

Date: October 28, 2009  
W.I.: 1512  
Referred by: PAC  
Revised: 12/16/09-C 07/28/10-C 09/22/10-C  
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02/28/18-C 04/25/18-C 09/26/18-C  
02/27/19-C 12/18/19-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.

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MTC Resolution No. 3925, Revised

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

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

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

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

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

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

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

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

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the

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Lifeline Transportation Program to address higher than expected federal apportionment in the near-term and to redirect funding to the US 101 Capitol Expressway Interchange project. The latter revision requires VTA to provide an equal amount of future local/RTIP funds to a TLC project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

On November 19, 2014, Attachment B was revised to replace Vacaville's Accessible Paths to Transit Project with its SRTS Infrastructure Improvements Project.

On December 17, 2014, Attachment B was revised to de-program \$988,000 from SFMTA's Electric Vehicles for Neighborhood Taxi project, and redirect these funds to public education and outreach within the Climate Initiatives program to help address the FY 2016-17 funding shortfall.

On January 28, 2015, Attachment B was revised to de-program \$1,446,802 from the city of San Jose's Innovative Bicycle Detection System to the San Jose TDM project. A total of \$53,198 has been expended and reimbursed by FHWA and therefore remains programmed on the Bicycle Detection project.

On May 27, 2015, Attachment B was revised to add Caltrans as a co-sponsor of the Doyle Drive/Presidio Parkway project and delete the city of San Jose's Innovative Bicycle Detection System program and redirect the remaining \$53,198 to the San Jose TDM project. The City of San Jose has repaid FHWA the \$53,198 in expended and reimbursed funds freeing up the funds for redirection to the San Jose TDM project. Attachment B was also revised to reduce the existing bicycle sharing projects from a total of \$9,816,000 to \$4,403,000 and redirect \$4,500,000 to Bicycle Sharing in Emerging Communities, and \$500,000 to San Mateo Bicycle/Pedestrian Improvements. The remaining \$413,000 will be determined at a later date.

On September 23, 2015, Attachment B was revised to reprogram \$400,000 for the Climate Initiatives Outreach Program from MTC to the Bay Area Air Quality Management District, and to revise the project scope for the I-80 Freeway Performance Initiative project.

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On May 25, 2016, Attachment B was revised to redirect \$358,500 from PDA Implementation Studies/Forums and \$1,390 in unprogrammed PDA planning funds within the Transportation for Livable Communities (TLC) program to ABAG PDA Planning and Implementation.

On July 27, 2016, Attachment B was revised to redirect \$548,388 in unobligated balances from San Francisco Department of Public Works' Folsom Street Streetscape project to the Second Street Complete Streets project within the County Transportation for Livable Communities program.

On December 21, 2016, Attachment B was revised to redirect \$3,583,000 to the I-880 Integrated Corridor Management project within the Incident Management program and redirect \$20,000 from MTC's Public Education Outreach, \$240,000 from MTC's Smart Driving Pilot Program, and \$13,000 in unprogrammed balances to MTC's Spare the Air Youth Program within the Climate Change Initiatives Program.

On April 26, 2017, Attachment B was revised to redirect \$145,000 within the Regional Operations program to reflect actual obligations.

On May 24, 2017, Attachment B was revised to increase the Bay Area Air Quality Management District's Bicycle-Sharing Pilot Program within the Climate Change Initiatives program by \$1,061,098 to reflect actual obligations; increase MTC's Bicycle-Sharing Pilot Program within the Climate Change Initiatives program by \$295,636 to reflect estimated final obligations, and indicate that MTC is the sole sponsor of the project; program \$1,440,000 to Concord Commerce Avenue Complete Streets project within the Regional Transportation for Livable Communities (TLC) program; remove \$681,290 in project savings from San Jose's San Carlos Multimodal Streetscape – Phase 2 within the Regional TLC program to address over-programming within the current cycle.

On November 15, 2017, Attachment B was revised to program \$2,584,000 to MTC for Bike Share Capital and Outreach and \$500,000 to San Mateo's Downtown Parking Technology Improvement project as part of an exchange to transfer \$500,000 in non-federal funds to the San Mateo Drive Complete Streets project, within the Climate Initiatives Program.

On February 28, 2018, Attachment B was revised to redirect \$659,000 from the Fremont Bike Share Capital and Outreach project to the Fremont Various Streets and Roads Rehabilitation project as part of an internal funding swap; and to reprogram \$1,024,000 for Richmond's Bike Share project and \$826,000 to Sonoma County Transportation Authority (SCTA) for the joint

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SCTA/Transportation Authority of Marin Bike Share project into the MTC Exchange Program; and to clarify exchange project within Cycle 1.

On April 25, 2018, Attachment B was revised to program \$15,000,000 in STP apportionment for the Doyle Drive / Presidio Parkway Landscaping project. This action and funding are related to the partnership between Caltrans and MTC to provide sufficient resources for the successful completion of the San Francisco Bay Bridge (SFOBB) Gateway access improvements project.

On September 26, 2018, Attachment B was revised to return \$309,000 from Fremont's Various Streets and Roads Rehabilitation project (fund exchange to provide local funds to Fremont Bike Share) to the unprogrammed balance within the Bike Share in Emerging Communities project.

On February 27, 2019, Attachment B was revised to change the fund source of \$15,000,000 programmed to the Golden Gate Bridge Suicide Deterrent in Surface Transportation Block Grant Program (STP) funds to Highway Infrastructure Program (STP Bump) funds provided in the Consolidated Appropriations Act, 2018. The \$15,000,000 was returned to the region's STP/CMAQ balance to help address the CMAQ shortfall as a result of the region becoming attainment for carbon monoxide (CO) and therefore receiving less CMAQ funds which are distributed based on air quality status.

On December 18, 2019, Attachment B was revised to redirect \$700,000 within the Climate Initiatives Innovative Grants program from Bike Share in Emerging Communities to Bike Share Implementation.

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, February 13, 2013, May 8, 2013, September 11, 2013, December 11, 2013, February 12, 2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, and the Administration Committee on May 13, 2015, and to the Programming and Allocations Committee dated September 9, 2015, May 11, 2016, July 13, 2016, December 14, 2016, April 12, 2017, May 10, 2017, November 8, 2017, February 14, 2018, April 25, 2018, September 12, 2018, February 13, 2019, and December 11, 2019.

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

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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

# **INSERT Attachment A to MTC Resolution No. 3925:**

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Resolutions / RES-3925\_Attach-A.doc

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# **INSERT Attachment B to MTC Resolution No. 3925:**

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Resolutions / RES-3925\_Attach-B.doc

# Metropolitan Transportation Commission Programming and Allocations Committee

September 9, 2009

Item Number 3a

**Subject:** New Federal Transportation Act—Proposal for Cycle 1 Programming and Cycle 2 Framework

**Background:** The current federal surface transportation act (SAFETEA) expires on September 30, 2009, and the region has programmed all of its apportionments. Therefore, the attached proposes an overall architecture to guide upcoming programming decisions for the New Act. Staff estimates that up to \$1.4 billion would be available for programming over six years. The programming action requested is for three years (Cycle 1), given the uncertainties pending the final legislation. The balance of funding (Cycle 2) will be programmed in approximately two years.

Attachment A to the memorandum outlines staff's \$1.4 billion New Act proposal, targeting funding as noted in the principles below:

- Required payback of Obligation Authority (\$68 million)
- Maintain on-going programs (\$206 million)
- Deliver early system-wide freeway improvements (\$222 million)
- Fund other core Transportation 2035 categories (\$834 million)
- Fund strategic investments and regional commitments (\$71 million)

Several policy considerations are outlined in the memorandum, in particular, the acceleration of the Freeway Performance Initiative and a more gradual ramp up of the Climate Initiatives Program than contemplated in Transportation 2035.

The proposal also includes an investment strategy for priority development areas (PDAs) and a program management structure for counties that bundles programs into "PDA block grants" to allow more flexibility and strategic project delivery on their part.

The proposal reflects a number of revisions to a version of this funding proposal made available to stakeholders on June 23, 2009, and it attempts to respond to discussions with the Bay Area Partnership, MTC advisory committees, and other stakeholders during the summer months. In particular, staff has revised the proposal in response to the following input:

- More funding advanced into Cycle 1 for many core T2035 programs.
- Higher overall funding levels to core programs (with the exception of the Freeway Performance Initiative). This is accomplished by adding \$22 million of Transportation

Enhancement Program funding and pre-committing “anticipated” funding.

- Project delivery deadlines to ensure that ready-to-go programs receive funding when needed.

The next step is the continuation of discussions with stakeholders throughout September. In October staff plans to bring a draft final proposal to the Programming and Allocations Committee and to the full Commission for approval.

**Issues:** See attached memorandum

**Recommendation:** For information only

**Attachment:** Executive Director Memorandum

**Agenda Item 3a**

# Metropolitan Transportation Commission Programming and Allocations Committee

October 14, 2009

Item Number 3a

## Resolution No. 3925

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**Subject:** New Federal Surface Transportation Act—Cycle 1 Initial Programming and Program Update.

**Background:** The current federal surface transportation act, Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) expires on September 30, 2009, and the region has programmed and delivered all of its apportionments. Staff estimates that up to \$1.4 billion will be available for programming over six years under the new federal surface transportation act.

Staff presented an initial funding proposal to the Programming and Allocations Committee at its September meeting with a tentative October final approval for Cycle 1 programming and the overall policy framework. However, based on comments and questions raised at the September meeting, the Committee requested more time to further explore programming and policy issues. Further, the Committee agreed to convene a climate initiative working group including two MTC Commissioners to define the overall framework of the climate initiative program so as to better inform the final program and policy. Commissioners Kinsey and Haggerty will be participating on the working group, the first of which will occur before the October Committee meeting.

### 1) Initial Programming:

To mitigate any negative consequences of postponing the Cycle 1 program adoption, staff is recommending the Commission program ongoing activities and contracts at this time.

The public comment received and Committee discussions involved tradeoffs and issues related to funding levels within the Transportation 2035 core program and Strategic Investments categories. In contrast, the annual program categories, many of which have immediate funding needs, appeared to be uncontroversial. Staff therefore requests that the Commission approve an increment of Cycle 1 Surface Transportation Program / Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funding this month. This will allow critical on-going programs to be funded in a timely manner while the discussion of the balance of programming issues continues into November.

Recommended action includes:

- Regional Planning Program, funding planning base-level support functions for the county Congestion Management Agencies (CMAs), Association of Bay Area Governments (ABAG), San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC (\$23 million)

- MTC Regional Operations Programs including TransLink®, 511, Regional Transportation Marketing, and Freeway Service Patrol (FSP) /Incident Management. (\$84 million)

General programming policies which will apply to every program category under the Cycle 1 STP/CMAQ program, including the categories listed above, will be brought back to PAC for further revision once the remaining programming issues are further clarified and resolved.

2) Proposition 1B Program Information:

Given the interdependency of recent bond programming actions and the New Act proposal, Commissioner Cortese asked us to provide a comprehensive list of Bay Area projects that were funded as part of the statewide competitive selection process. Attachment A includes a list of requested and approved Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor Investment Funds (TCIF) projects.

**Issues:**

This action approves initial programming of on-going programs only. Remaining issues involve the determination of funding commitments to the Transportation 2035 core programs and Strategic Investments which will be brought back to the Commission in November for consideration.

**Recommendation:**

Refer MTC Resolution 3925 to the Commission for approval.

**Attachments:**

Attachment A - Proposition 1B Program Summary project List  
Resolution No. 3925



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## *Memorandum*

TO: Programming and Allocations Committee

DATE: November 4, 2009

FR: Executive Director

RE: New Federal Transportation Act – Update on Proposal for Cycle 1 Programming and Cycle 2 Framework

This memorandum provides an update on the development of the New Federal Transportation Act Cycle 1 programming and Cycle 2 framework proposal. Staff proposes deferring approval of the overall proposal until December to provide additional time for stakeholder review.

### **Background**

In September, staff presented a proposal to the Committee presenting an overall framework to direct roughly \$1.4 billion of estimated funds over the six-year New Surface Transportation Authorization Act (New Act). At that meeting, the Committee heard numerous requests from a broad spectrum of stakeholders for higher levels of funding, especially for rehabilitation needs and for the Climate Initiatives Program – both major emphasis areas in the of Transportation 2035 (T2035). Additionally, the Committee directed that a subcommittee be established to explore the specific needs and objectives of the Climate Initiatives Program, in order to better inform overall New Act investment decisions.

In October, the Commission approved the roughly \$100 million for Cycle 1 regional planning and operations programs to move forward, because of ongoing cash flow needs and the non-controversial nature of these investments.

### **Comments Received**

Since the staff proposal was presented in September, several additional comments (Attachment A) have been received and are summarized below:

- More Funding for “Fix-it-First”: The Local Streets and Roads Working Group offered a “fix-it-first” alternative proposal, which would shift an additional funding increment to the Local Streets and Roads Program and Transit Capital Rehabilitation Program from other core programs, as well as partially defer the Freeway Performance Initiative. The City of Orinda sent a letter, as well, asking that MTC shift as much funding as possible to streets and roads rehabilitation needs.
- More Funding for Transportation for Livable Communities (TLC): MTC’s Advisory Council recommended an increase of Cycle 1 TLC grants from \$78 million to a minimum of \$100 million.
- Postpone Commission Action until December 2009: The Partnership Technical Advisory Committee requested a deferral of the approval of Cycle 1 and the New Act framework until the December meeting. This would allow them the opportunity to respond further to any decisions coming from the Climate Initiatives Working Group.



Further, other letters supported: 1) more funding for Climate Initiatives; 2) funding for the Freeway Performance Initiative (FPI) at the staff proposed level of \$222 million; and 3) new strategic investments to fund the next phase of the I-80/I-680/SR 12 Interchange project in Solano County and the third segment of the Route 4 Bypass in Contra Costa County.

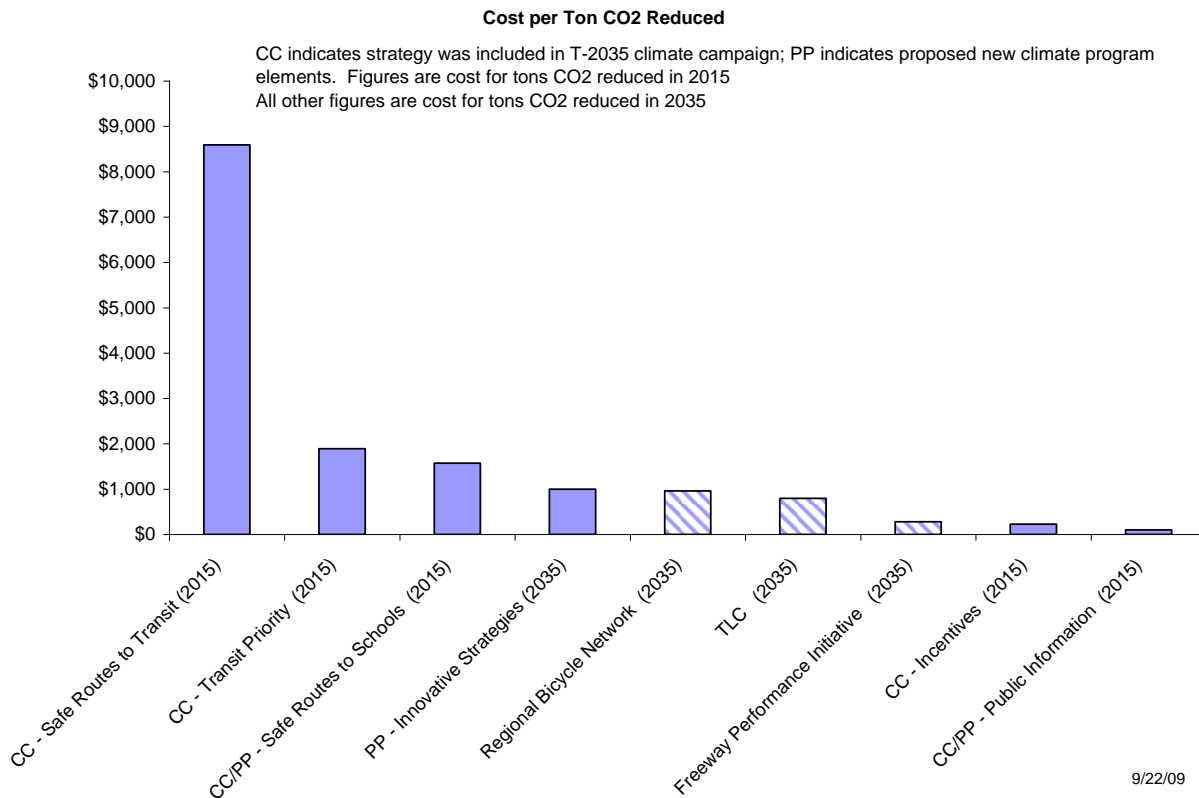
### **Climate Initiatives Working Group**

The Climate Initiative Working Group met twice during October to develop a scope and funding proposal for the Climate Initiatives Program. The working group includes Commissioners Haggerty and Kinsey, MTC staff, and staff representatives from the Air District, Solano Transportation Authority (representing CMAs), County Connection (representing the transit operators), Transform, and Joint Policy Committee.

The group has discussed guiding principles, including the need to take immediate action to reduce transportation-related emissions with a focus on strategies that reduce vehicle miles traveled and encourage the use of cleaner fuels. The principles also identified the importance of building a knowledge base through evaluation that informs the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan; encouraging innovation and partnerships among business, academic and government sectors; and increasing public awareness and encouraging specific actions to reduce greenhouse gas emissions.

To follow-up on requests at the September Committee meeting, the working group also reviewed background information regarding the cost effectiveness of various programs for reducing CO<sub>2</sub> emissions. The chart on the next page illustrates the cost per ton of CO<sub>2</sub> reduced as analyzed in the Transportation 2035 project performance assessment. This analysis projected tons of CO<sub>2</sub> reduced in 2035 for most investments and tons of CO<sub>2</sub> reduced in 2015 for the climate campaign, which was proposed as a 5-year program. The chart shows the disaggregated results for the various elements of the T2035 climate campaign. To clarify, the analysis for FPI captures any short trips that might be stored on the ramps or diverted from the freeway to local roads due to the increased time it takes to get on a freeway with metered ramps. The assumptions underlying this analysis are based on data collected by FHWA from ramp metering and freeway traffic operation systems around the country.

It is worth noting that several programs not bearing the “climate change” label – such as TLC and FPI – fall in the same general range for cost-effective CO<sub>2</sub> reduction as programs that are being considered for formal inclusion in the new Climate Initiative Program.



The four Climate Initiative program components currently under consideration include: 1) Outreach; 2) Safe Routes to Schools; 3) Innovation Grants; and 4) Program evaluation including a focus on Safe Routes to Transit. The scope and funding amount by program element is still being refined and will be presented in December. The Working Group will meet one more time in November to finalize the approach and recommend funding levels for the program.

**Revised New Act Proposal**

In response to comments heard from the Partnership and our transportation stakeholders, Attachment B presents a revised proposal. The table below illustrates the changes from the September proposal for both Cycle 1 and the ARRA Backfill in the near-term (FY 2010 through FY 2012) and the total new commitment, including anticipated revenues.

T 2035 Core Programs	Cycle 1 and ARRA Backfill			Total New Commitment		
	September	Revised	Change	September	Revised	Change
Freeway Performance Initiative (FPI)	136	105	(31)	222	222	-
Climate Initiatives	59	80	21	148	162	14
Regional Bicycle Program	24	27	3	67	67	-
Transportation for Livable Communities (TLC)	78	85	7	223	223	-
Transit Capital Rehabilitation	-	-	-	164	164	-
Local Streets and Roads Rehabilitation*	86	100	14	232	232	-
<b>Total</b>	<b>383</b>	<b>397</b>	<b>14</b>	<b>1,056</b>	<b>1,070</b>	<b>14</b>

\*\$6 million of this increase is directed to Transit Capital Rehabilitation in Cycle 2 to align with the timing of the need.

The good news is that an additional \$14 million is available as a result of this region’s success in delivering STP/CMAQ funded projects relative to other regions in California. This has reduced

the obligation authority carryover, which the revised proposal makes available to advance a larger portion of the Climate Initiatives Program during the Cycle 1 period.

Staff also proposes moving \$31 million for the Freeway Performance Initiative (FPI) from Cycle 1 to “anticipated” funding, thereby freeing up additional Cycle 1 capacity for all core programs distributed on a RTP pro-rata share basis. This change responds attempts to strike a balance between the objective of accelerating benefits from the FPI program and comments that FPI should also rely, in part, on anticipated revenues similar to other core program areas. Because of the timing of the need, transit rehabilitation receives its pro-rata share during Cycle 2. The result will be more resources for all core programs, except FPI, during Cycles 1 and 2. In terms of the total commitments proposed, the commitments are maintained for all core programs with the additional capacity directed to the Climate Initiative Program to better align with the Transportation 2035 assumed front loading of this program in the first five years.

The revised staff proposal addresses each of the stated programming principles noted below:

- **Required payback of Obligation Authority (\$54 million)**
- **Maintain on-going programs (\$206 million)**
- **Seize opportunity to deliver system-wide improvements (\$222 million)**
- **Fund other core Transportation 2035 categories (\$848 million)**
- **Fund strategic investments and regional commitments (\$71 million)**

#### **Next Steps**

The revised funding proposal will be presented to the Bay Area Partnership and MTC’s advisory committees during November and early December, continuing consultation that began in June. In December, staff will bring the overall New Act funding framework and Cycle 1 funding commitments, including more detail on the Climate Initiative Program, to this Committee and to the Commission for approval.

---

Steve Heminger

Attachments

# Attachment B

## New Transportation Authorization Act-- STP/CMAQ with ARRA Backfill Outlay (all amounts in millions \$)

Program and Project Investments Described in attached summary	Committed ARRA Programming	New Commitments					Anticipated Revenue <sup>2</sup>	Total New Commitment
		ARRA <sup>1</sup> Backfill	STP/CMAQ Cycle 1	STP/CMAQ/TE Cycle 2	ARRA Backfill & STP/ CMAQ/TE Total			
	08/09	08/09	09/10 - 10/11 - 11/12	12/13 - 13/14 - 14/15	09/10-14/15			
Estimated Apportionment Revenues	662	113	485	568	1,166	235	1,401	
<b>Annual Programs</b>								
1 Required SAFETEA OA Carryover			54		54		54	
2 On-Going Regional Planning			23	25	48		48	
3 On-Going Regional Operations			84	74	158		158	
Total			161	99	260		260	
<b>T 2035 Core Programs</b>								
4 Focus 1 Freeway Performance Initiative (FPI)	19	74	31	86	191	31	222	
5 Focus 2 Climate Initiatives <sup>3</sup>			80	34	114	48	162	
6 Focus 2 Regional Bicycle Program	10	8	19	20	47	19	67	
7 Focus 2 Transportation for Livable Communities (TLC)			85	96	181	42	223	
8 Focus 3 Transit Capital Rehabilitation	286			125	125	39	164	
9 Focus 3 Local Streets and Roads Rehabilitation <sup>4</sup>	145		100	77	177	55	232	
Total	461	82	316	438	835	235	1,070	
<b>Strategic Investments</b>								
10 Safety Projects (Vasco Road and North Bay counties)	13							
11 Express Lane Network (580 and 237/880)	14							
12 Transit Expansion (Oakland Airport Connector)	70							
13 Advance Prop 1B Construction (Caldecott Tunnel)	105							
14 Corridor Mobility (SCL I/C Imps)		32			32		32	
15 MTC Res 3814 Transit Payback Commitment				31	31		31	
16 Trade Corridor (Richmond Rail Connector)			8		8		8	
Total	201	32	8	31	71		71	
Grand Total	662	114	485	568	1,166	235	1,401	

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

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

<sup>3</sup> Includes \$20M for SFgo

<sup>4</sup> Includes PTAP and FAS of \$28M

# Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2009

Item Number 4a

**Subject:** New Federal Transportation Act – Update on Proposal for Cycle 1 Programming and Cycle 2 Framework

**Background:** The current federal surface transportation act, Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) expired on September 30, 2009, and the region has programmed and delivered all of its apportionments. Staff estimates that up to \$1.4 billion will be available for programming over six years under the new federal surface transportation act.

In response to comments heard to date from the Bay Area Partnership and our transportation stakeholders, Attachment B presents a revised proposal. The good news is that an additional \$14 million is available as a result of this region's success in delivering STP/CMAQ funded projects relative to other regions in California. This has reduced the obligation authority carryover that the region owes, which is now made available to advance a larger portion of the Climate Initiatives Program during the Cycle 1 period. Staff has also moved \$31 million for the Freeway Performance Initiative (FPI) from Cycle 1 to "anticipated" funding, thereby freeing up additional Cycle 1 capacity for all core programs distributed on a RTP pro-rata share basis. Because of the timing of the need, transit rehabilitation receives its pro-rata share during Cycle 2. The result will be more resources for all core programs, except FPI, during Cycles 1 and 2.

The revised staff proposal addresses each of the stated programming principles noted below:

- Required payback of Obligation Authority (\$54 million)
- Maintain on-going programs (\$206 million)
- Seize opportunity to deliver system-wide improvements (\$222 million)
- Fund other core Transportation 2035 categories (\$848 million)
- Fund strategic investments and regional commitments (\$71 million)

The Climate Initiatives Program Working Group has met twice and established overall program objectives. The four Climate Initiative components currently under consideration include: 1) Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Program Evaluation including a focus on Safe Routes to Transit. The scope and funding amount by program element are still being refined and will be presented in December.

The Working Group will be meeting one last time in November to finalize the approach and recommend funding levels for the program. This will inform the final New Act framework and Cycle 1 funding element.

The revised funding proposal will be presented to the Bay Area Partnership and MTC's advisory committees during November and early December, continuing consultation that began in June. In December, staff will present the overall New Act funding framework and Cycle 1 funding commitments for Committee review and recommendation to the full Commission for approval.

**Issues:** See attached memo.

**Recommendation:** Information only.

**Attachments:** Staff Memorandum, Attachment A (Letters), Attachment B (Chart)



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## *Memorandum*

TO: Programming and Allocations Committee

DATE: December 9, 2009

FR: Executive Director

RE: New Federal Transportation Act –Proposal for Cycle 1 Programming and Cycle 2 Framework (MTC Resolution No. 3925, Revised)

This memorandum presents the staff recommended final proposal to the Programming and Allocations Committee (PAC). The proposal has been developed with the cooperation of Bay Area transportation stakeholders, the Partnership, and the advisory committees over the past six months. The overall recommended programming proposal, included as Attachment A, has not changed since November.

This final proposal establishes an overall framework (Attachment 1 to this memo) for investing roughly \$1.4 billion of federal funding over the six-year New Surface Transportation Authorization Act. Within that amount, it includes \$598 million in Cycle 1 funding for a number of programs (first three years only (FYs 2009-10 through 2012-13). In approximately 1-2 years, the Commission will revisit the final three years of programming to address the final New Act legislation

Attachment A to MTC Resolution No. 3925, Revised, *Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy* contains the specific policies and program details associated with the funding. Attachment B of the Resolution lists the Cycle 1 commitments in detail. Note that the Commission has already approved \$107 million of this amount to the regional operations and planning programs in October 2009.

In summary, the proposed \$1.4 billion framework of the New Act follows the categories below:

- **Required payback of Obligation Authority (\$54 million)**
- **Maintain on-going programs (\$206 million)**
- **Seize opportunity to deliver system-wide improvements (\$222 million)**
- **Fund other core Transportation 2035 categories (\$848 million)**
- **Fund strategic investments and regional commitments (\$71 million)**

Two areas that have been refined since November, discussed in more detail below, are the Climate Initiatives Program and the Congestion Management Agency Block Grant program administration policies.

### **Development of the Staff Recommended Proposal**

Starting in June 2009, staff presented an overall framework to direct roughly \$1.1 billion of estimated funds through FY 2014-15. In September, staff presented an initial proposal to the Programming and Allocations Committee that reflected changes based on stakeholder input and increased the proposal to \$1.4 billion. Additional comments, program developments and

proposal revisions were presented at the October and November Committee meetings. Comments received since the November Committee meeting are summarized below and correspondence is included in Attachment D.

- San Francisco County Transportation Authority requested \$20 million for the SFgo project in Cycle 1.
- East Bay Bicycle Coalition requested an evaluation regarding the effectiveness of the Safe Routes to Transit Program (SR2T).
- The Bay Area Bicycle Coalition requested that the Climate Initiatives Program provide funding for Safe Routes to Transit capital improvements beyond the focused assessment and marketing program to be conducted for the RM2-funded SR2T program during Cycle 1.

Over a six month period, staff has consulted the Partnership working groups, commission advisory committees and heard comments from a variety of transportation stakeholders, resulting in three rounds of revisions to the proposal.

The table below compares the original proposal presented to the Partnership Board last June and the current proposal for both Cycle 1 and the ARRA Backfill funding commitments in the near-term (FY 2010 through FY 2012); and the overall total new six-year commitment, including anticipated revenues.

### Staff Proposal Comparisons: June 2009 and Final Versions

Programs	Cycle 1 and ARRA Backfill			Total New Commitment		
	Initial Partnership Board	Final Draft Proposal	Change	Initial Partnership Board	Final Draft Proposal	Change
SAFETEA OA Carryover	68	54	(14)	68	54	(14)
Regional Planning	23	23	-	48	48	-
Regional Operations	84	84	(0)	158	158	-
Freeway Performance Initiative (FPI)	136	105	(31)	222	222	-
Climate Initiatives	52	80	28	88	162	74
Regional Bicycle Program	21	27	6	42	67	25
Transportation for Livable Communities (TLC)	71	85	14	169	223	54
Transit Capital Rehabilitation			-	115	164	49
Regional Streets and Roads Rehabilitation	72	100	28	163	232	69
Corridor Mobility (SCL I/C Imps)	32	32	-	32	32	-
MTC Res 3814 Transit Payback Commitment	31		(31)	31	31	-
Trade Corridor (Richmond Rail Connector)	8	8	-	8	8	-
<b>Total</b>	<b>598</b>	<b>598</b>	<b>(0)</b>	<b>1,144</b>	<b>1,401</b>	<b>257</b>

Given the funding constraints and many competing demands, the proposal attempts to strike a balance among the various key Transportation 2035 programs and strategic investment areas. While the proposal does not achieve fully the stakeholder requested funding levels, it does reflect some significant revisions to that end in nearly all of the funding categories.

It is also worth noting that there are synergies across program categories. In many cases, investments funded within one program lead to improvements that benefit other modes and program categories. For example the Transportation for Livable Communities (TLC) program funds improvements that benefit bicycle projects (Regional Bicycle Program) and Safe Routes to Transit projects (Climate Initiatives). Projects funded in the Local Streets and Roads Rehabilitation Shortfall Program often result in travel condition improvements for pedestrians, buses, and bicyclists. Further, several programs not bearing the “climate change” label – such as TLC and Freeway Performance Initiative (FPI) – fall in the same general range for cost-effective CO<sub>2</sub> reduction as programs that are included in the new Climate Initiative Program.

**Climate Initiatives Working Group**

The Climate Initiatives Working Group held its last meeting on November 20<sup>th</sup> to finalize the Climate Initiatives Program concept. The working group included Commissioners Haggerty and Kinsey, MTC staff, and staff representatives from the Air District, Solano Transportation Authority (representing CMAs), County Connection (representing the transit operators), TransForm, and the Joint Policy Committee.

The overall objective of the Climate Initiatives Program is to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Another prime objective is building a knowledge base through evaluation that informs the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan.

The working group is recommending an \$80 million Cycle 1 program with four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, \$3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin. The table below presents the program components and grant amounts, followed by program descriptions:

<b>Cycle 1 Climate Initiatives Program Components and Funding (million \$s)</b>		
<b>Program Components</b>	<b>Cycle 1 Program</b>	<b>%</b>
	80	100%
Eastern Solano CMAQ	3	
Public Education / Outreach	10	13%
Safe Routes to Schools	17	23%
Innovative Grants	36	
	SFgo*	10
		60%
Climate Action Program Evaluation	4	5%
<b>Total</b>	<b>80</b>	<b>100%</b>

\*Assumes SFgo partly funded in first cycle (\$10M) and partly in second cycle (\$10M)

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

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

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

**Safe Routes to Schools (\$17 million):** This element would further implement Safe Routes to Schools (SR2S) programs region-wide with the overall goal of significantly reducing emissions related to school-related travel. It would also increase the ability of Bay Area jurisdictions to compete for state and federal SR2S infrastructure grants. Within the SR2S program, \$15 million



would be distributed among the nine Bay Area counties based on K-12 school enrollment. An additional \$2 million would be available on a competitive basis to one or more counties to expand implementation of creative school-related emission reduction strategies and to determine their effectiveness and potential replication throughout the Bay Area. Attachment B details the county distribution.

***Innovative Grant Program (\$46 million - \$36 million competitive and \$10 million for SFGo):***

The purpose of the Innovative Grant Program is to fund a smaller number of higher-cost/higher-impact/innovative projects on a broader geographic scale (i.e., citywide or countywide). The Innovative Grant Program would achieve two basic objectives:

- Test the effectiveness of three strategies that have high potential for reducing emissions, but have not been sufficiently tested for replication on a larger scale throughout the Bay Area. Included in this category are: 1) parking management/innovative pricing policies; 2) acceleration of efforts to shift to cleaner, low GHG vehicles; and 3) transportation demand management strategies.
- Generate more Bay Area innovation and engage local communities by funding up to five major transportation-related projects that expand or combine strategies to measurably reduce emissions and showcase results at specific locations to increase understanding about whether these strategies result in cost-effective emission reduction and, if successful, how the results could be replicated elsewhere. Included in this category are: 1) initiatives defined in locally-adopted Climate Action Plans or plan equivalent; or 2) expansion of other innovative ideas that have yet to be fully evaluated as to their cost-effectiveness

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

The staff proposal continues to include \$20 million for the SFGo project as a component of the Climate Initiatives Program but recommends that the funding be split over the two cycles (\$10 million in Cycle 1 and \$10 million in Cycle 2) to provide more funding for the competitive innovative grant program. Should additional “anticipated” revenues become available, staff proposes to accelerate the remaining \$10 million for SFGo. This transit priority measure project will decrease traffic congestion and improve transit operations by synchronizing intersections, and furnishing and installing traffic cameras and variable message signs for traffic monitoring and information dissemination.

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

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

promotes the benefits and availability of selected existing projects and projects currently under development.

**Block Grant Program Administration**

Critical to the proposed programming framework is the administration and project selection for the program areas. The staff proposal identifies a lead agency for administration in each program area. In general, MTC is proposing to be the lead for program areas of regional scope or with a network impact and is proposing that the Congestion Management Agencies be the lead for programs with a local/community focus.

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

For three core programs managed by the CMAAs, MTC will be making funding available to the CMAAs by means of a “PDA block grant” to allow more flexibility and more strategic project selection. The PDA block grant will encompass the Regional Bicycle Program, County TLC Program, and the Local Streets and Roads Shortfall (LSR) Program, functioning as follows:

- **Planning Activities:** Up to 4% of the block grant can be used by a CMA for planning purposes.
- **Flexibility Provision:** Up to 20% of each program’s funds may be flexed from one Block Grant program to fund another in order to recognize practical project delivery considerations and unique county priorities. CMAAs can request flexibility beyond the 20% through their Strategic Plan for consideration by the Commission.
- **PDA Block Grant Strategic Plan:** By April 1, 2010, CMAAs are asked to submit a Strategic Plan to MTC outlining their approach for programming their block grants. This Plan would include:
  - Amount of funds for CMA planning purposes and rationale behind any flexing of program amounts within the Block Grant Programs (beyond the 20% noted above). Examples might include flexibility to deliver on a complete streets approach or deliver investments that better support PDAs. This would be submitted to the Commission for approval.
  - Approach used to select LSR Shortfall Program amounts if it differs from the LSR regional distribution formula as discussed below.

- Safe Routes to Schools Program recommended county approach, including lead agency for project selection and federal funding recipient, and any request for additional funding to expand implementation of creative school-related emission reduction strategies.
- Complete Streets approach.
- Priority Development Area priorities.
- **Call for Projects and Delivery Timeline:** CMAs are requested to issue one unified call for projects addressing all of their respective Block Grant programs in early 2010. The final project list is due to MTC by July 30, 2010. Funds are to be programmed over a two-year period with 50 percent programmed in FY 2010-11 and 50 percent in FY 2011-12. Projects would need to be obligated no later than April 30<sup>th</sup> in the year of programming.
- **Fund Distribution:** Attachment C summarizes the proposed distribution for the block grant programs by county based on the formula factors below.
  - County TLC program: based on county population share.
  - Local Streets and Roads Rehabilitation Shortfall Program: based on four factors, each weighted 25%, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The population and lane mileage factors result in the support of PDAs. To ensure this PDA emphasis, CMAs shall use the same allocation formula for streets and roads distribution within the counties.  
Acknowledging the competing objective above through grant minimums, CMAs may propose to defer some jurisdiction programming to Cycle 2 or use local funds.
  - Regional Bicycle Program: \$19.5 million is distributed to each county based on a hybrid formula consisting of 50% population, 25% bikeway network capital cost, and 25% unbuilt bikeway network miles. The proposal also includes a partial payback to counties that did not receive their population share under the regionally competitive Regional Bicycle and Pedestrian Program during SAFETEA with the remaining half of the payback proposed in Cycle 2. The \$7.5 million in Transportation Enhancement portion of this program is subject to 2010 State Transportation Improvement Program rules.

### Next Steps

- Select individual projects from general programming categories for inclusion into the Transportation Improvement Program.
- Secure ARRA backfill funds, from the CMIA, TE, and RTIP programs, which will need further MTC actions.
- After the New Act legislation is enacted, distribute additional "anticipated funding" to programs as identified the New Act framework if final apportionments exceed revenue assumptions

### Recommendation

Staff recommends that the Committee refer MTC Resolution No. 3925 to Commission for approval.

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Steve Heminger

## Attachments

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Attachment A

**New Transportation Authorization Act-- STP/CMAQ with ARRA Backfill Outlay**

(amounts in millions \$)

Program and Project Investments Described in attached summary	Committed ARRA Programming	New Commitments					Anticipated Revenue <sup>2</sup>	Total New Commitment
		ARRA <sup>1</sup> Backfill	STP/CMAQ Cycle 1	STP/CMAQ/TE Cycle 2	ARRA Backfill & STP/ CMAQ/TE Total			
	08/09	08/09	09/10 - 10/11 - 11/12	12/13 - 13/14 - 14/15	09/10-14/15			
Estimated Apportionment Revenues	662	113	485	568	1,166	235	1,401	
<b>Annual Programs</b>								
1 Required SAFETEA OA Carryover			54		54		54	
2 On-Going Regional Planning			23	25	48		48	
3 On-Going Regional Operations			84	74	158		158	
Total			161	99	260		260	
<b>T 2035 Core Programs</b>								
4 Focus 1 Freeway Performance Initiative (FPI)	19	74	31	86	191	31	222	
5 Focus 2 Climate Initiatives <sup>3</sup>			80	34	114	48	162	
6 Focus 2 Regional Bicycle Program	10	8	19	20	47	19	67	
7 Focus 2 Transportation for Livable Communities (TLC)			85	96	181	42	223	
8 Focus 3 Transit Capital Rehabilitation	286			125	125	39	164	
9 Focus 3 Regional Streets and Roads Rehabilitation <sup>4</sup>	145		100	77	177	55	232	
Total	461	82	316	438	835	235	1,070	
<b>Strategic Investments</b>								
10 Safety Projects (Vasco Road and North Bay counties)	13							
11 Express Lane Network (580 and 237/880)	14							
12 Transit Expansion (Oakland Airport Connector)	70							
13 Advance Prop 1B Construction (Caldecott Tunnel)	105							
14 Corridor Mobility (SCL I/C Imps)		32			32		32	
15 MTC Res 3814 Transit Payback Commitment				31	31		31	
16 Trade Corridor (Richmond Rail Connector)			8		8		8	
Total	201	32	8	31	71		71	
Grand Total	662	114	485	568	1,166	235	1,401	

<sup>1</sup> \$112.5 M in ARRA Backfill is included within the \$661.9 M ARRA Programming Amount (\$105 M for Caldecott Tunnel and \$7.5M for TE). Some transit operators elected to fund non-maintenance projects (i.e. preventative maintenance, operations) in the system preservation category.

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

<sup>3</sup> Includes \$20M for SFgo

<sup>4</sup> Includes PTAP and FAS of \$28M

**Attachment B**

**Safe Routes to Schools  
Program Detail**

<b>Estimated Cost of Program</b>	<b>Total School Enrollment (K-12)<sup>1</sup></b>	<b>Percentage</b>	<b>Total Annual Funding</b>	<b>Total Funding</b>
Innovative Approaches		TBD	666,667	2,000,000
Supplemental School Roll-out			5,000,000	15,000,000
Alameda	239,163	21%	1,073,184	3,219,553
Contra Costa	183,230	16%	822,199	2,466,597
Marin	35,260	3%	158,220	474,661
Napa	23,406	2%	105,029	315,086
San Francisco	80,177	7%	359,774	1,079,323
San Mateo	106,160	10%	476,367	1,429,100
Santa Clara	300,064	27%	1,346,462	4,039,387
Solano	69,972	6%	313,982	941,946
Sonoma	76,836	7%	344,782	1,034,347
Total	1,114,268	100%	5,000,000	15,000,000
<b>Total Cost</b>			<b>5,666,667</b>	<b>17,000,000</b>

Note:

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

## Attachment C

### New Act Cycle 1 STP/CMAQ CMA Block Grant Program

Initial Draft Amounts Available (thousands \$)

Block Grant Program				CMA Planning (max. 4%)
Counties	LS&R Rehab.	County TLC	Regional Bicycle	Taken off the top of all programs
Alameda	\$16,550	\$5,962	\$3,836	TBD
Contra Costa	\$10,742	\$4,152	\$2,367	TBD
Marin	\$2,435	\$1,010	\$1,649	TBD
Napa	\$1,880	\$540	\$605	TBD
San Francisco	\$7,745	\$3,115	\$1,368	TBD
San Mateo	\$6,790	\$2,878	\$1,739	TBD
Santa Clara	\$17,233	\$7,121	\$4,638	TBD
Solano	\$6,465	\$1,664	\$1,349	TBD
Sonoma	\$9,160	\$1,891	\$1,949	TBD
<b>Totals</b>	<b>\$79,000</b>	<b>\$28,333</b>	<b>\$19,500</b>	TBD

Notes

LSR Rehab based on formula used for ARRA pending updated factors

LSR Rehab Does not include PTAP/PMP/FAS

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

RBP distribution based on draft proposal (50% population/25% cost/25% miles with reconciliation) pending decision on formula to be used.

# Metropolitan Transportation Commission Programming and Allocations Committee

December 9, 2009

Item Number 3b

## MTC Resolution No. 3925, Revised

- Subject:** New Federal Transportation Act—Proposal for Cycle 1 Programming and Cycle 2 Framework
- Background:** This memorandum recommends approval of the New Federal Transportation Act (New Act) Cycle 1 programming and Cycle 2 framework proposal. In summary, the proposed framework of the New Act follows the categories below:
- **Required payback of Obligation Authority (\$54 million)**
  - **Maintain on-going programs (\$206 million)**
  - **Seize opportunity to deliver system-wide improvements (\$222 million)**
  - **Fund other core Transportation 2035 categories (\$848 million)**
  - **Fund strategic investments and regional commitments (\$71 million)**
- The overall recommended programming proposal, included as Attachment A to the memorandum, has not changed since November. However, two areas that have been refined since November are the Climate Initiatives Program and the Congestion Management Agency (CMA) Block Grant program administration.
- The Climate Initiatives Program was finalized at the third and final meeting of the Climate Initiatives Working Group chaired by Commissioner Kinsey. The working group recommended an \$80 million Cycle 1 program with four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation.
- The CMA Block Grant policies were further developed, which provide additional programming flexibility to CMAs in their programming and administration of three core programs. Flexibility includes use of up to 4% of block grant programming for CMA planning purposes and the ability to use up to 20% of any core program funding to another core program to address county priorities.
- Next steps include the following:
- Select individual projects from general programming categories for inclusion into the Transportation Improvement Program.
  - Secure ARRA backfill funds, from the CMIA, TE, and RTIP programs, which will need further MTC actions.
  - After the New Act legislation is enacted, distribute additional "anticipated funding" to programs as identified the New Act framework if final apportionments exceed revenue assumptions
- Issues:** \$113 million in State funds (CMIA, RTIP, and TE) need to be approved by the California Transportation Commission to fully program Cycle 1 programs.
- Recommendation:** Refer MTC Resolution No. 3925 to the Commission for approval.
- Attachments:** Executive Director Memorandum  
MTC Resolution No. 3925



# Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2010

Item Number 3a

## MTC Resolution No. 3925, Revised

**Subject:** New Federal Transportation Act - Proposal for Surface Transportation Program/  
Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1  
Augmentation.

**Background:** On March 18, 2010, President Obama signed into law the Hiring Incentives to Restore Employment (HIRE) act. This legislation included an extension of the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) until December 31, 2010. Although the transportation formula programs were held constant at the FY 2009-10 funding levels, the extension redirected the funding of two discretionary programs, the Projects of National and Regional Significance (PNRS) program and the National Corridor Infrastructure program, to the formula programs. As a result, MTC is receiving roughly \$15 million in additional federal STP and CMAQ funding for FY 2009-10.

Considering that \$15 million is a relatively modest increase to the roughly \$500 million New Federal Act Cycle 1 programming already approved, staff proposes to use two-thirds of the funding to address several key areas within the Commission's recently adopted funding framework that could benefit in the near term from a funding augmentation. Further, staff proposes to direct roughly one-third of the funds to a critical life safety project:

1)	Strategic Investment – Advance of SamTrans Payback (Program “Freed Up” Second Cycle Funds to Climate Initiative)	\$6.0	40%
2)	Transportation for Livable Communities (TLC)	\$4.1	27%
3)	Regional Commitment – GGB Suicide Deterrent	\$5.0	33%
	Total:	\$15.1	100%

- **Regional Strategic Investments:** As part of the adoption of the First Cycle Framework last December, funding for the SamTrans Caltrain right-of-way settlement in an amount of \$19.3 million was deferred to Second Cycle given the oversubscription of funds. This proposal would advance roughly \$6 million of that amount into First Cycle, and program the funds to SamTrans for a preventive maintenance project.

This action would free up \$6 million in Second Cycle. Given the recent solicitation for Climate Initiative Innovative Grants yielded over \$240 million in requests, or eight times the available funding, staff would propose to augment the Climate Grants funding pot, but make the money available starting in Second Cycle, or FY 2012-13, given that some of the climate projects may take time to ramp up.

- **Transportation for Livable Communities (TLC):** Staff proposes to direct approximately \$4.1 million in additional funding to the TLC competitive program. This recommendation allows the region to fund three more projects that were scored highly by the evaluation committees and also leverage county TLC program investments. (See Item 3b).

- **Life Safety Project:** Staff also recommends directing \$5 million in funding capacity for design of the Golden Gate Bridge Suicide Deterrent System – a critical regional life safety project. Under the SAFETEA Cycle 1 STP/CMAQ Augmentation Program (MTC Resolution No 3695) and the STP Reimbursement Exchange Program (MTC Resolution No. 3018) MTC committed \$1.6 million in funding for environmental review of the Suicide Deterrent System on the Golden Gate Bridge. The project now has an approved environmental document and needs an additional \$5 million to complete design. Because the Golden Gate Bridge is ineligible to receive STP/CMAQ funding directly, the \$5 million will be programmed for a Golden Gate Transit’s preventive maintenance project. The Bridge District will, in turn, free up local bridge funds that will be redirected to the Suicide Deterrent system.

**Issues:** The Commission could elect to spread the funds on a prorated basis among all the New Act programming categories as shown in Appendix A-1. However, given the limited new funding capacity available, staff recommends the more targeted investment approach described above.

**Recommendation:** Refer MTC Resolution No. 3925 Revised to the Commission for approval.

**Attachments:** Executive Director Memorandum  
MTC Resolution No. 3925, Revised

# Metropolitan Transportation Commission Programming and Allocations Committee

July 14, 2010

Item Number 3b

## Resolution Nos. 3925

- Subject:** Allocations of approximately \$44 million in STP/CMAQ funds for Transportation for Livable Communities (TLC) grants.
- Background:** MTC established the TLC program in 1998. Since that time, about \$200 million has been invested to better link land use and transportation decisions made by the region's cities and transit operators. In September 2009 the Commission approved changes to the TLC program in order to more actively support transit oriented development throughout the region based on a two year program evaluation. The changes focused investments in Priority Development Areas, increased the grant limit to \$6 million, expanded the list of eligible investments for which cities and transit agencies could apply, and raised the minimum match requirement to 20%. In January 2010 the Commission approved new scoring criteria for the program, followed by a Commission commitment in February 2010 of \$10 million from the regional TLC pool to help create a \$40 million Bay Area Affordable Transit Oriented Development (TOD) fund.
- Staff conducted a call for new TLC projects complemented by four workshops around the region to explain the new program guidelines and offer feedback on preliminary project ideas. A fifteen member scoring panel consisting of new TLC CMA planning staff, MTC Policy Advisory Council members, the Regional Bicycle/Pedestrian working groups, and other regional stakeholders reviewed 33 projects requesting \$80 million. Applications were received from seven of the nine Bay Area counties. Marin and Napa counties did not apply for funding in this cycle.
- Based on this review, staff recommends 21 projects for funding at this time. Another four projects are expected to be funded by the CMAs. The proposed funding for this call was increased from \$40 million to \$44 million based on the availability of additional federal apportionment as discussed in Item 3a. A full list of awards and applications received can be found in Attachment A.
- Issues:**
- (1) Consistent with new TLC program eligibility, two of the projects recommended for funding (Santa Rosa downtown infrastructure and Livermore TOD site acquisition) seek to exchange funds with MTC to allow for essential investments to proceed in support of TOD that are not eligible for CMAQ funding. These cities will commit local funds to make the needed TOD investments and the TLC program funds will support other nearby transportation improvements.
  - (2) This TLC funding proposal supports the region's commitment to help fund TOD in the region's three largest cities of San Jose, San Francisco, and Oakland which have 38% of the Regional Housing Needs assigned to them. The staff proposal before you would direct 37% of the funding to projects in those cities, while supporting another 14 cities in their TOD work.
- Recommendation:** Refer Resolution Nos. 3925, Revised to the Commission for approval.
- Attachments:** Recommended TLC grants and list of applications  
MTC Resolution Nos. 3925

# Metropolitan Transportation Commission Programming and Allocations Committee

September 8, 2010

Item Number 3b

## MTC Resolution No. 3925, Revised

- Subject:** Revision to the New Federal Transportation Act Program and Proposed Agreement with the Orange County Transportation Authority.
- Background:** On December 16, 2009, The Commission approved the final programming for the New Federal Transportation Act (New Act) Cycle 1 programming and Cycle 2 framework. At the time of adoption, it was noted that \$113 million in State funds (Corridor Mobility Improvement Account (CMIA), Regional Transportation Improvement Program (RTIP), and Transportation Enhancement (TE) funding) were needed to fully fund Cycle 1 programs.
- On January 27, 2010, the Commission approved and forwarded to the California Transportation Commission (CTC) the 2010 Regional Transportation Improvement Program (RTIP), which included \$31 million for the Freeway Performance Initiative (FPI). The CTC did not approve the requested funding because of lack of state funding capacity thereby creating a shortfall for the FPI project. The region was successful in securing the remaining \$82 million in state CMIA and TE funds for the New Act Program.
- At the end of each federal fiscal year, there is an opportunity for California to capture unused spending or obligation authority, called OA, redistributed from other states. This is new OA not otherwise expected. Within California, Caltrans allows regions such as the Bay Area that over-deliver projects to share proportionately in this bonus federal OA captured.
- To partially address the FPI shortfall as well as take advantage of the opportunity for additional OA, staff proposes advancing \$20 million of federal programming for the FPI project from Second Cycle to First Cycle. The specific corridors to be advanced are identified in Attachment B and the overall FPI project list is summarized in Attachment A-4. There would be no net change in funding for the FPI project across the two cycles of the New Act Program. Staff would continue to pursue the \$31 million in RTIP funding in the 2012 STIP which, if successful, would ensure funding for the FPI project at the level approved by the Commission in December 2009.
- In order to expend Federal funds on a project, both apportionment (or budget) capacity and OA must be available. Because the Bay Area has used its full apportionment for FY 2009-10, staff is recommending entering into an agreement with the Orange County Transportation Authority (OCTA) to move their available apportionment to the Bay Area to proceed. Caltrans would credit the Bay Area with over-delivery as well as not penalize OCTA for under-delivery, allowing the two agencies to establish a mutually beneficial agreement.
- Issues:** There is no guarantee that MTC will be successful in capturing the entire \$20 million in bonus OA. Any amount not captured would be made available during the Second Cycle program timeframe (FY 2012-13 through FY 2014-15). Given MTC's past success in advancing projects with unused OA from other regions as well as reports from counties

and sponsors that delivery may lag for some projects, this proposal should not affect the delivery of other First Cycle projects in the region.

- Recommendation:** In order to take advantage of this opportunity and meet federal deadlines, MTC must submit the request to Caltrans before the Commission meeting date. Therefore staff is requesting the following Committee actions:
- 1) Refer MTC Resolution No. 3925, Revised to the Commission for approval;
  - 2) Authorize the Executive Director to enter into an agreement with the Orange County Transportation Authority to advance available apportionments to the Bay Area; and
  - 3) Direct staff to submit the FPI project for funding prior to the Commission action on September 22, 2010 to meet federal deadlines. Should the Commission decide not to support these actions, staff would notify Caltrans and retract the fund application.

**Attachments:** Executive Director Memorandum  
MTC Resolution No. 3925, Revised Attachments A-1, A-4, and B  
Draft Agreement with OCTA

# Metropolitan Transportation Commission Programming and Allocations Committee

October 13, 2010

Item Number 3a

## MTC Resolution No. 3925, Revised

**Subject:** **New Federal Transportation Act Cycle 1 Status Report and Grant Recommendations for the Climate Initiatives Competitive Grant Program**

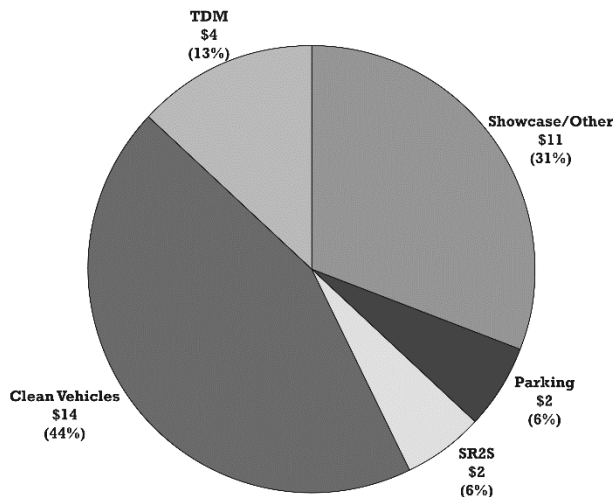
**Background:** In December 2009, the Commission adopted the Cycle 1 Surface Transportation (STP) Program and Congestion Mitigation and Air Quality Improvement (CMAQ) Program for three federal fiscal years (2009-10 through 2011-2012), included as Attachment 1 to the memorandum. Since the Commission action, implementation of the Cycle 1 programs is moving forward.

A number of programs involve a competitive project solicitation and evaluation. These include programs administered by MTC staff and the county congestion management agencies. Attachment 2 to the memorandum provides a status report of all programs and projects selected to date.

After a two-step application and review process, this month staff is recommending the award of grants totaling \$33 million to 17 projects for the new Climate Initiatives Competitive Grant Program. The primary purpose of the program is to test innovative projects with the greatest potential to reduce greenhouse gas emissions and to replicate them on a larger-scale around the region. The program consists of two components:

- (1) Innovative Grants focusing on clean electric vehicles and infrastructure, transportation demand management, parking management, and showcase approaches employing multiple strategies (\$31 million); and
- (2) Safe Routes to School Creative Grants focusing on innovative ways to reduce automobile travel to schools by encouraging children and their parents to bike, walk, and carpool to school (\$2 million).

**Climate Initiatives Competitive Grant Program Fund Distribution  
(in millions)**



Project solicitation and evaluation occurred through a two-step process:

- (1) Applicants submitted letters of interest for 75 projects, totaling \$250 million
- (2) Following evaluation of the letters of interest, a smaller pool of applicants with the highest evaluation ratings was invited to submit a full proposal, which resulted in requests for 24 projects totaling \$74 million.

The primary purpose of the program is to test innovative projects with the greatest potential to reduce greenhouse gas emissions and to replicate them on a larger-scale around the region.

A more complete description of the evaluation process, results and staff recommendation is provided in the attached Executive Director memorandum.

**Issues:** Several of the grant awards include conditions meant to promote partnerships and further regional strategies surrounding climate projects. Most notably, for the Bay Area EV Infrastructure Readiness Program, funds will be held in reserve pending the development of a regional strategy involving the collaboration of MTC, Association of Bay Area Governments (ABAG), and Bay Area Air Quality Management District (BAAQMD).

**Recommendation:** Refer Resolution Nos. 3925, Revised to the Commission for approval.

**Attachments:** Executive Director Memorandum  
MTC Resolution No. 3925, Revised Attachment B



**METROPOLITAN  
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## ***Memorandum***

TO: Programming and Allocations Committee

DATE: October 13, 2010

FR: Executive Director

RE: **New Federal Transportation Act Cycle 1 Status Report and Grant Recommendations for the Climate Initiative Competitive Grant Program**

In December 2009, the Commission adopted the New Surface Transportation Act Cycle 1 Project Selection Criteria and Programming Policy, which included, among other programs, an \$80 million Climate Initiative Program. This memorandum provides a brief status report on the overall \$580 million Cycle 1 program and recommends grant awards for the \$33 million Climate Initiatives competitive grant programs.

### **Progress Report**

Attachment 1 summarizes the programs and projects approved in the Cycle 1 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program for three federal fiscal years (FY 2009-10 through FY 2011-2012), as well as the overall six –year framework to direct future development of Cycle 2 funding commitments. Since the Commission action in 2009, implementation of the Cycle 1 programs are moving forward. Attachment 2 identifies the specific projects and funding amounts selected for the Cycle 1 programs and provides a status report on each of the program elements.

### **Climate Initiatives Competitive Grant Recommendations**

After a two-step application and review process, this month staff is recommending the award of grants totaling \$33 million to 17 projects for the new Climate Initiatives Competitive Grant Program. As a reminder, the purpose of this new program is to (1) to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels; and (2) evaluate these investments so that we may learn and build a knowledge base that will inform the most effective Bay Area strategies for consideration in the Sustainable Communities Strategy in the next Regional Transportation Plan, which is slated for adoption in spring 2013.

### **Evaluation Process**

The solicitation process was conducted in two steps:

- In step one, applicants submitted a short Letter of Interest that was evaluated by regional agency staffs representing MTC, Association of Bay Area Governments (ABAG), Bay Area Air Quality Management District (BAAQMD), and Bay Conservation and Development Commission (BCDC). This original request included roughly 75 projects totaling \$250 million. After seeking necessary clarifications, the evaluation committee selected those projects that most satisfactorily met the requirements and objectives of the program. Where appropriate, MTC staff worked with applicants to better tailor project concepts to meet program objectives. Generally, projects were eliminated because of deficiencies in the following areas: innovation and the ability for replication, CMAQ eligibility, and ability to deliver a project in the short-term leading to direct reductions in greenhouse gases (GHG).



- In step two, a smaller pool of applicants (30 projects) was invited to submit a full proposal to MTC for funding consideration. This number was reduced further through the partnering of several applicants and the development of joint proposals (e.g. electric vehicles, bike sharing, and Safe Routes to School). Twenty-four (24) proposals were received totaling \$74 million in requests. Projects were evaluated based on how well proposals met the basic fund eligibility requirements and the following evaluation criteria:

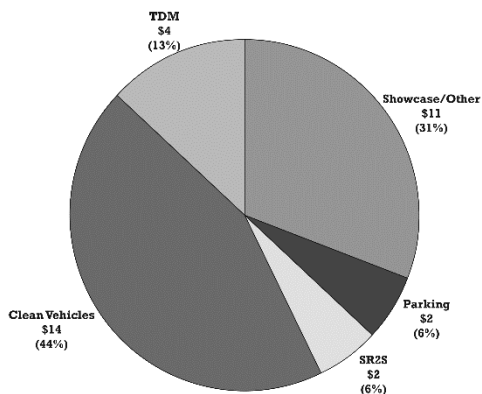
- Level of Innovation
- Potential for Replication at a Larger Scale
- Quality of the Proposal
- Potential for Greenhouse Gas Emission Reductions (such as through mode shift, cleaner vehicles, reduced vehicle miles traveled, etc.)
- Cost Effectiveness
- Cost Sharing by Multiple Partners (except for SR2S)
- Percent Local Match
- Location in a Priority Development Area (except for SR2S)

Table 1 presents an overview of the evaluation criteria applied and the scoring results.

Projects were assigned a rating of high, medium, medium-low or low for each of the criteria above based on the input of the review committee, and calculations of the estimated greenhouse gas emission reduction and cost effectiveness. Only projects that rated high or medium overall are being recommended for funding.

The pie chart below shows the composition of the recommended grant program by category. As illustrated, the largest recommended investment category is clean vehicles at \$14 million or 44%, followed by showcase projects at \$11 million or 31% of the program. The remaining strategies – Transportation Demand Management (TDM), parking, and Safe Routes to School – received a total of \$8 million, or 25% of the Climate Competitive Grant awards. Note that in addition to the competitive grants program, SR2S is also receiving \$15 million distributed by formula to each county to support implementation of local initiatives.

**Climate Initiatives Competitive Grant Program Fund Distribution  
(in millions)**



Funding Recommendations

Tables 2 and 3 provide a full description of the projects recommended and not recommended for funding respectively. Table 2 lists the recommended projects by the following categories:

- *Clean Electric Vehicles (EV) and Infrastructure*: This element includes EV taxis and battery switch stations in San Francisco and San Jose, municipal EV fleets and smart driving; City CarShare EV fleet; and regional EV infrastructure. The package of investments includes approximately 139 electric vehicles, 4 switching stations, and 116 charge points. Investments for the regional EV Infrastructure program are yet to be determined. Total numbers will be further refined based on the outcome of the development of a regional strategy involving the collaboration of MTC, ABAG, and BAAQMD.
- *Transportation Demand Management (TDM)*: This element includes dynamic ridesharing in Marin, Sonoma, and Contra counties; creation of a TDM employer group to implement parking cashout and Muni Partners shuttles coordination in San Francisco; Grand Boulevard Initiative's TDM Strategies for Redwood City; and restructuring Santa Rosa's TDM Program.
- *Parking Management*: This element focuses on parking pricing in Berkeley commercial districts, including enforcement, TDM, GreenTrip certification, and incentives.
- *Showcase Approaches Employing Multiple Strategies*: The showcase category features a bike sharing pilot in San Francisco, San Mateo, and Santa Clara counties; The Port of Oakland's Shore Power Initiative; San Jose's Bicycle Detection Systems; and Cold in Place Recycling demonstration for road rehabilitation projects in Napa and Sonoma counties
- *Safe Routes to School Creative Grants*: This includes a bike mobile for bike repairs and encouragement to use alternative modes for school and travel in Alameda County; Green Ways to Schools through social marketing in Marin County, Green Star Schools' climate curriculum and competitions in San Jose and Alameda, Sonoma, and San Mateo counties; and GIS-based school route maps for Solano County.

#### Next Steps

After the Commission adopts a program of projects for the Climate Initiatives Competitive Grant Program, the following will take place:

- Sponsors to submit final scopes, budgets and schedules to MTC. Certain projects are subject to requirements as a condition of funding as noted in Table 2, which have already been discussed with the project sponsors.
- A workshop is scheduled for grantees on October 27<sup>th</sup> to review the federal-aid process, project delivery deadlines, and other grant responsibilities.
- MTC will develop an evaluation protocol and metrics to be used to establish data for baseline conditions before the projects are implemented.
- Projects will be amended into the TIP in December 2010 allowing sponsors to obtain federal authorization (obligation) for their projects as early as February 2011. As part of this effort, MTC staff will work with project sponsors to ensure timely delivery of their projects.

Memo to Programming & Allocations Committee

October 13, 2010

Page 4

**Recommendation**

MTC staff recommends the Committee forward MTC Resolution No. 3925, Revised to add 17 projects totaling \$33 million for the Climate Initiative Competitive Grant Program to the Commission for approval.

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Steve Heminger,  
Executive Director

# Attachment 1

## New Federal Transportation Authorization Act STP/CMAQ/TE with ARRA Backfill (CMIA/RTIP/TE) Outlay September 22, 2010

(amounts in millions \$)

Program and Project Investments Described in attached summary	Committed ARRA Programming	New Commitments						
		ARRA <sup>1</sup> Backfill CMIA/RTIP/TE	STP/CMAQ Cycle 1	STP/CMAQ/TE Cycle 2	ARRA Backfill & STP/CMAQ/TE Total	Anticipated Revenue <sup>2</sup>	Anticipated Revenue <sup>2</sup>	Total New Commitment
	08/09	08/09	09/10 - 10/11 - 11/12	12/13 - 13/14 - 14/15	09/10-14/15	Amount	%	
Estimated Apportionment Revenues	662	113	520	568	1,201	235		1,436
<b>Annual Programs</b>								
1 Required SAFETEA OA Carryover			54		54			54
2 On-Going Regional Planning			23	25	48			48
3 On-Going Regional Operations			84	74	158			158
<b>Total</b>			161	99	260			260
<b>T 2035 Core Programs</b>								
4 Focus 1 Freeway Performance Initiative (FPI)	19	74	51	66	191	31	13%	222
5 Focus 2 Climate Initiatives <sup>3</sup>			80	40	120	48	20%	168
6 Focus 2 Regional Bicycle Program	10	8	19	20	47	19	8%	67
7 Focus 2 Transportation for Livable Communities (TLC)			89	96	185	42	18%	228
8 Focus 3 Transit Capital Rehabilitation	286			125	125	39	17%	164
9 Focus 3 Regional Streets and Roads Rehabilitation <sup>4</sup>	145		100	77	177	55	23%	232
<b>Total</b>	461	82	340	424	845	235	100%	1,080
Balance	201	31	181	145	356			
<b>Strategic Investments</b>								
10 Safety Projects (Vasco Road and North Bay counties)	13							
11 Express Lane Network (580 and 237/880)	14							
12 Transit Expansion (Oakland Airport Connector)	70							
13 Advance Prop 1B Construction (Caldecott Tunnel)	105							
14 Corridor Mobility (SCL I/C Imps)		31	1		32			32
15 MTC Res 3814 Transit Payback Commitment			6	25	31			31
16 Trade Corridor (Richmond Rail Connector)			8		8			8
17 Suicide Deterrent System (GGBHTD Exchange)			5		5			5
<b>Total</b>	201	31	20	25	76			76
<b>Grand Total</b>	662	113	520	548	1,181	235		1,416

J:\SECTIONALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\RES-3925\_Attach-A\_Appendices.xls\A-1 Framework

<sup>1</sup> \$112.5 M in ARRA Backfill is included within the \$661.9 M ARRA Programming Amount (\$105 M in RTIP & CMIA for Caldecott Tunnel and \$7.5M for TE)

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

<sup>3</sup> Includes \$20M for Sfgo for Cycles 1 & 2

<sup>4</sup> Includes PTAP and FAS of \$28M for Cycles 1 & 2

## Attachment 2: Program and Project Status Report

### Programs Already Obligated in FY 2009-2010:

Because approval of Cycle 1 occurred in the midst of the first year (FY 2009-10) the general approach was to obligate the MTC managed regional programs first, to secure the Obligation Authority, and provide additional time for other programs to select individual projects and include them in the TIP. Now mostly obligated, the \$152 million MTC managed regional programs are currently being implemented and are listed below:

- Regional Planning Program (\$23 million)
- Regional Operations Programs (\$84 million)
- Freeway Performance Initiative (\$31 million)
- Climate Initiatives Program Public Outreach Program (\$10 million) and Evaluation Program (\$4 million):

### Programs To Be Obligated in FY 2011 and FY 2012

The programs below need to be obligated no later than April 30, 2012, or the funds will be redirected. Most of these programs require a subsequent selection of projects that lead to grants awarded to individual projects. Depending on the program, the Commission or County Congestion Management Agency (CMA), or County selects the projects. They are subsequently added into the TIP, allowing project sponsors to request the obligation of funds in federal fiscal years 2010-11 and 2011-12. Specific projects are to be found in Attachment B to MTC Resolution 3925.

Program	Funding	Description	Status
The CMA block grant program	\$127 million	This program is comprised of three programs: County TLC Program, Regional Bicycle Program, and Local Streets and Roads Rehabilitation Shortfall Program. Over the first half of 2010, the CMAs issued calls for projects and selected projects for funding.	The resulting projects have already been forwarded to MTC, which are now incorporated into the 2011 TIP. Half of the funds must be obligated by April 30, 2011, with the remaining half obligated by April 30, 2012.
Federal Aid Secondary (FAS) Program Set-Aside	\$15 million	California statutes guarantee the continuation of minimum funding to counties, ensuring their FAS shares prior to the ISTEA authorization. The entire six-year minimum requirement for FY 2009-10 through FY 2014-15 is addressed upfront in Cycle 1. The funding will be programmed directly to the respective counties to STP eligible local streets and roads projects of their choosing.	To date three counties have selected projects which are included in the TIP.
Eastern Solano CMAQ Program	\$3 million	Consists of CMAQ eligible projects in Eastern Solano County per an agreement with the Sacramento Council of Governments (SACOG) that addresses the portion of Eastern Solano County within the Sacramento Air Basin. The Solano Transportation Authority has selected projects in consultation with MTC and the Sacramento Air District per the existing memorandum of understanding.	STA has selected projects which are included in the 2011 TIP.

<b>Program</b>	<b>Funding</b>	<b>Description</b>	<b>Status</b>
TLC Regional Program	\$61 million	In addition to the County TLC Program discussed above under CMA Block Grants, there are two additional TLC program components: the regionally competitive grant program and the TLC Station Area Planning Program.	The projects under the regionally competitive TLC program were selected by the Commission in July 2010 as reflected in Attachment B. Lastly the Station Area Planning Program will release a call for projects in November 2010.
County Safe Routes to Schools Program	\$15 million	Funding distributed to county based on school enrollment shares. Objective is to establish new programs or expand existing SR2S programs in to more schools. Capital projects are also an allowable expense.	CMAs have been working with each of their stakeholders over the first half of 2010 to define how SR2S programs will be expanded in each of the counties. New SR2S programs in schools and associated capital projects with school trips will start to be implemented next spring. In general, programs are included in the 2011 TIP. Refinements are expected based on further developing programs this fall.
Creative Safe Routes to Schools and Innovative Grant Programs	\$33 million	Regionally competitive programs to reduce GHG emissions through innovative projects. Once implemented projects will be evaluated for effectiveness. The goal is to replicate these ideas in other locations in the Bay Area.	Commission will approve grant awards in Fall 2010. Implementation will follow in the following two-three years.
Strategic Investments	\$20 million	<ul style="list-style-type: none"> <li>• Corridor Mobility- Santa Clara Interchange Improvements (\$1M)</li> <li>• MTC Resolution 3814 Transit Payback Commitment (\$6M) million)</li> <li>• Trade Corridor- Richmond Rail Connector (\$8)</li> <li>• Safety- (GGBHTD) Suicide Deterrent System (\$5 million)</li> </ul>	Staff will work with project sponsors and monitor these projects to ensure that they are obligated no later than April 30, 2012

Projects in the MTC-administered regionally-competitive programs will be approved by the Commission. Projects in the county programs will be selected by the CMAs (or counties for the FAS projects) and then included in the TIP. The project list (Attachment B to MTC Resolution 3925) will be brought back periodically to the Commission for a program and delivery update.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

February 9, 2011

Item Number 2b

**MTC Resolution No. 3925, Revised**

**Subject:** New Federal Transportation Act Cycle 1—Programming Update

**Background:** In December 2009, the Commission adopted the Cycle 1 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program for three federal fiscal years (2009-10 through 2011-2012). Since the Commission action, implementation of the Cycle 1 programs is moving forward. All projects must have their grants obligated (approved by the Federal Highway Administration) no later than April 30, 2012

Subsequent to the adoption of the overall STP/CMAQ framework in December 2009, there have been ongoing selections of projects for a number of the Cycle 1 sub-programs. A number of these programs involve a competitive project solicitation, evaluation, and selection, which are administered by MTC and the county congestion management agencies. As projects are selected, MTC staff evaluates their eligibility and adds them to Attachment B of Resolution 3925 and to the Transportation Improvement Program. Attachment B includes the complete up-to-date list of projects receiving Cycle 1 funding. Recent changes are denoted by bold, underlined text.

Since the last project listing update in October 2010, several new projects were added reflecting Santa Clara Valley Transportation Authority's selection of projects for the County Transportation for Livable Communities Program and the County Safe Routes to School Program. Additionally two road rehabilitation projects were selected by Solano and San Mateo Counties. Other changes involve clarifications on project sponsors and funding amounts.

**Issues:** None

**Recommendation:** Refer Resolution Nos. 3925, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3925, Revised Attachment B

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

May 11, 2011

Item Number 3b

**MTC Resolution Nos. 3723 Revised and 3925, Revised**

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**Subject:** Recommended Planning grant awards for the fourth cycle of MTC's Station Area & Land Use Planning grant program.

**Background:** The Station Area & Land Use Planning 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. Previous station area planning cycles have given priority to station areas located in Resolution 3434 corridors that do not currently meet the housing thresholds in MTC's TOD policy. However, since planning is complete or underway in the majority of station areas along these corridors, eligibility for this cycle focused equally on station areas that are part of these Resolution 3434 corridors or are located in a Priority Development Area (PDA).

In December 2010, staff issued a Station Area & Land Use Planning Call for Projects for approximately \$2.7 million, or half of the \$5.4 million reserved for the program through 2012. Applications were due March 1. Fifteen applications were received totaling \$6.8 million. Staff convened a 12-member evaluation committee that included representatives from transit operators, local jurisdictions, congestion management agencies, non-profit partners, MTC's Policy Advisory Council, the Air District, BCDC and MTC. ABAG planning staff supported the evaluation team, but did not score applications. Scores were based on the following criteria: potential impact (30), current city policies (10), quality of the proposed planning process (25), local commitment (20), and commitment to implementation (15).

Attachment A lists all submitted applications and the recommended funding of \$2.4 million for six grants. The grants vary in funding amounts depending on what each city requires to complete a station area plan. Many cities are already engaged in extensive land use planning but require additional planning funds to complete complementary elements (e.g. environmental reports and access studies).

If approved by the Commission, these six projects would be added to Attachment B of MTC Resolution Nos. 3723 and 3925, Revised.

**Issues:** While staff anticipated awarding up to \$2.7 million in this funding cycle, staff recommends that the balance (\$276,000) carry over to the subsequent funding cycle expected to begin in the next 12-18 months rather than have it applied to Fremont Warm Springs, the seventh-ranked project in Attachment A. At issue is the potential for limited housing development in the station area given the uncertainty in the use of parcels owned by Union Pacific Railroad (UP) within half mile of the station. While the city does not anticipate a determination from UP about these parcels in the near-term, the city expects results this fall from a



federal Economic Development Administration (EDA) grant that is being used to evaluate economic and land use alternatives for the station area. In advance of the next Station Area & Land Use Planning funding cycle, MTC staff will coordinate with the city of Fremont to understand how the EDA results or any UP progress may resolve development uncertainty in the station area, which would better position this project for subsequent funding through the program.

**Recommendation:** Refer Resolution Nos. 3723 and 3925, Revised, to the Commission for approval.

**Attachments:** Attachment A - Station Area & Land Use Planning Grant recommended funding amounts and list of applications. MTC Resolution Nos. 3723 and 3925, Revised Attachment B.

**Attachment A**

**Fourth-Cycle Station Area & Land Use Planning  
Recommended Funding Amounts and List of Applications**

<b>Co</b>	<b>City</b>	<b>Application</b>	<b>Request</b>	<b>Recommended Funding</b>	<b>Match</b>	<b>Panel Score</b>
SF	San Francisco	Central Corridor, So. segment of the Central Subway	\$ 400,000	\$ 400,000	47%	90
SF	San Francisco	Market Street (Steuart St. to Octavia Blvd.)	300,000	300,000	24%	89
SM	South San Francisco	Caltrain Station, Downtown South San Francisco	600,000	600,000	20%	85
SC	Sunnyvale	Lawrence Station Area/ Sunnyvale and Santa Clara	450,000	450,000	25%	84
CC	Walnut Creek	Walnut Creek BART	450,000	450,000	25%	84
AL	Fremont	Central Fremont – City Center	224,000	224,000	20%	81
AL	Fremont	South Fremont/Warm Springs	600,000		20%	77
CC	Richmond	Richmond BART/Intermodal Transit Station, Downtown Richmond	375,000		25%	75
AL	Livermore	Vasco Road TOD/PDA in the vicinity of South Vasco and Brisa Roads and existing ACE Station	750,000		38%	73
CC	Orinda	Orinda Downtown	263,000		20%	72
AL	Fremont	Irvington Station/Irvington District of Central Fremont	240,000		20%	71
SM	Redwood City	Redwood City Station/Downtown	280,000		20%	69
AL	Alameda	Alameda Point/West Alameda	750,000		42%	69
CC	Antioch	Rivertown Ferry Terminal/Downtown Antioch	400,000		20%	66
CC	Richmond	Cutting Blvd.	750,000		20%	65
<b>Total</b>			<b>\$ 6,832,000</b>	<b>\$ 2,424,000</b>		

# Metropolitan Transportation Commission Programming and Allocations Committee

June 8, 2011

Item Number 2i

## MTC Resolution No. 3925, Revised

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**Subject:** Rescind approximately \$2 million in Transportation for Livable Communities (TLC) First Cycle awards from Hercules and South Hayward and redirect to Station Area and Land Use Planning and Technical Assistance Programs

**Background:** The TLC Program supports projects that bring new vibrancy to downtown areas, commercial cores, neighborhoods, and transit corridors, enhancing their amenities and ambiance, and making them places where people want to live, work and visit. In July 2010, the Commission awarded \$44 million in TLC grants to local jurisdictions in the region.

Staff is requesting a rescission of \$2 million for two projects - \$770,000 from the City of Hercules' Complete Street for Hercules New Town Center project and \$1.3 million from the City of Hayward's South Hayward BART area/Dixon Street streetscape access and improvements project. Additional information on each project is provided below:

**Hercules New Town Center:** Conditions for the Hercules project have significantly changed since the project was submitted and funded last July, primarily a \$12 million funding shortfall for the overall project area. Therefore, if the TLC project were to be delivered as proposed, the surrounding land uses will not be realized in the near future, or at the densities presented in their application. In addition, the application proposed a 41% match, well above the 20% match requirement, which can no longer be achieved. A review of the evaluation committee scores revealed that had the project been submitted under current conditions, it would not receive the same score, dropping it below the proposed threshold for funding.

The Hercules project has also received \$986,000 through the County TLC Program. The Contra Costa Transportation Authority (CCTA) has indicated that, based on revisions the City of Hercules has made to the project, it will continue to support it. CCTA has also indicated that the maximum amount of CMAQ funding that could be applied to the project (from an eligibility standpoint) would be the amount of their grant award. As a result, the project would not have a funding shortfall should MTC decide not to fund this project.

MTC has received a letter from the City of Hercules acknowledging that it cannot use the regional TLC funds as planned at this time.

**South Hayward BART area/Dixon Street:** Conditions have also changed for the City of Hayward's South Hayward BART area/Dixon Street. Due to current economic conditions and redevelopment agency uncertainty, the city is unable to provide matching funds to a California Housing & Community Development (HCD) grant for Phase 1 of a large-scale development project at the South Hayward BART station. However, working with HCD, the developer and the affordable housing partner, the city is able to move forward with Phase 2 of the project, which is a smaller scale project than Phase 1. Given that Phase 2 is a component of the overall project area initially

submitted in the TLC application, staff supports funding streetscape access and improvements, many of which remain the same as included in Phase 1 of the project. After working with City of Hayward staff, given that Phase 2 (now the initial phase) is smaller than the original Phase 1, revised TLC improvements now total \$1.8 million, down \$1.3 million from the \$3.1 million original award.

As we have done in the past, staff recommends redirecting these funds to the Station Area and Land Use Planning program. Funds can be obligated in FY 2011-12 after amending the Transportation Improvement Program. A call for projects is anticipated within the next 6-12 months.

**Issues:** None

**Recommendation:** Refer Resolution Nos. 3925, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3925, Revised Attachment B

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# Metropolitan Transportation Commission Programming and Allocations Committee

September 14, 2011

Item Number 4a

## MTC Resolution No. 3925, Revised

**Subject:** New Federal Transportation Act - Proposal for Surface Transportation Program/  
Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ)  
Cycle 1 Augmentation.

**Background:** On June 30, 2011, the Federal Highway Administration (FHWA) released final apportionments for the 2011 fiscal year. Similar to last year, the amount exceeded programming estimates. Although the transportation formula programs are similar to prior years, the FY 2010-11 funding levels, as with FY 2009-10, includes funding redirected from various discretionary or earmarked programs, including the Projects of National and Regional Significance (PNRS) program and the National Corridor Infrastructure program, to the formula programs. As a result, MTC is receiving roughly \$18 million in additional federal STP and CMAQ funding for FY 2010-11, a little more than the additional \$15 million received in FY 2009-10.

As a reminder, last year the additional apportionment went to the following (in \$millions):

1)	Strategic Investment – Advance of SamTrans Payback (Program “Freed Up” Cycle 2 Funds to Climate Initiative)	\$6.0
2)	Transportation for Livable Communities (TLC)	\$4.1
3)	Regional Commitment – GGB Suicide Deterrent	\$5.0
	Total:	\$15.1

Considering \$18 million is a relatively modest increase to the roughly \$500 million Cycle 1 program already approved, staff proposes to use this funding to advance commitments that had been deferred to Cycle 2 because of revenue constraints at the time the six-year framework was developed. Staff has determined these funds can be obligated immediately, thus addressing federal timely use of funds issues.

1)	Climate Initiatives - SFgo	\$5.0
2)	Strategic Investment – Advance of SamTrans Payback	\$13.3
	Total:	\$18.3

- **Climate Initiatives - SFgo:** Due to funding limitations, the SFgo project was funded over two programming cycles with \$15 million in Cycle 1 and the remaining \$5 million committed in Cycle 2.

Staff proposes to advance the \$5 million and program it in Cycle 1 together with the other funding for this project.

- **Regional Strategic Investments:** As part of the adoption of the New Act Framework, funding for the SamTrans Caltrain right-of-way settlement in an amount of \$19.3 million was deferred to Cycle 2 given the oversubscription of funds. On July 28, 2010, in response to additional

apportionment in FY 2009-10, the Commission advanced \$6.0 million into Cycle 1, leaving a remaining balance of \$13.3 million in Cycle 2.

Staff recommends advancing the remaining \$13.3 million funding commitment and programming the funds to SamTrans for a preventive maintenance project in Cycle 1. The SamTrans payback is the first priority for funding in Cycle 2.

While other uses of the funds could be considered, staff believes the recommended approach to be prudent given the limited new funding capacity available and the uncertainty of future federal revenues during the Cycle 2 funding period. To that end, staff recommends reevaluating future federal revenue assumptions as we receive more information on the federal transportation funding levels.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 3925 Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3925, Revised, Attachment B, Appendix A-1

# Metropolitan Transportation Commission Programming and Allocations Committee

October 12, 2011

Item Number 2d

## MTC Resolution No. 3925, Revised and 3989, Revised

**Subject:** Climate Initiatives Innovative Grant Program changes. MTC Resolution Nos. 3925, Revised, and 3989, Revised.

**Background:** In October 2010, the Commission approved funding for 17 projects totaling \$33 million through the Climate Initiatives Program's Innovative and Safe Routes to Schools Grants (MTC Resolution 3925, Revised). This includes a \$2.4 million reserve for the Electric Vehicle (EV) infrastructure program. Staff proposes the following modifications.

**1. Award \$376,000 to Stewart's Point Rancheria's Intertribal Electric Vehicle (EV) project:** On June 9, 2011, MTC staff held a Native American Tribal Consultation and Workshop as part of the Plan Bay Area Process and received a request from Stewart's Point Rancheria to consider its intertribal EV project for funding. Based on further review and government-to-government consultation, MTC staff recommends funding the intertribal EV project, which meets the evaluation criteria of the Innovative Grants Program.

The proposed project would expand transportation services to tribal citizens and lay the groundwork for successful expansion of EV infrastructure to all area tribes. It involves the purchase of up to nine electric vehicles (includes one hybrid) and up to eight Level 2 chargers. Some chargers will be equipped with solar panels which are not being tested in any of our other EV grants. The sponsor plans to work with the University of California, Berkeley's Energy Resources Group (ERG) and Community Assessment for Renewable Energy and Sustainability (CARES) to monitor performance of vehicles under different geographies and driving conditions so that tribes can determine the best vehicles to meet their driving needs with the least environmental impact. Based on information provided, the estimated greenhouse gas emission reduction potential is 30 tons/year.

Funding would come from the \$2.4 million funding reserve that the Commission set-aside for investments in the regional EV infrastructure program, leaving a balance of \$2.0 million. The remainder is pending MTC, ABAG, and BAAQMD's further development of an electric vehicle strategy(ies). BAAQMD also supports this grant recommendation.

Associated with this fund request is a fund exchange to make local funds available to the tribes in lieu of federal CMAQ funding due to federal eligibility constraints. Funds would come from MTC's Exchange Program (Resolution 3989).

**2. Modify project scope for City of Santa Rosa's Climate Initiative Program, Innovative Project grant:** The Commission awarded \$600,000 to the City of Santa Rosa to implement the transportation demand management (TDM) element of the Green My Ride Program. The TDM strategies included expansion of the City's Trip Reduction Incentive Program to include employers throughout Sonoma County, a commute pass program coordination of a countywide youth transit pass program, and a Guaranteed Ride Home Program. Due to logistical implementation issues and lack of ongoing funding to continue the program after the grant period the City is requesting a change to their original program concept.

The City is proposing a scope modification that implements an enhanced Automatic Vehicle Locator (AVL) system on the fixed-route fleet. This AVL system aims to improve customer service, system evaluation, system management, and overall transit performance. The AVL system includes a number of innovative technological features that will be tested in this project, such as web-based customer interface, push technologies to get real-time information to customers, automated data collection, and real-time signage.

If this project was originally submitted for grant consideration, it would compete and rate well against the evaluation criteria because it offers an innovative application of AVL technology to attract non-choice riders from college/schools, senior centers, shopping areas, and major job centers. Outreach and marketing efforts will also be implemented so that users receive real-time information and are directed to My 511 services. Additional coordination with 511 will be implemented as part of this project. To date, many large transit operators such as SFMTA, AC Transit, and BART offer real-time information to riders. This project will test the effectiveness of this technology on a smaller system and enable their riders to make more confident, informed decisions particularly when headways often exceed 30-minutes. The project will have a significant local match of \$437,000 from local and FTA funds (which is over 40% match) and will support Priority Development Areas in Santa Rosa. Both of these criteria are key to the Climate Initiatives program. Implementation will begin in October 2011, followed by marketing, outreach and training in summer 2012, and full launch in October 2012.

Staff recommends approval of a scope modification that allows the City of Santa Rosa to apply the \$600,000 Innovative Grants towards implementation of an enhanced AVL system on CityBus.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 3925, Revised and Resolution 3989 to the Commission for approval.

**Attachments:** MTC Resolution No. 3925, Revised, Attachment B  
MTC Resolution No. 3989, Revised, Attachment B



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# Metropolitan Transportation Commission Programming and Allocations Committee

February 8, 2012

Item Number 2f

## MTC Resolution No. 3925, Revised

**Subject:** New Federal Transportation Act - Proposal for Surface Transportation Program/  
Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1  
Augmentation.

**Background:** The new federal transportation act STP/CMAQ Cycle program framework adopted by the Commission in December 2009 includes several sub-programs including the County Transportation for Livable Communities (TLC) program. Project selection for this program is conducted by the county Congestion Management Agencies. In addition, the framework included roughly \$9 million for the Lifeline Transportation Program in Cycle 2. Staff is requesting changes to the Cycles 1 & 2 program framework to accommodate a request by the Santa Clara Valley Transportation Authority (SCVTA), and to advance funding for the Lifeline Transportation Program (LTP) from Cycle 2 to Cycle 1. Additional information is provided below:

**US 101 Capitol Expressway Interchange:** The Santa Clara Valley Transportation Authority (SCVTA) received \$24 million in Corridor Mobility Improvement Account (CMIA) funds from the California Transportation Commission (CTC) for the US 101 Capitol Expressway Interchange. However, an additional \$4.2 million is needed for the project. Staff have approached the CTC to consider redirecting savings from other CMIA projects in Santa Clara County to cover this additional funding need. Unfortunately the CTC is unwilling to provide additional funding to the project and has indicated the CMIA funds will be de-programmed from the project if additional funds to complete the project are not identified by their next meeting. To address the shortfall, MTC and VTA staff are proposing a funding plan with \$3.3 million in Santa Clara County local funds and \$1.1 million in regional STP funds redirected from the Palo Alto California Avenue Transit Hub Streetscape Transportation for Livable Communities (TLC) project which is experiencing project delays. In exchange, VTA will identify and program an equal amount of local/STIP funds to a future TLC project.

**Lifeline Transportation Program:** Caltrans has recently released revised STP/CMAQ apportionments for the 2012 fiscal year. Similar to last year, the amount exceeds MTC programming estimates. Although the federal transportation formula programs are similar to prior years, the FY 2011-12 funding levels, as with FY 2010-11, includes funding redirected from various discretionary or earmarked programs, including the Projects of National and Regional Significance (PNRS) program and the National Corridor Infrastructure program, to the formula programs. As a result, MTC is receiving roughly \$10 million in additional federal STP/CMAQ funding for FY 2011-12.

As a reminder, of the roughly \$30 million in additional apportionment received in the past two years, the Commission directed the majority of these funds to advance Cycle 2 investments into Cycle 1.

Considering \$10 million is a relatively modest increase to the roughly \$500 million Cycle 1 program already approved, staff proposes to use this funding to advance \$9 million to the Lifeline Program that had been deferred to Cycle 2 because of revenue constraints at

the time the six-year framework was developed. Staff recommends advancing this funding commitment and programming the funds in Cycle 1 so that the STP/CMAQ funding is available concurrently with the other funds when the Commission adopts the Lifeline Transportation Program in the spring. Because the Lifeline Transportation Program has a delivery requirement of April 30, 2014, the attached excerpt from Attachment A policies, extend that deadline to these funds.

While other uses of the funds could be considered, staff believes the recommended approach to be prudent given the limited new funding capacity available and the uncertainty of future federal revenues during the Cycle 2 funding period. Furthermore these actions result in no net change in funding over the Cycles 1 & 2 framework. To that end, staff recommends reevaluating future federal revenue assumptions once the new federal transportation act is enacted.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 3925 Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3925, Revised: excerpt from Attachment A (pages 6 and 17 plus Appendix A-1 and Appendix A-7), and Attachment B

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# Metropolitan Transportation Commission Programming and Allocations Committee

March 7, 2012

Agenda Item 4a

## MTC Resolution Nos. 3925, Revised, and 4038, Revised

**Subject:** Proposed \$34 million advance for the Doyle Drive / Presidio Parkway Project: Revisions to the Surface Transportation Program/ Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 Program and 2012 Regional Transportation Improvement Program (RTIP).

**Background:** The US 101 Doyle Drive Presidio Parkway (Doyle Drive) is a \$1 billion project to improve access to the Golden Gate Bridge by replacing structurally deficient bridges and constructing a parkway through the San Francisco Presidio. The first phase of the project is currently under construction. To proceed to the second phase, which the state is implementing as a Public-Private Partnership (P3), the project must demonstrate a full funding commitment by April 2012.

As a reminder, on December 14, 2011, the Commission adopted the 2012 RTIP including \$44.8 million for the Doyle Drive/Presidio Parkway project. At that time, staff noted that there were two outstanding issues for the project and the 2012 RTIP: 1) the funding request was in excess of San Francisco's 2012 STIP share by \$34 million and 2) the project lacked a full funding plan, which is a requirement for the California Transportation Commission as well as for the Phase 2 financial close. This item sets forth a proposal to address both issues.

**Funding Plan:** MTC staff met with representatives of the California Transportation Commission (CTC), Caltrans and the San Francisco County Transportation Authority (SFCTA) and developed the following plan to address the funding gap.

Agency	Fund Source	Amount (Millions)
MTC	STP/CMAQ (exchanged for future SF RTIP)	\$34.0
SFCTA	State Local Partnership Program (SLPP)*	\$19.3
SFCTA	Proposition K/Local	\$ 9.7
Caltrans	SHOPP	\$ 9.7
<b>Total</b>		<b>\$72.7</b>

\* Fund source reprogrammed to the project

Staff recommends advancing \$34 million in STP/CMAQ Freeway Performance Initiative (FPI)/Express Lanes funds to SFCTA for the Doyle Drive project. Future San Francisco RTIP funds totaling \$34 million will be assigned to the FPI program to maintain the funding level of this regional program. To ensure sufficient STP/CMAQ programming capacity is available, the obligation authority carryover identified in the STP/CMAQ program is proposed to be reduced by \$34 million.

SFCTA will reconfirm an earlier commitment of roughly \$19 million in Proposition 1B SLPP funding to the project. The remaining shortfall of roughly \$19 million is to be shared equally between SFCTA and Caltrans. SFCTA is scheduled to take an item to their Board with their funding contribution on March 6. Caltrans has agreed to the

commitment of additional SHOPP funds as their contribution to the overall funding solution.

**2012 RTIP Revision:** With the proposed programming of \$34 million in STP/CMAQ to the project, staff is recommending to amend the RTIP to reduce the funding for Doyle Drive to \$13 million. Further, staff is recommending to memorialize in the RTIP that the programming of future San Francisco RTIP funds to the FPI/Express Lanes or other regionally selected project will be the highest priority for San Francisco RTIP funding in the 2014 RTIP and 2016 RTIP, if necessary, after meeting the \$26 million commitment to Central Subway and Planning, Programming and Monitoring (PPM) funding.

**Issues:** MTC's approval of providing STP/CMAQ funds in exchange for future RTIP funds is contingent on the project sponsors, Caltrans and SFCTA, addressing the remaining funding shortfall.

**Recommendation:** Refer MTC Resolution No. 3925, Revised and MTC Resolution No. 4038, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3925, Revised, Attachment A  
MTC Resolution No. 3925, Revised, Appendix A-1  
MTC Resolution No. 3925, Revised, Attachment B  
MTC Resolution No. 4038, Revised  
MTC Resolution No. 4038, Revised, Attachment A  
MTC Resolution No. 4038, Revised, Attachment B

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# Metropolitan Transportation Commission Programming and Allocations Committee

April 11, 2012

Item Number 2c

## MTC Resolution No. 3925, Revised

- Subject:** Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) New Act Cycle 1 Programming Revisions.
- Background:** The new federal transportation act STP/CMAQ Cycles 1 & 2 framework adopted by the Commission in December 2009 includes several sub-programs including the Safe Routes to School (SR2S) Program, MTC Resolution 3814 Transit Payback commitment, and Climate Initiatives public outreach. Staff is requesting changes to the Cycles 1 & 2 program framework as described below:
- Alameda Safe Routes to School Program: In December 2009, MTC programmed \$15 million in Cycle 1 CMAQ funds over a three-year period to implement the county Safe Routes to School (SR2S) program. To more efficiently implement their program, the Alameda County Transportation Commission (ACTC) is requesting that roughly \$1.2 million of their SR2S program funding be assigned to an Altamont Corridor Express (ACE) preventive maintenance project in lieu of local measure funds assigned to this project. ACTC will direct the freed-up local funds to the county's Safe Route to School program. The ACTC Board approved the request on March 22, 2012.
- MTC Resolution 3814 Transit Payback - Small Operators / Northbay Counties: The Cycle 1 and 2 framework provided \$31 million in STP/CMAQ funds for the MTC Resolution 3814 transit payback commitment as a priority for funding in Cycle 2. Over the past couple years, due to higher than anticipated federal revenues, MTC has been able to advance and fund \$28 million of this commitment within the Cycle 1 program. In response to additional federal revenues due to the continued extension of SAFETEA and higher than expected formula funding levels, staff is proposing that the remaining \$2.7 million for the small operators/ northbay counties be advanced from Cycle 2 and funded in Cycle 1. With this advancement, the entire transit payback commitment within the Cycle 1 and 2 framework will be fulfilled.
- Climate Initiatives - Spare the Air: MTC programmed \$80 million in Cycle 1 CMAQ funds over a three-year period to implement the Climate Initiatives Program, including \$10 million for a public education and outreach program. As part of the program's public education activities, we recommend dedicating \$700,000 to the Bay Area Air Quality Management District for the summer Spare the Air program, which will focus on transportation-related greenhouse gas emission reduction activities. These funds will go toward the 2013 summer Spare the Air campaign.
- Issues:** None.
- Recommendation:** Refer MTC Resolution No 3925 Revised to the Commission for approval.
- Attachments:** MTC Resolution No. 3925, Revised: excerpt from Attachment A (pages 6 and 17) plus Appendix A-1, and Attachment B

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# 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:

<b>Criteria</b>	<b>Points</b>
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
<b>Total</b>	<b>100</b>

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**

<b>County</b>	<b>City</b>	<b>Application Name/Location</b>	<b>Funding Request</b>	<b>Recommended Funding</b>	<b>Average Score</b>
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
		<b>TOTAL</b>	<b>\$6,374,000</b>	<b>\$3,664,000</b>	

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

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

September 12, 2012

Item Number 2b

**MTC Resolution No. 3925, Revised**

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- Subject:** Recommended grant augmentation for a Priority Development Area (PDA) Planning grant, and revision to a county Transportation for Livable Communities (TLC) project.
- Background:** The Priority Development Area (PDA) Planning program was renamed from the Station Area & Land Use Planning program per the One Bay Area Grant Program. The PDA Planning 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 May 2011, the city of Walnut Creek was awarded a PDA Planning grant in the amount of \$450,000 to focus on the Walnut Creek BART/West Downtown area. As the planning process got underway, a key adjacent area with development potential was identified that was not included in the initial planning area.
- Staff recommends adding \$50,000 to the Walnut Creek grant award to add this critical geography to the planning process, and to the programmatic Environmental Impact Report funded through the grant.
- Also Attachment B has been updated to move \$200,000 from the Santa Rosa streetscape project to the Cotati Train Depot as part of the Sonoma County Transportation for Livable Communities (TLC) program. This is being approved through a TIP administrative modification.
- Issues:** None
- Recommendation:** Refer Resolution No. 3925, Revised, to the Commission for approval to augment the PDA Planning Grant for the City of Walnut Creek and make the TLC program revision.
- Attachments:** MTC Resolution No.3925,Revised Attachment B

# Metropolitan Transportation Commission Programming and Allocations Committee

May 8, 2013

Item Number 4b

## MTC Resolution No. 3925, Revised

**Subject:** Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) New Act Cycle 1 Programming Revisions.

**Background:** Staff is recommending the following changes to the STP/CMAQ Cycle 1 program reflecting new developments for the following programs and projects as described. Projects are highlighted on Attachment B to the Resolution.

### Project Changes

- Modify the obligation deadline for the remaining Cycle 1 funds for projects subject to the dissolution of the redevelopment agencies, and delays in programming of Lifeline Transportation projects, small/northbay transit operator projects subject to the MTC Resolution 3814 transit payback commitment, and climate initiative innovative grant Projects.
- Redirect funding from the city of Concord's Monument Blvd Corridor Shared Use Trail project (Phase 1) to the Monument Blvd Corridor Pedestrian and Bikeway Network project (Phase 2) with no change in total funding.
- Add the Eddy and Ellis Traffic Calming Improvements Project in San Francisco to the Lifeline Transportation Program. The project was approved by the Commission in April 2013.
- Shift funding between two SamTrans projects that are part of the MTC Resolution 3814 transit payback commitment due to cost savings, with no change in total funding.
- Replace the city of Livermore's village plaza project, which was cancelled due to the rescission of redevelopment funds by the State, with the Livermore railroad depot restoration project.
- Revise the Climate Initiatives Innovative Grant Program to delete \$6 million from the Better Place electric vehicles taxi program. Allocate \$875,000 to extend the Dynamic Rideshare project, \$2.8 million funding for the BAAQMD's bike sharing project, and reserve \$2.3 million for future programming. More information on these recommendations is provided in the attached staff memorandum.

**Recommendation:** Refer MTC Resolution No 3925, Revised to the Commission for approval.

**Attachments:** MTC Resolution No.3925, Revised Attachment B



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## *Memorandum*

TO: Programming and Allocations Committee                      DATE: May 8, 2013

FR: Deputy Executive Director, Policy

RE: Revisions to the Climate Initiatives Innovative Grant Program

### **Summary**

This item makes revisions to the Climate Initiatives Innovative Grant Program (Climate Grant). The revisions reflect the withdrawal of one of the projects, as well as additional funding requests from current projects, which are discussed below.

### **Electric Vehicle Taxi Project**

In October 2010, MTC awarded a \$7 million grant to SFMTA for the implementation of four electric vehicle battery switch stations (two in San Jose and two in San Francisco) with 61 battery swap taxis and 25 fixed battery neighborhood electric vehicle taxis. The battery swap stations and battery swap taxis would be installed and operated by Better Place (\$6 million) and the fixed battery taxis would be owned and operated by SFMTA (\$1 million).

In February 2012, Better Place informed MTC and SFMTA that they were pulling out of the North American market and would no longer deliver its portion of the project. No federal funds have been expended on the Better Place-managed element of the project. SFMTA is still planning to deliver its portion of the project (25 fixed battery taxis) with \$1 million of the original grant. MTC is working with SFMTA staff to deprogram the \$6 million in funding that was designated for the Better Place portion of the grant.

### **Dynamic Ridesharing Project**

In October 2010, MTC awarded a \$1.5 million Climate Grant to Sonoma County Transportation Authority, Contra Costa Transportation Authority, and Transportation Authority of Marin for a Real-Time Ridesharing (RTR) pilot project. The program is successfully underway in all three counties.

RTR uses new smartphone technology to allow commuters to form carpools in real time. Over the last year, the agencies and their contractor have worked to improve the product based on feedback from these pilots as well as one in Santa Barbara. The project is starting to see much higher usage as the agencies continue to address the issues of user acceptance, reliability, and critical volume common with the deployment of a new technology. Dynamic rideshare program has over 1,000 registered accounts, and is looking to expand by building on lessons learned during the first six months of the pilot, including focused marketing events, employer outreach, and integration with 511.

The Cycle 2 Climate Grant program includes funding to continue and/or expand successful pilots from this first round of grants. The vast majority of project sponsors have been delayed getting through the federal aid process. The RTR pilot, which was one of the earlier projects implemented, is running out of funds before MTC is able to proceed with the next round of innovative grant funding decisions. To keep the pilot active, the agencies are requesting an additional \$875,000 for the three-county RTR program to be matched \$125,000 in local funds. This amount of funding would keep the program running through Spring 2014, allowing the project to continue at least until funding decisions for the Cycle 2 Climate Program are made.

### **Regional Bikeshare Project**

In October 2010, MTC awarded a \$4.3 million grant to BAAQMD for a 12-month bikesharing pilot project to include 1,000 bikes at 100 stations, with 500 bikes in San Francisco, 400 in Santa Clara County and the remaining 100 in San Mateo County. Figure 1, attached, identifies the jurisdictions participating in the bikeshare project.

The project partners have provided \$3.0 million in matching funds for a total budget of \$7.3 million. Because bids for the project came in too high to implement the complete project, BAAQMD has scaled back the project for an initial launch of only 700 bikes at 70 locations, downscaled proportionately across the project locations. In addition, the budget currently only includes sufficient funds for six months of operating costs.

At the time that BAAQMD applied for the grant in early 2010, bikesharing in North America was relatively new and associated costs were not well understood. Operating and equipment costs are higher than anticipated due to technology and equipment refinements and requirements specific to the Bay Area (e.g. bikes with multiple gears). In addition, one of the largest costs that was under-estimated is the cost of operating in five noncontiguous communities across the three counties. The distance between stations requires multiple warehouse spaces, office space, maintenance contracts, and marketing materials. It has also resulted in delays to the project to complete multi-agency agreements and work through multiple permitting and installation processes.

BAAQMD is requesting funds to launch the full 1,000 bike system now to provide a geographically robust system that consistently has bikes available at the various stations and can attract and retain more ridership. BAAQMD estimates an additional \$4.2 million is needed to launch the full 1,000 bikes/100 stations and cover the first year operating shortfall. This would take total project costs to \$11.5 million.

Staff recommends funding the full 1,000 bike/100 station system using an additional \$2.8 million in Climate Grant funds and \$1.4 million from the BAAQMD. The funding shares are consistent with those from the original grant proposal (61% MTC; 39% BAAQMD/local). This recommendation includes funds to cover the operating shortfall for the first year of the program.

Final programming of funds would be conditioned on BAAQMD's approval of their contribution. BAAQMD staff will seek approval of their contribution by their Mobile Source Committee on May 23.

There are concerns regarding the long-term viability of the bikesharing pilot. Funds for continued operations beyond the first year have not been secured. BAAQMD is continuing to explore options for funding on-going operations and future expansion of the program, including seeking private sector sponsorship.

In summary, staff recommends that this Committee refer Resolution No. 3925, Revised to the Commission for approval to rescind \$6 million from the Better Place electric vehicles taxi program and to allocate \$875,000 to extend the Dynamic Rideshare project, \$2.8 million to implement the Regional Bikeshare project, and hold the balance of \$2.3 million in reserve for future programming.

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Ann Flemer

**Figure 1. Map of Bikesharing Locations**





# Metropolitan Transportation Commission Programming and Allocations Committee

December 11, 2013

Item Number 3e

MTC Resolutions No. 3925, Revised and No. 4035 Revised

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**Subject:** MAP-21 Cycles 1& 2 Programs – Programming Revision.

**Background:** On December 16, 2009, the Commission approved the final Cycle 1 programming for the Moving Ahead for Progress in the 21<sup>st</sup> Century Act. At the time of adoption it was noted \$113 million in State funds (Corridor Mobility Improvement Account (CMIA), Regional Transportation Improvement Program (RTIP), and Transportation Enhancement (TE) funding) were needed to fully fund Cycle 1 programs.

### Cycle 1 FPI Funding Swap

On January 27, 2010, the Commission approved and forwarded to the California Transportation Commission (CTC) the 2010 Regional Transportation Improvement Program (RTIP), which included \$31 million for the Freeway Performance Initiative (FPI). The CTC did not approve the requested funding because of lack of state funding capacity thereby creating a shortfall for the FPI project. The region was successful in securing the remaining \$82 million in state CMIA and TE funds for the MAP-21 Program.

The subsequent 2012 RTIP included funding for FPI, but there is only \$24 million available in Fiscal Year 2015-16. The remaining \$7 million will be requested in the 2014 RTIP. In the meantime, the FPI projects are now ready for delivery.

To allow the FPI projects to proceed, staff recommends a fund swap for the FPI program, swapping the \$31 million in RTIP funds with an equivalent amount of Congestion Mitigation and Air Quality Improvement (CMAQ) funds advanced from future years by using Obligation Authority (OA) captured from other states and regions. The freed up RTIP funds will be available for an exchange with the Contra Costa Transportation Authority (CCTA), as explained under Item \_\_\_\_.

This proposal enables two benefits:

- Allows the FPI projects to move forward now, rather than waiting two years.
- Facilitates an exchange of federal funds with local funds.

### Cycle 2 FPI Projects

In response to continued operational deficiencies along I-280 in San Jose, staff recommends revising the FPI project list to include \$500,000 for environmental studies of a I-280/Stevens Creek Interchange Ramp Modification project as shown in attachment B. Funds are advanced from

**Programming and Allocations Committee**

**December 11, 2013**

**Page 2**

a future programming cycle, using unused apportionment and OA captured from other states and regions

**Issues:** None

**Recommendation:** Refer Resolution 3925, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3925, Revised: Attachment B and Appendix A-4;  
MTC Resolution No. 3925, Revised: Attachment B;

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**For March 5, 2014 Agenda Item 4b  
PAC Summary page**

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**For May 9, 2014 memo to  
Planning Committee  
Agenda Item 5**

**See**

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# Metropolitan Transportation Commission Programming and Allocations Committee

July 9, 2014

Agenda Item 3a

## MTC Resolution Nos. 3925, Revised and 4035, Revised

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

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

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

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

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

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

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

### **GGB Suicide Deterrent System Funding Plan**

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

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

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

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

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

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

**Revisions to Cycles 1 & 2 Programs**

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

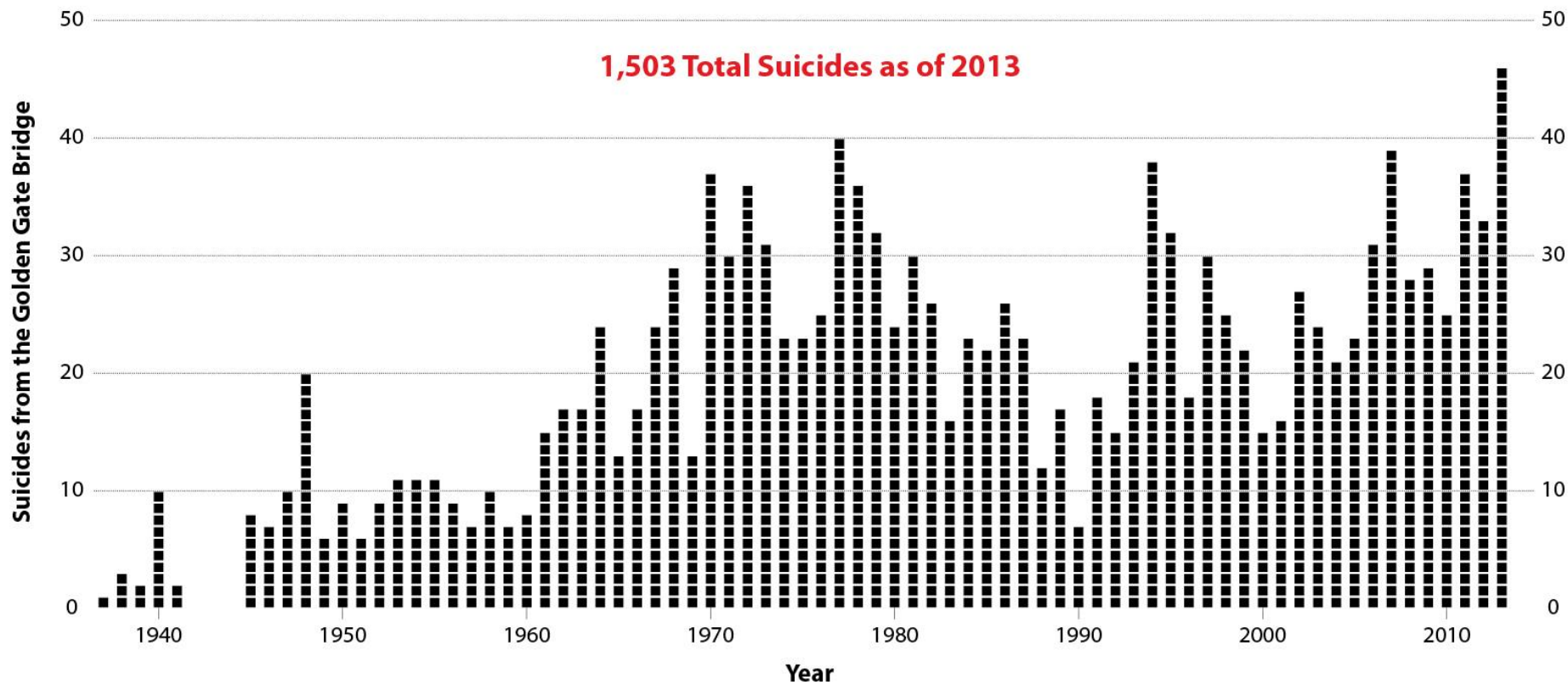
**Issues:** None

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

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

Exhibit A

# Golden Gate Bridge Suicides by Year



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

# Metropolitan Transportation Commission Programming and Allocations Committee

January 14, 2015

Agenda Item 2c

## MTC Resolution No. 3925, Revised

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**Subject:** Revision to the Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 Climate Initiatives Program.

**Background:** The Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) STP/CMAQ program framework adopted by the Commission in December 2009 includes several sub-programs including the Climate Initiatives program. Staff is requesting changes to the innovative grants portion of the Climate Initiatives program as described below.

### Project Changes

Within the Climate Initiatives Innovative Grant Program, staff proposes to redirect \$1.5 million from San Jose's Bike Detection project, and reprogram the funds for a San Jose Transportation Demand Management project. A total of approximately \$50,000 has already been expended and federally reimbursed and therefore remains with the Bicycle Detection project.

As part of the Climate Initiatives Innovative Grants Program, in October of 2010, MTC programmed \$1.5 million to the City of San Jose to deploy a bicycle detection pilot. Bike detection is an innovative technology that senses bicycles at intersections. The goals of this project were to:

1. Identify the best bicycle signal detection systems by testing the latest available technologies; and
2. Implement this technology on several corridors in San Jose's enhanced Primary Bikeway Network.

After three years of delays due to staffing and project management changes, city staff recommended an alternate use of the funds. With the available \$1.5 million in CMAQ funding, and a local match of \$270,000 provided by the City of San Jose, city staff will develop, launch and evaluate a comprehensive program encouraging the use of alternative transportation options, including bicycling, walking, transit and carpooling in targeted areas of the City. The program includes individualized and broadcast marketing campaigns, expanding transportation options, safety and education efforts, on-going evaluation, and developing a sustainable, comprehensive set of programs – setting the stage for achieving San Jose's longer term transportation demand management and mode-shift goals. The program includes researching best practices, engaging in partnerships with stakeholders, such as major and new employers and residents within



the targeted communities, and evaluating all strategies deployed to determine what is effective and should be carried forward.

**Issues:** None

**Recommendation:** Refer MTC Resolution No. 3925, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3925, Revised Attachment B

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# Metropolitan Transportation Commission Programming and Allocations Committee

September 9, 2015

Agenda Item 2d

## Resolution No. 3925, Revised

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**Subject:** Revisions to the Cycle 1 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) for the Climate Initiatives Outreach, and Freeway Performance Initiative (FPI) Programs.

**Background:** The Cycle 1 STP/CMAQ Program adopted by the Commission establishes commitments and policies for investing Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Transportation Improvement Program (RTIP) funds for regional and local programs, prior to the beginning of the One Bay Area Grant program.

### **Climate Initiatives Program**

Revision to the Climate Initiatives Outreach Program to redirect \$400,000 to the Bay Area Air Quality Management District (BAAQMD) for Electric Vehicle Signage and Education.

One of the main Climate Program strategies is investment in plug-in electric vehicles (PEV) and PEV infrastructure. Currently, the Air District has three PEV grant programs totaling \$8 million available to Bay Area local jurisdictions and others for PEVs and charging infrastructure. The recommended \$400,000 in CMAQ Cycle 1 funds would complement \$100,000 of the Air District's Transportation for Clean Air (TFCA) funds to provide small grants to local jurisdictions for signage and public education to support the use of PEVs and charging infrastructure. The PEV signage and public education grants will be available until the funds are expended.

The STP/CMAQ Cycle 1 funds are currently programmed in the MTC agency budget for the Climate Initiatives Outreach Program. Originally, the funds were approved to be administered via a funding agreement between MTC and the Air District. As the STP/CMAQ Cycle 1 funds expire June 30, 2016, staff requests that the funds be reprogrammed from MTC to the Air District. In order to extend the life of the funds the Air District would then take action to obligate the funds for the purpose outlined above.

### **Freeway Performance Initiative Program**

Revision to the Freeway Performance Initiatives (FPI) Program to revise the western limits of the Solano I-80 FPI project from State Route 37 to the Contra Costa County line. The change extends the project scope to be consistent with current funding agreements with Caltrans. There is no change in Cycle 1 funding.

**Issues:** None

**Recommendation:** Refer Resolution No. 3925, Revised, to the Commission for approval.

**Attachments:** Resolution No. 3925, Revised, Attachment B.

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**For May 11, 2016 Agenda Item 2d  
PAC Summary page**

**For July 13, 2016 Agenda Item 2f  
PAC Summary page**

**For December 14, 2016 Agenda Item  
PAC Summary page**

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**For April 26, 2017 Agenda Item  
PAC Summary page**

**For May 24, 2017 Agenda Item  
PAC Summary page**

SEE RES 4202

# Metropolitan Transportation Commission Programming and Allocations Committee

November 8, 2017

Agenda Item 5a

## MTC Resolution No. 3925, Revised

**Subject:** Revisions to MTC Resolution No. 3925, Revised, including staff's proposal for Phase I of the Bike Share Capital Program.

**Background:** On May 27, 2015, the Commission authorized the Executive Director to negotiate and enter into a contract with Motivate International, Inc. (Motivate) to deliver, implement, and operate a bike share system of at least 7,000 bikes and associated stations in five cities: San Francisco, Oakland, San Jose, Berkeley, and Emeryville. At the same time, the Commission also approved the reprogramming of \$4.5 million in federal funds from the planned bike share expansion to "emerging communities beyond the five cities included in the Motivate proposal."

On April 29, 2016, MTC released the call for projects for Phase I of the two phase Bike Share Capital Program. Attachment A includes a summary of the program and requirements. Eligible applicants were invited to submit Letters of Interest by June 17, 2016. The Cities of Alameda, Fremont, Palo Alto and Richmond, and the Transportation Authority of Marin (TAM) and the Sonoma County Transportation Authority (SCTA) submitted letters. On April 19, 2017, MTC invited these six agencies to submit full applications by June 30, 2017. The Cities of Fremont and Richmond each submitted applications and TAM and SCTA submitted a joint application.

These three applications provide a good geographic representation in four different counties, as well as diverse types of bike share systems, including: 1) a stationless electric bike (e-bike) system in the Counties of Marin and Sonoma along the SMART Corridor; 2) a station-based system that could potentially join one continuous Ford GoBike system in Richmond; and 3) a mix of a station and stationless system in Fremont. Attachment B provides more detail on the specific applications.

### **U.S. and Bay Area Bike Share Background**

Bike share is designed as personalized public transportation that operates 24 hours/day and 7 days/week, with the main purpose of providing short one-way trips. In the Bay Area, Motivate launched Ford GoBike in San Francisco in late June, and shortly thereafter in the other four cities. Currently, over 2,500 of the 7,000 total bikes and 239 of the 540 stations have been deployed. In September, the system was averaging 3,300 trips/day. Almost half of the trips taken by annual members use a Clipper card. As part of the "Bike Share for Everyone" program, Motivate is providing a \$5/year then \$5/month low-income membership which includes unlimited 60-minute trips. In the four months since launch, over 800 people have enrolled. By comparison, after a full year of operation of a similar program in Chicago, roughly 1,100 people were enrolled.

Since the Bike Share Capital call for projects was released, the bike share industry has changed significantly with the onset of dockless bike share. These dockless systems are operated by international, venture capital funded companies, and their bicycles use a manual back wheel locking mechanism. Table 1 provides some data on dockless bike share. In general, the dockless bicycle operators offer these systems at no costs to cities. These systems have been met with mixed reviews around the country. Overall, there are many opportunities and challenges with these new systems, and many questions that have yet to be answered.

**Table 1: Examples of Dockless Bike Share Across the U.S. and Bay Area**

City	# of Dockless Bikes	# of Dockless Companies	Dockless Trips/Day	# of Dock Based Bikes	Docked Trips/Day
South San Francisco	400	2	500	0	N/A
Alameda	300	1	TBA	0	N/A
Seattle	5,000	3	2,231	0	N/A
Washington D.C	1,600	4	TBA	4,000	8,400

**Bike Share Capital Program Funding Options for Consideration**

The scoring committee ranked the three projects very similarly, noting they all have some unique features that would be good to test, but also have some challenges in terms of density, land use and other characteristics that typically contribute to bike share success. Given the Commission’s direction to program this funding to emerging cities and in light of the changing landscape of the bike share industry, staff is recommending to move forward with Option 1 below but has provided two other options for Commission consideration described in detail below and summarized in Table 2.

**Option 1. Fund the capital and outreach costs for all 3 programs at \$2.6 million (recommended)**

Due to the diverse nature of the applications and similar scoring from the review panel, staff proposes funding the capital and outreach for all three programs. Funding three projects exceeds the Bike Share Capital Phase I budget of \$2 million, therefore staff proposes to provide less funding than was requested and is proposing MTC staff administer the grant, which will reduce local and county staff costs. Due to the importance of providing funding for outreach, staff proposes funding all three applications’ equipment and outreach costs, with 3% of total funding directed to MTC to administer the grant and provide technical assistance. The amounts by city are shown in Table 2 and total \$2.6 million of the total \$4.5 million Bike Share Capital Program.

**Option 2. Fund outreach, equity and project management only; and support bike share principles and workshops at \$1.2 million.**

Due to the nature of the bike share industry, with bike share operators providing free bike share equipment, operations and marketing, the Commission could choose to only fund each applicant’s outreach, equity and project management aspects of their bike share systems. This would total less than the Bike Share Capital Phase I budget of \$2 million. Given the important lessons learned from the Ford GoBike system around equity and outreach, it is important to provide adequate funding for these program components. Each applicant would be awarded \$350,000 for outreach, equity and program management funds, with \$150,000 of funding directed to MTC for grant administration and regional development of bike share principles, guidelines, and workshops. This option would invest \$1.2 million of the total \$4.5 million Bike Share Capital Program. The principles and guidelines, such as, Clipper, Application Programming Interface (API), data, equity, and access guidelines, would be incorporated into the Phase I sponsors’ contracts with bike share operators, and could inform Phase II and other Bay Area systems.

**Option 3. Postpone the programming of Phase I Bike Share Capital and evaluate releasing a regional Request for Proposals.**

Given the nature of the bike share industry, with many questions still unanswered regarding the new dockless providers, the Commission could choose to delay the programming of Phase I funding, to allow time to analyze the U.S and Bay Area dockless ridership data and incorporate additional public safeguards into a regional request for proposals (RFP). With a delay, these applicants may decide to enter into a pilot contract with dockless providers, similar to other Bay Area and U.S cities. This option could produce a bifurcated regional bike share landscape and challenges for the local jurisdictions, or it may allow for cities to wait for the regional RFP and provide a cohesive regional bike share network.

**Table 2. Phase I Proposed Funding Totals**

Jurisdiction	Option 1 Amount	Option 2 Amount	Option 3
Richmond	\$826,000	\$350,000	Postpone
SCTA & TAM	\$1,024,000	\$350,000	
Fremont	\$659,000	\$350,000	
MTC	\$75,000	\$150,000	
Phase I Total	\$2.6 million	\$1.2 million	
Amount Remaining for Future Phase /Investment	\$1.9 million	\$3.3 million	\$4.5 million



**Additional Policy Considerations**

To help reduce the known challenges currently in the bike share industry, including equity, lack of city authorization, and public right-of-way concerns, staff is proposing safeguards in the recommended Option 1 or the alternatives, as applicable, below, which could become the basis for regional policies and standards:

- Bicycles to lock to a city bicycle rack or other permanent structure, instead of sole back tire locking mechanism
- At least 20% of the service area be located in a Community of Concern (COC) or Community Air Risk Evaluation (CARE) Program Area
- Use of Clipper as a membership identifier
- Bicycle safety standards, such as meeting or exceeding International Organization for Standardization (ISO) 4210: Safety Requirements for City and Trekking Bicycles

These proposed safeguards are meant to promote safety, equity, interoperability and a sense of order in the bike share landscape in the Bay Area. In addition, staff recommends a few administrative approaches to streamline the process and ensure coordination among bike share cities:

- Administration of funding and grant issuance by MTC on behalf of the sponsors to assist local jurisdictions
- Participation in bi-monthly calls with MTC to provide technical assistance and ensure project delivery goals are met

**Issues:** Uncertainly in the bike share market as described above.

**Recommendation:** Refer Resolution No. 3925, Revised, to the Commission for approval to fund the capital and outreach for all 3 programs at \$2.6 million. Because Resolution No. 3925 is proposed for revision under Agenda Item 2b, it is included under this Agenda Item with all proposed revisions. Only items approved by the Committee will be forwarded to the Commission.

**Attachments:** Attachment A – Bike Share Capital Program Summary and Requirements  
Attachment B – Summary of Bike Share Capital Applications  
Resolution No. 3925, Revised, Attachment B.

## Agenda Item 5a – Attachment A

### Bike Share Capital Program Summary and Requirements

Eligible projects	Bike share capital projects in Bay Area communities other than the privately-funded Motivate expansion.
Sponsor Requirements	<ul style="list-style-type: none"><li>• Provide a detailed funding plan and financial commitments for ongoing operations costs through the first three years of operations, including staff time.</li><li>• Agree that if the 12-month per-bike usage is less than 0.5 trips per day, MTC may redistribute the capital equipment to another jurisdiction.</li><li>• Agree to participate in a monthly call with other successful applicants and MTC to ensure project delivery goals are on track and met.</li></ul>
Total amount available	Up to \$2 million in Phase 1
Type of funds	Surface Transportation Program (STP)/Congestion Mitigation and Air Quality Funds (CMAQ) – Federal Funds administered by Caltrans Local Assistance

### Summary of Bike Share Capital Applications

<b>Applicants</b>	<b>City of Richmond</b>	<b>TAM &amp; SCTA</b>	<b>City of Fremont</b>
System Size	15 stations, 144 bikes	200 e-bikes, 100 in each county	17 stations and 150 bikes: 8 stations with a full point of sale (POS) kiosk and 9 without
Project Purpose (per sponsors)	The project will provide a seamless addition to the local and regional transportation network and connects residents, businesses and visitors to jobs, services and their community.	The project would provide a network of smart e-bikes at SMART train stations and key destinations in each city along the SMART corridor. The system would provide first/last mile connections to SMART and an active transportation option for short trips through PDAs.	The Program will be a strong addition to the Fremont community, giving residents and visitors a convenient option for moving around the city. First and last mile connections to BART and Amtrak stations, commuting, shopping, together with leisure rides will allow users to replace vehicle trips with an active mode of transportation.
Project Location	Richmond BART to future Richmond Ferry Terminal (breaking ground 11/17).	Cities of Santa Rosa, Rohnert Park, Cotati, Petaluma, Novato, San Rafael, & Larkspur along SMART Corridor.	Fremont Boulevard, beginning near Quarry Lakes Regional Recreation Area and Alameda Creek Regional Trail through Centerville and Downtown to Warm Springs area.

*\*Full point of sale kiosks serve walk-up riders.*

**For February 2018 Agenda Item  
PAC Summary page**

SEE RES 4202

# Metropolitan Transportation Commission Programming and Allocations Committee

April 11, 2018

Agenda Item 4a

## MTC Resolution No. 3925, Revised

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**Subject:** Revisions to the Cycle 1 Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) program to add the Doyle Drive/Presidio Parkway Landscaping project.

**Background:** The Cycle 1 STP/CMAQ Program adopted by the Commission establishes commitments and policies for investing Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Transportation Improvement Program (RTIP) funds for regional and local programs, prior to the beginning of the One Bay Area Grant program.

### **Doyle Drive/Presidio Parkway Landscaping**

The project to replace the Doyle Drive viaduct with the new Presidio Parkway is nearing completion, with additional funds needed for the final landscaping elements. Caltrans, the San Francisco Transportation Authority (SFCTA), and the Presidio Trust have reached a tentative \$54 million agreement regarding the cost and scope of the partner-funded landscaping.

The project partners, including MTC, are working together to address the remaining funding gap. For MTC's contribution, staff recommends redirecting \$15 million in regional STP apportionment to Caltrans' Doyle Drive/Presidio Parkway Landscaping project within the STP/CMAQ Cycle 1 Regional Strategic Investments program. SFCTA will provide \$2 million in measure funds and Caltrans will provide \$37 million in State Highway Operations and Protection Program (SHOPP) funds. SFCTA's approval of the agreement is expected at their April meetings; the SHOPP funds were approved by CTC on March 22.

MTC's proposed funds are related to the historical partnership between Caltrans and MTC to provide sufficient resources for the successful completion of the San Francisco Bay Bridge (SFOBB) Gateway access improvements project in Oakland. In 2014, Caltrans and MTC made funding commitments for the SFOBB access project. With this action, \$15 million from that prior commitment will be redirected to the Doyle Drive/Presidio Parkway Landscaping project. The Gateway project is currently in the environmental phase with total scope and cost to be determined. The \$15 million was not expected to fully fund the project.

As part of this arrangement, Caltrans and MTC agree to honor the long-standing state and regional partnership towards the completion of the SFOBB Gateway access improvements project. In December 2018, MTC committed \$2 million in SB1 Local Partnership Program (LPP) formula funds and \$2 million in matching Bridge Toll funds to the Gateway access improvements project. Both partners commit to continue to seek additional

funding opportunities to recoup the remaining redirected funding resulting from this action, as well as other funds that will be required to complete the project. This will likely include, but is not limited to, seeking funding through future regional and state Active Transportation Program (ATP) cycles and additional SB1 Local Partnership Program funds.

**Issues:** The programming of \$15 million in STP/CMAQ Cycle 1 apportionment to the Doyle Drive/Presidio Parkway Landscaping project is contingent upon Caltrans securing full funding for the project, and MTC and Caltrans continuing the partnership approach to seek the additional funding needed to complete the SFOBB Gateway access improvements project.

**Recommendation:** Refer Resolution No. 3925, Revised, to the Commission for approval.

**Attachments:** Resolution No. 3925, Revised, Attachment B.

**Metropolitan Transportation Commission  
Programming and Allocations Committee**

September 12, 2018

Agenda Item 2g

**MTC Resolution No. 3925, Revised**

**Subject:** Revisions to the Bike Share Capital funding approach to provide flexibility to local jurisdictions who receive zero-cost bike share proposals.

**Background:** In May 2015, the Commission set aside \$4.5 million in federal funds for bike share expansion projects. In the first round of bike share capital grants, approved in November 2017, the Commission awarded \$2.6 million to Richmond, Fremont and a joint project along the SMART corridor by the Transportation Authority of Marin (TAM) and Sonoma County Transportation Authority (SCTA).

**Table 1. Phase 1 Bike Share Capital Grants, As Approved November 2017**

<b>Jurisdiction</b>	<b>Amount</b>
Richmond	\$1,024,000
Fremont	\$659,000
TAM & SCTA	\$826,000
Program Implementation	\$75,000
<b>Total</b>	<b>\$2,584,000</b>

Grant funds could be used for capital and outreach costs, and project sponsors must also adhere to the following three program requirements:

1. At least 20% of the bike share service areas must be located in a Community of Concern (COC), Community Air Evaluation (CARE) Program Area, or similar local low-income and minority designation.
2. Bicycle Safety standards, such as meeting or exceeding ISO 4210: Safety Requirements for City and Trekking Bicycles.
3. Use of Clipper as a membership identifier.

**Program Updates**

In the years following the Commission’s \$4.5 million commitment to bike share in May 2015, the bike share industry has changed significantly. With the introduction of substantial venture capital investment, bike share operators now often provide free bike share equipment, operations and marketing to local jurisdictions.

Fremont has recently received a zero-cost bike share proposal in response to its request for proposal for the bike share capital grant funds, and has requested to use their \$659,000 bike share capital grant to fund staff time and bike parking costs in place of bike share capital.

**Recommendation**

In recognition of changes in the bike industry related to bike share capital costs and the important lessons learned from the Ford GoBike system around equity and outreach, staff recommends the following changes to the Bike Share Capital program funding approach, which are also shown in Table 2:

- Revise Fremont’s grant amount to \$350,000, with funds to be used for outreach, equity, program management, and bike parking.
- Similarly, revise the grant amounts for other jurisdictions that accept zero-cost bike share proposals to \$350,000 for outreach, equity, program management, and bike parking. Jurisdictions that do not receive zero-cost proposals shall keep their original bike share capital grant amount.
- All grant recipients must still adhere to the three program requirements outlined on the previous page.

**Table 2. Phase 1 Bike Share Capital Grants, Recommendation**

Jurisdiction	Current	Recommendation	Difference
Richmond	\$1,024,000	\$1,024,000	\$0
Fremont	\$659,000	\$350,000	(\$309,000)
TAM & SCTA	\$826,000	\$826,000	\$0
Program Implementation	\$75,000	\$75,000	\$0
<b>Total</b>	<b>\$2,584,000</b>	<b>\$2,275,000</b>	<b>(\$309,000)</b>

The recommendation outlined above results in an unprogrammed amount of \$309,000. Should the other Phase 1 Bike Share Capital jurisdictions receive zero-cost proposals, thereby reducing their respective grant amounts, the unprogrammed balance from the first cycle could increase to a total of \$1.5 million. An additional \$1.9 million for Phase 2 remains unprogrammed.

**Issues:** **Richmond and TAM/SCTA:** Staff is working with Richmond, TAM, and SCTA as they develop their respective bike share programs.

**Program Balances:** Balances available through unused Phase 1 Bike Share Capital program, such as the \$309,000 resulting from this action, could be used to fund bike infrastructure improvements within the Phase 1 jurisdictions, such as bike lanes and separated bike facilities. Staff will return to the Commission for action on these program balances once more information on the other two bike share capital programs is known.

**Recommendation:** Refer MTC Resolution No. 3925, Revised, to the Commission for approval.

**Attachments:** MTC Resolution No. 3925, Revised, Attachment B



**For February 2019 Agenda Item, see Res. 4202:  
STP Bump funds to GGB Suicide Deterrent**

# Metropolitan Transportation Commission Programming and Allocations Committee

December 11, 2019

Agenda Item 2b

## MTC Resolution No. 3925, Revised

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**Subject:** Revision to the Surface Transportation Block Grant/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Cycle 1 program to program \$700,000 for Regional Bike Share Implementation.

**Background:** The Cycle 1 STP/CMAQ Program adopted by the Commission establishes commitments and policies for investing Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) and Regional Transportation Improvement Program (RTIP) funds for regional and local programs, prior to the beginning of the One Bay Area Grant program.

This month, staff recommends the following revision to the regional program:

### **Regional Bike Share Implementation**

Redirect \$700,000 from Bike Share in Emerging Communities to Regional Bike Share Implementation. This action will maintain MTC's ongoing support for bike share coordination, outreach, and implementation efforts for three years, through FY2021-22.

### Background

In May 2015, the Commission set aside \$4.5 million in federal funds for bike share expansion projects. In the first round of bike share capital grants, approved in 2017, the Commission awarded \$2.3 million to Richmond, Fremont, and a joint project along the SMART corridor by the Transportation Authority of Marin (TAM) and Sonoma County Transportation Authority (SCTA).

### Regional Role

In recognition of changes in the bike share industry reducing the need for capital funds, and the important lessons learned from the Ford GoBike system around equity and outreach, staff proposes redirecting funds set aside for bike share capital to maintain MTC's ongoing role in regional policy coordination and information sharing to ensure bike share throughout the Bay Area is accessible, seamless, safe, and equitable.

**Issues:** None.

**Recommendation:** Refer MTC Resolution No. 3925, Revised to the Commission for approval.

**Attachments:** MTC Resolution No. 3925, Revised

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Therese W. McMillan

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

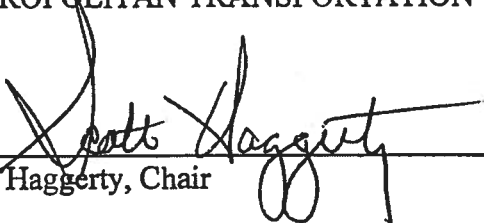
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

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

Attachment A  
Resolution No. 3925

# **New Surface Transportation Authorization Act**

## **Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy**

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

# Cycle 1 STP/CMAQ Policy and Programming

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**Appendix A-8 Local Streets & Roads (LS&R) Shortfall Program Fund Distribution**

**Appendix A-9 CMA Block Grant Program**

## BACKGROUND

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

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

## NEW ACT FUND ESTIMATE

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

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

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

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

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

## New Act "Anticipated Funds" Distribution

(millions \$s)

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

### CYCLE 1 PROGRAMMING APPROACH

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

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

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



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

## GENERAL PROGRAMMING POLICIES

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

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

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

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

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

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

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

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

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

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

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

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

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

- ▶ RTP Consistency: Projects included in the Cycle 1 STP/CMAQ Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 1 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.
  
- ▶ Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists Policy): Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project programming in the TIP. Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.
  
- ▶ Regional Project Delivery Policy. Cycle 1 STP/CMAQ funding is available in the following three fiscal years: FY 2009-10, 2010-11, and 2011-12. Funds may be programmed in any one of these years, conditioned upon the availability of obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in concert with the Partnership and project sponsors. However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Cycle 1 funds to be obligated no later than January 31, 2017. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP. The LTP funds advanced from Cycle 2 have an obligation deadline consistent with the LTP requirements.

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

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

**PROGRAMMING CATEGORIES**

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

**Cycle 1 Funding Summary (millions \$, rounded)**

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

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

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

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

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

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

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

**2. Regional Operations (\$84 million)**

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

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

**4. Freeway Performance Initiative (\$105 million)**

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

**5. Climate Initiatives (\$80 million)**

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

#### **6. Regional Bicycle Program (\$27 million)**

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

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

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

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

***8. Transit Capital Rehabilitation Shortfall (\$0)***

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

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

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

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

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

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

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

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

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

STA Spillover Funding Agreement Per Resolution 3814 PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION						
Apportionment Category	MTC Resolution 3814 Original Schedule	%	FY 2007-08 Spillover Distribution	Unfunded Commitment	Proposed for Funding	Remaining Commitment
Lifeline	\$ 10,000,000	16%	\$ 1,028,413	\$ 8,971,587	\$ 8,971,587	\$ -
Small Operators / North Counties	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ 2,691,476	\$ -
BART to Warm Springs	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ -	\$ 2,691,476
eBART	\$ 3,000,000	5%	\$ 308,524	\$ 2,691,476	\$ -	\$ 2,691,476
Samtrans	\$ 43,000,000	69%	\$ 4,422,174	\$ 38,577,826	\$ 19,288,913	\$ 19,288,913
<b>Total</b>	<b>\$ 62,000,000</b>	<b>100%</b>	<b>\$ 6,376,158</b>	<b>\$ 55,623,842</b>	<b>\$ 30,951,976</b>	<b>\$ 24,671,865</b>

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

### **PROGRAM MANAGEMENT AND THE CONGESTION MANAGEMENT AGENCY BLOCK GRANT**

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

### Program Administration

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

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

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

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

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

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

## **PROGRAM SCHEDULE**

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

As a starting point, core programs' STP/CMAQ funds will need to be programmed in the TIP and delivered (obligated), 50% of their funds in each of the F 2010-11 and FY 2011-12 years. However; a program may deviate from this 50-50 percent split, depending on whether other program funding needs can be offset accordingly. Within their block grant programs, CMAs has this flexibility. Subsequently, MTC staff will work with all program managers to develop a cash flow plan based on these needs prior to the start of Federal Fiscal year 2010-11 (July 30, 2010). Ultimately, all Cycle 1 projects must be delivered (funds obligated) by January 31, 2017.

## **PROJECT LIST**

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

## New Federal Transportation Authorization Act STP/CMAQ/TE with ARRA Backfill (CMA/RTIP/TE) Outlay December 18, 2013

(amounts in millions \$)

Program and Project Investments Described in attached summary	Committed ARRA Programming	New Commitments					Anticipated Revenue <sup>2</sup>	Total New Commitment
		ARRA <sup>1</sup> Backfill CMA/RTIP/TE	STP/CMAQ Cycle 1	STP/CMAQ RTIP/TE Cycle 2	ARRA Backfill STP/CMAQ RTIP/TE Total	Amount		
	08/09	08/09	09/10 - 10/11 - 11/12	12/13 - 13/14 - 14/15	09/10-14/15	Amount		
Estimated Apportionment Revenues	662	82	561	580	1,222	235	1,457	
<b>Annual Programs</b>								
1 Required SAFETEA OA Carryover *								
2 On-Going Regional Planning			23	25	48		48	
3 On-Going Regional Operations			84	74	158		158	
<b>Total</b>			107	99	206		206	
<b>T 2035 Core Programs</b>								
4 Focus 1 Freeway Performance Initiative (FPI) *	19	43	82	66	191	31	222	
5 Focus 2 Climate Initiatives *			85	35	120	48	168	
6 Focus 2 Regional Bicycle Program	10	8	19	20	47	19	67	
7 Focus 2 Transportation for Livable Communities (TLC)			89	96	185	42	228	
8 Focus 3 Transit Capital Rehabilitation *	356			125	125	39	164	
9 Focus 3 Regional Streets and Roads Rehabilitation *	145		100	77	177	55	232	
<b>Total</b>	531	51	376	419	845	235	1,080	
<b>Strategic Investments</b>								
10 Safety Projects (Vasco Road and North Bay counties)	13							
11 Express Lane Network (580 and 237/880)	14							
12 Advance Prop 1B Construction (Caldecott Tunnel)	105							
13 Corridor Mobility (SCL I/C Imps)		31	1		32		32	
14 MTC Res 3814 Transit Payback Commitment			31		31		31	
15 Trade Corridor (Richmond Rail Connector)			8		8		8	
16 Suicide Deterrent System (GGBHTD Exchange)			5		5		5	
17 Doyle Drive/Presidio Parkway *			34		34		34	
<b>Total</b>	131	31	79		110		110	
<b>Grand Total</b>	662	82	561	518	1,161	235	1,395	

NOTE: Actual amounts may vary due to rounding

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

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

\* (1) SAFETEA OA Carryover in Cycle 1 reduced from \$54M to \$0 to accommodate \$20 M advanced for FPI from Cycle 2 to Cycle 1 and \$34M directed to Doyle Drive/Presidio Parkway

\* (4) Freeway Performance Initiative (FPI) - Assumes \$34 million in San Francisco RTIP funding

\* (5) Climate Initiatives Includes \$20M for SFgo for Cycle 1

\* (8) Transit Capital Rehabilitation - Includes Preventive Maintenance

\* (9) Regional Streets and Roads Rehabilitation - Includes PTAP and FAS of \$28M for Cycles 1 & 2

\* (17) Doyle Drive / Presidio Parkway - \$34.0M for delivery in either FY 14 or FY 15. Equivalent amount of \$34.0M in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes.



**Appendix A-2: Cycle 1 Program and Policies Summary**

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

\*Funding does not include anticipated funds.

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

\*Funding does not include anticipated funds.

**Appendix A-3**  
**New Act Cycle 1 STP/CMAQ**  
**Regional Planning Activities (PL)**  
**December 16, 2009**

(thousands \$)

<b>County CMA Planning Activities</b>	<b>09-10</b>	<b>10-11</b>	<b>11-12</b>	<b>Total</b>
Alameda	822	855	889	2,566
Contra Costa	650	676	703	2,029
Marin	572	595	619	1,786
Napa	572	595	619	1,786
San Francisco	598	622	647	1,867
San Mateo	572	595	619	1,786
Santa Clara	910	946	984	2,840
Solano	572	595	619	1,786
Sonoma	572	595	619	1,786
<b>County CMA Planning SubTotal</b>	<b>5,840</b>	<b>6,074</b>	<b>6,318</b>	<b>18,232</b>
<b>Regional Agency Planning Activities</b>				
ABAG	572	595	619	1,786
BCDC	286	298	310	893
MTC	572	595	619	1,786
<b>Regional Planning SubTotal</b>	<b>1,430</b>	<b>1,488</b>	<b>1,548</b>	<b>4,465</b>
<b>Regional Planning Program Grand Total</b>	<b>7,270</b>	<b>7,562</b>	<b>7,866</b>	<b>22,697</b>

**Appendix A-4**  
**New Act Cycle 1 STP/CMAQ/CMIA/RTIP**  
**Freeway Performance Initiative (FPI) Project List**  
**September 22, 2010**

**PRIOR ARRA COMMITMENTS**

(thousands \$)

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

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

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Cycle 1 Funding *	Cycle 1 Cumulative Funding
-	-	signal timing, perf. monitoring & implementation					\$8,558	\$8,558
15300	ALA 92	EB; SM Bridge to Route 880	7 RMs	\$3,872	\$2,365	\$6,237	\$6,237	\$14,795
15420	SCL 85	Route 280 to Route 101	14 RMs + 14 TOS elements	\$8,552	\$3,135	\$11,687	\$4,687	\$19,482
15113	ALA 580	Route 880 to SCL Co. line	25 RMs + 69 TOS elements	\$12,425	\$4,416	\$16,841	\$6,841	\$26,323
15320	SCL 680	Route 101 to ALA co. line	32 RMs + 23 TOS elements	\$16,295	\$5,611	\$21,906	\$11,906	\$38,229
15310	ALA 680	CC co. line to SCL co. line	30 RMs + 67 TOS elements	\$28,112	\$8,301	\$36,413	\$36,413	\$74,642
15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	\$19,215	\$6,612	\$25,827	\$4,290	\$78,932
15350	SOL 80	SR 37 to I-505	42 RMs	\$21,000	\$7,068	\$28,068	\$28,068	\$107,000
15160	MRN 101	SF Co. Line to SON Co. Line	43 RMs	\$23,700	\$5,000	\$28,700	\$5,000	\$112,000
TOS22	SOL 80	I-505 to YOL Co. Line	19 RMs + 150 TOS elements	\$20,000	\$7,000	\$27,000	\$7,000	\$119,000
15270	CC 4	Alhambra Ave. to Loveridge Road	4 RMs + 40 TOS elements	\$6,400	\$2,500	\$8,900	\$2,500	\$121,500
15148	ALA 880	Davis St to SCL co. line	8 RMs + 60 TOS elements	\$10,000	\$3,500	\$13,500	\$3,500	\$125,000
<b>Cycle 1 Subtotal</b>								<b>\$125,000</b>

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

EA	Route	Location	Description	costs	costs	Total Cost	Funding	Cumulative
-	-	signal timing, perf. monitoring & implementation					\$6,000	\$6,000
15160	MRN 101	SF Co. Line to SON Co. Line	43 RMs	\$23,700	\$5,000	\$28,700	\$23,700	\$29,700
TOS22	SOL 80	I-505 to YOL Co. Line	19 RMs + 150 TOS elements	\$20,000	\$7,000	\$27,000	\$20,000	\$49,700
15270	CC 4	Alhambra Ave. to Loveridge Road	4 RMs + 40 TOS elements	\$6,400	\$2,500	\$8,900	\$6,400	\$56,100
15148	ALA 880	Davis St to SCL Co. Line	8 RMs + 60 TOS elements	\$10,000	\$3,500	\$13,500	\$10,000	\$66,100
TOS19	SON 101	Marin Co. Line to Mendocino Co. Line	40 RMs + 108 TOS elements	\$24,000	\$6,900	\$30,900	\$30,900	\$97,000
<b>Cycle 2 Subtotal</b>								<b>\$97,000</b>

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\* Project adjustments if needed will be taken to the Commission through a TIP amendment  
\* Project list updated September 22, 2010. Notable revisions include:  
(1) The elimination of SM 101 because we received state funds;  
(2) Addition of SON 101 and;  
(3) Redirected costs based on recent bid prices.

**GRAND TOTAL** **\$241,000**

**Appendix A-5**  
**New Act Cycle 1 STP/CMAQ**  
**Safe Routes To School**  
**December 16, 2009**

(thousands \$)

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

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**Notes:**

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

**Appendix A-6**  
**New Act Cycle 1 STP/CMAQ**  
**Regional Bicycle Program (RBP)**  
**December 16, 2009**

(thousands \$)

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

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Notes

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

**Appendix A-7**  
**New Act Cycle 1 STP/CMAQ**  
**Transportation for Livable Communities (TLC)**  
**February 22, 2012**

(\$ in thousands)

Estimated Cost of Program	2007 Population	Percentage	Fund Distribution
<b>Regional TLC Program</b>			
Competitive	6,958,473		<b>\$60,767</b>
<b>Regional TLC Program Subtotal</b>			<b>\$60,767</b>
<b>County TLC Program</b>			
Alameda	1,464,202	21.0%	\$5,962
Contra Costa	1,019,640	14.7%	\$4,152
Marin	248,096	3.6%	\$1,010
Napa	132,565	1.9%	\$540
San Francisco	764,976	11.0%	\$3,115
San Mateo	706,984	10.2%	\$2,878
Santa Clara	1,748,976	25.1%	\$7,121
Solano	408,599	5.9%	\$1,664
Sonoma	464,435	6.7%	\$1,891
<b>County TLC Program Subtotal</b>	<b>6,958,473</b>	<b>100.0%</b>	<b>\$28,333</b>
<b>Grand Total</b>			<b>\$89,100</b>

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

**ALAMEDA COUNTY**

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

**CONTRA COSTA COUNTY**

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

**MARIN COUNTY**

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

**NAPA COUNTY**

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

**SAN FRANCISCO COUNTY**

Jurisdiction	Total Share
San Francisco	\$ 7,745,198
<b>COUNTY TOTAL</b>	<b>\$ 7,745,198</b>

**SAN MATEO COUNTY**

Jurisdiction	Total Share
County of San Mateo	\$ 650,090
Atherton	\$ 98,193
Belmont	\$ 276,426
Brisbane	\$ 76,353
Burlingame	\$ 310,836
Colma	\$ 31,863
Daly City	\$ 835,767
East Palo Alto	\$ 266,321
Foster City	\$ 200,296
Half Moon Bay	\$ 78,404
Hillsborough	\$ 176,757
Menlo Park	\$ 250,119
Millbrae	\$ 242,031
Pacifica	\$ 400,648
Portola Valley	\$ 103,135
Redwood City	\$ 668,428
San Bruno	\$ 390,507
San Carlos	\$ 199,706
San Mateo	\$ 748,813
So. San Francisco	\$ 688,301
Woodside	\$ 97,202
<b>COUNTY TOTAL</b>	<b>\$ 6,790,197</b>

**SANTA CLARA COUNTY\***

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

**SOLANO COUNTY**

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

**SONOMA COUNTY**

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

**BAY AREA SHARES**

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

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



**Appendix A-9**  
**New Act Cycle 1 STP/CMAQ**  
**CMA Block Grant Program**  
**December 16, 2009**

(thousands \$)

Counties	Regional Bicycle	County TLC	LS&R Rehab.	County Total	CMA Planning (max. 4%)
Alameda	\$3,836	\$5,962	\$16,550	\$26,348	TBD
Contra Costa	\$2,367	\$4,152	\$10,742	\$17,261	TBD
Marin	\$1,649	\$1,010	\$2,435	\$5,094	TBD
Napa	\$605	\$540	\$1,880	\$3,025	TBD
San Francisco	\$1,368	\$3,115	\$7,745	\$12,228	TBD
San Mateo	\$1,739	\$2,878	\$6,790	\$11,407	TBD
Santa Clara	\$4,638	\$7,121	\$17,233	\$28,992	TBD
Solano	\$1,349	\$1,664	\$6,465	\$9,478	TBD
Sonoma	\$1,949	\$1,891	\$9,160	\$13,000	TBD
<b>Totals</b>	<b>\$19,500</b>	<b>\$28,333</b>	<b>\$79,000</b>	<b>\$126,833</b>	TBD

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*Notes*

LSR Rehab Does not include PTAP/PMP/FAS

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

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

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

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

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

# Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

## METROPOLITAN TRANSPORTATION COMMISSION

### T4 New Federal Act FIRST CYCLE Programming

#### STP/CMAQ/TE/RTIP/CMIA Funding \*\*

#### MTC Resolution 3925

#### Project List\*\*\*

#### Attachment B

December 18, 2019

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C  
 03/23/11-C 05/25/11-C 06/22/11-C 09/28/11-C  
 10/26/11-C 01/25/12-C 02/22/12-C 03/28/12-C  
 04/25/12-C 06/27/12-C 07/25/12-C 09/26/12-C  
 02/27/13-C 05/22/13-C 09/25/13-C 12/18/13-C  
 02/26/14-C 03/26/14-C 04/23/14-C 05/28/14-C  
 07/23/14-C 11/19/14-C 12/17/14-C 01/28/15-C  
 05/27/15-C 09/23/15-C 05/25/16-C 07/27/16-C  
 12/21/16-C 04/26/17-C 05/24/17-C 11/15/17-C  
 02/28/18-C 04/25/18-C 09/26/18-C 02/27/19-C  
 12/18/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>				
<b>Regional Agency Planning Activities</b>				
ABAG Planning	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	BCDC	\$893,000	\$0	\$893,000
MTC Planning	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$4,465,000	\$0	\$4,465,000
<b>County CMA Planning Activities</b>				
CMA Planning - Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	CCTA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	SCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$18,232,000	\$0	\$18,232,000
<b>1. REGIONAL PLANNING ACTIVITIES (STP Planning)</b>		<b>TOTAL: \$22,697,000</b>	<b>\$0</b>	<b>\$22,697,000</b>
* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
<b>2. REGIONAL OPERATIONS (RO) PROGRAMS</b>				
<b>Regional Operations</b>				
Clipper® Fare Card Collections System	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL		\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	SAFE	\$14,962,000	\$0	\$14,962,000
I-880 Integrated Corridor Management	MTC	\$3,438,000	\$0	\$3,438,000
SUBTOTAL		\$18,400,000	\$0	\$18,400,000
<b>2. REGIONAL OPERATIONS (RO) PROGRAMS</b>		<b>TOTAL: \$83,900,000</b>	<b>\$0</b>	<b>\$83,900,000</b>
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>				
<b>Freeway Performance Initiative</b>				
Regional Performance Monitoring	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL		\$8,558,000	\$0	\$8,558,000
<b>Ramp Metering and TOS Elements</b>				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	\$2,690,000	\$3,535,000	\$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$2,100,000	\$6,673,000	\$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans	\$2,000,000	\$7,227,000	\$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	\$1,617,000	\$4,680,000	\$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	\$15,740,000	\$0	\$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	\$4,682,000	\$0	\$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$3,657,000	\$7,498,000	\$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	\$2,068,000	\$2,258,000	\$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	\$4,240,000	\$15,000,000	\$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	\$3,700,000	\$0	\$3,700,000
FPI - SOL I-80: CC Co Line to I-505	Caltrans	\$3,991,000	\$18,086,000	\$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	\$4,000,000	\$0	\$4,000,000
SUBTOTAL		\$51,485,000	\$64,957,000	\$116,442,000
<b>3. FREEWAY PERFORMANCE INITIATIVE (FPI)</b>		<b>TOTAL: \$60,043,000</b>	<b>\$64,957,000</b>	<b>\$125,000,000</b>
<b>4. CLIMATE CHANGE INITIATIVES (CCI)</b>				
<b>Eastern Solano CMAQ Program</b>				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	STA	\$215,000	\$0	\$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	\$555,000	\$0	\$555,000

# Attachment B

## METROPOLITAN TRANSPORTATION COMMISSION

### T4 New Federal Act FIRST CYCLE Programming

#### STP/CMAQ/TE/RTIP/CMIA Funding \*\*

#### MTC Resolution 3925

#### Project List\*\*\*

#### Attachment B

December 18, 2019

07/28/10-C 09/22/10-C 10/27/10-C 02/23/10-C  
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 12/18/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
SUBTOTAL		\$3,000,000	\$0	\$3,000,000
<b>Public Education/Outreach</b>				
Public Education Outreach including SB1339 Implementation	MTC	\$2,843,000	\$0	\$2,843,000
Public Education Outreach including SB1339 Implementation	BAAQMD	\$400,000	\$0	\$400,000
Electric Vehicle Promotional Campaign	MTC	\$925,000	\$0	\$925,000
Smart Driving Pilot Program	MTC	\$260,000	\$0	\$260,000
Spare the Air Youth Program 1	MTC	\$3,065,000	\$0	\$3,065,000
Spare the Air Youth Program 2	MTC	\$208,000	\$0	\$208,000
Spare the Air	BAAQMD	\$3,700,000	\$0	\$3,700,000
SUBTOTAL		\$11,401,000	\$0	\$11,401,000
<b>Safe Routes To Schools - Regional Competitive</b>				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	\$500,000	\$0	\$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social N	TAM Marin County	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	ACWMA	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	STA	\$250,000	\$0	\$250,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
<b>Safe Routes To Schools - County</b>				
<i>Specific projects TBD by CMAs</i>				
Alameda County Safe Routes to School Program	ACTC	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Brentwood	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Orinda	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	CCAG	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Palo Alto	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	San Jose	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara (City)	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	STA	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	\$1,034,000	\$0	\$1,034,000
SUBTOTAL		\$15,000,000	\$0	\$15,000,000
<b>Innovative Grants</b>				
Berkeley Transportation Action Plan (B-TAP)	Berkeley	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Port of Oakland	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	\$2,808,000	\$0	\$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD	\$5,440,098	\$0	\$5,440,098
Bicycle-Sharing Program (Phase II)	MTC	\$319,636	\$0	\$319,636
Downtown Parking Technology (for San Mateo Dr Complete Streets)	San Mateo (City)	\$500,000	\$0	\$500,000
Cold-In-Place (CIP) Pavement Recycling	Napa (City)	\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	\$600,000	\$0	\$600,000
Dynamic Rideshare	SCTA	\$2,375,000	\$0	\$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	\$1,700,000	\$0	\$1,700,000
Public-Private Partnership TDM	SFCTA	\$750,000	\$0	\$750,000
SFgo	SFMTA	\$20,000,000	\$0	\$20,000,000
TDM Strategies for Redwood City	SamTrans	\$1,487,000	\$0	\$1,487,000
San Jose Transportation Demand Management	San Jose	\$1,500,000	\$0	\$1,500,000
Bike Share in Emerging Communities	TBD	<b>\$1,525,000</b>	\$0	<b>\$1,525,000</b>
<b>Bike Share Implementation</b>	<b>MTC</b>	<b>\$700,000</b>	<b>\$0</b>	<b>\$700,000</b>
Bike Share Capital and Outreach - Implementation	MTC	\$75,000	\$0	\$75,000
Fremont: Various Streets and Roads Rehab (for Fremont Bike Share)	Fremont	\$350,000	\$0	\$350,000



# Attachment B

## METROPOLITAN TRANSPORTATION COMMISSION

### T4 New Federal Act FIRST CYCLE Programming

#### STP/CMAQ/TE/RTIP/CMIA Funding \*\*

#### MTC Resolution 3925

#### Project List\*\*\*

#### Attachment B

December 18, 2019

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 12/18/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>				
Bike Share Capital and Outreach - Richmond (Funding Exchange)	MTC/ Richmond	\$0	\$1,024,000	\$1,024,000
Bike Share Capital and Outreach - SMART Corridor (Funding Exchange)	MTC/ SCTA/ TAM	\$0	\$826,000	\$826,000
Stewart's Point Rancheria Inter-tribal Electric Vehicles (Funding Exchange)	Stewart's Point Rancheria	\$0	\$376,000	\$376,000
<b>SUBTOTAL</b>		<b>\$47,129,734</b>	<b>\$2,226,000</b>	<b>\$49,355,734</b>
<b>Climate Action Program Evaluation</b>				
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000
<b>SUBTOTAL</b>		<b>\$3,200,000</b>	<b>\$0</b>	<b>\$3,200,000</b>
<b>4. CLIMATE CHANGE INITIATIVES (CCI)</b>		<b>TOTAL:</b>	<b>\$2,226,000</b>	<b>\$83,956,734</b>
<b>5. REGIONAL BICYCLE PROGRAM (RBP) *</b>				
<b>Bike/Ped Program</b>				
<i>Specific projects TBD by County CMAAs</i>				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	\$486,000	\$0	\$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	\$180,000	\$0	\$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	\$256,000	\$0	\$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - HENDY Ave Improvements (Complete Streets)	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkeley Bay Trail (TE)	Berkeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin County	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Los Altos Hills	\$0	\$467,000	\$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell	\$0	\$159,000	\$159,000

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## METROPOLITAN TRANSPORTATION COMMISSION

### T4 New Federal Act FIRST CYCLE Programming

#### STP/CMAQ/TE/RTIP/CMIA Funding \*\*

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 12/18/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
Milpitas Escuela Parkway Bicycle and Pedestrian Enhancements (TE)	Milpitas	\$0	\$501,000	\$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	\$0	\$581,000	\$581,000
<b>SUBTOTAL</b>		<b>\$19,788,000</b>	<b>\$7,549,000</b>	<b>\$27,337,000</b>
<b>5. REGIONAL BICYCLE PROGRAM (RBP)</b>		<b>TOTAL: \$19,788,000</b>	<b>\$7,549,000</b>	<b>\$27,337,000</b>

\* 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

<b>6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *</b>				
<b>TLC / Station Area Planning Implementation</b>				
ABAG Station Area Planning Implementation	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	MTC	\$402,110	\$0	\$402,110
<b>Station Area Plans</b>				
Central Fremont – City Center	Fremont	\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Fremont	\$276,000	\$0	\$276,000
Walnut Creek BART	Walnut Creek	\$500,000	\$0	\$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	\$450,000	\$0	\$450,000
<b>Priority Development Area (PDA) Planning</b>				
Alameda Naval Air Station	Alameda (City)	\$200,000	\$0	\$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	\$400,000	\$0	\$400,000
Warm Springs/South Fremont BART	Fremont	\$300,000	\$0	\$300,000
Concord Downtown BART	Concord	\$480,000	\$0	\$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	\$240,000	\$0	\$240,000
South Richmond	Richmond	\$496,000	\$0	\$496,000
Treasure Island Mobility Management	San Francisco	\$500,000	\$0	\$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	\$200,000	\$0	\$200,000
El Camino/San Antonio	Mountain View	\$400,000	\$0	\$400,000
Central Rohnert Park	Rohnert Park	\$448,000	\$0	\$448,000
MTC PDA Planning Implementation	MTC	\$1,101,000	\$0	\$1,101,000
ABAG PDA Planning Implementation	ABAG	\$609,890	\$0	\$609,890
<b>Smart Growth Technical Assistance Program</b>				
	MTC	\$360,000	\$0	\$360,000
<b>SUBTOTAL</b>		<b>\$9,005,000</b>	<b>\$0</b>	<b>\$9,005,000</b>
<b>Transit Oriented Development (TOD)</b>				
Transit Oriented Affordable Housing (TOAH) (Funding Exchange)	MTC	\$0	\$10,000,000	\$10,000,000
<b>SUBTOTAL</b>		<b>\$0</b>	<b>\$10,000,000</b>	<b>\$10,000,000</b>
<b>Regional Transportation for Livable Communities (TLC) Program</b>				
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	\$1,800,000	\$0	\$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	\$2,500,000	\$0	\$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Union City	\$4,450,000	\$0	\$4,450,000
Concord Commerce Ave Complete Streets	Concord	\$1,440,000	\$0	\$1,440,000
Richmond Nevin Avenue Imps	Richmond	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$2,800,000	\$0	\$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	\$3,132,000	\$0	\$3,132,000



# Attachment B

## METROPOLITAN TRANSPORTATION COMMISSION

### T4 New Federal Act FIRST CYCLE Programming

#### STP/CMAQ/TE/RTIP/CMIA Funding \*\*

#### MTC Resolution 3925

#### Project List\*\*\*

#### Attachment B

December 18, 2019

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  
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 12/18/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	\$1,425,000	\$0	\$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$1,342,710	\$0	\$1,342,710
Vallejo Downtown Streetscape Phase 3	Vallejo	\$400,000	\$0	\$400,000
Cotati Train Depot	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	\$708,000	\$0	\$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	\$1,045,000	\$0	\$1,045,000
<b>SUBTOTAL</b>		<b>\$42,770,710</b>	<b>\$0</b>	<b>\$42,770,710</b>
<b>County Transportation for Livable Communities (TLC) Program</b>				
<i>Specific projects TBD by CMAs</i>				
County TLC - Alameda - Block Grant TLC Implementation	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$516,612	\$0	\$516,612
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$1,104,000	\$0	\$1,104,000
Second Street Complete Streets	SFDPW	\$548,388	\$0	\$548,388
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Cotati	\$1,100,000	\$0	\$1,100,000
Santa Rosa - Streetscape Palettes Deleted - Funds moved to Cotati Train Depot	Santa Rosa	\$0	\$0	\$0
Cotati Train Depot	Cotati	\$200,000	\$0	\$200,000
<b>SUBTOTAL</b>		<b>\$26,256,000</b>	<b>\$0</b>	<b>\$26,256,000</b>
<b>SFPark Parking Pricing (Fund Exchange)</b>	SFMTA	<b>\$22,000,000</b>	<b>\$0</b>	<b>\$22,000,000</b>
<b>SUBTOTAL</b>		<b>\$22,000,000</b>	<b>\$0</b>	<b>\$22,000,000</b>
<b>6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)</b>		<b>TOTAL: \$100,031,710</b>	<b>\$10,000,000</b>	<b>\$110,031,710</b>
* NOTE: Two thirds of the TLC Program administered by MTC. One third administered by County CMAs, as part of the Block Grant Program.				
<b>7. LOCAL STREETS AND ROADS (LSR)</b>				
<b>Pavement Technical Advisory Program (PTAP)</b>	MTC	\$4,500,000	\$0	\$4,500,000

# Attachment B

## METROPOLITAN TRANSPORTATION COMMISSION

### T4 New Federal Act FIRST CYCLE Programming

#### STP/CMAQ/TE/RTIP/CMIA Funding \*\*

#### MTC Resolution 3925

#### Project List\*\*\*

#### Attachment B

December 18, 2019

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 12/18/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>				
<b>Pavement Management Program (PMP)</b>	MTC	\$1,500,000	\$0	\$1,500,000
<b>SUBTOTAL</b>		<b>\$6,000,000</b>	<b>\$0</b>	<b>\$6,000,000</b>
<b>Federal Aid Secondary (FAS) Commitment *</b>				
<i>Specific projects TBD by Counties</i>				
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	\$2,135,000	\$0	\$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	\$1,611,000	\$0	\$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	\$1,006,000	\$0	\$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$312,000	\$0	\$312,000
Napa County - Various Streets Rehabilitation	Napa County	\$1,114,000	\$0	\$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	\$1,070,000	\$0	\$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano County	\$1,807,000	\$0	\$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	\$3,917,000	\$0	\$3,917,000
<b>SUBTOTAL</b>		<b>\$15,013,000</b>	<b>\$0</b>	<b>\$15,013,000</b>
<b>Local Streets and Roads (LSR) Rehabilitation **</b>				
<i>Specific projects TBD by CMAs</i>				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	Daly City	\$1,058,000	\$0	\$1,058,000



# Attachment B

## METROPOLITAN TRANSPORTATION COMMISSION

### T4 New Federal Act FIRST CYCLE Programming

#### STP/CMAQ/TE/RTIP/CMIA Funding \*\*

#### MTC Resolution 3925

#### Project List\*\*\*

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 12/18/19-C

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
Menlo Park - Various Streets Resurfacing	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	\$383,000	\$0	\$383,000
Redwood City - Various Streets Overlay	Redwood City	\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Bruno	\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	\$712,000	\$0	\$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Los Altos	\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Mountain View	\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	San Jose	\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Fairfield	\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano County	\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Vacaville	\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	\$348,000	\$0	\$348,000
<b>SUBTOTAL</b>		<b>\$80,789,000</b>	<b>\$0</b>	<b>\$80,789,000</b>
<b>7. LOCAL STREETS AND ROADS (LSR)</b>		<b>TOTAL: \$101,802,000</b>	<b>\$0</b>	<b>\$101,802,000</b>
* 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- 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				
** NOTE: Local Streets and Roads Rehab administered by County CMAAs as part of the Block Grant Program.				
<b>8. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>				
Richmond Rail Connector	Caltrans	\$6,330,000	\$0	\$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterrent)	GGBH&TD	\$5,000,000	\$0	\$5,000,000
Golden Gate Bridge Suicide Deterrent	GGBH&TD	\$12,000,000	\$15,000,000	\$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	\$34,000,000	\$0	\$34,000,000
Doyle Drive/Presidio Parkway Landscaping	Caltrans/SFCTA	\$15,000,000	\$0	\$15,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	\$1,085,808	\$0	\$1,085,808
SamTrans Advanced Comm. Sys.Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	\$2,260,796	\$0	\$2,260,796
SCL I-280 I/C Improvements	VTA	\$1,000,000	\$31,000,000	\$32,000,000
SCL I-280/Winchester I/C Modifications	VTA	\$500,000	\$0	\$500,000
<b>Small/Northbay Operators (Transit Payback Commitment)</b>				
Clipper Phase III Implementation	Various	\$2,691,476	\$0	\$2,691,476
<b>SUBTOTAL</b>		<b>\$95,810,389</b>	<b>\$46,000,000</b>	<b>\$141,810,389</b>
<b>8. REGIONAL STRATEGIC INVESTMENTS (RSI)</b>		<b>TOTAL: \$95,810,389</b>	<b>\$46,000,000</b>	<b>\$141,810,389</b>
<b>9. LIFELINE TRANSPORTATION PROGRAM (LIFE)</b>				
<b>Transit Payback Commitment: Lifeline Transportation Program</b>				
Community Based Transportation Plan Updates	ACTC	\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County	\$1,000,000	\$0	\$1,000,000



# Attachment B

MTC Resolution No. 3925, Attachment B

Adopted: 10/28/09-C

Revised: 12/16/09-C

## METROPOLITAN TRANSPORTATION COMMISSION

### T4 New Federal Act FIRST CYCLE Programming

#### STP/CMAQ/TE/RTIP/CMIA Funding \*\*

#### MTC Resolution 3925

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Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
<b>T4 FIRST CYCLE PROGRAMMING</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>
Richmond Easy Go Low-Income Mobility Access Imps	Richmond	\$203,291	\$0	\$203,291
Advanced Communications and Information System	GGBHTD	\$233,728	\$0	\$233,728
Community Based Transportation Plan Updates	NCTPA	\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	NCTPA	\$116,794	\$0	\$116,794
Eddy and Ellis Traffic Calming	SFMTA	\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)	\$339,924	\$0	\$339,924
East San Jose Pedestrian Improvements	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368
Vacaville SRTS Infrastructure Imps	Vacaville	\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg	\$202,937	\$0	\$202,937
Central Sonoma Valley Trail	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL		\$8,971,587	\$0	\$8,971,587
<b>9. LIFELINE TRANSPORTATION PROGRAM (LIFE)</b>		<b>TOTAL: \$8,971,587</b>	<b>\$0</b>	<b>\$8,971,587</b>
<b>First Cycle Total</b>		<b>\$574,774,420</b>	<b>\$130,732,000</b>	<b>\$705,506,420</b>

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\*\* NOTE: Attachment A, T-4 First-Cycle Project Selection Criteria and Programming Policies, govern this project list. All funding changes to a program or project are subject to Commission approval.

The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included or revised in the TIP.

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

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

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