

Project Study Report – Project Report

To

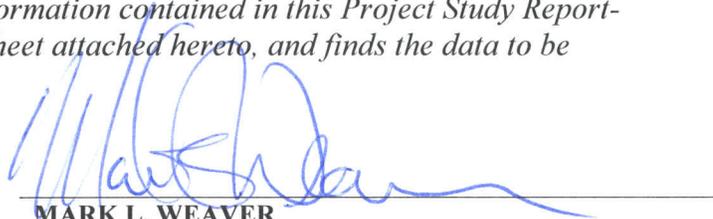
Provide Project Approval

On Route 80 in Solano County

Between Contra Costa County Line

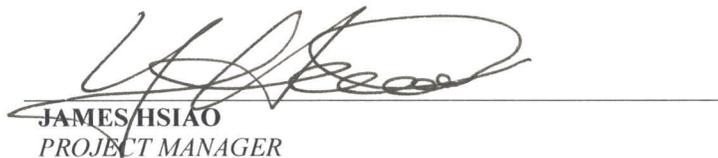
And Route 80/505 Junction

*I have reviewed the right of way information contained in this Project Study Report-
Project Report and the R/W Data Sheet attached hereto, and finds the data to be
complete, current and accurate:*



MARK L. WEAVER
DEPUTY DISTRICT DIRECTOR
RIGHT OF WAY and LAND SURVEYS

APPROVAL RECOMMENDED:



JAMES HSIAO
PROJECT MANAGER

APPROVED:



BIJAN SARTIPI
DISTRICT DIRECTOR

9-29-11
DATE



On Route 80 in Solano County

Between Contra Costa County Line

And Route 80/505 Junction

This Project Study Report-Project Report has been prepared under the direction of the following registered engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.



REGISTERED CIVIL ENGINEER

9/22/11

DATE



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1. INTRODUCTION

This proposed project will construct a ramp metering and Traffic Operations System (TOS) on Route 80 from the Contra Costa county line to the Route 80/505 junction in Solano County.

The estimated total cost in 2011, for the project is \$28,432,000 (\$21,414,000 in Capital, and \$7,018,000 in Support).

The Freeway Performance Initiative (FPI) program implements ramp metering and Traffic Operations System (TOS) on the region’s freeway system. The FPI Program is a joint collaboration with the Metropolitan Transportation Commission (MTC) and the program is funded by a combination of Congestion Management Air Quality (CMAQ) project funds, Corridor Mobility Improvement Account (CMIA) funds, and State Highway Operation Protection Program (SHOPP) funds.

See the Preliminary Cost Estimate (Attachment D) for specific work items included in this project.

Project Limits Dist., Co., Rte., PM	04 –SOL 80 PM 0.0/R28.4
Capital Costs:	\$21,364,000
Right of Way Costs:	\$50,000
Funding Source:	CMAQ (PE); CMIA, SHOPP (Construction)
Number of Alternatives:	2
Alternative Recommended for Funding	Alternative - Build
Type of Facility (conventional, expressway, freeway):	Freeway
Number of Structures:	0
Environmental Determination/Document	Categorical Exemption / Exclusion
Legal Description	Install Ramp Metering and TOS Elements

2. RECOMMENDATION/PROPOSAL

It is recommended that this Project Study Report/Project Report (PSR/PR) be approved and authorization be given for the preparation of PS&E.

3. BACKGROUND

3A. PROJECT HISTORY

Ramp Metering has been proven to be an effective traffic operations tool in maximizing the overall efficiency of a transportation corridor. The primary purpose of metering is to reduce the overall travel time to the total traffic stream on the freeways and local streets. This project is a part of the Freeway Performance Initiative (FPI) program to implement ramp metering throughout the freeway system in District 4. Caltrans and MTC's performance analysis shows that this initiative is the most cost effective way of improving mobility and reducing emissions.

3B. EXISTING FACILITY

For this project, the Interstate 80 corridor operates as an east/west route starting at the Contra Costa/ Solano County line (Carquinez Strait) and ends at the Route 80/505 Interchange. The corridor is approximately 28 miles in length and crosses SR-29, SR-37, SR-12, I-505, I-680, and I-780. There are truck scale facilities in both the eastbound and westbound directions. The Cordelia Truck Inspection Facility has inspection stations in both directions east of Suisun Valley Road Overcrossing and is operated by the California Highway Patrol. In addition, the I-80 High Occupancy Vehicle (HOV) lanes is now operational in both eastbound and westbound approximately 8.7 miles from Red Top Road to east of Air Base Parkway.

Interstate 80 is part of the Interregional Route System (IRRS) and is classified as a High Emphasis Route connecting the Bay Area with the Sacramento region. The District 4 segment of the Interstate 80 Corridor is classified as freeway, including the segment that spans the Carquinez Strait. The Carquinez Strait is considered a regional gateway contributing to the national significance of the corridor. This Interstate, as one of two such facilities that extend east of the Bay Area, is vital to interregional and regional commuting, freight movement and recreational travel.

4. PURPOSE AND NEED STATEMENT

The purpose of this project is to reduce mainline congestion during peak travel hours. The implementation of ramp metering and TOS systems will minimize gridlock of the freeway system, decrease travel time and improve mobility through the corridor during the morning and afternoon peak hours.

The installation and implementation of ramp meters from the Contra Costa County line to Route 80/505 junction would provide the following benefits:

1. The proposed ramp meters would regulate and manage traffic entering the freeway, resulting in smoother freeway flow and reduced congestion.
2. Reduced congestion reduces mainline delays and congestion related accidents.
3. Regulating the traffic flow at on-ramps will break up platoons entering the freeway, helping to facilitate traffic merges, and reduce potential related accidents.

Need:

Route 80 experiences heavy congestion during peak periods. Some of the congestion and breakdown in traffic flow on Route 80 is caused by platoons of vehicles entering at unmetered on-ramps and merging with the mainline traffic. Since installation and implementation of a ramp metering system on freeways is a proven, effective operation tool for the overall efficiency of a transportation corridor, the expansion of the ramp meter program on eastbound and westbound Route 80 is needed as per Caltrans' District 4 Ramp Meter Development Plan (2009).

Purpose:

Caltrans has committed to implementing state of the art traffic management systems on California's congested freeways, including ramp metering. The purpose of the project is to improve traffic operations by completing the installation and implementation of a ramp metering and TOS systems on eastbound and westbound Route 80 in Solano County. The goal of this project is to improve traffic mobility and safety by mitigating associated traffic conflicts due to weaving and merging maneuvers along Route 80 between the Contra Costa County line and the Route 80/505 junction.

Congestion problems are expected to increase significantly over the next few years as traffic growth exceeds the capacity of existing freeway facility. When

vehicle demand exceeds the freeway's capacity, congestion develops, speeds drop, and incidents increase in number. Lack of traffic carrying capacity in the Bay Area freeways results in worsening the daily delays and recurrent congestion. In addition, incidents such as accidents or mechanical breakdowns can cause lane closures and significant delays in the freeway system. Similarly, construction and maintenance activities, as well as special events and daily congestion, can cause incidents and delays when motorists are unprepared for them. Handling an incident involves:

- Detection and verification of its existence
- Identification dispatch and response of emergency personnel and equipment
- Informing motorists of freeway traffic condition
- Clearance of the freeway and restoring the system to full capacity

Minimizing the duration of any of these elements will reduce the impact of incidents in terms of their potential to cause accidents, congestion, and delay. With the TOS implemented, incidents are detected automatically by an analysis of data collected from the Traffic Monitoring Stations (TMS) which measures vehicle speed, traffic volume, and freeway density (vehicles/lane-mile)—the essential ingredients of system performance.

Closed Circuit Television (CCTV) cameras are used to identify the nature of the incidence once it has been detected. Whereas TMS will reduce the time to detect an incident, CCTV reduces the time of verification. TMS personnel, upon verification that an actual incident has occurred, will be able to determine the basic type of response needed. Verification of incidents is necessary so that the type of response initiated will be appropriate to the incident and thereby improving efficiency of traffic control.

Changeable Message Signs (CMS) allow the TMC operator to advise motorists of adverse traffic or road conditions ahead in real time, so that alternative routes may be anticipated at different points of the road, thereby reducing congestion and overall delay.

Installation of the TOS elements is a necessary step toward the future development of a complete TOS in the Bay Area.

5. DEFICIENCIES

Recently, ramp metering equipment has been installed at the eastbound Route 80 on-ramps between Red Top Rd and N Texas St. The remaining portion of the eastbound and westbound on-ramps in the corridor does not have ramp metering equipment installed. The existing Route 80 traffic operations do not work

efficiently to reduce highway congestion in this corridor due to vehicles entering unmeted on-ramps causing inconsistency and congestion in daily traffic flow.

This project will complete the ramp metering system by installing eastbound and westbound Route 80 ramp meters along with TOS elements such as TMS, CCTV, and CMS from the Contra Costa County line to the Route 80/505 junction. See Attachment A.

6. CORRIDOR AND SYSTEM COORDINATION

This project is consistent with the Caltrans District 4 Ramp Meter Development Plan (RMDP, 2009). The plan is based on Deputy Directive 35-R1 and incorporates the District's 10-year plan on proposed corridors to be metered.

The proposed project is identified as Metropolitan Management Systems (TMS) project, which is consistent with the plans, programs and goals identified in the Regional Mobility Plans, and the Congestion Management Plans for each county in the MTC region. The project is also in MTC's Regional Management Strategy and in MTC's Regional Transportation Plan.

7. ALTERNATIVES

Ramp metering is standardized; therefore, no other acceptable equipment or installation method can provide a better alternative or a more cost effective result, which leaves only **Build** or **No-Build** alternatives.

7A. VIABLE ALTERNATIVES

- **Build Alternative**

The proposed project will install ramp metering equipment for 27 on-ramps on eastbound and westbound Route 80 between the Contra Costa County line and the Route 80/505 junction. The project includes 27 existing non-metered on-ramps, in which six on-ramps will be widened. Three on-ramps will be widened to provide for a High Occupancy Vehicle (HOV) preferential lane, and three on-ramps will be widened to provide as mixed-flow lanes. The TOS equipment being installed are four new Changeable Message Signs (CMS), 29 new Closed Circuit Television Cameras (CCTV), and 92 Traffic Monitoring Stations (TMS). See Attachment A for locations of the TOS elements. The proposed on-ramps are listed below:

1. **Redwood Street (EB) hook on-ramp:** Project will install new ramp meter equipment.

2. **Columbus Parkway (EB) diagonal on-ramp:** Project will install new ramp meter equipment.
3. **Route 37 (EB) connector ramp to Route 80 (EB):** Project will install new ramp meter equipment.
4. **American Canyon Road (EB) diagonal on-ramp:** Project will install new ramp meter equipment.
5. **Cherry Glen Road (EB) diagonal on-ramp:** Project will install new ramp meter equipment.
6. **Pleasant Valley Road (EB) diagonal on-ramp:** Project will install new ramp meter equipment.
7. **Alamo Drive (EB) diagonal on-ramp:** Project will install new ramp meter equipment.
8. **Davis Street (EB) diagonal on-ramp:** Project will install new ramp meter equipment.
9. **Cliffside Drive (EB) on-ramp:** Project will install new ramp meter equipment. In addition, this on-ramp will be widened to two mixed flow lanes to provide additional ramp storage.
10. **Allison Drive (SB)/Monte Vista Ave loop on-ramp:** Project will install above ground metering equipment.
11. **Allison Drive (NB)/Monte Vista Ave diagonal on-ramp:** Project will install above ground metering equipment.
12. **Route 505 (SB) connector ramp to Route 80 (EB):** Project will install new ramp meter equipment.
13. **Nut Tree Road (EB) diagonal on-ramp:** Project will install new ramp meter equipment. In addition, this on-ramp will be widened to two lanes (one single occupancy vehicle and one high occupancy vehicle).
14. **Redwood Street (WB) diagonal on-ramp:** Project will install new ramp meter equipment.
15. **Route 37 (EB) to Route 80 (WB) diagonal connector ramp:** Project will install new ramp meter equipment. In addition, this connector ramp will be widened to three lanes (two single occupancy vehicles and one

high occupancy vehicle).

16. **Columbus Parkway (WB) loop on-ramp:** Project will install new ramp meter equipment.
17. **American Canyon Road (WB) diagonal on-ramp:** Project will install new ramp meter equipment.
18. **Red Top Road (WB) diagonal on-ramp:** Project will install new ramp meter equipment.
19. **North Texas Street (WB) hook on-ramp:** Project will install new ramp meter equipment.
20. **Cherry Glen Road (WB) on-ramp:** Project will install new ramp meter equipment.
21. **Pleasant Valley Road (WB) diagonal on-ramp:** Project will install new ramp meter equipment.
22. **Alamo Drive (WB) diagonal on-ramp:** Project will install new ramp meter equipment. In addition, this on-ramp will be widened to two mixed flow lanes to provide additional ramp storage.
23. **Davis Street (WB) diagonal on-ramp:** Project will install new ramp meter equipment.
24. **Mason/Depot Street (WB) diagonal on-ramp:** Project will install new ramp meter equipment. In addition, this on-ramp will be widened to two mixed-flow lanes to provide additional ramp storage.
25. **Monte Vista Avenue (WB) hook on-ramp:** Project will install new ramp meter equipment.
26. **Monte Vista Avenue (WB) 2nd on-ramp:** Project will install new ramp meter equipment.
27. **Route 505 (SB) connector ramp to Route 80 (WB):** Project will install new ramp meter equipment. In addition, this on-ramp will be widened to two lanes (one single occupancy vehicle and one high occupancy vehicle).

Project will also include the following:

1. Install new changeable message signs and closed circuit television cameras.

2. Install new detector loops on the mainline and/or the on-ramps.
3. Install loop detectors on off-ramps where the on-ramps are metered.
4. Install and re-stripe ramp metering markings at proposed metered on-ramps.
5. Install new or relocate existing ramp meter controller cabinets.
6. Construct maintenance vehicle pullouts (MVPs) and CHP Enforcement Areas where feasible.
7. Project will bring on-ramps with existing ramp metering systems to current Caltrans' Ramp Metering Equipment standards per the 2000 Ramp Meter Design Manual.

7B. REJECTED ALTERNATIVES

No-Build Alternative

The No-Build alternative is used to determine the relative impacts and benefits of providing the project improvements through a comparative analysis.

If the existing facility remains unimproved, movement of traffic in peak hours will deteriorate on the mainline. There will also be an increase in variable congestion, a dramatic decrease in level of service, and an increase of existing operation and safety deficiencies. If the No-Build alternative were selected, operational and safety complications would not be corrected, therefore the alternative does not meet the desired goals of this project.

The No-Build alternative was rejected since this project is within the policy of the 2009 Ramp Meter Development Plan (District 4). Because ramp metering is standardized, then no other acceptable equipment or installation method can provide a better alternative or a more cost-effective result.

8. CONSIDERATIONS REQUIRING DISCUSSION

8A. HAZARDOUS WASTE

This project will involve excavation of existing unpaved shoulders for the proposed installation and implementation of a ramp metering system along eastbound and westbound I-80. Lead contamination of the soil in the unpaved areas adjacent to shoulders is very likely because of the history of high traffic volumes along I-80, including during the era of leaded fuel additives. A site investigation is necessary in order to characterize the soil and provide appropriate measures for the safe management of hazardous substances within

this project's footprint.

Soil excavation, transportation, and disposal to a class 1 landfill facility is estimated to have a unit cost of approximately \$200 per cubic yard, which could significantly impact the project cost. Investigations, including soil sampling and testing will be conducted during the design stage of the project.

The Department of Toxic Substances Control (DTSC) issued a lead-contaminated soil disposal variance (issued in July 2009) to Caltrans. The variance allows Caltrans to manage and dispose onsite aerially deposited lead-contaminated soils during roadway construction. During PS&E development, Design will consider the mandated engineering controls delineated in the variance for safe soil management practices.

Per Caltrans standard requirement, the contractor will prepare a project-specific lead compliance plan (LCP) to prevent or minimize worker and community exposure to lead-impacted soil. The plan should include protocol for environmental and personnel monitoring, personal protective equipment, and other appropriate health and safety procedures when handling lead-contaminated soil.

8B. VALUE ANALYSIS

This project is within the policy of the 2009 Ramp Meter Development Plan (District 4), and will facilitate completion of the ramp metering system for the Route 80 corridor in Solano County. Ramp metering is standardized and no other alternative has a more cost-effective result. Value analysis studies are mandated by federal law (Title 23USC 106) for all federal-aid projects with a total project cost of \$25 million or more. This project does meet the minimum criteria for a value analysis. A value analysis study was performed on August 15 through 18, 2011. The VA Study Summary Report – Preliminary Findings is shown in Attachment L.

8C. RESOURCE CONSERVATION

By reducing freeway congestion, ramp metering promotes fuel conservation and pollution reduction. Ramp metering with the addition of HOV bypass lane promotes car pooling, which results in less congestion. Ramp metering helps optimize freeway capacity without acquiring right of way.

8D. RIGHT OF WAY

General

A right of way data sheet has been prepared based on the scope of work described on this Project Study Report-Project Report. Estimated cost information is contained in the Right of Way data sheet contained in Attachment E of this report. All work will be completed within existing State Right of Way and no additional Right of Way will be required for this project.

Railroad

There is no railroad involvement on this project.

Utilities

Utilities will be verified by Design in the PS&E stage and positive identification will be required. Utility owners within the limits of the project are AT&T, PG&E, County of Solano, Water Department and Sewer Department.

8E. NONSTANDARD DESIGN FEATURES

This project proposes nonstandard superelevation at WB Alamo Dr onramp which do not meet the mandatory standard set for by the Highway Design Manual (HDM). The Mandatory Design Exception Fact Sheet was approved on September 27, 2011.

The following nonstandard features that do not meet the advisory standard set for by the Highway Design Manual (HDM) are nonstandard side slope at EB Route 37 connector to WB Route 80 and EB Cliffside Drive on-ramp. Also, there is a nonstandard lane drop rate, reversing curve, and superelevation at EB Cliffside Drive on-ramp. The Advisory Design Exception Fact Sheet was approved on September 20, 2011.

For 21 on-ramp locations, no HOV lane is provided due to environmental and right of way constraints, and projected low peak hour volume. Also, at WB Mason/Depot St on-ramp, no CHP enforcement area is provided because of environmental constraints. The Ramp Metering Policy Exception Fact Sheet was approved on September 20, 2011.

8F. TRAFFIC AND ACCIDENT DATA

The current and forecasted 2035 demand volumes (peak hour), and proposed ramp configurations for the eight on-ramps are listed as follows:

On-Ramp	Current PHV		2035 Forecast PHV	
	AM Pk Hr	PM Pk Hr	AM Pk Hr	PM Pk Hr
Redwood Street (EB)	300	380	378	445
Columbus Parkway (WB)	319	342	318	373
Route 37 Connector to EB Route 80	830	1350	929	1330
American Canyon Road (EB)	347	324	373	405
Cherry Glen Road (EB)	117	150	145	90
Pleasant Valley Road (EB)	37	61	37	62
Alamo Drive (EB)	563	803	681	877
Davis Street (EB)	304	434	379	467
Cliffside Drive (EB)	419	602	617	636
Allison Drive (SB)/Monte Vista (EB)	232	287	308	311
Allison Drive (NB)/Monte Vista (EB)	117	178	160	177
Route 505 Connector (SB) to EB Route 80	94	173	117	221
Nut Tree Road (EB)	170	480	281	475
Redwood Street (WB)	834	1182	887	1398
Route 37 Connector to WB Route 80	1486	1896	1861	1859
Columbus Parkway (WB)	397	459	145	296
American Canyon Road (WB)	191	135	235	166
Red Top Road (WB)	467	232	442	275
North Texas Street (WB)	499	305	662	349
Cherry Glen Road (WB)	150	56	156	97
Pleasant Valley Road (WB)	17	29	18	20
Alamo Drive (WB)	1539	747	1880	862
Davis Street (WB)	655	503	571	528
Mason/Depot Street (WB)	953	1003	1025	622
Monte Vista (WB)	774	804	1069	1210
Monte Vista 2 nd onramp (WB)	414	608	534	784

Route 505 Connector (SB) to WB Route 80	893	1019	1263	1445
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Data from the Traffic Accident Surveillance and Analysis System (TASAS) Table B was used to analyze reported traffic accidents within the project limits, between postmile 0.0 and R30.0. The data covers a three year period from April 1, 2007 to March 31, 2010 as follows:

Mainline Total	Accident Rate (accidents/million vehicle miles)					
	Actual			Average		
	Fat	F+I	Total	Fat	F+I	Total
PM 0.0/R30.0 (EB)	0.005	0.26	0.82	0.009	0.28	0.89
PM 0.0/R30.0 (WB)	0.002	0.24	0.73	0.009	0.28	0.89

Ramp Locations	Accident Rate (accidents/million vehicle miles)					
	Actual			Average		
	Fat	F+I	Total	Fat	F+I	Total
Redwood Street (EB)	0.000	0.00	0.00	0.002	0.16	0.55
Columbus Parkway (EB)	0.000	0.00	0.21	0.003	0.20	0.65
Route 37 Connector to EB Route 80	0.000	0.07	0.29	0.008	0.27	0.82
American Canyon Road (EB)	0.000	0.00	0.24	0.004	0.18	0.60
Cherry Glen Road (EB)	0.000	0.00	0.00	0.002	0.26	0.75
Pleasant Valley Road (EB)	0.000	0.00	0.00	0.002	0.26	0.80
Alamo Avenue (EB)	0.000	0.33	0.66	0.002	0.26	0.75
Davis Street (EB)	0.000	0.23	0.23	0.002	0.26	0.80
Cliffside Drive (EB)	0.000	0.15	0.45	0.002	0.26	0.80
Allison Drive (SB)/Monte Vista (EB)	0.000	0.00	0.00	0.004	0.20	0.70
Allison Drive (NB)/Monte Vista (EB)	0.000	0.00	0.49	0.003	0.20	0.65
Route 505 (SB) to EB Route 80	0.581	0.58	1.16	0.004	0.15	0.45
Nut Tree Road (EB)	0.000	0.00	0.20	0.002	0.16	0.55
Redwood Street (WB)	0.000	0.06	0.43	0.002	0.14	0.45
Route 37 Connector to WB Route 80	0.000	0.04	0.08	0.003	0.11	0.35
Columbus Parkway (WB)	0.000	0.00	0.28	0.003	0.19	0.65

American Canyon Road (WB)	0.000	0.35	0.70	0.004	0.18	0.60
Red Top Road (WB)	0.000	0.00	0.52	0.002	0.26	0.75
North Texas Street (WB)	0.000	0.41	1.02	0.002	0.26	0.80
Cherry Glen Road (WB)	0.000	0.00	0.00	0.002	0.26	0.75
Pleasant Valley Road (WB)	0.000	0.00	3.88	0.002	0.26	0.75
Alamo Avenue (WB)	0.000	0.16	0.16	0.003	0.20	0.65
Davis Street (WB)	0.000	0.34	0.68	0.003	0.20	0.65
Mason/Depot Street (WB)	0.000	0.33	0.44	0.003	0.20	0.65
Monte Vista (WB)	0.000	0.15	0.30	0.002	0.16	0.55
Monte Vista 2 nd onramp (WB)	0.000	0.13	0.51	0.004	0.28	0.95
Route 505 (SB) to WB Route 80	0.061	0.12	0.18	0.003	0.11	0.35

There were a total of 1967 accidents on eastbound Route 80 between post mile 0.00 and R30.0 which fall into the following collision type categories:

Type of Collision	Number of Accident
Head-On	11
Sideswipe	398
Rear End	990
Broadside	32
Hit Object	429
Overturn	80
Auto Pedestrian	1
Other	23
Not Stated	3

There were a total of 1756 accidents on westbound 80 between post mile 0.00 and R30.0 which fall into the following collision type categories:

Type of Collision	Number of Accident
Head-On	9
Sideswipe	391
Rear End	751
Broadside	44
Hit Object	466
Overturn	77

Auto Pedestrian	2
Other	10
Not Stated	6

A detailed investigation determined that these accidents were caused by speeding, improper turns, the influence of alcohol, following too closely, or other violations not specified in the collision reports and not by any of the existing highway features. Installing Traffic Operations Systems/Ramp Metering equipment on the eastbound and westbound Route 80 on-ramps will reduce traffic congestion along this freeway corridor, and should reduce the occurrence of those accidents associated with traffic congestion.

8G. AIR QUALITY CONFORMITY

The project is located within the San Francisco Bay Area Air Basin, which is designated a nonattainment area for the national 8-hour ozone and the national 24-hour PM 2.5 standards. The Bay Area is also a maintenance area for carbon monoxide (CO). The current Regional Transportation Plan (RTP) for the Bay Area is the Transportation 2035 Plan, and most current conforming Transportation Improvement Program (TIP) is the 2011 TIP. The proposed project was included in the regional emissions analysis conducted by the MTC for the Transportation 2035 Plan (Project Reference No. 230419) and the 2011 TIP (I.D. REG090003). The project's design concept and scope have not changed significantly from those described in the TIP and its regional emissions analysis. The project is therefore in conformity with the State Implementation Plan.

8H. NOISE ABATEMENT

The project is a Type I project under the Code of Federal Regulations 23CFR772 and the Caltrans Traffic Noise Analysis Protocol. Traffic noise impacts will be determined and addressed. Noise abatements will be proposed where feasible and reasonable.

8I. TITLE VI CONSIDERATIONS

Title VI considerations are not expected to have any impact from the proposed project. The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related status, ensure that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, and age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity administered. No facilities have been identified to require Title VI considerations within the proposed project location. However, it should be noted, if this project calls for

Title VI stipulation and if it is deemed necessary, actions will be taken in conformance to Title VI regulations.

9. OTHER CONSIDERATIONS AS APPROPRIATE

9A. TRANSPORTATION MANAGEMENT PLAN FOR USE DURING CONSTRUCTION

A Transportation Management Plan (TMP) is a special program that will be implemented during construction to minimize and prevent delay and inconvenience to the traveling public. The proposed construction and improvements may include roadwork that requires lane closures or detouring.

The majority of the construction work for this project will take place on the shoulder, or behind a safety barrier. Should the construction activities infringe onto the travel way, such activities will be restricted to off-peak hours or at night, or short-term detour routes will be identified as required. The TMP may include press release to notify and inform motorists, businesses, community groups, local entities, emergency services, and politicians of upcoming closures or detours. Various TMP elements such as portable Changeable Message Signs and CHP Construction Zone Enhanced Enforcement Program (COZEEP) may be utilized to alleviate and minimize delay to the traveling public. The purpose of the TMP is to minimize traffic impacts caused by construction activities.

The TMP for this project will be developed and refined in the PS&E and final design phase. The TMP Data Sheet is included in Attachment F.

9B. HIGHWAY PLANTING

Existing planting and irrigation could be affected during construction. In addition, trenching for laying conduit to connect the ramp metering equipment could impact existing irrigation pipes and valves. The Office of Landscape Architecture as well as the Office of Maintenance will be consulted throughout the project's PS&E phase to determine if replaced planting and irrigation is warranted, and to identify any possible conflicts.

9C. COOPERATIVE AGREEMENTS

A Cooperative Agreement (District Agreement No. 4-2299) between Caltrans and MTC was effective on April 15, 2010. In addition, Amendment No. 1 (District Agreement 04-2299-A1) to the Cooperative Agreement became effective on December 22, 2010. The Cooperative Agreement stipulates that the parties agree to the following:

Caltrans will take the lead in providing the project management, design, project coordination, and construction support. MTC is the Project Sponsor and will fund the capital cost and support cost with CMAQ and CMIA funds. Caltrans will maintain, operate, and own the system after construction. See Attachment J for the Cooperative Agreement with MTC.

9D. PERMITS

This project shall comply with the Department's Statewide NPDES Permit. A Storm Water Data Report (SWDR) has been prepared for this project summarizing the Department's compliance with this permit. A copy of the signature sheet from the approved SWDR is attached. See Attachment G.

Groundwater or seepage (i.e. dry weather flows) may be encountered. If the groundwater table in the project area is above the depth of excavation, the Regional Water Quality Control Board's permit for dewatering discharges will be required.

If a Clean Water Act (CWA) Section 404 permit is required for this project, then a CWA Section 401 Water Quality Certificate will also be required.

9E. PUBLIC HEARING PROCESS

A public hearing will not be scheduled for this project because the Categorical Exemption satisfies the environmental needs and purpose. Before implementation, a mutually agreeable Ramp Metering Plan (Metering Rates) will be developed by Caltrans, Solano County and local cities.

10. ENVIRONMENTAL DETERMINATION/DOCUMENT

The Department, as assigned by FHWA, on September 20, 2011 approved a Categorical Exclusion, under Section 6005 of 23 U.S.C. 327. The Categorical Exclusion satisfies NEPA requirements. A Categorical Exemption, PRC 21084; 14 CCR 15300 et seq. was approved on September 20, 2011 and satisfies the CEQA requirements.

The special conditions for approval are on the continuation sheet in Attachment H and a summary of those conditions is as follows:

An Environmental Commitments Record or Permits, Agreements, and Mitigation (PAM) Form for avoidance, minimization, and/or mitigation measures will be included with the final CE/CE.

This project will comply with the Caltrans Statewide National Pollutant Discharge Elimination System (NPDES) Permit. A Storm Water Data Report (SWDR Signature Sheet – Attachment G) has been prepared for this project which summarizes the Department's compliance with this permit.

This project will require permanent erosion control measures due to soil disturbance in the locations where widening will occur and possibly in locations where there will be new maintenance vehicle pullouts and CHP enforcement areas. The project area is a landscaped freeway predominated by the ground cover – ice plant (*Carpobrotus edulus*) and may need to have that ground cover replaced in locations of disturbance, which would be provided by OLA (Office of Landscape Architecture). Erosion Control measures may include the deployment of fiber rolls, netting, compost blanket and mulch in coordination with the OLA.

In accordance with the Migratory Bird Treaty Act (MBTA), preconstruction bird surveys will be required where the removal of trees and shrubs could jeopardize bird nesting. Nesting season is generally from February 1 to September 1. If there is no removal or trimming of shrubs within the nesting season, construction can proceed as planned.

11. FUNDING

11A. CAPITAL COST

Capital Cost Estimate:

The total cost of the project is estimated at \$28,382,000 (\$21,414,000 in Capital and \$7,018,000 in Support)

Funding Source:

Metropolitan Transportation Commission (MTC) will fund the Capital Cost and support cost under CMAQ and CMIA funds.

Fiscal Year	Right of Way Capital	Construction Capital
FY2011/12	\$50,000	\$21,364,000

11B. CAPITAL SUPPORT ESTIMATE FOR CALTRANS PERSONNEL

	PROJECT SUPPORT COMPONENTS								
	PA&ED 0 Phase		Design 1 Phase		Right of Way 2 Phase		Construction 3 Phase		Total
	Dist	DES	Dist	DES	Dist	DES	Dist	DES	
Estimated PY's	2.7	2.4	11.5	4.2	0.5	0	6.6	5.3	33.2
Estimated PS \$'s (1,000s)	570	502	2,430	890	108	0	1,391	1,127	7,018
Total \$'s (1,000s)	1,072		3,320		108		2,518		7,018

Assumptions:**1 PY = 1758 hours****1 PY = \$120 per hour****12. SCHEDULE**

HQ Milestones	Delivery Date (Month, Day, Year)
Project PS&E	01/18/2012
Right of Way Certification	04/03/2012
Ready to List	05/01/2012
Approve Contract	11/12/2012
Contract Acceptance	12/12/2013
End Project	12/12/2014

13. FHWA COORDINATION

This project is to be delegated project under the current 2010 FHWA-Caltrans Joint Stewardship and Oversight Agreements.

14. PROJECT PERSONNEL

The following are District 4 representatives who may be contacted concerning questions on this Project Study Report/Project Report:

James Hsiao	Project Manager	510-622-8810
Alan S. Chow	Program Advisor	510-286-4577
Adrian Levy	Senior Engineer – Traffic Systems	510-622-0109
Vince Bonner	Senior Engineer – Design Contra Costa	510-286-5648
Dennis Ocampo	Project Engineer – Design Contra Costa	510-286-4697
Osama Elhamshary	Project Management Support	510-622-5941
Craig Jung	Environmental Planner	510-286-5701
Cristin Hallissy	Senior Environmental Planner	510-622-8717

15. PROJECT REVIEWS

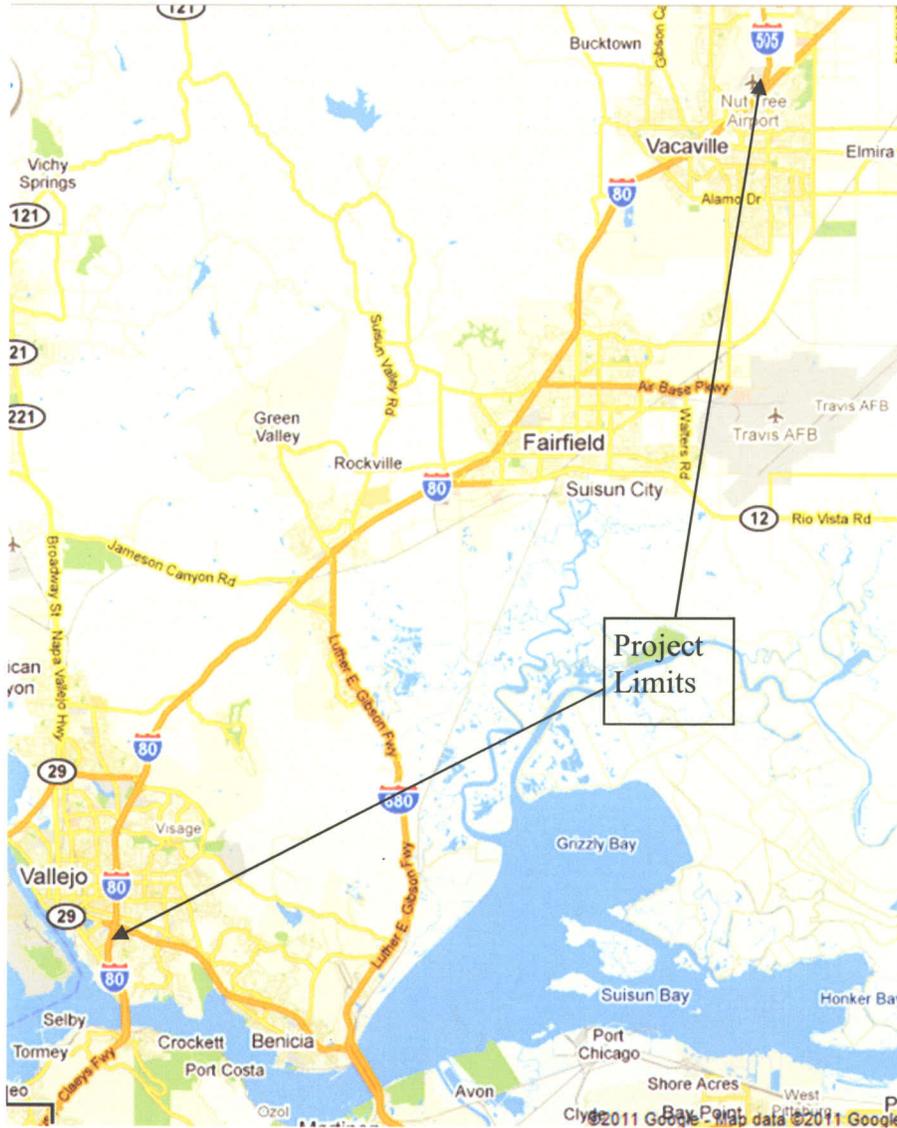
Gordon Brown	HQ Design Reviewer	Date: August 24, 2011
Alan S. Chow	District Program Advisor	Date: July 15, 2011
Mario Jerez	Constructability Reviewer	Date: July 21, 2011

ATTACHMENTS:

- A. Project Location Map, Proposed Ramp List and On-ramp Layouts
- B. Typical Freeway Entrance with Ramp Meter
- C. Standard Plans (Controller Cabinet, Signal Standard)
- D. Preliminary Cost Estimate
- E. Right of Way Data Sheet
- F. TMP Data Sheet
- G. Storm Water Data Report Signature Sheet
- H. Categorical Exemption / Exclusion Determination
- I. Preliminary Materials Recommendation
- J. Cooperative Agreement with MTC
- K. Risk Management Plan
- L. VA Study Summary Report – Preliminary Findings

Attachment A

Location Map, Proposed Ramp List,
Typical Cross Sections and Layout Plans



On Route 80 in Solano County between the Contra Costa County line and Route 80/505 Junction

LOC	RTE	DIR		PM	ON-RAMP	TYPE	SCOPE OF WORK		
							Install Metering Equipment	Widen On-Ramp	CHP Enforcement Area
1	80	EB		4.579	Redwood Street	Hook	Yes	No	
2	80	EB		5.741	Columbus Parkway WB	diagonal	Yes	No	
3	80	EB		6.087	Route 37 EB	Connector	Yes	No	
4	80	EB		8.355	American Canyon Road	diagonal	Yes	No	
5	80	EB		23.24	Cherry Glen Road	diagonal	Yes	No	
6	80	EB		23.927	Pleasant Valley Road	diagonal	Yes	No	
7	80	EB	R	25.384	Alamo Drive	diagonal	Yes	No	
8	80	EB	R	25.864	Davis Street	diagonal	Yes	No	
9	80	EB		26.36	Cliffside Drive	diagonal	Yes	Yes	Yes
10	80	EB	R	27.12	Allison Drive SB/Monte Vista Ave	Loop	Above ground Metering Equipment (Signal+controller/Cabinet+AW signs)	No	
11	80	EB	R	27.3	Allison Drive NB/Monte Vista Ave	diagonal	Above ground Metering Equipment (Signal+controller /Cabinet+AW signs)	No	
12	80	EB	R	28.272	Route 505 SB	diagonal	Yes	No	
13	80	EB	R	28.394	Nut Tree Road	diagonal	Yes	Yes	Yes
14	80	WB		4.317	Redwood Street	diagonal	Yes	No	
15	80	WB		5.526	Route 37 EB	diagonal	Yes	Yes	Yes
16	80	WB		5.752	Columbus Parkway WB	Loop	Yes	No	
17	80	WB		7.952	American Canyon Road	diagonal	Yes	No	
18	80	WB	R	11.186	Red Top Road	diagonal	Yes	No	
19	80	WB		21.016	N. Texas Street	Hook	Yes	No	
20	80	WB	R	23.055	Cherry Glen Road	diagonal	Yes	No	
21	80	WB		23.821	Pleasant Valley Road/Rivera	diagonal	Yes	No	
22	80	WB	R	25.117	Alamo Drive	diagonal	Yes	Yes	Yes
23	80	WB	R	25.828	Davis Street	diagonal	Yes	No	
24	80	WB	R	26.272	Mason Street/Depot	diagonal	Yes	Yes	No
25	80	WB	R	27.3	Monte Vista Avenue	Hook	Yes	No	
26	80	WB	R	27.73	Monte Vista Ave 2nd On-ramp	Hook	Yes	No	
27	80	WB	R	28.112	Route 505 SB	connector	Yes	Yes	Yes

SOL 80 FPI Project

Changeable Message Sign (CMS) Locations

County	Route	Direction	Postmile	Aerial Reference Page	Placement Criteria
SOL	80	WB	8.09	35	
SOL	80	EB	10.11	42	
SOL	80	EB	13.48	53	
SOL	80	EB	26.3	98	

Closed Circuit Television Camera (CCTV) Locations

County	Route	Direction	Postmile	Aerial Reference Page	Placement Criteria
SOL	80	EB	3.49	18	
SOL	80	EB	3.97	20	
SOL	80	EB	5.4	25	
SOL	80	WB	6.63	29	
SOL	80	WB	7.58	33	
SOL	80	WB	9.07	38	
SOL	80	WB	9.53	40	
SOL	80	EB	10.07	41	
SOL	80	WB	10.77	44	
SOL	80	EB	13.21	52	
SOL	80	WB	15.4	60	
SOL	80	EB	15.85	61	
SOL	80	EB	16.17	62	
SOL	80	EB	17.02	65	
SOL	80	WB	17.96	69	
SOL	80	EB	18.39	70	
SOL	80	EB	19.17	73	
SOL	80	EB	20.16	76	
SOL	80	EB	20.91	79	
SOL	80	WB	22.08	84	
SOL	80	EB	23.13	87	
SOL	80	WB	23.89	90	
SOL	80	WB	24.54	92	
SOL	80	WB	25.17	94	

SOL	80	EB	25.82	96	
SOL	80	EB	26.26	98	
SOL	80	WB	27.18	101	
SOL	80	WB	27.98	103A	
SOL	80	WB	28.29	105	

Traffic Monitoring Station (TMS or MS) Locations

County	Route	Direction	Postmile	Aerial Reference Page	Placement Criteria
SOL	80	EB	0.34	L-8	
SOL	80	EB	0.84	L-9	
SOL	80	WB	2.07	L-13 & L-14	
SOL	80	EB	2.43	L-13 & L-14	
SOL	80	EB & WB	2.87	L-16	Offramp only
SOL	80	EB & WB	3.15	L-17	
SOL	80	EB & WB	3.95	L-20	
SOL	80	EB	4.28	L-21	Offramp only
SOL	80	WB	4.50	L-22	
SOL	80	EB & WB	5.03	L-23	
SOL	80	EB & WB	7.00	L-31	
SOL	80	EB & WB	7.84	L-34	
SOL	80	EB & WB	8.60	L-36	
SOL	80	EB	9.00	L-38	
SOL	80	EB & WB	9.50	L-39	
SOL	80	EB	10.00	L-40	
SOL	80	EB & WB	10.50	L-43	
SOL	80	EB	11.00	L-45	
SOL	80	EB	12.62	L-50 & L-51	
SOL	80	EB & WB	14.80	L-58	
SOL	80	EB	16.62	L-64	Offramp only
SOL	80	EB	20.50	L-77	
SOL	80	EB	20.79	L-79	Offramp only
SOL	80	WB	21.17	L-80	Offramp only
SOL	80	EB	21.35	L-81	
SOL	80	EB	21.73	L-82	
SOL	80	EB	22.11	L-84	

SOL	80	WB	22.50	L-85	
SOL	80	EB	23.52	L-89	
SOL	80	EB & WB	24.43	L-92	
SOL	80	WB	24.65	L-93	Offramp only
SOL	80	EB	25.11	L-94	Offramp & Connector road only
SOL	80	WB	25.24	L-95	Offramp only
SOL	80	WB	25.45	L-95	
SOL	80	EB	25.76	L-96	Offramp only
SOL	80	WB	25.92	L-97	Offramp only
SOL	80	EB	26.20	L-98	Offramp only
SOL	80	WB	26.37	L-98	Offramp only
SOL	80	EB & WB	26.75	L-100	
SOL	80	EB	26.94	L-100	Offramp only
SOL	80	WB	27.73	L-103	Offramp only
SOL	80	EB	27.77	L-103	
SOL	80	EB	27.96	L-104	Offramp & Connector road only

DIST#	COUNTY	ROUTE	TOTAL SHEETS	SHEET NO.	TOTAL SHEETS

REGISTERED CIVIL ENGINEER
 YALIN WANG
 No. 37007
 DATE: 08-30-13
 PROJECT: EB-37 CONNECTOR TO WB-80

PLANS APPROVAL DATE: 08-30-13
 THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR COPIES OF THIS PLAN SHEET.

REGISTERED PROFESSIONAL ENGINEER
 YALIN WANG
 No. 37007
 DATE: 08-30-13
 PROJECT: EB-37 CONNECTOR TO WB-80

REGISTERED CIVIL ENGINEER
 YALIN WANG
 No. 37007
 DATE: 08-30-13
 PROJECT: EB-37 CONNECTOR TO WB-80

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 YALIN WANG
 No. 37007
 DATE: 08-30-13
 PROJECT: EB-37 CONNECTOR TO WB-80

NOTES:
 1. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
 2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.

ABBREVIATIONS:

1 0.55' HMA(A)
 0.30' AB(3)
 1.25' AS(4)

2 0.55' HMA(A)
 0.85' AB(3)
 1.10' AS(4)

3 0.60' HMA(A)
 1.00' AB(3)
 1.35' AS(4)

4 0.60' HMA(A)
 0.95' AB(3)
 1.45' AS(4)

5 0.55' HMA(A)
 0.85' AB(3)
 1.15' AS(4)

6 0.60' HMA(A)
 0.95' AB(3)
 1.30' AS(4)

7 0.60' HMA(A)
 0.65' AB(3)
 1.45' AS(4)

8 BLANK

11 0.30' HMA(A)

12 0.35' HMA(A)

13 0.40' HMA(A)

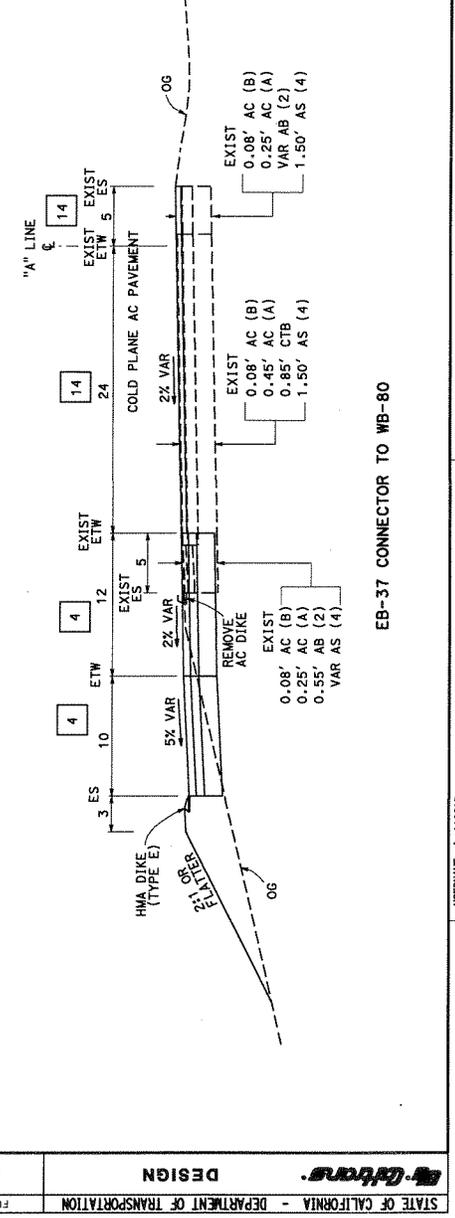
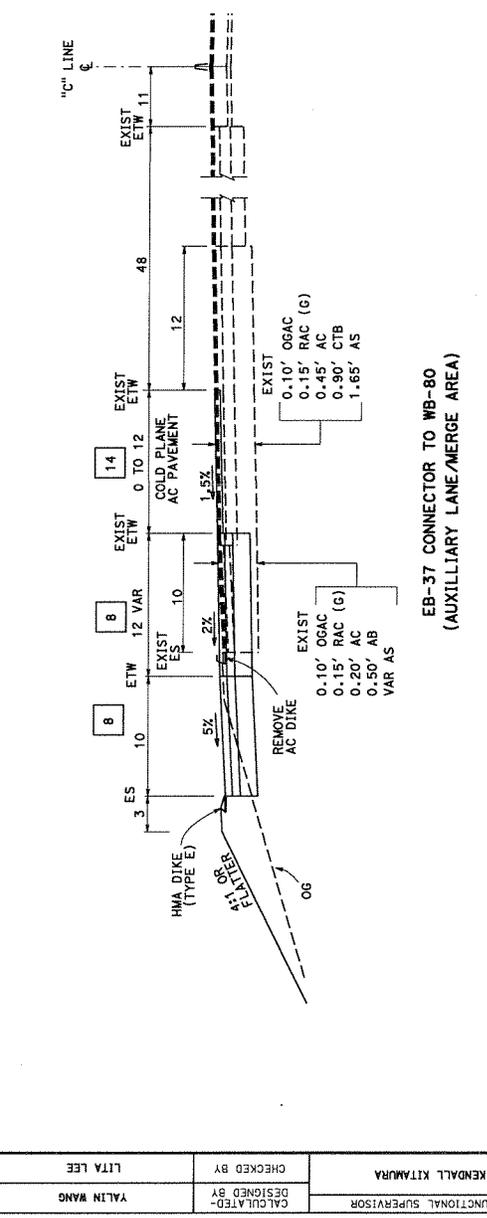
14 0.45' HMA(A)

15 0.60' HMA(A)

16 0.70' HMA(A)

17 BLANK

18 BLANK



DIST	COUNTY	ROUTE	TOTAL PROJECT SHEETS	SHEET NO.

REGISTERED CIVIL ENGINEER	DATE

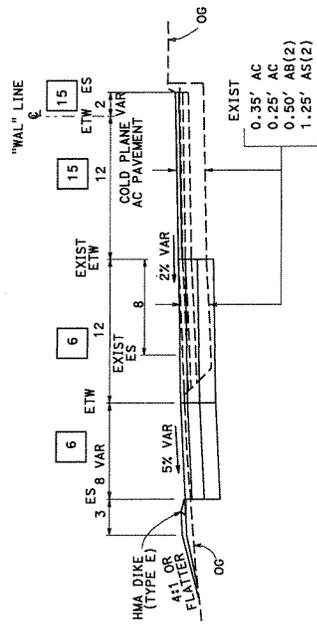
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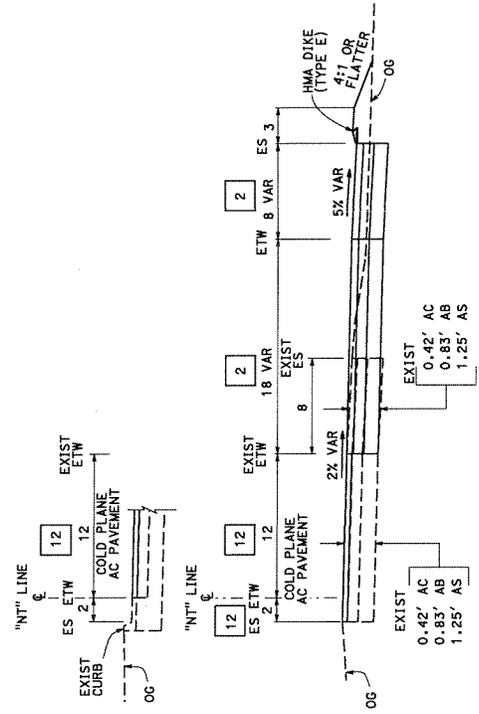
NOTES:

1. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.

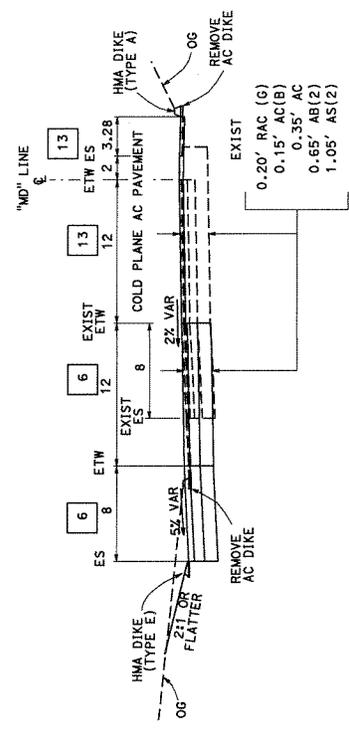
ABBREVIATIONS:



ALAMO DR ON-RAMP TO WB-80



NUT TREE RD ON-RAMP TO EB-80



MASON ST/DEPOT ON-RAMP TO WB-80

TYPICAL CROSS SECTIONS
NO SCALE

X-2

DATE PLOTTED => 22-SEP-2011	LAST REVISION	00-00-00
PROJECT NO. 0000000001	PROJECT NAME	SB 505 CONNECTOR TO WB-80
DATE PLOTTED => 22-SEP-2011	LAST REVISION	00-00-00

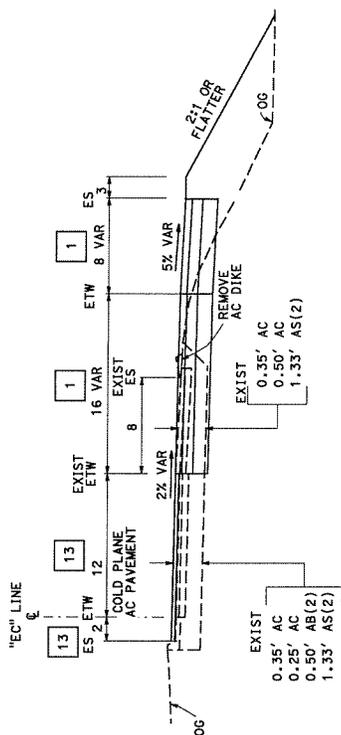
REGISTERED CIVIL ENGINEER DATE

PLANE APPROVAL DATE

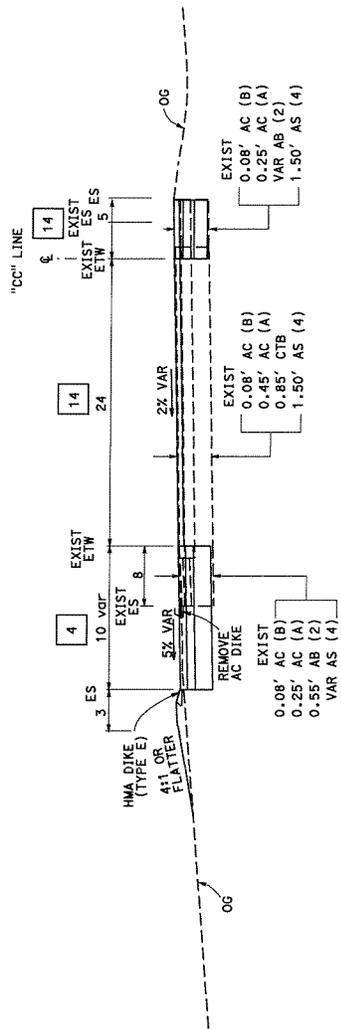
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- NOTES:**
1. DIMENSIONS OF THE STRUCTURAL SECTIONS ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
 2. SUPERELEVATION AS SHOWN OR AS DIRECTED BY THE ENGINEER.

ABBREVIATIONS:



CLIFFSIDE DR ON-RAMP TO EB-80



SB 505 CONNECTOR TO WB-80

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	DESIGNED BY	DATE REVISION
FUNCTIONAL SUPERVISOR	CHECKED BY	DATE REVISION
DESIGNED BY	CHECKED BY	DATE REVISION
DESIGNED BY	CHECKED BY	DATE REVISION

NOTE:
FOR ACCURATE RIGHT-OF-WAY DATA, CONTACT
RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

DATE REVISSED
REVISOR

DESIGNED BY
GENERAL S. CAPULONG

CHECKED BY
FUNCTIONAL SUPERVISOR

DATE REVISSED
REVISOR

DESIGNED BY
GENERAL S. CAPULONG

CHECKED BY
FUNCTIONAL SUPERVISOR

DATE REVISSED
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GENERAL S. CAPULONG

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DATE REVISSED
REVISOR

DESIGNED BY
GENERAL S. CAPULONG

CHECKED BY
FUNCTIONAL SUPERVISOR

ROUTE TOTAL SHEETS

POST MILES TOTAL PROJECT

ROUTE

COUNTY

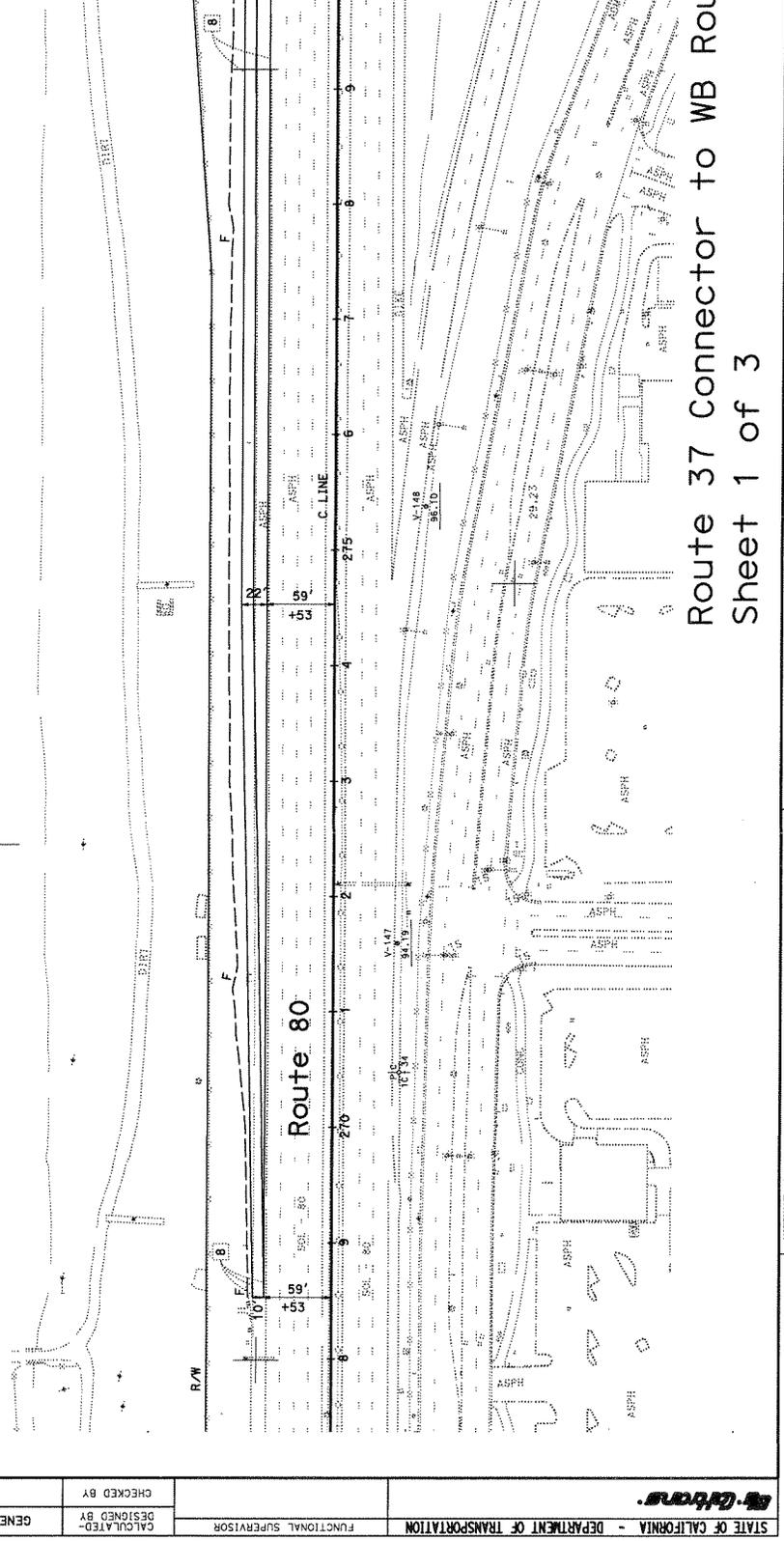
REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
FOR AGENTS SHALL NOT BE RESPONSIBLE FOR
CORRECTIONS TO THIS PLAN SHEET.



VALLEJO



DATE PLOTTED => 22-SEP-2011
TIME PLOTTED => 13:04
PROJECT NUMBER & PHASE
UNIT 0000
RELATIVE BORDER SCALE
15 IN INCHES
ROUTE 37 Connector to WB Route 80
Sheet 1 of 3
0 1 2 3
09-02-11
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TIME PLOTTED => 13:04

DATE	COUNTY	ROUTE	TOTAL SHEETS	SHEET NO.

REGISTERED CIVIL ENGINEER	DATE

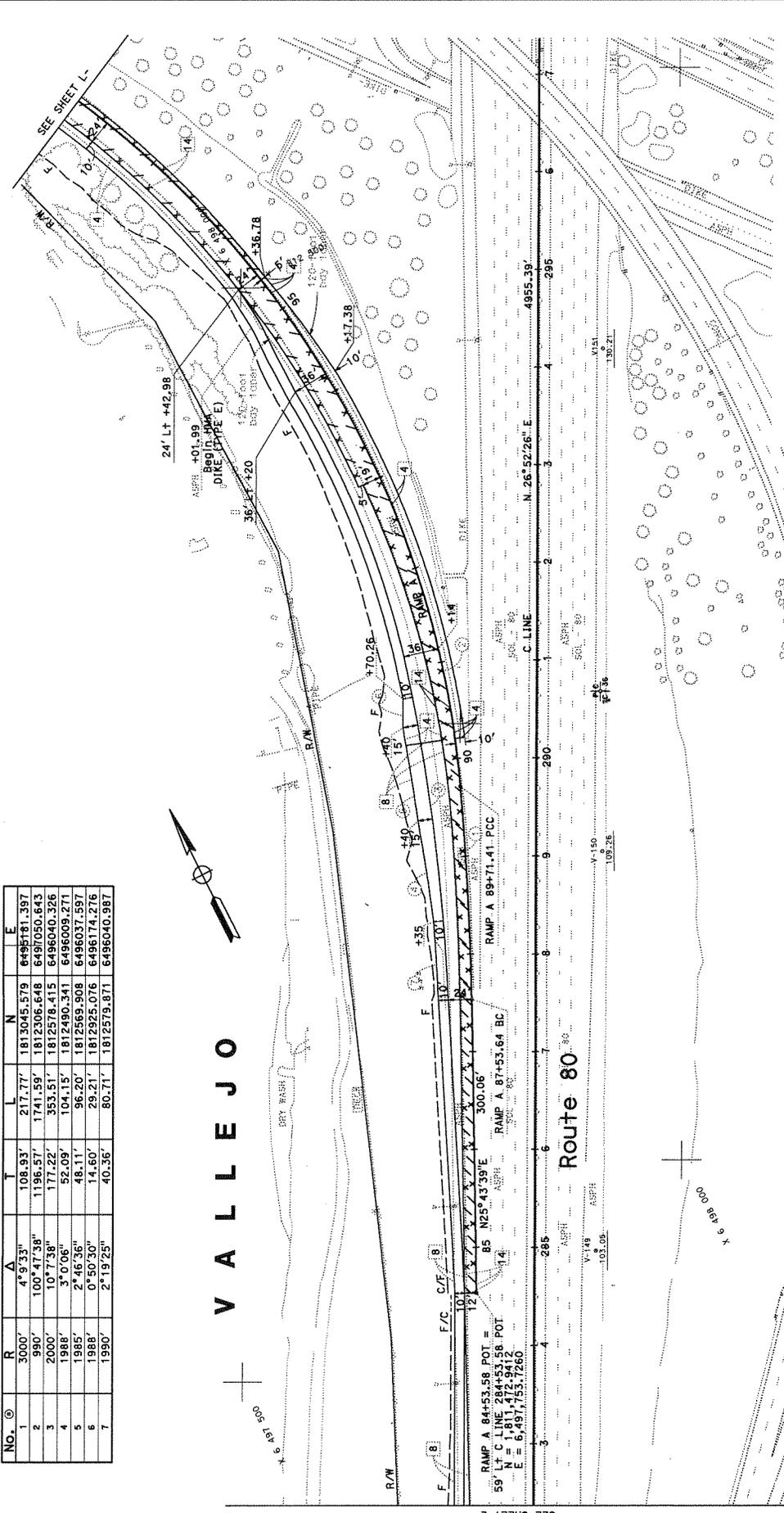
PLANS APPROVAL DATE	

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NOTE:
 FOR ACCURATE RIGHT OF WAY DATA, CONTACT
 RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.

CURVE DATA

No. @	R	A	T	L	N	E
1	3000'	4° 5' 33"	108.93'	217.77'	1813045.579	6495781.397
2	990'	100° 47' 38"	1196.57'	1741.59'	1812306.648	6497050.643
3	2000'	10° 7' 38"	171.22'	353.51'	1812578.415	6496040.326
4	1988'	3° 0' 06"	52.09'	104.15'	1812490.341	6496009.271
5	1985'	2° 46' 36"	48.11'	96.20'	1812569.908	6496037.597
6	1988'	0° 50' 30"	29.21'	14.60'	1812925.076	6496174.276
7	1990'	2° 19' 25"	40.36'	80.71'	1812579.871	6496040.987



V A L L E J O

**Route 37 Connector to WB Route 80
 Sheet 2 of 3**

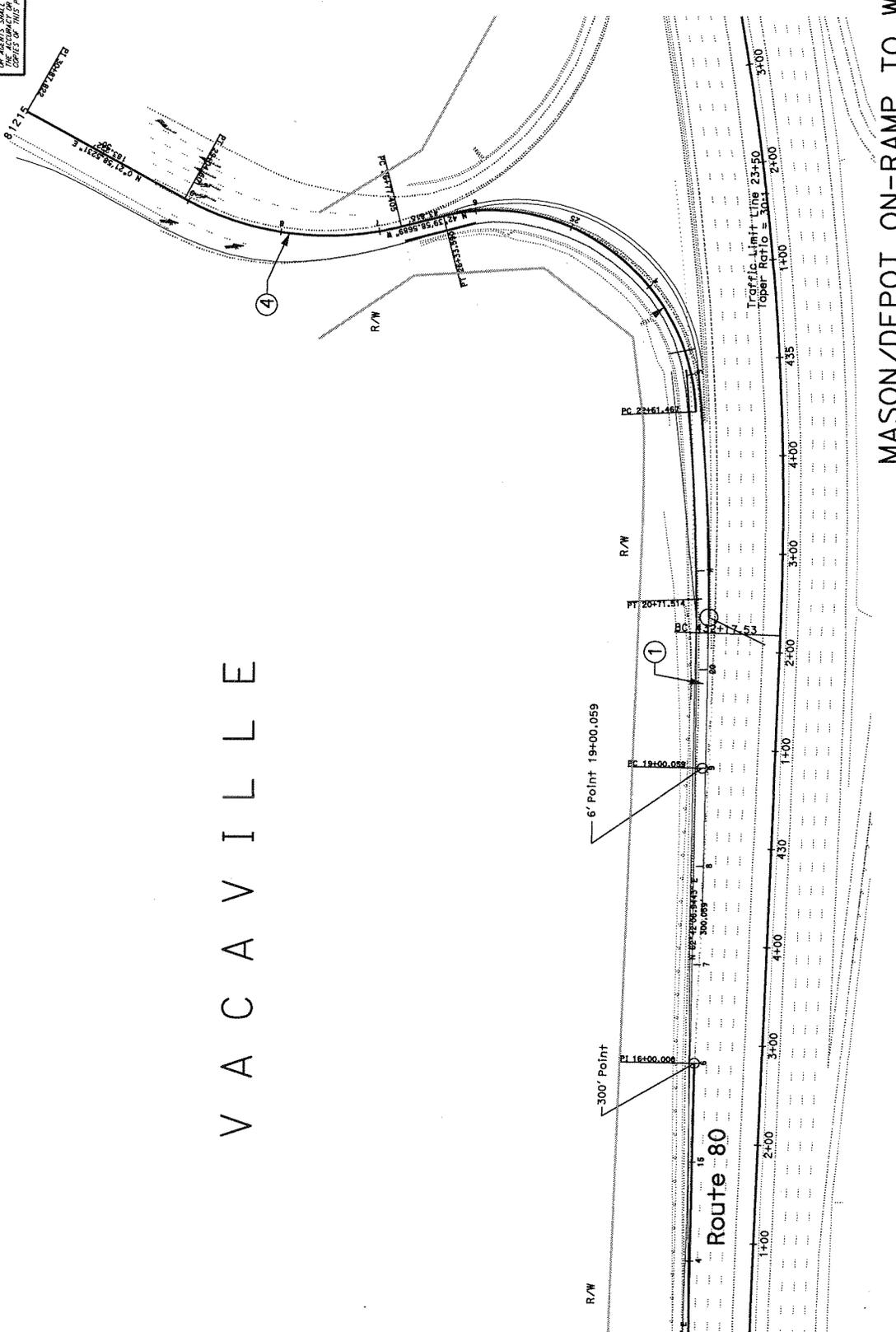
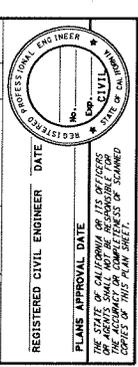
DESIGNED BY	REVISOR	DATE REVISION
GENE S. CAPULONG		

CHECKED BY	FUNCTIONAL SUPERVISOR

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
--

DATE COUNTY ROUTE TOTAL PROJECT SHEET TOTAL SHEETS

REGISTERED CIVIL ENGINEER DATE
 PLANS APPROVAL DATE
 THE CIVIL ENGINEER AND HIS OFFICE OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.



VACAVILLE

MASON/DEPOT ON-RAMP TO WB RTE 80

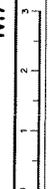
UNIT 0000 PROJECT NUMBER & PHASE 00000000001

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION	FUNCTIONAL SUPERVISOR	CHECKED BY	DATE REVISD	REVISD BY
31-41-10-87				

BORDER LAST REVISED 7/2/2010

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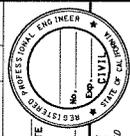
RELATIVE BORDER SCALE IS IN INCHES



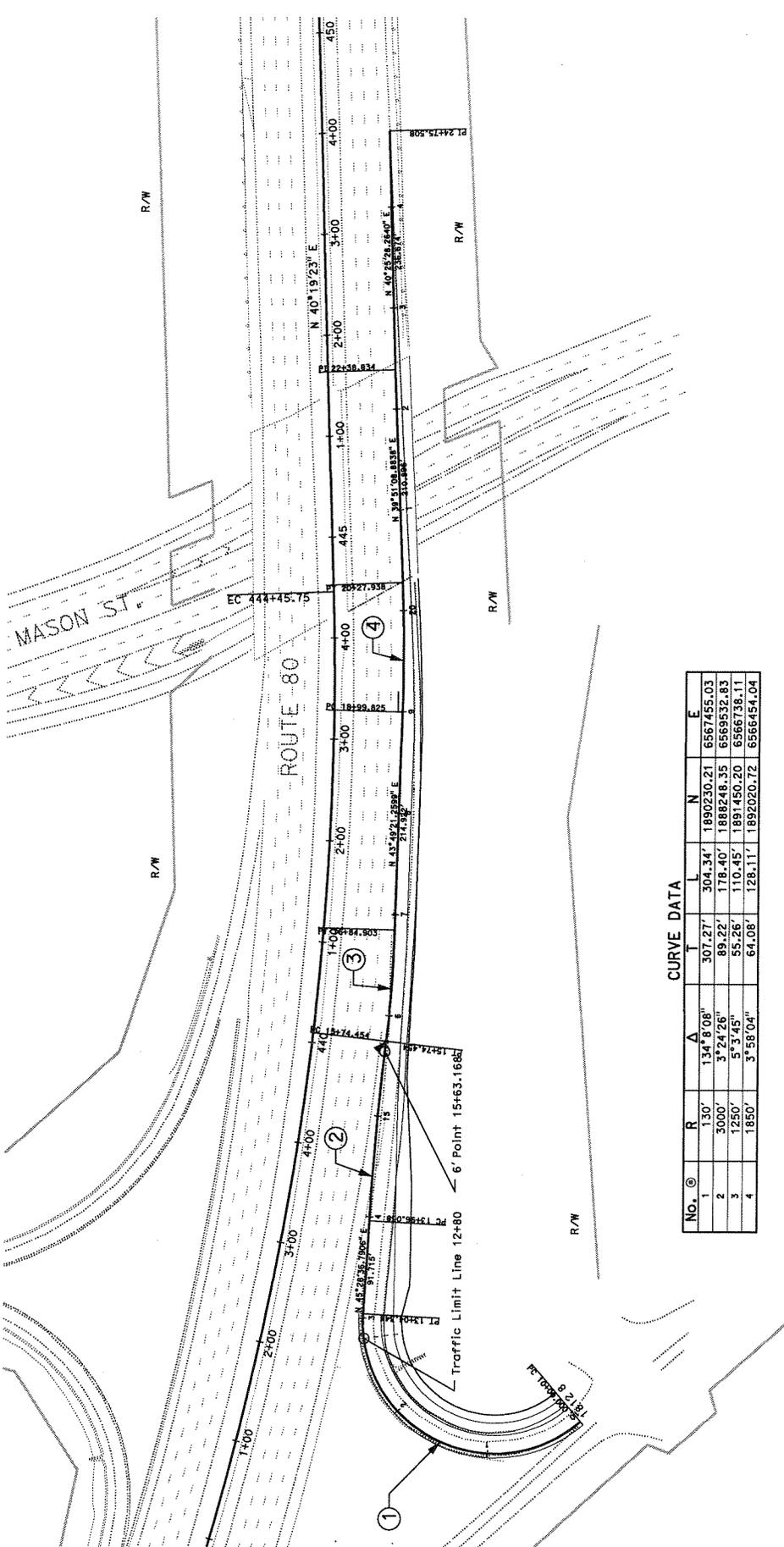
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Dist: COUNTY ROUTE POST MILES SHEET TOTAL
TOTAL PROJECT NO. SHEETS

REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
I hereby approve these plans and the engineer shall be responsible for the correctness of this plan sheet.



VACAVILLE



CURVE DATA

NO. @	R	Δ	T	L	N	E
1	130'	134° 6' 08"	307.27'	304.34'	1890230.21	6567455.03
2	3000'	3° 24' 26"	89.22'	178.40'	1888248.35	6569532.83
3	1250'	5° 3' 45"	55.26'	110.45'	1891450.20	6566738.11
4	1850'	3° 58' 04"	64.08'	128.11'	1892020.72	6566454.04

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
FUNCTIONAL SUPERVISOR
CALCULATED BY
DESIGNED BY
CHECKED BY
DATE REVISOR
REVISOR

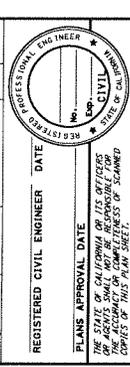
CLIFFSIDE DR ON-RAMP TO EB ROUTE 80

DATE PLOTTED => 23-SEP-2011
 TIME PLOTTED => 09:53
 LAST REVISION

POST MILES SHEET TOTAL
 TOTAL PROJECT NO. SHEETS

COUNTY ROUTE
 DIST COUNTY ROUTE

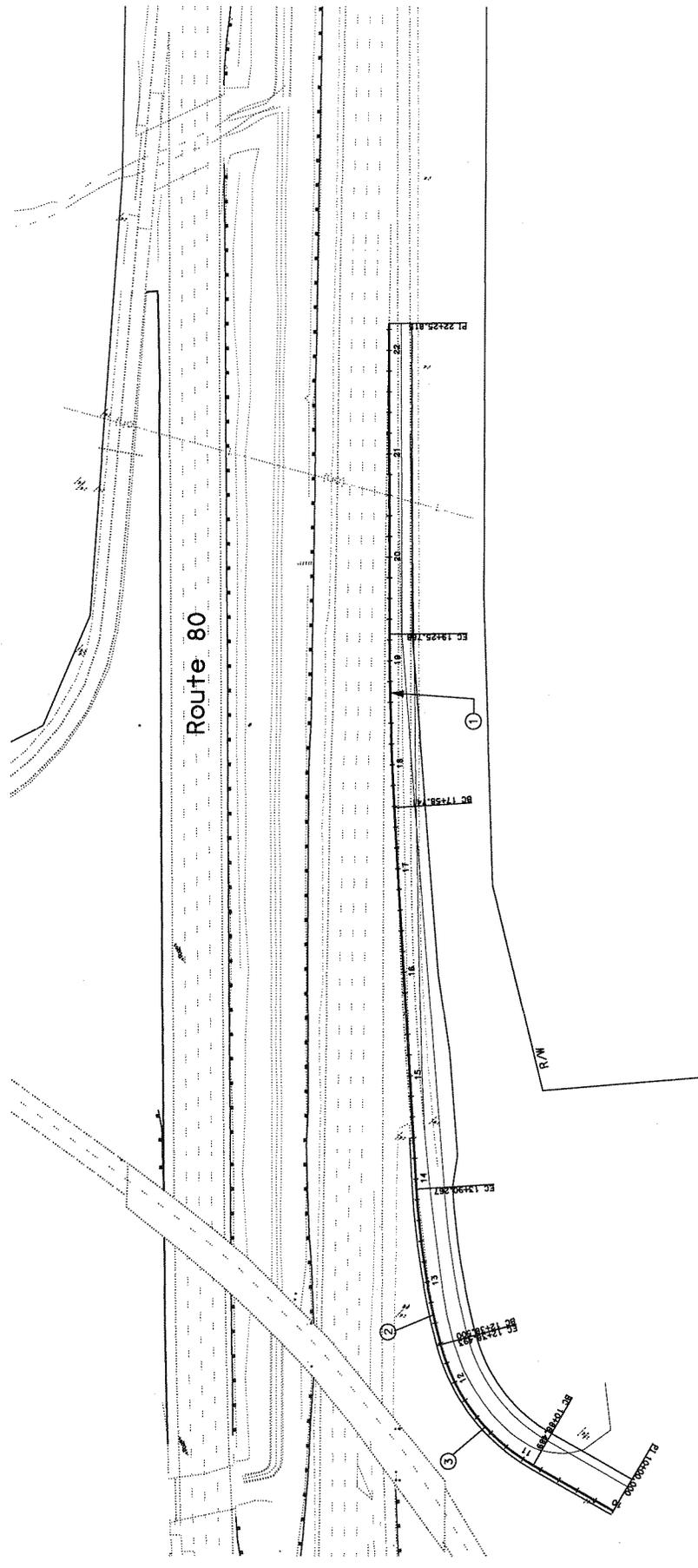
REGISTERED CIVIL ENGINEER DATE
 PLANS APPROVAL DATE
 THE CIVIL ENGINEER SHALL NOT BE RESPONSIBLE FOR
 ANY ERRORS OR OMISSIONS OF THIS PLAN SHEET.



CURVE DATA

No. @	R	Δ	L	N	E
1	3000'	3°11'25"	167.05'	1896046.98	6577708.71
2	755'	11°31'02"	76.14'	1897250.02	6575777.76
3	190'	45°14'05"	79.16'	1897550.20	6575281.12

VACAVILLE



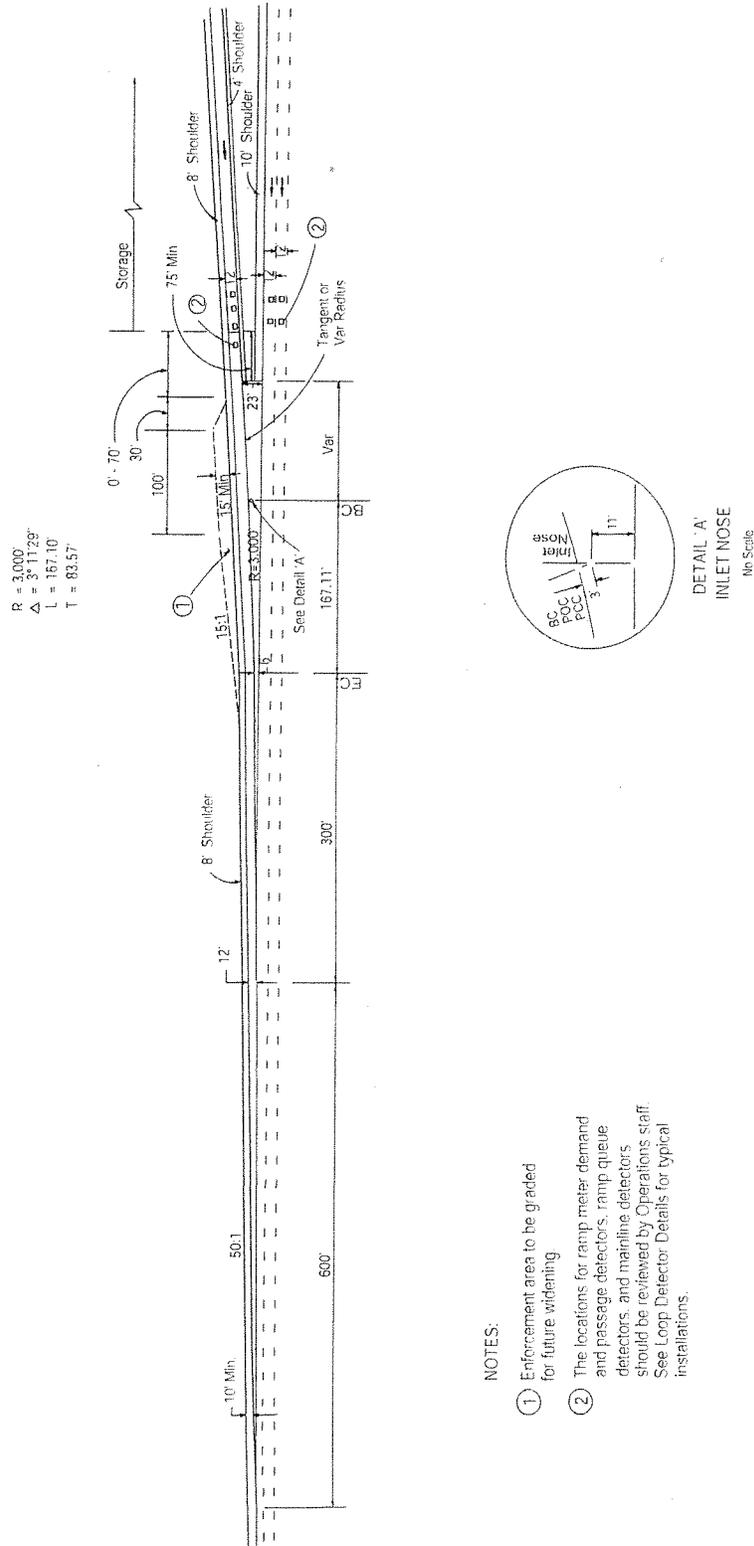
Nut Tree On-ramp to EB Route 80

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
 FUNCTIONAL SUPERVISOR
 CALCULATED BY
 DESIGNED BY
 CHECKED BY
 DATE REVISSED
 REVISSED BY

Attachment B

Typical Freeway Entrance with Ramp Meter

Figure 504.3A
Typical Freeway Entrance
With 1-Lane Ramp Meter

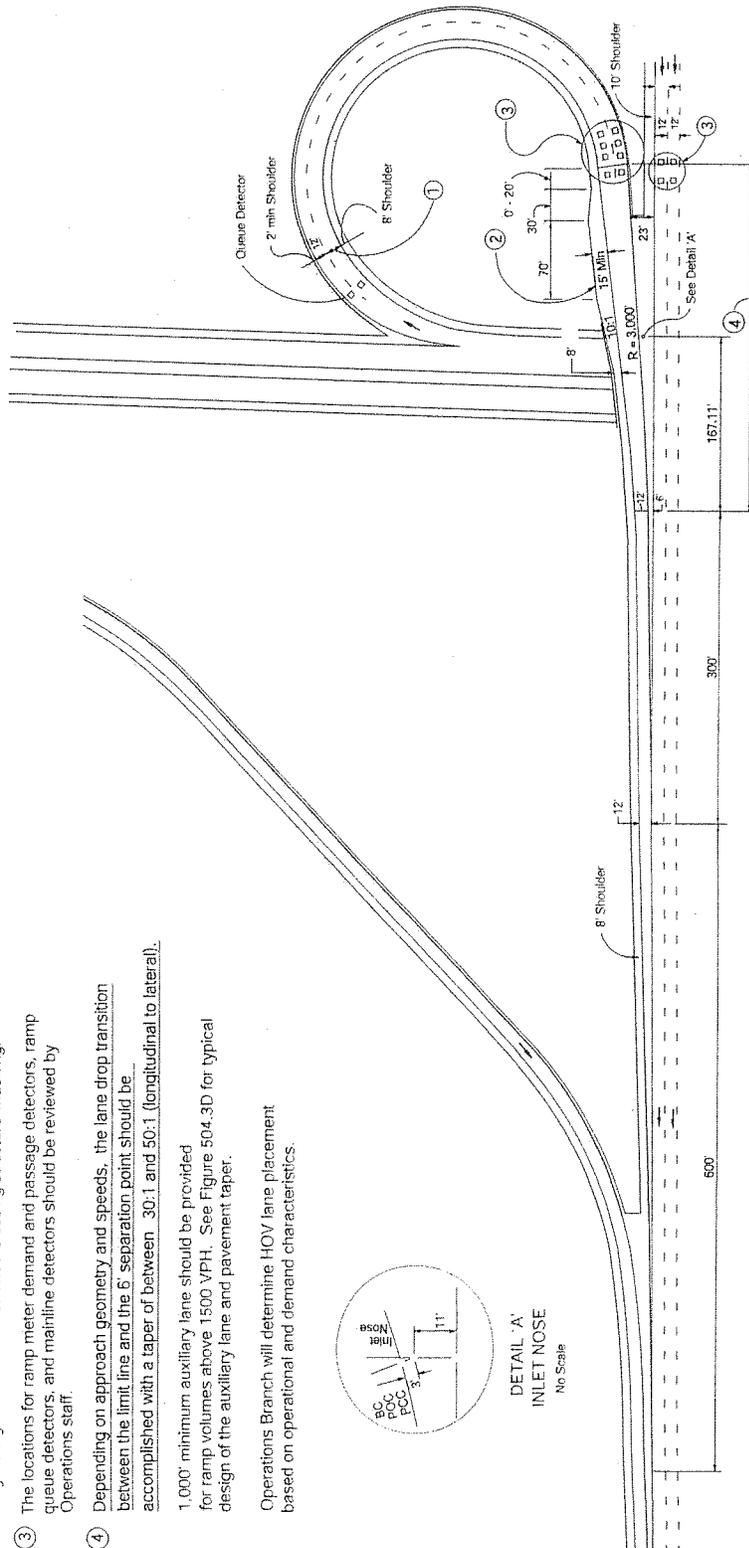


See the MUTCD and California Supplement for signing and striping typicals.

NOTES:

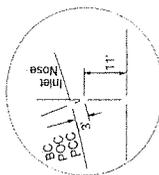
- ① Enforcement area to be graded for future widening.
- ② The locations for ramp meter demand and passage detectors, ramp queue detectors, and mainline detectors should be reviewed by Operations staff. See Loop Detector Details for typical installations.

Figure 504.3C
Typical Freeway Entrance Loop Ramp
With 2-Lane Ramp Meter



NOTES:

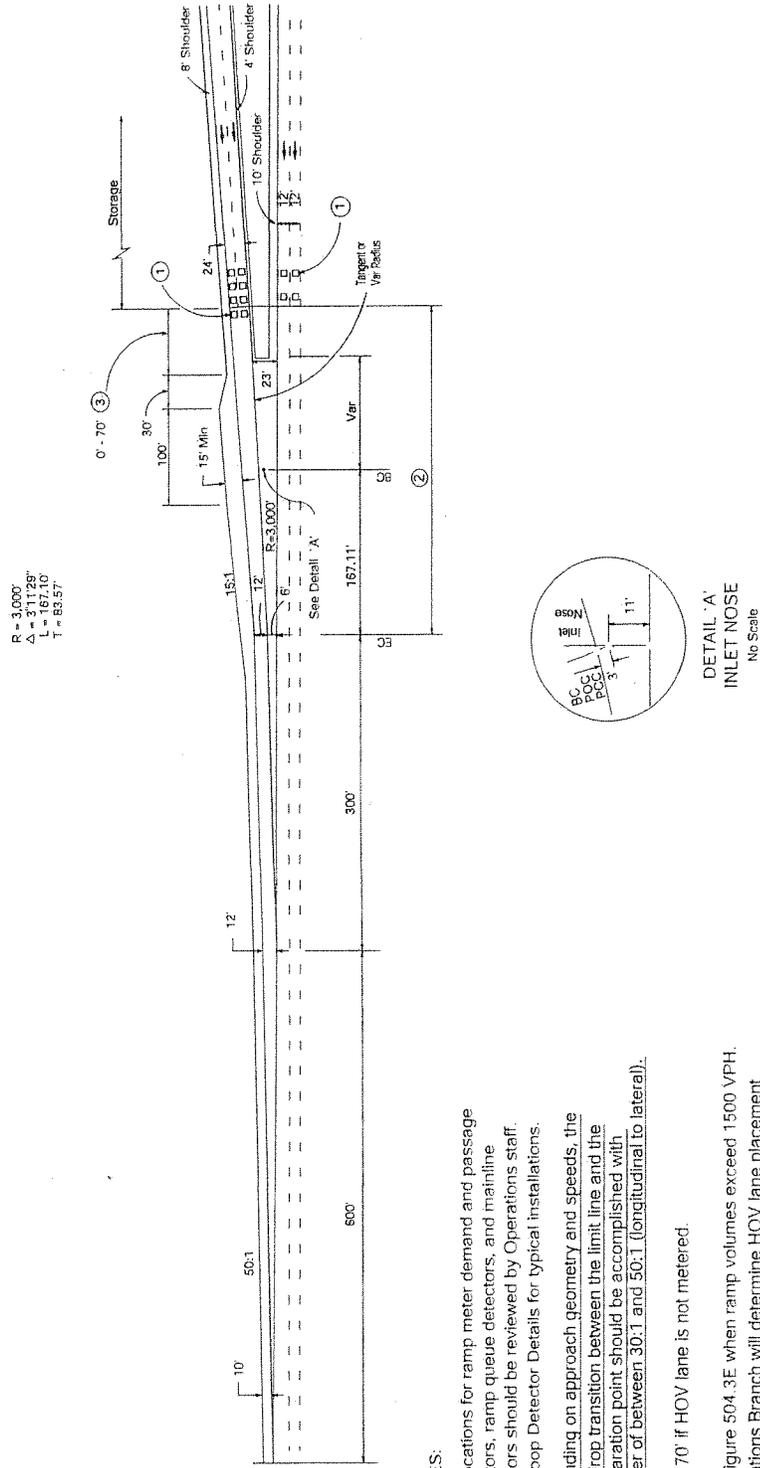
- ① See Highway Design Manual Index 504.3 for radii less than 300'.
 - ② An enforcement area should be provided when HOV bypass lane is included. Enforcement area dimensions may be adjusted to minimize undercrossing structure widening.
 - ③ The locations for ramp meter demand and passage detectors, ramp queue detectors, and mainline detectors should be reviewed by Operations staff.
 - ④ Depending on approach geometry and speeds, the lane drop transition between the limit line and the 6' separation point should be accomplished with a taper of between 30:1 and 50:1 (longitudinal to lateral).
1,000' minimum auxiliary lane should be provided for ramp volumes above 1500 VPH. See Figure 504.3D for typical design of the auxiliary lane and pavement taper.
- Operations Branch will determine HOV lane placement based on operational and demand characteristics.



DETAIL: 'A'
INLET NOSE
No Scale

See the MUTCD and California Supplement for signing and striping typicals.

Figure 504.3D
Typical Freeway Entrance for Ramp Volumes < 1500 VPH
With 2-Lane Ramp Meter

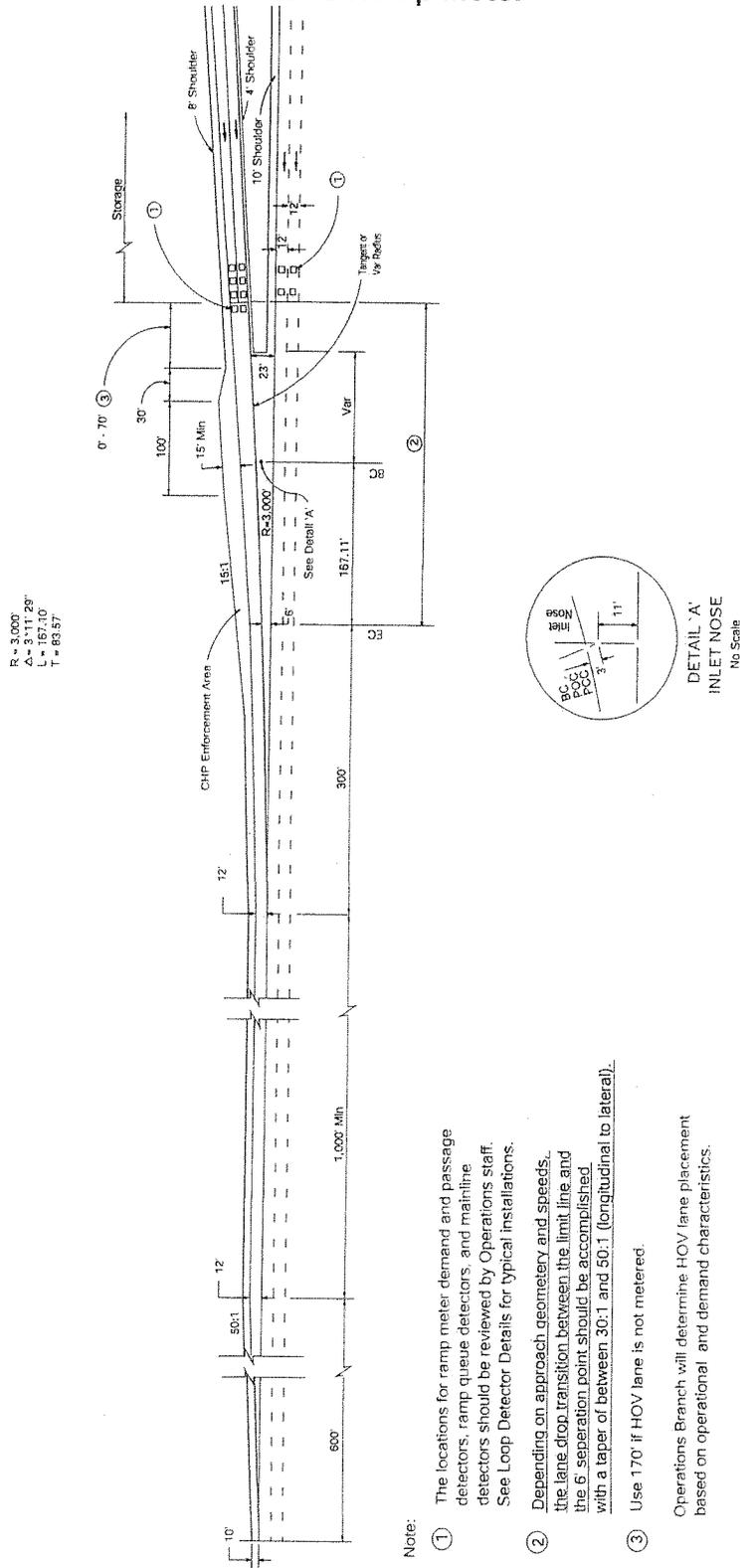


NOTES:

- ① The locations for ramp meter demand and passage detectors, ramp queue detectors, and mainline detectors should be reviewed by Operations staff. See Loop Detector Details for typical installations.
 - ② Depending on approach geometry and speeds, the lane drop transition between the limit line and the 6' separation point should be accomplished with a taper of between 30:1 and 50:1 (longitudinal to lateral).
 - ③ Use 170' if HOV lane is not metered.
- Use Figure 504.3E when ramp volumes exceed 1500 VPH. Operations Branch will determine HOV lane placement based on operational and demand characteristics.

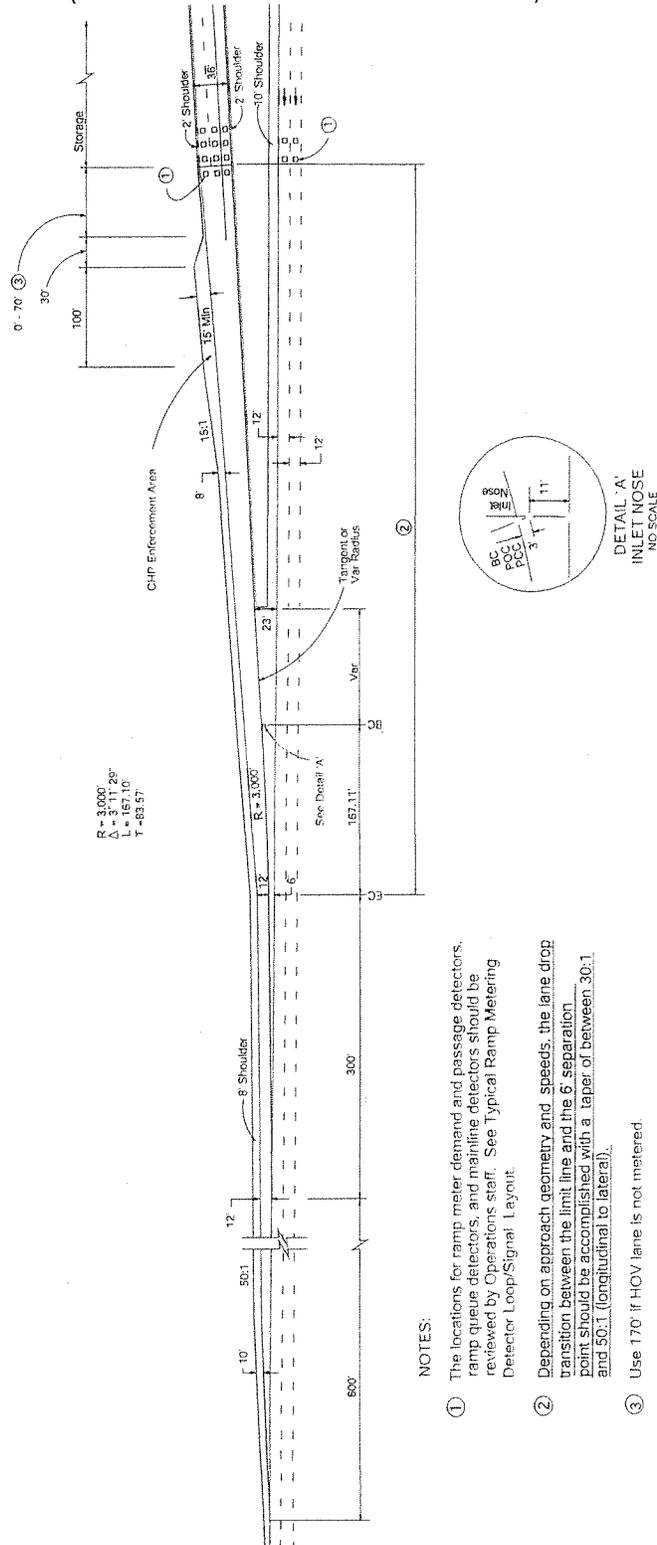
See the MUTCD and California Supplement for signing and striping typicals.

Figure 504.3E
Typical Freeway Entrance for Ramp Volumes > 1500 VPH
With 2-Lane Ramp Meter



See the MUTCD and California Supplement for signing and striping typicals.

Figure 504.3F
Typical Freeway Entrance for Ramp Volumes < 1500 VPH
3-Lane Ramp Meter
(2 mixed-flow lanes + HOV lane)

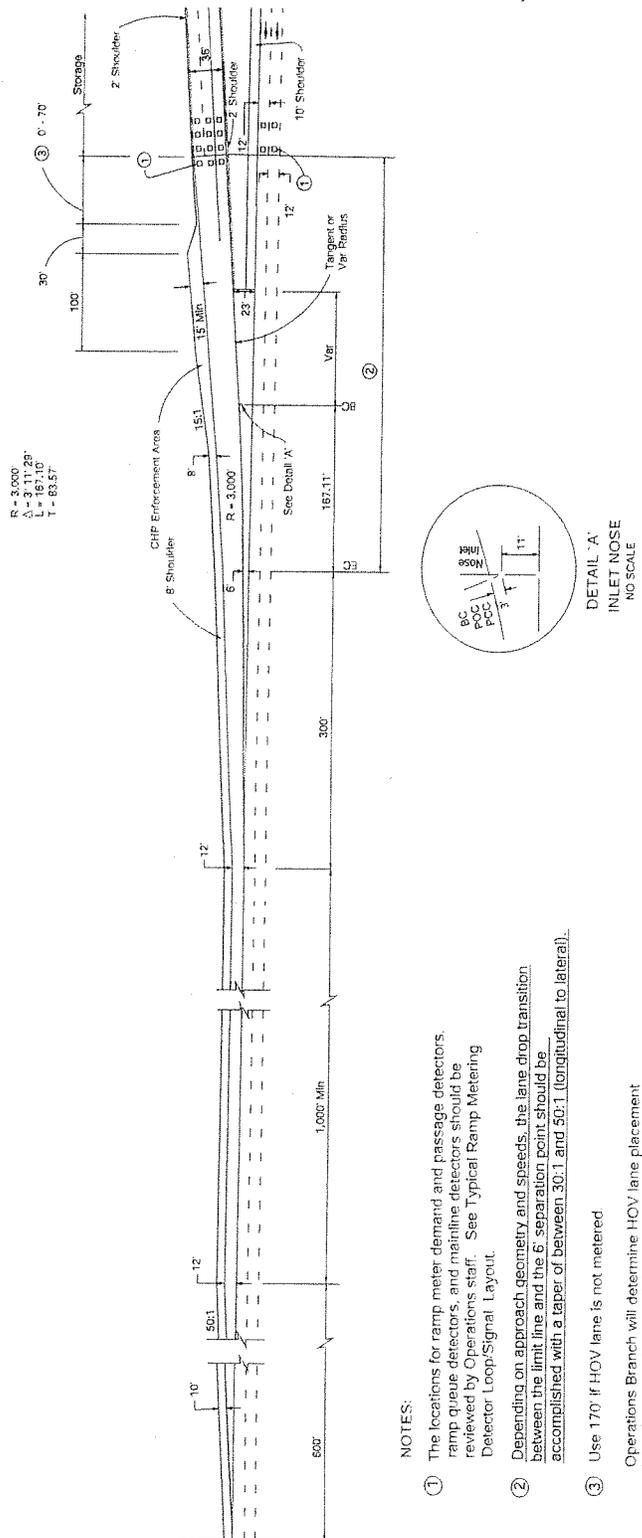


See the MUTCD and California Supplement for signing and striping typicals.

NOTES:

- ① The locations for ramp meter demand and passage detectors, ramp queue detectors, and mainline detectors should be reviewed by Operations staff. See Typical Ramp Metering Detector Loop/Signal Layout.
 - ② Depending on approach geometry and speeds, the lane drop transition between the limit line and the 6' separation point should be accomplished with a taper of between 30:1 and 50:1 (longitudinal to lateral).
 - ③ Use 170' if HOV lane is not metered.
- Operations Branch will determine HOV lane placement based on operational and demand characteristics.

Figure 504.3G
Typical Freeway Entrance for Ramp Volumes > 1500 VPH
3-Lane Ramp Meter
(2 mixed-flow lanes + HOV lane)

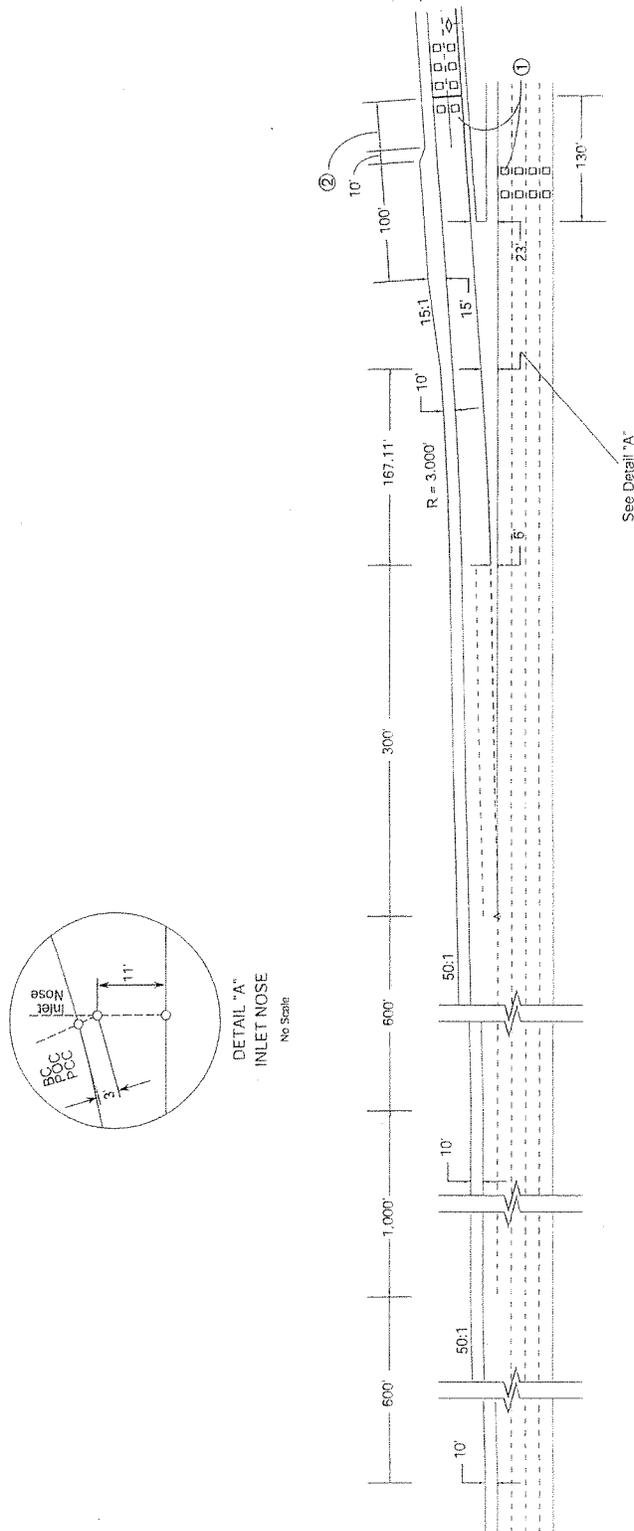


See the MUTCD and California Supplement for signing and striping typical.

NOTES:

- ① The locations for ramp meter demand and passage detectors, ramp queue detectors, and mainline detectors should be reviewed by Operations staff. See Typical Ramp Metering Detector Loop/Signal Layout.
- ② Depending on approach geometry and speeds, the lane drop transition between the limit line and the 6' separation point should be accomplished with a taper of between 30:1 and 50:1 (longitudinal to lateral).
- ③ Use 170' if HOV lane is not metered.
 Operations Branch will determine HOV lane placement based on operational and demand characteristics.

Figure 504.3H
Typical Freeway Connector
2-Lane Meter
(1 mixed-flow lane + HOV lane)



NOTES:

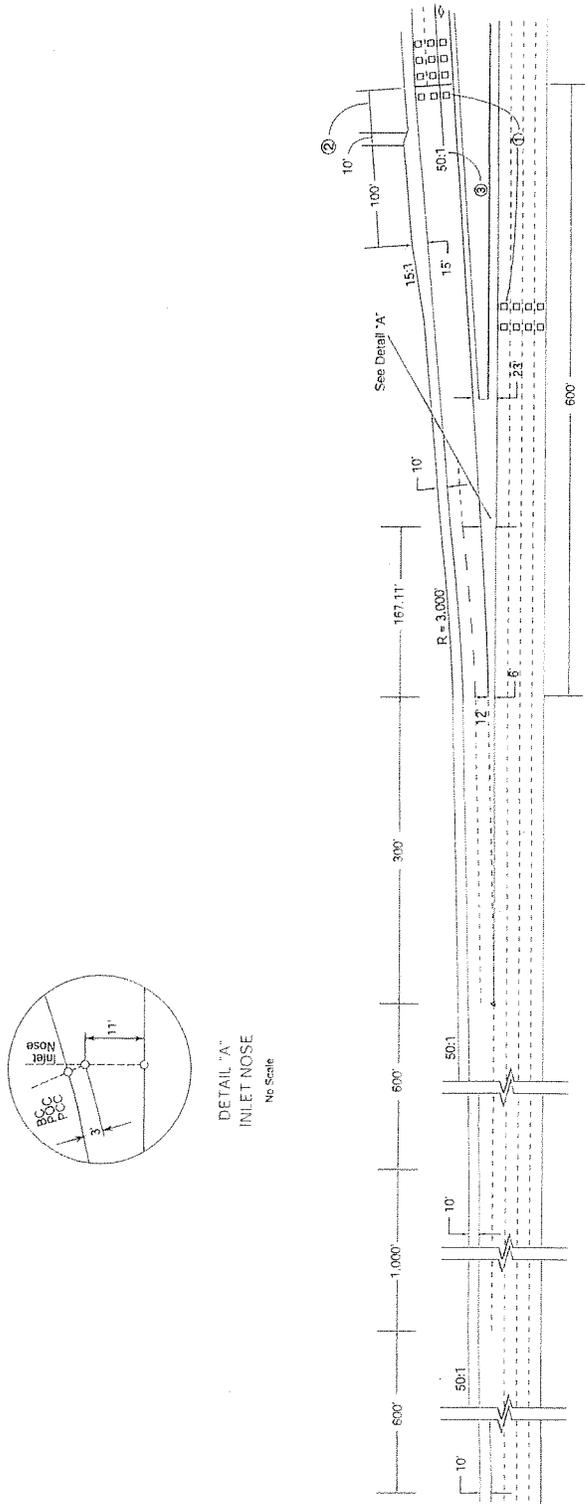
① The locations for ramp meter demand and passage detectors, ramp queue detectors, and mainline detectors should be reviewed by Operations staff. See Typical Ramp Metering Detector Loop/Signal Layout.

② Use 0' - 70' if HOV lane is metered. Use 170' if HOV lane is not metered.

Operations staff will determine HOV lane placement based on operational and demand characteristics.

Typically, lane drops are to be accomplished over a distance equal to WV, but the lane drop transition should be accomplished with at least a 50:1 (longitudinal to lateral) taper.

Figure 504.3I
Typical Freeway Connector
3-Lane Meter
(2 mixed-flow lanes + HOV lane)



DETAIL "A"
INLET NOSE
No Scale

NOTES:

- ① The locations for ramp meter demand and passage detectors, ramp queue detectors, and mainline detectors should be reviewed by Operations staff. See Typical Ramp Metering Detector Loop/Signal Layout.
- ② Use 0' - 70' if HOV lane is metered. Use 170' if HOV lane is not metered.
- ③ Typically, lane drops are to be accomplished over a distance equal to WV, but the lane drop transition should be accomplished with at least a 50:1 (longitudinal to lateral) taper. Operations staff will determine HOV lane placement based on operational and demand characteristics.

Attachment C

Standard Plans (Controller Cabinet, Signal Standard)

DATE	ROUTE	TOTAL PROJECT	NO. SHEETS

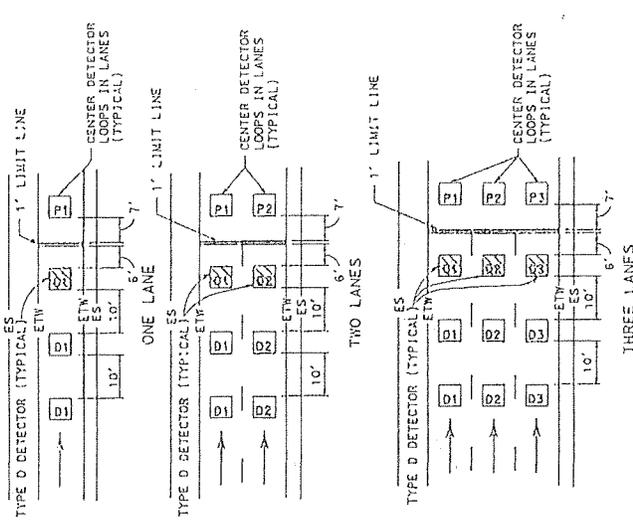
REGISTERED ELECTRICAL ENGINEER DATE

PLANS APPROVAL DATE

NO. STATE OF CALIFORNIA OF THE OFFICE OF THE REGISTERED ELECTRICAL ENGINEERS

NO. LICENSE

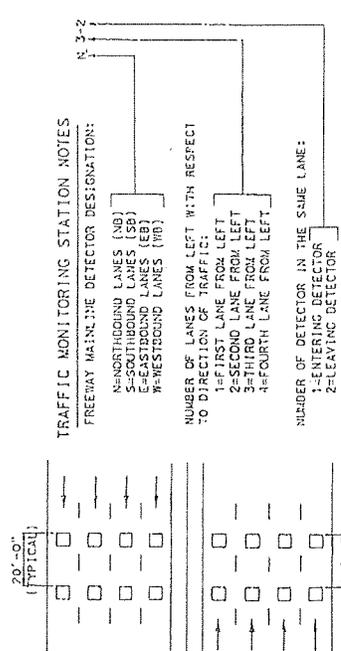
NO. EXPIRES



RAMP METERING STATION NOTES

1. SEE ES-SA, ES-SB, AND ES-13A FOR ADDITIONAL DETAILS.
2. DLC CONDUCTORS SHALL BE SPLICED TO THE LOOP CONDUCTORS IN THE NEAREST PULLBOX.
3. ALL SPLICES SHALL BE TYPE "S" OR TYPE "ST" AS REQUIRED.

DETAIL "RMR" RAMP METERING STATION



RAMP DETECTOR DESIGNATION:

- D-DEMAND DETECTOR
- P-PASSAGE DETECTOR
- 0-QUEUE DETECTOR
- 7-OFFRAMP DETECTOR
- 1-F-FIRST LANE FROM LEFT
- 2-SECOND LANE FROM LEFT

Attachment C

ELECTRICAL DETAILS
(RAMP METERING AND TRAFFIC MONITORING)
DETECTOR SPACING AND DESIGNATION

FOR NOTES, ABBREVIATIONS, AND/OR LEGEND, SEE SHEET C-4

THIS PLAN ACCURATE FOR ELECTRICAL WORK ONLY

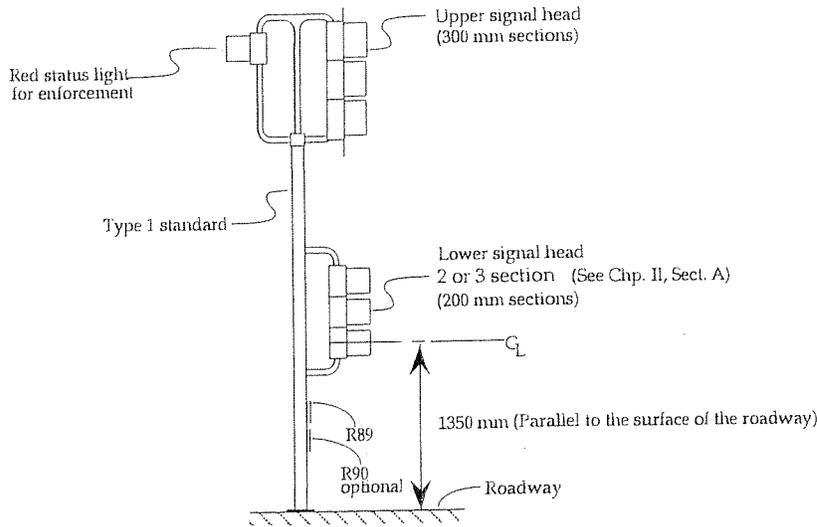
ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE SHOWN

NO SCALE

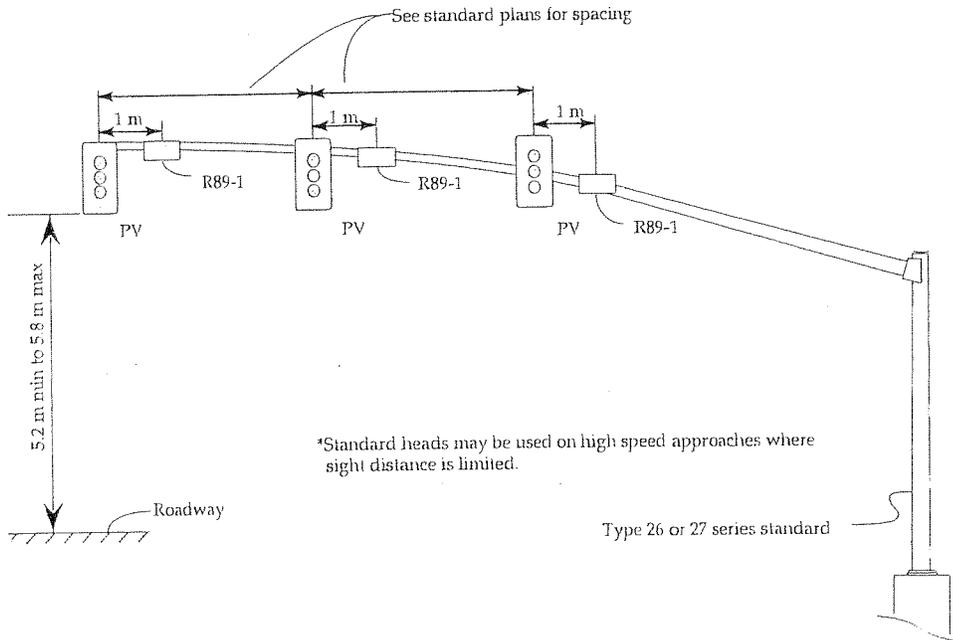
THIS DRAWING IS STORED ON CADS ON SYMBOLS: 15:RGNDRAR/CADDLIBRARY/CADD/BENGL/ISAN/STDBDETAILS

TYPICAL SIGNAL STANDARD INSTALLATIONS

See Standard Plans



TYPICAL SIGNAL STANDARD
For 1-, 2- and 3-Lanes
not to scale

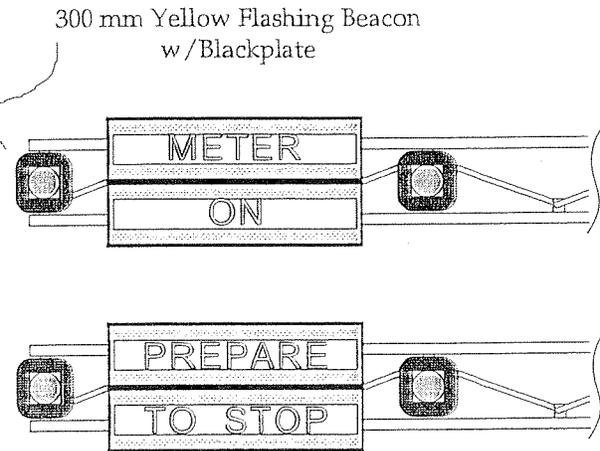
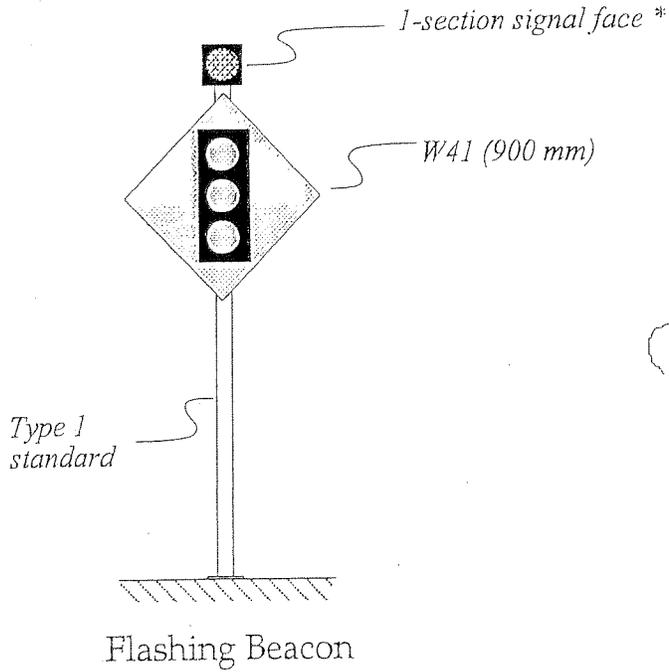


SIGNALS MOUNTED ON MAST ARM
not to scale

Use on 3-lane ramp where HOV lane is metered
Use two signal heads if HOV lane is not metered

Advance Warning Installations

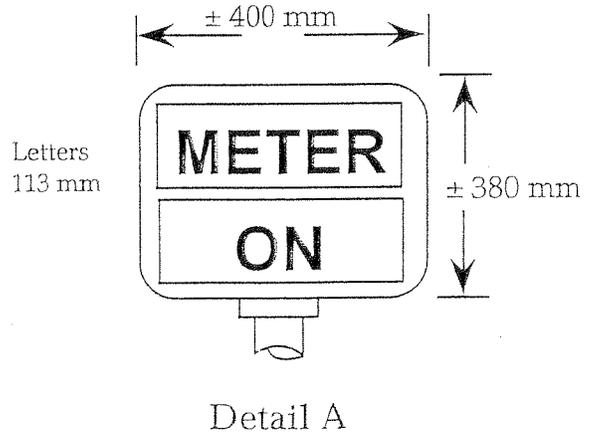
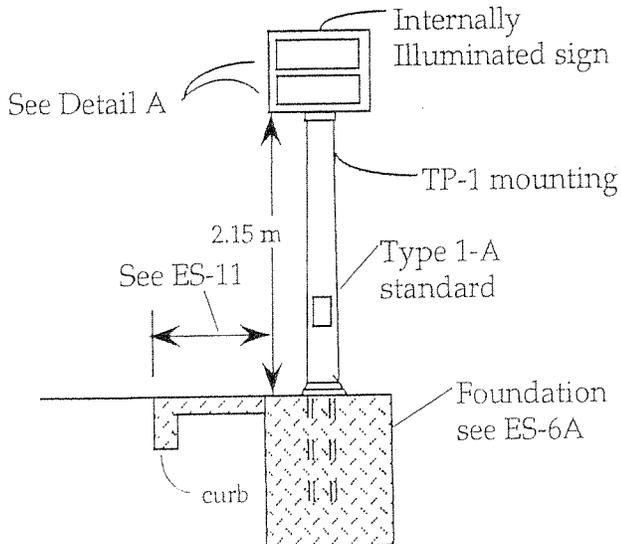
not to scale



Extinguishable Message Signs
(SEE ES-27A and B)

* Where early morning or late afternoon sun will be behind the beacon, a backplate should be used.

Typical "METER ON" Sign

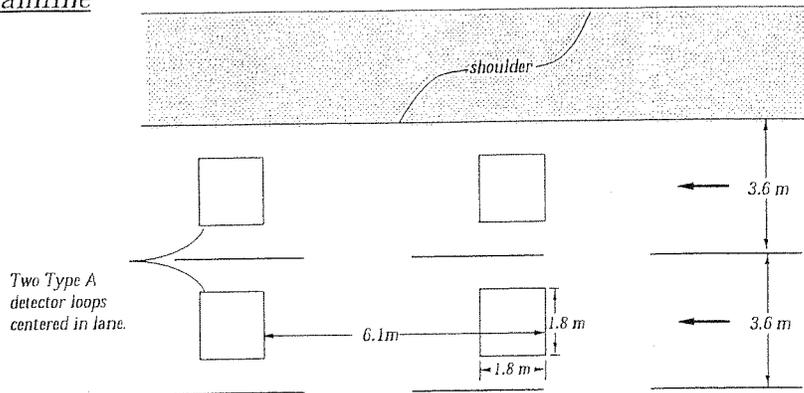


Typical Ramp Metering Detector Loop/Signal Layout

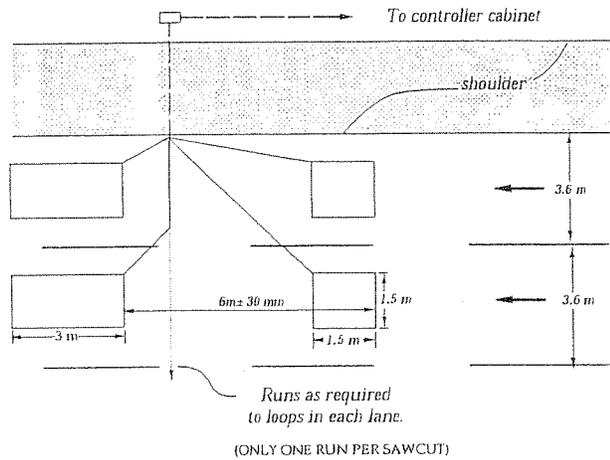
(not to scale)

See Standard Plans for loop installation procedures, and sawcut, slot, and winding details.

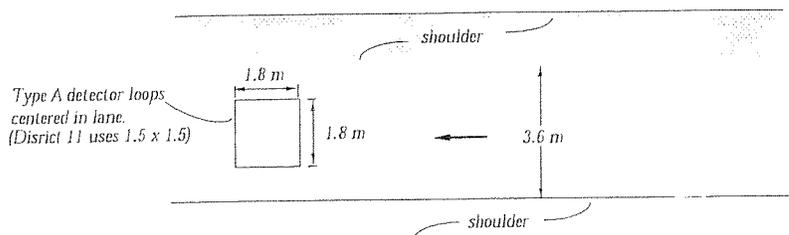
Mainline



Mainlane Loops used by District 11



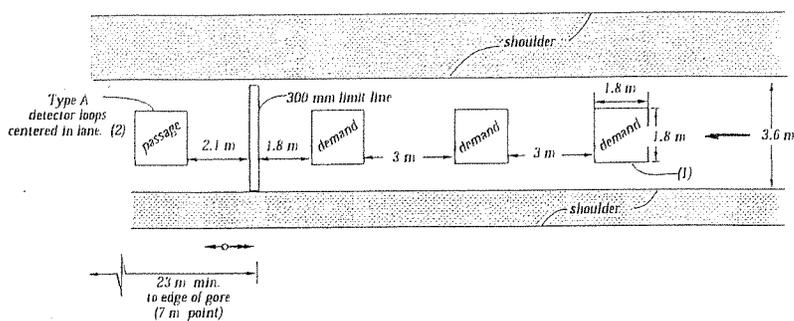
Queue/Exit /Count Loop



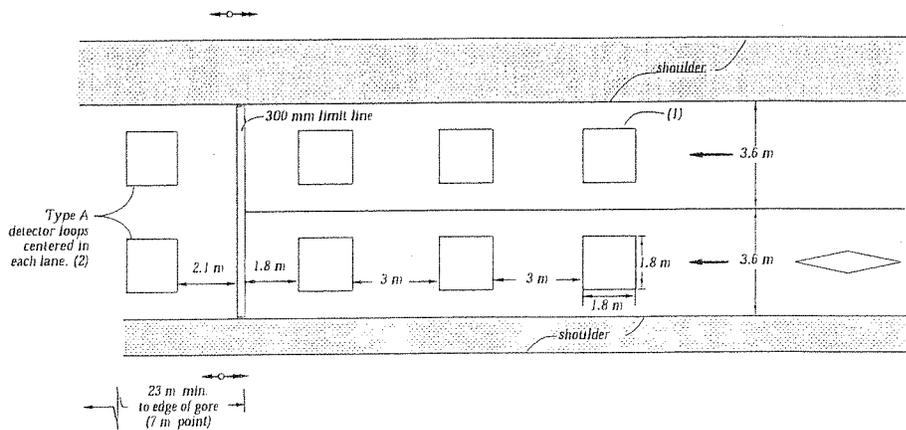
Typical Ramp Metering Detector Loop/Signal Layout (not to scale)

See Standard Plans for loop installation procedures, and sawcut, slot, and winding details.

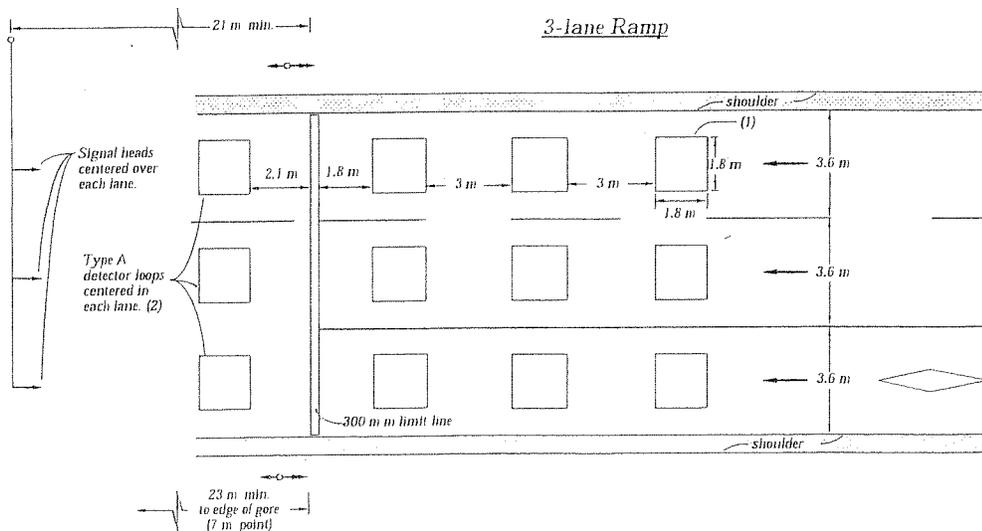
1-lane Ramp



2-lane Ramp



3-lane Ramp



- Notes: (1) See section on Ramp Detector Loops for number of demand loops to be used
(2) Type Q detector loops may be used.

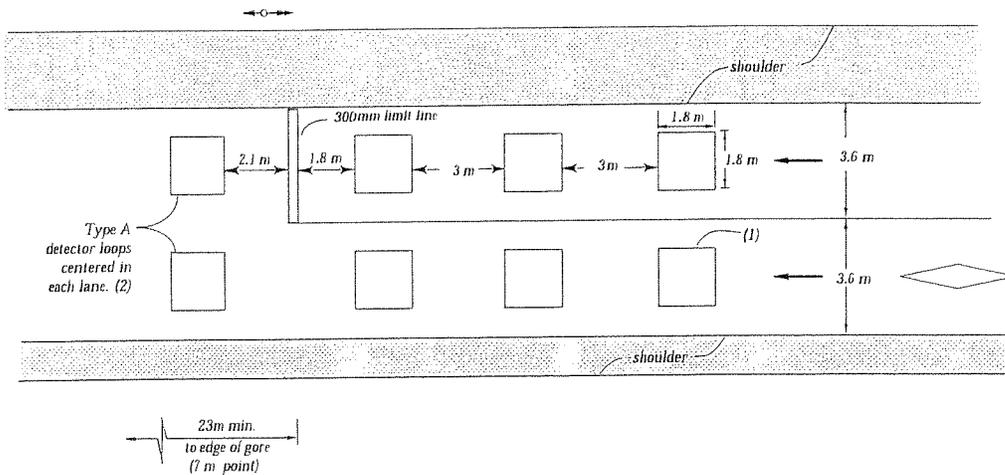
Typical Ramp Metering Detector Loop/Signal Layout

2- and 3-lane
(not to scale)

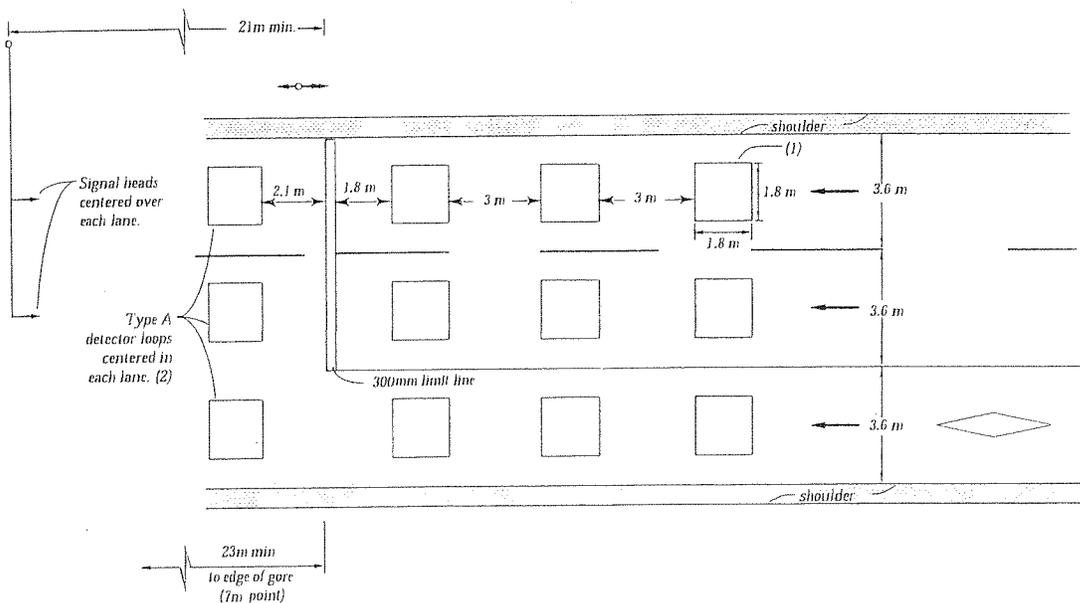
See Standard Plans for loop installation
procedures, and sawcut, slot, and winding details.

Non-metered HOV Lanes

2-lane Ramp

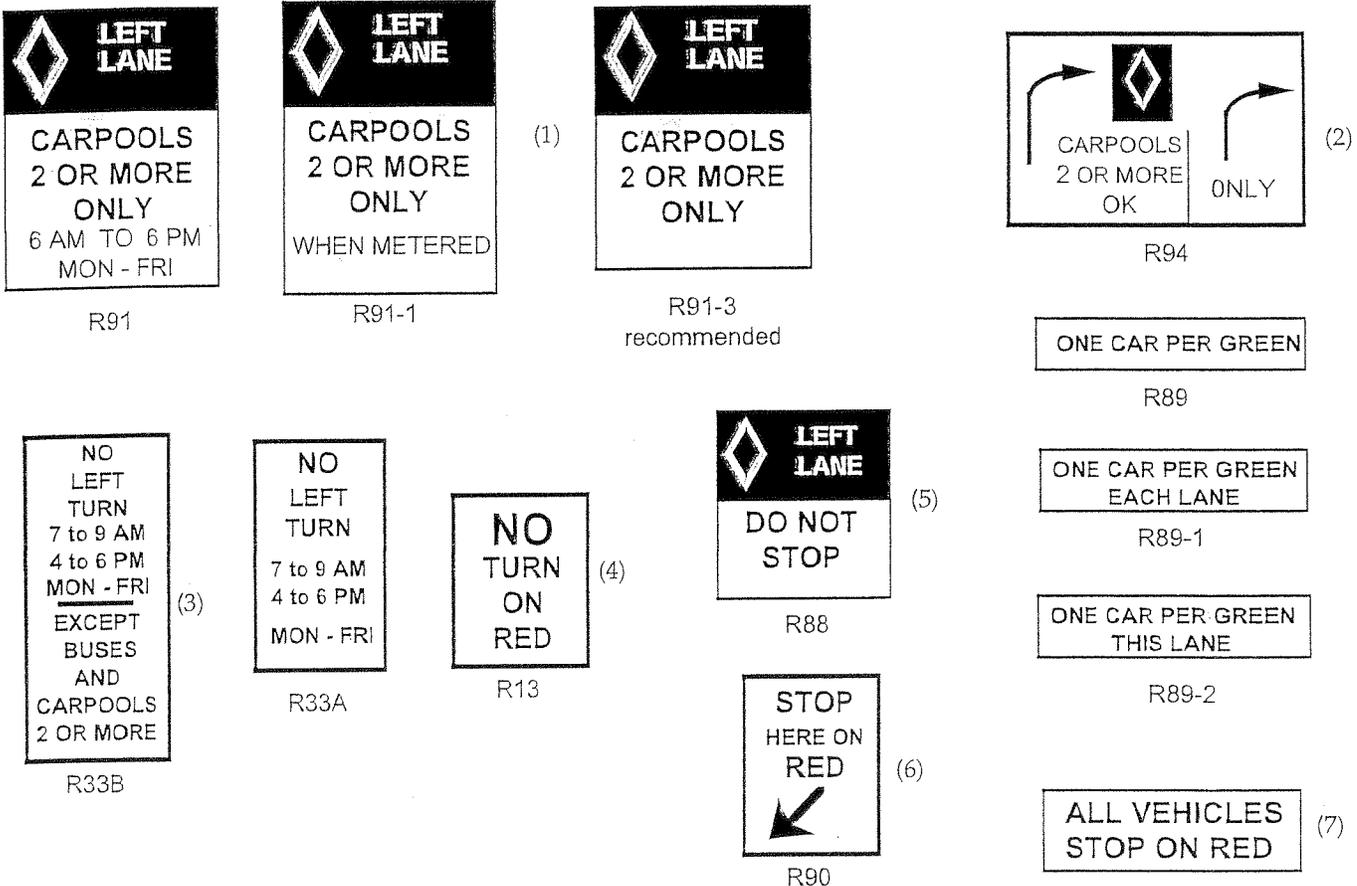


3-lane Ramp



- Notes: (1) See section on Ramp Detector Loops for number of demand loops to be used
(2) Type Q detector loops may be used.

TYPICAL RAMP METER AND HOV SIGNING



NOTES:

1. An R91 with the times indicated or a "WHEN METERED" indication allows SOVs in the lane during non metering periods. An R91 without the times prohibits SOVs from using the HOV lane at all times.
2. Advance HOV signs, R94, may be installed on local streets when striped for mandatory right turn.
3. "No Left Turn" signs, R33A or B, should be installed on local streets (with concurrence of local agency) whenever left turns are restricted during peak hours.
4. "No Turn on Red" signs, R13, may be used to restrict right turns onto ramp. Hours/days of restriction may be added.
5. "Do Not Stop" signs, R88, should be used to indicate that the HOV lane is not required to stop. Signs should be placed on the same side as the HOV lane, upstream of the meter.
6. "Stop Here on Red", R90, should be placed on the Type 1 standards near the limit line at a three-lane ramp meter, and is optional at other locations.
7. "All Vehicles Stop on Red" should be placed when converting a non-metered HOV bypass lane to a metered operation. Also may be used on new installations where potential for confusion exists.

Attachment D

Preliminary Project Cost Estimate

PRELIMINARY PROJECT COST ESTIMATE

District-County-Route 04-SOL-80

PM 0.0/R28.4

EA 153500

Program Code 201.315

PROJECT DESCRIPTION:

Limits In Solano County from the Contra Costa County line to the Route 80/505 Junction

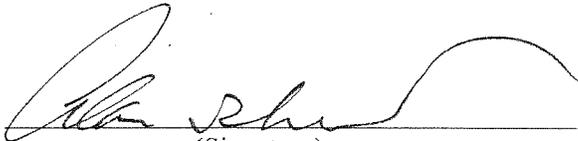
Proposed Improvement (Scope) Install Ramp Metering and TOS elements such as CMS, CCTV and Traffic Monitoring Stations.

Alternate _____

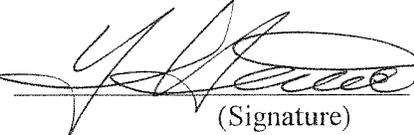
SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	<u>\$21,319,360</u>
TOTAL STRUCTURE ITEMS	<u>\$0</u>
SUBTOTAL CONSTRUCTION COSTS	<u>\$21,319,360</u>
TOTAL RIGHT OF WAY ITEMS	<u>\$10,640</u>
TOTAL PROJECT CAPITAL OUTLAY COSTS	<u>\$21,330,000</u>

Reviewed by District Program Manager


(Signature)

Approved by Project Manager

 Date 9/28/11
(Signature)

Phone No. (510) 622-8810

I. ROADWAY ITEMS

<u>Section 1 Earthwork</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Roadway Excavation	18,000	CY	\$10	\$180,000	
Roadway Excavation (Type Z-2 ADL)	2,000	CY	\$200	\$400,000	
Clearing & Grubbing	1	LS	\$50,000	\$50,000	
Develop Water Supply	1	LS	\$5,000	\$5,000	

Subtotal Earthwork \$635,000

<u>Section 2 Pavement Structural Section*</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
HMA (A)	12,000	TON	\$100	\$1,200,000	
Cement-Treated Base	1,400	CY	\$100	\$140,000	
Aggregate Base	2,300	CY	\$70	\$161,000	
Aggregate Subbase	6,500	CY	\$20	\$130,000	
AC Dike	11,000	LF	\$8	\$88,000	
Cold Plane AC	18,000	sqyd	\$3	\$54,000	

Subtotal Pavement Structural Section \$1,773,000

<u>Section 3 Drainage</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Drainage Facilities	1	LS	\$800,000	\$800,000	

Subtotal Drainage \$800,000

District-County-Route 04-SOL-80
PM 0.0/R28.4
EA 153500

<u>Section 6 Planting and Irrigation</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Highway Planting	1	LS	\$200,000	\$200,000	

Subtotal Planting and Irrigation Section \$200,000

<u>Section 7: Roadside Management and Safety Section</u>	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>	<u>Section Cost</u>
Erosion Control	1	LS	\$200,000	\$200,000	
Maintenance Vehicle Pullouts	1	LS	\$400,000	\$400,000	

Subtotal Roadside Management and Safety Section \$600,000

TOTAL SECTIONS: 1 thru 7 \$14,503,000

Section 8: Minor Items

\$14,503,000 x 5% (5 to 10%) = \$725,150
(Subtotal Sections 1 thru 7)

TOTAL MINOR ITEMS \$725,150

Section 9: Roadway Mobilization

\$15,228,150 x (10%) = \$1,522,815
(Subtotal Sections 1 thru 8)

TOTAL ROADWAY MOBILIZATION \$1,522,815

Section 10 Roadway Additions

Supplemental Work

\$15,228,150 x 5% (5 to 10%) = \$761,407
(Subtotal Sections 1 thru 8)

Contingencies

\$15,228,150 x (25%) = \$3,807,037
(Subtotal Sections 1 thru 8)

TOTAL ROADWAY ADDITIONS \$4,568,444

TOTAL ROADWAY ITEMS \$21,319,360
(Subtotal Sections 1 thru 10)

Estimate Prepared By Dennis Ocampo Phone# 510-286-4697 Date 9/15/11
(Print Name)

Estimate Checked By Vince Bonner Phone# 510-286-5648 Date 9/19/11
(Print Name)

** Use appropriate percentage per Chapter 20.

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)	
Bridge Name	_____	_____	_____	
Structure Type	_____	_____	_____	
Width (out to out) - (ft)	_____	_____	_____	
Span Lengths - (ft)	_____	_____	_____	
Total Area - (ft ²)	_____	_____	_____	
Footing Type (pile/spread)	_____	_____	_____	
Cost Per ft ² (incl. 10% mobilization and 20% contingency)	_____	_____	_____	
Total Cost for Structure	_____	_____	_____	
SUBTOTAL STRUCTURES ITEMS (Sum of Total Cost for Structures)			\$0	_____
Railroad Related Costs:	_____	_____	_____	\$
	_____	_____	_____	\$
	_____	_____	_____	\$
SUBTOTAL RAILROAD ITEMS			\$0	_____
TOTAL STRUCTURES ITEMS (Sum of Structures Items plus Railroad Items)			\$0	_____

COMMENTS:

Estimate Prepared By Dennis Ocampo
 (Print Name)

Phone# 510-286-4697 Date 9/15/11

NOTE: If appropriate, attach additional pages and backup.

III. RIGHT OF WAY ITEMS

ESCALATED VALUE

A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$ _____
B. Utility Relocation (State share)	<u>\$10,000</u>
C. Relocation Assistance	\$ _____
D. Clearance/Demolition	\$ _____
E. Title and Escrow Fees (Project Permit Fees)	<u>\$640</u>

TOTAL RIGHT OF WAY ITEMS \$10,640
(Escalated Value)

Anticipated Date of Right of Way Certification 04/01/2012
(Date to which Values are Escalated)

F. Construction Contract Work

Brief Description of Work:

Right of Way Branch Cost Estimate for Work * \$0 _____

* This dollar amount is to be included in the Roadway and/or Structures Items of Work, as appropriate. Do not include in Right of Way Items.

COMMENTS:

Estimate Prepared By Renata Frey Phone#510 286-5393 Date 6/2/11
(Print Name)

NOTE: If appropriate, attach additional pages and backup.

Attachment E

Right of Way Data Sheet

Memorandum

*Flex your power!
Be energy efficient!*

To: SUNNIE STANTON
Senior Right of Way Agent

Date: April 20, 2011

File: 04-153500
SOL-80-PM 0.0/R28.4
FPI Ramp Metering Project


From: VINCE BONNER
Design Senior
Design East, Contra Costa Branch

Subject: RIGHT OF WAY DATA SHEET REQUEST

This memo is to request the Right of Way Data Sheet for the above referenced project. This project includes the installation and implementation of a ramp metering system along Route 80 in Solano County in both the eastbound and westbound directions. The project includes 27 non-metered on-ramps of which 15 will be widened. The TOS equipment to be installed are four new changeable message signs (CMS) (and repairing one existing CMS), 29 new closed circuit television cameras (CCTV), and 92 traffic monitoring stations (TMS).

The project is located in Solano County in the cities of Vallejo, Fairfield, and Vacaville from the Contra Costa County line to the Route 80/505 interchange. All work shall be done within State Right of Way. Attached is a project location map for your reference.

If you have questions, please call me at (510) 286-5648 or Dennis Ocampo at (510) 286-4697.

Attachment

Cc: RTsung, OElhamshary, VBonner

T0: Design East
Contra Costa Branch

Date June 27, 2011
Dist 4 Co Sol Rte 80
PM 00/R28.4

Attention: Dennis Ocampo

EA 153500

From: ENID LAU
Right of Way Resource Manager

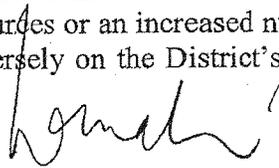
FPI Ramp Metering Project
D.S. #5929

Subject: Current Estimated Right of Way Costs

We have completed an estimate of the right of way costs for the above referenced project based on maps we received from you on May 12, 2011 and the following assumptions and limiting conditions.

- 1. The mapping did not provide sufficient detail to determine the limits of the right of way required.
- 2. The transportation facilities have not been sufficiently designed so our estimator could determine the damages to any of the remainder parcels affected by the project.
- 3. Additional right of way requirements are anticipated, but are not defined due to the preliminary nature of the early design requirements.
- 4. This estimate does not include \$ _____ right of way costs previously incurred on the project, which may affect the total project right of way costs for programming purposes.
- 5. We have determined there are no right of way functional involvements in the proposed project at this time, as designed.

Right of Way Lead Time will require a minimum of 6 months after we begin receiving final right of way requirements (PYPSCAN node No. 224), necessary environmental clearance has been obtained, and freeway agreements have been approved. From the date of receipt of final right of way requirements (PYPSCAN node No. 265), we will require a minimum of 4 months prior to the date of certification of the project. Shorter lead times will require either more right of way resources or an increased number of condemnation suits to be filed. Either of these actions may reflect adversely on the District's other programs or our public image generally.



Right of Way Resource Manager

Attachments:

- Right of Way Data Sheet – Page One (always required)
- Right of Way Data Sheet – All Pages (required when interest in real property is being acquired)
- Utility Information Sheet
- Railroad Information Sheet

RIGHT OF WAY DATA SHEET

TO: Design East
 Contra Costa Branch

Date 6/2/2011 D.S. # 5929
 Dist. 04 Co. Sol Rte 80 PM 0.0/R28.4
 EA 04-153500 (0400020739)

ATTN: VINCE BONNER

Project Description: FPI Ramp Metering Project

SUBJECT: Right of Way Data - Alternate No. _____

1. Right of Way Cost Estimate:

	Current Value (Future Use)	Escalation Rate	Escalated Value
A. Acquisition, including Excess Lands, Damages, and Goodwill	<u>\$0.00</u>	%	<u>\$0.00</u>
Project Permit Fees			<u>\$640.00</u>
Grantor's Appraisal Cost			<u>\$0.00</u>
B. Utility Relocation (State Share)	<u>\$10,000.00</u>	%	<u>\$10,000.00</u>
C. Railroad (from page 6)			<u>\$0.00</u>
D. Relocation Assistance	<u>\$0.00</u>	%	<u>\$0.00</u>
E. Clearance Demolition	<u>\$0.00</u>	%	<u>\$0.00</u>
F. Title and Escrow Fees	<u>\$0.00</u>	%	<u>\$0.00</u>
G. <u>TOTAL ESCALATED VALUE</u>			<u>\$10,640.00</u>
H. Construction Contract Work	<u>\$0.00</u>		

2. Anticipated Date of Right of Way Certification _____

3. Parcel Data:

Type	Dual/Appr	Utilities	RR Involvements	
X _____		U4-1 _____	None	<u>X</u>
A _____		-2 _____	C&M Agrmt	_____
B _____	_____	-3 _____	Svc Cont.	_____
C _____	_____	-4 _____	Design	_____
D _____	_____	U5-7 <u>2</u>	Const.	_____
E <u>XXXX</u>		-8 _____	Lic/RE/Clauses	_____
F <u>XXXX</u>		-9 _____	Misc R/W Work	
			RAP Displ	<u>0</u>
			Clear Demo	<u>0</u>
			Const. Permits	<u>0</u>
			Condemnation	<u>0</u>
Total	<u>0</u>			

Areas: Right of Way _____
 Enter PMCS Screens 6/7/11
 Enter AGRE Screen (Railroad Data Only) _____

No. Excess Parcels _____ Excess _____
 By P. T.
 By _____

4. Are there any major items of construction contract work?
Yes No (If yes, explain)
5. Provide a general description of the right of way and excess lands required(zoning, use, major improvements critical or sensitive parcels, etc.).
No right of way required.
6. Is there an effect on assessed valuation? (If yes explain)
Yes Not Significant No
7. Are utility facilities or rights of way affected? Yes No
If yes, attach Utility Information Sheet Exhibit 01-01-05)
8. Are railroad facilities or rights of way affected? Yes No
If yes, attach Railroad Information Sheet Exhibit 01-01-06)
9. Were any previously unidentified sites with hazardous waste and/or material found?
Yes None evident
(If yes, attach memorandum per Procedural Handbook Volume 1, Section 101.011)
10. Are RAP displacements required? Yes No
(If yes, provide the following information)
- No. of single family _____ No. of business/non profit _____
No. of multi-family _____ No. of farms _____
- Based on Draft / Final Relocation Impact Statement / Study dated _____, it is anticipated that sufficient replacement housing will / will not be available without Last Resort Housing.
11. Are material borrow and / or disposal sites required? Yes No
(If yes, explain)
12. Are there potential relinquishments / abandonments? Yes No
(If yes, explain)
13. Are there any existing and/or potential Airspace sites? Yes No
(If yes, explain)

14. Are there Environmental Mitigation costs? Yes No
(If yes, explain)
\$640 required for stormwater damage permit application fee.

15. Indicate the anticipated Right of Way schedule and lead time requirements. (Discuss if District proposes less than PMCS lead time and / or if significant pressures for project advancement are anticipated.)

PYPSCAN lead time (from Regular R/W to project certification) 6 months.

16. Is it anticipated that all Right of Way work be performed by CALTRANS staff?
Yes No (If no, discuss)

Assumptions and Limiting Conditions

- This data sheet was completed without a hazardous waste/materials report.
- Information on this data sheet was based on maps provided by Vince Bonner on 4/20/2011

Evaluation Prepared By: Renata Frey

Right of Way: Name Renata Frey Date 6/2/11

Railroad: Name Pat G... Date 6/2/11

Utilities: Name [Signature] Date 6/2/11

Recommended for Approval:

[Signature]
Right of Way Capital Cost Coordinator

I have personally reviewed this Right of Way Data Sheet and all supporting information. It is my opinion that the probable Highest and Best Use, estimated values, escalation rates, and assumptions are reasonable and proper subject to the limiting conditions set fourth, and find this Data Sheet complete and current.

Mark Hill
Chief, RW Appraisal Services

6.22.11
Date

cc: Program Manager
Project Manger

UTILITY INFORMATION SHEET

1. Utility owners located within project limits:
PG&E, AT&T

2. Facilities potentially impacted by project (if known, include Owners(s) & facility type(s)):

3. Anticipated Workload:

<u> X </u>	Utility Verification required
<u> X </u>	Positive Identification
<u> </u>	Utility Relocation
<u> </u>	Other (Specify)

4. Additional information concerning anticipated utility involvements (include limiting conditions and a narative addressing likelihood that conflicts will occur);

 Involves possible relocation of electric transmission facilities
(If X'd, Data sheet should be forwarded to environmental)

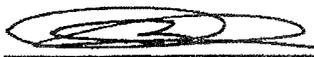
5. PMCS input information

- | | | |
|------|-------------------|--|
| U4-1 | <u> </u> | Owner Expense Involvements |
| U4-2 | <u> </u> | State Expense Involvements
(Conventional, No Fed Aid) |
| U4-3 | <u> </u> | State Expense Involvements
(Freeway, No Fed Aid) |
| U4-4 | <u> </u> | State Expense Involvements
(Conventional or Freeway, Fed Aid) |
| U5-7 | <u> 2 </u> | Verifications - without involvements |
| U5-8 | <u> </u> | Verifications - 50% involvements |
| U5-9 | <u> </u> | Verifications resulting in involvements |

NOTE: The sum od U-4's must equal the sum of 1/2 of the U5-8's and all of the U5-9's.

ESTIMATED STATE SHARE OF COSTS \$ 10,000

Perpared by: Nick Psioi



Right of Way Utility Coordinator

 6-27-11
Date

Attachment F
TMP Data Sheet

Memorandum

To: BARRY LOO
District 4 Traffic Manager

Date: June 15, 2011

From: DENNIS OCAMPO

Subject: REQUEST FOR TRANSPORTATION MANAGEMENT PLAN DATA SHEET

Project Data

PROJECT MANAGER (Name) James Hsiao	(Calnet#) (510) 622-8810
PROJECT ENGINEER Dennis B.Ocampo--	(510) 286-4687
DIST-EA:04-153500	PROGRAM (HB1, HE11, etc.):
CO-RTE-PM (KP): SOL-80-PM 0.0/R28.4	
LEGAL DESCRIPTION: IN SOLANO COUNTY FROM THE CONTRA COSTA LINE TO THE ROUTE 80/505 JUNCTION	
DETAILED WORK DESCRIPTION: Install Ramp Metering Equipment on 28 Ramps. Thirteen (13) of the ramps will be widened. Work also include providing Four (4) Changeable Message Signs (CMS) and repairing One (1) existing CMS, Twenty Nine (29) new Closed Circuit Television Cameras (CCTV) and Ninety Two (92) Traffic Monitoring Stations or Loop Detectors.	
CONSTRUCTION COST ESTIMATE: \$21,000,000.00	
PROJECT PHASE:	PSR <input checked="" type="checkbox"/> PR <input checked="" type="checkbox"/> PS&E <input type="checkbox"/> %

Traffic Impact Description

- A) The Project includes the following:
(Check applicable type of facility closures)
- Highway or freeway lanes
 - Highway or freeway shoulders
 - Full Freeway Closure
 - Freeway on/off-ramps
 - Freeway Connectors
 - Local streets
- B) Major operations requiring traffic control and working days for each

<u>Operation</u>	<u># of working days</u>
<input checked="" type="checkbox"/> Clearing and grubbing	<u>10</u>
<input checked="" type="checkbox"/> Existing feature removal	<u>20</u>
<input type="checkbox"/> Excavation of embankments construction	<u> </u>
<input checked="" type="checkbox"/> Structural section construction	<u>60</u>
<input checked="" type="checkbox"/> Drainage feature construction	<u>30</u>
<input checked="" type="checkbox"/> Structures construction	<u>20</u>
<input checked="" type="checkbox"/> MBGR/Barrier construction	<u>10</u>
<input checked="" type="checkbox"/> Striping	<u>20</u>
<input checked="" type="checkbox"/> Electrical component construction	<u>60</u>
<input type="checkbox"/> Other	<u> </u>
Total days requiring traffic control	<u>230</u>

C. Project staging description and # of working days required per stage:

<u>Stage Description</u>	<u># of working days per stage</u>
1. <u>Widen Ramps</u>	<u>100</u>
2. <u>Install Ramp Metering</u>	<u>80</u>
3. <u>Install Loop Detectors on Mainline</u>	<u>90</u>
4. <u>Construct Retaining Walls</u>	<u>30</u>
Total construction days	<u>300</u>

D. Have you considered any construction strategies that can restore existing number of lanes?

- Temporary Roadway Widening Structure Involvement?
Yes _____ No X if "yes", notify Project Manager
- Lane Restriping (Temporary narrow lane widths)
- Roadway Realignment (Detour around work area)
- Median and/or Right Shoulder Utilization
- Use of HOV lane as a Temporary Mixed Flow Lane
- Staging alternatives (Explain below)

Attachments

- Title Sheet
- Typical Cross Section
- Layouts
- Draft PSR/PR

DENNIS OCAMPO
Project Design Engineer

(510) 286-4697
Contact Phone Number

VINCE BONNER
Senior Engineer

TRANSPORTATION MANAGEMENT PLAN DATA SHEET

(Preliminary TMP Elements and Costs)

Co/Rte/PM SOL/80/PM0.0-R28.4 EA 153500 Project Engineer Dennis B.Ocampo

Project Limit In Solano County from the Contra Costa county line to the Rte 80/505 Junction

Project Description Install (28) Ramp Metering Equipment, Widen (13) Ramps, (4) new CMS, (29) new CCTV and (92) Loop Detectors

1) Public Information

- | | | |
|-------------------------------------|--|----|
| <input type="checkbox"/> | a. Brochures and Mailers | \$ |
| <input checked="" type="checkbox"/> | b. Press Release | |
| <input type="checkbox"/> | c. Paid Advertising | \$ |
| <input type="checkbox"/> | d. Public Information Center/Kiosk | \$ |
| <input type="checkbox"/> | e. Public Meeting/Speakers Bureau | |
| <input type="checkbox"/> | f. Telephone Hotline | |
| <input type="checkbox"/> | g. Internet, E-mail | |
| <input type="checkbox"/> | h. Notification to impacted groups
(i.e. bicycle users, pedestrians with disabilities, others...) | |
| <input type="checkbox"/> | i. Others _____ | \$ |

2) Motorist Information Strategies

- | | | |
|-------------------------------------|--|----------|
| <input type="checkbox"/> | a. Changeable Message Signs (Fixed) | \$ |
| <input checked="" type="checkbox"/> | b. Changeable Message Signs (Portable) | \$60,000 |
| <input checked="" type="checkbox"/> | c. Ground Mounted Signs | \$40,000 |
| <input type="checkbox"/> | d. Highway Advisory Radio | \$ |
| <input type="checkbox"/> | e. Caltrans Highway Information Network (CHIN) | |
| <input type="checkbox"/> | f. Detour maps (i.e. bicycle, vehicle, pedestrian...etc) | |
| <input type="checkbox"/> | g. Revised Transit Schedules/maps | |
| <input type="checkbox"/> | h. Bicycle community information | |
| <input type="checkbox"/> | i. Others _____ | \$ |

3) Incident Management

- | | | |
|-------------------------------------|--|-----------|
| <input checked="" type="checkbox"/> | a. Construction Zone Enhanced Enforcement Program (COZEEP) | \$180,000 |
| <input type="checkbox"/> | b. Freeway Service Patrol | \$ |
| <input type="checkbox"/> | c. Traffic Management Team | |
| <input type="checkbox"/> | d. Helicopter Surveillance | \$ |
| <input type="checkbox"/> | e. Traffic Surveillance Stations
(Loop Detector and CCTV) | \$ |
| <input type="checkbox"/> | f. Others _____ | \$ |

TMP Data Sheet (cont.)

4) Construction Strategies

- a. Lane Closure Chart
- b. Reversible Lanes
- c. Total Facility Closure
- d. Contra Flow
- e. Truck Traffic Restrictions \$ _____
- f. Reduced Speed Zone \$ _____
- g. Connector and Ramp Closures
- h. Incentive and Disincentive \$ _____
- i. Moveable Barrier \$ _____
- _____ \$ _____
- k. Others _____ \$ _____

5) Demand Management

- a. HOV Lanes/Ramps (New or Convert) \$ _____
- b. Park and Ride Lots \$ _____
- c. Rideshare Incentives \$ _____
- d. Variable Work Hours
- e. Telecommute
- f. Ramp Metering (Temporary Installation) \$ _____
- g. Ramp Metering (Modify Existing) \$ _____
- h. Others _____ \$ _____

6) Alternate Route Strategies

- a. Add Capacity to Freeway Connector \$ _____
- b. Street Improvement (widening, traffic signal... etc) \$ _____
- c. Traffic Control Officers \$ _____
- d. Parking Restrictions
- e. Others _____ \$ _____

7) Other Strategies

- a. Application of New Technology \$ _____
- e. Others _____ \$ _____

TOTAL ESTIMATED COST OF TMP ELEMENTS = \$280,000

*Please note that any change in project scope, schedule, or cost will require resubmittal of TMP Data Sheet request.

PREPARED BY Lenka Pleskotova DATE 6/16/11

APPROVAL RECOMMENDED BY Shein Lin DATE 6/16/11

Attachment G

Storm Water Data Report
(Cover page only)

Long Form - Stormwater Data Report



Dist-County-Route: 04-SOL-80/505
 Post Mile Limits: 0.0/28.4
 Project Type: Install Ramp Metering and TOS
 Project ID (or EA): 153500
 Program Identification: 10H 2012 20.XX.201.315
 Phase: PID
 PA/ED
 PS&E

Regional Water Quality Control Board(s): San Francisco Bay and Central Valley (Regions 2 and 5, respectively)

Is the Project required to consider Treatment BMPs? Yes No
 If yes, can Treatment BMPs be incorporated into the project? Yes No

If No, a Technical Data Report must be submitted to the RWQCB at least 30 days prior to the projects RTL date. List RTL Date: _____

Total Disturbed Soil Area: 5.4 acres Risk Level: 2

Estimated: Construction Start Date: 12/01/2012 Construction Completion Date: 12/12/2013

Notification of Intent (NOI) Date to be submitted: 11/01/2012

Erosivity Waiver Yes Date: _____ No
 Notification of ADL reuse (if Yes, provide date) Yes Date: TBD No
 Separate Dewatering Permit (if yes, permit number) Yes Permit # _____ No

This Report has been prepared under the direction of the following Licensed Person. The Licensed Person attests to the technical information contained herein and the date upon which recommendations, conclusions, and decisions are based. Professional Engineer or Landscape Architect stamp required at PS&E.

8/30/11
 Dennis Ocampo, Registered Project Engineer/Landscape Architect Date

I have reviewed the stormwater quality design issues and find this report to be complete, current and accurate:

8/30/11
 James Hsiao, Project Manager Date

8/30/11
 Robert Braga, Designated Maintenance Representative Date

08/30/2011
 David Yam, Designated Landscape Architect Representative Date

08/30/2011
 Brian J. Rowley, District Design SW Designee Date

[Stamp Required for PS&E only]

Attachment H

Environmental Document - Categorical Exemption

CATEGORICAL EXEMPTION/ CATEGORICAL EXCLUSION DETERMINATION FORM

04-SOL-80 **0.0/R28.4** **153500**
Dist.-Co.-Rte. (or Local Agency) P.M/P.M. E.A. (State project) Federal-Aid Project No. (Local project)/ Proj. No.

PROJECT DESCRIPTION:

(Briefly describe project, purpose, location, limits, right-of-way requirements, and activities involved.)

The project proposes to install ramp metering equipment for twenty seven on-ramps on eastbound and westbound Interstate 80(I-80) between the Contra Costa County line and the I-80/505 junction.
See attachment for additional project description information.

CEQA COMPLIANCE *(for State Projects only)*

Based on an examination of this proposal, supporting information, and the following statements (See 14 CCR 15300 et seq.):

- If this project falls within exempt class 3, 4, 5, 6 or 11, it does not impact an environmental resource of hazardous or critical concern where designated, precisely mapped and officially adopted pursuant to law.
- There will not be a significant cumulative effect by this project and successive projects of the same type in the same place, over time.
- There is not a reasonable possibility that the project will have a significant effect on the environment due to unusual circumstances.
- This project does not damage a scenic resource within an officially designated state scenic highway.
- This project is not located on a site included on any list compiled pursuant to Govt. Code § 65962.5 ("Cortese List").
- This project does not cause a substantial adverse change in the significance of a historical resource.

CALTRANS CEQA DETERMINATION (Check one)

Exempt by Statute. (PRC 21080(b); 14 CCR 15260 et seq.)

Based on an examination of this proposal, supporting information, and the above statements, the project is:

Categorically Exempt. Class 1(c). (PRC 21084; 14 CCR 15300 et seq.)

Categorically Exempt. General Rule exemption. [This project does not fall within an exempt class, but it can be seen with certainty that there is no possibility that the activity may have a significant effect on the environment (CCR 15061(b)[3])]

Cristin Hallissy

Print Name: Environmental Branch Chief

Cristin Hallissy

Signature

9/20/11

Date

James Hsiao

Print Name: Project Manager/DLA Engineer

James Hsiao

Signature

9/20/11

Date

NEPA COMPLIANCE

In accordance with 23 CFR 771.117, and based on an examination of this proposal and supporting information, the State has determined that this project:

- does not individually or cumulatively have a significant impact on the environment as defined by NEPA and is excluded from the requirements to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS), and
- has considered unusual circumstances pursuant to 23 CFR 771.117(b)
<http://www.fhwa.dot.gov/hep/23cfr771.htm> - sec.771.117).

In non-attainment or maintenance areas for Federal air quality standards, the project is either exempt from all conformity requirements, or conformity analysis has been completed pursuant to 42 USC 7506(c) and 40 CFR 93.

CALTRANS NEPA DETERMINATION (Check one)

Section 6004: The State has been assigned, and hereby certifies that it has carried out, the responsibility to make this determination pursuant to Chapter 3 of Title 23, United States Code, Section 326 and a Memorandum of Understanding (MOU) dated June 7, 2010, executed between the FHWA and the State. The State has determined that the project is a Categorical Exclusion under:

23 CFR 771.117(c): activity (c)()

23 CFR 771.117(d): activity (d)()

Activity ___ listed in the MOU between FHWA and the State

Section 6005: Based on an examination of this proposal and supporting information, the State has determined that the project is a CE under Section 6005 of 23 U.S.C. 327.

Cristin Hallissy

Print Name: Environmental Branch Chief

Cristin Hallissy

Signature

9/20/11

Date

James Hsiao

Print Name: Project Manager/DLA Engineer

James Hsiao

Signature

9/20/11

Date

Briefly list environmental commitments on continuation sheet. Reference additional information, as appropriate (e.g., air quality studies, documentation of conformity exemption, FHWA conformity determination if Section 6005 project; §106 commitments; §4(f); §7 results; Wetlands Finding; Floodplain Finding; additional studies; and design conditions). **Revised June 7, 2010**

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

04-SOL-80	0.0/R28.4	153500	
Dist.-Co.-Rte. (or Local Agency)	P.M/P.M.	E.A. (State project)	Federal-Aid Project No. (Local project)/ Proj. No.

Project Description continued:

The project includes 27 existing non-metered on-ramps, in which 6 on-ramps will be widened. 3 on-ramps will be widened to provide for a High Occupancy Vehicle (HOV) preferential lane, and 3 on-ramps will be widened to provide mixed-flow lanes. The TOS equipment being installed are 4 new changeable message signs (CMS), 29 new closed circuit television cameras (CCTV), and 92 traffic monitoring stations (TMS).

Ramp Meter Locations: 27 locations.

TOS Locations: 29 CCTVs, 4 CMSs, 92 TMSs, and 20 off-ramp loop detectors will be placed strategically along the I-80 corridor (PM 0.00 – PM R28.43) in eastbound and westbound directions. These device locations are not limited to just interchanges; they may be placed downstream or upstream of the interchanges.

The proposed project will add the following elements:

1. Install new Changeable Message Signs and Closed Circuit Television Cameras.
2. Install new detector loops on the mainline and/or the on-ramps.
3. Install and re-stripe ramp metering markings at proposed metered onramps.
4. Install new or relocate existing ramp meter controller cabinets.
5. Project will bring on-ramps with existing ramp metering systems up to current Caltrans' Ramp Metering Equipment standards per the 2000 Ramp Meter Design Manual.
6. Install maintenance vehicle pullouts.

The descriptions of the on-ramp work:

1. Redwood Street (EB) hook on-ramp: Project proposes to install new ramp meter equipment.
2. Columbus Parkway (EB) diagonal on-ramp: Project proposes to install new ramp meter equipment.
3. Route 37 (EB) connector ramp to Route 80 (EB): Project proposes to install new ramp meter equipment.
4. American Canyon Road (EB) diagonal on-ramp: Project proposes to install new ramp meter equipment.
5. Cherry Glen Road (EB) diagonal on-ramp: Project proposes to install new ramp meter equipment.
6. Pleasant Valley Road (EB) diagonal on-ramp: Project proposes to install new ramp meter equipment.
7. Alamo Drive (EB) diagonal on-ramp: Project proposes to install new ramp meter equipment.
8. Davis Street (EB) diagonal on-ramp: Project proposes to install new ramp meter equipment.
9. Cliffside Drive (EB) on-ramp: Project proposes to install new ramp meter equipment. In addition, this on-ramp will be widened to two mixed flow lanes to provide additional ramp storage.
10. Allison Drive (SB)/Monte Vista Ave loop on-ramp: Project proposes to install above ground metering equipment.
11. Allison Drive (NB)/Monte Vista Ave diagonal on-ramp: Project proposes to install above ground metering equipment.
12. Route 505 (SB) connector ramp to Route 80 (EB): Project proposes to install new ramp meter equipment.

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

13. Nut Tree Road (EB) diagonal on-ramp: Project proposes to install new ramp meter equipment. In addition, this on-ramp will be widened to two lanes (one single occupancy vehicle and one high occupancy vehicle).
14. Redwood Street (WB) diagonal on-ramp: Project proposes to install new ramp meter equipment.
15. Route 37 (EB) to Route 80 (WB) diagonal connector ramp: Project proposes to install new ramp meter equipment. In addition, this connector ramp will be widened to three lanes (two single occupancy vehicles and one high occupancy vehicle).
16. Columbus Parkway (WB) loop on-ramp: Project proposes to install new ramp meter equipment.
17. American Canyon Road (WB) diagonal on-ramp: Project proposes to install new ramp meter equipment.
18. Red Top Road (WB) diagonal on-ramp: Project proposes to install new ramp meter equipment.
19. North Texas Street (WB) hook on-ramp: Project proposes to install new ramp meter equipment.
20. Cherry Glen Road (WB) on-ramp: Project proposes to install new ramp meter equipment.
21. Pleasant Valley Road (WB) diagonal on-ramp: Project proposes to install new ramp meter equipment.
22. Alamo Drive (WB) diagonal on-ramp: Project proposes to install new ramp meter equipment. In addition, this on-ramp will be widened to two mixed-flow lanes to provide additional ramp storage.
23. Davis Street (WB) diagonal on-ramp: Project proposes to install new ramp meter equipment.
24. Mason Street (WB) diagonal on-ramp: Project proposes to install new ramp meter equipment. In addition, this on-ramp will be widened to two mixed-flow lanes to provide additional ramp storage.
25. Monte Vista Avenue (WB) hook on-ramp: Project proposes to install new ramp meter equipment.
26. Monte Vista Avenue (WB) 2nd on-ramp: Project proposes to install new ramp meter equipment.
27. Route 505 (SB) connector ramp to Route 80 (WB): Project proposes to install new ramp meter equipment. In addition, this on-ramp will be widened to two lanes (one single occupancy vehicle and one high occupancy vehicle).

Local power and telephone services by leased telephone lines and general Packet Radio Services (GPRS) wireless modems will provide communication links between the proposed TOS and the Transportation Management Center.

Conduits, cabinets and the element comprise the general TOS installation. Conduits relay power, communications, and control wiring between the element, cabinets, and service points.

The CCTVs, CMS, and cabinets will be sited off the shoulder within Caltrans right-of-way. They will be installed outside of the clear recovery zone (CRZ) at minimum thirty feet from the edge of traveled way, or behind guardrail if they cannot be placed thirty feet from the edge of traveled way..

CCTV and CMS will be placed on poles, which will be anchored in a cast-in-drilled-hole (CIDH) pile foundation located at an approximate depth of 7ft and 18ft, at diameters of 2ft and 4ft respectively. The actual depth of a CMS is dependent on soil conditions and is determined during project design. Conduits will be enclosed in trenches 1-2 ft wide and to a minimum depth of 30".

CATEGORICAL EXEMPTION/CATEGORICAL EXCLUSION DETERMINATION FORM
Continuation Sheet

Any additional project elements not mentioned or specified in the initial project description included in this categorical exemption/categorical exclusion (CE/CE) will be disclosed to the Environmental Planner for further analysis and comment. Additional project elements not cleared by Environmental in the CE/CE are not part of this project and therefore are not covered by this environmental document.

Environmental Commitments:

An Environmental Commitments Record or Permits, Agreements and Mitigation (PAM) Form for avoidance, minimization and/or mitigation measures will be included with the final CE/CE.

Attachment I

Preliminary Materials Recommendation

Memorandum

*Flex your power!
Be energy efficient!*

To: VINCE BONNER
Design Senior
Design East, Contra Costa Branch

Date: July 1, 2011

Attention: Dennis Ocampo

File: 4-Sol-80 PM 0.0/R28.4
4-153500
Ramp Metering & TOS
Ramp Widening

From: SEA-NING WU, P.E.
Materials Design Engineer
Engineering Services I - Materials A

Concurred by: TINU MISHRA, P.E.
District Materials Engineer
District Branch Chief, Materials A

Subject: Preliminary Materials Recommendations

This memorandum is in response to your memorandum of request dated June 13, 2011 for materials recommendations for the above project in Route 80 of Solano County.

With the request, you have forwarded to us the following:

- I. A list of Traffic Index values corresponding to 20 & 40-year design life for 13 on-ramps within the project limits at the following locations:
 1. Alamo Drive to EB Rte-80 PM R25.384.
 2. Davis Street to EB Rte-80 PM R25.864.
 3. Cliffside Drive to EB Rte-80 PM 26.36.
 4. Nut Tree Road to EB Rte-80 PM 28.394.
 5. Redwood Street to WB Rte-80 PM 4.317.
 6. EB Rte-37 to WB Rte-80 PM 5.526.
 7. Red Top Road to WB Rte-80 PM R11.186.
 8. N. Texas Street to WB Rte-80 PM 21.016.
 9. Alamo Drive to WB Rte-80 PM R25.117.
 10. Davis Street to WB Rte-80 PM R25.828.
 11. Mason Street/Depot to WB Rte-80 PM R 26.272.
 12. Monte Vista Avenue to WB Rte-80 PM R27.3.
 13. Rte-505 to WB Rte-80 PM R28.112.
- II. Draft Plan Sheets X-1 and X-2 showing typical cross sectional details for five on-ramps within the project limits, i.e., locations 1, 6, 7, 8 and 12.
- III. Draft layout plans showing 10 on-ramp locations, i.e., 1 thru 4, 6 thru 9, 12 and 13.

VINCE BONNER
 Attn: Dennis Ocampo
 July 1, 2011
 Page 2

Objective

Per your request, materials recommendations are required for the on-going estimate on widening at the 13 on-ramp locations listed above. Also included herewith are recommendations of AC overlay to the existing pavement of the proposed widening ramps.

As pointed out in the recent PDT meeting, our recommendations at this time are based on the current project information and data, which are limited and subject to changes. We will provide further recommendations during PS&E phase of the project when all the necessary pavement evaluation parameters are available.

The Existing Pavement

Based on the as-built information provided to us, the existing ramps within the project limits are generally built with flexible AC pavement consisting of a top AC layer ranged from 0.4 to 0.75 ft over aggregate base and subbase.

Recommendations

Location	On-Ramp	Widening Pavement Structural Section	Existing Pavement Overlay (mill&fill)
1	Alamo Dr to EB 80	0.55 ft HMA-Type A 0.90 ft AB(3) <u>1.25 ft AS(4)</u> 2.70 ft Total Depth	0.30 ft HMA-Type A
2	Davis St to EB 80	0.50 ft HMA-Type A 0.85 ft AB(3) <u>1.10 ft AS(4)</u> 2.45 ft Total Depth	0.35 ft HMA-Type A
3	Cliffside Dr to EB 80	0.55 ft HMA-Type A 0.90 ft AB(3) <u>1.25 ft AS(4)</u> 2.70 ft Total Depth	0.40 ft HMA-Type A
4	Nut Tree Rd to EB 80	0.50 ft HMA-Type A 0.85 ft AB(3) <u>1.10 ft AS(4)</u> 2.45 ft Total Depth	0.35 ft HMA-Type A
5	Redwood St to WB 80	0.60 ft HMA-Type A 1.00 ft AB(3) <u>1.35 ft AS(4)</u> 2.95 ft Total Depth	0.40 ft HMA-type A

VINCE BONNER
 Attn: Dennis Ocampo
 July 1, 2011
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6	EB Rte-37 to WB 80	0.60 ft HMA-Type A 0.65 ft LCB <u>1.45 ft AS(4)</u> 2.70 ft Total Depth	0.45 ft HMA-type A
7	Red Top Rd to WB 80	0.50 ft HMA-Type A 0.85 ft AB(3) <u>1.10 ft AS(4)</u> 2.45 ft Total Depth	0.35 ft HMA-type A
8	N. Texas St to WB 80	0.55 ft HMA-Type A 0.85 ft AB(3) <u>1.15 ft AS(4)</u> 2.55 ft Total Depth	0.40 ft HMA-type A
9	Alamo Dr to WB 80	0.60 ft HMA-Type A 0.95 ft AB(3) <u>1.30 ft AS(4)</u> 2.85 ft Total Depth	0.60 ft HMA-type A
10	Davis St to WB 80	0.55 ft HMA-Type A 0.85 ft AB(3) <u>1.15 ft AS(4)</u> 2.55 ft Total Depth	0.7 ft HMA-Type A , existing profile grade may increase by 0.1 ft
11	Mason St/Depot to WB 80	0.60 ft HMA-Type A 0.95 ft AB(3) <u>1.30 ft AS(4)</u> 2.85 ft Total Depth	0.40 ft HMA-type A
12	Monte Vista Ave to WB 80	0.60 ft HMA-Type A 1.00 ft AB(3) <u>1.35 ft AS(4)</u> 2.95 ft Total Depth	0.45 ft HMA-type A
13	SB Rte-505 to WB 80	0.60 ft HMA-Type A 0.65 ft LCB <u>1.45 ft AS(4)</u> 2.70 ft Total Depth	0.45 ft HMA-type A

If you have any questions, please call Sea-Ning Wu at 286-4819.

cc: Route File, Daily File
 S. Wu/dg/15350 On Ramp Widening

Attachment J

Cooperative Agreement With MTC

COOPERATIVE AGREEMENT

This agreement, effective on April 15, 2010, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

METROPOLITAN TRANSPORTATION COMMISSION, acting as the Bay Area Metropolitan Planning Organization, referred to as MTC.

RECITALS

1. CALTRANS and MTC, collectively referred to as PARTNERS, are authorized to enter into a cooperative agreement for improvements within the SHS right of way per Streets and Highways Code sections 114 and/or 130.
2. This agreement is part of a collaborative effort between MTC and CALTRANS to implement the Freeway Performance Initiative Projects as adopted in MTC's Transportation 2035 Plan. As part of this effort, CALTRANS agreed to contribute an amount of State Highway Operation and Protection Program (SHOPP) as provided hereunder. The first phase was fully funded through the American Recovery and Reinvestment Act of 2009 (ARRA) funds. This cooperative agreement is for the second phase. The estimated support cost for the two phases combined is \$54 Million, and CALTRANS is programming \$27 Million in SHOPP capital as agreed.
3. WORK completed under this agreement contributes toward installation of ramp metering and Traffic Operations Systems (TOS) at various locations identified in the attached PROJECT LIST, within the Counties of Alameda, Santa Clara and Solano, referred to as PROJECT.
4. PARTNERS will cooperate to perform PA&ED, PS&E, R/W and CONSTRUCTION.
5. Prior to this agreement, CALTRANS developed the Project Initiation Document.
6. The estimated date for COMPLETION OF WORK is November 30, 2015.
7. PARTNERS now define in this agreement the terms and conditions under which they will accomplish WORK.

DEFINITIONS

CALTRANS STANDARDS – CALTRANS policies and procedures, including, but not limited to, the guidance provided in the *Guide to Capital Project Delivery Workplan Standards* (previously known as WBS Guide) available at <http://www.dot.ca.gov/hq/projmgmt/guidance.htm>.

CEQA – The California Environmental Quality Act (California Public Resources Code, sections 21000 et seq.) that requires State and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those significant impacts, if feasible.

COMPLETION OF WORK – All PARTNERS have met all scope, cost, and schedule commitments included in this agreement and have signed a COOPERATIVE AGREEMENT CLOSURE STATEMENT.

CONSTRUCTION – The project component that includes the activities involved in the administration, acceptance, and final documentation of a construction contract for PROJECT.

COOPERATIVE AGREEMENT CLOSURE STATEMENT – A document signed by PARTNERS that verifies the completion of all scope, cost, and schedule commitments included in this agreement.

FHWA – Federal Highway Administration.

FHWA STANDARDS – FHWA regulations, policies and procedures, including, but not limited to, the guidance provided at <http://www.fhwa.dot.gov/programs.html>.

FUNDING PARTNER – A partner who commits a defined dollar amount to WORK.

FUNDING SUMMARY - The table in which PARTNERS designate funding sources, types of funds, and the project components in which the funds are to be spent. Funds listed on the FUNDING SUMMARY are “not-to-exceed” amounts for each FUNDING PARTNER.

HM-1 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law whether it is disturbed by PROJECT or not.

HM-2 – Hazardous material (including, but not limited to, hazardous waste) that may require removal and disposal pursuant to federal or state law only if disturbed by PROJECT.

HM MANAGEMENT ACTIVITIES – Management activities related to either HM-1 or HM-2 including, without limitation, any necessary manifest requirements and disposal facility designations.

IMPLEMENTING AGENCY – The partner responsible for managing the scope, cost, and schedule of a project component to ensure the completion of that component.

IQA – Independent Quality Assurance – Ensuring that IMPLEMENTING AGENCY’S quality assurance activities result in WORK being developed in accordance with the applicable standards and within an established Quality Management Plan. IQA does not include any work necessary to actually develop or deliver WORK or any validation by verifying or rechecking work performed by another partner.

NEPA – The National Environmental Policy Act of 1969 that establishes a national policy for the environment and a process to disclose the adverse impacts of projects with a federal nexus.

PA&ED (Project Approval and Environmental Document) – The project component that includes the activities required to deliver the project approval and environmental documentation for PROJECT.

PARTNERS – The term that collectively references all of the signatory agencies to this agreement. This term only describes the relationship between these agencies to work together to achieve a mutually beneficial goal. It is not used in the traditional legal sense in which one partner’s individual actions legally bind the other partners.

PROJECT MANAGEMENT PLAN – A group of documents used to guide a project’s execution and control throughout the project’s lifecycle.

PS&E (Plans, Specifications, and Estimate) – The project component that includes the activities required to deliver the plans, specifications, and estimate for PROJECT.

RESIDENT ENGINEER – A civil engineer licensed in the State of California who is responsible for construction contract administration activities. Said engineer shall be independent of the design engineering company and the construction contractor.

R/W (Right of Way) – The project component that includes the activities required to deliver the right of way for PROJECT.

SAFETEA-LU – The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, signed into federal law on August 10, 2005.

SCOPE SUMMARY – The table in which PARTNERS designate their commitment to specific scope activities within each project component as outlined by the *Guide to Capital Project Delivery Workplan Standards* (previously known as WBS Guide) available at <http://www.dot.ca.gov/hq/projmgmt/guidance.htm>.

SHS – State Highway System.

SPONSOR(S) – Any PARTNER that accepts the responsibility to establish scope of WORK, and accepts the obligation to secure financial resources to fund PROJECT. SPONSOR has the right to adjust the scope of WORK with the written recommendation by CALTRANS.

SFM (State Furnished Material) – Any materials or equipment supplied by CALTRANS.

WORK – All scope and cost commitments included in this agreement.

RESPONSIBILITIES

8. MTC is SPONSOR for 100% of all WORK.
9. CALTRANS and MTC are FUNDING PARTNERS for this agreement. Their funding commitments are defined in the FUNDING SUMMARY.
10. CALTRANS is the CEQA lead agency for PROJECT.
11. CALTRANS is the NEPA lead agency for PROJECT.
12. CALTRANS is IMPLEMENTING AGENCY for PA&ED, PS&E, R/W and CONSTRUCTION.

SCOPE

Scope: General

13. All WORK will be performed in accordance with federal and California laws, regulations, and standards.

All WORK will be performed in accordance with FHWA STANDARDS and CALTRANS STANDARDS.
14. IMPLEMENTING AGENCY for a project component will provide a Quality Management Plan for that component as part of the PROJECT MANAGEMENT PLAN.
15. PARTNERS may, at their own expense, have a representative observe any scope, cost, or schedule commitments performed by another partner. Observation does not constitute authority over those commitments.
16. Each partner will ensure that all of their personnel participating in WORK are appropriately qualified to perform the tasks assigned to them.
17. PARTNERS will invite each other to participate in the selection and retention of any consultants who participate in WORK.
18. PARTNERS will conform to sections 1720 – 1815 of the California Labor Code and all applicable regulations and coverage determinations issued by the Director of Industrial Relations if PROJECT work is done under contract (not completed by a partner's own

employees) and is governed by the Labor Code's definition of a "public work" (section 1720(a)(1)).

PARTNERS will include wage requirements in all contracts for "public work" and will require their contractors and consultants to include prevailing wage requirements in all agreement-funded subcontracts for "public work".

19. IMPLEMENTING AGENCY for each project component included in this agreement will be available to help resolve WORK-related problems generated by that component for the entire duration of PROJECT.
20. CALTRANS will issue, upon proper application, at no cost, the encroachment permits required for WORK within SHS right of way.

Contractors and/or agents, and utility owners will not perform WORK without an encroachment permit issued in their name.
21. If unanticipated cultural, archaeological, paleontological, or other protected resources are discovered during WORK, all work in that area will stop until a qualified professional can evaluate the nature and significance of the discovery and a plan is approved for its removal or protection.
22. All administrative draft and administrative final reports, studies, materials, and documentation relied upon, produced, created, or utilized for PROJECT will be held in confidence, and where applicable, Government Code section 6254.5(e) shall protect the confidentiality of such documents in the event said documents are shared between PARTNERS

PARTNERS will not distribute, release, or share said documents with anyone other than employees, agents, and consultants who require access to complete WORK without the written consent of the partner authorized to release them, unless required or authorized to do so by law.
23. If any partner receives a public records request, pertaining to WORK under this agreement, that partner will notify PARTNERS within five (5) working days of receipt and make PARTNERS aware of any transferred public documents.
24. If HM-1 or HM-2 is found during WORK, IMPLEMENTING AGENCY for the project component during which it is found will immediately notify PARTNERS.
25. CALTRANS, independent of PROJECT, is responsible for any HM-1 found within existing SHS right of way. CALTRANS will undertake HM-1 MANAGEMENT ACTIVITIES with minimum impact to PROJECT schedule.
26. If HM-1 is found outside existing SHS right of way, responsibility for such HM-1 rests with the owner(s) of the parcel(s) on which the HM-1 is found. PARTNERS, in concert

with the local agencies having land use jurisdiction over the parcel(s), will ensure that HM-1 MANAGEMENT ACTIVITIES are undertaken with minimum impact to PROJECT schedule.

27. If HM-2 is found within PROJECT limits, the public agency responsible for the advertisement, award, and administration (AAA) of the PROJECT construction contract will be responsible for HM-2 MANAGEMENT ACTIVITIES.
28. CALTRANS' acquisition or acceptance of title to any property on which any HM-1 or HM-2 is found will proceed in accordance with CALTRANS' policy on such acquisition.
29. PARTNERS will comply with all of the commitments and conditions set forth in the environmental documentation, environmental permits, approvals, and applicable agreements as those commitments and conditions apply to each partner's responsibilities in this agreement.
30. IMPLEMENTING AGENCY for each project component will furnish PARTNERS with written monthly progress reports, including schedule and cost, broken out by construction contract, signed by the CALTRANS Deputy District Director or their designee, during the implementation of WORK in that component. PARTNERS will have regularly scheduled status meetings.
31. Upon COMPLETION OF WORK, ownership and title to all materials and equipment constructed or installed as part of WORK within SHS right of way become the property of CALTRANS.
32. IMPLEMENTING AGENCY for a project component will accept, reject, compromise, settle, or litigate claims of any non-agreement parties hired to do WORK in that component.
33. PARTNERS will confer on any claim that may affect WORK or PARTNERS' liability or responsibility under this agreement in order to retain resolution possibilities for potential future claims. No partner shall prejudice the rights of another partner until after PARTNERS confer on claim.
34. CALTRANS shall maintain full and adequate PROJECT books, records, and accounts in accordance with CALTRANS' standard governmental accounting practices. All such books, records, accounts, and any and all work products, materials, and other data relevant to PROJECT performance under this Agreement shall be retained by CALTRANS for a minimum of four (4) years following the fiscal year of the last CALTRANS expenditure for construction costs made under this Agreement.
35. CALTRANS shall permit MTC and its authorized representatives to have, during normal business hours, access to CALTRANS' books, records, accounts, and any and all work products, materials, and other data relevant to this Agreement for the purpose of making an audit, examination, excerpt and transcription during the term of this Agreement and for the

period specified in Section 34 above. Such permission shall extend to books, records, accounts, and any and all work products, materials, and other data relevant to this Agreement of such parties, including third-party contractors. CALTRANS shall not dispose of, destroy, alter, or mutilate said books, records, accounts, work products, materials and data for that period of time.

36. PARTNERS consent to service of process by mailing copies by registered or certified mail, postage prepaid. Such service becomes effective 30 calendar days after mailing. However, nothing in this agreement affects PARTNERS' rights to serve process in any other matter permitted by law.
37. PARTNERS will not incur costs beyond the funding commitments in this agreement. If IMPLEMENTING AGENCY anticipates that funding for WORK will be insufficient to complete WORK, IMPLEMENTING AGENCY shall recommend a solution for re-scoping the PROJECT so that WORK may be completed within the budget specified under FUNDING SUMMARY. The solution shall be submitted to SPONSOR(S), in writing. SPONSOR(S) may either approve the solution or direct IMPLEMENTING AGENCY to make revisions and resubmit for approval.
38. IMPLEMENTING AGENCY has no obligation to perform WORK if funds to perform WORK are unavailable.
39. If WORK stops for any reason, IMPLEMENTING AGENCY will place all facilities impacted by WORK in a safe and operable condition acceptable to CALTRANS.
40. If WORK stops for any reason, PARTNERS are still obligated to implement all applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, or approvals that are in effect at the time that WORK stops, as they apply to each partner's responsibilities in this agreement, in order to keep PROJECT in environmental compliance until WORK resumes.
41. Each partner accepts responsibility to complete the activities that they selected on the SCOPE SUMMARY. Activities marked with "N/A" on the SCOPE SUMMARY are not included in the scope of this agreement.

Scope: Project Approval and Environmental Document (PA&ED)

42. CALTRANS is the CEQA lead agency. CALTRANS will determine the type of environmental documentation required and will cause that documentation to be prepared.
43. All partners involved in the preparation of CEQA environmental documentation will follow the CALTRANS STANDARDS that apply to the CEQA process including, but not limited to, the guidance provided in the Standard Environmental Reference available at www.dot.ca.gov/ser.

44. Pursuant to SAFETEA-LU Section 6004 and/or 6005, CALTRANS is the NEPA lead agency for PROJECT and will assume responsibility for NEPA compliance and will prepare any needed NEPA environmental documentation or will cause that documentation to be prepared.
45. All partners involved in the preparation of NEPA environmental documentation will follow FHWA STANDARDS that apply to the NEPA process including, but not limited to, the guidance provided in the FHWA Environmental Guidebook available at www.fhwa.dot.gov/hep/index.htm.
46. CALTRANS will prepare the appropriate environmental documentation to meet CEQA requirements.
47. CALTRANS will prepare the appropriate NEPA environmental documentation to meet NEPA requirements.
48. Any partner preparing any portion of the CEQA environmental documentation, including any studies and reports, will submit that portion of the documentation to the CEQA lead agency for review, comment, and approval at appropriate stages of development prior to public availability.
49. Any partner preparing any portion of the NEPA environmental documentation (including, but not limited to, studies, reports, public notices, and public meeting materials, determinations, administrative drafts, and final environmental documents) will submit that portion of the documentation to CALTRANS for CALTRANS' review, comment, and approval prior to public availability.
50. CALTRANS will prepare, publicize and circulate all CEQA-related public notices and will submit said notices to the CEQA lead agency for review, comment, and approval prior to publication and circulation.
51. CALTRANS will prepare, publicize, and circulate all NEPA-related public notices. CALTRANS will work with the appropriate federal agency to publish notices in the Federal Register.
52. The CEQA lead agency will attend all CEQA-related public meetings.
53. CALTRANS will plan, schedule, prepare materials for, and host all CEQA-related public meetings and will submit all materials to the CEQA lead agency for review, comment, and approval at least 10 working days prior to the public meeting date.
54. The NEPA lead agency will attend all NEPA-related public meetings.
55. CALTRANS will plan, schedule, prepare materials for, and host all NEPA-related public meetings.

56. If a partner who is not the CEQA or NEPA lead agency holds a public meeting about PROJECT, that partner must clearly state their role in PROJECT and the identity of the CEQA and NEPA lead agencies on all meeting publications. All meeting publications must also inform the attendees that public comments collected at the meetings are not part of the CEQA or NEPA public review process.

That partner will submit all meeting advertisements, agendas, exhibits, handouts, and materials to the appropriate lead agency for review, comment, and approval at least 10 working days prior to publication or use. If that partner makes any changes to the materials, that partner will allow the appropriate lead agency to review, comment on, and approve those changes three (3) working days prior to the public meeting date.

The CEQA lead agency maintains final editorial control with respect to text or graphics that could lead to public confusion over CEQA-related roles and responsibilities. The NEPA lead agency has final approval authority with respect to text or graphics that could lead to public confusion over NEPA-related roles and responsibilities.

57. The partner preparing the environmental documentation, including the studies and reports, will ensure that qualified personnel remain available to help resolve environmental issues and perform any necessary work to ensure that PROJECT remains in environmental compliance.
58. CALTRANS will coordinate the following resource agency permits, agreements, and/or approvals: U.S. Army Corps of Engineers Permit (404), U.S. Forest Service Permit(s), U.S. Coast Guard Permit, Department of Fish and Game 1600 Agreement(s), Coastal Zone Development Permit, Waste Discharge (NPDES) Permit, U.S. Fish and Wildlife Service Approval, Regional Water Quality Control Board 401 Permit, and Other Permits.
59. CALTRANS will obtain the following resource agency permits, agreements, and/or approvals: U.S. Army Corps of Engineers Permit (404), U.S. Forest Service Permit(s), U.S. Coast Guard Permit, Department of Fish and Game 1600 Agreement(s), Coastal Zone Development Permit, Waste Discharge (NPDES) Permit, Regional Water Quality Control Board 401 Permit, and Other Permits.
60. CALTRANS will implement the following resource agency permits, agreements, and/or approvals: U.S. Army Corps of Engineers Permit (404), U.S. Forest Service Permit(s), U.S. Coast Guard Permit, Department of Fish and Game 1600 Agreement(s), Coastal Zone Development Permit, Waste Discharge (NPDES) Permit, Regional Water Quality Control Board 401 Permit, and Other Permits.

Scope: Plans, Specifications, and Estimate (PS&E)

61. CALTRANS will ensure that the engineering firm preparing the plans, specifications, and estimate will not be employed by or under contract to the PROJECT construction contractor.

CALTRANS will not employ the engineering firm preparing the plans, specifications, and estimate for construction management of PROJECT.

However, CALTRANS may retain the engineering firm during CONSTRUCTION to check shop drawings, do soil foundation tests, test construction materials, and perform construction surveys.

62. CALTRANS will identify and locate all utility facilities within PROJECT area as part of PS&E responsibilities. All utility facilities not relocated or removed in advance of construction will be identified on the plans, specifications, and estimate for PROJECT.
63. CALTRANS will coordinate the following resource agency permits, agreements, and/or approvals: U.S. Army Corps of Engineers Permit (404), U.S. Forest Service Permit(s), U.S. Coast Guard Permit, Department of Fish and Game 1600 Agreement(s), Coastal Zone Development Permit, Waste Discharge (NPDES) Permit, U.S. Fish and Wildlife Service Approval, Regional Water Quality Control Board 401 Permit and Other Permits.
64. CALTRANS will obtain the following resource agency permits, agreements, and/or approvals: U.S. Army Corps of Engineers Permit (404), U.S. Forest Service Permit(s), U.S. Coast Guard Permit, Department of Fish and Game 1600 Agreement(s), Coastal Zone Development Permit, Waste Discharge (NPDES) Permit, Regional Water Quality Control Board 401 Permit, and Other Permits.
65. CALTRANS will implement the following resource agency permits, agreements, and/or approvals: U.S. Army Corps of Engineers Permit (404), U.S. Forest Service Permit(s), U.S. Coast Guard Permit, Department of Fish and Game 1600 Agreement(s), Coastal Zone Development Permit, Waste Discharge (NPDES) Permit, U.S. Fish and Wildlife Service Approval, Regional Water Quality Control Board 401 Permit, and Other Permits.

Scope: Right of Way (R/W)

66. CALTRANS will provide a land surveyor licensed in the State of California to be responsible for surveying and right of way engineering. All survey and right of way engineering documents shall bear the professional seal, certificate number, registration classification, expiration date of certificate, and signature of the responsible surveyor.
67. CALTRANS will make all necessary arrangements with utility owners for the timely accommodation, protection, relocation, or removal of any existing utility facilities that conflict with construction of PROJECT or that violate CALTRANS' encroachment policy.
68. CALTRANS will perform all right of way activities.
69. CALTRANS will provide a Right of Way Certification prior to PROJECT advertisement.
70. The California Transportation Commission will hear any Resolutions of Necessity.

Scope: CONSTRUCTION

71. For each construction contract identified in the PROJECT LIST, IMPLEMENTING AGENCY shall post on both ends of the construction site(s) signs visible to the public stating that the PROJECT is funded with Federal and State funds.
72. CALTRANS will advertise, open bids, award, and approve the construction contract in accordance with the Public Contract Code and the California Labor Code.
- CALTRANS will not advertise the construction contract until CALTRANS completes or accepts the final plans, specifications, and estimate package; CALTRANS approves the Right of Way Certification; and FUNDING PARTNERS fully fund WORK.
- By accepting responsibility to advertise and award the construction contract, CALTRANS also accepts responsibility to administer the construction contract.
73. CALTRANS will provide a RESIDENT ENGINEER and construction support staff who are independent of the design engineering company and construction contractor.
74. PARTNERS will implement changes to the construction contract through contract change orders (CCOs). PARTNERS will review and concur on all CCOs over \$20,000. All CCOs affecting public safety or the preservation of property, all design and specification changes, and all major changes as defined in the CALTRANS *Construction Manual* will be approved by CALTRANS in advance of the CCO work to be performed.
75. PARTNERS will use a CALTRANS-approved construction contract claims process, will administer all claims through said process, and will be available to provide advice and technical input in any claims process.
76. If the lowest responsible construction contract bid (plus estimated contingencies, supplemental costs and State Furnished Material costs) is equal to or less than the amount of the Engineer's Estimate, the IMPLEMENTING AGENCY may award the contract. If the lowest responsible construction contract bid is greater than the amount of the Engineer's Estimate, all PARTNERS must be involved in determining how to proceed. If PARTNERS do not agree in writing on a course of action within 15 working days, this agreement will terminate.
77. CALTRANS will require the construction contractor to furnish payment and performance bonds naming CALTRANS as obligee and to carry liability insurance in accordance with CALTRANS specifications.
78. CALTRANS will coordinate the following resource agency permits, agreements, and/or approvals: U.S. Army Corps of Engineers Permit (404), U.S. Forest Service Permit(s), U.S. Coast Guard Permit, Department of Fish and Game 1600 Agreement(s), Coastal Zone Development Permit, Waste Discharge (NPDES) Permit, U.S. Fish and Wildlife Service Approval, Regional Water Quality Control Board 401 Permit, and Other Permits.

79. CALTRANS will obtain the following resource agency permits, agreements, and/or approvals: U.S. Army Corps of Engineers Permit (404), U.S. Forest Service Permit(s), U.S. Coast Guard Permit, Department of Fish and Game 1600 Agreement(s), Coastal Zone Development Permit, Waste Discharge (NPDES) Permit, U.S. Fish and Wildlife Service Approval, Regional Water Quality Control Board 401 Permit, and Other Permits.
80. CALTRANS will implement the following resource agency permits, agreements, and/or approvals: U.S. Army Corps of Engineers Permit (404), U.S. Forest Service Permit(s), U.S. Coast Guard Permit, Department of Fish and Game 1600 Agreement(s), Coastal Zone Development Permit, Waste Discharge (NPDES) Permit, U.S. Fish and Wildlife Service Approval, Regional Water Quality Control Board 401 Permit, and Other Permits.
81. CALTRANS will renew, extend, and/or amend all resource agency permits as necessary.
82. CALTRANS will provide maintenance for those portions of the SHS within WORK limits until COMPLETION OF WORK, after which, CALTRANS assumes full responsibility for maintenance.
83. CALTRANS will provide maintenance for those portions of the SHS within WORK limits until COMPLETION OF WORK and assumes full responsibility for maintenance thereafter.

COST

Cost: General

84. Any change to the funding commitments outlined in this agreement requires an amendment to this agreement.
85. CALTRANS understands the funding deadlines associated with funds provided by MTC and will comply with the applicable provisions and requirements of the Regional Project Funding Delivery Policy (MTC Resolution No. 3606, as revised).
86. Any and all cost saving from the PROJECT will be applied to contingency projects to be selected by MTC, subject to the requirements of law, and agreed to by CALTRANS in writing. All such selected contingency projects shall be added to the SCOPE SUMMARY, PROJECT LIST, and PROJECT SCHEDULE and incorporated herein without need for amending this Agreement.
87. Toll Credits are being used in lieu of all of the required State match for CMAQ funds as authorized by Title 23, US Code, Section 120 (j).
88. If upon opening of bids for the contract to construct PROJECT, it is found that the lowest responsible bid is below the Engineer's Estimate, (A) 100% SHOPP funds shall be

allocated to the PROJECT, and will be fully committed to CAPITAL COST; (B) remaining allocation shall be CMAQ/ CMIA/ RTIP/ LOCAL FUNDS; and (C) the savings between the Engineer's Estimate and the bid award amount shall be credited to CMAQ/ CMIA/ RTIP/ LOCAL FUNDS. Any initial savings will remain available for future CAPITAL COST increases. Any increase in the CAPITAL COST after this savings adjustment shall be from CMAQ/ CMIA/ RTIP/ LOCAL FUNDS.

89. The cost of any awards, judgments, or settlements generated by WORK is a WORK cost.
90. CALTRANS, independent of PROJECT, will pay all costs for HM MANAGEMENT ACTIVITIES related to HM-1 found within existing SHS right of way.
91. Independent of PROJECT, all costs for MANAGEMENT ACTIVITIES related to HM-1 found outside the existing SHS right of way will be the responsibility of the owner(s) of the parcel(s) where the HM-1 is located.
92. HM MANAGEMENT ACTIVITIES costs related to HM-2 are a PROJECT CONSTRUCTION cost.
93. The cost of coordinating, obtaining, complying with, implementing, and if necessary renewing and amending resource agency permits, agreements, and/or approvals is a WORK cost.
94. The cost to comply with and implement the commitments set forth in the environmental documentation is a WORK cost.
95. The cost to ensure that PROJECT remains in environmental compliance is a WORK cost.
96. The cost of any legal challenges to the CEQA or NEPA environmental process or documentation is a WORK cost.
97. Independent of WORK costs, CALTRANS will fund the cost of its own IQA for WORK done within existing or proposed future SHS right of way.
98. Independent of WORK costs, MTC will fund the cost of its own IQA for WORK done outside existing or proposed future SHS right of way.
99. Fines, interest, or penalties levied against any partner will be paid, independent of WORK costs, by the partner whose actions or lack of action caused the levy. That partner will indemnify and defend all other partners.
100. CALTRANS will administer all federal subvention funds identified on the FUNDING SUMMARY.
101. The cost to place PROJECT right of way in a safe and operable condition and meet all environmental commitments is a WORK cost.

102. Because IMPLEMENTING AGENCY is responsible for managing the scope, cost, and schedule of a project component, if there are insufficient funds available in this agreement to place the right of way in a safe and operable condition, the appropriate IMPLEMENTING AGENCY accepts responsibility to fund these activities until such time as PARTNERS amend this agreement.

That IMPLEMENTING AGENCY may request reimbursement for these costs during the amendment process.

103. If there are insufficient funds in this agreement to implement applicable commitments and conditions included in the PROJECT environmental documentation, permits, agreements, and/or approvals that are in effect at a time that WORK stops, the partner implementing the commitments or conditions accepts responsibility to fund these activities until such time as PARTNERS amend this agreement.

That partner may request reimbursement for these costs during the amendment process.

104. PARTNERS will pay invoices within 30 calendar days of receipt.

105. FUNDING PARTNERS accept responsibility to provide the funds identified on the FUNDING SUMMARY.

106. SPONSOR(S) accepts responsibility to ensure full funding for the identified scope of work.

Cost: Project Approval and Environmental Document (PA&ED)

107. The cost to prepare, publicize, and circulate all CEQA and NEPA-related public notices is a WORK cost.

108. The cost to plan, schedule, prepare, materials for, and host all CEQA and NEPA-related public meetings is a WORK cost.

109. CALTRANS will invoice MTC if funding is from sources other than federal funds or STATE funds.

Cost: Right of Way (R/W) Support

110. The cost to positively identify and locate, protect, relocate, or remove any utility facilities whether inside or outside SHS right of way will be determined in accordance with federal and California laws and regulations, and CALTRANS' policies, procedures, standards, practices, and applicable agreements including, but not limited to, Freeway Master Contracts.

111. CALTRANS will invoice MTC if funding is from sources other than federal or State funds.

Cost: CONSTRUCTION Support

112. The cost to maintain the SHS within WORK limits is WORK cost until COMPLETION OF WORK, after which CALTRANS assumes the cost of maintenance.
113. CALTRANS will invoice MTC if funding is from sources other than federal or State funds.

Cost: CONSTRUCTION Capital

114. CALTRANS will fund the cost of STATE-FURNISHED MATERIAL as a CONSTRUCTION capital cost.
115. CALTRANS will invoice MTC if funding is from sources other than federal or State funds.

SCHEDULE

116. PARTNERS will manage the schedule for WORK through the work plan included in the PROJECT MANAGEMENT PLAN.

GENERAL CONDITIONS

117. This agreement will be understood in accordance with and governed by the Constitution and laws of the State of California. This agreement will be enforceable in the State of California. Any legal action arising from this agreement will be filed and maintained in the Superior Court of the county in which the CALTRANS district office signatory to this agreement resides.
118. CALTRANS invoices for support costs including all direct and applicable indirect costs. Applicable indirect costs are determined by the type of funds being used to pay for support. State and federal funds are subject to the Program Functional Rate. Local funds (Measure money, developer fees, special assessments, etc.) are subject to the Program Functional Rate and the Administration Rate. CALTRANS establishes the Program Functional Rate and the Administration Rate annually according to State and Federal regulations.
119. All obligations of CALTRANS under the terms of this agreement are subject to the appropriation of resources by the Legislature, the State Budget Act authority, and the allocation of funds by the California Transportation Commission.

120. Any PARTNER who performs IQA does so for its own benefit, further, that PARTNER cannot be assigned liability due to its IQA activities.
121. Neither MTC nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by CALTRANS under or in connection with any work, authority, or jurisdiction conferred upon CALTRANS under this agreement.

It is understood and agreed that CALTRANS will fully defend, indemnify, and save harmless MTC and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by CALTRANS under this agreement.

122. Neither CALTRANS nor any officer or employee thereof is responsible for any injury, damage, or liability occurring by reason of anything done or omitted to be done by MTC under or in connection with any work, authority, or jurisdiction conferred upon MTC under this agreement.

It is understood and agreed that MTC will fully defend, indemnify, and save harmless CALTRANS and all of its officers and employees from all claims, suits, or actions of every name, kind, and description brought forth under, but not limited to, tortious, contractual, inverse condemnation, or other theories or assertions of liability occurring by reason of anything done or omitted to be done by MTC under this agreement.

123. This agreement is not intended to create a third party beneficiary or define duties, obligations, or rights in parties not signatory to this agreement. This agreement is not intended to affect the legal liability of PARTNERS by imposing any standard of care for completing WORK different from the standards imposed by law.
124. PARTNERS will not assign or attempt to assign agreement obligations to parties not signatory to this agreement.
125. Any ambiguity contained in this agreement will not be interpreted against PARTNERS. PARTNERS waive the provisions of California Civil Code section 1654.
126. A waiver of a partner's performance under this agreement will not constitute a continuous waiver of any other provision. An amendment made to any article or section of this agreement does not constitute an amendment to or negate all other articles or sections of this agreement.
127. A delay or omission to exercise a right or power due to a default does not negate the use of that right or power in the future when deemed necessary.

128. If any partner defaults in their agreement obligations, the non-defaulting partner(s) will request in writing that the default be remedied within 30 calendar days. If the defaulting partner fails to do so, the non-defaulting partner(s) may initiate dispute resolution.
129. PARTNERS will first attempt to resolve agreement disputes at the PROJECT team level. If they cannot resolve the dispute themselves, the CALTRANS district director and the executive officer of MTC will attempt to negotiate a resolution. If no resolution is reached, PARTNERS' legal counsel will initiate mediation. PARTNERS agree to participate in mediation in good faith and will share equally in its costs.

Neither the dispute nor the mediation process relieves PARTNERS from full and timely performance of WORK in accordance with the terms of this agreement. However, if any partner stops WORK, the other partner(s) may seek equitable relief to ensure that WORK continues.

Except for equitable relief, no partner may file a civil complaint until after mediation, or 45 calendar days after filing the written mediation request, whichever occurs first.

Any civil complaints will be filed in the Superior Court of the county in which the CALTRANS district office signatory to this agreement resides. The prevailing partner will be entitled to an award of all costs, fees, and expenses, including reasonable attorney fees as a result of litigating a dispute under this agreement or to enforce the provisions of this article including equitable relief.

130. PARTNERS maintain the ability to pursue alternative or additional dispute remedies if a previously selected remedy does not achieve resolution.
131. If any provisions in this agreement are deemed to be, or are in fact, illegal, inoperative, or unenforceable, those provisions do not render any or all other agreement provisions invalid, inoperative, or unenforceable, and those provisions will be automatically severed from this agreement.
132. This agreement is intended to be PARTNERS' final expression and supersedes all prior oral understanding or writings pertaining to WORK.
133. If during performance of WORK additional activities or environmental documentation is necessary to keep PROJECT in environmental compliance, PARTNERS will amend this agreement to include completion of those additional tasks.
134. PARTNERS will execute a formal written amendment if there are any changes to the commitments made in this agreement.
135. This agreement will terminate upon COMPLETION OF WORK or upon 30 calendar days' written notification to terminate and acceptance between PARTNERS, whichever occurs first.

However, all indemnification, document retention, audit, claims, environmental commitment, legal challenge, and ownership articles will remain in effect until terminated or modified in writing by mutual agreement.

136. The following documents are attached to, and made an express part of this agreement: SCOPE SUMMARY, FUNDING SUMMARY, PROJECT LIST and PROJECT SCHEDULE.
137. Signatories may execute this agreement through individual signature pages provided that each signature is an original. This agreement is not fully executed until all original signatures are attached.

CONTACT INFORMATION

The information provided below indicates the primary contact data for each partner to this agreement. PARTNERS will notify each other in writing of any personnel or location changes. These changes do not require an amendment to this agreement.

The primary agreement contact person for CALTRANS is:
Val Ignacio, Regional Project Manager
111 Grand Avenue
Oakland, California 94612
Office Phone: (510) 286-5086
Email: val.ignacio@dot.ca.gov

The primary agreement contact person for MTC is:
Joy J. Lee, Senior Program Coordinator - Freeway Performance Initiative
101 Eight Street
Oakland, California 94607-4700
Office Phone: (510) 817-5956
Email: jjlee@mtc.ca.gov

SIGNATURES

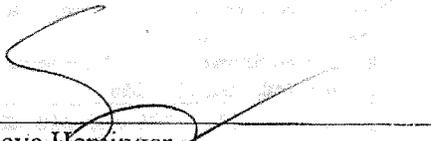
PARTNERS declare that:

- 1. Each partner is an authorized legal entity under California state law.
- 2. Each partner has the authority to enter into this agreement.
- 3. The people signing this agreement have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

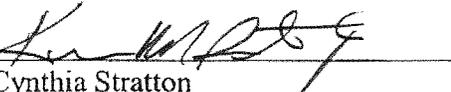
METROPOLITAN TRANSPORTATION
COMMISSION

By: 
Helena (Lenka) Culik-Caro
Deputy District Director - Design

By: 
Steve Heminger
Executive Director

CERTIFIED AS TO FUNDS:

APPROVED AS TO FORM AND PROCEDURE

By: 
Cynthia Stratton
District Budget Manager

By: 
Cynthia E Segal
Associate Counsel

04-ALA-92, 238, 580, 680, 880

04-SOL-80

04-SCL-85, 101, 680

EA: 15113, 15270, 15300, 15310, 15320, 15330, 15350

Federal Funds

District Agreement 04-2299

SCOPE SUMMARY

WBS Level				Description	CALTRANS	MTC	N/A
4	5	6	7				
2				Project Approval and Environmental Document (PA&ED) - 160, 165, 175, 180, 205	X		
3				Plans, Specifications, and Estimates (PS&E) - 185, 230, 235, 240, 250, 255, 260, 265	X		
4				Right of Way (R/W) - 195, 200, 220, 225, 245, 300	X		
5				Construction (CON) - 270, 285, 290, 295	X		

FUNDING SUMMARY

Funding Source	Funding Partner	Funding Type	Support	Capital	Total
FEDERAL / STATE / LOCAL	MTC	*CMAQ / CMIA / RTIP / LOCAL	\$24,485,000	\$73,957,000	\$98,442,000
STATE	CALTRANS	SHOPP	\$0	\$27,000,000	\$27,000,000
		Subtotals by Component	\$24,485,000	\$100,957,000	\$125,442,000

* Toll Credits are being used in lieu of all of the required State match for CMAQ funds

PROJECT LIST

EA	COUNTY	ROUTES	PM	PROJECT DESCRIPTION
15300	ALA	92 880	0.0/6.4 9.9/10.4	Install ramp metering along EB ALA92, from SM Bridge to Route 880, and at Decoto Road on Route 880.
15420	SCL	85	R18.4/R23.9	Install TOS and ramp metering on SCL85 between Route 280 and Route 101.
15113	ALA	238 580	14.4/16.7 0.0/31.0	Install TOS and ramp metering equipment on ALA238 and ALA580, between Route 880 and the San Joaquin/Alameda County Line.
15320	SCL	680	0.0/9.4	Install TOS and Ramp Metering on SCL680 between the 680/101 Interchange and the Alameda County Line.
15310	ALA	680	M0.0/R21.9	Install TOS and ramp metering on ALA680 between SCL County Line and CRM/TOS on ALA 680, between the Santa Clara County Line and the Contra Costa County Line.
* 15330	SCL	101	0.0/26.4	Install TOS and ramp metering on SCL101 between the San Benito County Line and Route 85/101 Interchange.
15350	SOL	80	0.0/R28.4	Install TOS and ramp metering on SOL80 from Carquinez Bridge to Route 505.

* Capital funding for EA #15330 is contingent upon MTC's approval of second cycle of STP/ CMAQ program.

PROJECT SCHEDULE

EA	Target PA&ED Date	Target PS&E to DOE (65% PS&E)	Target PS&E to HQOE (95% PS&E)	Target RTL date (100% PS&E)	Fund Verification	Advertise	Award
15300	3/5/2011	3/5/2011	8/12/2011	11/25/2011	2/17/2012	3/12/2012	5/16/2012
15420	3/5/2011	3/5/2011	8/12/2011	11/25/2011	2/17/2012	3/12/2012	5/16/2012
15113	4/13/2011	4/13/2011	10/13/2011	2/16/2012	4/30/2012	6/4/2012	8/22/2012
15320	4/13/2011	4/13/2011	10/13/2011	2/16/2012	4/30/2012	6/4/2012	8/22/2012
15310	3/8/2011	9/28/2011	3/28/2012	8/1/2012	10/24/2012	11/19/2012	2/6/2013
15330	3/8/2011	12/8/2011	6/8/2012	11/1/2012	12/31/2012	1/21/2013	4/3/2013
15350	4/13/2011	4/13/2011	10/13/2011	2/16/2012	4/30/2012	6/4/2012	8/22/2012

Date: October 28, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-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.

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 and December 9, 2009.

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

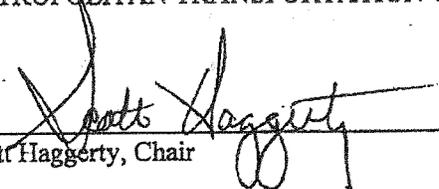
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

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.

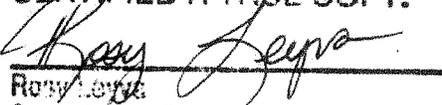
METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, 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

CERTIFIED A TRUE COPY.



Rosy Lopez
Commission Secretary

4/14/10

Date

Date: November 18, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C

Attachment A
Resolution No. 3925

New Surface Transportation Authorization Act

Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy

**Representing
FY 2009-10, FY 2010-11, and FY 2011-12**

Cycle 1 STP/CMAQ Policy and Programming

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BACKGROUND

With the close of SAFETEA on September 30, 2009, an overall architecture is called for to guide upcoming programming decisions for the new six-year surface transportation authorization act (New Act) funding. The Cycle 1 Project Selection Criteria and Programming Policy guides the programming of the first three year increment of federal funding (FY 2009-10, FY 2010-11 and FY 2011-12) and establishes the overall framework and funding estimate for the final three years (FY2012-13 through FY2014-2015). Until this legislation is enacted, the next one or two years of funding will be authorized through extensions of the current act and its programs and the future funding programs will likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code.

MTC receives a share of federal funding for local programming. Among the various transportation programs established by SAFETEA, the Commission has discretion over regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. The *New Surface Transportation Authorization Act Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy* outlines how the region proposes to use these funds for transportation needs in the MTC region and to implement the strategies and objectives of the Regional Transportation Plan, also referred as Transportation 2035 (T2035). T2035 is the Bay Area's comprehensive roadmap to guide transportation investments in mass transit, highway, airport, seaport, bicycle and pedestrian projects over 25 years. The programs recommended for funding under the Cycle 1 Project Selection Criteria and Programming Policy are an outgrowth of the transportation needs specifically identified by T2035.

NEW ACT FUND ESTIMATE

Without a new federal surface transportation authorization act, MTC can only make preliminary estimates of revenues. Therefore, as in the past, MTC will reconcile revenue levels following enactment of the New Act, and also address any changes in eligibility of revenue categories. It is estimated that roughly \$1.4 billion is available for programming over the New Act period consisting of the following components.

STP/CMAQ and Transportation Enhancement (TE) Funds: \$1.1 billion is available over the New Act, assuming a 4% growth rate, consistent with projections for T2035. Specifically the STP/CMAQ/TE programming capacity over Cycle 1 amounts to \$485 million dollars, which is the subject of this Commission Action. This amount includes \$22 million of Transportation Enhancement Funds, which will be programmed through the Regional Transportation Improvement Program (RTIP).

American Recovery and Reinvestment Act (ARRA) Backfill funding: The region will also be the beneficiary of \$105 million in Regional Transportation Improvement Program/ Corridor Mobility Improvement Account (RTIP/CMIA) bond funding capacity as well as \$7.5 million in TE for programming consideration as a result of recent ARRA programming activities.

"Anticipated" Funding: Further, \$235 million is identified as "anticipated" over the six year period, which represents the additional increment of funding consistent with the House Transportation and Infrastructure Committee \$500 billion proposal for authorization (10% growth rate). Staff recommends programming the first three years of

this amount (estimated to \$60 million) under Cycle 1 should apportionments come in higher, once the New Act is authorized. Any increment realized would be allocated proportionately among the programs using the overall framework amounts shown under "anticipated revenue" as a guide and be taken to the Commission for approval. This approach applies only up to \$235 million in revenues over the New Act period. Any revenue exceeding this amount is to be discussed further by the Partnership and other transportation stakeholders and ultimately is up to the discretion of the Commission.

New Act "Anticipated Funds" Distribution
(millions \$s)

2035 Core Programs	Revenue Shares	Fund Amount
Freeway Performance Initiative (FPI)	13%	31
Climate Initiatives	20%	48
Regional Bicycle Program	8%	19
Transportation for Livable Communities (TLC)	18%	42
Transit Capital Rehabilitation	17%	39
Local Streets and Roads Rehabilitation*	23%	55
Total	100%	235

CYCLE 1 PROGRAMMING APPROACH

Resolution 3925 establishes an overall framework for this \$1.4 billion in new funding spanning the six-year new surface transportation authorization act. As a starting point for determining Cycle 1 program commitments over the first three years of the six year New Act period, staff discussed with the Partnership the full six-year range of revenues and program needs to pinpoint program issues such as delivery schedules and when the programs' greatest needs occur, with an objective towards balancing needs over both the Cycle 1 (FY 2009-10, FY 2010-11, and FY 2011-12) and Cycle 2 (FY 2012-13, FY 2013-14, and FY 2014-15) periods. The overall six year framework is presented in Appendix A-1 showing revenues and program outlays for this \$1.4 billion in new funding

While staff is presenting this overall programming framework, the Commission is being requested to adopt funding commitments for the first three-year period of as part of this resolution (Cycle 1, ARRA Backfill, and initial contingency priorities for "anticipated" revenues). In approximately two years, the Partnership and Commission will revisit the final three years of programming as laid out by the overall policy framework, once the new transportation authorization act has been enacted giving the region the opportunity to assess developments in revenue, new program requirements and regulations; and individual program issues

Programming of "anticipated" funding will await federal authorization legislation which will establish authorization levels and the availability of this funding increment. Then this resolution

will be revised by the Commission to provide this funding to T2035 core programs as designated in these Cycle 1 STP/CMAQ policies.

GENERAL PROGRAMMING POLICIES

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the STP/CMAQ Cycle 1 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities have been provided to other stakeholders and members to comment.

Furthermore, investments made in the STP/CMAQ program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when asked to select projects for funding at the county level, CMAs must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

2. **2009 Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 1 STP/CMAQ program must be amended into the 2009 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes.
3. **Minimum Grant Size.** STP/CMAQ grants per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Roads distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC, Caltrans, and Federal Highway Administration staff.
4. **Commission Approval of Programs and Projects.** Federal funds are not accessible to a project sponsor unless they are included or "programmed" in the Transportation Improvement Program (TIP). The following steps lead up to the final TIP programming action by the Commission, which constitutes the final approval of funding to a program or project:
 - a) **Program Development** including the development of objectives, eligibility criteria, and program rules. With the exception of indivisible projects/programs where no subsequent project selection occurs, many programs will require the subsequent

selection of a set of projects that meet the program rules and criteria. In this case, staff further develops federal funding programs in cooperation with the Partnership including public input; and takes the final program policy/rules or any subsequent revisions to the Commission for approval.

b) Selection of Projects: A program and its policies, which are approved by the Commission, govern the selection of projects. Attachment B, "Project List", to Resolution 3925 sets forth the programs and projects to be funded under the Cycle 1 Programming Policy. Depending on project selection responsibility, there are two scenarios:

- Outside agency staff and their governing boards (i.e. Congestion Management Agencies) manage a project selection process. For example, responsibility for project selection for a given Cycle 1 funding program (i.e. County TLC Program, Local Streets and Roads Rehabilitation Shortfall Program, Regional Bicycle Program) is assigned to Congestion Management Agencies (CMAs). In this case, the Commission will revise the TIP to include the resulting projects; and Attachment B may be amended by MTC's Executive Director to reflect these revisions.
- MTC staff and the Commission manage a project selection process. For example, responsibility for the project selection for a given Cycle 1 funding program (i.e. Regional TLC Program, Climate Initiatives) where responsibility for project selection in the framework of a Cycle 1 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be taken to the Commission for its review and approval.

c) TIP Revisions: All projects selected for funding in the Cycle 1 program must be in the TIP. Therefore, MTC will take action on each project as the funds are included in a TIP or any subsequent revision to a TIP project listing. MTC's Executive Director may update Attachment B to reflect approval of the funds in the TIP.

5. **Air Quality Conformity**. In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2009 air quality conformity finding has been completed for the 2009 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 1 Program until the development of the 2011 TIP during spring 2010. Additionally, the U.S. Environmental Protection Agency designated the Bay Area as a non-attainment area for PM 2.5 starting December 14, 2009. Within 12 months of effective date of this classification, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed "Projects of Air Quality Concern" must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern are those projects result in significant increases in the number of or emissions from diesel vehicles.

6. **Environmental Clearance**. Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

7. **Application, Resolution of Local Support.** Project sponsors/ implementing agencies must submit a completed project application for each project proposed for funding through MTC's Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff and 2) Resolution of Local Support approved by the project sponsor/ implementing agency's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAO/STP_CMAO_LocalSupportReso.doc
Sponsors of projects that have previously received STP/CMAQ or State Improvement Program (STIP) funds may rely on the prior Resolution of local support prepared for the same project, provided that the project scope remains unchanged.

8. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 1 STP/CMAQ Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. In addition, project sponsors must adhere to directives such as "Complete Streets" (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required non-federal matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

► **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, inspection and maintenance programs, magnetic levitation transportation technology deployment

program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

- ▶ **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 April 30, 2012. 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.

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 keep grants active. The failure to meet these deadlines will result in the deobligation of any unexpended fund balances for the project.

- ▶ **Local Match.** Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.

- ▶ **Fixed Program and Specific Project Selection.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional STP/CMAQ program is project specific and the STP and CMAQ funds programmed to projects are for those projects alone. The STP/CMAQ Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional STP and CMAQ funds. Project sponsors are responsible for securing the necessary non-federal match, and for cost increases or additional funding needed to complete the project including contingencies.

- ▶ **Priority Development Areas (PDA) Based Funding Decisions:** In Transportation 2035, the Commission's transportation/land use and climate change policies seek to align "focused growth" land use principles and transportation investments. As part of the ARRA program adoption last February, the Commission directed staff to begin developing a PDA investment strategy in advance of the new federal authorization. As it relates to the New Act programming, the following policies support PDA based funding strategies:
 - **Transportation for Livable Communities:** All TLC projects must be located in priority development areas with additional weight given in project evaluation depending on whether the projects are in planned or proposed PDAs and based on proposed development intensity.
 - **Climate Initiatives:** For the Innovative Grant element of the Climate Initiative, priority will be given to projects that are in PDAs, in addition to other program criteria and weighting factors.
 - **Rehabilitation – Streets and Roads and Transit:** The current distribution formula prioritizes funding for local jurisdictions that are considered high-intensity PDAs. The allocation formula for streets and roads rehabilitation contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The population and lane mileage factors result in the support of PDAs. To ensure this PDA emphasis, CMAs should, in general, use the same allocation formula for streets and roads distribution within the counties. The CMAs, through a required Strategic Plan, may propose some modifications, including deferring some jurisdiction programming to Cycle 2 or using local funds, to address the competing objective of adhering to federal grant minimums.

PROGRAMMING CATEGORIES

The below table presents the New Act, Cycle 1 STP/CMAQ Program commitments followed by their program descriptions. In October the Commission approved STP/CMAQ funding for Regional Planning and Regional Operations programs, which was directed to continuing the on-going programs from SAFETEA that have a basis in the needs identified in Transportation 2035. Specific programs, projects and their Cycle 1 funding amounts are listed in Attachment B, including anticipated Cycle 2 commitments for information purposes. Additionally Appendix A-2 presents the specifics on the schedules of the various programs under the Cycle 1 STP/CMAQ program.

Cycle 1 Funding Summary (millions \$, rounded)

Program Categories	ARRA Backfill TE/RTIP/CMA Commitments	STP/CMAQ Commitments	3-year Total
1. SAFETEA OA Carryover	0	\$54	\$54
2. Regional Planning	0	\$23	\$23
3. Regional Operations	0	\$84	\$84
4. Freeway Performance Initiative	\$74	\$31	\$105
5. Climate Initiatives	0	\$80	\$80
6. Regional Bicycle Program	\$8	\$19	\$27
7. Transportation for Livable Communities	\$0	\$85	\$85
8. Transit Capital Rehabilitation*	\$0	\$0	\$0
9. Regional Streets and Roads Rehabilitation	\$0	\$100	\$100
10. Strategic Investments	\$31	\$9	\$40
TOTAL Commitments			\$ 598

*This program will be funded in Cycle 2 to align with the time period when needs occur.

1. SAFETEA Obligation Authority (OA) Carryover (\$54 million)

This obligation to payback OA owed to other regions in the State results in corresponding fund capacity reductions to the overall New Act program. As the MTC region enters the New Act with a negative carryover of \$54 million, it remains uncertain how soon this OA payback would be requested by Caltrans, depending on OA used by other regions in the State. It is noteworthy, that MTC's ability to obligate quickly in the earlier years could be viewed as beneficial by Caltrans, allowing later payback of OA. In any event, it is prudent to anticipate payback during Cycle 1.

2. Regional Planning Activities (\$23 million—potentially up to \$27 million)

This program provides funding to the nine county Congestion Management Agencies (CMAs), the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. The

\$23 million funding level reflects the Transportation 2035 commitment level by escalating at 4% per year from the base amount in FY 2008-09. In addition, it is proposed that the nine county CMAAs will have the ability to use up to 4% of their respective block grants to supplement their planning revenues (\$4 million which would be deducted from the STP/CMAQ allocated to the Regional Bicycle, TLC, and Regional Streets and Roads programs, managed by the CMAAs.) These additional funds will be programmed for CMA planning activities and deductions made to the other programs once the CMAAs make a request to MTC. (See Appendix A-3)

2. Regional Operations (\$84 million)

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for TransLink®, 511, and Incident Management. In response to the elimination of STA funding to the Regional Operations Programs, an increment of \$2.5 million has been added, as compared to Transportation 2035 assumptions for MTC project staff costs through FY 2012-13. Funding for this purpose in Cycle 2 will depend on the State of California fiscal situation. The program category is broken down into the following projects with their respective Cycle 1 grant amounts (rounded to nearest million dollars):

◆ TransLink®	\$29 million
◆ 511	\$34 million
◆ Regional Marketing	\$ 2 million
◆ Incident Management	\$18 million

4. Freeway Performance Initiative (\$105 million)

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways at a fraction of the cost of traditional highway widening projects. Eight metering projects are proposed, targeting high congestion corridors. These projects, listed in Appendix A-4, also include Traffic Operations System elements to better manage the system. MTC staff has been working with Caltrans and the CMAAs to develop this system management program to provide sustainable and reliable congestion relief. MTC will perform overall program oversight and are currently pursuing innovative project delivery options, including design-build. This category includes \$1.9 million per year, for a total of \$5.7 million for performance monitoring activities, regional performance initiatives implementation and Regional Signal Timing Program.

5. Climate Initiatives (\$80 million)

The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, \$3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin. The table below presents the program components and grant amounts, followed by program descriptions:

Cycle 1 Climate Initiatives Program Components and Funding (million \$\$)		
Program Components	Cycle 1 Program	%
	80	100%
Eastern Solano CMAQ	3	
Public Education / Outreach	10	13%
Safe Routes to Schools	17	23%
Innovative Grants	31	
	SFgo*	15
		60%
Climate Action Program Evaluation	4	5%
Total	80	100%

*Assumes SFgo partly funded in first cycle (\$15M) and partly in second cycle (\$5M)

Eastern Solano CMAQ Program (\$3 million): These CMAQ funds come to MTC by way of the Sacramento Metropolitan Air Quality Management District's air basin which overlaps with the MTC region in Eastern Solano County. The Solano Transportation Authority will select projects in consultation with MTC and the Sacramento Air District per the existing memorandum of understanding.

Public Education / Outreach (\$10 million): The objective of this program is to develop a regional campaign to reduce greenhouse gas emissions, influence the public to make transportation choices to reduce these emissions, and evaluate the effectiveness of strategies used. The following specific tasks are included:

- Launch a branded, Bay Area climate campaign in 2011;
- Develop tools to encourage smart driving or other emission reduction strategies; and
- Support school and youth programs to train the next generation.

This program will be further developed by MTC staff in cooperation with the Bay Area Air Quality Management District.

Safe Routes to Schools (\$17 million): This element further implements Safe Routes to Schools (SR2S) programs region-wide with the overall goal of significantly reducing emissions related to school-related travel. It also increases the ability of Bay Area jurisdictions to compete for state and federal SR2S infrastructure grants. Within the SR2S program, \$15 million is distributed among the nine Bay Area counties based on K-12 school enrollment. An additional \$2 million would be available on a competitive basis to one or more counties to expand implementation of creative school-related emission reduction strategies and to determine their effectiveness and potential replication throughout the Bay Area. Appendix A-5 details the county distribution.

Innovative Grant Program (\$46 million - \$31 million competitive and \$15 million for SFgo): The purpose of Innovative Grant Program is to fund a smaller number of higher-cost/higher-impact/innovative projects on a broader geographic scale (i.e., citywide or countywide). The Innovative Grant Program would achieve two basic objectives:

- Test the effectiveness of three strategies that have high potential for reducing emissions, but have not been sufficiently tested for replication on a larger scale throughout the Bay Area. Included in this category are: 1) Parking management/innovative pricing policies; 2)

Acceleration of efforts to shift to cleaner, low GHG vehicles; and 3) Transportation demand management strategies.

- Generate more Bay Area innovation and engage local communities by funding up to five major transportation-related projects that expand or combine strategies to measurably reduce emissions and showcase results at specific locations to increase understanding about whether these strategies result in cost-effective emission reduction and, if successful, how the results could be replicated elsewhere. Included in this category are: 1) Initiatives defined in locally-adopted Climate Action Plans or plan equivalent; or 2) Expansion of other innovative ideas that have yet to be fully evaluated as to their cost-effectiveness

This program is regionally competitive, giving higher priority to projects that are located in priority development areas (PDAs) and projects that offer contributions from other sources to leverage the CMAQ investment and build partnerships. The process for soliciting projects includes regional workshops, an abbreviated request for interest, and a more involved request for project proposals from projects deemed most promising from the request for interest review.

The staff proposal continues to include \$20 million for the SFgo project as a component of the Climate Initiatives Program but recommends that the funding be split over the two cycles (\$15 million in Cycle 1 and \$5 million in Cycle 2) to provide more funding for the competitive innovative grant program. Should additional "anticipated" revenues become available, staff proposes to accelerate the remaining \$5 million for SFGo. Further, if SFgo receives \$5 million in other discretionary funding during Cycle 1, \$5 million will revert to the Innovative Grant program. SFgo would support implementation of one of the region's Small Starts priorities - Van Ness Avenue BRT -- by upgrading the network communications infrastructure to install transit signal priority. The SFgo project includes traffic signal controllers linked by fiber-optic interconnect conduit and related communications systems to enable transit signal priority and optimize signal timings on Van Ness Muni routes and vehicles on crossing routes.

Climate Action Program Evaluation: The evaluation element is intended to serve a twofold purpose: 1) provide additional data for ongoing evaluation efforts that estimate project/program greenhouse gas emission impacts, including co-benefits for other criteria pollutants; and 2) assess the overall effectiveness of projects and programs funded by the Climate Action Program, including public education/outreach, SR2S, and innovative grants.

While the Safe Routes to Transit (SR2T) program is not currently being recommended as a stand-alone program element, staff recommends that a focused assessment and marketing program be conducted for the RM2-funded SR2T program during Cycle 1. Staff intends to work closely with the East Bay Bicycle Coalition and TransForm to design a SR2T evaluation and marketing program that evaluates selected in-progress and approved future projects and promotes the benefits and availability of selected existing projects and projects currently under development.

6. Regional Bicycle Program (\$27 million)

Under Transportation 2035, these funds will be applied to completing the remaining unconstructed projects on the 2,100 mile Regional Bikeway Network in the MTC region. This includes completion of all on-street and grade separated bicycle and pedestrian paths in every

county. While the program does not specifically include pedestrian projects, shared use paths benefit both cyclists and pedestrians. The proposed distribution of \$19.5 million to the counties is based on a hybrid formula consisting of 50% population, 25% bikeway network capital cost, and 25% unbuilt bikeway network miles. The distribution also includes a partial payback to counties that did not receive their population share under the regionally competitive Regional Bicycle and Pedestrian Program during SAFETEA with the remaining half of the payback proposed in Cycle 2. The \$7.5 million in Transportation Enhancement portion of this program is subject to 2010 State Transportation Improvement Program rules. (See Appendix A-6 for fund distribution)

7. Transportation for Livable Communities (TLC) (\$85 million)

\$85 million is provided in Cycle 1 to allow for a TLC pilot program to launch a new approach based on discussions with our partners and stakeholders. In September, the Planning Committee approved several elements for the next TLC funding cycle including (1) the use of TLC funds to incentivize development in Priority Development Areas, (2) the size of TLC grants, (3) a menu of eligible program categories, including streetscapes (current program eligibility), as well as several new categories: non-transportation infrastructure, transportation demand management, and density incentives such as land banking or site assembly, and (4) split between the regional (2/3) and local (1/3) funding. TLC program funding will also support the Station Area Planning Grant program. The guidelines for the regional TLC program are included in the memorandum approved by the Commission in September 2009. (See Appendix A-7 for fund distribution)

8. Transit Capital Rehabilitation Shortfall (\$0)

This program would not receive New Act funding until Cycle 2 (\$125 million). This is supported by an assessment of 10-year needs and revenues showing that Federal Transit Administration formula funds exceed capped needs through FY2013. Consequently New Act funding needs will occur during Cycle 2 to address transit capital shortfalls in the region as identified in Transportation 2035. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the Transit Capital Priorities program.

9. Regional Streets and Roads Rehabilitation (\$100 million): This program addresses rehabilitation shortfalls on the regional local streets and roads network. The program category amount includes \$15 million for Federal Aid Secondary commitments direct to counties; \$6 million for the Pavement Management Program (PMP) and Pavement Technical Assistance Program (PTAP). The balance of \$65 million will be distributed to local jurisdictions by the CMAs to fund streets and roads rehabilitation projects. Details of these three program components follow:

- Federal Aid Secondary (FAS) Program Set-Aside: With the passage of ISTEA and the dissolution of the Federal Aid Secondary (FAS) program, California statutes guarantee the continuation of minimum funding to counties, guaranteeing their prior FAS shares. This entire six-year minimum requirement will be addressed upfront in Cycle 1. The funding will be programmed directly to the respective counties. (See Attachment B for fund distribution)
- PTAP provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems, which is a

requirement to receive certain funding. PMP implements various data collection and analysis efforts including local roads needs assessments and inventory surveys, asset management analysis, training, and research and development of pavement and non-pavement preservation management techniques. These efforts feed into a number of the region's planning and asset management efforts

- **Local Streets and Roads Shortfall Program:** Funding is distributed down to a jurisdiction level using the formula previously agreed to by the Bay Area Partnership to fund streets and roads rehabilitation needs on the federal-aid system. Each of the formula factors are weighted 25 percent and the latest calculations available will be used to determine proportional shares. Funding for street and road rehabilitation will be distributed by an approved formula that uses jurisdictions' proportionate share of the region's population, lane mileage, Metropolitan Transportation System (MTS) funding shortfall and preventive maintenance performance score. (See Appendix A-8 for fund distribution.) In the case of Santa Clara County additional flexibility shall be given with respect to the distribution formula. Specifically, the CMA needs to work with the County of Santa Clara in distributing the Local Streets and Roads Shortfall Program funds to account for the Santa Clara County expressway system.

10. Strategic Investments (\$40 million): Three projects are included under this category. The first two build on the momentum and meet the investment priorities of the Corridor Mobility and Trade Corridor programs. The third restores of partial funding to transit programs and projects that lost funding as a result of state and federal funding cuts, carrying through prior Commission commitments. A brief description of each project as well as the proposed funding amount is included below:

- **Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - \$32 million):** This project will provide a direct freeway connector and interchange improvements to improve traffic operations, safety, and access. This project had been a candidate for Proposition 1B funding, and is now proposed as a strategic investment. This project's funding is subject to the availability of funding in the CMA and RTIP programs as a result of the ARRA backfill; and the project must meet the delivery deadlines associated with these fund sources.
- **Trade Corridor (Richmond Rail Connector - \$8 million):** The Richmond Rail Connector is a rail connection between the BNSF Railroad's Stockton Subdivision and Union Pacific Railroad's Martinez Subdivision near San Pablo, CA, just north of Richmond, CA. BNSF and UP, as well as the Capitol Corridor and Amtrak, all operate on the Martinez Subdivision. This project is needed to accommodate and better serve both current and future freight and passenger rail traffic on the Martinez Subdivision rail corridor while reducing the impacts on the local community. The proposed rail connector would eliminate the need for a number of long BNSF trains to continue to travel through downtown Richmond, thereby reducing traffic delays at local grade crossings, as well as vehicle emissions and noise impacts affecting Richmond residents. The \$8 million is conditioned on BNSF securing the balance of the project funds. The estimated project cost is approximately \$35 million, with 50 percent of the project costs coming from the state Proposition 1B Trade Corridors Improvement Fund (TCIF) program, and additional funds coming from BNSF Railroad. The project must

meet all criteria of TCIF program, including a minimum 1:1 match of the TCIF funds. MTC's funds will augment the local match amount contributed to or secured by BNSF for the project to leverage the TCIF funds.

- *MTC Resolution 3814 Transit Payback Commitment (\$0; \$31M in Cycle 2):* As part of the Transit Policy established in June 2007, in conjunction with Proposition 1B funding, MTC committed \$62 million in future spillover revenues for Lifeline, Small Operators, SamTrans Right-of-way Settlement, and two capital projects – BART to Warm Springs and eBART. Given the proposal to suspend funding to transit for five years, MTC is proposing to meet roughly half of this 10-year commitment through a combination of distributions to-date and the proposed cycle programming. However, the proposal would fully fund the Lifeline and Small Operator commitment while delaying any funding to the two capital projects. The table below provides the proposed distribution:

Apportionment Category	MTC Resolution 3814 Original Schedule	%	FY 2007-08 Spillover Distribution	Unfunded Commitment	Proposed Distribution	Remaining Commitment
Lifeline	\$ 10,000,000	16%	\$ 1,028,413	\$ 8,971,587	\$ 4,971,587	\$ -
Small Operators / North Counties	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ 1,345,738	\$ -
BART to Warm Springs	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ -	\$ 2,691,476
eBART	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ -	\$ 2,691,476
Samtrans	\$ 43,000,000	69%	\$ 4,422,174	\$ 38,577,826	\$ 19,288,913	\$ 19,288,913
Total	\$ 62,000,000	100%	\$ 6,376,158	\$ 55,623,842	\$ 26,951,976	\$ 24,671,865

Should spillover return, the spillover funds could meet this obligation and staff would revisit the need for this pay back commitment. Also, in light of critical financial issues that SamTrans is facing, MTC would program SamTrans' amount as the first priority in Cycle 2, and commit to make this money available to SamTrans in the first year of Cycle 2 (FY 2012-13).

PROGRAM MANAGEMENT AND THE CONGESTION MANAGEMENT AGENCY BLOCK GRANT

Program management responsibilities will generally be split between MTC and the congestion management agencies (CMAs) as outlined in table below. MTC management role is limited to program areas of regional scope or with a network impact. Congestion management agencies would manage programs with a local/community focus.

Program Administration

Transportation 2035 Core Programs	Manager	Block Grant
Freeway Performance Initiative (FPI) and the Regional Signal Timing Program.	MTC, Caltrans and CMAs	
Climate Initiatives (Public Outreach/ Innovative Grants/ Evaluation)	MTC and Bay Area Air Quality Management District	
Climate Initiatives – Safe Routes to School	County – TBD and MTC regional coordination and assistance	
Regional Bicycle Program	CMAs	YES
Climate Initiatives—Eastern Solano CMAQ	Solano Transportation Authority	
TLC – Regional	MTC	
TLC – County	CMAs	YES
Regional Streets and Roads Rehabilitation	CMAs	YES
Transit Capital Rehabilitation	MTC	

Further, for core programs managed by the CMAs, MTC will be making funding available to the CMAs by means of a “PDA block grant” to allow more flexibility and more strategic project selection. The block grant will encompass the Regional Bicycle Program, County TLC Program, and the Local Streets and Roads Shortfall Program. Appendix A-9 presents an overview of the funding made available to the CMAs under their block grants. The block grant program will function as follows:

- **CMA Block Grant Strategic Plan:** By April 1, 2010, CMAs are asked to submit a Strategic Plan to MTC outlining their approach for programming their block grants. This Plan should include:
 - Amount of funds for CMA planning purposes and rationale behind any flexing of program amounts within the Block Grant Programs (beyond the 20% noted above). Examples might include flexibility to deliver on a complete streets approach or deliver investments that better support PDAs. This would be submitted to the Commission for approval.
 - The approach used to select Local Streets and Roads Shortfall Program projects, if it differs from the MTC distribution formula.
 - Federal Funding Minimums: Unique circumstances or hardships may allow for modifications to this policy, which need to be discussed with MTC staff beforehand and included in the plan. Also for the Local Streets and Roads Shortfall Program, in order to balance the objectives of streamlining federal fund expenditures through project minimums and the requirement that CMAs should adhere to the distribution formula down to the jurisdiction level, CMAs may propose to defer some jurisdiction programming to Cycle 2 or to use local funds.
 - Safe Routes to Schools Program (SR2S) recommended county approach, including lead agency for project selection and federal funding recipient, and any

request for additional funding to expand implementation of creative school-related emission reduction strategies. MTC will coordinate the SR2S program, including reviewed and approval of county programs by the Commission. The CMAs are requested to provide assistance in the development of objectives and the definition of agency roles for this program within their respective jurisdictions. These will vary throughout the region and even within a county. There are various lead agencies for current Safe Routes to School programs including bicycle and regional coalitions, departments of health, congestion management agencies, offices of education, and cities. As part of the CMA Block Grant Strategic Plan, the CMA would identify the lead agency for plan implementation, the allocation of funds to specific implementation actions, performance targets, and plan for sustaining the SR2S program beyond the allocation of CMAQ funds.

- Complete Streets: A CMA should explore giving priority to funding projects that demonstrate a “complete streets” design approach by including pedestrian and/or bicycle projects in the project scope.
 - Priority Development Area: The CMA should discuss its consideration of priority development areas and policies in its project selection approach.
-
- **Planning Activities:** Up to 4% may be used by CMAs for planning activities to be applied proportionately to all Block Grant programs within the county. Contract amendments to the Regional Planning agreements in March/April to capture any augmentations.
 - **Flex provision:** Up to 20% of each program’s funds may be flexed from one Block Grant program to fund another in order to recognize practical project delivery considerations and unique county priorities. CMAs can request flexibility beyond the 20% through their Strategic Plan for consideration by the Commission. Staff will provide a report on the flex provision of Cycle 1 for consideration by the Commission before programming Cycle 2.
 - **Minimum Grant Size:** STP/CMAQ grants per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Road distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC and Federal Highway Administration staff.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects addressing all of their respective Block Grant programs in early 2010. Final project list is due to MTC by July 30, 2010. Goal is to reduce staff resources, coordinate all programs to respond to larger multi-modal projects, and give project sponsors the maximum time to deliver projects.

- **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 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 April 30, 2012.

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.

Appendix A-1

New Federal Transportation Authorization Act
 STP/CMAQ/TE with ARRA Backfill (CMA/RTIP/TE) Outlay
 December 9, 2009

(amounts in millions \$)

Program and Project Investments Described in attached summary	Committed ARRA Programming	New Commitments						Total New Commitment
		ARRA ¹ Backfill CMA/RTIP/TE	STP/CMAQ Cycle 1	STP/CMAQ/TE Cycle 2	ARRA Backfill & STP/CMAQ/TE Total	Anticipated Revenue ²	Anticipated Revenue ²	
Estimated Apportionment Revenues	662	113	485	568	1,166	235	1,401	
Annual Programs								
1 Required SAFETEA OA Carryover			54		54		54	
2 On-Going Regional Planning			23	25	48		48	
3 On-Going Regional Operations			64	74	138		138	
Total			141	199	340		340	
Focus Programs								
4 Focus 1 Freeway Performance Initiative (FPI)	19	74	31	86	191	31	222	
5 Focus 2 Climate Initiatives ³			80	34	114	48	162	
6 Focus 2 Regional Bicycle Program	10	8	19	20	47	19	67	
7 Focus 2 Transportation for Livable Communities (TLC)			85	96	181	42	224	
8 Focus 3 Transit Capital Rehabilitation	286			125	125	38	164	
9 Focus 3 Regional Streets and Roads Rehabilitation ⁴	145		100	77	177	55	232	
Total	460	82	316	338	735	235	970	
Base	460	82	316	338	735	235	970	
Strategic Investments								
10 Safety Projects (Vasco Road and North Bay counties)	13							
11 Express Lane Network (580 and 237/880)	14							
12 Transit Expansion (Oakland Airport Connector)	70							
13 Advance Prop 1B Construction (Caldecott Tunnel)	105							
14 Corridor Mobility (SCL I/C Imps)		31	1		32		32	
15 MTC Res 3814 Transit Payback Commitment				31	31		31	
16 Trade Corridor (Richmond Rail Connector)			8		8		8	
Total			8	31	39		39	
Grand Total	460	82	324	369	774	235	1,009	

¹ \$112.5 M in ARRA Backfill is included within the \$661.9 M ARRA Programming Amount (\$105 M in RTIP & CMA/RTIP/TE and \$7.5M for TE)

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

³ Includes \$20M for Sign for Cycles 1 & 2

⁴ Includes PTAP and FAS of \$28M for Cycles 1 & 2

Appendix A-2: Cycle 1 Program and Policies Summary

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	Cycle 1 Funding*
Regional Planning	Planning and programming support activities	MTC to develop funding agreements with the CMAs, BCDC and ABAG outlining the use of funds.	N/A	\$23 million
Regional Operations	This program category aims to manage the regional transportation system to improve the transportation system for users through traffic management, traveler information efforts, and transit service improvements.	MTC will program these projects directly into the TIP.	N/A	\$84 million
Freeway Performance Initiative	Ramp metering projects on the State Highway system, targeting high congestion corridors.	Projects selected in consultation with Caltrans. See Appendix A-4	N/A	\$105 million
Climate Initiative	The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, \$3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin.	Public Education/Outreach to be developed in cooperation with the Air District. SR2S will be developed with the CMAs. Remaining elements are regionally competitive E. Solano CMAQ Projects – CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval into the TIP.	First half of 2010	\$80 million
Regional Bicycle Program	Funding will be directed to projects that complete the Regional Bikeway Network. Projects are required to demonstrate a mode shift to bicycling and provide access to regional destinations, connections and routes.	The CMAs will select projects for the County RBP Program and subsequently submit an approved list of projects to MTC for final approval into the TIP. \$7.5M TE will be funded through the 2010 STIP.	First half of 2010	\$27 million (<i>\$7.5M of this amount is STIP funding</i>)

*Funding does not include anticipated funds.

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	Cycle 1 Funding
Transportation for Livable Communities (TLC)	Regional TLC Program Station Area Planning Grant Program (SAP) County TLC Program	MTC will solicit projects and program into the TIP CMAs will select projects for the County TLC Program and subsequently submit an approved list of projects to MTC for final approval into the TIP	First Call: Winter 2010; Future call TBD SAP call: Summer 2010 First half of 2010	\$85 million
Transit Capital Rehabilitation	This program addresses transit capital shortfalls in the region as identified in Transportation 2035.	To be determined during the development of Cycle 2.	Specific projects to be determined during Cycle 2.	\$0; needs occur during Cycle 2
Regional Streets and Roads Rehabilitation	\$6 million of this program will be used towards the continuation of the Pavement Technical Assistance Program (PTAP) Local roadway (pavement or non-pavement) rehabilitation projects on the Federal-Aid System (MTS)	MTC will conduct call for projects for PTAP funding.	Annual grant cycle	\$100 million
Strategic Investments	<ul style="list-style-type: none"> Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - \$32 million): Trade Corridor (Richmond Rail Connector - \$8 million) 	N/A	First half of 2010 N/A	\$40 million
Total Cycle 1 Program:				\$544 million

Funding does not include anticipated funds.

**Appendix A-3
 New Act Cycle 1 STP/CMAQ
 Regional Planning Activities (PL)
 December 9, 2009**

(thousands \$)

County/CMA Planning Activities	09-10	10-11	11-12	Total
Alameda	822	855	889	2,566
Contra Costa	650	676	703	2,029
Marin	572	595	619	1,786
Napa	572	595	619	1,786
San Francisco	598	622	647	1,867
San Mateo	572	595	619	1,786
Santa Clara	910	946	984	2,840
Solano	572	595	619	1,786
Sonoma	572	595	619	1,786
County CMA Planning Subtotal	5,810	6,074	6,318	18,202
Regional Agency Planning Activities				
ABAG	572	595	619	1,786
BCDC	286	298	310	893
MTC	572	595	619	1,786
Regional Planning Subtotal	1,430	1,488	1,548	4,465
Regional Planning Program Grand Total	7,240	7,562	7,866	22,697

Appendix A-4
New Act Cycle 1 STP/CMAQ/CMA/RTIP
Freeway Performance Initiative (FPI) Project List
December 9, 2009

PRIOR ARRA COMMITMENTS

(thousands \$)								
Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Committed ARRA	Cumulative ARRA
15340	SM 280	SB; Route 1 to Route 380	9 RMs	\$4,900	\$2,100	\$7,000	\$7,000	\$7,000
15130	SCL 280	SB; Menker to 11th	8 Ramp Meters (RMs)	\$5,000	\$2,000	\$7,000	\$7,000	\$14,000
15034	SCL 280	NB; Vine to Leland	7 RMs	\$3,400	\$1,600	\$5,000	\$5,000	\$19,000
Committed ARRA Subtotal								\$19,000

NEW ACT CYCLE 1 (FY 09/10 - FY 11/12)

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Cycle 1 Funding	Cycle 1 Cumulative Funding
-	-	-	signal timing, perf. monitoring & implementation				\$5,700	\$5,700
15300	ALA 92	EB; SM Bridge to Route 880	7 RMs	\$4,300	\$2,365	\$6,665	\$6,665	\$12,365
15113	ALA 580	Route 880 to SCL Co. line	25 RMs + 69 TOS elements	\$13,800	\$4,418	\$18,218	\$8,216	\$20,581
15310	ALA 680	CC co. line to SCL co. line	30 RMs + 67 TOS elements	\$28,200	\$8,284	\$36,484	\$36,484	\$57,065
15270	CC 4	Route 680 to Route 160	4 RMs + 40 TOS elements	\$6,400	\$2,944	\$9,344	\$9,344	\$66,409
2A790	SM 101	SF co. line to SCL co. line	29 RMs	\$9,600	\$3,168	\$12,768	\$12,768	\$79,177
15420	SCL 85	Route 280 to Route 101	14 RMs + 14 TOS elements	\$9,500	\$3,135	\$12,635	\$5,635	\$84,812
15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	\$21,400	\$6,634	\$28,034	\$6,477	\$91,289
15320	SCL 680	Route 101 to ALA co. line	32 RMs + 23 TOS elements	\$18,100	\$5,611	\$23,711	\$13,711	\$105,000
Cycle 1 Subtotal								\$105,000

NEW ACT CYCLE 2 (FY 12/13 - FY 14/15)

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Cycle 2 Funding Request	Cycle 2 Cumulative Request
-	-	-	signal timing, perf. monitoring & implementation				\$6,000	\$6,000
15148	ALA 880	Davis St to SCL co. line	8 RMs + 60 TOS elements	\$10,000	\$4,800	\$14,800	\$4,567	\$10,567
15160	MRN 101	Golden Gate Bridge to SON co. line	43 RMs	\$23,700	\$4,110	\$27,810	\$27,810	\$36,377
15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	\$21,400	\$6,634	\$28,034	\$21,523	\$59,900
TOS22	SOL 80	Carquinez Bridge to Yolo co. line	61 RMs + 150 TOS elements	\$40,000	\$17,400	\$57,400	\$57,400	\$117,300
Cycle 2 Subtotal								\$117,300

GRAND TOTAL \$241,300

* Project adjustments if needed will be taken to the Commission through a TIP amendment

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**Appendix A-5
 New Act Cycle 1 STP/CMAQ
 Safe Routes To School
 December 9, 2009**

(thousands \$)

Estimated Cost of Program	Total School Enrollment (K-12) ¹		Total Annual Funding	Cycle 1 Total Funding
	Attendance	%		
Innovative Approaches	TBD	TBD	\$667	\$2,000
Innovative Approaches Subtotal	TBD	TBD	\$667	\$2,000
Supplemental School Rollout			\$5,000	\$15,000
Alameda	239,163	21%	\$1,073	\$3,220
Contra Costa	183,230	16%	\$822	\$2,467
Marin	35,260	3%	\$158	\$475
Napa	23,406	2%	\$105	\$315
San Francisco	80,177	7%	\$360	\$1,079
San Mateo	106,160	10%	\$476	\$1,429
Santa Clara	300,064	27%	\$1,346	\$4,039
Solano	69,972	6%	\$314	\$942
Sonoma	76,836	7%	\$345	\$1,034
Supplemental School Rollout Subtotal	1,117,268	100%	\$5,000	\$15,000
Safe Routes To School Grand Total			\$5,667	\$17,000

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Notes:

1) Figures from the California Department of Education's website for FY 2008-09 and include both public and private schools

**Appendix A-6
 New Act Cycle 1 STP/CMAQ
 Regional Bicycle Program (RBP)
 December 9, 2009**

(thousands \$)

County	CMAQ Funds	TE Funds	Total Funds
Alameda	\$3,836	\$1,557	\$5,393
Contra Costa	\$2,367	\$1,009	\$3,376
Marin	\$1,649	\$294	\$1,943
Napa	\$605	\$183	\$788
San Francisco	\$1,368	\$797	\$2,165
San Mateo	\$1,739	\$827	\$2,566
Santa Clara	\$4,638	\$1,824	\$6,462
Solano	\$1,349	\$477	\$1,826
Sonoma	\$1,949	\$581	\$2,530
TOTALS	\$19,500	\$7,549	\$27,049

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Notes

Transportation Enhancement (TE) funds are programmed as part of the 2010 STIP, a separate Commission action

**Appendix A-7
 New Act Cycle 1 STP/CMAQ
 Transportation for Livable Communities (TLC)
 December 9, 2009**

(thousands \$)

Estimated Cost of Program	2007 Population	Percentage	Fund Distribution
Regional TLC Program			
Competitive	6,958,473		\$56,667
Regional TLC Program Subtotal			\$56,667
County TLC Program			
Alameda	1,464,202	21.0%	\$5,962
Contra Costa	1,019,640	14.7%	\$4,152
Marin	248,096	3.6%	\$1,010
Napa	132,565	1.9%	\$540
San Francisco	764,976	11.0%	\$3,115
San Mateo	706,984	10.2%	\$2,878
Santa Clara	1,748,976	25.1%	\$7,121
Solano	408,599	5.9%	\$1,664
Sonoma	464,435	6.7%	\$1,891
County TLC Program Subtotal	6,958,473	100.0%	\$28,333
Grand Total			\$85,000

**Appendix A-8
 New Act Cycle 1 STP/CMAQ
 Local Streets & Roads (LS&R) Shortfall Program Fund Distribution
 December 16, 2009**

ALAMEDA COUNTY

Jurisdiction	Total Share
County of Alameda	\$ 1,167,832
Alameda	\$ 872,194
Albany	\$ 122,023
Berkeley	\$ 994,629
Dublin	\$ 570,036
Emeryville	\$ 135,621
Fremont	\$ 3,028,368
Hayward	\$ 1,391,442
Livermore	\$ 1,070,502
Newark	\$ 710,725
Oakland	\$ 3,768,142
Piedmont	\$ 69,746
Pleasanton	\$ 912,261
San Leandro	\$ 840,217
Union City	\$ 896,412
COUNTY TOTAL	\$ 16,550,149

CONTRA COSTA COUNTY

Jurisdiction	Total Share
County of Contra Costa	\$ 1,608,148
Antioch	\$ 1,024,185
Brentwood	\$ 440,501
Clayton	\$ 152,858
Concord	\$ 1,149,694
Danville	\$ 369,404
El Cerrito	\$ 249,814
Hercules	\$ 278,080
Lafayette	\$ 231,129
Martinez	\$ 404,618
Moraga	\$ 280,677
Oakley	\$ 408,325
Orinda	\$ 218,486
Pinole	\$ 179,376
Pittsburg	\$ 454,372
Pleasant Hill	\$ 316,734
Richmond	\$ 1,362,912
San Pablo	\$ 180,159
San Ramon	\$ 441,969
Walnut Creek	\$ 993,717
COUNTY TOTAL	\$ 10,742,158

MARIN COUNTY

Jurisdiction	Total Share
County of Marin	\$ 873,788
Belvedere	\$ 23,556
Corte Madera	\$ 74,214
Fairfax	\$ 63,840
Larkspur	\$ 76,244
Mill Valley	\$ 128,163
Novato	\$ 371,718
Ross	\$ 19,390
San Anselmo	\$ 108,142
San Rafael	\$ 540,115
Sausalito	\$ 81,513
Tiburon	\$ 74,219
COUNTY TOTAL	\$ 2,434,904

NAPA COUNTY

Jurisdiction	Total Share
County of Napa	\$ 548,047
American Canyon	\$ 202,930
Calistoga	\$ 46,553
Napa	\$ 970,989
St. Helena	\$ 94,985
Yountville	\$ 16,489
COUNTY TOTAL	\$ 1,879,992

SAN FRANCISCO COUNTY

Jurisdiction	Total Share
San Francisco	\$ 7,745,198
COUNTY TOTAL	\$ 7,745,198

SAN MATEO COUNTY

Jurisdiction	Total Share
County of San Mateo	\$ 650,090
Atherton	\$ 98,193
Belmont	\$ 276,426
Brisbane	\$ 76,353
Burlingame	\$ 310,836
Colma	\$ 31,863
Daly City	\$ 835,767
East Palo Alto	\$ 266,321
Foster City	\$ 200,296
Half Moon Bay	\$ 78,404
Hillsborough	\$ 176,757
Menlo Park	\$ 250,119
Millbrae	\$ 242,031
Pacifica	\$ 400,648
Portola Valley	\$ 103,135
Redwood City	\$ 688,428
San Bruno	\$ 390,507
San Carlos	\$ 199,706
San Mateo	\$ 748,813
So. San Francisco	\$ 688,301
Woodside	\$ 97,202
COUNTY TOTAL	\$ 6,790,197

SANTA CLARA COUNTY*

Jurisdiction	Total Share
County of Santa Clara	\$ 1,756,931
Campbell	\$ 334,650
Cupertino	\$ 450,383
Gilroy	\$ 640,094
Los Altos	\$ 269,959
Los Altos Hills	\$ 98,166
Los Gatos	\$ 298,800
Milpitas	\$ 692,347
Monte Sereno	\$ 31,120
Morgan Hill	\$ 477,228
Mountain View	\$ 552,215
Palo Alto	\$ 572,327
San Jose	\$ 8,319,770
Santa Clara	\$ 1,211,962
Santoga	\$ 336,183
Sunnyvale	\$ 1,191,206
COUNTY TOTAL	\$ 17,233,340

SOLANO COUNTY

Jurisdiction	Total Share
County of Solano	\$ 1,067,867
Berlicia	\$ 301,570
Dixon	\$ 229,739
Fairfield	\$ 1,433,558
Rio Vista	\$ 89,091
Suisun City	\$ 457,586
Vacaville	\$ 1,216,032
Vallejo	\$ 1,669,077
COUNTY TOTAL	\$ 6,464,521

SONOMA COUNTY

Jurisdiction	Total Share
County of Sonoma	\$ 4,769,815
Cloverdale	\$ 56,626
Coati	\$ 89,045
Healdsburg	\$ 177,125
Penuburna	\$ 1,015,233
Rohnert Park	\$ 534,215
Santa Rosa	\$ 2,032,465
Sebastopol	\$ 76,593
Sonoma	\$ 69,189
Windsor	\$ 339,235
COUNTY TOTAL	\$ 9,159,541

BAY AREA SHARES

Jurisdiction	Total Share	% Share
Alameda	\$ 16,550,149	20.9%
Contra Costa	\$ 10,742,158	13.6%
Marin	\$ 2,434,904	3.1%
Napa	\$ 1,879,992	2.4%
San Francisco	\$ 7,745,198	9.8%
San Mateo	\$ 6,790,197	8.6%
Santa Clara	\$ 17,233,340	21.8%
Solano	\$ 6,464,521	8.2%
Sonoma	\$ 9,159,541	11.6%
Total	\$ 79,000,000	100.0%

*In the case of Santa Clara County, additional flexibility shall be given with respect to the distribution formula. Specifically, the CMA needs to work with the County of Santa Clara in distributing the Local Streets and Roads Shortfall Program funds to account for the Santa Clara County expressway system.

Appendix A-9
New Act Cycle 1 STP/CMAQ
CMA Block Grant Program
December 9, 2009

(thousands \$)

Counties	LS&R/Rehab	County TLC	Regional Bicycle	County Total	CMA Planning (max %)
Alameda	\$16,051	\$5,962	\$3,836	\$25,849	TBD
Contra Costa	\$10,793	\$4,152	\$2,367	\$17,312	TBD
Marin	\$2,453	\$1,010	\$1,649	\$5,112	TBD
Napa	\$1,906	\$540	\$605	\$3,051	TBD
San Francisco	\$7,863	\$3,115	\$1,368	\$12,346	TBD
San Mateo	\$6,838	\$2,878	\$1,739	\$11,455	TBD
Santa Clara	\$17,354	\$7,121	\$4,638	\$29,113	TBD
Solano	\$6,436	\$1,664	\$1,349	\$9,449	TBD
Sonoma	\$9,306	\$1,891	\$1,949	\$13,146	TBD
TOTALS	\$99,000	\$28,333	\$19,500	\$146,833	TBD

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Notes

LSR Rehab Does not include PTAP/PMP/FAS

TLC amount reflects one third of total TLC program - to be administered by County CMAs

RBP distribution based formula: (50% population/25% cost/25% miles with reconciliation).

TE program component (\$7.5 million) is outside of the block grant.

A CMA may deviate from program targets up to 20% for use in the other program categories.

CMAs may optionally deduct up to 4% if the top of their block grant programs (STP/CMAQ) proportionately to fund planning activities. Subsequent deductions would need to be applied to the program amounts excepting the ECMAQ program and \$8M of the Transportation Enhancement Funds under the Regional Bicycle Program.

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 16, 2009

Project Category and Title	County	Implementing Agency	Total STP/CMAQ (thousands \$)	Total TE/RTIP/CMIA (thousands \$)	Total First Cycle (thousands \$)
1. REGIONAL PLANNING ACTIVITIES (PL)					
Regional Agency Planning Activities					
ABAG Planning	Region-Wide	ABAG	\$1,786	\$0	\$1,786
BCDC Planning	Region-Wide	BCDC	\$893	\$0	\$893
MTC Planning	Region-Wide	MTC	\$1,786	\$0	\$1,786
SUBTOTAL			\$4,465	\$0	\$4,465
County CMA Planning Activities					
CMA Planning - Alameda	Alameda	ACCOMA	\$2,566	\$0	\$2,566
CMA Planning - Contra Costa	Contra Costa	CCTA	\$2,029	\$0	\$2,029
CMA Planning - Marin	Marin	TAM	\$1,786	\$0	\$1,786
CMA Planning - Napa	Napa	NCTPA	\$1,786	\$0	\$1,786
CMA Planning - San Francisco	San Francisco	SFCTA	\$1,867	\$0	\$1,867
CMA Planning - San Mateo	San Mateo	SMCCAG	\$1,786	\$0	\$1,786
CMA Planning - Santa Clara	Santa Clara	VTA	\$2,840	\$0	\$2,840
CMA Planning - Solano	Solano	STA	\$1,786	\$0	\$1,786
CMA Planning - Sonoma	Sonoma	SCTA	\$1,786	\$0	\$1,786
SUBTOTAL			\$18,282	\$0	\$18,282
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$22,697	\$0	\$22,697
2. REGIONAL OPERATIONS (RO) PROGRAMS					
TransLink®	Region-Wide	MTC	\$28,900	\$0	\$28,900
511	Region-Wide	MTC	\$34,500	\$0	\$34,500
Regional Transportation Marketing	Region-Wide	MTC	\$2,100	\$0	\$2,100
SUBTOTAL			\$65,500	\$0	\$65,500
FSP/Incident Management	Region-Wide	MTC	\$18,400	\$0	\$18,400
SUBTOTAL			\$18,400	\$0	\$18,400
2. REGIONAL OPERATIONS (RO) PROGRAMS			TOTAL: \$83,900	\$0	\$83,900
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
Regional Performance Monitoring	Region-Wide	MTC	\$750	\$0	\$750
Regional Performance Initiatives Implementation	Region-Wide	MTC	\$1,200	\$0	\$1,200
Regional Signal Timing	Region-Wide	MTC	\$3,750	\$0	\$3,750
SUBTOTAL			\$5,700	\$0	\$5,700
Ramp Metering and TOS Elements					
FPI - CC SR 4: I-680 to SR 160	Contra Costa	Caltrans	\$1,934	\$7,410	\$9,344
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Alameda	Caltrans	\$1,557	\$5,108	\$6,665
FPI - SM US 101: SCL Co. Line to SF Co. Line	San Mateo	Caltrans	\$1,287	\$11,481	\$12,768
FPI - SCL SR 85: I-280 to US 101	Santa Clara	Caltrans	\$2,058	\$3,577	\$5,635
FPI - ALA I-580: SSJ Co. Line to I-880	Alameda	Caltrans	\$2,920	\$5,296	\$8,216
FPI - SCL I-680: US 101 to ALA Co. Line	Santa Clara	Caltrans	\$3,697	\$10,014	\$13,711
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Alameda	Caltrans	\$5,413	\$31,071	\$36,484
FPI - SCL US 101: SBT Co. Line to SR 85	Santa Clara	Caltrans	\$6,477	\$0	\$6,477
SUBTOTAL			\$22,236	\$76,957	\$99,193
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$31,043	\$73,957	\$105,000
4. CLIMATE CHANGE INITIATIVES (CCI)					
Eastern Solano CMAQ Program					
Specific projects TBD by Solano Transportation Authority (STA)	Solano	TBD	\$3,000	\$0	\$3,000
SUBTOTAL			\$3,000	\$0	\$3,000
Public Education/Outreach					
Specific projects TBD by the Commission	Region-Wide	TBD	\$10,000	\$0	\$10,000
SUBTOTAL			\$10,000	\$0	\$10,000
Safe Routes To Schools					
Specific projects TBD by the Commission	Region-Wide	TBD	\$17,000	\$0	\$17,000
SUBTOTAL			\$17,000	\$0	\$17,000
Innovation Grants					
Sfgo	San Francisco	TBD	\$15,000	\$0	\$15,000
Specific projects TBD by the Commission	Region-Wide	TBD	\$31,000	\$0	\$31,000
SUBTOTAL			\$46,000	\$0	\$46,000
Climate Action Program Evaluation					
Specific projects TBD by the Commission	Region-Wide	TBD	\$4,000	\$0	\$4,000
SUBTOTAL			\$4,000	\$0	\$4,000
4. CLIMATE CHANGE INITIATIVES (CCI)			TOTAL: \$80,000	\$0	\$80,000

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMAI Funding **
MTC Resolution 3925
Project List***
Attachment B
December 16, 2009

Project Category and Title	County	Implementing Agency	Total STP/CMAQ (thousands \$)	Total TE/RTIP/CMAI (thousands \$)	Total First Cycle (thousands \$)
5. REGIONAL BICYCLE PROGRAM (RBP) *					
Bike/Ped Program					
<i>Specific projects TBD by County CMAI</i>					
Bicycle/Pedestrian - Alameda	Alameda	TBD	\$3,836	\$1,557	\$5,393
Bicycle/Pedestrian - Contra Costa	Contra Costa	TBD	\$2,367	\$1,009	\$3,376
Bicycle/Pedestrian - Marin	Marin	TBD	\$1,649	\$294	\$1,943
Bicycle/Pedestrian - Napa	Napa	TBD	\$605	\$183	\$788
Bicycle/Pedestrian - San Francisco	San Francisco	TBD	\$1,368	\$797	\$2,165
Bicycle/Pedestrian - San Mateo	San Mateo	TBD	\$1,739	\$827	\$2,566
Bicycle/Pedestrian - Santa Clara	Santa Clara	TBD	\$4,638	\$1,824	\$6,462
Bicycle/Pedestrian - Solano	Solano	TBD	\$1,349	\$477	\$1,826
Bicycle/Pedestrian - Sonoma	Sonoma	TBD	\$1,949	\$581	\$2,530
SUBTOTAL			\$19,500	\$7,549	\$27,049
5. REGIONAL BICYCLE PROGRAM (RBP) TOTAL: \$19,500 \$7,549 \$27,049					
* NOTE: Regional Bicycle Program STP fund administered by County CMAI as part of the Block Grant Program. * NOTE: Regional Bicycle Program TE funds to be programmed by County CMAI in 2010 RTIP					
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *					
Station Area Plans					
<i>Specific projects TBD by the Commission</i>					
Region-Wide		TBD			\$0
Regional Transportation for Livable Communities (TLC) Program					
<i>Specific projects TBD by the Commission</i>					
Region-Wide		TBD	\$56,667	\$0	\$56,667
SUBTOTAL			\$56,667	\$0	\$56,667
County Transportation for Livable Communities (TLC) Program					
<i>Specific projects TBD by CMAI</i>					
County TLC - Alameda	Alameda	TBD	\$5,962	\$0	\$5,962
County TLC - Contra Costa	Contra Costa	TBD	\$4,152	\$0	\$4,152
County TLC - Marin	Marin	TBD	\$1,010	\$0	\$1,010
County TLC - Napa	Napa	TBD	\$540	\$0	\$540
County TLC - San Francisco	San Francisco	TBD	\$3,115	\$0	\$3,115
County TLC - San Mateo	San Mateo	TBD	\$2,878	\$0	\$2,878
County TLC - Santa Clara	Santa Clara	TBD	\$7,121	\$0	\$7,121
County TLC - Solano	Solano	TBD	\$1,664	\$0	\$1,664
County TLC - Sonoma	Sonoma	TBD	\$1,891	\$0	\$1,891
SUBTOTAL			\$28,033	\$0	\$28,033
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) TOTAL:			\$85,000	\$0	\$85,000
* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAI, as part of the Block Grant Program.					
7. REGIONAL STREETS AND ROADS (RSR)					
Pavement Technical Advisory Program (PTAP)					
Region-Wide		MTC	\$4,500	\$0	\$4,500
Pavement Management Program (PMP)					
Region-Wide		MTC	\$1,500	\$0	\$1,500
SUBTOTAL			\$6,000	\$0	\$6,000
Federal Aid Secondary (FAS) Commitment *					
FAS - Alameda	Alameda	Alameda County	\$2,135	\$0	\$2,135
FAS - Contra Costa	Contra Costa	Contra Costa County	\$1,611	\$0	\$1,611
FAS - Marin	Marin	Marin County	\$1,006	\$0	\$1,006
FAS - Napa	Napa	Napa County	\$1,426	\$0	\$1,426
FAS - San Mateo	San Mateo	San Mateo County	\$1,070	\$0	\$1,070
FAS - Santa Clara	Santa Clara	Santa Clara County	\$2,041	\$0	\$2,041
FAS - Solano	Solano	Solano County	\$1,807	\$0	\$1,807
FAS - Sonoma	Sonoma	Sonoma County	\$3,917	\$0	\$3,917
SUBTOTAL			\$15,013	\$0	\$15,013
Local Streets and Roads (LSR) Rehabilitation *					
<i>Specific projects TBD by CMAI</i>					
LS&R Rehabilitation - Alameda	Alameda	TBD	\$16,550	\$0	\$16,550
LS&R Rehabilitation - Contra Costa	Contra Costa	TBD	\$10,742	\$0	\$10,742
LS&R Rehabilitation - Marin	Marin	TBD	\$2,435	\$0	\$2,435
LS&R Rehabilitation - Napa	Napa	TBD	\$1,880	\$0	\$1,880
LS&R Rehabilitation - San Francisco	San Francisco	TBD	\$7,745	\$0	\$7,745
LS&R Rehabilitation - San Mateo	San Mateo	TBD	\$6,790	\$0	\$6,790
LS&R Rehabilitation - Santa Clara	Santa Clara	TBD	\$17,233	\$0	\$17,233
LS&R Rehabilitation - Solano	Solano	TBD	\$6,465	\$0	\$6,465
LS&R Rehabilitation - Sonoma	Sonoma	TBD	\$9,160	\$0	\$9,160
SUBTOTAL			\$79,000	\$0	\$79,000
7. REGIONAL STREETS AND ROADS (RSR) TOTAL:			\$100,013	\$0	\$100,013

* 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 apportioned for use by that county. The FAS amounts in Cycle 1 represent the total annual FAS commitments 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 CMAI as part of the Block Grant Program.

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 16, 2009

Project Category and Title	County	Implementing Agency	Total STP/CMAQ (thousands \$)	Total TE/RTIP/CMA (thousands \$)	Total First Cycle (thousands \$)
8. REGIONAL STRATEGIC INVESTMENTS (RSI)					
SCL I-280 I/C Improvements	Santa Clara	VTA	\$1,000	\$31,000	\$32,000
Richmond Rail Connector	Contra Costa	TBD	\$8,000	\$0	\$8,000
8. REGIONAL STRATEGIC INVESTMENTS (RSI) TOTAL:			\$9,000	\$31,000	\$40,000
First Cycle Total			\$431,153	\$112,506	\$543,659

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\December PAC[tmp-3925 Attach-B 12-16-09.xls]T4 Cycle 1 Attach B 12-16-09

** 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.

04-ALA-84, 92, 238, 580, 680, 880
04-CC-4
04-MRN-101, 580
04-SCL-85, 101, 680
04-SOL-80
04-SON-101
EA: 15113, 15148, 15160, 15270, 15300, 15310, 15320, 15330, 15350, 15420, 2G290, 2G310
Federal Funds
District Agreement 04-2299-A1

AMENDMENT NO. 1 TO COOPERATIVE AGREEMENT

This amendment No. 1 to agreement No. 04-2299-A1, effective on December 22, 2010, is between the State of California, acting through its Department of Transportation, referred to as CALTRANS, and:

METROPOLITAN TRANSPORTATION COMMISSION, acting as the Bay Area Metropolitan Planning Organization, referred to as MTC.

RECITALS

1. The PARTNERS hereto entered into an Agreement No. 04-2299 on April 15, 2010, said Agreement defining the terms and conditions for the PA&ED, PS&E, R/W and CONSTRUCTION phases of a project that contributes toward the installation of ramp metering and Traffic Operations Systems (TOS) at various locations within the Counties of Alameda, Santa Clara and Solano, referred to as PROJECT.
2. This amendment adds additional locations within the Counties of Contra Costa, Marin and Sonoma and adjusts commitments in the FUNDING SUMMARY, PROJECT LIST and PROJECT SCHEDULE.

IT IS THEREFORE MUTUALLY AGREED:

3. Article 87 of the ORIGINAL AGREEMENT is hereby revised to read as follows:
Toll Credits are being used in lieu of all of the required State match for CMAQ funds as authorized by Title 23, US Code, Section 120 (j) only for those Projects identified in the PROJECT LIST.
4. The FUNDING SUMMARY is replaced in its entirety by FUNDING SUMMARY A-1 attached to and made a part of Amendment No.1. Any reference to FUNDING SUMMARY in the original Agreement is deemed a reference to FUNDING SUMMARY A-1.
5. The PROJECT LIST is replaced in its entirety by PROJECT LIST A-1 attached to and made a part of Amendment No.1. Any reference to PROJECT LIST in the original Agreement is deemed a reference to PROJECT LIST A-1.

6. The PROJECT SCHEDULE is replaced in its entirety by PROJECT SCHEDULE A-1 attached to and made a part of Amendment No.1. Any reference to PROJECT SCHEDULE in the original Agreement is deemed a reference to PROJECT SCHEDULE A-1.
7. The other terms and conditions of said Agreement shall remain in full force and effect.
8. This Amendment is hereby deemed to be part of Cooperative Agreement No. 04-2299.

SIGNATURES

PARTNERS declare that:

1. Each partner is an authorized legal entity under California state law.
2. Each partner has the authority to enter into this agreement.
3. The people signing this amendment to agreement 04-2299-A1 have the authority to do so on behalf of their public agencies.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION

METROPOLITAN TRANSPORTATION
COMMISSION

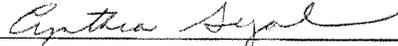
By: 
Helena (Lenka) Culik-Caro
Deputy District Director - Design

By: 
Steve Heminger
Executive Director

CERTIFIED AS TO FUNDS:

APPROVED AS TO FORM AND PROCEDURE

By: 
for Maureen Rehs
District Budget Manager

By: 
Cynthia E Segal
Associate Counsel

04-ALA-84, 92, 238, 580, 680, 880

04-CC-4

04-MRN-101, 580

04-SCL-85, 101, 680

04-SOL-80

04-SON-101

EA: 15113, 15148, 15160, 15270, 15300, 15310, 15320, 15330, 15350, 15420, 2G290, 2G310

Federal Funds

District Agreement 04-2299-A1

FUNDING SUMMARY A-1

Funding Source	Funding Partner	Funding Type	Support	Capital	Total
FEDERAL / STATE / LOCAL	MTC	*CMAQ / CMIA / RTIP / LOCAL	\$42,485,000	\$73,957,000	\$116,442,000
STATE	CALTRANS	SHOPP	\$0	\$27,000,000	\$27,000,000
		Subtotals by Component	\$42,485,000	\$100,957,000	\$143,442,000

* Information regarding the required State match to CMAQ funds is explained in the "Notes" section of the PROJECT LIST A-1.

PROJECT LIST A-1

No.	EA	PROJECT #	COUNTY	ROUTES	PM	PROJECT DESCRIPTION
1	15300	0400020302	ALA	92 880	0.0/6.4 9.9/10.4	Install ramp metering along EB ALA92, from SM Bridge to Route 880, and at Decoto Road on Route 880.
2	15420	0400020481	SCL	85	R18.4/R23.9	Install TOS and ramp metering on SCL85 between Route 280 and Route 101.
3	15113	0400020477	ALA	238 580	14.4/16.7 0.0/31.0	Install TOS and ramp metering equipment on ALA238 and ALA580, between Route 880 and the San Joaquin/Alameda County Line.
4	15320	0400000426	SCL	680	0.0/9.4	Install TOS and ramp metering on SCL680 between the 680/101 Interchange and the Alameda County Line.
5	15310	0400000425	ALA	680	M0.0/R21.9	Install TOS and ramp metering on ALA680 between SCL County Line and CRM/TOS on ALA 680, between the Santa Clara County Line and the Contra Costa County Line.
6	15330	0400020304	SCL	101	0.0/26.4	Install TOS and ramp metering on SCL101 between the San Benito County Line and Route 85/101 Interchange.
7	15350	0400020480	SOL	80	0.0/R28.4	Install TOS and ramp metering on SOL80 from Carquinez Bridge to Route 505.
8	15160	TBD	MRN	101 580	0.0/27.6 2.4/4.5	Install TOS and ramp metering on Route 101 from San Francisco County line to Marin County line and on Route 580 from San Rafael Bridge to Route 101
9	2G290	TBD	SOL	80	R27.4/R44.7	Install TOS and ramp metering on Route 80 in Solano County from 180/505 Jct to Yolo County line
10	15270	TBD	CC	4	R8.0/25.0	Install TOS and ramp metering on Route 4 from west of Alhambra Ave to Loveridge Road in Contra Costa County
11	15148	TBD	ALA	84 92 238 880	3.2/6.1 2.6/6.4 14.1/16.7 0.0/24.1	Install TOS and ramp metering: on Route 84 between Route 880 and Dumbarton Bridge Toll Plaza, on Route 92 between Route 880 and San Mateo Bridge Toll Plaza, on Route 238 between Route 880 and Rte 580/Bart, and on Route 880 from Santa Clara County Line to Davis Street in San Leandro.
12	2G310	TBD	SON	101	0.0/R56.2	Install TOS and ramp metering on Route 101 from Marin County line to the Mendocino County line.

NOTES:

- Projects #1 through #7: Toll Credits are being used in lieu of all of the required State match for CMAQ funds only for these Projects.
- Projects #8 through #12: No match is required for CMAQ funds for these Projects, pursuant to 23 USC 120 (amended). CMAQ funds are proposed to cover the PA&ED and PS&E components only of these Projects. No capital funds identified to date.
- Capital funding for EA #15330 is contingent upon MTC's approval of second cycle of STP/ CMAQ program.

PROJECT SCHEDULE A-1

No.	EA	CO-Rte	PROJECT #	Target PA&ED Date	Target PS&E to DOE (65% PS&E)	Target PS&E to HQOE (95% PS&E)	Target RTL date (100% PS&E)	Fund Verification	Advertise	Award
1	15300	Ala 92, 880	0400020302	7/1/2011	7/5/2011	12/12/2011	4/1/2012	6/18/2012	7/12/2012	9/1/2012
2	15420	SCI 85	0400020481	7/1/2011	7/5/2011	12/12/2011	4/1/2012	6/18/2012	7/12/2012	9/1/2012
3	15113	Ala 580, 238	0400020477	6/1/2011	6/13/2011	12/13/2011	5/1/2012	6/1/2012	8/8/2012	10/1/2012
4	15320	SCI 680	0400000426	6/1/2011	6/13/2011	12/13/2011	5/1/2012	6/1/2012	8/8/2012	10/1/2012
5	15310	Ala 680	0400000425	9/8/2011	9/28/2011	3/28/2012	8/1/2012	10/24/2012	11/19/2012	2/6/2013
6	15330	SCI 101	0400020304	9/8/2011	12/8/2011	6/8/2012	11/1/2012	12/31/2012	1/21/2013	4/3/2013
7	15350	Sol 80	0400020480	6/1/2011	6/13/2011	12/13/2011	5/1/2012	6/1/2012	8/6/2012	10/1/2012
8	15160	Mrm 101, 580	TBD	6/1/2012	5/1/2013	11/1/2013	3/7/2014	5/30/2014	6/23/2014	9/10/2014
9	2G290	Sol 80	TBD	3/1/2012	1/5/2013	6/17/2013	10/7/2013	12/30/2013	1/20/2014	4/2/2014
10	15270	CC-4	TBD	3/1/2012	11/1/2012	3/1/2013	6/21/2013	9/13/2013	10/7/2013	12/18/2013
11	15148	Ala-84, 92, 238, 880	TBD	3/1/2012	11/1/2012	3/1/2013	6/21/2013	9/13/2013	10/7/2013	12/18/2013
12	2G310	Son 101	TBD	6/1/2012	5/1/2013	11/1/2013	3/7/2014	5/30/2014	6/23/2014	9/10/2014

Date: October 28, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-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.

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 and December 9, 2009.

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

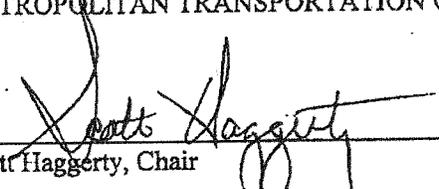
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

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.

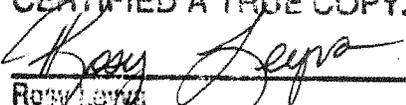
METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, 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

CERTIFIED A TRUE COPY.



Rosalyn
Commission Secretary

4/14/10

Date

Date: November 18, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C

Attachment A
Resolution No. 3925

New Surface Transportation Authorization Act

Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy

**Representing
FY 2009-10, FY 2010-11, and FY 2011-12**

Cycle 1 STP/CMAQ Policy and Programming

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Appendix A-2	Cycle 1 Program and Policies Summary
Appendix A-3	Regional Planning Activities (PL)
Appendix A-4	Freeway Performance Initiative (FPI) Project List
Appendix A-5	Safe Routes to School
Appendix A-6	Regional Bicycle Program (RBP)
Appendix A-7	Transportation for Livable Communities (TLC)
Appendix A-8	Local Streets & Roads (LS&R) Shortfall Program Fund Distribution
Appendix A-9	CMA Block Grant Program

BACKGROUND

With the close of SAFETEA on September 30, 2009, an overall architecture is called for to guide upcoming programming decisions for the new six-year surface transportation authorization act (New Act) funding. The Cycle 1 Project Selection Criteria and Programming Policy guides the programming of the first three year increment of federal funding (FY 2009-10, FY 2010-11 and FY 2011-12) and establishes the overall framework and funding estimate for the final three years (FY2012-13 through FY2014-2015). Until this legislation is enacted, the next one or two years of funding will be authorized through extensions of the current act and its programs and the future funding programs will likely overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code.

MTC receives a share of federal funding for local programming. Among the various transportation programs established by SAFETEA, the Commission has discretion over regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. The *New Surface Transportation Authorization Act Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy* outlines how the region proposes to use these funds for transportation needs in the MTC region and to implement the strategies and objectives of the Regional Transportation Plan, also referred as Transportation 2035 (T2035). T2035 is the Bay Area's comprehensive roadmap to guide transportation investments in mass transit, highway, airport, seaport, bicycle and pedestrian projects over 25 years. The programs recommended for funding under the Cycle 1 Project Selection Criteria and Programming Policy are an outgrowth of the transportation needs specifically identified by T2035.

NEW ACT FUND ESTIMATE

Without a new federal surface transportation authorization act, MTC can only make preliminary estimates of revenues. Therefore, as in the past, MTC will reconcile revenue levels following enactment of the New Act, and also address any changes in eligibility of revenue categories. It is estimated that roughly \$1.4 billion is available for programming over the New Act period consisting of the following components.

STP/CMAQ and Transportation Enhancement (TE) Funds: \$1.1 billion is available over the New Act, assuming a 4% growth rate, consistent with projections for T2035. Specifically the STP/CMAQ/TE programming capacity over Cycle 1 amounts to \$485 million dollars, which is the subject of this Commission Action. This amount includes \$22 million of Transportation Enhancement Funds, which will be programmed through the Regional Transportation Improvement Program (RTIP).

American Recovery and Reinvestment Act (ARRA) Backfill funding: The region will also be the beneficiary of \$105 million in Regional Transportation Improvement Program/ Corridor Mobility Improvement Account (RTIP/CMLA) bond funding capacity as well as \$7.5 million in TE for programming consideration as a result of recent ARRA programming activities.

"Anticipated" Funding: Further, \$235 million is identified as "anticipated" over the six year period, which represents the additional increment of funding consistent with the House Transportation and Infrastructure Committee \$500 billion proposal for authorization (10% growth rate). Staff recommends programming the first three years of

this amount (estimated to \$60 million) under Cycle 1 should apportionments come in higher, once the New Act is authorized. Any increment realized would be allocated proportionately among the programs using the overall framework amounts shown under "anticipated revenue" as a guide and be taken to the Commission for approval. This approach applies only up to \$235 million in revenues over the New Act period. Any revenue exceeding this amount is to be discussed further by the Partnership and other transportation stakeholders and ultimately is up to the discretion of the Commission.

New Act "Anticipated Funds" Distribution

(millions \$s)

FY 2035 Core Programs	Revenue Shares	Fund Amount
Freeway Performance Initiative (FPI)	13%	31
Climate Initiatives	20%	48
Regional Bicycle Program	8%	19
Transportation for Livable Communities (TLC)	18%	42
Transit Capital Rehabilitation	17%	39
Local Streets and Roads Rehabilitation*	23%	55
Total	100%	235

CYCLE 1 PROGRAMMING APPROACH

Resolution 3925 establishes an overall framework for this \$1.4 billion in new funding spanning the six-year new surface transportation authorization act. As a starting point for determining Cycle 1 program commitments over the first three years of the six year New Act period, staff discussed with the Partnership the full six-year range of revenues and program needs to pinpoint program issues such as delivery schedules and when the programs' greatest needs occur, with an objective towards balancing needs over both the Cycle 1 (FY 2009-10, FY 2010-11, and FY 2011-12) and Cycle 2 (FY 2012-13, FY 2013-14, and FY 2014-15) periods. The overall six year framework is presented in Appendix A-1 showing revenues and program outlays for this \$1.4 billion in new funding

While staff is presenting this overall programming framework, the Commission is being requested to adopt funding commitments for the first three-year period of as part of this resolution (Cycle 1, ARRA Backfill, and initial contingency priorities for "anticipated" revenues). In approximately two years, the Partnership and Commission will revisit the final three years of programming as laid out by the overall policy framework, once the new transportation authorization act has been enacted giving the region the opportunity to assess developments in revenue, new program requirements and regulations; and individual program issues

Programming of "anticipated" funding will await federal authorization legislation which will establish authorization levels and the availability of this funding increment. Then this resolution

will be revised by the Commission to provide this funding to T2035 core programs as designated in these Cycle 1 STP/CMAQ policies.

GENERAL PROGRAMMING POLICIES

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the STP/CMAQ Cycle 1 program, including policy and procedures meet the provisions of the *MTC Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities have been provided to other stakeholders and members to comment.

Furthermore, investments made in the STP/CMAQ program must be consistent with federal Title VI requirements. Title VI prohibits discrimination on the basis of race, color, income, and national origin in programs and activities receiving federal financial assistance. Public outreach to and involvement of individuals in low income and minority communities covered under Title VI of the Civil Rights Act and the Executive Order pertaining to Environmental Justice is critical to both local and regional decisions. Additionally, when asked to select projects for funding at the county level, CMAs must consider equitable solicitation and selection of project candidates in accordance with federal Title VI requirements.

2. **2009 Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 1 STP/CMAQ program must be amended into the 2009 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes.
3. **Minimum Grant Size.** STP/CMAQ grants per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Roads distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC, Caltrans, and Federal Highway Administration staff.
4. **Commission Approval of Programs and Projects.** Federal funds are not accessible to a project sponsor unless they are included or "programmed" in the Transportation Improvement Program (TIP). The following steps lead up to the final TIP programming action by the Commission, which constitutes the final approval of funding to a program or project:
 - a) **Program Development** including the development of objectives, eligibility criteria, and program rules. With the exception of indivisible projects/programs where no subsequent project selection occurs, many programs will require the subsequent

selection of a set of projects that meet the program rules and criteria. In this case, staff further develops federal funding programs in cooperation with the Partnership including public input; and takes the final program policy/rules or any subsequent revisions to the Commission for approval.

b) Selection of Projects: A program and its policies, which are approved by the Commission, govern the selection of projects. Attachment B, "Project List", to Resolution 3925 sets forth the programs and projects to be funded under the Cycle 1 Programming Policy. Depending on project selection responsibility, there are two scenarios:

- Outside agency staff and their governing boards (i.e. Congestion Management Agencies) manage a project selection process. For example, responsibility for project selection for a given Cycle 1 funding program (i.e. County TLC Program, Local Streets and Roads Rehabilitation Shortfall Program, Regional Bicycle Program) is assigned to Congestion Management Agencies (CMAs). In this case, the Commission will revise the TIP to include the resulting projects; and Attachment B may be amended by MTC's Executive Director to reflect these revisions.
- MTC staff and the Commission manage a project selection process. For example, responsibility for the project selection for a given Cycle 1 funding program (i.e. Regional TLC Program, Climate Initiatives) where responsibility for project selection in the framework of a Cycle 1 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be taken to the Commission for its review and approval.

c) TIP Revisions: All projects selected for funding in the Cycle 1 program must be in the TIP. Therefore, MTC will take action on each project as the funds are included in a TIP or any subsequent revision to a TIP project listing. MTC's Executive Director may update Attachment B to reflect approval of the funds in the TIP.

5. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2009 air quality conformity finding has been completed for the 2009 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 1 Program until the development of the 2011 TIP during spring 2010. Additionally, the U.S. Environmental Protection Agency designated the Bay Area as a non-attainment area for PM 2.5 starting December 14, 2009. Within 12 months of effective date of this classification, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed "Projects of Air Quality Concern" must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern are those projects result in significant increases in the number of or emissions from diesel vehicles.
6. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code

Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

7. **Application, Resolution of Local Support.** Project sponsors/ implementing agencies must submit a completed project application for each project proposed for funding through MTC's Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff and 2) Resolution of Local Support approved by the project sponsor/ implementing agency's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAO/STP_CMAO_LocalSupportReso.doc
Sponsors of projects that have previously received STP/CMAQ or State Improvement Program (STIP) funds may rely on the prior Resolution of local support prepared for the same project, provided that the project scope remains unchanged.

8. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 1 STP/CMAQ Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. In addition, project sponsors must adhere to directives such as "Complete Streets" (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required non-federal matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

► **Federal Project Eligibility:** STP has a wide range of projects that are eligible for consideration in the TIP. Eligible projects include, federal-aid highway and bridge improvements (construction, reconstruction, rehabilitation, resurfacing, restoration, and operational), mitigation related to an STP project, public transit capital improvements, pedestrian, and bicycle facilities, and transportation system management, transportation demand management, transportation control measures, surface transportation planning activities, and safety. More detailed eligibility requirements can be found in Section 133 of Title 23 of the United States Code.

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment

program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

- ▶ **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 April 30, 2012. 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.

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 keep grants active. The failure to meet these deadlines will result in the deobligation of any unexpended fund balances for the project.

- ▶ **Local Match.** Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.
- ▶ **Fixed Program and Specific Project Selection.** Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional STP/CMAQ program is project specific and the STP and CMAQ funds programmed to projects are for those projects alone. The STP/CMAQ Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional STP and CMAQ funds. Project sponsors are responsible for securing the necessary non-federal match, and for cost increases or additional funding needed to complete the project including contingencies.
- ▶ **Priority Development Areas (PDA) Based Funding Decisions:** In Transportation 2035, the Commission's transportation/land use and climate change policies seek to align "focused growth" land use principles and transportation investments. As part of the ARRA program adoption last February, the Commission directed staff to begin developing a PDA investment strategy in advance of the new federal authorization. As it relates to the New Act programming, the following policies support PDA based funding strategies:
 - *Transportation for Livable Communities:* All TLC projects must be located in priority development areas with additional weight given in project evaluation depending on whether the projects are in planned or proposed PDAs and based on proposed development intensity.
 - *Climate Initiatives:* For the Innovative Grant element of the Climate Initiative, priority will be given to projects that are in PDAs, in addition to other program criteria and weighting factors.
 - *Rehabilitation – Streets and Roads and Transit:* The current distribution formula prioritizes funding for local jurisdictions that are considered high-intensity PDAs. The allocation formula for streets and roads rehabilitation contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The population and lane mileage factors result in the support of PDAs. To ensure this PDA emphasis, CMAs should, in general, use the same allocation formula for streets and roads distribution within the counties. The CMAs, through a required Strategic Plan, may propose some modifications, including deferring some jurisdiction programming to Cycle 2 or using local funds, to address the competing objective of adhering to federal grant minimums.

PROGRAMMING CATEGORIES

The below table presents the New Act, Cycle 1 STP/CMAQ Program commitments followed by their program descriptions. In October the Commission approved STP/CMAQ funding for Regional Planning and Regional Operations programs, which was directed to continuing the on-going programs from SAFETEA that have a basis in the needs identified in Transportation 2035. Specific programs, projects and their Cycle 1 funding amounts are listed in Attachment B, including anticipated Cycle 2 commitments for information purposes. Additionally Appendix A-2 presents the specifics on the schedules of the various programs under the Cycle 1 STP/CMAQ program.

Cycle 1 Funding Summary (millions \$, rounded)

Program Categories	ARRA Backfill TE/RTIP/CMA Commitments	STP/CMAQ Commitments	3-year Total
1. SAFETEA OA Carryover	0	\$54	\$54
2. Regional Planning	0	\$23	\$23
3. Regional Operations	0	\$84	\$84
4. Freeway Performance Initiative	\$74	\$31	\$105
5. Climate Initiatives	0	\$80	\$80
6. Regional Bicycle Program	\$8	\$19	\$27
7. Transportation for Livable Communities	\$0	\$85	\$85
8. Transit Capital Rehabilitation*	\$0	\$0	\$0
9. Regional Streets and Roads Rehabilitation	\$0	\$100	\$100
10. Strategic Investments	\$31	\$9	\$40
TOTAL Commitments			\$ 598

*This program will be funded in Cycle 2 to align with the time period when needs occur.

1. SAFETEA Obligation Authority (OA) Carryover (\$54 million)

This obligation to payback OA owed to other regions in the State results in corresponding fund capacity reductions to the overall New Act program. As the MTC region enters the New Act with a negative carryover of \$54 million, it remains uncertain how soon this OA payback would be requested by Caltrans, depending on OA used by other regions in the State. It is noteworthy, that MTC's ability to obligate quickly in the earlier years could be viewed as beneficial by Caltrans, allowing later payback of OA. In any event, it is prudent to anticipate payback during Cycle 1.

2. Regional Planning Activities (\$23 million—potentially up to \$27 million)

This program provides funding to the nine county Congestion Management Agencies (CMAs), the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. The

\$23 million funding level reflects the Transportation 2035 commitment level by escalating at 4% per year from the base amount in FY 2008-09. In addition, it is proposed that the nine county CMAAs will have the ability to use up to 4% of their respective block grants to supplement their planning revenues (\$4 million which would be deducted from the STP/CMAQ allocated to the Regional Bicycle, TLC, and Regional Streets and Roads programs, managed by the CMAAs.) These additional funds will be programmed for CMA planning activities and deductions made to the other programs once the CMAAs make a request to MTC. (See Appendix A-3)

2. Regional Operations (\$84 million)

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for TransLink®, 511, and Incident Management. In response to the elimination of STA funding to the Regional Operations Programs, an increment of \$2.5 million has been added, as compared to Transportation 2035 assumptions for MTC project staff costs through FY 2012-13. Funding for this purpose in Cycle 2 will depend on the State of California fiscal situation. The program category is broken down into the following projects with their respective Cycle 1 grant amounts (rounded to nearest million dollars):

◆ TransLink®	\$29 million
◆ 511	\$34 million
◆ Regional Marketing	\$ 2 million
◆ Incident Management	\$18 million

4. Freeway Performance Initiative (\$105 million)

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways at a fraction of the cost of traditional highway widening projects. Eight metering projects are proposed, targeting high congestion corridors. These projects, listed in Appendix A-4, also include Traffic Operations System elements to better manage the system. MTC staff has been working with Caltrans and the CMAAs to develop this system management program to provide sustainable and reliable congestion relief. MTC will perform overall program oversight and are currently pursuing innovative project delivery options, including design-build. This category includes \$1.9 million per year, for a total of \$5.7 million for performance monitoring activities, regional performance initiatives implementation and Regional Signal Timing Program.

5. Climate Initiatives (\$80 million)

The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, \$3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin. The table below presents the program components and grant amounts, followed by program descriptions:

Cycle 1 Climate Initiatives Program Components and Funding (million \$s)		
Program Components	Cycle 1 Program	%
	80	100%
Eastern Solano CMAQ	3	
Public Education / Outreach	10	13%
Safe Routes to Schools	17	23%
Innovative Grants	31	
	SFgo*	15
		60%
Climate Action Program Evaluation	4	5%
Total	80	100%

*Assumes SFgo partly funded in first cycle (\$15M) and partly in second cycle (\$5M)

Eastern Solano CMAQ Program (\$3 million): These CMAQ funds come to MTC by way of the Sacramento Metropolitan Air Quality Management District's air basin which overlaps with the MTC region in Eastern Solano County. The Solano Transportation Authority will select projects in consultation with MTC and the Sacramento Air District per the existing memorandum of understanding.

Public Education / Outreach (\$10 million): The objective of this program is to develop a regional campaign to reduce greenhouse gas emissions, influence the public to make transportation choices to reduce these emissions, and evaluate the effectiveness of strategies used. The following specific tasks are included:

- Launch a branded, Bay Area climate campaign in 2011;
- Develop tools to encourage smart driving or other emission reduction strategies; and
- Support school and youth programs to train the next generation.

This program will be further developed by MTC staff in cooperation with the Bay Area Air Quality Management District.

Safe Routes to Schools (\$17 million): This element further implements Safe Routes to Schools (SR2S) programs region-wide with the overall goal of significantly reducing emissions related to school-related travel. It also increases the ability of Bay Area jurisdictions to compete for state and federal SR2S infrastructure grants. Within the SR2S program, \$15 million is distributed among the nine Bay Area counties based on K-12 school enrollment. An additional \$2 million would be available on a competitive basis to one or more counties to expand implementation of creative school-related emission reduction strategies and to determine their effectiveness and potential replication throughout the Bay Area. Appendix A-5 details the county distribution.

Innovative Grant Program (\$46 million - \$31 million competitive and \$15 million for SFgo): The purpose of Innovative Grant Program is to fund a smaller number of higher-cost/higher-impact/innovative projects on a broader geographic scale (i.e., citywide or countywide). The Innovative Grant Program would achieve two basic objectives:

- Test the effectiveness of three strategies that have high potential for reducing emissions, but have not been sufficiently tested for replication on a larger scale throughout the Bay Area. Included in this category are: 1) Parking management/innovative pricing policies; 2)

Acceleration of efforts to shift to cleaner, low GHG vehicles; and 3) Transportation demand management strategies.

- Generate more Bay Area innovation and engage local communities by funding up to five major transportation-related projects that expand or combine strategies to measurably reduce emissions and showcase results at specific locations to increase understanding about whether these strategies result in cost-effective emission reduction and, if successful, how the results could be replicated elsewhere. Included in this category are: 1) Initiatives defined in locally-adopted Climate Action Plans or plan equivalent; or 2) Expansion of other innovative ideas that have yet to be fully evaluated as to their cost-effectiveness

This program is regionally competitive, giving higher priority to projects that are located in priority development areas (PDAs) and projects that offer contributions from other sources to leverage the CMAQ investment and build partnerships. The process for soliciting projects includes regional workshops, an abbreviated request for interest, and a more involved request for project proposals from projects deemed most promising from the request for interest review.

The staff proposal continues to include \$20 million for the SFgo project as a component of the Climate Initiatives Program but recommends that the funding be split over the two cycles (\$15 million in Cycle 1 and \$5 million in Cycle 2) to provide more funding for the competitive innovative grant program. Should additional "anticipated" revenues become available, staff proposes to accelerate the remaining \$5 million for SFGo. Further, if SFgo receives \$5 million in other discretionary funding during Cycle 1, \$5 million will revert to the Innovative Grant program. SFgo would support implementation of one of the region's Small Starts priorities - Van Ness Avenue BRT -- by upgrading the network communications infrastructure to install transit signal priority. The SFgo project includes traffic signal controllers linked by fiber-optic interconnect conduit and related communications systems to enable transit signal priority and optimize signal timings on Van Ness Muni routes and vehicles on crossing routes.

Climate Action Program Evaluation: The evaluation element is intended to serve a twofold purpose: 1) provide additional data for ongoing evaluation efforts that estimate project/program greenhouse gas emission impacts, including co-benefits for other criteria pollutants; and 2) assess the overall effectiveness of projects and programs funded by the Climate Action Program, including public education/outreach, SR2S, and innovative grants.

While the Safe Routes to Transit (SR2T) program is not currently being recommended as a stand-alone program element, staff recommends that a focused assessment and marketing program be conducted for the RM2-funded SR2T program during Cycle 1. Staff intends to work closely with the East Bay Bicycle Coalition and TransForm to design a SR2T evaluation and marketing program that evaluates selected in-progress and approved future projects and promotes the benefits and availability of selected existing projects and projects currently under development.

6. Regional Bicycle Program (\$27 million)

Under Transportation 2035, these funds will be applied to completing the remaining unconstructed projects on the 2,100 mile Regional Bikeway Network in the MTC region. This includes completion of all on-street and grade separated bicycle and pedestrian paths in every

county. While the program does not specifically include pedestrian projects, shared use paths benefit both cyclists and pedestrians. The proposed distribution of \$19.5 million to the counties is based on a hybrid formula consisting of 50% population, 25% bikeway network capital cost, and 25% unbuilt bikeway network miles. The distribution also includes a partial payback to counties that did not receive their population share under the regionally competitive Regional Bicycle and Pedestrian Program during SAFETEA with the remaining half of the payback proposed in Cycle 2. The \$7.5 million in Transportation Enhancement portion of this program is subject to 2010 State Transportation Improvement Program rules. (See Appendix A-6 for fund distribution)

7. Transportation for Livable Communities (TLC) (\$85 million)

\$85 million is provided in Cycle 1 to allow for a TLC pilot program to launch a new approach based on discussions with our partners and stakeholders. In September, the Planning Committee approved several elements for the next TLC funding cycle including (1) the use of TLC funds to incentivize development in Priority Development Areas, (2) the size of TLC grants, (3) a menu of eligible program categories, including streetscapes (current program eligibility), as well as several new categories: non-transportation infrastructure, transportation demand management, and density incentives such as land banking or site assembly, and (4) split between the regional (2/3) and local (1/3) funding. TLC program funding will also support the Station Area Planning Grant program. The guidelines for the regional TLC program are included in the memorandum approved by the Commission in September 2009. (See Appendix A-7 for fund distribution)

8. Transit Capital Rehabilitation Shortfall (\$0)

This program would not receive New Act funding until Cycle 2 (\$125 million). This is supported by an assessment of 10-year needs and revenues showing that Federal Transit Administration formula funds exceed capped needs through FY2013. Consequently New Act funding needs will occur during Cycle 2 to address transit capital shortfalls in the region as identified in Transportation 2035. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the Transit Capital Priorities program.

9. Regional Streets and Roads Rehabilitation (\$100 million): This program addresses rehabilitation shortfalls on the regional local streets and roads network. The program category amount includes \$15 million for Federal Aid Secondary commitments direct to counties; \$6 million for the Pavement Management Program (PMP) and Pavement Technical Assistance Program (PTAP). The balance of \$65 million will be distributed to local jurisdictions by the CMAs to fund streets and roads rehabilitation projects. Details of these three program components follow:

- Federal Aid Secondary (FAS) Program Set-Aside: With the passage of ISTEA and the dissolution of the Federal Aid Secondary (FAS) program, California statutes guarantee the continuation of minimum funding to counties, guaranteeing their prior FAS shares. This entire six-year minimum requirement will be addressed upfront in Cycle 1. The funding will be programmed directly to the respective counties. (See Attachment B for fund distribution)
- PTAP provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems, which is a

requirement to receive certain funding. PMP implements various data collection and analysis efforts including local roads needs assessments and inventory surveys, asset management analysis, training, and research and development of pavement and non-pavement preservation management techniques. These efforts feed into a number of the region's planning and asset management efforts

- **Local Streets and Roads Shortfall Program:** Funding is distributed down to a jurisdiction level using the formula previously agreed to by the Bay Area Partnership to fund streets and roads rehabilitation needs on the federal-aid system. Each of the formula factors are weighted 25 percent and the latest calculations available will be used to determine proportional shares. Funding for street and road rehabilitation will be distributed by an approved formula that uses jurisdictions' proportionate share of the region's population, lane mileage, Metropolitan Transportation System (MTS) funding shortfall and preventive maintenance performance score. (See Appendix A-8 for fund distribution.) In the case of Santa Clara County additional flexibility shall be given with respect to the distribution formula. Specifically, the CMA needs to work with the County of Santa Clara in distributing the Local Streets and Roads Shortfall Program funds to account for the Santa Clara County expressway system.

10. Strategic Investments (\$40 million): Three projects are included under this category. The first two build on the momentum and meet the investment priorities of the Corridor Mobility and Trade Corridor programs. The third restores of partial funding to transit programs and projects that lost funding as a result of state and federal funding cuts, carrying through prior Commission commitments. A brief description of each project as well as the proposed funding amount is included below:

- **Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - \$32 million):** This project will provide a direct freeway connector and interchange improvements to improve traffic operations, safety, and access. This project had been a candidate for Proposition 1B funding, and is now proposed as a strategic investment. This project's funding is subject to the availability of funding in the CMIA and RTIP programs as a result of the ARRA backfill; and the project must meet the delivery deadlines associated with these fund sources.
- **Trade Corridor (Richmond Rail Connector - \$8 million):** The Richmond Rail Connector is a rail connection between the BNSF Railroad's Stockton Subdivision and Union Pacific Railroad's Martinez Subdivision near San Pablo, CA, just north of Richmond, CA. BNSF and UP, as well as the Capitol Corridor and Amtrak, all operate on the Martinez Subdivision. This project is needed to accommodate and better serve both current and future freight and passenger rail traffic on the Martinez Subdivision rail corridor while reducing the impacts on the local community. The proposed rail connector would eliminate the need for a number of long BNSF trains to continue to travel through downtown Richmond, thereby reducing traffic delays at local grade crossings, as well as vehicle emissions and noise impacts affecting Richmond residents. The \$8 million is conditioned on BNSF securing the balance of the project funds. The estimated project cost is approximately \$35 million, with 50 percent of the project costs coming from the state Proposition 1B Trade Corridors Improvement Fund (TCIF) program, and additional funds coming from BNSF Railroad. The project must

meet all criteria of TCIF program, including a minimum 1:1 match of the TCIF funds. MTC's funds will augment the local match amount contributed to or secured by BNSF for the project to leverage the TCIF funds.

- o *MTC Resolution 3814 Transit Payback Commitment (\$0; \$31M in Cycle 2):* As part of the Transit Policy established in June 2007, in conjunction with Proposition 1B funding, MTC committed \$62 million in future spillover revenues for Lifeline, Small Operators, SamTrans Right-of-way Settlement, and two capital projects – BART to Warm Springs and eBART. Given the proposal to suspend funding to transit for five years, MTC is proposing to meet roughly half of this 10-year commitment through a combination of distributions to-date and the proposed cycle programming. However, the proposal would fully fund the Lifeline and Small Operator commitment while delaying any funding to the two capital projects. The table below provides the proposed distribution:

STA Spillover Funding Agreement Per Resolution 3814						
PROPOSITION 1B TRANSIT FUNDING PROGRAM – POPULATION BASED SPILLOVER DISTRIBUTION						
Apportionment Category	MTC Resolution 3814 Original Schedule	%	FY 2007-08 Spillover Distribution	Unfunded Commitment	Proposed FY 2012-13 Distribution	Remaining Commitment
Lifeline	\$ 10,000,000	16%	\$ 1,028,413	\$ 9,971,587	\$ 5,000,000	\$ -
Small Operators / North Counties	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ 1,345,738	\$ -
BART to Warm Springs	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ -	\$ 2,691,476
eBART	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ -	\$ 2,691,476
Samtrans	\$ 43,000,000	69%	\$ 4,422,174	\$ 38,577,826	\$ 19,288,913	\$ 19,288,913
Total	\$ 62,000,000	100%	\$ 6,376,158	\$ 55,623,842	\$ 24,954,751	\$ 24,671,865

Should spillover return, the spillover funds could meet this obligation and staff would revisit the need for this pay back commitment. Also, in light of critical financial issues that SamTrans is facing, MTC would program SamTrans' amount as the first priority in Cycle 2, and commit to make this money available to SamTrans in the first year of Cycle 2 (FY 2012-13).

PROGRAM MANAGEMENT AND THE CONGESTION MANAGEMENT AGENCY BLOCK GRANT

Program management responsibilities will generally be split between MTC and the congestion management agencies (CMAs) as outlined in table below. MTC management role is limited to program areas of regional scope or with a network impact. Congestion management agencies would manage programs with a local/community focus.

Program Administration

Transportation 2035 Core Programs	Manage	Block Grant
Freeway Performance Initiative (FPI) and the Regional Signal Timing Program.	MTC, Caltrans and CMAs	
Climate Initiatives (Public Outreach/ Innovative Grants/ Evaluation)	MTC and Bay Area Air Quality Management District	
Climate Initiatives – Safe Routes to School	County – TBD and MTC regional coordination and assistance	
Regional Bicycle Program	CMAs	YES
Climate Initiatives—Eastern Solano CMAQ	Solano Transportation Authority	
TLC – Regional	MTC	
TLC – County	CMAs	YES
Regional Streets and Roads Rehabilitation	CMAs	YES
Transit Capital Rehabilitation	MTC	

Further, for core programs managed by the CMAs, MTC will be making funding available to the CMAs by means of a “PDA block grant” to allow more flexibility and more strategic project selection. The block grant will encompass the Regional Bicycle Program, County TLC Program, and the Local Streets and Roads Shortfall Program. Appendix A-9 presents an overview of the funding made available to the CMAs under their block grants. The block grant program will function as follows:

- **CMA Block Grant Strategic Plan:** By April 1, 2010, CMAs are asked to submit a Strategic Plan to MTC outlining their approach for programming their block grants. This Plan should include:
 - Amount of funds for CMA planning purposes and rationale behind any flexing of program amounts within the Block Grant Programs (beyond the 20% noted above). Examples might include flexibility to deliver on a complete streets approach or deliver investments that better support PDAs. This would be submitted to the Commission for approval.
 - The approach used to select Local Streets and Roads Shortfall Program projects, if it differs from the MTC distribution formula.
 - Federal Funding Minimums: Unique circumstances or hardships may allow for modifications to this policy, which need to be discussed with MTC staff beforehand and included in the plan. Also for the Local Streets and Roads Shortfall Program, in order to balance the objectives of streamlining federal fund expenditures through project minimums and the requirement that CMAs should adhere to the distribution formula down to the jurisdiction level, CMAs may propose to defer some jurisdiction programming to Cycle 2 or to use local funds.
 - Safe Routes to Schools Program (SR2S) recommended county approach, including lead agency for project selection and federal funding recipient, and any

request for additional funding to expand implementation of creative school-related emission reduction strategies. MTC will coordinate the SR2S program, including reviewed and approval of county programs by the Commission. The CMAs are requested to provide assistance in the development of objectives and the definition of agency roles for this program within their respective jurisdictions. These will vary throughout the region and even within a county. There are various lead agencies for current Safe Routes to School programs including bicycle and regional coalitions, departments of health, congestion management agencies, offices of education, and cities. As part of the CMA Block Grant Strategic Plan, the CMA would identify the lead agency for plan implementation, the allocation of funds to specific implementation actions, performance targets, and plan for sustaining the SR2S program beyond the allocation of CMAQ funds.

- Complete Streets: A CMA should explore giving priority to funding projects that demonstrate a "complete streets" design approach by including pedestrian and/or bicycle projects in the project scope.
 - Priority Development Area: The CMA should discuss its consideration of priority development areas and policies in its project selection approach.
- **Planning Activities:** Up to 4% may be used by CMAs for planning activities to be applied proportionately to all Block Grant programs within the county. Contract amendments to the Regional Planning agreements in March/April to capture any augmentations.
 - **Flex provision:** Up to 20% of each program's funds may be flexed from one Block Grant program to fund another in order to recognize practical project delivery considerations and unique county priorities. CMAs can request flexibility beyond the 20% through their Strategic Plan for consideration by the Commission. Staff will provide a report on the flex provision of Cycle 1 for consideration by the Commission before programming Cycle 2.
 - **Minimum Grant Size:** STP/CMAQ grants per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Road distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC and Federal Highway Administration staff.
 - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects addressing all of their respective Block Grant programs in early 2010. Final project list is due to MTC by July 30, 2010. Goal is to reduce staff resources, coordinate all programs to respond to larger multi-modal projects, and give project sponsors the maximum time to deliver projects.

- **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 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 April 30, 2012.

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.

Appendix A-2: Cycle 1 Program and Policies Summary

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	Cycle 1 Funding*
Regional Planning	Planning and programming support activities	MTC to develop funding agreements with the CMAs, BCDC and ABAG outlining the use of funds.	N/A	\$23 million
Regional Operations	This program category aims to manage the regional transportation system to improve the transportation system for users through traffic management, traveler information efforts, and transit service improvements.	MTC will program these projects directly into the TIP.	N/A	\$84 million
Freeway Performance Initiative	Ramp metering projects on the State Highway system, targeting high congestion corridors.	Projects selected in consultation with Caltrans. See Appendix A-4	N/A	\$105 million
Climate Initiative	The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, \$3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin.	Public Education/Outreach to be developed in cooperation with the Air District. SR2S will be developed with the CMAs. Remaining elements are regionally competitive	First half of 2010	\$80 million
Regional Bicycle Program	Funding will be directed to projects that complete the Regional Bikeway Network. Projects are required to demonstrate a mode shift to bicycling and provide access to regional destinations, connections and routes.	E. Solano CMAQ Projects – CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval into the TIP. The CMAs will select projects for the County RBP Program and subsequently submit an approved list of projects to MTC for final approval into the TIP. \$7.5M TE will be funded through the 2010 STIP.	First half of 2010	\$27 million (\$7.5M of this amount is STIP funding)

*Funding does not include anticipated funds.

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	Cycle 1 Funding
Transportation for Livable Communities (TLC)	Regional TLC Program Station Area Planning Grant Program (SAP) County TLC Program	MTC will solicit projects and program into the TIP CMAs will select projects for the County TLC Program and subsequently submit an approved list of projects to MTC for final approval into the TIP	First Call: Winter 2010; Future call TBD SAP call: Summer 2010 First half of 2010	\$85 million
Transit Capital Rehabilitation	This program addresses transit capital shortfalls in the region as identified in Transportation 2035.	To be determined during the development of Cycle 2.	Specific projects to be determined during Cycle 2.	\$0; needs occur during Cycle 2
Regional Streets and Roads Rehabilitation	\$6 million of this program will be used towards the continuation of the Pavement Technical Assistance Program (PTAP) Local roadway (pavement or non-pavement) rehabilitation projects on the Federal-Aid System (MTS)	MTC will conduct call for projects for PTAP funding.	Annual grant cycle	\$100 million
Strategic Investments	<ul style="list-style-type: none"> Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - \$32 million); Trade Corridor (Richmond Rail Connector - \$8 million) 	N/A	First half of 2010 N/A	\$40 million
Total Cycle 1 Program:				\$544 million

Funding does not include anticipated funds.

**Appendix A-3
 New Act Cycle 1 STP/CMAQ
 Regional Planning Activities (PL)
 December 9, 2009**

(thousands \$)

County CMA Planning Activities	09-10	10-11	11-12	Total
Alameda	822	855	889	2,566
Contra Costa	650	676	703	2,029
Marin	572	595	619	1,786
Napa	572	595	619	1,786
San Francisco	598	622	647	1,867
San Mateo	572	595	619	1,786
Santa Clara	910	946	984	2,840
Solano	572	595	619	1,786
Sonoma	572	595	619	1,786
County CMA Planning Subtotal	5,840	6,071	6,313	18,224
Regional Agency Planning Activities				
ABAG	572	595	619	1,786
BCDC	286	298	310	893
MTC	572	595	619	1,786
Regional Planning Subtotal	1,430	1,488	1,548	4,466
Regional Planning Program Grand Total	7,270	7,559	7,861	22,697

Appendix A-4
 New Act Cycle 1 STP/CMAQ/CMAI/RTIP
 Freeway Performance Initiative (FPI) Project List
 December 9, 2009

PRIOR ARRA COMMITMENTS

(thousands \$)									
Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Committed ARRA	Cumulative ARRA	
15340	SM 280	SB: Route 1 to Route 380	9 RMs	\$4,900	\$2,100	\$7,000	\$7,000	\$7,000	
15130	SCL 280	SB: Menker to 11th	8 Ramp Meters (RMs)	\$5,000	\$2,000	\$7,000	\$7,000	\$14,000	
15034	SCL 280	NB: Vine to Leland	7 RMs	\$3,400	\$1,600	\$5,000	\$5,000	\$19,000	
Committed ARRA Subtotal								\$19,000	

NEW ACT CYCLE 1 (FY 09/10 - FY 11/12)

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Cycle 1 Funding	Cycle 1 Cumulative Funding
-	-	-	signal timing, perf. monitoring & implementation				\$5,700	\$5,700
15300	ALA 92	EB: SM Bridge to Route 880	7 RMs	\$4,300	\$2,365	\$6,665	\$6,665	\$12,365
15113	ALA 580	Route 880 to SCL Co. line	25 RMs + 69 TOS elements	\$13,800	\$4,416	\$18,216	\$8,216	\$20,581
15310	ALA 680	CC co. line to SCL co. line	30 RMs + 67 TOS elements	\$28,200	\$8,284	\$36,484	\$36,484	\$57,065
15270	CC 4	Route 680 to Route 160	4 RMs + 40 TOS elements	\$6,400	\$2,944	\$9,344	\$9,344	\$66,409
2A790	SM 101	SF co. line to SCL co. line	29 RMs	\$9,600	\$3,188	\$12,788	\$12,788	\$79,177
15420	SCL 85	Route 280 to Route 101	14 RMs + 14 TOS elements	\$9,500	\$3,195	\$12,695	\$5,635	\$84,812
15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	\$21,400	\$6,634	\$28,034	\$6,477	\$91,289
15320	SCL 680	Route 101 to ALA co. line	32 RMs + 23 TOS elements	\$18,100	\$5,611	\$23,711	\$13,711	\$105,000
Cycle 1 Subtotal								\$105,000

NEW ACT CYCLE 2 (FY 12/13 - FY 14/15)

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Cycle 2 Funding Request	Cycle 2 Cumulative Request
-	-	-	signal timing, perf. monitoring & implementation				\$6,000	\$6,000
15148	ALA 880	Davis St to SCL co. line	8 RMs + 60 TOS elements	\$10,000	\$4,800	\$14,800	\$4,587	\$10,587
15160	MRN 101	Golden Gate Bridge to SON co. line	43 RMs	\$23,700	\$4,110	\$27,810	\$27,810	\$38,377
15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	\$21,400	\$6,634	\$28,034	\$21,523	\$59,900
TOS22	SCL 80	Carquinez Bridge to Yolo co. line	61 RMs + 150 TOS elements	\$40,000	\$17,400	\$57,400	\$7,400	\$117,300
Cycle 2 Subtotal								\$241,300

* Project adjustments if needed will be taken to the Commission through a TIP amendment

GRAND TOTAL \$241,300

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**Appendix A-5
 New Act Cycle 1 STP/CMAQ
 Safe Routes To School
 December 9, 2009**

(thousands \$)

Estimated Cost of Program	Total School Enrollment (K-12) ¹		Total Annual Funding	Cycle 1 Total Funding
	Attendance	%		
Innovative Approaches	TBD	TBD	\$667	\$2,000
Innovative Approaches Subtotal	TBD	TBD	\$667	\$2,000
Supplemental School Rollout			\$5,000	\$15,000
Alameda	239,163	21%	\$1,073	\$3,220
Contra Costa	183,230	16%	\$822	\$2,467
Marin	35,260	3%	\$158	\$475
Napa	23,406	2%	\$105	\$315
San Francisco	80,177	7%	\$360	\$1,079
San Mateo	106,160	10%	\$476	\$1,429
Santa Clara	300,064	27%	\$1,346	\$4,039
Solano	69,972	6%	\$314	\$942
Sonoma	76,836	7%	\$345	\$1,034
Supplemental School Rollout Subtotal	1,114,268	100%	\$5,000	\$15,000
Safe Routes To School Grand Total			\$5,667	\$17,000

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Notes:

1) Figures from the California Department of Education's website for FY 2008-09 and include both public and private schools

**Appendix A-6
 New Act Cycle 1 STP/CMAQ
 Regional Bicycle Program (RBP)
 December 9, 2009**

(thousands \$)

County	CMAQ Funds	TE Funds	Total Funds
Alameda	\$3,836	\$1,557	\$5,393
Contra Costa	\$2,367	\$1,009	\$3,376
Marin	\$1,649	\$294	\$1,943
Napa	\$605	\$183	\$788
San Francisco	\$1,368	\$797	\$2,165
San Mateo	\$1,739	\$827	\$2,566
Santa Clara	\$4,638	\$1,824	\$6,462
Solano	\$1,349	\$477	\$1,826
Sonoma	\$1,949	\$581	\$2,530
TOTALS	\$19,500	\$7,509	\$27,009

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Notes

Transportation Enhancement (TE) funds are programmed as part of the 2010 STIP, a separate Commission action

**Appendix A-7
 New Act Cycle 1 STP/CMAQ
 Transportation for Livable Communities (TLC)
 December 9, 2009**

(thousands \$)

Estimated Cost of Program	2007 Population	Percentage	Fund Distribution
Regional TLC Program			
Competitive	6,958,473		\$56,667
Regional TLC Program Subtotal			\$56,667
County TLC Program			
Alameda	1,464,202	21.0%	\$5,962
Contra Costa	1,019,640	14.7%	\$4,152
Marin	248,096	3.6%	\$1,010
Napa	132,565	1.9%	\$540
San Francisco	764,976	11.0%	\$3,115
San Mateo	706,984	10.2%	\$2,878
Santa Clara	1,748,976	25.1%	\$7,121
Solano	408,599	5.9%	\$1,664
Sonoma	464,435	6.7%	\$1,891
County TLC Program Subtotal	6,958,473	100.0%	\$28,339
Grand Total			\$85,000

Appendix A-8
 New Act Cycle 1 STP/CMAQ
 Local Streets & Roads (LS&R) Shortfall Program Fund Distribution
 December 16, 2009

ALAMEDA COUNTY

Jurisdiction	Total Share
County of Alameda	\$ 1,167,832
Alameda	\$ 872,194
Albany	\$ 122,023
Berkeley	\$ 994,629
Dublin	\$ 570,036
Emeryville	\$ 135,621
Fremont	\$ 3,028,368
Hayward	\$ 1,391,442
Livermore	\$ 1,070,502
Newark	\$ 710,725
Oakland	\$ 3,768,142
Piedmont	\$ 69,746
Pleasanton	\$ 912,261
San Leandro	\$ 840,217
Union City	\$ 896,412
COUNTY TOTAL	\$ 16,550,149

CONTRA COSTA COUNTY

Jurisdiction	Total Share
County of Contra Costa	\$ 1,608,148
Antioch	\$ 1,021,185
Brentwood	\$ 440,501
Clayton	\$ 152,858
Concord	\$ 1,149,694
Danville	\$ 369,404
El Cerrito	\$ 249,814
Hercules	\$ 278,080
Lafayette	\$ 231,129
Martinez	\$ 404,618
Moraga	\$ 280,677
Oakley	\$ 408,325
Orinda	\$ 218,486
Pinole	\$ 179,376
Pittsburg	\$ 454,372
Pleasant Hill	\$ 316,734
Richmond	\$ 1,362,912
San Pablo	\$ 180,159
San Ramon	\$ 441,969
Walnut Creek	\$ 993,717
COUNTY TOTAL	\$ 10,742,158

MARIN COUNTY

Jurisdiction	Total Share
County of Marin	\$ 873,788
Belvedere	\$ 23,556
Corte Madera	\$ 74,214
Fairfax	\$ 63,840
Larkspur	\$ 76,244
Mill Valley	\$ 128,163
Novato	\$ 371,718
Ross	\$ 19,390
San Anselmo	\$ 108,142
San Rafael	\$ 540,115
Sausalito	\$ 81,513
Tiburon	\$ 74,219
COUNTY TOTAL	\$ 2,434,904

NAPA COUNTY

Jurisdiction	Total Share
County of Napa	\$ 548,047
American Canyon	\$ 202,930
Calistoga	\$ 46,553
Napa	\$ 970,989
St. Helena	\$ 94,985
Yountville	\$ 16,489
COUNTY TOTAL	\$ 1,879,992

SAN FRANCISCO COUNTY

Jurisdiction	Total Share
San Francisco	\$ 7,745,198
COUNTY TOTAL	\$ 7,745,198

SAN MATEO COUNTY

Jurisdiction	Total Share
County of San Mateo	\$ 650,090
Atherton	\$ 98,193
Belmont	\$ 276,426
Brisbane	\$ 76,353
Burlingame	\$ 310,836
Colma	\$ 31,863
Daly City	\$ 855,767
East Palo Alto	\$ 266,321
Foster City	\$ 200,296
Half Moon Bay	\$ 78,404
Hillsborough	\$ 176,757
Mendo Park	\$ 250,119
Millbrae	\$ 242,031
Pacifica	\$ 400,648
Portola Valley	\$ 103,135
Redwood City	\$ 668,428
San Bruno	\$ 390,507
San Carlos	\$ 199,706
San Mateo	\$ 748,813
So. San Francisco	\$ 688,301
Woodside	\$ 97,202
COUNTY TOTAL	\$ 6,790,197

SANTA CLARA COUNTY*

Jurisdiction	Total Share
County of Santa Clara	\$ 1,756,931
Campbell	\$ 334,650
Cupertino	\$ 450,983
Gilroy	\$ 640,094
Los Altos	\$ 269,959
Los Altos Hills	\$ 98,166
Los Gatos	\$ 298,800
Milpitas	\$ 692,347
Monte Sereno	\$ 31,120
Morgan Hill	\$ 477,228
Mountain View	\$ 552,215
Palo Alto	\$ 572,327
San Jose	\$ 8,319,770
Santa Clara	\$ 1,211,962
Saratoga	\$ 336,183
Sunnyvale	\$ 1,191,206
COUNTY TOTAL	\$ 17,233,340

SOLANO COUNTY

Jurisdiction	Total Share
County of Solano	\$ 1,067,867
Benicia	\$ 301,570
Dixon	\$ 229,739
Fairfield	\$ 1,433,558
Rio Vista	\$ 89,091
Suisun City	\$ 457,586
Vacaville	\$ 1,216,032
COUNTY TOTAL	\$ 6,464,521

SONOMA COUNTY

Jurisdiction	Total Share
County of Sonoma	\$ 4,769,815
Cloverdale	\$ 56,626
Coast	\$ 89,045
Healdsburg	\$ 177,125
Penumbra	\$ 1,015,233
Robert Park	\$ 534,215
Santa Rosa	\$ 2,032,465
Sebastopol	\$ 76,593
Sonoma	\$ 69,189
Windsor	\$ 339,235
COUNTY TOTAL	\$ 9,159,541

BAY AREA SHARES

Jurisdiction	Total Share	% Share
Alameda	\$ 16,550,149	20.9%
Contra Costa	\$ 10,742,158	13.6%
Marin	\$ 2,434,904	3.1%
Napa	\$ 1,879,992	2.4%
San Francisco	\$ 7,745,198	9.8%
San Mateo	\$ 6,790,197	8.6%
Santa Clara	\$ 17,233,340	21.8%
Solano	\$ 6,464,521	8.2%
Sonoma	\$ 9,159,541	11.6%
Total	\$ 79,000,000	100.0%

*In the case of Santa Clara County additional flexibility shall be given with respect to the distribution formula. Specifically, the CMA needs to work with the County of Santa Clara in distributing the Local Streets and Roads Shortfall Program funds to account for the Santa Clara County expressway system.

**Appendix A-9
 New Act Cycle 1 STP/CMAQ
 CMA Block Grant Program
 December 9, 2009**

(thousands \$)

Counties	LS&R/Rehab	County/TLC	Regional Bicycle	County Total
Alameda	\$16,051	\$5,962	\$3,836	\$25,849
Contra Costa	\$10,793	\$4,152	\$2,367	\$17,312
Marin	\$2,453	\$1,010	\$1,649	\$5,112
Napa	\$1,906	\$540	\$605	\$3,051
San Francisco	\$7,863	\$3,115	\$1,368	\$12,346
San Mateo	\$6,838	\$2,878	\$1,739	\$11,455
Santa Clara	\$17,354	\$7,121	\$4,638	\$29,113
Solano	\$6,436	\$1,664	\$1,349	\$9,449
Sonoma	\$9,306	\$1,891	\$1,949	\$13,146
Totals	\$99,000	\$28,833	\$19,500	\$147,333

CMA Planning (max. 4%)
TBD

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Notes

- LSR Rehab Does not include PTAP/PMP/FAS
- TLC amount reflects one third of total TLC program - to be administered by County CMAs
- RBP distribution based formula: (50% population/25% cost/25% miles with reconciliation).
- TE program component (\$7.5 million) is outside of the block grant.
- A CMA may deviate from program targets up to 20% for use in the other program categories.

CMAs may optionally deduct up to 4% if the top of their block grant programs (STP/CMAQ) proportionately to fund planning activities. Subsequent deductions would need to be applied to the program amounts excepting the ECMAQ program and \$8M of the Transportation Enhancement Funds under the Regional Bicycle Program.

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 16, 2009

Project Category and Title	County	Implementing Agency	Total STP/CMAQ (thousands \$)	Total TE/RTIP/CMIA (thousands \$)	Total First Cycle (thousands \$)
1. REGIONAL PLANNING ACTIVITIES (PL)					
Regional Agency Planning Activities					
ABAG Planning	Region-Wide	ABAG	\$1,786	\$0	\$1,786
BCDC Planning	Region-Wide	BCDC	\$893	\$0	\$893
MTC Planning	Region-Wide	MTC	\$1,786	\$0	\$1,786
SUBTOTAL			\$3,465	\$0	\$3,465
County CMA Planning Activities					
CMA Planning - Alameda	Alameda	ACOMA	\$2,566	\$0	\$2,566
CMA Planning - Contra Costa	Contra Costa	CCTA	\$2,029	\$0	\$2,029
CMA Planning - Marin	Marin	TAM	\$1,786	\$0	\$1,786
CMA Planning - Napa	Napa	NCTPA	\$1,786	\$0	\$1,786
CMA Planning - San Francisco	San Francisco	SFCTA	\$1,867	\$0	\$1,867
CMA Planning - San Mateo	San Mateo	SMCCAG	\$1,786	\$0	\$1,786
CMA Planning - Santa Clara	Santa Clara	VTA	\$2,840	\$0	\$2,840
CMA Planning - Solano	Solano	STA	\$1,786	\$0	\$1,786
CMA Planning - Sonoma	Sonoma	SCTA	\$1,786	\$0	\$1,786
SUBTOTAL			\$18,725	\$0	\$18,725
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$22,697	\$0	\$22,697
2. REGIONAL OPERATIONS (RO) PROGRAMS					
TransLink®	Region-Wide	MTC	\$28,900	\$0	\$28,900
511	Region-Wide	MTC	\$34,500	\$0	\$34,500
Regional Transportation Marketing	Region-Wide	MTC	\$2,100	\$0	\$2,100
SUBTOTAL			\$65,500	\$0	\$65,500
FSP/Incident Management	Region-Wide	MTC	\$18,400	\$0	\$18,400
SUBTOTAL			\$18,400	\$0	\$18,400
2. REGIONAL OPERATIONS (RO) PROGRAMS			TOTAL: \$83,900	\$0	\$83,900
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
Regional Performance Monitoring					
Regional Performance Initiatives Implementation	Region-Wide	MTC	\$750	\$0	\$750
Regional Signal Timing	Region-Wide	MTC	\$1,200	\$0	\$1,200
SUBTOTAL			\$3,750	\$0	\$3,750
Ramp Metering and TOS Elements					
FPI - CC SR 4: I-680 to SR 160	Contra Costa	Caltrans	\$1,934	\$7,410	\$9,344
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Alameda	Caltrans	\$1,557	\$5,108	\$6,665
FPI - SM US 101: SCL Co. Line to SF Co. Line	San Mateo	Caltrans	\$1,287	\$11,481	\$12,768
FPI - SCL SR 85: I-280 to US 101	Santa Clara	Caltrans	\$2,058	\$3,577	\$5,635
FPI - ALA I-580: SSJ Co. Line to I-880	Alameda	Caltrans	\$2,920	\$5,296	\$8,216
FPI - SCL I-680: US 101 to ALA Co. Line	Santa Clara	Caltrans	\$3,697	\$10,014	\$13,711
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Alameda	Caltrans	\$5,413	\$31,071	\$36,484
FPI - SCL US 101: SBT Co. Line to SR 85	Santa Clara	Caltrans	\$6,477	\$0	\$6,477
SUBTOTAL			\$25,642	\$76,957	\$99,600
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$31,043	\$73,957	\$105,000
4. CLIMATE CHANGE INITIATIVES (CCI)					
Eastern Solano CMAQ Program					
Specific projects TBD by Solano Transportation Authority (STA)	Solano	TBD	\$3,000	\$0	\$3,000
SUBTOTAL			\$3,000	\$0	\$3,000
Public Education/Outreach					
Specific projects TBD by the Commission	Region-Wide	TBD	\$10,000	\$0	\$10,000
SUBTOTAL			\$10,000	\$0	\$10,000
Safe Routes To Schools					
Specific projects TBD by the Commission	Region-Wide	TBD	\$17,000	\$0	\$17,000
SUBTOTAL			\$17,000	\$0	\$17,000
Innovation Grants					
SFgo	San Francisco	TBD	\$15,000	\$0	\$15,000
Specific projects TBD by the Commission	Region-Wide	TBD	\$31,000	\$0	\$31,000
SUBTOTAL			\$46,000	\$0	\$46,000
Climate Action Program Evaluation					
Specific projects TBD by the Commission	Region-Wide	TBD	\$4,000	\$0	\$4,000
SUBTOTAL			\$4,000	\$0	\$4,000
4. CLIMATE CHANGE INITIATIVES (CCI)			TOTAL: \$80,000	\$0	\$80,000

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 16, 2009

Project Category and Title	County	Implementing Agency	Total STP/CMAQ (thousands \$)	Total TE/RTIP/CMA (thousands \$)	Total First Cycle (thousands \$)
5. REGIONAL BICYCLE PROGRAM (RBP) *					
Bike/Ped Program					
<i>Specific projects TBD by County CMA</i>					
Bicycle/Pedestrian - Alameda	Alameda	TBD	\$3,836	\$1,557	\$5,393
Bicycle/Pedestrian - Contra Costa	Contra Costa	TBD	\$2,367	\$1,009	\$3,376
Bicycle/Pedestrian - Marin	Marin	TBD	\$1,649	\$294	\$1,943
Bicycle/Pedestrian - Napa	Napa	TBD	\$605	\$183	\$788
Bicycle/Pedestrian - San Francisco	San Francisco	TBD	\$1,368	\$797	\$2,165
Bicycle/Pedestrian - San Mateo	San Mateo	TBD	\$1,739	\$827	\$2,566
Bicycle/Pedestrian - Santa Clara	Santa Clara	TBD	\$4,638	\$1,824	\$6,462
Bicycle/Pedestrian - Solano	Solano	TBD	\$1,349	\$477	\$1,826
Bicycle/Pedestrian - Sonoma	Sonoma	TBD	\$1,949	\$581	\$2,530
SUBTOTAL:			\$19,500	\$7,549	\$27,049
5. REGIONAL BICYCLE PROGRAM (RBP) TOTAL: \$19,500 \$7,549 \$27,049					
* NOTE: Regional Bicycle Program STP fund administered by County CMA as part of the Block Grant Program. * NOTE: Regional Bicycle Program TE funds to be programmed by County CMA in 2010 RTIP					
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *					
Station Area Plans					
<i>Specific projects TBD by the Commission</i>					
Region-Wide	Region-Wide	TBD			\$0
Regional Transportation for Livable Communities (TLC) Program					
<i>Specific projects TBD by the Commission</i>					
Region-Wide	Region-Wide	TBD	\$56,667	\$0	\$56,667
SUBTOTAL:			\$56,667	\$0	\$56,667
County Transportation for Livable Communities (TLC) Program					
<i>Specific projects TBD by CMA</i>					
County TLC - Alameda	Alameda	TBD	\$5,962	\$0	\$5,962
County TLC - Contra Costa	Contra Costa	TBD	\$4,152	\$0	\$4,152
County TLC - Marin	Marin	TBD	\$1,010	\$0	\$1,010
County TLC - Napa	Napa	TBD	\$540	\$0	\$540
County TLC - San Francisco	San Francisco	TBD	\$3,115	\$0	\$3,115
County TLC - San Mateo	San Mateo	TBD	\$2,878	\$0	\$2,878
County TLC - Santa Clara	Santa Clara	TBD	\$7,121	\$0	\$7,121
County TLC - Solano	Solano	TBD	\$1,664	\$0	\$1,664
County TLC - Sonoma	Sonoma	TBD	\$1,891	\$0	\$1,891
SUBTOTAL:			\$23,666	\$0	\$23,666
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) TOTAL:			\$85,000	\$0	\$85,000
* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMA, as part of the Block Grant Program.					
7. REGIONAL STREETS AND ROADS (RSR)					
Pavement Technical Advisory Program (PTAP)					
Region-Wide	Region-Wide	MTC	\$4,500	\$0	\$4,500
Pavement Management Program (PMP)					
Region-Wide	Region-Wide	MTC	\$1,500	\$0	\$1,500
SUBTOTAL:			\$6,000	\$0	\$6,000
Federal Aid Secondary (FAS) Commitment *					
FAS - Alameda	Alameda	Alameda County	\$2,135	\$0	\$2,135
FAS - Contra Costa	Contra Costa	Contra Costa County	\$1,611	\$0	\$1,611
FAS - Marin	Marin	Marin County	\$1,006	\$0	\$1,006
FAS - Napa	Napa	Napa County	\$1,426	\$0	\$1,426
FAS - San Mateo	San Mateo	San Mateo County	\$1,070	\$0	\$1,070
FAS - Santa Clara	Santa Clara	Santa Clara County	\$2,041	\$0	\$2,041
FAS - Solano	Solano	Solano County	\$1,807	\$0	\$1,807
FAS - Sonoma	Sonoma	Sonoma County	\$3,917	\$0	\$3,917
SUBTOTAL:			\$18,009	\$0	\$18,009
Local Streets and Roads (LSR) Rehabilitation *					
<i>Specific projects TBD by CMA</i>					
LS&R Rehabilitation - Alameda	Alameda	TBD	\$16,550	\$0	\$16,550
LS&R Rehabilitation - Contra Costa	Contra Costa	TBD	\$10,742	\$0	\$10,742
LS&R Rehabilitation - Marin	Marin	TBD	\$2,435	\$0	\$2,435
LS&R Rehabilitation - Napa	Napa	TBD	\$1,880	\$0	\$1,880
LS&R Rehabilitation - San Francisco	San Francisco	TBD	\$7,745	\$0	\$7,745
LS&R Rehabilitation - San Mateo	San Mateo	TBD	\$6,790	\$0	\$6,790
LS&R Rehabilitation - Santa Clara	Santa Clara	TBD	\$17,233	\$0	\$17,233
LS&R Rehabilitation - Solano	Solano	TBD	\$6,465	\$0	\$6,465
LS&R Rehabilitation - Sonoma	Sonoma	TBD	\$9,160	\$0	\$9,160
SUBTOTAL:			\$79,000	\$0	\$79,000
7. REGIONAL STREETS AND ROADS (RSR) TOTAL:			\$100,013	\$0	\$100,013

* 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 apportioned for use by that county. The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 5-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 CMA as part of the Block Grant Program.

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
December 16, 2009

Project Category and Title	County	Implementing Agency	Total STP/CMAQ (thousands \$)	Total TE/RTIP/CMIA (thousands \$)	Total First Cycle (thousands \$)
8. REGIONAL STRATEGIC INVESTMENTS (RSI)					
SCL I-280 I/C Improvements	Santa Clara	VTA	\$1,000	\$31,000	\$32,000
Richmond Rail Connector	Contra Costa	TBD	\$8,000	\$0	\$8,000
8. REGIONAL STRATEGIC INVESTMENTS (RSI) TOTAL:			\$9,000	\$31,000	\$40,000
First Cycle Total			\$431,153	\$112,506	\$543,659

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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.

Attachment K

Risk Management Plan

Project Risk Register

DIST- EA		04-15350			Project Name: SOL-80 FPI (installing Ramp Metering and TOS elements)		Project Manager: James Hsiao		Prepared by: Osama Elhamshary			Date Created: 07/01/11	Last Updated: 08/30/11				
					Co - Rte - PM: SOL-80-PM 0.0/R28.4		Telephone: (510) 622-8810		(510) 622-5941								
ITEM	ID #	Status	Threat / Opportunity	Category	Date Risk Identified	Risk Discription	Root Causes	Primary Objective	Overall Risk Rating	Cost/Time Impact Value	Risk Owner	Risk Trigger	Strategy	Response Actions w/ Pros & Cons	Adjusted Cost/Time Impact Value	WBS Item	Status Date and Review Comments
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	
1	04-15350-01	Active	Threat	DESIGN	07/13/11	Delay due to design exceptions	Unforseen design exception or newly identified right of way constraints	TIME	Probability 2=Low (10-19%) Low Impact 3 =Med	\$10,000	Dennis B Ocampo (510) 286-4697 Dennis B. Ocampo@dot.ca.gov	Identify unrequested design exceptions during review	AVOID	Request design exception	\$1,500	230 PREPARE DRAFT PS&E	
2	04-15350-02	Active	Threat	DESIGN	07/13/11	Delay due to design issues	Identified design error or omission	TIME	Probability 2=Low (10-19%) Low Impact 3 =Med	\$20,000	Dennis B Ocampo (510) 286-4697 Dennis B. Ocampo@dot.ca.gov	Error discovery during review	ACCEPT	Resolve the issue	\$20,000	230 PREPARE DRAFT PS&E	
3	04-15350-03	Active	Threat	DESIGN	07/13/11	Bridge site data incomplete to DES due to lack of information	Undefined scope of retaining walls	TIME	Probability 3=Med (20-39%) Med Impact 3 =Med	\$20,000	Dennis B Ocampo (510) 286-4697 Dennis B. Ocampo@dot.ca.gov	Late BSS submittal	ACCEPT	Resolve the issue	\$20,000	230 PREPARE DRAFT PS&E	
4	04-15350-04	Active	Threat	DESIGN	07/13/11	Delay due to design changes to comply with 2010 design standards	HQ Design mandates the new 2010 design standards	TIME	Probability 1=Very Low (1-9%) Low Impact 4 =Med	\$200,000	Dennis B Ocampo (510) 286-4697 Dennis B. Ocampo@dot.ca.gov	New HQ policy adopted before RTL date	AVOID	Request exception	\$20,000	230 PREPARE DRAFT PS&E	
5	04-15350-05	Active	Threat	DESIGN	07/13/11	Electrical PS&E delay	Unable to provide Electrical power sources for TOS elements	TIME	Probability 2=Low (10-19%) Med Impact 4 =Med	\$100,000	Dennis B Ocampo (510) 286-4697 Dennis B. Ocampo@dot.ca.gov	PG&E can not provide service for TOS elements	ACCEPT	Alternative solutions (i.e. trenching or solar energy option)	\$800,000	230 PREPARE DRAFT PS&E	
6	04-15350-06	Active	Threat	DESIGN	07/13/11	RTL delayed due to standard HQ-OE review process	Unavailability of using AADD to streamline the review due to compressed schedule	TIME	Probability 3=Med (20-39%) Med Impact 4 =Med	\$100,000	Dennis B Ocampo (510) 286-4697 Dennis B. Ocampo@dot.ca.gov	Unavailability of using AADD option that streamline the process for compressed schedule	MITIGATE	Request AADD to meet RTL date	\$20,000	230 PREPARE DRAFT PS&E	

Approved by:  9/1/11
date

Project Risk Register

DIST- EA 04-15350		Project Name: SOL-80 FPI (installing Ramp Metering and TOS elements)			Project Manager: James Hsiao		Prepared by: Osama Elhamshary			Date Created: 07/01/11	Last Updated: 08/30/11						
		Co - Rte - PM: SOL-80-PM 0.0/R28.4			Telephone: (510) 622-8810		(510) 622-5941										
ITEM	ID #	Status	Threat / Opportunity	Category	Date Risk Identified	Risk Discription	Root Causes	Primary Objective	Overall Risk Rating	Cost/Time Impact Value	Risk Owner	Risk Trigger	Strategy	Response Actions w/ Pros & Cons	Adjusted Cost/Time Impact Value	WBS Item	Status Date and Review Comments
(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)	
7	04-15350-07	Active	Threat	DESIGN	07/13/11	Delay due to ADA issues	ADA standard not implemented at Ramp termini	TIME	Low	\$20,000	Dennis B Ocampo (510) 286-4697 Dennis B Ocampo@dot.ca.gov	Propose Ramp Termini connects with the city existing side walk	MITIGATE	Use ADA Design standards	\$20,000	230 PREPARE DRAFT PS&E	
8	04-15350-08	Active	Threat	PM	07/13/11	Unable to meet the fixed RTL date	No control over staff priorities	TIME	Med	\$200,000	Dennis B Ocampo (510) 286-4697 Dennis B Ocampo@dot.ca.gov	Staff delay or re-organization	TRANSFER	Issue task order	\$200,000	230 PREPARE DRAFT PS&E c 260 CONTRACT BID DOCUMENTS READY TO LIST	
9	04-15350-09	Active	Threat	PM	07/13/11	Unresolved project conflicts not escalated in a timely manner	Overlapping of projects limits scope of work or schedule	TIME	Med	\$100,000	James Hsiao (510) 622-8810 James Hsiao@dot.ca.gov	Acceleration or initiation of other new projects	MITIGATE	Early coordination	\$100,000	255 CIRCULATE, REVIEW AND PREPARE FINAL DISTRICT PS&E PACKAGE	
10	04-15350-10	Active	Threat	R/W	07/13/11	Delay caused by Longitudinal encroachment exception such as PG&E pole relocation	unable to get LEE on time	TIME	High	\$50,000	Melanie Hunt 5102865495 melanie.c.hunt@dot.ca.gov	Preliminary design has indicated possible need for LEE	AVOID	drop location /change scope	\$50,000	200 UTILITY RELOCATION	
11	04-15350-11	Active	Threat	R/W	07/13/11	Delay in Utility relocation due to company workload, financial condition, schedule, etc.	unable to relocate utilities on time	TIME	Med	\$50,000	Melanie Hunt 5102865495 melanie.c.hunt@dot.ca.gov	Conflict maps indicate a need for relocation	AVOID	drop location/change scope	\$50,000	200 UTILITY RELOCATION	
12	04-15350-12	Active	Threat	R/W	07/13/11	RWC Delay	Unable to issue RWC on schedule	TIME	Med	\$50,000	Melanie Hunt (510) 286-5495 melanie.c.hunt@dot.ca.gov	Identification of parcels	AVOID	Delete location (scope) that triggers R/W requirement	\$50,000	225 OBTAIN RIGHT OF WAY INTERESTS FOR PROJECT RIGHT OF WAY CERTIFICATION	
13	04-15350-13	Active	Threat	ENV	07/13/11	Unanticipated tree and shrub impacts	Construction footprint is larger than anticipated.	COST	Low	\$20,000	Susan Lindsay (510) 622-8725 Susan Lindsay@dot.ca.gov	Clearing and Grubbing Footprint change during construction	MITIGATE	RE to contact landscape architecture if clearing and grubbing limits change in the field	\$20,000	270 CONSTRUCTION ENGINEERING AND GENERAL CONTRACT ADMINISTRATION	

Approved by  date

Project Risk Register

DIST- EA 04-15350		Project Name: SOL-80 FPI (installing Ramp Metering and TOS elements)			Project Manager: James Hsiao		Prepared by: Osama Elhamshary			Date Created: 07/01/11	Last Updated: 08/30/11						
		Co - Rte - PM: SOL-80-PM 0.0/R28.4			Telephone: (510) 622-8810		(510) 622-5941										
ITEM	ID #	Status	Threat / Opportunity	Category	Date Risk Identified	Risk Discription	Root Causes	Primary Objective	Overall Risk Rating	Cost/Time Impact Value	Risk Owner	Risk Trigger	Strategy	Response Actions w/ Pros & Cons	Adjusted Cost/Time Impact Value	WBS Item	Status Date and Review Comments
	(a)	(b)	(c)	(d)	(e)	(f)	(g)	(h)	(i)	(j)	(k)	(l)	(m)	(n)	(o)	(p)	(q)
14	04-15350-14	Active	Threat	ENV	07/13/11	Unanticipated irrigation impacts.	Underground utility locations not known during PS&E.	COST	Probability 2=Low (10-19%)	\$50,000	Susan Lindsay	Irrigation uncovered during construction.	MITIGATE	Cap or repair.	\$50,000	270 CONSTRUCTION ENGINEERING AND GENERAL CONTRACT ADMINISTRATION	
									Low		(510) 622-8725						
									Impact 2 =Low		Susan.Lindsay@dot.ca.gov						
15	04-15350-15	Retired	Threat	ENV	07/13/11	Delay with AQ Study	Late AQ submittal to FHWA. 30 Days turnaround is expected.	TIME	Probability 3=Med (20-39%)	\$11,000	Glen Kinochita	AQ has not received AADT numbers from Traffic	ACCEPT	Request AADT information from Traffic ASAP	\$11,000	185 PREPARE BASE MAPS AND PLAN SHEETS	AQ Study was approved on 8/24/11 by FHWA.
									Med		(510) 286-5701						
									Impact 4 =Med		Glen.Kinochita@dot.ca.gov						
16	04-15350-16	Active	Threat	DES	07/13/11	Delay in Materials Recommendations	Unavailability of Design Plans and delay of Pavement Deflection Study	TIME	Probability 3=Med (20-39%)	\$10,000	Sea-Ning Wu	Not receiving sufficient project info 5 weeks before PS&E target date	AVOID	Adopt a conservative design approach on new pavement section and compromise slightly on the overlay requirement	\$10,000	230 PREPARE DRAFT PS&E	
									Low		(510) 286-4819						
									Impact 2 =Low		Sea-Ning.Wu@dot.ca.gov						
17	04-15350-17	Active	Threat	DES	07/13/11	Delay in Drilling Schedule Vs Project Schedule	Unfavorable soil conditions	TIME	Probability 1=Very Low (1-9%)	\$200,000	John Tjoelker	Receiving the LOTB and Soil test results	ACCEPT	Allow additional time between Str. P&Q and Draft SPS&E	\$20,000	255 CIRCULATE, REVIEW AND PREPARE FINAL DISTRICT PS&E PACKAGE	
									Low		(916) 227-8895						
									Impact 1 =Very Low		John.Tjoelker@dot.ca.gov						
##	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!	#REF!

Approved by date 9/1/11

Attachment L

VA Study Summary Report - Preliminary Findings

VA Study Summary Report – Preliminary Findings

D-4 Ramp Metering Installation on US 101, I-680, and I-80

04-SCL/ALA/SOL
101/680/80
PN 0400000426/
04000020304/
0400000425/
0400020739



A Value Analysis (VA) study, sponsored by Caltrans and facilitated by Value Management Strategies, Inc., was conducted for four D-4 Ramp Metering Installation projects on US 101, I-680, and I-80 in San Clara, Alameda, and Solano Counties, CA. The VA study was conducted August 15-18, 2011. This VA *Study Summary Report – Preliminary Findings* provides an overview of the project, key findings, and the alternatives developed by the VA team.

Note to reviewer: This is a summary of the VA study results. Please contact the DVAC if you would like a copy of the entire Preliminary VA Study Report with the detailed VA alternatives.

PROJECT SUMMARY

This VA study includes four separate projects. The projects, from south to north, are on US 101 in Santa Clara County between the San Benito County line and the SR 85/US 101 Interchange; on I-680 in Santa Clara County between the US 101 Connector and Scott Creek Road (Alameda County); on I-680 between the Santa Clara/Alameda County line and Alcosta Boulevard; and on I-80 in Solano County between the Contra Costa County line and the I-80/I-505 Junction.

Total project costs for all elements of the project are currently estimated at \$91,000,000.

PROJECT PURPOSE AND NEED

The main purpose of the project is to relieve congestion and reduce accidents.

VA STUDY TIMING

The VA study was conducted late PS&E Phase, which is to be completed in March 2012. The project is scheduled for Ready to List (RTL) in May 1, 2011.

VA STUDY OBJECTIVES

The objective of the VA study was to identify value-improving alternatives that will reduce cost, improve performance, reduce schedule, and minimize risks.

KEY PROJECT ISSUES

The items listed below are the key drivers, constraints, or issues being addressed by the project and considered during this VA study to identify possible improvements.

Miscellaneous:

- No bridge widening.
- No right-of-way takes.

EVALUATION OF BASELINE CONCEPT

During the course of the VA study, a number of analytical tools and techniques were applied to develop a better understanding of the baseline concept. A major component of this analysis was Value Metrics which seeks to assess the elements of cost, performance, time, and risk as they relate to project value. These elements required a deeper level of analysis, the results of which are detailed in the *Project Analysis* section of this report. The key performance attributes identified for the project are listed in the table, "Performance Attributes."

Performance Attributes

Mainline Operations
Environmental Impacts
Power & Communications
Acquisition
Local Operations
Maintainability
Construction Impacts

Below is a summary of the major observations and conclusions identified during the evaluation of the baseline design concept which led the VA team to develop the alternatives and recommendations presented in this report.

The VA team learned that the four projects will design and install the same ramp metering equipment and systems. This will include traffic operations systems, changeable message signs, closed-circuit television, and pavement induction loop detectors. Many on-ramps will be widened to accommodate expected traffic volumes and provide storage for vehicles.

The team learned that there are several large retaining walls in two projects and in the same two projects there are environmentally sensitive areas (ESAs) that contain habitats for threatened and endangers species and cultural resources. The projects fall under a categorical exclusion classification for the environmental document. This designation is needed in order to meet a RTL date of May 1, 2011. If any other level of environmental document were used, additional time would be needed for

preparation, review, and approval. This would result in not meeting the RTL milestone and therefore project funding would be lost. For these reasons, the team focused on advancing value-improving concepts that would reduce the risk of not meeting the RTL milestone.

VA ALTERNATIVES

The VA team developed 6 alternatives for improvement of the project. The following are the alternatives identified, along with their associated potential initial cost and/or life-cycle cost (LCC) savings, potential change in schedule, performance change, and a brief discussion of each. Please note that because the cost data depicted below represent *savings*, a number in parentheses represents a cost *increase*.

Alternative No. and Description	Initial Cost Savings	LCC Savings	Change in Schedule	Change in Performance
1.0 Prepare a Bridge Site submittal to Structures Design by end of September 2011	\$0	\$0	No change	+7%
The main reason to implement this alternative is to optimize the choice of the best retaining wall and optimize earthwork. This would result in less disturbance to ESAs and would allow the selection of retaining walls that could be less expensive than standard design retaining walls.				
2.0 Perform more early site evaluation and exploratory drilling to test for all soil contaminants	(\$5,150,000)	\$0	No change	+5%
The main benefit of this alternative is to save potential change order costs that could be realized if unknown contamination were found and change orders were needed to remove and dispose of the contamination.				
3.0 Use a reduced structural section in the ramp shoulder area	(\$15,000)	\$0	No change	+9%
The main benefit of this alternative is allowing a method to reduce the possibility of encountering cultural resources. It will also reduce project costs; however, at the time of the VA study this could not be quantified because of unknowns.				
4.0 Separate difficult environmental project areas from the main project	\$0	\$0	No change	+2%
The main benefit of this proposal is to reduce the risk of losing allocated funding for this project because the project would be stopped if the RTL milestone is not met. This concept will allow the project TO take advantage of the funding that is currently available. It will keep the project design activities moving forward in a timely manner.				

5.0 Span the ESAs with on-ramp viaducts in lieu of retaining walls in fill areas (\$4,200,000) \$0 No change +3%

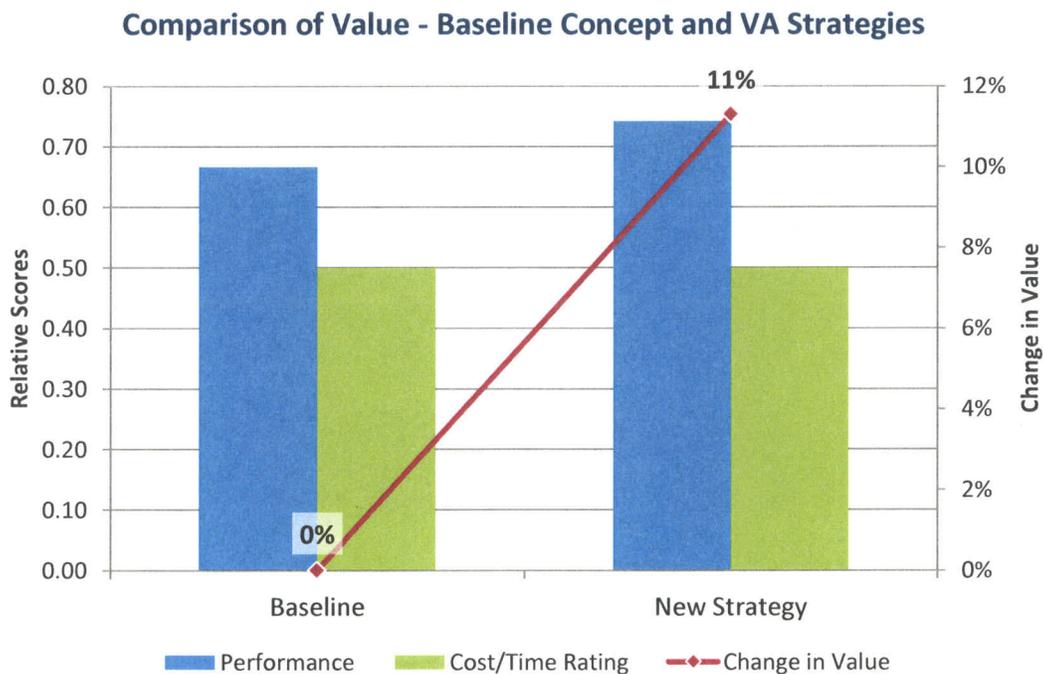
The main benefit of this alternative is to avoid significant cut and fill earthwork that would encroach into ESAs. Retaining walls would not be constructed. Support piles would be the only impact to the ESA soils.

6.0 Use roadside vehicle detectors in lieu of mainline and ramp loop detectors \$0 \$0 No change +23%

This concept will significantly reduce trenching in ESAs. There could be cost savings; however, these could not be quantified at the time of the VA study.

VA STUDY RESULTS

A summary of the VA strategies (combinations of VA alternatives) is provided in the following chart and table. This chart illustrates the relative trade-offs between performance (shown by the blue columns) versus cost and schedule (shown by the green columns). The red value line indicates the net % change in total value relative to the baseline concept. Please refer to the *Project Analysis* section of this report for additional details on this analysis.



Summary of VA Strategies

Strategy Description	Initial Cost Savings	LCC Savings	Change in Schedule	Change in Performance	Value Change
Recommended Strategy 1.0, 2.0, 3.0, 4.0, 5.0	(\$9,365,000)	\$0	No change	+11%	+11%

Note: Because the cost data depicted above represent savings, a number in parentheses represents a cost increase.

VA TEAM

VA Study Team

Name	Organization	Title
Fred Kolano	Value Management Strategies, Inc.	Team Leader
Meng Hsi Hung	Caltrans District 4	Geotechnical
Ping Law	Caltrans District 4	Traffic Operations Systems
Pradeep Bendale	Caltrans District 4	Design
Muthanna Omren	Caltrans District 4	Construction
Wi Chai	Caltrans District 4	Traffic Systems

Key Project Contacts

Name	Organization	Title
Sojin Yoo	Caltrans District 4	Design
Binh Dang	Caltrans District 4	District VA Coordinator
Mark Powers	Caltrans District 4	Traffic Operations Systems
Philip Kriegh	Caltrans District 4	Traffic Operations