

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

ABSTRACT

Resolution No. 3925, Revised

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

The resolution includes the following attachments:

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

Attachment B – Cycle 1 Project List

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

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009 and December 9, 2009.

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

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

METROPOLITAN TRANSPORTATION COMMISSION  
RESOLUTION NO. 3925

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

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

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

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

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

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

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

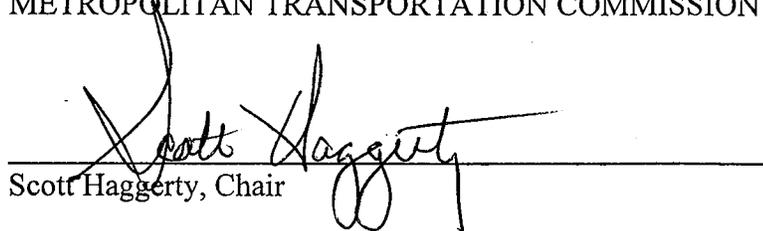
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

  
\_\_\_\_\_  
Scott Haggerty, Chair

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



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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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 (FY2010 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.

<b>Transportation 2035 Core Programs</b>	<b>Manager</b>	<b>Block Grant</b>
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—Eastern Solano CMAQ	Solano Transportation Authority	
Climate Initiatives – Safe Route to School	County – TBD and MTC regional coordination and assistance	
Regional Bicycle Program	CMAs	Yes
TLC – Regional	MTC	
TLC – County	CMAs	Yes
Regional Streets and Roads Rehabilitation	CMAs	Yes
Transit Capital Rehabilitation	MTC	

For three 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 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. CMAs can request flexibility beyond the 20% through their Strategic Plan for consideration by the Commission.
- **PDA 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 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.



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	\$16,051	\$5,962	\$3,836	TBD
Contra Costa	\$10,793	\$4,152	\$2,367	TBD
Marin	\$2,453	\$1,010	\$1,649	TBD
Napa	\$1,906	\$540	\$605	TBD
San Francisco	\$7,863	\$3,115	\$1,368	TBD
San Mateo	\$6,838	\$2,878	\$1,739	TBD
Santa Clara	\$17,354	\$7,121	\$4,638	TBD
Solano	\$6,436	\$1,664	\$1,349	TBD
Sonoma	\$9,306	\$1,891	\$1,949	TBD
<b>Totals</b>	<b>\$79,000</b>	<b>\$28,333</b>	<b>\$19,500</b>	TBD

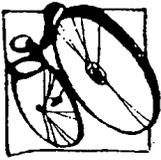
Notes

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.



**EAST BAY BICYCLE COALITION**  
P.O. BOX 1736 OAKLAND CALIFORNIA 94604  
FRUITVALE VILLAGE 3301 E12TH ST SUITE 143

November 2, 2009

Metropolitan Transportation Commission  
101 8th Street  
Oakland CA 94607-4700

Re: Request for Safe Routes to Transit Funding in RTP

Dear Commissioners:

There is an essential and timely need to study the effectiveness of walking and bicycling projects funded by the Safe Routes to Transit Program. Agencies around the State are preparing Climate Action Plans that address the urgency to reduce greenhouse gas emissions. While it is generally appreciated that increased walking and bicycling trips greatly reduces greenhouse gas emissions, more data is needed to document the specific benefits and provide better tools for planners to prioritize projects that are going to have the largest impact in helping reach emission reduction targets.

The Safe Routes to Transit Program is funded through Regional Measure 2 and began in 2005. To date, two cycles of projects have been funded in all areas of the Bay Area, and a third cycle of projects is coming to the MTC Board for approval in December 2009. Two more cycles remain, with a total of \$20 million in funding. In April 2009, the MTC approved allocating additional money to the program through the update to the 2035 Regional Transportation Plan. In response to the Bay Area's lead on these types of ped/bike projects, efforts are underway at the state and national levels to incorporate safe routes to transit programs into transportation funding programs. The program and the concept are growing and it is a critical time to study in detail the effectiveness of early projects that are coming to completion in the next couple of years.

Safe Routes to Transit is fully consistent with AB 32, the state's greenhouse gas reduction legislation and SB 375, Senator Steinberg's comprehensive legislation to address transportation-related contributions to global warming. To date, many planning agencies continue to use conventional design ideas for walking and bicycling facilities in the area around transit stations. While many of these projects help improve conditions for bicyclists and pedestrians, much more needs to be done to create a fully integrated and safe network of walking and bicycling facilities that will encourage people to walk and bicycle to transit. The Safe Routes to Transit Program is addressing this need. Caltrans' design guidelines have many tools available, but their toolkit is

*to promote bicycling as an everyday means of transportation and recreation*

not comprehensive and more is needed. Our proposed study will analyze what projects are working and what projects need improvements. Specifically, the study will produce a Planning Guide for effective Safe Routes to Transit Projects that will guide future projects and ensure that Safe Routes to Transit monies are well-spent.

Herein is a list of projects that are potential projects to be evaluated in a comprehensive study.

**SR2T In-Progress Projects:**

1. **Union Avenue/Suisun Train Station Enhancement Program: \$437,000 (Fairfield)** (Capitol Corridor)(Ped Project) This project includes various ped improvements along Union Avenue connecting to the Capitor Corridor train station.
2. **Improved Bike Access to 16<sup>th</sup> St. BART Station: \$226,000 (San Francisco) (BART)** (Ped Project)This project funded numerous ped and bike improvements at 16<sup>th</sup> Street BART, including intersection improvements and bike stair channels.
3. **Market Street Safety Zone Calming: \$823,000 (San Francisco)(BART, Muni)(Bike/ Ped Project)** This project includes both ped and bike improvements on Market Street in San Francisco, in the boarding areas and the travel lane between the boarding areas and the sidewalk.
4. **Mission & Geneva Pedestrian Improvements: \$1,050,000 (San Francisco)(Muni)(Ped Project)** This project includes many ped improvements at the intersection of Mission and Geneva, about one block from the Balboa Park BART/Muni Station.
5. **24th & Mission BART Station Area Improvements: \$450,000 (San Francisco)(BART)** (Ped Project) This project includes numerous pedestrian improvements around the 24<sup>th</sup> & Mission BART Station, similar to the improvements completed at 16<sup>th</sup> Street BART.
6. **MacArthur BART Station: \$682,000 (Oakland)(BART)(Bike Project)** This project includes many new bike lanes and intersection improvements (bulb outs, high visibility crosswalks, road diets) around the MacArthur BART Station.
7. **Electronic Bike Locker Gap Closure: \$555,000 (various BART Stations in East Bay)** (BART)(Bike Project) This project includes new electronic, on-demand bike lockers at BART Stations.
8. **Ohlone Greenway Safety Project: \$800,000 (El Cerrito)(BART)(Ped and Bike Project)** This project funds lighting and cameras to improve personal safety on the Ohlone Greenway multi-use pathway that links several BART Stations in Western Contra Costa County.
9. **Bailey Rd. Transit Access Improvement Project: \$650,000 (Pittsburg)(BART)(ped and bike improvements)** This project funds bike lanes, sidewalks, and improved intersection designs on Bailey Road, immediately adjacent the Pittsburg BART Station.
10. **Puerto Suello Hill Path to San Rafael Transit Center: \$600,000 (San Rafael)(Golden Gate Transit)(Ped and Bike Project)** This project completes a multi-use pathway one block from the downtown San Rafael transit center.

**SR2T Advisory Committee Approved-Future Projects:**

1. **Glen Park BART Station:** \$ 168,000 (San Francisco)(BART)(Bike Project) This project will fund bike lane improvements to the Glen Park BART Station
2. **AC Transit/City of Berkeley:** \$498,000 (Berkeley)(AC Transit)(Ped Project) This project will fund ped and bike improvements at two AC Transit Transbay bus stops, and includes bulb outs, bike kiosks, and transit shelters.
3. **Balboa Park Station Connections: Phase II** \$750,000 (San Francisco)(BART, Muni) (Ped/Bike Project) This project includes numerous ped and bike improvements at Balboa Park BART, including bike lanes, ped access improvements.
4. **San Leandro BART Ped/Bike Access Projects:** \$750,000 (San Leandro)(BART)(Ped/Bike Project) This project includes ped and bike improvements at San Leandro BART, including improved ped and bike access over railroad tracks adjacent the BART Station, and improved streetscape between BART Station and downtown San Leandro.
5. **VTA Bike Share Project:** \$500,000 (Santa Clara County)(Caltrain)(Bike Project) This project is an innovative project that will implement a bike share program at three Caltrain stations.

In addition to studying the effectiveness of Safe Routes to Transit projects, additional funding is necessary to promote and market these projects to commuters. Some projects, once completed, are known mainly by commuters who already walk and bike. No funding is included to promote the use of new facilities to new commuters. The Safe Routes to Transit Program needs additional funding for marketing and promotion, and the beneficial effects of such promotional efforts can be included in our comprehensive study.

The goal of a comprehensive study is to determine the effectiveness of Safe Routes to Transit Program in order to increase the number of people walking and bicycling to regional transit services and thereby provide useful statistics for use in prioritizing transportation funding projects. Another goal is to develop recommendations for improving future Safe Routes to Transit projects so that they contribute to increases in walking and bicycling.

The stakeholders are Transform, and the East Bay Bicycle Coalition, working with the Metropolitan Transportation Commission, all of whom currently administer and coordinate the Safe Routes to Transit Program. Additional stakeholders are the project sponsors of the program, whose projects will be studied to measure the extent of improvements they have made to walking and bicycling to transit.

Sincerely,



Dave Campbell  
Program Director  
Safe Routes to Transit

November 19, 2009

Alix Bockelman  
Director, Programming & Allocations  
Metropolitan Transportation Commission  
101 8<sup>th</sup> Street  
Oakland, CA 94607

Gavin Newsom | Mayor  
Tom Nolan | Chairman  
Dr. James McCray Jr. | Vice-Chairman  
Cameron Beach | Director  
Shirley Breyer Black | Director  
Malcolm Heinicke | Director  
Jerry Lee | Director  
Bruce Oka | Director  
Nathaniel P. Ford Sr. | Executive Director/CEO

Dear Ms. Bockelman:

The San Francisco Municipal Transportation Agency (SFMTA) follows with great interest the development of the Climate Initiatives (CI) Program within MTC's proposed STP and CMAQ programming framework for Fiscal Years 2010 through 2015. When MTC staff introduced the CI last summer, it was noted that \$20 M would be made available to our SFgo program. We are developing specific uses for these funds. Along these lines, allow me to recap SFgo:

SFgo is the pioneering traffic and signals control program by which traffic, and transit in particular, will traverse the streets of San Francisco more quickly, with decreased emissions that will only benefit Bay Area air quality.

Funding will augment our ongoing efforts to treat the Van Ness corridor. We have already received a combined \$10.2 M of State and Federal funding for the corridor and will make great strides toward finishing it off with the funds being discussed. Further, the earmarked funds should allow for the implementation of transit signal prioritization along SFMTA's Transit Effectiveness Project (the "TEP") corridors.

The Van Ness Corridor, and Van Ness Avenue in particular, will also be the beneficiaries of Bus Rapid Transit improvements beginning as soon as 2013. Implementation of SFgo is a necessary precursor to this eagerly awaited program. To that end, it would be extremely advantageous to receive the \$20 M of STP/CMAQ funds in the first funding cycle. If there are program capacity constraints, we can likely proceed with the Van Ness corridor upgrades by receiving \$15 M in Cycle 1 and \$5 M in Cycle 2.

As you may recall, SFgo was recently on target to receive \$58 M of Urban Partnership Program funds, until the Bay Area program was realigned about year ago. Unfortunately, the UPP funds for SFgo dissolved. Nonetheless, as we have pointed out, an infusion of \$20 M of new federal programming, we will be able to deliver meaningful SFgo elements in a timely manner.

Please do not hesitate to call me with any questions about SFgo at 415.701.4499. We look forward to reviewing the recommendations of the CI working group.

Sincerely,



Joel Goldberg  
Manager, Fund Programming

M:\Projects\SFgo\MTC-Climate Initiatives Letter 1.doc

# Attachment D

San Francisco County Transportation Authority

100 Van Ness Avenue 26th floor  
San Francisco, California 94102-5244  
415.522.4800 FAX 415.522.4829  
info@sfcta.org www.sfcta.org

November 19, 2009

Steve Heminger, Executive Director  
Metropolitan Transportation Commission  
MetroCenter  
101 Eighth Street  
Oakland, CA 94607

Subject: Support for \$20 million in New Federal Transportation Act Cycle 1  
Programming for the SFgo Project

Dear Steve:

I am writing to request the inclusion of \$20 million for the San Francisco Municipal Transportation Agency's (MTA's) SFgo project in Cycle 1 of the Metropolitan Transportation Commission's (MTC's) proposal for the new Federal Transportation Act funding.

Throughout the development of this policy, MTC has consistently recommended that the project receive \$20 million in new federal funds, first as a stand-alone project, and then as a key component of the Climate Initiatives Program. The rationale for prioritizing the SFgo project is clear – by synchronizing signalized intersections, installing traffic cameras and variable message signs, implementing transit priority on major transit corridors, and installing pedestrian countdown signals, it will decrease congestion, expedite transit service and increase its reliability, and improve safety conditions for pedestrians and bicyclists.

The most prominent SFgo candidate corridor is Van Ness Avenue and surrounding streets, including Franklin, Gough, and Polk. Van Ness Avenue is a key north-south spine in San Francisco's transit system, linking important east-west transit routes (such as the 38-Geary) as well as regional services (Muni Metro, Caltrain, and BART). However, even though Van Ness Avenue sees the highest transit ridership of any of the city's north-south routes, buses traveling on or across it cannot operate as quickly or as reliably as necessary to provide rapid travel and effective connections. Van Ness Avenue also has significant pedestrian safety concerns due to its long crossing distances and lack of pedestrian countdown signals at many intersections, which cannot be installed until the ancient signal infrastructure is replaced.

The MTA has identified more than \$55 million in SFgo improvements on the Van Ness Avenue corridor that are needed to address these ongoing congestion, transit reliability, and pedestrian safety concerns. Many of the improvements to be funded through the SFgo project are critical precursors to the high-profile Van Ness Bus Rapid Transit (BRT) project, which is the only Federal Transit Administration (FTA) Small Starts candidate project in the country to receive a high rating by the FTA. Van Ness BRT is also one of MTC's top two prioritized Small Starts projects.

The SFgo improvements on the Van Ness corridor must be completed prior to the construction of the Van Ness BRT project, which is currently expected to break ground in late 2012. San Francisco needs the full \$20 million in programming from MTC's Climate Initiatives Program in Cycle 1 in order to ensure the necessary infrastructure is



*Moving the City.*

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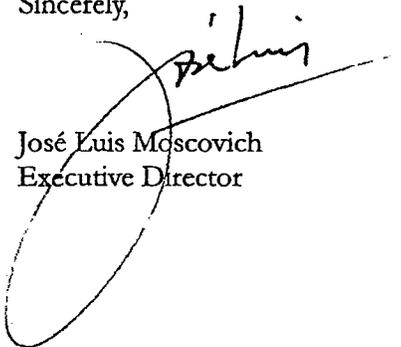
José Luis Moscovich  
EXECUTIVE DIRECTOR

in place to support Van Ness BRT and to keep the delivery of this federally and regionally prioritized project on track.

We appreciate your continued support of the Van Ness BRT project, and urge you to program the full \$20 million in new federal funds to the SFgo project in Cycle 1 of the Climate Initiatives Program.

Please contact me or Tilly Chang, Deputy Director for Planning, at (415) 522-4832 with any questions.

Sincerely,

José Luis Moscovich  
Executive Director

cc: A. Bockelman, C. Goldblatt – MTC  
J. Goldberg, C. Liu – MTA  
TC, AL, MEL, LS, AC, RH, SJK – Chron, File: 2009 Federal Reauthorization, SFgo, Van Ness BRT



**Bay Area Bicycle Coalition**  
of the San Francisco Bay Area

P.O. Box 2214, Novato, CA 94948  
510.250.0909  
Fax 510.250.0906  
www.bayareabikes.org

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Sabrina Merlo

**STAFF**

**Andrew Casteel**  
Executive Director

December 1st, 2009

Commissioner Steve Kinsey  
Chair of Programming and Allocation Committee  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

**Re: STP/CMAQ spending decisions**

Dear Commissioner Kinsey:

The Bay Area Bicycle Coalition (BABC), the umbrella organization of bicycle advocacy groups in the nine-county San Francisco Bay Area, is writing to comment on the proposed STP/CMAQ spending in the November 4 report, *New Federal Transportation Act – Update on Proposal for Cycle 1 Programming and Cycle 2 Framework*. The BABC urges the Metropolitan Transportation Commission (MTC) to fulfill the commitments made in the Regional Transportation Plan (RTP).

The RTP, adopted by the Metropolitan Transportation Commission (MTC) in just April 2009, included \$400 million over the next five years for a Climate Initiatives program that featured \$50 million in funding for Safe Routes to Transit (SR2T) and \$50 million in funding for Safe Routes to School (SR2S).

However, in the November 4<sup>th</sup> report, funding for the Climate Initiatives has been reduced to just \$168 million over 6 years and funding for SR2T is limited to evaluation of the program with no money to continue to build improvements for safe and easy bicycle and pedestrian access to regional transit stations and stops.

Safe Routes to Transit is a successful program, which provides funding for projects that make bicycle and pedestrian access to Bay Area regional transit stations safer and easier – this reduces pollution and eases traffic congestion around transit stations. When the MTC initially evaluated Safe Routes to Transit for the Regional Measure 2 (RM2) bridge toll increase, they found that the program's cost-benefit ratio to develop new transit riders was lower than any other RM2 proposal, making it extremely cost effective. Funds from RM2 for SR2T have built several important improvements to transit access such as:

1. Bike Station at Berkeley BART with free attended bike parking.
2. Puerto Suello Hill Pathway providing safe pedestrian and bicycle access to the San Rafael Transit Center
3. Richmond/Ohlone Greenway connecting the cities of Richmond, El Cerrito and Berkeley, providing safe and easy access to many AC Transit and BART stations
4. San Francisco 16<sup>th</sup> Street BART Bicycle Stair Channel freeing passengers from carrying their bike up 3 flights of stairs



**Bay Area Bicycle Coalition**  
of the San Francisco Bay Area

5. New BART test car design providing more room for passengers, bicycles, and strollers
6. More SR2T improvements are listed at: <http://bit.ly/SR2Tprojects>

BART's 2008 station access survey documented that tremendous mode shifts to bicycling are now taking place, with many of their passengers leaving cars behind to bike instead because of new bicycle improvements. Fruitvale BART leads all BART stations with an average of 544 bicyclists arriving there each day, representing 10% of the total passenger volume!

We urge the Commission to follow through on the promises you made in the RTP during your December 9 vote for the programming of STP/CMAQ funds. The BABC proposes that the Commission:

1. Fund a minimum of \$18 million in new Safe Routes to Transit improvements in STP/CMAQ Cycle 1 (2010-2012);
2. Fund Safe Routes to School at a minimum of \$18 million with STP/CMAQ Cycle 1 (2010-2012).
3. Increase funding for the Regional Bike Network to \$25 Million in Cycle 1 of STP/CMAQ while maintaining the Cycle 2 and Anticipated Revenues funding as presented in the November 4<sup>th</sup> proposal. Please note that the Commission originally promised \$1 billion for the Regional Bike Network over 25 years. Our proposal would basically maintain funding at the level it has been at for the past several years, which is a fraction of what was promised in the RTP.

For the region to reach MTC's ambitious and important goals set in the RTP of reducing vehicle miles traveled and greenhouse gas emissions, we need more people to choose to bike and walk to transit, to school and for other trips. In order for people to make these choices, MTC must provide additional funding to build a built environment, which makes it safe and accessible to walk and bicycle. We realize that this is a tough economic time and funding for many programs are being reduced, but it is unacceptable to completely eliminate funding for such an important program as Safe Routes to Transit that was promised to the public in the RTP.

Thank you for your careful consideration of our proposal. BABC has been involved with the RTP discussions since the inception of the T2035 process. We hope to have the opportunity to work with you to fund a balanced transportation system, which will take cars off the road while improving health and increasing the livability of the San Francisco Bay Area.

Sincerely

Andrew Casteel  
Executive Director  
Bay Area Bicycle Coalition



**Bay Area Bicycle Coalition**  
of the San Francisco Bay Area

Robert Raburn  
Executive Director  
East Bay Bicycle Coalition

Deb Hubsmith  
Advocacy Director  
Marin County Bicycle Coalition

Wendy Hilberman  
Executive Director  
Napa County Bicycle Coalition

Marc Caswell  
Program Manager  
San Francisco Bicycle Coalition

Christine Culver  
Executive Director  
Sonoma County Bicycle Coalition

Corinne Winter  
Executive Director  
Silicon Valley Bicycle Coalition

Cc: Commissioner Federal Glover  
Commissioner Tom Bates  
Commissioner Dave Cortese  
Commissioner Chris Daly  
Commissioner Bill Dodd  
Bijan Sartipi, Caltrans District 4 Director  
Steve Heminger, MTC Executive Director  
Alix Bockelman, MTC Director of Programming and Allocations

# samTrans

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MICHAEL J. SCANLON  
GENERAL MANAGER/CEO

December 1, 2009

Mr. Steve Heminger  
Executive Director  
Metropolitan Transportation Commission  
101-Eighth St.  
Oakland, CA 94607

Dear Mr. Heminger,

This letter contains comments on behalf of the San Mateo County Transit District (SamTrans) regarding MTC's proposed fund programming recommendation for the New Federal Transportation Act.

First, please accept my sincere appreciation and compliments to you and your staff for coordinating and managing this important regional funding discussion among all interested parties on how best to implement MTC's recently adopted T2035 plan with funding opportunities provided by the American Recovery and Reinvestment Act as well as the impending Federal reauthorization over the next six years. We recognize this effort has been challenging. Even as the projected funding available has fallen short of what is required to fund the competing needs outlined in T2035, you and your staff have done a commendable job in juggling these various competing interests.

The comments we are submitting are directed primarily to the MTC recommendation to provide \$19.3 million from the proposed new Federal Transportation Act to reimburse SamTrans for advancing its own funds for the purchase of the Caltrain right-of-way (ROW) on behalf of the Caltrain partners.

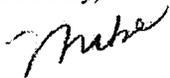
We understand the \$19.3 million is part of the \$43 million MTC has previously committed for the repayment from STA spillover funds. Due to the State's diversion of STA spillover funds to backfill its own budget shortfalls, MTC's current proposal will help to partially defray the ROW re-payment commitment. We understand MTC has originally proposed to program the \$19.3 million to SamTrans in Cycle 1, or FY2009-10 through FY 2011-12. In light of the competing needs, MTC is now recommending the \$19.3 million be programmed in Cycle 2, FY2012-13 through FY 2014-15.

The repayment to SamTrans is especially crucial in light of the current financial difficulties the agency is facing, which have led to recent cuts in service and layoffs and which promise to require further cuts in the foreseeable future. While we recognize MTC is challenged with balancing a number of competing needs with a limited funding source, we would urge you to program a substantial portion of the \$19.3 million to SamTrans in Cycle 1. In the event that is not possible, we would urge MTC to program the funds in the first year of Cycle 2, or Fiscal Year 2012-13. The funds are vital and without this immediate infusion of funds, we are faced with some very difficult and unpleasant budget reduction choices.

The provision of these funds in the earliest possible time-frame will assist SamTrans in bridging funding gaps in the near term, while we strive to forge a path to financial sustainability in the future, both at SamTrans and as partners with MTC and the region in the Transit Sustainability Project.

Your consideration of our comments and suggestion is greatly appreciated.

Sincerely,

  
Michael J. Scanlon  
General Manager/CEO

**SAN MATEO COUNTY TRANSIT DISTRICT**  
1250 San Carlos Ave. – P.O. Box 3006  
San Carlos, CA 94070-1306 (650)508-6200



December 4, 2009

Steven Heminger  
Executive Director  
Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, CA 94607

Re: Regional Bicycle Program Funding

Dear Mr. Heminger:

I am writing to provide our input and support in developing the guidelines for the allocation of funding coming through the Regional Bikeway Network Program. First, let me express our appreciation for the extensive thought that has to-date gone into this process, as well as the challenge that MTC still faces in balancing the many competing interests in this program.

As you know, the Santa Clara Valley Transportation Authority (VTA) staff participated in the development of Transportation 2035 and MTC's Regional Bikeway Plan. After an evaluation of the several proposals MTC staff presented over the last two weeks, we have the following comments for your consideration and action. Our comments address both the original proposal dated November 12, 2009 and the revisions subsequent to your meetings with the CMA Directors and Regional Bicycle Working Group on November 19, 2009.

**1. Flexibility for Project Section**

VTA feels strongly about the concept of flexibility in funding bicycle projects and respecting local planning processes and priorities. Accordingly, we are requesting that in Santa Clara County, the "flexibility for project selection" be expanded to include projects in VTA's adopted Countywide Bicycle Plan (CBP) and/or Bicycle Expenditure Plan (BEP).

In August 2008, after an intensive two-year planning process involving VTA's Bicycle Pedestrian Advisory Committee (BPAC), extensive input from our Member Agencies and the public, the VTA Board of Directors adopted an update to its comprehensive Countywide Bicycle Plan (CBP). The CBP identifies over \$1.7 billion in project needs to complete an integrated network of cross-county bicycle corridors, including projects such as bike lanes and bike boulevards, dedicated bike pathways, and bike/pedestrian bridges.

In January 2009, building on the CBP, VTA adopted a 96-project, \$165 million Bicycle Expenditure Program (BEP) as the Bicycle Element of VTA's countywide long-range transportation plan, Valley Transportation Plan (VTP) 2035. Projects in the BEP are either in the CBP or otherwise have countywide or regional significance. Since MTC's Regional Bicycle Plan (RBP) does not include our 2008 CBP or our adopted BEP, we are requesting that in Santa Clara County, the "flexibility for project selection" be expanded to include projects in VTA's CBP and/or BEP.

2. Allocation of Funds/Funding Distribution

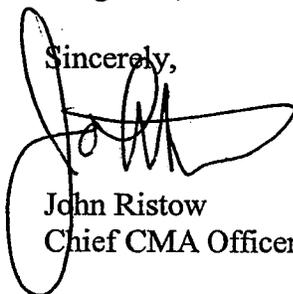
VTA supports continuing to use a 100% population-based formula. While each of the three methods presented in the original program proposal was acceptable, VTA has significant long-standing objections to using regional bike plan mileage. The Regional Bike Network is too thin in Santa Clara County, and the problem is exacerbated by the fact that the current RBP plan is culled from our 2000 bike plan, not the most recent version adopted by the VTA Board in August 2008. In addition, project costs for Santa Clara County are not accurately reflected in the RBP which would significantly lower allocations to our county using a cost-based formula. Accordingly, the most recent proposal of a 50% population-25% network cost-25% network miles hybrid is unacceptable.

3. Reconciliation from SAFETEA-LU/ First Cycle RBPP

As one of the counties that experienced "underfunding" during the last cycle, VTA staff appreciates "Reconciliation" as a concept. However, the mathematical reality is that Santa Clara would receive *less* funding under all of the Reconciliation proposals than it would have without it, and therefore cannot be termed as a reconciliation alternative from our perspective. For this reason, VTA supports the "no reconciliation" approach as recommended by MTC staff, and will not support any of the reconciliation approaches that have been presented.

I appreciate your attention to this program during this time when so many things in the transportation planning and funding world are in flux – and thank you for continuing to provide opportunities for staff to have meaningful participation in developing these policies. We look forward to working with MTC in developing bicycling as an integrated, well-developed and well-used mode of travel.

Sincerely,



John Ristow  
Chief CMA Officer

cc: Sean Co, Transportation Planner  
Alix Bockelman, Director of Programming and Allocation



995 Market Street Suite 155C  
San Francisco, CA 94103

415.431.BIKE  
415.431.2468 fax  
www.sfbike.org

Metropolitan Transportation Commission  
101 Eighth Street  
Oakland, California 94607

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DEC 4 2009

12/2/09

MTC

Dear MTC Commissioners,

On behalf of the 11,000 member San Francisco Bicycle Coalition, dedicated to creating livable communities through promoting the bicycle for everyday transportation, we urge that you fund Safe Routes to School programming in the Bay Area at the \$17 million level recommended by your staff over the next 3 years. Safe Routes to School programs are a proven and effective strategy being employed by across the globe to improve transportation safety in communities, address public health issues around chronic diseases as well as reduce carbon dioxide emissions as part of Global Climate Change reduction strategies.

According to the US Environmental Protection Agency, *parents driving their children to and from school cause 20-25% of our morning and afternoon traffic.* Our private vehicle emissions contribute to air pollution and global climate change, both of which threaten human and environmental health. Passenger cars, trucks, motorcycles, and SUVs together account for 62 percent of transportation-related greenhouse gas emissions. The transportation sector is responsible for one third of all carbon dioxide emissions in the US. On a more local level, air pollutants can be especially harmful to children because their respiratory systems are still developing. Childhood asthma rates more than doubled from 1980 to the mid-1990s and they remain at historically high rates today. Presently, asthma is one of the most prevalent chronic childhood diseases and is a major cause of childhood disability with at least 14 million school days being missed annually due to asthma. Missed school days have a tremendous effect on per student funding, deepening school budget deficits.

In 1969 approximately 42% of children aged 5-15 years old walked or biked to school vs. less than 16% in 2001. Safe Routes to School programs directly address all of these issues related to our school transportation by addressing barriers to walking, bicycling and other safe transportation options through their comprehensive 5 E's approach (Education, Encouragement, Enforcement, Engineering, and Evaluation).

The National Highway Traffic Safety Administration, the US Centers for Disease Control and the US Environmental Protection Agency are 3 of the 400+ organizations, government agencies, and professionals working to implement Safe Routes to School Programs in over 5,400 schools nationally.

As commissioners at the MTC you have the opportunity to advance the momentum and success of these highly effective programs through inadequate and sporadic federal funding. In light of the MTC promise of \$25 million for Safe Routes to School over 5 yrs, we urge you to fund Safe Routes to School Programs *at or above* the current \$17 million over 3 year level. Doing so will benefit all transportation users here in the San Francisco Bay Area and improve the long-term livability and health of our communities in the process.

Sincerely,

A handwritten signature in black ink, appearing to read "Andy Thornley".

Andy Thornley  
Program Director  
San Francisco Bicycle Coalition

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

Attachment A  
Resolution No. 3925

# **New Surface Transportation Authorization Act**

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

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

# Cycle 1 STP/CMAQ Policy and Programming

## Table of Contents

**BACKGROUND.....1**

**NEW ACT FUND ESTIMATE.....1**

**CYCLE 1 PROGRAMMING APPROACH.....2**

**GENERAL PROGRAMMING POLICIES.....3**

**PROGRAMMING CATEGORIES .....8**

**PROGRAM MANAGEMENT AND THE CONGESTION MANAGEMENT AGENCY BLOCK GRANT ..14**

**PROGRAM SCHEDULE .....17**

**PROJECT LIST.....17**

**Appendix A-1 STP/CMAQ/TE with ARRA Backfill (CMIA/RTIP/TE) Outlay**

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

**Appendix A-3 Regional Planning Activities (PL)**

**Appendix A-4 Freeway Performance Initiative (FPI) Project List**

**Appendix A-5 Safe Routes to School**

**Appendix A-6 Regional Bicycle Pwwrogram (RBP)**

**Appendix A-7 Transportation for Livable Communities (TLC)**

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

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

## BACKGROUND

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

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

## NEW ACT FUND ESTIMATE

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

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

**American Recovery and Reinvestment Act (ARRA) Backfill funding:** The region will also be the beneficiary of \$105 million in Regional Transportation Improvement Program/ Corridor Mobility Improvement Account (RTIP/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 April 30, 2012. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP.

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

- ▶ Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California's share of the nation's federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.
  
- ▶ Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional STP/CMAQ program is project specific and the STP and CMAQ funds programmed to projects are for those projects alone. The STP/CMAQ Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional STP and CMAQ funds. Project sponsors are responsible for securing the necessary non-federal match, and for cost increases or additional funding needed to complete the project including contingencies.
  
- ▶ Priority Development Areas (PDA) Based Funding Decisions: In Transportation 2035, the Commission's transportation/land use and climate change policies seek to align "focused growth" land use principles and transportation investments. As part of the ARRA program adoption last February, the Commission directed staff to begin developing a PDA investment strategy in advance of the new federal authorization. As it relates to the New Act programming, the following policies support PDA based funding strategies:
  - *Transportation for Livable Communities*: All TLC projects must be located in priority development areas with additional weight given in project evaluation depending on whether the projects are in planned or proposed PDAs and based on proposed development intensity.
  - *Climate Initiatives*: For the Innovative Grant element of the Climate Initiative, priority will be given to projects that are in PDAs, in addition to other program criteria and weighting factors.
  - *Rehabilitation – Streets and Roads and Transit*: The current distribution formula prioritizes funding for local jurisdictions that are considered high-intensity PDAs. The allocation formula for streets and roads rehabilitation contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The population and lane mileage factors result in the support of PDAs. To ensure this PDA emphasis, CMAs should, in general, use the same allocation formula for streets and roads distribution within the counties. The CMAs, through a required Strategic Plan, may 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/CMIA 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>
	<b>80</b>	<b>100%</b>
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)

*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 - \$36 million competitive and \$10 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 (\$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.

#### **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.)

**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:

<b>STA Spillover Funding Agreement Per Resolution 3814</b>						
<b>PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION</b>						
<b>Apportionment Category</b>	<b>MTC Resolution 3814 Original Schedule</b>	<b>%</b>	<b>FY 2007-08 Spillover Distribution</b>	<b>Unfunded Commitment</b>	<b>Proposed for Funding</b>	<b>Remaining Commitment</b>
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.

**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**

<b>Transportation 2035 Core Programs</b>	<b>Manager</b>	<b>Block Grant</b>
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
  - **Minimum Grant Size:** STP/CMAQ grants per project cannot be programmed for less than \$500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and \$250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Road distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC and Federal Highway Administration staff.
  - **Unified Call for Projects:** CMAs are requested to issue one unified call for projects addressing all of their respective Block Grant programs in early 2010. Final project list is due to MTC by July 30, 2010. Goal is to reduce staff resources, coordinate all programs to respond to larger multi-modal projects, and give project sponsors the maximum time to deliver projects.

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

## **PROGRAM SCHEDULE**

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

As a starting point, core programs' STP/CMAQ funds will need to be programmed in the TIP and delivered (obligated), 50% of their funds in each of the F 2010-11 and FY 2011-12 years. However; a program may deviate from this 50-50 percent split, depending on whether other program funding needs can be offset accordingly. Within their block grant programs, CMAs has this flexibility. Subsequently, MTC staff will work all program managers to develop a cash flow plan based on these needs prior to the start of Federal Fiscal year 2010-11 (July 30, 2010). Ultimately, all Cycle 1 projects must be delivered (funds obligated) by April 30, 2012.

## **PROJECT LIST**

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

Appendix A-1

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

(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	09/10 - 10/11 - 11/12	12/13 - 13/14 - 14/15	09/10-14/15	Amount	%	
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
<b>Total</b>			161	99	260			260
<b>T 2035 Core Programs</b>								
4 Focus 1 Freeway Performance Initiative (FPI)	19	74	31	86	191	31	13%	222
5 Focus 2 Climate Initiatives <sup>3</sup>			80	34	114	48	20%	162
6 Focus 2 Regional Bicycle Program	10	8	19	20	47	19	8%	67
7 Focus 2 Transportation for Livable Communities (TLC)			85	96	181	42	18%	224
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	316	438	835	235	100%	1,070
Balance	201	31	170	131	331			
<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				31	31			31
16 Trade Corridor (Richmond Rail Connector)			8		8			8
<b>Total</b>	201	31	9	31	71			71
<b>Grand Total</b>	662	113	485	568	1,165	235		1,400

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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 & 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 Sigo for Cycles 1 & 2

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

**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 9, 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**  
**December 9, 2009**

**PRIOR ARRA COMMITMENTS**

(thousands \$)

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Committed ARRA	Cumulative ARRA
15340	SM 280	SB; Route 1 to Route 380	9 RMs	\$4,900	\$2,100	\$7,000	\$7,000	\$7,000
15130	SCL 280	SB; Menker to 11th	8 Ramp Meters (RMs)	\$5,000	\$2,000	\$7,000	\$7,000	\$14,000
15034	SCL 280	NB; Vine to Leland	7 RMs	\$3,400	\$1,600	\$5,000	\$5,000	\$19,000
<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					\$5,700	\$5,700
15300	ALA 92	EB; SM Bridge to Route 880	7 RMs	\$4,300	\$2,365	\$6,665	\$6,665	\$12,365
15113	ALA 580	Route 880 to SCL Co. line	25 RMs + 69 TOS elements	\$13,800	\$4,416	\$18,216	\$8,216	\$20,581
15310	ALA 680	CC co. line to SCL co. line	30 RMs + 67 TOS elements	\$28,200	\$8,284	\$36,484	\$36,484	\$57,065
15270	CC 4	Route 680 to Route 160	4 RMs + 40 TOS elements	\$6,400	\$2,944	\$9,344	\$9,344	\$66,409
2A790	SM 101	SF co. line to SCL co. line	29 RMs	\$9,600	\$3,168	\$12,768	\$12,768	\$79,177
15420	SCL 85	Route 280 to Route 101	14 RMs + 14 TOS elements	\$9,500	\$3,135	\$12,635	\$5,635	\$84,812
15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	\$21,400	\$6,634	\$28,034	\$6,477	\$91,289
15320	SCL 680	Route 101 to ALA co. line	32 RMs + 23 TOS elements	\$18,100	\$5,611	\$23,711	\$13,711	\$105,000
<b>Cycle 1 Subtotal</b>							<b>\$105,000</b>	

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

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Cycle 2 Funding Request *	Cycle 2 Cumulative Request
-	-	signal timing, perf. monitoring & implementation					\$6,000	\$6,000
15148	ALA 880	Davis St to SCL co. line	8 RMs + 60 TOS elements	\$10,000	\$4,800	\$14,800	\$4,567	\$10,567
15160	MRN 101	Golden Gate Bridge to SON co. line	43 RMs	\$23,700	\$4,110	\$27,810	\$27,810	\$38,377
15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	\$21,400	\$6,634	\$28,034	\$21,523	\$59,900
TOS22	SOL 80	Carquinez Bridge to Yolo co. line	61 RMs + 150 TOS elements	\$40,000	\$17,400	\$57,400	\$57,400	\$117,300
<b>Cycle 2 Subtotal</b>							<b>\$117,300</b>	

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

**GRAND TOTAL** **\$241,300**

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

(thousands \$)

Estimated Cost of Program	Total School Enrollment (K-12) <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 9, 2009**

(thousands \$)

County	CMAQ Funds	TE Funds *	Total Funds
Alameda	\$3,836	\$1,557	\$5,393
Contra Costa	\$2,367	\$1,009	\$3,376
Marin	\$1,649	\$294	\$1,943
Napa	\$605	\$183	\$788
San Francisco	\$1,368	\$797	\$2,165
San Mateo	\$1,739	\$827	\$2,566
Santa Clara	\$4,638	\$1,824	\$6,462
Solano	\$1,349	\$477	\$1,826
Sonoma	\$1,949	\$581	\$2,530
<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)**  
**December 9, 2009**

(thousands \$)

Estimated Cost of Program	2007 Population	Percentage	Fund Distribution
<b>Regional TLC Program</b>			
Competitive	6,958,473		\$56,667
<b>Regional TLC Program Subtotal</b>			<b>\$56,667</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>\$85,000</b>

**Appendix A-8  
New Act Cycle 1 STP/CMAQ  
Local Streets & Roads (LS&R) Shortfall Program Fund Distribution  
December 9, 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>

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

(thousands \$)

Counties	LS&R Rehab.	County TLC	Regional Bicycle	County Total	CMA Planning (max. 4%)
Alameda	\$16,051	\$5,962	\$3,836	\$25,849	TBD
Contra Costa	\$10,793	\$4,152	\$2,367	\$17,312	TBD
Marin	\$2,453	\$1,010	\$1,649	\$5,112	TBD
Napa	\$1,906	\$540	\$605	\$3,051	TBD
San Francisco	\$7,863	\$3,115	\$1,368	\$12,346	TBD
San Mateo	\$6,838	\$2,878	\$1,739	\$11,455	TBD
Santa Clara	\$17,354	\$7,121	\$4,638	\$29,113	TBD
Solano	\$6,436	\$1,664	\$1,349	\$9,449	TBD
Sonoma	\$9,306	\$1,891	\$1,949	\$13,146	TBD
<b>Totals</b>	<b>\$79,000</b>	<b>\$28,333</b>	<b>\$19,500</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.