

File No. 130120

Committee Item No. 5

Board Item No. 12

COMMITTEE/BOARD OF SUPERVISORS

AGENDA PACKET CONTENTS LIST

Committee: Budget and Finance SUB-Committee Date 03/06/2013

Board of Supervisors Meeting

Date MARCH 12, 2013

Cmte Board

- | | | |
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| <input type="checkbox"/> | <input type="checkbox"/> | Motion |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Resolution |
| <input type="checkbox"/> | <input type="checkbox"/> | Ordinance |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Digest |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Budget and Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Legislative Analyst Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Youth Commission Report |
| <input type="checkbox"/> | <input type="checkbox"/> | Introduction Form (for hearings) |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Department/Agency Cover Letter and/or Report |
| <input type="checkbox"/> | <input type="checkbox"/> | MOU |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Grant Information Form |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Grant Budget |
| <input type="checkbox"/> | <input type="checkbox"/> | Subcontract Budget |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Contract/Agreement |
| <input type="checkbox"/> | <input type="checkbox"/> | Form 126 – Ethics Commission |
| <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Award Letter |
| <input type="checkbox"/> | <input type="checkbox"/> | Application |
| <input type="checkbox"/> | <input type="checkbox"/> | Public Correspondence |

OTHER (Use back side if additional space is needed)

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Completed by: Victor Young Date March 1, 2013

Completed by: Victor Young Date 3-2-13

1 [Accept and Expend Grant - Streetscape and Circulation Improvements - Folsom and Howard
2 Streets - \$200,000]

3 **Resolution authorizing the Planning Department to retroactively accept and expend a**
4 **grant in the amount of \$200,000 from the Metropolitan Transportation Commission for**
5 **the inclusion of streetscape and circulation improvements on Folsom and Howard**
6 **Streets between Second and Fifth Streets in the Central Corridor Draft Plan**
7 **environmental analysis for the period of February 8, 2012, through July 31, 2014.**

8
9 WHEREAS, The Planning Department was awarded a grant for \$400,000 from the
10 Metropolitan Transportation Commission in Fiscal Year 2011-12 to conduct the environmental
11 analysis for the Central Corridor Draft Plan (grant code CPMTCC-12); and

12 WHEREAS, The area in the Central Corridor Draft Plan is a regional Priority
13 Development Area (PDA); and

14 WHEREAS, The environmental review for the Central Corridor Draft Plan will include
15 environmental review for the streetscape and circulation improvements on Folsom and
16 Howard Streets between Second and Eleventh Streets to achieve efficiencies and reduce
17 costs; and

18 WHEREAS, This comprehensive bundled effort will deliver a fully integrated land use
19 and transportation plan for this Priority Development Area with multi-modal street
20 improvements, enhanced pedestrian/bicycling conditions, improved transit performance, and
21 preserved vehicular circulation; and

22 WHEREAS, The Metropolitan Transportation Commission has awarded the San
23 Francisco Planning Department an additional \$200,000 to include the Folsom-Howard couplet
24 in the Central Corridor Draft Plan environmental analysis; and

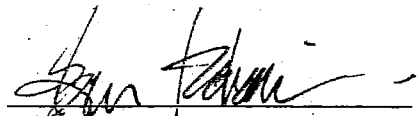
1 WHEREAS, No indirect costs will be charged to the grant because the full grant
2 amount is allocated to consultant costs; now, therefore, be it

3 RESOLVED, That the Board of Supervisors hereby authorizes the San Francisco
4 Planning Department to accept and expend, on behalf of the City and County of San
5 Francisco, funds from the Metropolitan Transportation Commission in the amount of \$200,000
6 for the purpose of including environmental analysis of the streetscape and circulation
7 improvements to Folsom and Howard Streets between Second and Fifth Streets in the
8 environmental analysis for the Central Corridor Draft Plan; and, be it

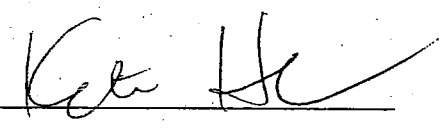
9 FURTHER RESOLVED, That the grant agreement includes a provision for matching
10 funds in the amount of \$750,000, of which \$350,000 is included in the Planning Department's
11 Fiscal Year 2012-14 budget, which will be funded by the City and County of San Francisco's
12 General Fund, and of which \$400,000 will be funded through application fee revenue; and, be
13 it

14 FURTHER RESOLVED, That all grant funds are allocated to consultant costs.

15
16 Recommended:

17 
18 _____

19 Department Head

20 Approved: 
21 _____

22 Mayor

23 Approved: 
24 _____

25 Controller

Item 5
File 13-0120

Department:
 Planning Department

EXECUTIVE SUMMARY

Legislative Objectives

- The proposed resolution would authorize the Planning Department to accept and expend a \$200,000 grant from the Metropolitan Transportation Commission (MTC) for the expansion of the scope of the previously approved Environmental Impact Report for San Francisco's Central Corridor to include the area of Folsom and Howard Streets between Second and Sixth Streets.

Key Points

- The City is undertaking two projects in the South of Market to (1) expand the existing Moscone Center (Moscone Expansion Project); and (2) extend the Central Subway along Fourth Street from Mission Street to Townsend Street (Central Corridor Project).
- The Planning Department received a \$400,000 grant from the Metropolitan Transportation Commission (MTC) in the FY 2011-12 budget to partially pay for consulting services to prepare: (1) an Environmental Impact Report (EIR) for the Central Corridor, as a component of the Central Subway Project, (2) an EIR for the Moscone Expansion Project, and (3) a Transportation Impact Study and associated transportation-related environmental documentation for both the Central Corridor Plan and Moscone Expansion Project. These studies are expected to provide improved land use and transportation plans for the South of Market (SoMa) neighborhood.
- The Planning Department applied to the MTC for a second \$200,000 grant to expand the proposed scope for Central Subway Project's Central Corridor EIR to include the area of Folsom and Howard Streets between Second and Sixth Streets as this is much of SoMa's main commercial center.

Fiscal Impacts

- The MTC requires matching funds of \$750,000 for the proposed \$200,000 grant, of which \$400,000 will be funded by the Department of Public Works through Moscone Expansion Project application fee revenues and \$350,000 will be funded by the City's General Fund capital funds. The \$750,000 in required matching funds was previously appropriated by the Board of Supervisors in the City's FY 2012-13 and FY 2013-14 budgets.
- Total project costs are \$2,532,000, which includes (1) a contract between the Planning Department and Environmental Science Associates, selected through a competitive Request for Proposals process to prepare the two EIRs and to prepare the Transportation Impact Studies for the Central Corridor and Moscone Expansion projects, totaling \$1,832,000; and (2) \$700,000 in Planning Department and City Attorney costs.
- Project funding sources for the costs of \$2,532,000 are: (1) \$600,000 in MTC grants and \$750,000 in matching funds, totaling \$1,350,000 (2) \$36,000 from the Department of Public Works, (3) \$750,000 from the Tourism Improvement District, (4) \$146,000 from the Planning Department, and (5) \$250,000 from the Planning Department's pending Supplemental Appropriation (File 13-0117 of the Budget and Legislative Analyst's report to the Budget and Finance Committee).

Recommendation

- Approve the proposed resolution.

MANDATE STATEMENT/ BACKGROUND

Mandate Statement

In accordance with Administrative Code Section 10.170-1, the acceptance and expenditure of Federal, State, or other grant funds in the amount of \$100,000 or more is subject to approval by the Board of Supervisors.

Background

The City is undertaking two projects in the South of Market to (1) expand the existing Moscone Center (Moscone Expansion Project); and (2) extend the Central Subway along Fourth Street from Mission Street to Townsend Street (Central Corridor Project).

The Planning Department received a \$400,000 grant from the Metropolitan Transportation Commission (MTC) in the FY 2011-12 budget to pay for consulting services to prepare: (1) an Environmental Impact Report (EIR) for the Central Corridor, as a component of the Central Subway Project, (2) an EIR for the Moscone Expansion Project, and (3) a Transportation Impact Study and associated transportation-related environmental documentation for both the Central Corridor Plan and Moscone Expansion Projects. These studies are expected to provide improved land use and transportation plans for the South of Market (SoMa) neighborhood in light of the substantial changes underway for the neighborhood.

The Planning Department applied to the MTC for a second \$200,000 grant to expand the proposed scope for the Central Subway Project's Central Corridor EIR to include the area of Folsom and Howard Streets between Second and Sixth Streets. As reported by the Planning Department in the second grant application to the MTC, this Folsom-Howard area encompasses much of the main commercial center of the SoMa neighborhood and should be included in the EIR.

The draft contract deliverables for the consulting services for the full EIR are outlined in Table 1 below.

Table 1: Draft Consulting Contract Deliverables for Impact Studies

Anticipated Completion Date	Major Deliverables for the EIR Consultant Contract
February 2013	Consultant Contract is Executed
April 2013	Central Corridor Notice of Preparation of an Environmental Impact Report
October 2013	Final Combined Central Corridor and Moscone Project Transportation Impact Study
October 2013	Moscone Project Initial Study or Notice of Preparation of an Environmental Impact Report
January 2014	Moscone Project Draft Environmental Impact Report
March 2014	Central Corridor Draft Environmental Impact Report
July 2014	Certification of Moscone Project Environmental Impact Report
December 2014	Certification of Central Corridor Environmental Impact Report

DETAILS OF PROPOSED LEGISLATION

The proposed resolution would authorize the Planning Department to accept and expend a \$200,000 grant from the Metropolitan Transportation Commission (MTC) for the expansion of the scope of the Environmental Impact Report for San Francisco's Central Corridor to include the area of Folsom and Howard Streets between Second and Sixth Streets.

FISCAL IMPACT

The MTC requires matching funds of \$750,000 for the proposed \$200,000 grant, of which \$400,000 will be funded by the Department of Public Works through Moscone Expansion Project application fee revenues, and \$350,000 will be funded by the City's General Fund capital funds. The \$750,000 in required matching funds was previously appropriated by the Board of Supervisors in the City's FY 2012-13 and FY 2013-14 budgets.

Total project costs are \$2,532,000, which includes (1) a contract between the Planning Department and Environmental Science Associates, selected through a competitive Request for Proposals process to prepare the two EIRs and to prepare the Transportation Impact Studies for the Central Corridor and Moscone Expansion projects, totaling \$1,832,000; and (2) \$700,000 in Planning Department and City Attorney costs.

Project funding sources for the costs of \$2,532,000 are: (1) \$600,000 in MTC grants, including the subject requested grant of \$200,000, and \$750,000 in matching funds, totaling \$1,350,000 (2) \$36,000 from the Department of Public Works, (3) \$750,000 from the Tourism Improvement District, (4) \$146,000 from the Planning Department, and (5) \$250,000 from the Planning Department's pending Supplemental Appropriation (File 13-0117 of the Budget and Legislative Analyst's report to the Budget and Finance Committee).

No indirect costs will be charged to the grant as the full grant amount is allocated to the consultant's costs associated with the Environmental Impact Review of the Central Corridor.

RECOMMENDATION

Approve the proposed resolution.

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: John Rahaim, Director of Planning
DATE: December 11, 2012
SUBJECT: Accept and Expend Resolution for Subject Grant

GRANT TITLE: Central Corridor EIR Augment

Attached please find the original and 4 copies of each of the following:

- Proposed grant resolution; original signed by Department, Mayor, Controller
- Grant information form, including disability checklist
- Grant budget
- Grant application
- Grant award letter from funding agency
- Ethics Form 126 (if applicable)
- Contracts, Leases/Agreements (if applicable)
- Other (Explain):

Special Timeline Requirements:

Departmental representative to receive a copy of the adopted resolution:

Name: Keith DeMartini

Phone: 575-9118

Interoffice Mail Address: Planning Department, 1650 Mission St, Suite 400

Certified copy required Yes

No

(Note: certified copies have the seal of the City/County affixed and are occasionally required by funding agencies. In most cases ordinary copies without the seal are sufficient).

File Number: _____
(Provided by Clerk of Board of Supervisors)

Grant Resolution Information Form
(Effective July 2011)

Purpose: Accompanies proposed Board of Supervisors resolutions authorizing a Department to accept and expend grant funds.

The following describes the grant referred to in the accompanying resolution:

1. Grant Title: Central Corridor EIR Augmentation

2. Department: Planning Department

3. Contact Person: Keith DeMartini

Telephone: 575-9118

4. Grant Approval Status (check one):

Approved by funding agency

Not yet approved

5. Amount of Grant Funding Approved or Applied for: \$200,000

6a. Matching Funds Required: \$750,000

b. Source(s) of matching funds (if applicable): \$350,000 from the City and County of San Francisco's General Fund, which is included in the Planning Department's FY12-14 budget and \$400,000 from application fee revenue associated with the Moscone expansion.

7a. Grant Source Agency: Federal Highway Administration—Surface Transportation Program

b. Grant Pass-Through Agency (if applicable): Metropolitan Transportation Commission

8. Proposed Grant Project Summary: The inclusion of streetscape and circulation improvements to Folsom and Howard Streets between Second and Fifth Streets in the environmental analysis (EIR) of the Central Corridor Draft Plan. The grant funds are extending the scope of a project partially funded by a 2011 Station Area Planning Grant from the Metropolitan Transportation Commission for the Central Corridor Draft Plan environmental review.

9. Grant Project Schedule, as allowed in approval documents, or as proposed:

Start-Date: February 8, 2012

End-Date: July 31, 2014

10a. Amount budgeted for contractual services: \$200,000

b. Will contractual services be put out to bid? yes

c. If so, will contract services help to further the goals of the Department's Local Business Enterprise (LBE) requirements? yes

d. Is this likely to be a one-time or ongoing request for contracting out? One-time

11a. Does the budget include indirect costs?

Yes

No

b1. If yes, how much? \$

b2. How was the amount calculated?

c1. If no, why are indirect costs not included?

- Not allowed by granting agency To maximize use of grant funds on direct services
- Other (please explain): The full grant amount is allocated to contractual services

c2. If no indirect costs are included, what would have been the indirect costs?

12. Any other significant grant requirements or comments:

****Disability Access Checklist** (Department must forward a copy of all completed Grant Information Forms to the Mayor's Office of Disability)**

13. This Grant is intended for activities at (check all that apply):

- | | | |
|--|---|--|
| <input checked="" type="checkbox"/> Existing Site(s) | <input type="checkbox"/> Existing Structure(s) | <input type="checkbox"/> Existing Program(s) or Service(s) |
| <input type="checkbox"/> Rehabilitated Site(s) | <input type="checkbox"/> Rehabilitated Structure(s) | <input type="checkbox"/> New Program(s) or Service(s) |
| <input type="checkbox"/> New Site(s) | <input type="checkbox"/> New Structure(s) | |

14. The Departmental ADA Coordinator or the Mayor's Office on Disability have reviewed the proposal and concluded that the project as proposed will be in compliance with the Americans with Disabilities Act and all other Federal, State and local disability rights laws and regulations and will allow the full inclusion of persons with disabilities. These requirements include, but are not limited to:

1. Having staff trained in how to provide reasonable modifications in policies, practices and procedures;
2. Having auxiliary aids and services available in a timely manner in order to ensure communication access;
3. Ensuring that any service areas and related facilities open to the public are architecturally accessible and have been inspected and approved by the DPW Access Compliance Officer or the Mayor's Office on Disability Compliance Officers.

If such access would be technically infeasible, this is described in the comments section below:

Comments:

Departmental ADA Coordinator or Mayor's Office of Disability Reviewer:

Carla Johnson
(Name)

Interim Director
(Title)

Date Reviewed: 9-18-12

[Signature]
(Signature Required)

Department Head or Designee Approval of Grant Information Form:

JOHN PATRICK
(Name)

PLANNING DIRECTOR
(Title)

Date Reviewed: 10-2-12

[Signature]
(Signature Required)

**ATTACHMENT B
PROJECT BUDGET AND SCHEDULE**

The following table provides the project budget by deliverable, including the local match to be provided by the RECIPIENT:

Task	Deliverables	MTC Contribution	Recipient Match	Total Cost	Completion Date
1	Issue RFP 1.1 RFP for environmental consultant selection	\$ 45,000	\$ 45,000	\$ 45,000	7/31/12
2	Project Initiation 2.1 Final project description of the Central Corridor Plan 2.2 Summary of baseline conditions	\$ 10,000	\$ 40,000	\$ 50,000	1/31/13
3	Public Scoping & Notice of Preparation 3.1 Notice of EIR Preparation (NOP) and distribution 3.2 Notice of Availability (NOA) of NOP and distribution 3.3 Notice of Completion	\$ 10,000	\$ 20,000	\$ 30,000	1/31/13
4	Initial Study 4.1 Publication and distribution of Initial Study 4.2 Distribution/Mailing of NOA and NOC of Initial Study	\$ 150,000	\$ 60,000	\$ 210,000	7/31/13
5	Technical Studies 5.1 Draft technical studies	\$ 160,000	\$ 175,000	\$ 335,000	9/30/13
6	Draft Environmental Impact Report 6.1 Final technical studies 6.2 Draft EIR 6.3 Distribution/Mailing of NOA and Completion of Draft EIR	\$ 190,000	\$ 235,000	\$ 425,000	10/31/13
7	EIR Comments and Responses, Mitigation Monitoring and Reporting Program, and Findings 7.1 Publication and Distribution of Draft EIR Comments and Responses 7.2 Mitigation Monitoring and Reporting Program 7.3 Final EIR	\$ 80,000	\$ 75,000	\$ 155,000	6/30/14
8	Contingency		\$ 100,000	\$ 100,000	
TOTAL		\$ 600,000	\$ 750,000	\$ 1,350,000	



SAN FRANCISCO PLANNING DEPARTMENT

April 12, 2012

Therese Trivedi
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Re: PDA Planning Program - Central Corridor Environmental Impact Report

Dear Ms. Trivedi:

The San Francisco Planning Department is pleased to submit this grant application to augment the Central Corridor Environmental Impact Report (EIR).

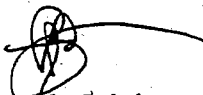
The Central Corridor area presents a historic opportunity to support dense transit-oriented development in proximity to the new, \$1.5 billion Central Subway line. This development, in coordination with other land use plans recently developed for the SoMa area, will go a long way in meeting regional housing and employment needs in a walkable, transit-served environment. Last year, MTC awarded San Francisco funds to help complete environmental analysis required under CEQA, and amendments to the City's General Plan and Planning Code, to implement the Central Corridor Plan's land use strategies.

Since that time, other efforts in and around the project area have materialized that will spur and support the growth planned in the Central Corridor. Funding from the PDA Planning Program will allow for these new projects to be cleared by the Central Corridor EIR, providing a comprehensive land use and transportation analysis. Most critically, it will support streetscape and circulation improvements to Folsom and Howard Streets, which serve as SoMa's main streets, neighborhood center, and east-west circulation spine. Enabling this environmental clearance will help deliver multi-modal street improvements, enhance pedestrian and bicycling conditions, improve transit performance, and preserve vehicular circulation.

We are excited about the opportunity to deliver a fully integrated land use and transportation plan for the growing City center of SoMa through the Central Corridor Plan and EIR. With the augmentation provided by the grant request of \$200,000, the Central Corridor EIR will clear the way not only for significant amounts of housing and jobs, but for the critical transportation and development projects that will support that growth.

If you have any questions regarding our application, please contact Joshua Switzky on my staff at 415-575-6815 or Joshua.Switzky@sfgov.org. Thank you for your consideration of our application. We look forward to hearing from you.

Sincerely,


John Rahaim
Director of Planning

for

1650 Mission St.
Suite 400
San Francisco,
CA 94103-2479

Reception:
415.558.6378

Fax:
415.558.6409

Planning
Information:
415.558.6377



**PDA PLANNING PROGRAM
Cycle Five
Application for Funding**



Application Deadline: April 12, 2012

Please review the Program Guidelines for additional information

Part 1 - GENERAL INFORMATION	
a. Lead Applicant (City/County) Contact information (email/phone):	Planning Department, City and County of San Francisco Joshua Switzky, Senior Planner Joshua.Switzky@sfgov.org 415-575-6815
b. Partner Transit Agency Contact information (email/phone):	San Francisco Municipal Transportation Agency (SFMTA) Peter Brown, Project Manager, Long Range Planning Peter.Brown@sfmta.com 415-701-5485
c. Partner Congestion Management Agency (CMA) Contact Information (email/phone):	San Francisco County Transportation Authority Chester Fung, Senior Transportation Planner Chester.Fung@sfcta.org 415-522-4804
d. Name of PDA or Station Area	Downtown, Eastern Neighborhoods, and Transbay Transit Center PDAs
e. Size of Planning Area (in acres)	317.6 acres
f. PDA-Identified Place-type(s)*	Regional Center
g. Other Transit Agencies Serving Planning Area	BART, Caltrain, Golden Gate Transit, AC Transit, WestCat, SamTrans
h. Local Stakeholder and Community Partners (attach letters of support if applicable)	TODCO Affordable Housing Developers, Soma Leadership Council, Central Subway Outreach Committee, Clementina Cares Neighborhood, San Francisco Housing Action Coalition, South of Market Business Association (SOMBA), Rincon Hill /Mission Bay Neighborhood Association, South of Market Area Committee, San Francisco Visitors Bureau, San Francisco Planning & Urban Research (SPUR), and Yerba Buena Community Benefit District
i. Total Project Budget	\$1,350,000
j. Total Grant Request from MTC**	\$200,000
k. Local Match - 20% of total project budget - required	\$750,000
l. Source of Local Matching Funds	San Francisco General Fund and private developer

Part 2 - TYPE OF PLANNING ACTIVITY (check all that apply)		
a.	<input type="checkbox"/> Specific Plan <input type="checkbox"/> Zoning Amendment <input type="checkbox"/> Program-Level Environmental Impact Report (EIR) <input checked="" type="checkbox"/> Other (describe in narrative below): Project Level EIR	<input type="checkbox"/> Precise Plan <input type="checkbox"/> Form-Based Code
b.	Anticipated Start Date: 10/01/12	c. Anticipated End Date: 7/31/14

* See Appendix 2 for Place-type options

** See Award Guidelines by Place-type on page 2 of Application Guidelines

Part 3 - PDA INFORMATION		
	CURRENT CONDITIONS*	FUTURE GOAL
a. Types of Zoning in PDA, including dwelling units/acre	A mix of high intensity Downtown Commercial, medium intensity mixed use, and restrictive Industrial zoning	High intensity Downtown Commercial, residential and mixed use
b. Total Population (Best Estimate)	33,080	43,000
c. Total Households (Best Estimate)	16,385	21,500
d. Total Jobs (Best Estimate)	78,628	108,000
e. Available Transit Service(s)	Regional rail, local rail, regional bus, and local bus	Regional rail, local rail, bus rapid transit, regional bus, and local bus

* Please provide source for current conditions

Part 4 - ADDITIONAL INFORMATION		
	Yes	No
a. Is the request for this planning grant to augment an existing planning effort that is already partially funded?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. If you answered yes to (a), has a consultant already been hired to assist in the development of the plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. If a new transit station is proposed within the planning area, is it currently recognized in the General Plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have other plans (any targeted planning efforts including specific plans, precise plans, area plans, concept plans) been developed within the last 10 years that cover the project area? Note: If yes, please attach list of individual planning efforts and date completed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Will the plan be formally adopted by the City Council or Board of Supervisors?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. If applicable, does the property owned by the transit agency represent part of the development potential for the project area/transit station?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Does your jurisdiction have any open/uncompleted Station Area Planning grants funded through the FOCUS Program? If yes, indicate when the grant/planning process(es) will be complete. If the date is after July 2012, please describe available staff capacity to manage any new planning grants in the Narrative in Part 5.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
		Completion date: 7/31/14

Part 5 – NARRATIVE

Attach a no more than FOUR page (8½ x 11 paper – single spaced, 12 pt. font) narrative to your proposal that addresses all of the following questions and provides any other relevant information.

1. Introduction/Vision

- What is the vision for the PDA?
- Which Place-type(s) in Appendix 2 seems most appropriate for your PDA and why? What is the potential for this PDA plan to meet or exceed the development guidelines for the Place-type in the future?
- What type of plan or study will be developed and why (e.g. specific plan, precise plan)? Will the planning process include a project-level or programmatic EIR and/or revisions and updates to zoning codes, etc.?

If specific plans or other similar plans have been prepared for the station area in the past, explain reason for updating plans and how the previous plan was implemented. (Please attach a list of all planning efforts and documents that have been developed for any portions of the project area within the last 10 years. Include dates completed).

2. Existing Policies

- Describe any existing local policies that are already in place that will help provide additional housing and transportation choices in the station area, such as innovative parking policies, pedestrian-oriented design standards, or affordable housing policies, etc.

3. Proposed Planning Elements

- Briefly describe your strategic approach to addressing each of the planning elements in Part 6. Include any relevant issues or current conditions in your community related to each element, why they are important, and how they may factor into the planning process. Note why any elements would not be included in the PDA plan based on existing plans and policies as a result of a completed or amended precise or specific plan within the past 10 years.

4. Project Readiness/Local Commitment to the Plan and Implementation

- Describe the level of developer interest in this area, including applicable permit activity. If low, describe how the plan could facilitate interest.
- Are there any major property owners (owning > 20% of property in planning area) or key opportunity sites in the planning area and will they be part of the planning process? (If so, note specific sites and/or stakeholders and the properties they own).
- Describe the city's commitment to ensure completion and adoption of the plan, such as by providing adequate staffing and financial resources.
- How will your jurisdiction ensure that policies established in the plan are supported and enacted? Will your jurisdiction be adopting an EIR, new zoning and any related general plan amendments? Describe any support for the project or relevant policies that the Planning Commission and/or City Council have shown to date.

Part 6 – PLANNING ELEMENTS		
(SEE APPENDIX 1 FOR DETAILED DESCRIPTION OF EACH ELEMENT)		
	To be included in plan?	
	Yes	No
<p>1. PDA Profile</p> <p>Description: Brief initial report detailing demographic and socio-economic characteristics of the station area, as well as transit/travel patterns and use, etc. Data sources should include the US Census, as well as other planning efforts. Results from the PDA Profile should inform the PDA Elements listed below.</p>	REQUIRED	
<p>2. Community Involvement Strategy</p> <p>Description: An outline describing the outreach strategy used in the plan, including all public meetings, notices, charettes, and other outreach tools for the plan, with special attention paid to effective methods towards involving community groups and minority, low-income, youth, renter, and non-English speaking populations.</p>	REQUIRED	
<p>3. Alternatives Analysis</p> <p>Description: Development of several land use alternatives or visions over the long term, their impacts upon the existing community and neighboring land uses, the feasibility of instituting each alternative, and the selection of a preferred development scenario. Should include analysis of potentially incompatible land uses and resulting exposure issues.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>4. Market Demand Analysis</p> <p>Description: An analysis of the future market demand for higher density-housing at all levels of affordability, retail, commercial and industrial (if appropriate) uses.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>5. Affordable Housing Strategy</p> <p>Description: An analysis of existing housing stock and policies and how well they provide a range of housing choices, both in type and affordability. Strategies (including land use policies, other policies and programs) to meet affordable housing goals, provide housing affordable to low-income residents and prevent displacement of existing residents due to implementation of the plan should be analyzed.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<p>6. Multi-modal Access & Connectivity</p> <p>Description: Strategies for improving bus access to rail stations and ferry terminals and frequency of feeder services (in consultation with transit providers) as well as pedestrian, bicycle and auto access and safety. Multi-modal connections between the transit stations and surrounding neighborhoods should be emphasized.</p>	<input type="checkbox"/>	<input type="checkbox"/>
<p>7. Pedestrian-Friendly Design Standards</p> <p>Description: Building, open space and street design standards that focus on pedestrian-oriented design that enhances the walking environment and increases pedestrian comfort and convenience as well as the safety and security of transit patrons in and around the station area.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>8. Accessible Design</p> <p>Description: Accessible design for people with disabilities and the elderly that ensures fully accessible transit stations, accessible paths of travel between the stations and surrounding areas, and visitable and habitable housing units adjacent to the station(s) where feasible.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>9. Parking Analysis</p> <p>Description: An analysis of existing and future parking demand/supply to create a parking policy and management element that aims at reducing parking demand/supply through pricing, zoning, and support for alternative modes.</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>10. Infrastructure Development & Budget</p> <p>Description: An analysis of current and future public infrastructure needed in the planning area (including schools, libraries, parks, sewers and other facilities) to serve the existing and future needs of the anticipated population. Financing strategies should propose specific mechanisms to fund necessary improvements, expansions, and maintenance of existing services.</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>11. Implementation Plan & Financing Strategy</p> <p>Description: A list of measurable actions detailed in plan, and estimated timeline for their implementation, including adoption of new policies, phasing of new infrastructure and public developments, creation of new programs and, identification of near and longer-term priorities.</p>	REQUIRED	

Part 7 – MAP OF PLANNING AREA
<p>Attach a map showing the proposed planning area that includes at least a half mile radius around any transit station in the area, as well as any other relevant information for land uses, station location etc. Photos of current conditions in the planning area are optional.</p> <p>All images must be in PDF form and should not exceed 5 mb combined.</p>

An Environmental Impact Report (EIR) has been scoped and funded for the Central Corridor Plan to assess the impacts of proposed land use and public realm changes in the project area from Mission Street to Townsend and 2nd Street to 6th Street. Since the time funding was secured for this EIR, other efforts in and around the project area have materialized that will spur and support growth assessed by the Central Corridor EIR. Funding from the PDA Planning Program will allow for the inclusion of these new efforts, specifically on Folsom and Howard Streets, into the Central Corridor EIR so a comprehensive land use and transportation analysis can be completed. In doing so, travelers within and through the project area will benefit from the implementation of a cohesive plan to deliver multi-modal street improvements, enhance pedestrian/bicycling conditions, improve transit performance, and preserve vehicular circulation.

1. Introduction/Vision

VISION FOR THE SOMA PDAs: As the Bay Area's population grows, housing and employment markets increasingly look to San Francisco to accommodate this growth demand. State, regional, and local policies support new development in areas served by transit as a way to reduce greenhouse gases and meet other environmental and economic goals. Combined, these market and policy factors direct substantial growth to San Francisco in the foreseeable future.

San Francisco has directed much of its expected growth towards South of Market (SoMa), its transit rich urban core of three PDAs—Downtown, Transbay, and the Eastern Neighborhoods. Although SoMa is a contiguous geographic area, PDAs were planned separately to address the unique and particular land use, transit, and social conditions of its various neighborhoods. The Rincon Hill and East SoMa Area Plans are adopted, the Transbay Transit Center District and Western SoMa Plans are nearing adoption and the Central Corridor Plan is entering environmental review. This most recent plan is Central Corridor Plan takes advantage of the new Central Subway light rail transit (beginning operation in 2017). a \$1.5 billion transit investment will run from the Caltrain Station to Market Street (continuing north to Chinatown). The Folsom/Howard corridor traverses all of these plan areas.

PLACE TYPE: The SoMa PDAs are a Regional Center Place Type—a primary center of economic and cultural activity for the region. SoMa has a dense mix of employment, housing, retail, and entertainment that caters to regional markets. In all, planning efforts in SoMa will be able to support 30,000 new housing units and over 90,000 new jobs.

SoMa is a nexus of regional and local transit. The Caltrain terminal connects to the Peninsula and the new Transbay Terminal will be a hub for 11 regional transit services. Market Street, the northern border of SoMa, has four BART stations, Muni underground, tram, and buses, as well as bike lanes. The Central Subway will connect all these services to the Financial District and Chinatown.

PLANNING PROCESS: The Central Corridor Plan and its associated EIR, which is partially funded by a 2011 Station Area Planning Grant, will clear the way for significant amounts of housing and job growth. Over the course of the Central Corridor Planning Process this past year, several projects have matured to the point that it is now critical to integrate these efforts in order to both attract growth to the SoMa area and to supporting it when it arrives. The first three projects are being funded by the City, grants, and private parties and being included in the Central Subway EIR. The last project is also funded and undergoing environmental review.

- *The Moscone Convention Center major expansion:* The Convention Center plays a critical role in the City's economic growth and plans are under way for a major expansion and capital

improvements that will add up to 1.2 million gross square feet of new convention facility, street front retail, and streetscape improvements.

- *Street improvements to Folsom and Howard Streets between 5th and 11th Streets:* As the main street and commercial center for much of the SoMa neighborhood, this corridor provides local services for current and planned residential and employment growth. Improvements were designed and prioritized in the ENTRIPS project analysis, which was completed in 2010.
- *Street improvements to Folsom and Howard between 2nd and 5th Streets:* This segment of Folsom and Howard is a major thoroughfare and a neighborhood center for Rincon Hill. With the addition of the new Central Subway Moscone Station at its intersection with Fourth Street, these segments of Folsom and Howard between 5th and 2nd Streets is being redesigned. (*Note: corridor segments from 2nd to the Embarcadero were designed and environmentally cleared through the Transbay Transit Center District and Rincon Hill Area Plans*).
- *Transit Effectiveness Project (TEP):* The new 11-Folsom bus route alignments will better connect this neighborhood to the Financial District and Market Street. Changes to Howard and Folsom Streets could enhance the public's use of SoMa service routings, as well as provide opportunities to improve connections to lines on and north of Market such as the 9 and 30.

The Central Corridor+ EIR is fully funded. With an add-on of \$200,000 from the PDA Planning Program, we will be able to bundle in environmental review for Folsom and Howard between 2nd and 5th. Including these projects in one EIR will fast-track economic growth, support sustainable, transit-oriented jobs, and efficiently move people on transit, bike or foot through the area. Clustering these project-level reviews with the program-level review of the Central Corridor Plan will:

- Increase cost-effectiveness and gain efficiencies. The alternative approach to this work is significantly more costly and time consuming, and fragments transportation planning efforts in spatial ways that do not make sense to people driving, riding transit, bicycles, or walking.
- Synthesize transportation circulation plans across the Rincon Hill Plan, East and Western SoMa Area Plans, the Transbay Transit Center District Plan, and the Central Corridor Plan and deliver multi-modal street improvements through comprehensive design and holistic implementation that will improve pedestrian conditions, the public realm, transit legibility and performance, bicycle conditions, and vehicle circulation in high growth areas.
- Ensure immediate implementation of several major components of the Plan's vision by providing several shovel-ready projects that will spur economic development & growth upon plan adoption.

2. Existing Policies

Because of the mixed-use nature of the area, policies that support employment growth are equally as important as those supporting housing growth. Flexible zoning controls and high permitted densities (typically six-to-eight stories, though up to 30 stories in some locations) exist in much of the project area. Strict parking maximums for all uses maximize space for development and support non-auto modes share. Additional local policies that support transportation choices and pedestrian-oriented design:

- The Transit First policy (City Charter 1999) prioritizes transit over private vehicles in policy decisions.
- The Transportation Element of the General Plan (1995) prioritizes transit, bicycle and pedestrian use over the private automobile, and contains a multitude of policies to support these uses.
- The Bicycle Plan (2010) encourages development and improvement of bike routes in the area.
- The Better Streets Plan (2010) provides design guidance for pedestrian improvements.
- The City's Transit Effectiveness Project (ongoing) will improve MUNI's capacity and reliability.

3. Proposed Planning Elements

1. *Station Area Profile:* Demographic and socio-economic information is incorporated into the Central Corridor Plan and transportation plans impacting the area. Eastern Neighborhoods Transportation Implementation Plan's (EN TRIPS) Existing Conditions Report (June 2010) and the Planning Department's land use database provided data on transit/travel.

2. *Community Involvement Strategy:* Building on other SoMa efforts, the planning process involved the existing Eastern Neighborhoods Citizens Advisory Committee (EN CAC). A Technical Advisory Committee (SFMTA, SFCTA, OEWD, SFRA, BART, Caltrans, ABAG, MTC) ensured that the planning effort coordinated with other transit, housing, and employment activities.

A range of stakeholders were included in the planning process: property owners; businesses and their employees; residents, particularly renters, and their neighborhood organizations; property owners; economic development organizations; cultural and visitor service organizations; and transit, bicycle and pedestrian advocates. Public Engagement activities included stakeholder interviews; Web-based tools (Web site, online surveys, RSS feeds); community forums; walking tours; and informal open houses.

3. *Alternatives Analysis:* The Plan developed land use scenarios to meet the 25-year projected growth forecasts tied to different land use, density, urban form, and geographic allocations. The Planning Department and SFMTA developed ridership scenarios based on the land use scenarios, which are considered in transit and streetscape changes for the Folsom and Howard segments between 2nd and 5th.

4. *Market Demand Analysis:* The Plan supports new development while maintaining and enhancing diverse land uses. The City's Housing Element (adopted March 2011) analyzed housing demand at all levels of affordability. The City analyzed market demand as part of this and other recent area plans. On an ongoing basis, the City monitors market demand by talking to developers, monitoring applications and the development pipeline, and collecting demand projections from industry and academic sources.

5. *Affordable Housing Strategy:* The Housing Element prioritizes meeting the housing needs of very low to moderate incomes households. Thus, the Plan includes strategies for promoting affordable housing development, including both publicly subsidized development and affordability requirements on private development, as well as strategies to preserve and enhance the stock of affordable housing.

6. *Multi-Modal Station Access and Connectivity:* The Plan examines circulation in the public realm in an effort to knit all these modes together. It identifies Folsom and Howard as critical corridors for improved station access. Transit connectivity, pedestrian access, and circulation are also included in EN TRIPS and SFMTA's Transit Effectiveness Project.

7. *Pedestrian-Friendly Design Standards:* The Better Streets Plan (2010) defines standards that will be applied to public realm improvements in the Plan area. Improvements under consideration for Folsom and Howard include two-way streets, frequent crosswalks, road diets, and bulb-outs.

8. *Accessible Design:* Guidelines for accessibility are included in the Better Streets Plan. All improvements on Folsom and Howard will be ADA accessible.

9. *Parking Demand Analysis:* This element not was included in the Central Corridor Plan because the City's adopted parking standards are very strict and pro-transit. This is a very dense urban area that will not accommodate or encourage driving to stations.

10. *Infrastructure Development & Budget:* Costs of improvements to the proposed segment of Folsom and Howard are identified in the City's Capital Plan as well the infrastructure priority list of the Eastern

Neighborhoods Citizens Advisory Committee. Costs for these specific improvements will be funded through a range of City and local sources, such as impact fees, property assessments, and value capture strategies and development credits.

11. Implementation Plan & Financing Strategy. The Plan's implementation strategy includes funding mechanisms ("value capture") to support future capacity needs, operating and maintenance of transit systems; joint development agreements; rights-of-entry agreements; cost-sharing agreements; fair-share allocations; use of tax increment; advertising and other third-party-based contract revenues.

4. Project Readiness/Local Commitment to the Plan and Implementation

DEVELOPER INTEREST: In the past decade, SoMa has seen more new residential construction than any other part of the City, adding over 8,000 units. Vacancy rates for commercial space are substantially lower than Downtown, while SoMa rents are higher. Demand is driven by the area's proximity to major businesses, access to transit, and the allure of the SoMa "brand." There is high demand for residential and office space, some for retail and cultural uses, but little for the industrial uses typical of the area's past.

STAKEHOLDER INVOLVEMENT: Property owners in the area support development opportunities on their respective sites and supported past grant efforts to change land use regulations in the area. The City's business and visitor organizations and the local community support changes to the Folsom-Howard corridor, which will improve traffic circulation and pedestrian conditions. This grant will help the City meet business and community interests in the most efficient and timely way possible.

CITY COMMITMENT: San Francisco has a strong track record for completing area-based planning efforts and corresponding transportation analysis that focus growth around transit. The impact of the proposed work on staff capacity will be minimal since we will be expanding the scope of an existing project.

The City is committed to growth in the SoMa PDAs. It has taken specific actions to further the key project level improvements that would be supported by this grant:

- Ordinance 244-10 recognizes the contributions of the Moscone Convention Center to sustaining growth in the City. The Board of Supervisors approved the expansion of and capital improvements to the Center and appropriated funding for construction. The requested PDA Planning Grant funds will enable the expenditure of these funds.
- In 2009, numerous City Agency Directors signed a collective Memorandum of Understanding to prioritize and facilitate infrastructure projects in SoMa. This MOU prioritized the improvement of Folsom Street as a "civic boulevard" to serve as the major neighborhood commercial street for South of Market. Subsequent planning completed in ENTRIPS and currently underway for the Central Corridor Plan completed the design work. Environmental review is the last policy piece required to send this project to implementation.

POLICY IMPLEMENTATION: As the City starts environment review for the Central Corridor Plan, we have a window of opportunity to synthesize a number of related projects into a single analysis, which will enable the City to move forward with economic stimulus, job development and transportation projects immediately upon its adoption. Clustering environmental review achieves considerable efficiencies and will accelerate the City's ability to start delivering new development and public projects funded by this development.

The proposed work builds off of already adopted plan-level policies supporting growth adjacent to transit in SoMa to further specific projects which will both spur and support that growth. An EIR that includes environmental clearance for an expanded and improved Convention Center, a dramatic re-envisioning of Folsom Street, and transit priority treatments throughout SoMa's growth areas will bring these key projects towards implementation along with Central Corridor Plan adoption.

2012 PDA Planning Grant Program

San Francisco Application Attachments

1. Resolution from the Board of Supervisors supporting the area as a Priority Development Area under the FOCUS program
2. Map of planning area
3. Map of planning area's infill capacity
4. Recent Planning Efforts Effecting the Central Corridor Plan
5. Letters of Support
 - a. San Francisco Metropolitan Transportation Agency
 - b. Western SoMa Citizen's Planning Task Force
 - c. South Park Improvement Association
6. Design renderings of proposed transportation and public realm improvements

1 [Application for ABAG Priority Development Area Designation]

2
3 **Resolution authorizing the San Francisco County Transportation Authority and the**
4 **Mayor's Office of Housing to apply on behalf of the City and County of San Francisco**
5 **for Priority Development Area designation by the Association of Bay Area**
6 **Governments.**

7 WHEREAS, The Association of Bay Area Governments and the Metropolitan
8 Transportation Commission in coordination with the Bay Area Air Quality Management District
9 and Bay Conservation and Development Commission (collectively, the "regional agencies")
10 are undertaking a regional planning initiative called FOCUS; and

11 WHEREAS, FOCUS program goals support a future regional development pattern that
12 is compact and connected; and,

13 WHEREAS, The regional agencies seek local government partners to create a specific
14 and shared concept of where growth can be accommodated (priority development area) and
15 what areas need protection (priority conservation area) in the region; and,

16 WHEREAS, A priority development area must meet all of the following criteria: (a)
17 within an existing community, (b) near existing or planned fixed transit (or served by
18 comparable bus service) and (c) is planned, or is planning, for more housing; and,

19 WHEREAS, Local governments in the nine county San Francisco Bay Area are eligible
20 to apply for designation of an area within their community as a priority development area; and,

21 WHEREAS, The regional agencies intend to secure incentives and provide technical
22 assistance to designated priority development areas so that positive change can be achieved
23 in communities working to advance focused growth; and,

24 WHEREAS, the following zones and plan areas as indicated on the attached map meet
25 the criteria for PDA designation; and

1 WHEREAS, designating these zones and plan areas as PDAs will make them eligible
2 for regional capital and planning funds that may be prioritized for PDA areas; now therefore,
3 be it

4 RESOLVED, That the Board of Supervisors of the City and County of San Francisco
5 authorizes the San Francisco County Transportation Authority and the Mayor's Office of
6 Housing to apply on behalf of the City and County of San Francisco for Priority Development
7 Area designation of the following zones and plan areas as ABAG priority development
8 area(s), as indicated on the attached map:

- 9 *The Bayview/ Hunters Point Project Area;*
10 *Shipyards/Candlestick Point Project Area;*
 Balboa Park
11 *Mission Bay Project Area;*
 Market-Octavia;
12 *Transbay Project Area*
 The Mission District;
13 *The South of Market;*
 The Central Waterfront;
14 *Potrero Hill and Showplace Square;*
15 *Treasure Island;*
 Visitation Valley/Executive Park;
16 *Downtown; and*
17 *various Port of San Francisco properties along the eastern and southeastern waterfront.*



City and County of San Francisco

City Hall
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4689

Tails
Resolution

File Number: 071176

Date Passed:

Resolution authorizing the San Francisco County Transportation Authority and the Mayor's Office of Housing to apply on behalf of the City and County of San Francisco for Priority Development Area designation by the Association of Bay Area Governments.

August 14, 2007 Board of Supervisors — ADOPTED

Ayes: 11 - Alioto-Pier, Ammiano, Daly, Dufty, Elsbernd, Jew, Maxwell,
McGoldrick, Mirkarimi, Peskin, Sandoval

File No. 071176

I hereby certify that the foregoing Resolution was ADOPTED on August 14, 2007 by the Board of Supervisors of the City and County of San Francisco.

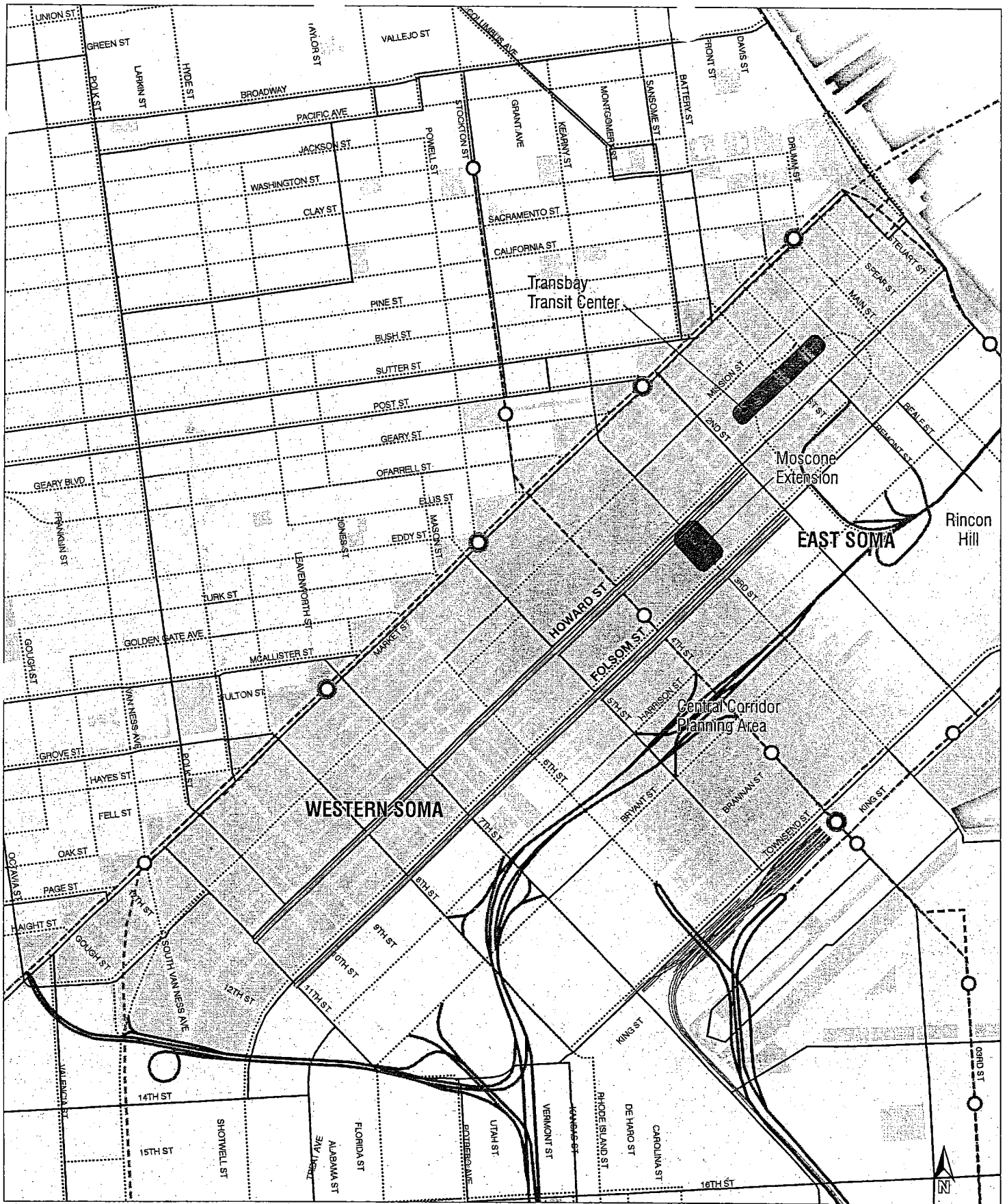
8/17/2007

Date Approved

Angela Calvillo

Angela Calvillo
Clerk of the Board

Mayor Gavin Newsom



SoMa Planning Areas
and Proposed Projects

- Muni Bus
- - - - Muni Metro
- . - . BART
- Caltrain
- Bike Route
- Freeway

1/2 Mile



SoMa Potential Development Sites

Recent Planning Efforts Affecting the Central Corridor Plan Area

Effort	Document	Date Effective	Link
East SoMa Plan	East SoMa Area Plan	January 19, 2009	http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=2107
East SoMa Plan	Zoning Map Amendments	January 19, 2009	http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1288 (for a map, see http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1532)
East SoMa Plan	Planning Code Amendments	January 19, 2009	http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1294 (for a summary, see http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=1539)
East SoMa Plan	Eastern Neighborhoods Environmental Impact Report	January 19, 2009	http://www.sf-planning.org/index.aspx?page=1893
East SoMa Plan	Support documentation	January 19, 2009	See: http://www.sf-planning.org/index.aspx?page=1673
Western SoMa Plan	Draft Community Plan	To be determined	http://www.sf-planning.org/Modules/ShowDocument.aspx?documentid=7095
Western SoMa Plan	Western SoMa Environmental Impact Report	To be determined	See "Environmental Review Documents": http://www.sf-planning.org/index.aspx?page=1901
Western SoMa Plan	Support documentation	To be determined	See: http://www.sf-planning.org/index.aspx?page=2200 and http://www.sf-planning.org/index.aspx?page=1901
Transbay Transit Center	Draft Transit Center District Plan	November, 2009	http://www.sf-planning.org/ftp/CDG/CDG transit center.htm
Transbay Transit Center	Draft Environmental Impact Report	September 28, 2011	http://www.sf-planning.org/ftp/CDG/CDG transit center.htm
Transit Effectiveness Project	Draft Environmental Impact Report	To Be Determined	http://www.sf-planning.org/index.aspx?page=2970

Edwin M. Lee | Mayor

Tom Nolan | Chairman

Cheryl Brinkman | Vice-Chairman

Leona Bridges | Director

Malcolm Heinicke | Director

Jerry Lee | Director

Bruce Oka | Director

Joél Ramos | Director

Edward D. Reiskin | Director of Transportation

April 11, 2012

Doug Kimsey
Director of Planning
Metropolitan Transportation Commission
101 Eighth Street
Oakland, California 94607

Re: Support for the San Francisco Planning Department's Application for the PDA Planning Program

Dear Director Kimsey,

The San Francisco Municipal Transportation Agency (SFMTA) fully supports the Planning Department's Priority Development Area (PDA) planning grant application to augment the required Environmental Impact Report (EIR) for the Central Corridor Plan. The expanded EIR scope should include an analysis of circulation and street improvements for Folsom and Howard Streets between 2nd and 5th. These two major corridors in the area South of Market Street (SoMa) play key roles as both thoroughfares and neighborhood centers. The segment of Folsom between 5th and 2nd Streets is being redesigned as a complete street, including TEP improvements for the 11 downtown connector. If awarded, the PDA grant will close a critical gap in the planning and environmental clearance of much needed improvements which support future growth and SFMTA plans for sustainable circulation in throughout the SoMa area.

The Central Corridor Plan examines how land use patterns in this area might best complement and capitalize on the new transit infrastructure to accommodate up to 10,000 new housing units and 35,000 jobs in addition to substantial planning efforts already completed. However, a gap exists in the Folsom/Howard corridor adjacent to key SFMTA capital improvements such as the Central Subway railway project. Once completed in 2019, the Central Subway will connect southern SoMa to Chinatown, providing fast and convenient service to transit riders. Current projections indicate

San Francisco Municipal Transportation Agency
One South Van Ness Avenue, Seventh Fl. San Francisco, CA 94103
Tel: 415.701.4500 | Fax: 415.701.4430 | www.sfmta.com



transit ridership in the project area will increase to approximately 900,000 per day by 2030 and with the addition of the Central Subway, upwards of 917,000 per day by 2030. The Planning Department's PDA application is therefore a key component to augmenting the EIR for the Central Corridor Plan to enable all of the anticipated growth and circulation improvements in this critical portion of downtown.

Of particular importance are improvements to Folsom and Howard Streets that will enhance safety and increase bicycle and pedestrian mode share in this area to mitigate automobile congestion and removed any impediments to efficient transit operations. These networks rely upon each other and it is essential to complete a comprehensive environmental impact report so that all modes can be viewed and improved holistically.

If the PDA grant is awarded, the SFMTA looks forward to working in close partnership with MTC and the Planning Department in their efforts to include other plan-supportive projects that maximize the significant transportation investments in the project area.

Sincerely,



Bond M. Yee
Director of Sustainable Streets



**Western SoMa Citizens
Planning Task Force**

Jim Meko, Chair
366 Tenth Street
San Francisco CA 94103
(415) 624-4309
jim.meko@comcast.net

April 12, 2012

John Rahaim
Director of Planning
Department of City Planning
City of San Francisco
1650 Mission St.
San Francisco, CA 94103

Re: Support for the San Francisco Planning Department's application for the PDA Planning Program

Dear Director Rahaim,

On behalf of the Western SoMa Citizens Planning Task Force, I write to express our strong support for the Planning Department's grant application to augment the required environmental impact report for the Central Corridor Plan to include plan-supportive projects, particularly circulation and street improvements for the major SoMa corridors of Folsom and Howard Streets.

The Central Subway railway project is an investment of approximately \$1.5 billion in transit infrastructure that will provide easy and rapid connection between Caltrain, the Folsom Street Station and Chinatown. The Central Corridor Plan examines how land use patterns in this area might best complement and capitalize on the new transit infrastructure.

Improvements to these streets are critical to accommodate the expected residential and job growth, particularly to increase bicycle and pedestrian mode share in this area. Without them, SoMa may face considerable street congestion, an overloaded public transit system, and an unacceptable increase in pedestrian and bicycle accidents.

We strongly support the Planning Department's application and their efforts to make the most of this significant investment in transit infrastructure.

Sincerely,

Jim Meko, chair

SOUTH PARK
IMPROVEMENT ASSOCIATION

April 12, 2012

John Rahaim
Director of Planning
Department of City Planning
City of San Francisco
1650 Mission St.
San Francisco, CA 94103

Re: Support for the San Francisco Planning Department's application for the PDA Planning Program

Dear Director Rahaim,

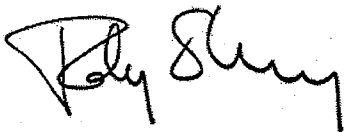
On behalf of the South Park Improvement Association, I write to express our strong support for the Planning Department's grant application to augment the required environmental impact report for the Central Corridor Plan to include plan-supportive projects, particularly circulation and street improvements for the major SoMa corridors of Folsom and Howard Streets.

The Central Subway railway project is an investment of approximately \$1.5 billion in transit infrastructure that will provide easy and rapid connection between Caltrain, the Folsom Street Station and Chinatown. The Central Corridor Plan examines how land use patterns in this area might best complement and capitalize on the new transit infrastructure.

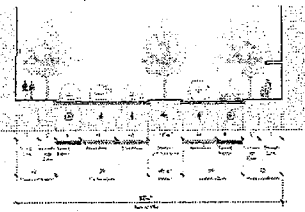
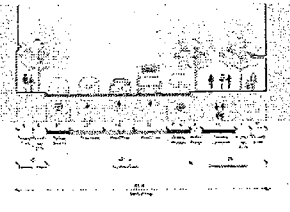
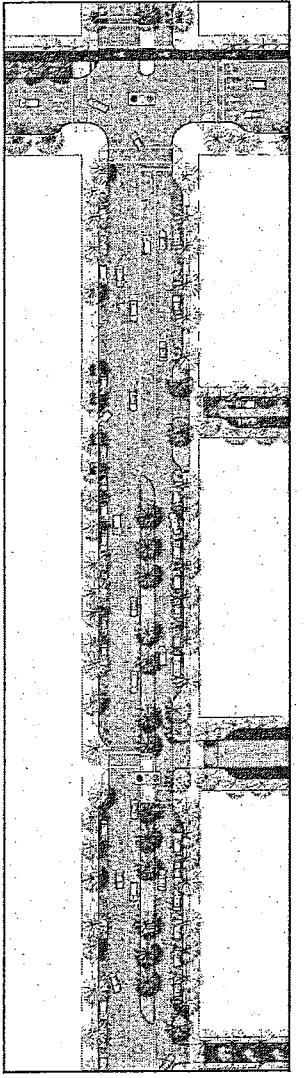
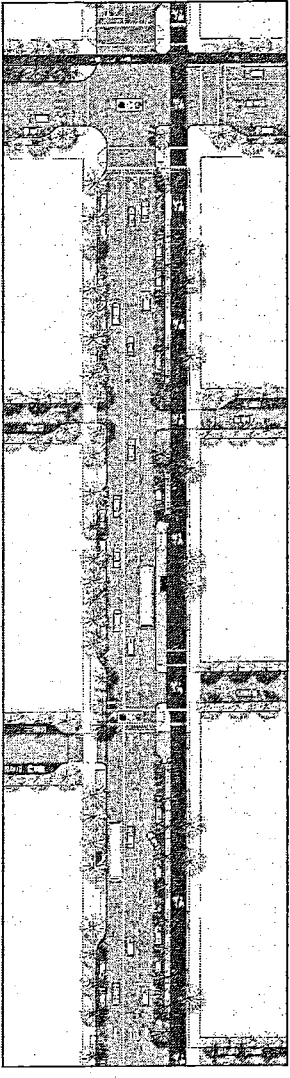
Improvements to these streets are critical to accommodate the expected residential and job growth, particularly to increase bicycle and pedestrian mode share in this area. Without them, SoMa may face considerable street congestion, an overloaded public transit system, and an unacceptable increase in pedestrian and bicycle accidents.

We strongly support the Planning Department's application and their efforts to make the most of this significant investment in transit infrastructure and improvement of South of Market into vital mixed use neighborhood.

Sincerely,



Toby S. Levy
Co-Chair

Folsom/Howard Recommended Alternative Alternative 3	
Howard Street	Folsom Street
	
	
<p>This concept would provide a two-way Folsom Street, with two lanes eastbound and one lane westbound. Instead of widening the Folsom Street sidewalks, it would provide a two-way cycletrack. Howard Street would also be converted to two-way operations with two westbound lanes, one eastbound lane, and a landscaped median/turn lane, and no bicycle facilities. Existing curb lines would be left intact.</p> <p>Pedestrian Conditions. This concept would provide pedestrian bulb-outs and signalized mid-block crossings. Unlike other alternatives, this concept would not widen sidewalks on Folsom Street. At ten feet, sidewalks would continue to fall below Better Streets Plan minimums for Mixed Use Streets. However, effective pedestrian crossing distance would begin at the edge of the cycle track well into the right-of-way. On Howard Street, existing twelve-foot sidewalks would also be maintained. In areas where left turn lanes are not necessary, the landscaped median would serve as a pedestrian refuge on Howard.</p> <p>The public realm. This concept would enhance the public realm on both streets with new street trees and landscaping and provide more pedestrian space at bulb-outs and bus stops. Parts of Howard Street would be enhanced with a wide landscaped median. However, because ten foot sidewalks would be maintained on Folsom Street, this concept would have fewer opportunities for public space or landscaping than the other alternatives and may result in pedestrian crowding in the future when land use densities are higher.</p> <p>Transit performance. This concept maintains three lanes of vehicle capacity in each direction avoiding additional vehicle delay that would slow eastbound buses. Westbound buses, operating in a single lane, may be somewhat slower than those operating now on Harrison Street. To ensure that these waiting vehicles do not block north-south streets, transit stops will be placed mid-block (adjacent to new signalized mid-block crossings) rather than at the far side of intersections. Bus routes would be shortened and the total number of turns would be reduced by avoiding the need to travel as far south as Harrison Street thus reducing overall transit travel time.</p> <p>Transit legibility. This concept would consolidate the 27 Folsom and the 11 Downtown Connector on Folsom Street, providing bus service on eight-minute headways in each direction. Two-way service makes it easier for passengers to understand the transit system. It may also support the neighborhood commercial district by improving transit access to Folsom.</p> <p>Bicycle conditions. This concept would include a two-way cycletrack on Folsom Street between Fifth and 11th Streets, providing both a protected facility and better connectivity to the Mission District and points south than either Alternative 3 or 4. Beginning at 12th Street, the protected facility would transition to Class II bicycle lanes in both directions, which would continue down Folsom Street into the Mission District.</p> <p>Vehicle circulation. Folsom and Howard Streets would both be converted to two-way operations with signals designed to favor moderate speeds in the dominant direction of travel. The single-lane direction of travel would serve mostly local trips and (on Folsom) westbound buses. This concept provides enough capacity not to increase overall vehicle delay. However, buses would stop in the westbound lane on Folsom, which would require all vehicles to wait while buses load and offload passengers. Left turns would be prohibited from Folsom, except eastbound at Ninth and 11th. Instead, left-turning vehicles could be accommodated in the dedicated left turn lane on Howard Street.</p> <p>Parking and loading. As in the other alternatives, parking lanes would be maintained on both sides of Folsom and Howard Streets. Parking would be removed where necessary to provide turn pockets at intersections, and to provide pedestrian and transit bulb-outs. Because this concept would have just two left turn pockets on Folsom, and none on Howard, the parking impact would be less than in any of the other alternatives.</p> <p>Cost comparison. Because it does not require moving curb lines, this concept would be less expensive to implement than the other Folsom/Howard Alternatives. While raising portions of the cycletrack to sidewalk grade would require substantial investment, doing so would not necessarily require moving the existing curb and gutter. The landscaped median on Howard Street would require ongoing maintenance.</p>	



PDA Planning Grants

Albert CDA Lopez, rodrigo.orduna, jott,
carol.johnson, Michael.Wright, Lina Velasco,
Therese Trivedi to: Kelly Diekmann, Eric - Planning Anderson,
martin.alkire, dajenkens, Maureen Devlin,
Rachel Hiatt, Tilly Chang, jessica.range,
Joshua.Switzky, Sheila.Nickolopoulos
"Athena Ullah", "Gillian Adams", "Jackie Reinhart", "Johnny
Cc: Jaramillo", "Justin Fried", "Kenneth Kirkey", "Marisa Raya", "Mark
Shorett", "Miriam Chion", "Sailaja Kurella", "Doug Johnson"

06/27/2012 01:59 PM

History: This message has been forwarded.

All-

Congratulations - this morning, MTC approved staff's PDA Planning Program recommendations. We're set to move forward with your projects. The next step is to attend the kick-off meeting scheduled for July 11 from 2pm-4pm at the MTC/ABAG offices. At the meeting we'll go over grant expectations (timing, planning elements, outcomes), as well as federal funding administration. I'll send an agenda closer to the meeting date. Feel free to forward to appropriate staff if I have not included.

Looking forward to working with you,
Therese

All-

I wanted to let you know that the Programming & Allocations Committee referred the PDA Planning project recommendations to the full Commission for approval. That meeting is June 27.

Should the Commission approve this item on the 27th, I'd like to move ahead right away. As you recall, the application guidelines indicated that we expect grantees to enter into funding agreements with MTC within six months, or by December 31, 2012. To this end, I'd like to ask that you please save the date for a kick-off meeting on July 11 from 2pm-4pm at the MTC/ABAG offices.

In the meantime, I'll keep you updated following the outcome of the June 27 meeting.

Thanks,
Therese

>>> Therese Trivedi 6/12/2012 9:53 AM >>>

All-

I realized that I addressed you all as grantees in my email below. That is incorrect at this stage in the process, as the text of my email indicates. The outlined process needs to occur first - just wanted to clarify if there was any misunderstanding. Sorry for any confusion.

Therese

>>> Therese Trivedi 6/11/2012 4:10 PM >>>

Dear PDA Planning Grantee-

Recommended grant awards for the PDA Planning Grant Program - Cycle Five have been posted to our website and are found here -
http://apps.mtc.ca.gov/meeting_packet_documents/agenda_1890/5b_tmp-3925_PDA.pdf.

Your project is recommended for funding. The grant award is pending approval by the Metropolitan Transportation Commission. The recommended list of projects will be presented to MTC's Programming and Allocations Committee (PAC) this Wednesday, June 13. If approved by PAC, the recommendations will be presented to the Metropolitan Transportation Commission for final approval at their June 27 meeting.

I'll keep you updated as we proceed through the schedule.

Best,
Therese

Therese M. Trivedi
Program Manager -Transportation for Livable Communities, Priority Development
Area Planning

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607
tel. 510.817.5767
www.mtc.ca.gov

**Metropolitan Transportation Commission
Programming and Allocations Committee**

June 13, 2012

Item Number 5b

MTC Resolution No. 3925, Revised

Subject: Recommended grant awards for the fifth cycle of MTC's Priority Development Area (PDA) Planning program.

Background: The Priority Development Area (PDA) Planning program has been renamed from the Station Area & Land Use Planning program to reflect the direction of Plan Bay Area/One Bay Area Grant. The program is intended to increase transit ridership by creating complete communities and encouraging an intensification of land use near transit stations and high quality transit service. In previous station area planning cycles the Commission has given priority to station areas located in Resolution 3434 corridors that do not currently meet the housing thresholds in MTC's Transit-Oriented Development (TOD) policy. However, since planning is complete or underway in the majority of station areas along these corridors, staff is recommending that eligibility be extended both to station areas that are part of these Resolution 3434 corridors or are located in a PDA.

In January 2011, staff issued a PDA Planning Call for Projects for \$4 million. Applications were due April 12. Sixteen applications were received totaling \$6.4 million. Staff convened a 12-member evaluation committee that included representatives from transit operators, local jurisdictions, congestion management agencies, non-profit partners, the Air District, BCDC, ABAG and MTC. Due to a last-minute jury duty selection, an MTC Policy Advisory Committee representative was unable to participate in the evaluation. Scores were based on the following criteria and points distribution:

Criteria	Points
Location of planning area in a Community of Concern	7
Potential impact	25
Current city policies (i.e. innovative parking, affordable housing, etc.)	15
Quality of the proposed planning process	23
Commitment to implementation	15
Local commitment	15
Total	100

Attachment A lists all submitted applications and the recommended funding of approximately \$3.7 million for 10 projects. The grants vary in funding amounts depending on PDA place type, as well as relative need for a jurisdiction to complete a PDA plan. Some cities are already engaged in extensive land use planning but require additional planning funds for complementary elements (e.g. environmental reports and access studies).

Staff recommends that the remaining balance, \$336,000, carry over to the next funding cycle, which, with the adoption of the One Bay Area Grant Program, is anticipated to go out in December 2012. The next two projects on the ranked list – Hayward and Livermore (same score) have both requested the maximum grant amount of \$750,000 for full specific plans with EIRs. Since the remaining program balance is less than one-quarter of these two requests, staff recommends that each may be better served with full funding in a subsequent cycle. Staff will provide the evaluation panel's feedback to the two cities in advance of the next funding cycle.

Issues: Staff is not recommending funding for the City of Hercules. In addition to concerns about project delivery due to the city's fiscal circumstances, the evaluation committee suggested that this project may be better suited to MTC's Smart Growth Technical Assistance program, which is scheduled for a call for applications by December 2012.

Recommendation: Refer Resolution No. 3925, Revised, to approve the ten projects in Attachment A to the Commission for approval. Resolution No. 3925 also includes projects recommended from Agenda Items 3b and 3c, and will be adjusted if necessary based on Committee direction on those items.

Attachments: Attachment A – Priority Development Area Planning Program recommended funding amounts and list of applications.
MTC Resolution No. 3925, Revised Attachment B.

Attachment A

**Fifth-Cycle Priority Development Area Planning Program
Recommended Funding Amounts & List of Applications**

County	City	Application Name/Location	Funding Request	Recommended Funding	Average Score
SF	San Francisco	SFCTA – Treasure Island Mobility Management	\$ 500,000	\$ 500,000	87
CC	Concord Downtown	Concord Downtown BART	\$ 480,000	\$ 480,000	84
SF	San Francisco	Central Corridor EIR Augmentation	\$ 200,000	\$ 200,000	83
Ala	Alameda	Naval Air Station Alameda	\$ 160,000	\$ 200,000*	81
CC	Concord	Concord Naval Weapons Station/N. Concord BART	\$ 240,000	\$ 240,000	81
Ala	Alameda County	E. 14th Street/Mission Blvd	\$ 400,000	\$ 400,000	81
CC	Richmond	S. Richmond PDA	\$ 496,000	\$ 496,000	78
Ala	Fremont	Warm Springs/South Fremont BART	\$ 300,000	\$ 300,000	78
SC	Mountain View	El Camino/Part of San Antonio	\$ 400,000	\$ 400,000	76
Son	Rohnert Park	Central Rohnert Park	\$ 448,000	\$ 448,000	76
CC	Hercules	Hercules Intermodal Transit Center/ Bayfront Transit Village	\$ 130,000		75
Ala	Hayward	Downtown Hayward	\$ 750,000		73
Ala	Livermore	Isabel Ave/BART Station Planning Area	\$ 750,000		73
Sol	Fairfield	Fairfield Downtown South	\$ 420,000		71
SC	Sunnyvale	Peery Park	\$ 500,000		62
Sol	Rio Vista	Downtown Rio Vista & Transit Plaza/Ferry Dock	\$ 200,000		60
		TOTAL	\$6,374,000	\$3,664,000	

*Staff recommends an augmentation of \$40,000 to the City of Alameda to deliver its proposed project to address anticipated project challenges.

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

ABSTRACT

Resolution No. 3925, Revised

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

The resolution includes the following attachments:

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

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

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately \$15.1 million in additional apportionment as follows:

1) Strategic Investment – Advance of SamTrans Payback (\$6.0 million); 2) Transportation for Livable Communities (\$4.1 million); 3) Regional Commitment – GGB Suicide Deterrent (\$5.0 million). In addition, the framework for second cycle is revised to program “freed up” Second Cycle Funds of \$6 million to the Climate Initiative program.

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

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

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

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

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

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

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

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

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming

ABSTRACT

MTC Resolution No. 3925, Revised

Page 3

commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

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

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

Attachment B to the resolution was revised on June 27, 2012 to reflect the following actions: redirect \$5 million for Low-Income Transit Pass Pilot Programs within the Climate Initiatives Program (from Public Outreach and EV Funding Strategies); program \$7.6 million for specific STP/CMAQ projects for the Lifeline program; program \$3.7 million to ten new Priority Development Area (PDA) Planning Grants for San Francisco, Fremont, Concord, Alameda, Alameda County, Richmond, Mountain View and Rohnert Park; augment the city of Walnut Creek's Station Area Planning Grant by \$45,000, and revise the SamTrans projects receiving the Caltrain Payback, among other changes.

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

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

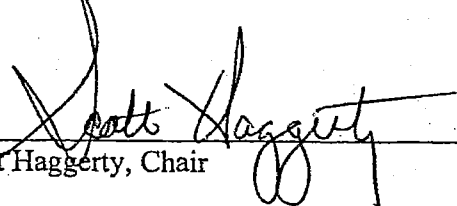
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION
 T4 New Federal Act FIRST CYCLE Programming
 STP/CMAQ/TE/RTIP/CMA Funding **
 MTC Resolution 3925
 Project List***
 Attachment B
 June 27, 2012

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			\$529,625,684	\$112,882,000	\$642,507,684
1. REGIONAL PLANNING ACTIVITIES (PL)					
Regional Agency Planning Activities					
ABAG Planning	Region-Wide	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	Region-Wide	BCDC	\$893,000	\$0	\$893,000
MTC Planning	Region-Wide	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL			\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities					
CMA Planning - Alameda	Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	Contra Costa	CTCA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	Sonoma	SCCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL			\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (PL)			TOTAL: \$22,697,000	\$0	\$22,697,000
2. REGIONAL OPERATIONS (RO) PROGRAMS					
Regional Operations					
Clipper® Fare Card Collections System	Region-Wide	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	Region-Wide	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	Region-Wide	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	Region-Wide	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	Region-Wide	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL			\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	Region-Wide	SAFE	\$18,400,000	\$0	\$18,400,000
SUBTOTAL			\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS			TOTAL: \$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)					
Freeway Performance Initiative					
Regional Performance Monitoring	Region-Wide	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	Region-Wide	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	Region-Wide	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL			\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements					
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Alameda	Caltrans	\$1,557,000	\$4,680,000	\$6,237,000
FPI - SCL SR 85: I-280 to US 101	Santa Clara	Caltrans	\$2,058,000	\$2,629,000	\$4,687,000
FPI - ALA I-580: SSJ Co. Line to I-880	Alameda	Caltrans	\$2,920,000	\$3,921,000	\$6,841,000
FPI - SCL I-680: US 101 to ALA Co. Line	Santa Clara	Caltrans	\$3,697,000	\$8,209,000	\$11,906,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Alameda	Caltrans	\$5,413,000	\$31,000,000	\$36,413,000
FPI - SCL US 101: SBT Co. Line to SR 85	Santa Clara	Caltrans	\$4,290,000	\$0	\$4,290,000
FPI - SOL I-80: SR 37 to I-505	Santa Clara	Caltrans	\$4,550,000	\$23,518,000	\$28,068,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Marin	Caltrans	\$5,000,000	\$0	\$5,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Solano	Caltrans	\$7,000,000	\$0	\$7,000,000
FPI - CC SR 4: Alhambra Avenue to Lovridge Road	Contra Costa	Caltrans	\$2,500,000	\$0	\$2,500,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Alameda	Caltrans	\$3,500,000	\$0	\$3,500,000
SUBTOTAL			\$42,485,000	\$73,957,000	\$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)			TOTAL: \$51,043,000	\$73,957,000	\$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)					
Eastern Solano CMAQ Program					
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Solano	Vacaville	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Solano	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	Solano	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	Solano	STA	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano	Solano County	\$555,000	\$0	\$555,000
SUBTOTAL			\$3,000,000	\$0	\$3,000,000
Public Education/Outreach					
Public Education and Outreach					
Youth and Low-Income Transit Pass Pilot Program (See also Innovative Grants)	San Francisco/Santa Clara	SEMTA/VTA	\$6,300,000	\$0	\$6,300,000
Spare the Air	Region-Wide	BAAQMD	\$700,000	\$0	\$700,000
SUBTOTAL			\$10,000,000	\$0	\$10,000,000
Safe Routes To Schools - Regional Competitive					
The BikeMobile: A Bike Repair and Encouragement Vehicle	Alameda	ACTC	\$500,000	\$0	\$500,000
Venetia Valley School SR25 Imps (Green Ways to School Through Social Networking)	Marin	TAM Marin County	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	Region-Wide	ACWMA	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	Solano	STA	\$250,000	\$0	\$250,000
SUBTOTAL			\$2,000,000	\$0	\$2,000,000
Safe Routes To Schools - County					
<i>Specific projects TBD by CMAs</i>					
Alameda County Safe Routes to School Program	Alameda	ACTC	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR25)	Alameda	ACE	\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Contra Costa	Brentwood	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa	Contra Costa County	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Contra Costa	Danville	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Contra Costa	Orinda	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Contra Costa	Pleasant Hill	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Contra Costa	Pleasant Hill	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Contra Costa	Richmond	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	Marin	TAM	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	Napa	NCTPA	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	San Francisco	SF Dept. of Public Health	\$500,000	\$0	\$500,000

METROPOLITAN TRANSPORTATION COMMISSION
 T4 New Federal Act FIRST CYCLE Programming
 STP/CMAQ/TE/RTIP/CMAI Funding **
 MTC Resolution 3925
 Project List***
 Attachment B
 June 27, 2012

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMAI	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			\$529,625,684	\$112,882,000	\$642,507,684
Sunset and AP Giannini Safe Routes to School Improvements	San Francisco	SFMTA	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	San Mateo	CCAG	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Santa Clara	Mountain View	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Santa Clara	Palo Alto	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	Santa Clara	San Jose	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	Santa Clara	San Jose	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara	Santa Clara (City)	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara	Santa Clara County	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Solano	Suisun City	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	Solano	STA	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma	Sonoma County	\$1,034,000	\$0	\$1,034,000
SUBTOTAL			\$15,000,000	\$0	\$15,000,000
Innovation Grants					
Berkeley Transportation Action Plan (B-TAP)	Alameda	Berkeley	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Alameda	Port of Oakland	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Region-Wide	Alameda County	\$2,808,000	\$0	\$2,808,000
Bike-sharing Pilot Program	Region-Wide	BAAQMD	\$4,291,000	\$0	\$4,291,000
Cold-In-Place (CIP) Pavement Recycling	Region-Wide	City of Napa	\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLS)	Region-Wide	Santa Rosa	\$600,000	\$0	\$600,000
Dynamic Rideshare	Region-Wide	SCTA	\$1,500,000	\$0	\$1,500,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	Region-Wide	SFCTA	\$1,700,000	\$0	\$1,700,000
Electric Vehicle Funding Strategies Youth and Low-Income Transit Pass Pilot Program	San Francisco/Santa Clara	SFMTA/VTA	\$2,000,000	\$0	\$2,000,000
Public-Private Partnership TDM	San Francisco	SFCTA	\$750,000	\$0	\$750,000
SFGo	San Francisco	SFMTA	\$20,000,000	\$0	\$20,000,000
Electric Vehicle (EV) Taxi Corridor	San Francisco	SFMTA	\$6,988,000	\$0	\$6,988,000
TDM Strategies for Redwood City	San Mateo	SamTrans	\$1,487,000	\$0	\$1,487,000
Innovative Bicycle Detection Systems	Santa Clara	San Jose	\$1,500,000	\$0	\$1,500,000
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Sonoma	Stewart's Point Rancheria	\$0	\$376,000	\$376,000
SUBTOTAL			\$50,624,000	\$376,000	\$51,000,000
Climate Action Program Evaluation					
<i>Specific projects TBD by the Commission</i>	Region-Wide	MTC	\$4,000,000	\$0	\$4,000,000
SUBTOTAL			\$4,000,000	\$0	\$4,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)			TOTAL: \$84,624,000	\$376,000	\$85,000,000

5. REGIONAL BICYCLE PROGRAM (RBP) *

Bike/Ped Program	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMAI	Total Cycle 1
<i>Specific projects TBD by County CMAAs</i>					
Bicycle - Alameda - Block Grant RBP Implementation	Alameda	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	Contra Costa	CCCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	Marin	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	Napa	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	San Francisco	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	San Mateo	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	Santa Clara	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	Solano	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	Sonoma	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Alameda	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Alameda	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Alameda	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Alameda	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Contra Costa	Concord	\$666,000	\$0	\$666,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Contra Costa	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Contra Costa	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Marin	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Marin	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	Marin	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	Napa	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	Napa	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	Napa	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	San Francisco	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	San Francisco	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	San Mateo	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	San Mateo	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	San Mateo	Redwood City	\$256,000	\$0	\$256,000
San Mateo - Crystal Springs Regional Trail	San Mateo	San Mateo County	\$0	\$0	\$0
South San Francisco - Bicycle Lanes Gap Closure	San Mateo	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Santa Clara	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Santa Clara	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	Santa Clara	San Jose	\$1,250,000	\$0	\$1,250,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Santa Clara	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Solano	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Solano	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Sonoma	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Sonoma	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkely Bay Trail (TE)	Alameda	Berkeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Contra Costa	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin	Marin County	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Napa	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	San Mateo	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Santa Clara	Gilroy	\$0	\$697,000	\$697,000

METROPOLITAN TRANSPORTATION COMMISSION
 T4 New Federal Act FIRST CYCLE Programming
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 MTC Resolution 3925
 Project List***
 Attachment B
 June 27, 2012

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
4. FIRST CYCLE PROGRAMMING					
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Santa Clara	Los Altos Hills	\$0	\$467,000	\$467,000
Guadalupe River Trail, Tasman Undercrossing (TE)	Santa Clara	San Jose	\$0	\$660,000	\$660,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Solano	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	Solano	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Sonoma	Rohnert Park	\$0	\$581,000	\$581,000
SUBTOTAL			\$19,788,000	\$7,549,000	\$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)					
			TOTAL: \$19,788,000	\$7,549,000	\$27,337,000
* NOTE: Regional Bicycle Program STP fund administered by County CMAAs as part of the Block Grant Program. * NOTE: Regional Bicycle Program TE funds to be programmed by County CMAAs in 2010 RTIP					
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *					
TLC / Station Area Planning Implementation					
ABAG Station Area Planning Implementation	Region-Wide	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	Region-Wide	MTC	\$762,000	\$0	\$762,000
Station Area Plans					
Central Fremont - City Center	Alameda	Fremont	\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Alameda	Fremont	\$276,000	\$0	\$276,000
Walnut Creek BART	Contra Costa	Walnut Creek	\$450,000	\$0	\$450,000
San Francisco Central Corridor, So. segment of the Central Subway.	San Francisco	San Francisco	\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	San Francisco	\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	San Mateo	South San Francisco	\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Santa Clara	Sunnyvale	\$450,000	\$0	\$450,000
Priority Development Area (PDA) Planning					
Treasure Island Mobility Management	San Francisco	San Francisco	\$500,000	\$0	\$500,000
Concord Downtown BART	Contra Costa	Concord	\$480,000	\$0	\$480,000
San Francisco Central Corridor EIR Augmentation	San Francisco	San Francisco	\$200,000	\$0	\$200,000
Alameda Naval Air Station	Alameda	Alameda (City)	\$200,000	\$0	\$200,000
Concord Naval Weapons Station/N. Concord BART	Contra Costa	Concord	\$240,000	\$0	\$240,000
Ashland East 14th Street/Mission Blvd	Alameda	Alameda County	\$400,000	\$0	\$400,000
South Richmond	Contra Costa	Richmond	\$496,000	\$0	\$496,000
Warm Springs/South Fremont BART	Alameda	Fremont	\$300,000	\$0	\$300,000
El Camino/San Antonio	Santa Clara	Mountain View	\$400,000	\$0	\$400,000
Central Rohnert Park	Sonoma	Rohnert Park	\$448,000	\$0	\$448,000
Unprogrammed Priority Development Area (PDA) Planning Reserve	Region-Wide	TBD	\$1,151,000	\$0	\$1,151,000
Smart Growth Technical Assistance Program	Region-Wide	MTC	\$360,000	\$0	\$360,000
Transit Oriented Development (TOD)					
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	San Francisco	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL			\$18,755,000	\$0	\$18,755,000
Regional Transportation for Livable Communities (TLC) Program					
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Alameda	BART / Berkeley	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	Alameda	BART / Berkeley	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Alameda	Dublin	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Alameda	Hayward	\$1,800,000	\$0	\$1,800,000
Livermore Land Banking/Site Assembly at Chestnut St Site	Alameda	Livermore	\$2,500,000	\$0	\$2,500,000
Oakland Foothill Boulevard Streetscape	Alameda	Oakland	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	Alameda	San Leandro	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Alameda	Union City	\$4,450,000	\$0	\$4,450,000
Richmond Nevin Avenue Imps	Contra Costa	Richmond	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	San Francisco	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	San Francisco	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	San Francisco	\$2,800,000	\$0	\$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	San Francisco	\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Mateo	San Carlos	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	San Mateo	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	Santa Clara	San Jose	\$3,132,000	\$0	\$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	Santa Clara	San Jose	\$1,425,000	\$0	\$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	Santa Clara	San Jose	\$2,024,000	\$0	\$2,024,000
Vallejo Downtown Streetscape Phase 3	Solano	Vallejo	\$400,000	\$0	\$400,000
Cotati Train Depot	Sonoma	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Sonoma	Petaluma	\$708,000	\$0	\$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Sonoma	Santa Rosa	\$1,045,000	\$0	\$1,045,000
SUBTOTAL			\$42,012,000	\$0	\$42,012,000
County Transportation for Livable Communities (TLC) Program					
<i>Specific projects TBD by CMAAs</i>					
County TLC - Alameda - Block Grant TLC Implementation	Alameda	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	Contra Costa	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	Marin	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	Napa	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	San Francisco	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	San Mateo	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	Santa Clara	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	Solano	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	Sonoma	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	Alameda	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Alameda	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Alameda	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Alameda	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Alameda	Oakland	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	Contra Costa	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Contra Costa	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond - Nevin Avenue Improvements	Contra Costa	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	Napa	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	Napa	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	San Francisco	SFPDPW	\$1,065,000	\$0	\$1,065,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	San Francisco	SFPDPW	\$1,104,000	\$0	\$1,104,000

Attachment B

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

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Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			\$529,625,684	\$112,882,000	\$642,507,684
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	San Mateo	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	San Mateo	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	San Mateo	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Mateo	San Bruno	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Mateo	San Bruno	\$654,000	\$0	\$654,000
San Bruno - El Camino Real Phase 1 Improvements	San Mateo	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Santa Clara	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Santa Clara	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Santa Clara	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Santa Clara	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Santa Clara	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Solano	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Sonoma	Cotati	\$1,100,000	\$0	\$1,100,000
Santa Rosa - Streetscape Palettes	Sonoma	Santa Rosa	\$200,000	\$0	\$200,000
SUBTOTAL			\$26,256,000	\$0	\$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)			TOTAL: \$87,023,000	\$0	\$87,023,000

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

7. LOCAL STREETS AND ROADS (LSR)					
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$4,500,000	\$0	\$4,500,000
Pavement Management Program (PMP)	Region-Wide	MTC	\$1,500,000	\$0	\$1,500,000
SUBTOTAL			\$6,000,000	\$0	\$6,000,000
Federal Aid Secondary (FAS) Commitment *					
<i>Specific projects TBD by Counties</i>					
Alameda County - Rural Roads Pavement Rehabilitation	Alameda	Alameda County	\$2,135,000	\$0	\$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa	Contra Costa County	\$1,611,000	\$0	\$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin	Marin County	\$1,006,000	\$0	\$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa	Napa County	\$312,000	\$0	\$312,000
Napa County - Various Streets Rehabilitation	Napa	Napa County	\$1,114,000	\$0	\$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo	San Mateo County	\$1,070,000	\$0	\$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara	Santa Clara County	\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano	Solano County	\$1,807,000	\$0	\$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma	Sonoma County	\$3,917,000	\$0	\$3,917,000
SUBTOTAL			\$15,013,000	\$0	\$15,013,000

Local Streets and Roads (LSR) Rehabilitation **					
<i>Specific projects TBD by CMAs</i>					
LS&R Rehab - Alameda - Block Grant LS&R Implementation	Alameda	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	Contra Costa	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	Marin	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	Napa	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	San Francisco	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	San Mateo	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	Santa Clara	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	Solano	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	Sonoma	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Alameda	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Alameda	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Alameda	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Alameda	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Alameda	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Alameda	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Alameda	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Alameda	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Alameda	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Alameda	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	Alameda	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Alameda	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Contra Costa	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Contra Costa	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Contra Costa	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Contra Costa	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dorman Drive/Garrard Blvd Tunnel Rehabilitation	Contra Costa	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	Contra Costa	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Contra Costa	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Marin	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	Marin	San Rafael	\$1,019,000	\$0	\$1,019,000
American Canyon - West American Canyon Road Rehabilitation	Napa	American Canyon	\$0	\$0	\$0
Napa - Linda Vista Pavement Overlay	Napa	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	Napa	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	San Francisco	SFPDW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	San Francisco	SFPDW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	San Francisco	SFPDW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	San Francisco	SFPDW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	San Mateo	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	San Mateo	Daly City	\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	San Mateo	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	San Mateo	Pacifica	\$383,000	\$0	\$383,000
Redwood City - Various Streets Overlay	San Mateo	Redwood City	\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Mateo	San Bruno	\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Mateo	San Carlos	\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo	San Mateo (City)	\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo	San Mateo County	\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	San Mateo	So. San Francisco	\$712,000	\$0	\$712,000

METROPOLITAN TRANSPORTATION COMMISSION
 T4 New Federal Act FIRST CYCLE Programming
 STP/CMAQ/TE/RTIP/CMIA Funding **
 MTC Resolution 3925
 Project List***
 Attachment B
 June 27, 2012

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
14 FIRST CYCLE PROGRAMMING			\$529,625,684	\$112,882,000	\$642,507,684
Campbell - Citywide Arterial & Collector Street Rehab	Santa Clara	Campbell	\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Santa Clara	Cupertino	\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Santa Clara	Gilroy	\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Santa Clara	Los Altos	\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Santa Clara	Los Gatos	\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Santa Clara	Mountain View	\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Santa Clara	Palo Alto	\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	Santa Clara	San Jose	\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara	Santa Clara (City)	\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara	Santa Clara County	\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara	Santa Clara County	\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Santa Clara	Saratoga	\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Santa Clara	Sunnyvale	\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Santa Clara	Sunnyvale	\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Solano	Benicia	\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Solano	Fairfield	\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano	Solano County	\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Solano	Suisun City	\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Solano	Vacaville	\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Solano	Vallejo	\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Sonoma	Petaluma	\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Sonoma	Rohnert Park	\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Sonoma	Santa Rosa	\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma	Sonoma Co. TPW	\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Sonoma	Windsor	\$348,000	\$0	\$348,000
SUBTOTAL			\$60,789,000	\$0	\$60,789,000
7. LOCAL STREETS AND ROADS (LSR)			TOTAL: \$101,802,000	\$0	\$101,802,000

* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that an amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be 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 CMAAs as part of the Block Grant Program.

8. REGIONAL STRATEGIC INVESTMENTS (RSI)

Richmond Rail Connector	Contra Costa	TBD	\$8,000,000	\$0	\$8,000,000
SCL I-280 J/C Improvements	Santa Clara	VTA	\$1,000,000	\$31,000,000	\$32,000,000
Doyle Drive/Presidio Parkway *****	San Francisco	SFCTA	\$34,000,000	\$0	\$34,000,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	Marin	GGBH&TD	\$5,000,000	\$0	\$5,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	San Mateo	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	San Mateo	SamTrans	\$1,231,388	\$0	\$1,231,388
SamTrans Advanced Communications System Upgrades (for Caltrain Right-Of-Way Payback)	San Mateo	SamTrans	\$2,115,216	\$0	\$2,115,216
Small/Northbay Operators (Transit Payback Commitment)	Various	Various	\$2,691,476	\$0	\$2,691,476
Specific projects TBD by Small/Northbay operators	Various	Various	\$0	\$0	\$0
SUBTOTAL			\$69,980,389	\$31,000,000	\$100,980,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)			TOTAL: \$69,980,389	\$31,000,000	\$100,980,389

9. LIFELINE TRANSPORTATION PROGRAM (LIFE)

Transit Payback Commitment: Lifeline Transportation Program					
Community Based Transportation Plan Updates					
Cherryland - Hathaway Avenue Transit Access Improvements	Alameda	ACTC	\$475,000	\$0	\$475,000
East Bay Bus Rapid Transit Terminus / San Leandro BART Improvements	Alameda	Alameda County	\$430,000	\$0	\$430,000
Baypoint - Canal Road Bike/Ped Improvements	Alameda	AC Transit	\$1,225,539	\$0	\$1,225,539
Advanced Communications and Information System	Contra Costa	Contra Costa County	\$1,000,000	\$0	\$1,000,000
Community Based Transportation Plan Updates	Marin	GGBH&TD	\$233,728	\$0	\$233,728
ADA Bus Stop Upgrades	Napa	NCTPA	\$80,000	\$0	\$80,000
Lifeline - San Francisco - Specific Project(s) TBD by SFCTA per MTC Resolution 4053	Napa	NCTPA	\$116,794	\$0	\$116,794
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Improvements	San Francisco	SFCTA	\$1,175,104	\$0	\$1,175,104
City of San Mateo - North Central Ped Infrastructure Improvements	San Mateo	Redwood City	\$339,924	\$0	\$339,924
East San Jose Pedestrian Improvements	San Mateo	San Mateo (City)	\$339,924	\$0	\$339,924
Fairfield-Suisun - Local Bus Replacement	Santa Clara	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Vacaville - Accessible Paths to Transit	Solano	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368
Headlandsburg Pedestrian Safety & Access Improvements	Solano	Vacaville	\$40,000	\$0	\$40,000
Central Sonoma Valley Trail	Sonoma	Headlandsburg	\$202,937	\$0	\$202,937
	Sonoma	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL			\$8,768,295	\$0	\$8,768,295
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)			TOTAL: \$8,768,295	\$0	\$8,768,295

First Cycle Total			\$529,625,684	\$112,882,000	\$642,507,684
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** NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval. The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

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

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

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

OFFICE OF THE MAYOR
SAN FRANCISCO



EDWIN M. LEE
MAYOR

TO: Angela Calvillo, Clerk of the Board of Supervisors
FROM: *EW* Mayor Edwin M. Lee *JE*
RE: Accept and Expend Grant – Central Corridor EIR Augmentation –
\$200,000
DATE: February 5, 2013

Attached for introduction to the Board of Supervisors is the resolution authorizing the Planning Department to accept and expend a grant in the amount of \$200,000 from the Metropolitan Transportation Commission for the inclusion of streetscape and circulation improvements on Folsom and Howard Streets between Second and Fifth Streets in the Central Corridor Draft Plan environmental analysis.

I request that this item be calendared in Budget and Finance Committee.

Should you have any questions, please contact Jason Elliott (415) 554-5105.

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