsequently, MTC staff will work with all program managers to develop a cash flow plan based on these needs prior to the start of Federal Fiscal year 2010-11 (July 30, 2010). Ultimately, all Cycle 1 projects must be delivered (funds obligated) by January 31, 2017 ~~April 30, 2012, except the projects subject to the dissolution of the redevelopment agencies, and Climate Initiative Innovative Grant Program and Lifeline Transportation Program, which have an obligation deadline of February 1, 2015, and the small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, which has an obligation deadline of April 30, 2015, and the Doyle Drive Presidio Parkway, which has an obligation deadline of April 30, 2016.~~

PROJECT LIST

Attachment B of Resolution 3925 contains the list of projects to be programmed under the New Surface Transportation Authorization Act, STP/CMAQ Cycle 1 Program. MTC staff will update the attachment to reflect Commission actions to revise the TIP, which address the addition of projects to the TIP, or subsequent project revisions.

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C
02/23/10-C 03/23/11-C 05/25/11-C
06/22/11-C 09/28/11-C 10/26/11-C
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09/26/12-C 02/27/13-C 05/22/13-C
09/25/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,908,976**	**$103,882,000**	**$666,790,976**
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	$1,786,000	$0	$1,786,000
BCDC Planning	BCDC	$893,000	$0	$893,000
MTC Planning	MTC	$1,786,000	$0	$1,786,000
SUBTOTAL		$4,465,000	$0	$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	$2,566,000	$0	$2,566,000
CMA Planning - Contra Costa	CCTA	$2,029,000	$0	$2,029,000
CMA Planning - Marin	TAM	$1,786,000	$0	$1,786,000
CMA Planning - Napa	NCTPA	$1,786,000	$0	$1,786,000
CMA Planning - San Francisco	SFCTA	$1,867,000	$0	$1,867,000
CMA Planning - San Mateo	SMCCAG	$1,786,000	$0	$1,786,000
CMA Planning - Santa Clara	VTA	$2,840,000	$0	$2,840,000
CMA Planning - Solano	STA	$1,786,000	$0	$1,786,000
CMA Planning - Sonoma	SCTA	$1,786,000	$0	$1,786,000
SUBTOTAL		$18,232,000	$0	$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	**TOTAL:**	**$22,697,000**	**$0**	**$22,697,000**

* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.

2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	$19,772,000	$0	$19,772,000
Clipper® Fare Card Collections System	GGBHTD	$8,900,000	$0	$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	$228,000	$0	$228,000
511 - Traveler Information	MTC	$34,500,000	$0	$34,500,000
Regional Transportation Marketing	MTC	$2,100,000	$0	$2,100,000
SUBTOTAL		$65,500,000	$0	$65,500,000
FSP/Incident Management	SAFE	$18,400,000	$0	$18,400,000
SUBTOTAL		$18,400,000	$0	$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS	**TOTAL:**	**$83,900,000**	**$0**	**$83,900,000**
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	$750,000	$0	$750,000
Regional Performance Initiatives Implementation	SAFE	$4,058,000	$0	$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	$3,750,000	$0	$3,750,000
SUBTOTAL		$8,558,000	$0	$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	$2,690,000	$3,535,000	$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	$2,100,000	$6,673,000	$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	$2,000,000	**$7,227,000**	**$9,227,000**
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	$1,617,000	$4,680,000	$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	**$15,740,000**	$0	**$15,740,000**
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	**$4,682,000**	$0	**$4,682,000**
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	$3,657,000	$7,498,000	$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	$2,068,000	$2,258,000	$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	$4,240,000	**$15,000,000**	**$19,240,000**
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	$1,000,000	$0	$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	$3,700,000	$0	$3,700,000
FPI - SOL I-80: SR 37 to I-505	Caltrans	$3,991,000	**$18,086,000**	$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	$4,000,000	$0	$4,000,000
SUBTOTAL		$51,485,000	$64,957,000	$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	**TOTAL:**	**$60,043,000**	**$64,957,000**	**$125,000,000**
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	$810,000	$0	$810,000
Vacaville Intermodal Station Phase 2	Vacaville	$975,000	$0	$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	$445,000	$0	$445,000

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C
02/23/10-C 03/23/11-C 05/25/11-C
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01/25/12-C 02/22/12-C 03/28/12-C
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09/26/12-C 02/27/13-C 05/22/13-C
09/25/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,908,976**	**$103,882,000**	**$666,790,976**
STA - Solano Safe Routes To School Program	STA	$215,000	$0	$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	$555,000	$0	$555,000
SUBTOTAL		$3,000,000	$0	$3,000,000
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	$2,275,000	$0	$2,275,000
Electric Vehicle Promotional Campaign	MTC	$925,000	$0	$925,000
Smart Driving Pilot Program	MTC	$500,000	$0	$500,000
Spare the Air Youth Program	MTC	$3,000,000	$0	$3,000,000
Spare the Air	BAAQMD	$3,700,000	$0	$3,700,000
SUBTOTAL		$10,400,000	$0	$10,400,000
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	$500,000	$0	$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social Networking)	TAM Marin County	$383,000	$0	$383,000
Bay Area School Transportation Collaborative	ACWMA	$867,000	$0	$867,000
Education and Encouragement School Route Maps	STA	$250,000	$0	$250,000
SUBTOTAL		$2,000,000	$0	$2,000,000
Safe Routes To Schools - County				
Specific projects TBD by CMAs				
Alameda County Safe Routes to School Program	ACTC	$2,069,065	$0	$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	$1,150,935	$0	$1,150,935
Brentwood School Area Safety Improvements	Brentwood	$432,000	$0	$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	$265,000	$0	$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	$365,000	$0	$365,000
Moraga Way Pedestrian Pathway	Orinda	$166,000	$0	$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	$250,000	$0	$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	$725,000	$0	$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	$264,000	$0	$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	$475,000	$0	$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	$315,000	$0	$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	$500,000	$0	$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	$579,000	$0	$579,000
San Mateo County Safe Routes to School Program	CCAG	$1,429,000	$0	$1,429,000
Mountain View VERBS Program	Mountain View	$500,000	$0	$500,000
Palo Alto Safe Routes to School	Palo Alto	$528,000	$0	$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	$943,000	$0	$943,000
San Jose Walk N' Roll - Safe Access	San Jose	$568,000	$0	$568,000
Santa Clara VERBS Program	Santa Clara (City)	$500,000	$0	$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	$1,000,000	$0	$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	$300,000	$0	$300,000
STA - Solano County Safe Routes to School Program	STA	$642,000	$0	$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	$1,034,000	$0	$1,034,000
SUBTOTAL		$15,000,000	$0	$15,000,000
Innovative Grants				
Specific projects TBD by Commisison				
Berkeley Transportation Action Plan (B-TAP)	Berkeley	$2,000,000	$0	$2,000,000
Shore Power Initiative	Port of Oakland	$3,000,000	$0	$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	$2,808,000	$0	$2,808,000
Bike-Sharing Pilot Program	BAAQMD	$7,091,000	$0	$7,091,000
Bike-Sharing Program (Phase II)	BAAQMD/MTC	$2,725,000	$0	$2,725,000
Cold-In-Place (CIP) Pavement Recycling	City of Napa	$2,000,000	$0	$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	$600,000	$0	$600,000
Dynamic Rideshare	SCTA	$2,375,000	$0	$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	$1,700,000	$0	$1,700,000
~~**Electric Vehicle Funding Strategies**~~	~~**TBD**~~	~~**$0**~~	~~**$0**~~	~~**$0**~~
Public-Private Partnership TDM	SFCTA	$750,000	$0	$750,000
SFgo	SFMTA	$20,000,000	$0	$20,000,000
Electric Vehicles for Neighborhood Taxis	SFMTA	$988,000	$0	$988,000
TDM Strategies for Redwood City	SamTrans	$1,487,000	$0	$1,487,000
Innovative Bicycle Detection Systems	San Jose	$1,500,000	$0	$1,500,000
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Stewart's Point Rancheria	$0	$376,000	$376,000

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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,908,976**	**$103,882,000**	**$666,790,976**
SUBTOTAL		$49,024,000	$376,000	$49,400,000
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	$3,200,000	$0	$3,200,000
SUBTOTAL		$3,200,000	$0	$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	**TOTAL:**	**$82,624,000**	**$376,000**	**$83,000,000**
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
Specific projects TBD by County CMAs				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	$153,000	$0	$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	$47,000	$0	$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	$66,000	$0	$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	$24,000	$0	$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	$55,000	$0	$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	$70,000	$0	$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	$186,000	$0	$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	$54,000	$0	$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	$49,000	$0	$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	$1,702,000	$0	$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	$435,000	$0	$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	$709,000	$0	$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	$860,000	$0	$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	$486,000	$0	$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	$180,000	$0	$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	$900,000	$0	$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	$600,000	$0	$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	$85,000	$0	$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	$88,000	$0	$88,000
TAM - Central Marin Ferry Connection	TAM	$1,410,000	$0	$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	$170,000	$0	$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	$200,000	$0	$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	$211,000	$0	$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	$988,000	$0	$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	$185,000	$0	$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	$420,000	$0	$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	$337,000	$0	$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	$256,000	$0	$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	$261,000	$0	$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	$424,000	$0	$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	$672,000	$0	$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	$1,200,000	$0	$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	$50,000	$0	$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	$1,258,000	$0	$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	$1,081,000	$0	$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	$437,000	$0	$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	$221,000	$0	$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	$814,000	$0	$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	$876,000	$0	$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	$948,000	$0	$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	$620,000	$0	$620,000
Berkely Bay Trail (TE)	Bekeley	$0	$1,557,000	$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	$0	$1,009,000	$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin Couty	$0	$294,000	$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	$0	$183,000	$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	$0	$235,000	$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	$0	$388,000	$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	$0	$174,000	$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	$0	$200,000	$200,000
Bayshore Bicycle Lane	Brisbane	$0	$627,000	$627,000
Gilroy Schools Pedestrain and Bicycle Lane Access Improvements (TE)	Gilroy	$0	$697,000	$697,000
Safe Routes to Schools, Pedestrain and Bicycle Improvements (TE)	Los Altos Hills	$0	$467,000	$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	$0	$159,000	$159,000

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02/23/10-C 03/23/11-C 05/25/11-C
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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,908,976**	**$103,882,000**	**$666,790,976**
Milpitas Escuela Parkway Bicycle and Pedestrian Enahcements (TE)	Milpitas	$0	$501,000	$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	$0	$400,000	$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	$0	$77,000	$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	$0	$581,000	$581,000
SUBTOTAL		$19,788,000	$7,549,000	$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)	**TOTAL:**	**$19,788,000**	**$7,549,000**	**$27,337,000**

* NOTE: Regional Bicycle Program STP fund administered by County CMAs as part of the Block Grant Program.
* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAs in 2010 RTIP

6. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC) *				
TLC / Station Area Planning Implementation				
ABAG Station Area Planning Implementation	ABAG	$450,000	$0	$450,000
MTC Station Area Planning Implementation	MTC	$402,110	$0	$402,110
Station Area Plans				
Central Fremont – City Center	Fremont	$224,000	$0	$224,000
South Fremont/Warm Springs BART Station	Fremont	$276,000	$0	$276,000
Walnut Creek BART	Walnut Creek	$500,000	$0	$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	$68,000	$0	$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	$300,000	$0	$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	$600,000	$0	$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	$450,000	$0	$450,000
Priority Development Area (PDA) Planning				
Alameda Naval Air Station	Alameda (City)	$200,000	$0	$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	$400,000	$0	$400,000
Warm Springs/South Fremont BART	Fremont	$300,000	$0	$300,000
Concord Downtown BART	Concord	$480,000	$0	$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	$240,000	$0	$240,000
South Richmond	Richmond	$496,000	$0	$496,000
Treasure Island Mobility Management	San Francisco	$500,000	$0	$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	$200,000	$0	$200,000
El Camino/San Antonio	Mountain View	$400,000	$0	$400,000
Central Rohnert Park	Rohnert Park	$448,000	$0	$448,000
PDA Implementation Studies/Forums	MTC	$358,500	$0	$358,500
MTC PDA Planning Implementation	MTC	$1,101,000	$0	$1,101,000
ABAG PDA Planning Implementation	ABAG	$250,000	$0	$250,000
Unprogrammed (PDA) Planning Reserve	MTC	$1,390	$0	$1,390
Smart Growth Technical Assistance Program	MTC	$360,000	$0	$360,000
SUBTOTAL		$9,005,000	$0	$9,005,000
Transit Oriented Development (TOD)				
SF Park Parking Pricing *(Transit Oriented Affordable Housing Exchange)*	SFMTA	$10,000,000	$0	$10,000,000
SUBTOTAL		$10,000,000	$0	$10,000,000
Regional Transportation for Livable Communities (TLC) Program				
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	$860,000	$0	$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	$1,805,000	$0	$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	$647,000	$0	$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	$1,800,000	$0	$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	$2,500,000	$0	$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	$2,200,000	$0	$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	$4,610,000	$0	$4,610,000
Union City Intermodal Station East Plaza	Union City	$4,450,000	$0	$4,450,000
Richmond Nevin Avenue Imps	Richmond	$2,654,000	$0	$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	$1,381,000	$0	$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	$2,109,000	$0	$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	$2,800,000	$0	$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	$1,120,000	$0	$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	$2,221,000	$0	$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	$605,000	$0	$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	$3,132,000	$0	$3,132,000

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T4 FIRST CYCLE PROGRAMMING		**$562,908,976**	**$103,882,000**	**$666,790,976**
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	$1,425,000	$0	$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	$2,024,000	$0	$2,024,000
Vallejo Downtown Streetscape Phase 3	Vallejo	$400,000	$0	$400,000
Cotati Train Depot	Cotati	$1,516,000	$0	$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	$708,000	$0	$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	$1,045,000	$0	$1,045,000
SUBTOTAL		$42,012,000	$0	$42,012,000
County Transportation for Livable Communities (TLC) Program				
Specific projects TBD by CMAs				
County TLC - Alameda - Block Grant TLC Implementation	ACTC	$238,000	$0	$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	$83,000	$0	$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	$40,000	$0	$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	$22,000	$0	$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	$125,000	$0	$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	$115,000	$0	$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	$285,000	$0	$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	$67,000	$0	$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	$47,000	$0	$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	$625,000	$0	$625,000
Fremont - Midtown Catalyst Project	Fremont	$1,600,000	$0	$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	$1,566,000	$0	$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	$176,000	$0	$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	$1,700,000	$0	$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	$816,000	$0	$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	$1,690,000	$0	$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	$1,217,000	$0	$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	$970,000	$0	$970,000
American Canyon - PDA Development Plan	American Canyon	$318,000	$0	$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	$200,000	$0	$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	$1,065,000	$0	$1,065,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	$948,000	$0	$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	$1,104,000	$0	$1,104,000
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	$301,000	$0	$301,000
Daly City - Citywide Accessibility Improvements	Daly City	$420,000	$0	$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	$355,000	$0	$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	$263,000	$0	$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	$654,000	$0	$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	$503,000	$0	$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	$1,500,000	$0	$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	$788,000	$0	$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	$1,100,000	$0	$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	$500,000	$0	$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	$1,161,000	$0	$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	$523,000	$0	$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	$594,000	$0	$594,000
Vallejo - Streetscapes Improvements	Vallejo	$1,277,000	$0	$1,277,000
Cotati - Downtown Streetscape	Cotati	$1,100,000	$0	$1,100,000
Cotati Train Depot	Cotati	$200,000	$0	$200,000
SUBTOTAL		$26,256,000	$0	$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC)	**TOTAL:**	**$87,273,000**	**$0**	**$87,273,000**

* NOTE: Two thirds of the TLC Program administered by MTC. One third admininstered by County CMAs, as part of the Block Grant Program.

7. LOCAL STREETS AND ROADS (LSR)				
Pavement Technical Advisory Program (PTAP)	MTC	$4,500,000	$0	$4,500,000
Pavement Management Program (PMP)	MTC	$1,500,000	$0	$1,500,000
SUBTOTAL		$6,000,000	$0	$6,000,000
Federal Aid Secondary (FAS) Committment *				
Specific projects TBD by Counties				

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C
02/23/10-C 03/23/11-C 05/25/11-C
06/22/11-C 09/28/11-C 10/26/11-C
01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C
09/26/12-C 02/27/13-C 05/22/13-C
09/25/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,908,976**	**$103,882,000**	**$666,790,976**
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	$2,135,000	$0	$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	$1,611,000	$0	$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	$1,006,000	$0	$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	$312,000	$0	$312,000
Napa County - Various Streets Rehabilitation	Napa County	$1,114,000	$0	$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	$1,070,000	$0	$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	$2,041,000	$0	$2,041,000
Solano County - Pavement Overlay Program	Solano County	$1,807,000	$0	$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	$3,917,000	$0	$3,917,000
SUBTOTAL		$15,013,000	$0	$15,013,000
Local Streets and Roads (LSR) Rehabililtation **				
Specific projects TBD by CMAs				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	$662,000	$0	$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	$215,000	$0	$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	$97,000	$0	$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	$75,000	$0	$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	$310,000	$0	$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	$272,000	$0	$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	$689,000	$0	$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	$259,000	$0	$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	$229,000	$0	$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	$837,000	$0	$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	$1,121,000	$0	$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	$117,000	$0	$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	$955,000	$0	$955,000
Dublin - Citywide Street Resurfacing	Dublin	$547,000	$0	$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	$2,706,550	$0	$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	$431,450	$0	$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	$1,336,000	$0	$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	$1,028,000	$0	$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	$682,000	$0	$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	$3,617,000	$0	$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	$876,000	$0	$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	$807,000	$0	$807,000
Union City - Dyer Street Rehabilitation	Union City	$861,000	$0	$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	$1,907,000	$0	$1,907,000
Brentwood - Various Streets Overlay	Brentwood	$823,000	$0	$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	$2,147,000	$0	$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	$2,121,000	$0	$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	$848,000	$0	$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	$500,000	$0	$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	$825,000	$0	$825,000
Walnut Creek - Various Arterials and Colletors Rehabilitation	Walnut Creek	$1,856,000	$0	$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	$1,196,000	$0	$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	$123,000	$0	$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	$1,019,000	$0	$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	$654,000	$0	$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	$625,000	$0	$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	$526,000	$0	$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	$3,200,000	$0	$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	$530,000	$0	$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	$350,000	$0	$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	$3,368,000	$0	$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	$308,000	$0	$308,000
Daly City - Various Streets Rehabilitation	Daly City	$1,058,000	$0	$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	$385,000	$0	$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	$383,000	$0	$383,000

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C
02/23/10-C 03/23/11-C 05/25/11-C
06/22/11-C 09/28/11-C 10/26/11-C
01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C
09/26/12-C 02/27/13-C 05/22/13-C
09/25/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,908,976**	**$103,882,000**	**$666,790,976**
Redwood City - Various Streets Overlay	Redwood City	$946,000	$0	$946,000
San Bruno Various Streets Resurfacing	San Bruno	$398,000	$0	$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	$319,000	$0	$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	$1,255,000	$0	$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	$1,416,000	$0	$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	$712,000	$0	$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	$500,000	$0	$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	$500,000	$0	$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	$614,000	$0	$614,000
Los Altos - San Antonio Road Microseal	Los Altos	$259,000	$0	$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	$500,000	$0	$500,000
Mountain View - Church Street Improvements	Mountain View	$530,000	$0	$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	$549,000	$0	$549,000
San Jose - Various Streets Rehabilitation	San Jose	$7,987,000	$0	$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	$1,163,000	$0	$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	$1,157,000	$0	$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	$530,000	$0	$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	$500,000	$0	$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	$638,000	$0	$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	$1,117,000	$0	$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	$371,000	$0	$371,000
Fairfield - Various Streets Overlay	Fairfield	$1,370,000	$0	$1,370,000
Solano County Pavement Overlay	Solano County	$1,689,000	$0	$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	$437,000	$0	$437,000
Vacaville - Various Streets Overlay	Vacaville	$1,324,000	$0	$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	$1,595,000	$0	$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	$1,036,000	$0	$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	$563,000	$0	$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	$2,072,000	$0	$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	$4,912,000	$0	$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	$348,000	$0	$348,000
SUBTOTAL		$80,789,000	$0	$80,789,000
7. LOCAL STREETS AND ROADS (LSR)	**TOTAL:**	**$101,802,000**	**$0**	**$101,802,000**

* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that:
An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be
The FAS amounts in Cycle 1 represent the total annual FAS committments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share.
** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program.

8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	$6,330,000	$0	$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	GGBH&TD	$5,000,000	$0	$5,000,000
Golden Gate Bridge Suicide Deterent	**GGBH&TD**	**$27,000,000**	$0	**$27,000,000**
Doyle Drive/Presidio Parkway *****	SFCTA	$34,000,000	$0	$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	$15,942,309	$0	$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	$1,085,808	$0	$1,085,808
SamTrans Advanced Comm. Sys.Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	$2,260,796	$0	$2,260,796
SCL I-280 I/C Imps **and Winchester I/C Modifications**	VTA	**$1,500,000**	$31,000,000	**$32,500,000**
Small/Northbay Operators (Transit Payback Commitment)	Various			
Clipper Phase III Implementation	Various	$2,691,476	$0	$2,691,476
SUBTOTAL		**$95,810,389**	$31,000,000	**$126,810,389**
8. REGIONAL STRATEGIC INVESTMENTS (RSI)	**TOTAL:**	**$95,810,389**	**$31,000,000**	**$126,810,389**
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	$475,000	$0	$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	$430,000	$0	$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit	$1,225,539	$0	$1,225,539

Attachment B

MTC Resolution No. 3925, Attachment B
Adopted: 10/28/09-C
Revised: 12/16/09-C
07/28/10-C 09/22/10-C 10/27/10-C
02/23/10-C 03/23/11-C 05/25/11-C
06/22/11-C 09/28/11-C 10/26/11-C
01/25/12-C 02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C 07/25/12-C
09/26/12-C 02/27/13-C 05/22/13-C
09/25/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
07/23/14-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
July 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$562,908,976**	**$103,882,000**	**$666,790,976**
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	$1,000,000	$0	$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	$203,291	$0	$203,291
Advanced Communications and Information System	GGBHTD	$233,728	$0	$233,728
Community Based Transportation Plan Updates	NCTPA	$80,000	$0	$80,000
ADA Bus Stop Upgrades	NCTPA	$116,794	$0	$116,794
Eddy and Ellis Traffic Calming	SFMTA	$1,175,105	$0	$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	$339,924	$0	$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	$339,924	$0	$339,924
East San Jose Pedestrian Improvements	Santa Clara County	$2,127,977	$0	$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	$481,368	$0	$481,368
Vacaville - Accessible Paths to Transit	Vacavile	$40,000	$0	$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	$202,937	$0	$202,937
Central Sonoma Valley Trail	Sonoma County	$500,000	$0	$500,000
SUBTOTAL		$8,971,587	$0	$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)	**TOTAL:**	**$8,971,587**	**$0**	**$8,971,587**
First Cycle Total		**$562,908,976**	**$103,882,000**	**$666,790,976**

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** NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval.
The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

*** NOTE: All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and are no longer available for the project.

**** NOTE: Santa Clara VTA agrees to provide an equal amount of local/STIP funds for a TLC project by Fall 2014. If VTA has not programmed an equal amount, MTC will recommend programming of Santa Clara's RTIP share.

***** NOTE: Doyle Drive/Presidio Parkway - Contingent upon $34 million in future San Francisco RTIP funds being prioritized for regional FPI/Express Lanes after Planning, Programming and Monitoring (PPM) the remaining $88 million commitment to the Central Subway project.

Date:	May 17, 2012
W.I.:	1512
Referred by:	Planning
Revised:	10/24/12-C 11/28/12-C 12/19/12-C 01/23/13-C 02/27/13-C 05/22/13-C 09/25/13-C 11/20/13-C 12/18/13-C 01/22/14-C 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C 06/25/14-C 06/23/14-C 07/23/14-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Project Selection Policies
Attachment B-1 – Regional Program Project List
Attachment B-2 – OneBayArea Grant (OBAG) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed $20 million of the $40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation**.** Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the $20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling $14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional $500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscol Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect $2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect $22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and $5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013;to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, and July 9, 2014.

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16: Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA)assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

RESOLVED that the federal funding shall be pooled and redistributed on a regional basis for implementation of Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal TIP; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C
05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C
02/26/14-C 03/26/14-C
04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C

Cycle 2
Regional Programs Project List
FY 2012-13 through FY 2015-16
July 2014

Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
CYCLE 2 REGIONAL PROGRAMS		**$435,687,000**	**$40,000,000**	**$475,687,000**
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	$2,673,000	$0	$2,673,000
BCDC Planning	BCDC	$1,341,000	$0	$1,341,000
MTC Planning	MTC	$2,673,000	$0	$2,673,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	**TOTAL:**	**$6,687,000**	**$0**	**$6,687,000**
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	$48,770,000	$0	$48,770,000
Clipper® Fare Media Collection	MTC	$21,400,000	$0	$21,400,000
SUBTOTAL		$70,170,000	$0	$70,170,000
Incident Management Program	MTC/SAFE	$10,840,000	$0	$10,840,000
FSP/Call Box Program	MTC/SAFE	$14,462,000	$0	$14,462,000
SUBTOTAL		$25,302,000	$0	$25,302,000
2. REGIONAL OPERATIONS (RO)	**TOTAL:**	**$95,472,000**	**$0**	**$95,472,000**
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	MTC	$5,750,000	$0	$5,750,000
Regional Performance Initiatives Corridor Implementation	MTC/SAFE	$6,000,000	$0	$6,000,000
Program for Arterial System Synchronization (PASS)	MTC	$9,500,000	$0	$9,500,000
~~FPI - SCL I-280: Winchester I/C Modifications~~ **(Moved to Cycle 1)**	~~VTA~~	~~$500,000~~	~~$0~~	~~$500,000~~
SUBTOTAL		$21,750,000	$0	$21,750,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Caltrans	$0	$11,000,000	$11,000,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	**Caltrans**	**$18,387,000**	**$0**	**$18,387,000**
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	$656,000	$0	$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	MTC/SAFE	$750,000	$0	$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	**$12,818,000**	$0	$12,818,000
FPI - Various Corridors Caltrans PE and Right of Way	Caltrans	$1,000,000	$0	$1,000,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	**$6,617,000**	$0	**$6,617,000**
FPI - SOL I-80: I-505 to Yolo County Line.	Caltrans	$0	$23,000,000	$23,000,000
FPI - SON 101 - MRN Co Line - Men Co Line	**Caltrans**	**$350,000**	**$0**	**$350,000**
SUBTOTAL		$40,578,000	$34,000,000	$74,578,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	**TOTAL:**	**$62,328,000**	**$34,000,000**	**$96,328,000**
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	$1,200,000	$0	$1,200,000
Pavement Technical Advisory Program (PTAP)	MTC	$6,000,000	$0	$6,000,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)	**TOTAL:**	**$7,200,000**	**$0**	**$7,200,000**
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	$2,000,000	$0	$2,000,000
SUBTOTAL		$2,000,000	$0	$2,000,000
Transit Oriented Affordable Housing (TOAH)				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA	$10,000,000	$0	$10,000,000
SUBTOTAL		$10,000,000	$0	$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	$3,905,000	$0	$3,905,000
Local PDA Planning - Contra Costa	CCTA	$2,745,000	$0	$2,745,000
Local PDA Planning - Marin	TAM	$750,000	$0	$750,000
Local PDA Planning - City of Napa	Napa	$275,000	$0	$275,000
Local PDA Planning - American Canyon	American Canyon	$475,000	$0	$475,000
Local PDA Planning - San Francisco	SF City/County	$2,380,000	$0	$2,380,000
Local PDA Planning - San Mateo	SMCCAG	$1,608,000	$0	$1,608,000
Local PDA Planning - Santa Clara	VTA	$5,349,000	$0	$5,349,000
Local PDA Planning - Solano	STA	$1,066,000	$0	$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	$647,000	$0	$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	$450,000	$0	$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	$350,000	$0	$350,000

Attachment B-1

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01/23/13-C 02/27/13-C
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CYCLE 2 REGIONAL PROGRAMS		**$435,687,000**	**$40,000,000**	**$475,687,000**
SUBTOTAL		$20,000,000	$0	$20,000,000
Regional PDA Planning				
Regional PDA Implementation Priorities				
Bay Area Transit Core Capacity Study	MTC	$250,000	$0	$250,000
Public Lands Near Rail Corridors Assessment	MTC	$500,000	$0	$500,000
PDA Implementation Studies/Forums	MTC	$156,500	$0	$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	$275,000	$0	$275,000
PDA Planning				
Oakland Downtown Specific Plan	Oakland	$750,000	$0	$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	$750,000	$0	$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	$440,000	$0	$440,000
Alameda Naval Air Station Specific Plan	Alameda	$250,000	$0	$250,000
Del Norte BART Station Precise Plan	El Cerrito	$302,500	$0	$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	$700,000	$0	$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	$750,000	$0	$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	$587,000	$0	$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	$750,000	$0	$750,000
Staff Assistance				
Alameda PDA TDM Plan	Alameda	$150,000	$0	$150,000
Downtown Livermore Parking Implementation Plan	Livermore	$100,000	$0	$100,000
Oakland Transporation Impact Review Streamlining	Oakland	$300,000	$0	$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	$235,000	$0	$235,000
Downtown Oakland Parking Management Strategy	Oakland	$200,000	$0	$200,000
Technical Assistance				
Concord Salvio Streetscape	Concord	$50,000	$0	$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	$60,000	$0	$60,000
San Mateo Planning/Growth Forum Series	San Mateo	$25,000	$0	$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	$60,000	$0	$60,000
Milpitas Transit Area Parking Analysis	Milpitas	$60,000	$0	$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	$60,000	$0	$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	$60,000	$0	$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	$60,000	$0	$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	$59,000	$0	$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	$60,000	$0	$60,000
SUBTOTAL		**$8,000,000**	**$0**	**$8,000,000**
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION	**TOTAL:**	**$40,000,000**	**$0**	**$40,000,000**
6. CLIMATE INITIATIVES PROGRAM (CIP)				
Bay Area Bike Share (Phase II)	BAAQMD/MTC	$6,000,000	$0	$6,000,000
EV Charging Infastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	$0	$6,000,000	$6,000,000
Car Sharing	MTC	$2,000,000	$0	$2,000,000
Transportation Demand Management	MTC	$6,000,000	$0	$6,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)	**TOTAL:**	**$14,000,000**	**$6,000,000**	**$20,000,000**

* Selected and funded by the BAAQMD. Listed here for informational purposes only

7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
Specific projects TBD by CMAs				
Alameda County SRTS Program	ACTC	$4,293,000	$0	$4,293,000
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	$157,000	$0	$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	$100,000	$0	$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	$100,000	$0	$100,000
Orinda Sidewalk Imps	Orinda	$100,000	$0	$100,000
San Ramon School Crossings Enhancements	San Ramon	$247,600	$0	$247,600
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	$395,000	$0	$395,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	$504,900	$0	$504,900
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	$330,000	$0	$330,000
Pittsburg School Area Safety Imps	Pittsburg	$203,000	$0	$203,000
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	$441,700	$0	$441,700

Attachment B-1

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11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C
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CYCLE 2 REGIONAL PROGRAMS		**$435,687,000**	**$40,000,000**	**$475,687,000**
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	$709,800	$0	$709,800
Marin County SRTS Program	TAM	$633,000	$0	$633,000
Napa County SRTS Non-Infrastructure Program	NCTPA	$420,000	$0	$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	$1,439,000	$0	$1,439,000
San Mateo County SRTS Program	SMCCAG	$1,905,000	$0	$1,905,000
Campbell - Virginia Avenue Sidewalks	Campbell	$708,000	$0	$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	$840,000	$0	$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	$500,000	$0	$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	$1,000,000	$0	$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	$1,000,000	$0	$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	$500,000	$0	$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	$838,000	$0	$838,000
Solano County SRTS Non-Infrastructure Program	STA	$1,256,000	$0	$1,256,000
Sonoma County SRTS Program	Sonoma County TPW	$1,379,000	$0	$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	**TOTAL:**	**$20,000,000**	**$0**	**$20,000,000**
8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	$1,000,000	$0	$1,000,000
Transit Capital Rehabilitation				
Specific Projects TBD by Commission				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	$636,763	$0	$636,763
BART Car Exchange Preventative Maintenance	BART	$2,831,849	$0	$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	$9,994,633	$0	$9,994,633
SFMTA - New 60' Flyer Trolly Bus Replacement	SFMTA	$15,502,261	$0	$15,502,261
VTA Preventive Maintenance (for vehicle replacement)	VTA	$3,349,722	$0	$3,349,722
Unanticipated Cost Reserve	TBD	$2,000,000	$0	$2,000,000
Specific Transit Capital Rehabilitation Program projects - TBD	TBD	$2,684,772	$0	$2,684,772
SUBTOTAL		$37,000,000	$0	$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
Specific Projects TBD by Commission				
TPI - AC Transit Spectrum Ridership Growth Project	AC Transit	$1,802,676	$0	$1,802,676
TPI - ACE Positive Train Control	SJRRC/ACE	$129,156	$0	$129,156
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	$99,289	$0	$99,289
TPI - BART Train Car Accident Repair	BART	$1,493,189	$0	$1,493,189
TPI - BART 24th Street Train Control Upgrade	BART	$2,000,000	$0	$2,000,000
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	$1,600,000	$0	$1,600,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	$5,120,704	$0	$5,120,704
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	$1,302,018	$0	$1,302,018
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	$2,155,405	$0	$2,155,405
TPI - BART - Metro Priority Track Elements	BART	$3,459,057	$0	$3,459,057
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	$44,200	$0	$44,200
TPI - Caltrain - Control Point Installation	Caltrain	$1,375,566	$0	$1,375,566
TPI - CCCTA - 511 Real-Time Interface Project	CCCTA	$100,000	$0	$100,000
TPI - CCCTA - Implementation of Access Improvement Project	CCCTA	$180,000	$0	$180,000
TPI - Petaluma - Transit Signal Priority, Phase I	City of Petaluma	$152,222	$0	$152,222
TPI - Santa Rosa - CityBus COA and Service Plan	City of Santa Rosa	$100,000	$0	$100,000
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	City of Vacaville	$171,388	$0	$171,388
TPI - Marin Transit - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	$116,728	$0	$116,728
TPI - NCTPA - Bus Mobility Device Retrofit Project	NCTPA	$120,988	$0	$120,988
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	$687,240	$0	$687,240
TPI - SFMTA - Light rail Vehicle (LRV) Propulsion System	SFMTA	$4,629,676	$0	$4,629,676
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	$173,052	$0	$173,052
Specific Transit Performance Initiative Incentive Program projects - TBD	TBD	$32,987,446	$0	$32,987,446
SUBTOTAL		$60,000,000	$0	$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	**TOTAL:**	**$98,000,000**	**$0**	**$98,000,000**
9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	$10,515,624	$0	$10,515,624

Attachment B-1

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CYCLE 2 REGIONAL PROGRAMS		**$435,687,000**	**$40,000,000**	**$475,687,000**
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	$5,383,109	$0	$5,383,109
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	$5,383,860	$0	$5,383,860
TPI-1 - SFMTA - Bus Stop Consolidation and Roadway Modifications	SFMTA	$4,133,031	$0	$4,133,031
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	$1,587,176	$0	$1,587,176
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	$712,888	$0	$712,888
TPI-1 - MTC Clipper Phase III Implementation	MTC	$8,000,000	$0	$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	$46,284,312	$0	$46,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)	**TOTAL:**	**$82,000,000**	**$0**	**$82,000,000**
10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
Specific projects TBD by North Bay CMAs				
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	$100,000	$0	$100,000
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	$320,000	$0	$320,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	$80,000	$0	$80,000
Marin PCA - Thatcher Ranch Easement Acq. (pending exchange)	Novato	$250,000	$0	$250,000
Marin PCA - Pacheco Hill Parkland Acq. (pending exchange)	Novato	$500,000	$0	$500,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	$143,000	$0	$143,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	$1,107,000	$0	$1,107,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	$1,175,000	$0	$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	$75,000	$0	$75,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	$1,000,000	$0	$1,000,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	$250,000	$0	$250,000
SUBTOTAL		$5,000,000	$0	$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Specific Projects TBD by Commission	TBD	$0	$0	$0
Bay Trail Shoreline Access Staging Area Project	Berkeley	$500,000	$0	$500,000
Brentwood Wallace Ranch Easement (pending exchange)	CCTA	$500,000	$0	$500,000
Breuner Marsh Restoration and Public Access	EBRPD	$1,000,000	$0	$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	$119,711	$0	$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	$712,700	$0	$712,700
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	$167,589	$0	$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	$1,000,000	$0	$1,000,000
SUBTOTAL		$5,000,000	$0	$5,000,000
10. PRIORITY CONSERVATION AREA (PCA)	**TOTAL:**	**$10,000,000**	**$0**	**$10,000,000**
CYCLE 2 REGIONAL PROGRAMS TOTAL	**TOTAL:**	**$435,687,000**	**$40,000,000**	**$475,687,000**

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