METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Commission DATE: December 20, 2006

FR: Executive Director

RE: Draft Corridor Mobility Improvement Account Program of Projects – Release for Comment

Summary

On November 13th, MTC issued a Call for Projects for the Corridor Mobility Improvement Account (CMIA) with a deadline of December 1st. Roughly fifty applications, listed in Attachment A, were received for a total of over $4 billion in project funding requests.

Based on the submittals received and the guidelines adopted by the Commission in November, staff developed a Draft Program of Projects for discussion. Attachment B summarizes this $1.9 billion draft program, which includes $1.5 billion in recommended funding for improvements in the most highly congested corridors and $0.4 billion for key connectivity and safety projects. This draft program was discussed with the Bay Area Partnership Board at its December 8th meeting and with the Programming and Allocations Committee at its December 13th meeting.

Background

On November 7th, 2006, voters approved Proposition 1B, a roughly $20 billion Transportation Bond. As a reminder, the main program areas of the transportation bond are summarized below.

Category	**Amount (in billions)**
Corridor Mobility	$4.5
Public Transportation Modernization & Improvement (STA Formula)	$4.0
Trade Corridors	$2.0
Local Roads	$2.0
State Transportation Improvement Program	$2.0
Air Quality	$1.2
State-Local Partnership	$1.0
State Route 99	$1.0
Transit Security	$1.0
Highway Repairs	$0.5
Other	$0.7
TOTAL	**$19.9**

The focus of today's discussion is on the near-term wave of decisions, including the CMIA, Trade Corridors, and interregional element of the State Transportation Improvement Program. The CMIA is a $4.5 billion statewide competitive program aimed at improving performance on highly congested corridors. Because of the synergies between the Trade Corridors, Interregional Transportation Improvement Program (ITIP), and CMIA programs – in terms of moving people and goods efficiently both within and through the region on the highway network – staff is packaging its CMIA recommendations with companion strategies and priorities for the highway element of the Trade Corridor and ITIP programs.

In response to the statutory deadlines, the CMIA program is on an aggressive schedule with a required regional submittal to the California Transportation Commission (CTC) by January 16, 2007. The CTC is the agency responsible for making final project selections from throughout the state. To accommodate the quick pace, the Programming and Allocations Committee authorized a Call for Projects for the CMIA and a special Commission meeting on January 10th to adopt the CMIA program and companion priorities and strategy for the ITIP and the Trade Corridors of the bond. Additionally, the Commission adopted guidelines for the CMIA program and project selection at its November meeting.

Aside from three programs under consideration as part of the first wave of decision-making, the following program and policy development schedules follow closely thereafter:

Medium-Term – Spring 2007

- Regional Transportation Improvement Program (RTIP)
- State Transit Assistance (base policy plus capital bond funding)
- Local Intelligent Transportation System (ITS)

Long-Term – Following Enactment of Implementing Legislation

- State-Local Partnership
- Transit Security
- Trade – rail and maritime

Regional Submittals for CMIA

The demand for funding to improve the Bay Area's highway system is significant and far outstrips the amount available through the CMIA program as demonstrated by the project submittals with CMIA funding requests exceeding $4 billion, as outlined in Attachment A. In selecting from among these submittals, staff acknowledged the real funding constraints for the CMIA program, notably the maximum of $1.8 billion total statutorily available to the "north" of the state. The $1.9 billion CMIA funding recommendation represents a tight, cohesive set of projects with an eye toward the competitive nature of this program and having the greatest success and influence on what projects are eventually programmed by the CTC. To select from the $4 billion total project submittals, staff applied several criteria, described in Exhibit 1, and incorporated in Attachment A.

Staff Recommendation for CMIA and Complementary Fund Sources
The staff proposal outlined in Attachment B for CMIA focuses roughly $1.5 billion of the CMIA funding on relieving existing congestion in key corridors and another $0.4 billion on providing connectivity and safety improvements.

On the congestion relief side, the package of investments strongly supports the completion of carpool lanes – both projects that close gaps in the existing carpool network and projects that would extend the network. Corridors slated for carpool lanes are Routes 4 and Interstate 680 through Contra Costa County; Interstate 580 through the Livermore Valley in Alameda County; Interstate 880 through Santa Clara County; and U.S. 101 through Marin and Sonoma counties. In some corridors, such as the Interstate 80 corridor leading to the Bay Bridge and the 101 corridor through Santa Clara and San Mateo counties, where land and capacity is constrained, congestion reduction strategies involve auxiliary lanes and/or system management techniques like improved incident signage, variable speeds, and ramp metering.

The proposal also aims to improve safety and connectivity. For example, the proposal supports eliminating a discontinuity in the system between Alameda and Contra Costa counties by constructing a fourth bore through the Caldecott Tunnel. Additionally, the proposal includes improvements to an east-west connector between Solano and Napa counties, State Route 12. Finally, the proposal supports significant investment to replace the south access to the Golden Gate Bridge, Doyle Drive, to improve safety on this structurally and seismically deficient bridge approach.

Consistent with the CTC guidelines that emphasize corridor system management and preservation of mobility improvements over time, Attachment C outlines the proposed regional system management projects proposed by staff. These improvements total roughly $100 million and complement other improvements along Interstate 580, U.S. 101 in San Mateo and Santa Clara counties, and Interstate 80 through Solano County.

All told, these improvements total roughly $1.9 billion and are summarized by corridor below:

Corridor/Project Category	**Staff Proposal (in million $s)**
State Route 4 – Contra Costa	85
State Route 12 – Napa/Solano	63
State Route 24/I-680 – Alameda/Contra Costa	186
I-80 – Alameda/Contra Costa/Solano	243
U.S. 101 Corridor – San Mateo/Santa Clara	224
U.S. 101 Corridor – San Francisco/Marin/Sonoma	503
I-580/I-238 – Alameda	269
I-880 – Alameda/Santa Clara	220
Regional System Management	102
Total	1,895

As noted at the outset, the CMIA funding recommendations are presented in tandem with ITIP and the Trade Corridors category of the Infrastructure Bond given that key corridor investment strategies will have overlapping eligibility among these three categories.

For the ITIP, a regional target of $100 million, or 20% of the $500 million ITIP bond category available statewide, is assumed based on historical programming. As a reminder, the ITIP program is discretionary with CTC establishing statewide priorities. To inform this decision, the region has identified strong ITIP candidates, listed in Attachment B, focusing on three key corridors with interregional benefit: 1) I-80 through Solano county; 2) U.S. 101 through Marin and Sonoma counties; and 3) I-580 in Alameda county.

For the Trade Corridor program, staff has set a Bay Area target of at least $500 million, or 25% of the $2 billion program, based on relative port capacities and container volumes statewide. Note that the trade priorities listed in Attachment B and totaling roughly $190 million, are limited to highway facilities. In particular, the trade corridors include improvements in Interstates 580, 880, and 80. The overall Proposition 1B Trade program, including rail and port facilities, will be developed later in 2007. However, staff recommends identifying the CMIA/Trade link as part of the CMIA submittal, to better illustrate the overall transportation infrastructure needs in the Bay Area.

Further, Attachment B includes other complementary Proposition 1B and state fund sources such as Intelligent Transportation System, SHOPP, and RTIP to assist the Commission and the CTC in developing and programming a comprehensive funding strategy to address congestion, system management and goods movement in the Bay Area's major freeway corridors.

The map in Attachment D illustrates the projects proposed for CMIA and complementary fund sources and how these projects addresses congestion in the most congested corridors as well as address key connectivity bottlenecks, trade corridor, and safety issues.

Consistency with Caltrans List

Proposition 1B calls for both MTC, as the Regional Transportation Planning Agency (RTPA), and Caltrans to submit project nominations for the Bay Area. Staff has worked with Caltrans, in cooperation with the county Congestion Management Agencies (CMAs), to develop similar recommendations based on critical regional needs. A unified approach will demonstrate to the CTC that the transportation partners in the Bay Area are serious about delivering congestion relieving and performance enhancing projects and will maximize the programming to the region.

Caltrans released a draft CMIA candidate list on December 11th. The Caltrans list focuses almost entirely on the same set of improvements as the MTC staff recommendation, although the Bay Area request from Caltrans is only $1.4 billion compared to MTC's staff recommendation of $1.9 billion.

Of the $6.2 billion in statewide CMIA requests on the Caltrans list, roughly $1.4 billion, or 23% is in the MTC region. Note that MTC is competing with the "north" of the state for $1.8 billion in CMIA funds. The Caltrans list contains $2.4 billion in the "north" of the state, again, with roughly $1.4 billion in the MTC region. Although 58% of the Caltrans CMIA "north" requests are in the Bay Area, it should be noted that over 85% of the traffic congestion in the north is in the Bay Area. We intend to convey that point quite vigorously to the CTC.

Next Steps
The Commission is being asked to release for comment the Draft Program of Projects for the CMIA program and companion priorities for the ITIP and Trade Corridors. The following schedule outlines next steps for the CMIA program.

DATE	ACTION
January 10, 2007	Special MTC Commission Meeting to Adopt CMIA Program and Companion Priorities and Strategy for ITIP and Trade Corridors
January 16, 2007	Deadline for MTC and Caltrans to Submit CMIA Project Nomination to CTC
February 28, 2007	CTC adopts an Initial CMIA Program

Steve Heminger

Attachments
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Exhibit 1. Project Screening and Performance Review

Attachment A lists all projects submitted for CMIA consideration and a project screen and performance evaluation performed by MTC staff. A brief description of the screening and performance evaluation categories is provided below.

Ready-to-Go

State statute mandates that the inclusion of a project in the CMIA program be based on a demonstration that the project can commence construction no later than December 31, 2012. With assistance from Caltrans, staff evaluated projects on ability to meet this deadline. Current project phase and estimated start of construction dates are provided in Attachment A.

Regional Long Range Plan Inclusion

Inclusion in *Transportation 2030*, the regional long range plan, is required for inclusion in the CMIA program. The majority of projects submitted are included in the plan. Several projects submitted were not included in the plan and would require a plan amendment to qualify for CMIA funding.

Complete Funding Plan

Projects considered for CMIA funds must demonstrate a viable funding plan. Staff evaluated projects for complete funding plans and indicated on Attachment A if additional future funding is required to complete the funding plan.

Current Congestion

Based on state statute and CTC guidelines, improving mobility in congested corridors is the primary focus of the CMIA program. Staff has compiled daily vehicle hours of delay based on current traffic conditions for projects with available data.

Cal B/C Model

The CTC will evaluate projects based on multiple factors, including an existing Caltrans model, the California Benefit/Cost model (Cal B/C) that forecasts congestion relief and safety benefits in relation to project cost. MTC staff evaluated projects using this model to assess the likelihood of projects being funded by the CTC. Higher numbers indicate congestion relief and other benefits relative to each dollar spent on the project.

Connectivity

Consistent with CTC guidelines, staff evaluated projects for connectivity benefits, including carpool gap closures and inter-county/interregional connectivity.

Trade Corridor

As mentioned above, staff is recommending adopting companion highway projects in the Proposition 1B Trade Category, to highlight projects that reduce congestion in key trade corridors. Staff evaluated projects for contribution to freight mobility in one of two international trade corridors in the Bay Area.

Safety

The CTC guidelines state that projects providing significant safety benefit will be considered for CMIA funding. Staff evaluated projects for significant improvement in safety over existing conditions.

Attachment A - Projects Submitted to MTC for I-Bond - CMIA Consideration

County	CMIA Projects	Project Cost	CMIA Request	Screen: Ready-To-Go	Screen: In RTP	Screen: Complete Funding Plan	Performance: Current Congestion (Veh Hours)	Performance: Cal B/C Model	Performance: Connectivity	Performance: Trade Corridor	Performance: Safety
ALAMEDA											
ALA	I-80 Integrated Corridor Mobility Project	$ 87,700	$ 87,700	PSR/SEMP 1/07 CONST 7/09	21001	Yes	14,260	14.0		x	
ALA	I-580 EB HOV Lane - Hacienda to Greenville	$ 153,700	$ 95,700	PE-Env CONST 9/07	22013	SHOPP anticipated	6,690	0.9	x	x	
ALA	I-580 WB HOV - Foothill to Greenville (includes TSM components EB &WB) and I-580 Isabel Interchange	$ 298,400	$ 198,400	PSR 1/07 CONST 6/11	22013	Yes	5,480	1.8	x	x	
ALA	I-880 SB HOV Extension from Hegenberger to Marina Blvd	$ 92,500	$ 92,500	PSR 1/07 CONST 4/10	22670	Yes	410	4.0	x	x	
ALA	I-880 Operational and Safety Improvements at 23rd and 29th Avenue	$ 91,000	$ 79,000	PSR 1/07 CONST 1/10	22100-01; 22769; 22086	Yes	370	4.0		x	x
ALA	I-580/I680 Interchange Improvements (phase 1 of ultimate project)	$ 398,400	$ 276,100	PSR 1/07 CONST 4/10	22013	Yes	490	1.1		x	
ALA	I-680 SB HOT Lanes	$ 41,400	$ 10,100	PSE CONST 2/2008	22991	Yes	100	2.1	x		
ALA	I-680 NB Widening, Phase 1 in Milpitas and Fremont	$ 102,500	$ 50,000	PE-Env	No Detail submitted						
ALA	I-580 Traffic System Management	$ 20,000	$ 20,000	PSR/SEMP	No Detail submitted						
ALA	I-580 EB HOV Lane over the Altamont	$ 150,000	$ 150,000	PSR		Yes	2,370		x		
ALA	Route 84 Expressway in Livermore	$ 123,200	$ 32,900	PE-Env	No Detail submitted						
		$ 1,558,800	$ 1,092,400								
CONTRA COSTA											
CC	Caldecott Tunnel Improvement - 4th Bore	$ 420,000	$ 175,000	PE-Env CONST 6/09	21807	Yes	1,550	2.7	x		
CC	SR 4 East (Widening from Somersville Road to SR 160)	$ 335,000	$ 85,000	PSE CONST 11/09	98999	Yes	5,940	1.6	x		
CC	I-680 Auxiliary Lanes: Segment 2 (Sycamore Valley Road to Crow Canyon Road)	$ 47,000	$ 27,000	PSE CONST 5/09	22602	Yes	2,840	1.4			
CC	I-680/SR 4 Interchange Improvement Project (Phase 1)	$ 86,900	$ 50,000	PE-Env CONST 3/10	21205	Yes	150	2.7			
CC	I-680 Northbound HOV Lane Extension	$ 21,000	$ 21,000	PSR 1/07 CONST 9/11	94052	Yes	1,040	14.9	x		
CC	I-680 Southbound HOV Lane Extension (North Main to Livorna)		$ -	No Info	22353	No Detail submitted					
CC	Vasco Road Improvement Project	$ 22,139	$ 20,704	PSR 12/06 CONST 4/09	21139	Yes	-	2.6			x
		$ 932,039	$ 378,704								
MARIN											
MRN	U.S. 101 /I-580 Corridor Complex: WB I-580 to NB U.S. 101 Connector	$ 20,000	$ 20,000	PSR 4/07 CONST 3/09	21325	Yes	590	9.8			
MRN	U.S. 101 Marin - Sonoma Narrows Project - Segment B (Atherton Avenue to North of Route 116)	$ 384,342	$ 175,834	PE-Env CONST 12/10	98154	Future federal and RTIP funds needed	1,840	1.6	x		x
MRN	U.S. 101 Marin - Sonoma Narrows Project - Segment A (SR 37 to Atherton Avenue)	$ 119,800	$ 82,400	PE-Env CONST 12/10	98154 98147	Future ITIP	550	3.1	x		
		$ 524,142	$ 278,234								
NAPA											
NAP	SR 12 (Jamieson Canyon) Widening OPTION 1 - COMPLETE PROJECT	$ 190,100	$ 148,200	PE-Env CONST 2/10	94074	Future RTIP	-	1.4	x		x
NAP	SR 12 (Jamieson Canyon) Widening OPTION 2 - 4 LANE PHASE	$ 133,100	$ 96,100	PE-Env CONST 2/10	94074	Future RTIP	-	1.4	x		x
NAP	SR 12 (Jamieson Canyon) Widening OPTION 3 - 3 LANE PHASE	$ 107,200	$ 75,400	PE-Env CONST 2/10	94074	Future RTIP	-		x		x
		$ 190,100	$ 148,200								
SAN FRANCISCO											
SF	South Access to Golden Gate Bridge: Doyle Drive Replacement	$ 876,628	$ 250,000	PE-Env CONST 11/09	94089	SHOPP; Future federal and RTIP funds needed	-	0.1	x		x
SF	SFGo: corridor management strategy on US 101 between the Golden Gate toll plaza and the Bay Bridge and 19th Avenue/Park Presidio	$ 51,600	$ 30,000	PSR 1/07 CONST 12/08	22514	Yes	-	2.1			
		$ 928,228	$ 280,000								
SAN MATEO											
SM	U.S. 101 Auxiliary Lanes from Marsh Road to Embarcadero Road (Including Willow Interchange)	$ 168,818	$ 102,168	PE-Env CONST 8/11	21608	Yes	4,500	2.3	x		
SM	U.S. 101 Auxiliary Lanes from 3rd Avenue to Millbrae Avenue	$ 158,963	$ 30,000	CONST 1/07	98176	Yes	2,460				
SM	Highway 1: Calera Parkway Widening	$ 33,711	$ 20,000	PE-Env CONST 9/10	98204	Yes	-	4.1			
SM	SR 84 (Bayfront Expressway)/Route 114 (Willow Road) Grade Separation	$ 254,555	$ 92,910	PSR 12/06 CONST 7/12	21612	Yes	-	1.4			
		$ 616,047	$ 245,078								
SANTA CLARA											
SCL	U.S. 101 Widening (Monterey Road in Gilroy to SR 129 in San Benito County)	$ 284,000	$ 237,300	PE-Env CONST 8/11	21714	Future RTIP and ITIP	-	2.1	x		x
SCL	U.S. 101 Improvements (I-280 to Yerba Buena Road in San Jose)	$ 104,220	$ 29,400	PSE CONST 3/10	22996	Future RTIP	2,450	2.4			
SCL	U.S. 101 Improvements (Trimble Road to Mabury Road in San Jose)	$ 131,300	$ 89,900	PSR 1/07 CONST 12/10	Not in Plan	Future RTIP	4,500	2.1			
SCL	U.S. 101 Improvements (San Mateo/Santa Clara County Line to SR 85 in Mountain View)	$ 102,258	$ 92,258	PSR 12/06 CONST 6/11	21608	Future RTIP	3,850	1.4			
SCL	I-880 Improvements (SR 237 in Milpitas to U.S. 101 in San Jose)	$ 142,700	$ 127,700	PE-Env CONST 8/11	Not in Plan	Future RTIP	1,730	7.5	x		
SCL	I-880/I-280 Improvements (I-880/Stevens Creek Blvd and I-280/Winchester Blvd in San Jose)	$ 70,000	$ 50,000	PSR 1/07 CONST 7/10	21719 22994	Future RTIP	N/A				
		$ 834,478	$ 626,558								
SOLANO											
SOL	I-80/I-680/SR 12 Interchange, Second Phase	$ 323,412	$ 200,000	PE-Env CONST 5/12	21807	Yes	1,810	1.6		x	x
SOL	I-80 WB HOV Lane Opportunity Project	$ 20,000	$ 20,000	PSR 12/06 CONST 10/09	22717	Yes	320	1.7	x	x	
SOL	SR 12 Jameson Canyon	$ 133,100	$ 96,100	PE-Env CONST 2/10	94074	Yes	-	1.4	x		x
SOL	I-80 EB and WB HOV Lanes Vallejo (Carquinez Bridge to SR 37)	$ 100,000	$ 100,000	PSR 12/06 CONST 11/11	22717	Yes	320	1.9	x		
SOL	Cordelia Truck Scales - Phase I	$ 99,600	$ 49,800	PE-Env CONST 5/12	22701	Yes	-			x	
		$ 676,112	$ 465,900								
SONOMA											
SON	US 101 HOV Lanes - Wilfred	$ 74,627	$ 34,787	PE-Env CONST 12/08	22655	Yes	280	5.0	x		
SON	US 101 HOV Lanes - North Phase A (Steele Lane to Windsor)	$ 114,100	$ 62,312	PE-Env CONST 1/08	98183	Yes	1,480	1.1	x		
SON	US 101 HOV Lanes - Central Phase A (Railroad Ave to Rohnert Park Expressway in Rohnert Park)	$ 110,250	$ 42,848	PE-Env CONST 4/09	21902	Yes	200	2.1	x		
SON	US 101 HOV Lanes - North Phase B (Airport)	$ 50,500	$ 32,500	PE-Env CONST 11/09	98183	Yes	1,480	2.3	x		
SON	US 101 HOV Lanes - Central Phase B - Old Redwood Highway (Petaluma) to Railroad Avenue	$ 73,850	$ 73,850	PE-Env CONST 4/09	21902	Yes	1,110	1.5	x		
SON	US 101 HOV Lanes - Central Full Project - Old Redwood Highway (Petaluma) to Rohnert Park Expressway	$ 181,576	$ 114,174	PE-Env CONST 4/09	21902	Yes	1,110	1.8	x		
SON	Marin - Sonoma Narrows - Segment C - Petaluma River Bridge to Old Redwood Highway	$ 144,800	$ 144,800	PE-Env CONST 12/10	94074	Yes	1,110		x		
		$ 749,703	$ 505,271								
Submittals Directly to MTC											
	GGBHTD - Golden Gate Bridge Moveable Median Barrier	$ 25,000	$ 20,000	PE-Env CONST 11/08	21320	Yes	-				x
	TJPA - Transbay Transit Center/Caltrain Downtown Extension - Western Approach Bay Bridge/Transbay Terminal HOV and Bus Ramp Improvement	$ 982,839	$ 35,000	PSE CONST 10/08	22008	Yes	-		x		
	City and County of San Francisco - U.S. 101/ Harney Interchange	$ 62,504	$ 24,525	PSR 1/08 CONST 7/10	22756	Future private funding	-	0.9			
	City and County of San Francisco - U.S. 101 Auxiliary Lanes	$ 31,171	$ 12,232	PSR 1/08 CONST 7/10	22756	Future private funding	-	0.9			
	City and County of San Francisco - Geneva Avenue Extension	$ 24,281	$ 9,549	PSR 1/08 CONST 7/10	22227	Future private funding	-	0.9			
	City and County of San Francisco - Harney Way Improvements	$ 17,691	$ 6,955	PSR 1/08 CONST 7/10	22756	Future private funding	-	0.9			
		$ 1,143,486	$ 108,261								
	Total Submittals	$ 8,020,035	$ 4,032,506								

* Total includes $148 Million SR 12 Jamieson Canyon Option

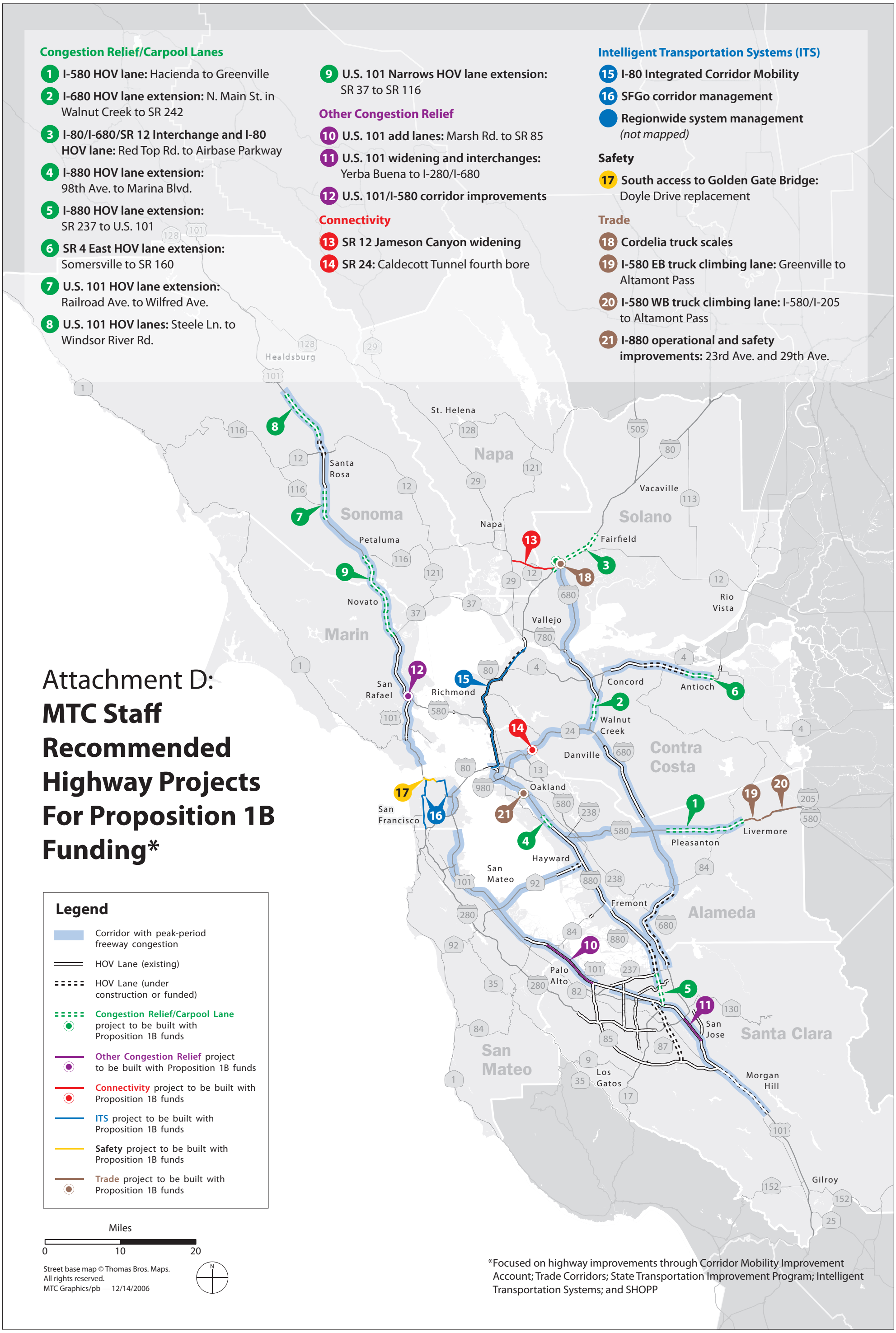
Attachment B - Draft MTC Staff Recommended CMIA Projects

County	Project	Project Cost Estimate (Year of award dollars in thousands)	Other Programming (Year of award dollars in thousands)	CMIA Request	Proposition 1B/State Funds						Other (Includes Match for Trade Category)	Comments
					CMIA	Trade	ITS	RTIP I - Bond and 2008 RTIP	ITIP I - Bond	SHOPP		
State Route 4 Corridor: Contra Costa												
CC	SR4 East HOV Extension from Somersville to SR 160	$ 335,000	$ 235,000	$ 85,000	$ 85,000			$ 15,000				
State Route 12 Corridor: Napa/Solano												
NAP SOL	SR 12 Jameson Canyon Widening - 3 Lane Alternative	$ 107,200	$ 17,400	$ 75,400	$ 62,800			$ 27,000				
State Route 24/I-680 Corridor: Contra Costa/Alameda												
ALA CC	SR 24 Caldecott Tunnel 4th Bore	$ 420,000	$ 216,000	$ 175,000	$ 175,000			$ 29,000				
CC	I-680 NB HOV Extension (North Main Street in Walnut Creek to SR 242)	$ 21,000	$ -	$ 21,000	$ 10,500			$ 10,500				
I-80 Corridor: Alameda/Contra Costa/Solano												
SOL	I-80/I-680/SR 12 Interchange (Second Phase) + I-80 HOV Extension	$ 323,412	$ 123,412	$ 200,000	$ 175,000				$ 25,000			
SOL	Cordelia Truck Scales	$ 99,600	$ -	$ 49,800		$ 49,800					$ 49,800	Proposed $49.8 M AB1171 Toll Match
ALA CC	I-80 Integrated Corridor Mobility	$ 87,700	$ -	$ 87,700	$ 67,700		$ 20,000					$20 M local ITS for San Pablo Avenue improvements
US 101 Corridor: San Mateo/Santa Clara												
SM SCL	U.S. 101 Additional lanes from Marsh to Rte 85 (including Willow Road interchange)	$ 271,076	$ 66,650	$ 194,426	$ 194,426			$ 10,000				
SCL	US 101 Corridor: Widening and Interchanges from Yerba Buena to I-280/I-680	$ 104,220	$ 61,220	$ 30,000	$ 30,000			$ 13,000				
US 101 Corridor: San Francisco/Marin/Sonoma												
SF	South Access to Golden Gate Bridge: Doyle Drive Replacement	$ 810,000	$ 155,271	$ 250,000	$ 175,000			$ 54,000		$ 375,000	$ 51,000	Base replacement project cost of roughly $550 M to be covered by State through CMIA and SHOPP; remainder future federal, RTIP and Prop K funds. Cost conditioned on result of V/E study.
SF	SFGo: corridor management strategy on US 101 between the Golden Gate toll plaza and the Bay Bridge and 19th Avenue/Park Presidio	$ 51,600	$ 21,600	$ 30,000			$ 30,000					
MRN	US 101/I-580 Greenbrae Corridor Complex	$ 20,000	$ -	$ 20,000	$ 20,000							
MRN SON	US 101 Narrows: HOV Extension from Atherton Avenue to south of the Petaluma River Bridge and HOV Lane Conversion through Novato Under Study	$ 343,342	$ 76,674	$ 175,834	$ 136,000			$ 47,000	$ 50,000		$ 34,834	Other includes future federal funds - $34.8 M
SON	US 101 HOV Lanes Railroad Ave to Wilfred	$ 184,877	$ 107,242	$ 77,635	$ 77,635							
SON	US 101 HOV Lanes - North Phase A and B (Airport to Windsor)	$ 164,600	$ 51,788	$ 94,812	$ 94,812							
I-580/I-238 Corridor: Alameda												
ALA	I-580 HOV Lane: Hacienda/Foothill to Greenville Includes Isabel SR 84/I-580 I/C Improvements	$ 452,100	$ 131,000	$ 294,100	$ 269,100				$ 25,000	$ 27,000		
ALA	EB Truck Climbing Lane Over Altamont	$ 100,000	$ -	$ -		$ 50,000					$ 50,000	Proposed $50 M AB 1171 Toll Match
SJ	I-205/I-580 Altamont Pass Westbound Truck Lane	$ 100,000	$ -	$ -		$ 50,000					$ 50,000	Proposed $50 M Match - San Joaquin Sales Tax
I-880 Corridor: Alameda/Santa Clara												
SCL	I-880 HOV Extension from SR237 in Milpitas to US 101 in San Jose	$ 142,700	$ -	$ 127,700	$ 127,700			$ 15,000				
ALA	Widen I-880 for HOV Lanes SB from 98th Ave to Marina (includes TSM components)	$ 92,500	$ -	$ 92,500	$ 92,500							
ALA	I-880 Operational and Safety Improvements at 23rd and 29th Avenue	$ 91,000	$ 12,000	$ 79,000		$ 39,500					$ 39,500	Proposed $39.5M Match - Local Sales Tax
Regional System Management												
Regional	Regionwide System Management	$ 101,900			$ 101,900							
	Total	**$ 4,423,827**	**$ 1,275,257**	**$ 2,159,907**	**$ 1,895,073**	**$ 189,300**	**$ 50,000**	**$ 220,500**	**$ 100,000**	**$ 402,000**	**$ 275,134**	

Attachment C - MTC Staff Proposal for Regional ITS Projects for I-Bond - CMIA Consideration

County	CMIA Projects	Project Cost	CMIA Request	Screen			Performance				
				Ready-To-Go	In RTP	Full Funding Plan	Current Congestion	Cal B/C Model	Connectivity	Trade Corridor	Safety
Regional System Management											
ALA	I-580 ITS Infrastructure in-fill in Alameda County including ramp metering	$ 15,000	$ 15,000	PE-Env CONST 12/11	21001	Yes	13,490	1,660			x
SM	U.S. 101 Ramp Metering in-fill in San Mateo County	$ 49,900	$ 49,900	PSR 7/07 CONST 12/11	21001	Yes	6,440	59			x
SCL	U.S. 101 Ramp Metering in-fill in Santa Clara County	$ 3,700	$ 3,700	PSR 1/07 CONST 9/11	21001	Yes	3,060	24			x
SOL	I-80 ITS Infrastructure in-fill in Solano County from Carquinez Bridge to Davis	$ 33,300	$ 33,300	PSR 1/07 CONST 9/12	21001	Yes	1,420	227			x
		$ 101,900	$ 101,900								

Attachment D: **MTC Staff Recommended Highway Projects For Proposition 1B Funding***



*Focused on highway improvements through Corridor Mobility Improvement Account; Trade Corridors; State Transportation Improvement Program; Intelligent Transportation Systems; and SHOPP