

Metropolitan Transportation Commission Programming and Allocations Committee

February 13, 2013

Item Number 2f

MTC Resolution Nos. 3723, Revised, 3925, Revised, and 4035, Revised.

Subject: STP/CMAQ Cycle Programming Revisions

Background: The Commission has adopted three funding cycles for federal Surface Transportation Program and Congestion Mitigation and Air Quality Improvement (STP/CMAQ) funding since 2005. As part of these funding cycles the county Congestion Management Agencies (CMAs) are provided funding for project selection within their respective counties which involves a competitive project solicitation, evaluation, and selection process administered by the CMAs. As projects are selected, MTC staff confirms funding eligibility and includes the projects in the respective program, processes TIP revisions to include the projects in the federal TIP, and provides periodic follow-up reports to the Commission. This month, staff recommends the following revisions:

SAFETEA STP/CMAQ

Under the Third Cycle STP/CMAQ Program of the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA) approved by the Commission in December 2005 roughly \$15.1 million was programmed to the County TLC/HIP program for project selection by the CMAs. The Santa Clara Valley Transportation Authority (VTA) received \$3.8 million for this program, and is now requesting \$0.3 million from the City of San Jose's Jackson Street Pedestrian Improvements project be redirected to the City of San Jose's San Carlos Multimodal project which needs additional funding to complete the funding for this project.

STP/CMAQ Cycle 1

The STP/CMAQ Cycle 1 program framework adopted by the Commission in December 2009 includes several sub-programs including the County Transportation for Livable Communities (TLC) program. Project selection for this program is conducted by the CMAs. The Santa Clara Valley Transportation Authority (VTA) is requesting that \$50,000 from the City of San Jose's Los Gatos Creek Reach 5 Trail project be re-directed to the City of San Jose's San Carlos Multimodal project which needs additional funding to complete the funding for this project.

MAP 21 Cycle 2/OBAG

The Cycle 2 OneBayArea Grant (OBAG) Program adopted by the Commission in May 2012 establishes commitments and policies for investing roughly \$800 million in federal funds, included \$20 million for the Regional Safe Routes to School program. The Alameda County Transportation Authority received \$4.2 million for this program and the San Mateo City/County Association of Governments (CCAG) received \$1.9 million for this program. These agencies are requesting these entire

amounts be programmed to their respective county-wide Regional Safe Routes to School Programs.

Appendix A-2 is also being updated to reflect the augmentations to-date for the CMA OBAG planning activities previously approved by the Commission. In addition, Attachment B-1 is being revised to clarify the programming of projects previously approved under the Transit Capital Rehabilitation program.

Issues: None.

Recommendation: Refer Resolution Nos. 3723, Revised, 3925, Revised, and 4035, Revised to the Commission for approval.

Attachments: MTC Resolution No. 3723, Revised, Attachment B
MTC Resolution No. 3925, Revised, Attachment B
MTC Resolution No. 4035, Revised, Attachment B-1 and Appendix A-2

Date: December 21, 2005
W.I.: 1512
Referred by: PAC
Revised: 09/27/06-C 10/25/06-C
05/23/07-C 10/24/07-C
04/23/08-C 12/16/09-C
12/15/10-C 04/27/11-C
05/25/11-C 02/27/13-C

ABSTRACT

Resolution No. 3723, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA) Third Cycle, 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 FY2007-08 and FY2008-09 STP/CMAQ funds to be amended into the currently adopted 2005 Transportation Improvement Program (TIP) and subsequent 2007 TIP.

The resolution includes the following attachments:

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

Attachment B to this resolution was revised September 27, 2006 to include the adopted MTC TLC Program in the STP/CMAQ Third Cycle.

This resolution was revised on October 25, 2006 to direct approximately \$4.6 million in Third Cycle STP funds to AC Transit's Early Bus Replacement project in the Transit Capital Shortfall Program [Attachment A, page 12].

This resolution was revised on May 23, 2007 to direct approximately \$59 million in Third Cycle STP funding to the BART Car Replacement and Zero Emission Bus Procurement projects in the Transit Capital Shortfall Program; and to make available an additional \$1.8 million to the congestion management agencies for their planning activities.

Attachment B of this resolution was revised on October 24, 2007 to redirect unused Housing Improvement Program (HIP) funds and TLC Planning Grants funds to the TLC contingency list and the Station Area Planning Program.

ABSTRACT

MTC Resolution No. 3723, Revised

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Attachment B of this resolution was revised on April 23, 2008 to direct \$2.1 million in Third Cycle STP/CMAQ funds to the Vacaville Intermodal Station from the Station Area Planning Program.

Attachment B and Appendix A-3 were revised on December 16, 2009 to add \$175,000 to CMA 3% Planning Activities for Solano Transportation Authority to reflect an accounting reconciliation.

Attachment B was revised on December 15, 2010 to reduce the FY2006-07 Spare the Air Free Transit project from \$7,500,000 to \$5,506,568 and redirect \$900,000 to the Air District's Spare the Air program and \$1,093,432 to the Climate Change Initiatives Visualization Techniques.

Attachment B was revised on April 27, 2011 to add previously approved Station Area Planning grants and to add \$640,000 in new grants for Healdsburg and Larkspur.

Attachment B was revised on May 25, 2011, to add \$332,000 in a new grant for San Francisco.

Attachment B was revised on February 27, 2013 to redirect \$327,000 to the City of San Jose's San Carlos Multimodal project from the Jackson Street Pedestrian Improvements.

Further discussion of the Third Cycle STP/CMAQ Project Selection Criteria and Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated December 14, 2005, and the Programming and Allocations Committee Memorandum dated December 14, 2005, September 13, 2006, October 4, 2006, May 9, 2007, October 3, 2007, April 9, 2008, December 9, 2009 and December 8, 2010, April 13, 2011, May 11, 2011, and February 13, 2013.

Date: December 21, 2005
W.I.: 1512
Referred By: PAC

RE: SAFETEA Third Cycle STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3723

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 Third Cycle 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 Third Cycle for inclusion in the 2005 Transportation Improvement Program (TIP) including the subsequent 2007 TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2005 TIP and the subsequent 2007 TIP 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA) Third Cycle STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

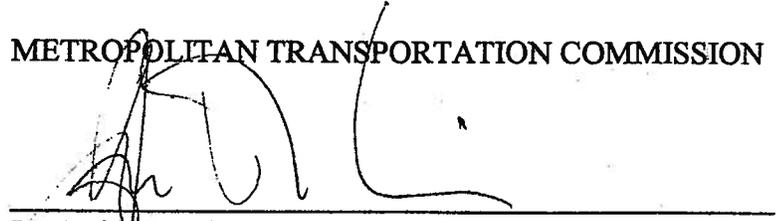
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Third Cycle STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2005 TIP and the subsequent 2007 TIP, 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 forward 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



Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on December 21, 2005

Attachment B
METROPOLITAN TRANSPORTATION COMMISSION
SAFETEA THIRD CYCLE STP/CMAQ/TE Programming
Project List*
Attachment B
February 27, 2013

Project Category and Title	County	Implementing Agency	Third Cycle Funding (thousand \$)
SAFETEA STP/CMAQ THIRD CYCLE PROGRAMMING			
5. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) PROGRAM **			
Station Area Planning Program (Administered by MTC)	Region-Wide	MTC	\$10,055
Downtown Area Planning & Implementation	Alameda	Berkeley	\$300
W Dublin BART Specific Plan	Alameda	Dublin	\$200
Station Area	Alameda	Newark	\$544
Lake Merritt BART	Alameda	Oakland	\$720
Upper Broadway	Alameda	Oakland	\$400
San Leandro Blvd	Alameda	San Leandro	\$250
Station Area	Alameda	Union City	\$125
Hillcrest EBART	Contra Costa	Antioch	\$120
Naval Weapons Reuse	Contra Costa	Concord	\$750
Downtown	Contra Costa	Lafayette	\$150
BART station area	Contra Costa	Pittsburg & County	\$350
San Pablo Avenue Corridor PDA	Contra Costa	San Pablo	\$500
San Jose, Diridon	Santa Clara	San Jose	\$750
EN TRIP - Eastern Neighborhoods	San Francisco	San Francisco	\$750
Market - Octavia	San Francisco	San Francisco	\$160
Bi County Planning Area (Brisbane)	SF / SM	SFCTA SMC	\$200
NE - Station Area	San Mateo	East Palo Alto	\$360
Hillsdale Station Area	San Mateo	San Mateo - City	\$400
North Fair Oaks	San Mateo	San Mateo - County	\$446
Downtown & Station Area	Sonoma	Cloverdale	\$140
Windsor SMART Station	Sonoma	Windsor	\$300
Jennings SMART Station	Sonoma	Santa Rosa	\$400
Civic Center Station	Marin	San Rafael	\$140
Downtown Station	Marin	San Rafael	\$388
Central Petaluma & Corona Road Stations	Sonoma	Petaluma	\$240
Healdsburg SMART Station	Sonoma	Healdsburg	\$160
Larkspur SMART Station	Marin	Larkspur	\$480
Central Corridor, So. Segment of the Central Subway	San Francisco	San Francisco	\$332
County TLC/HIP	Region-Wide		\$9,000
Union City Intermodal Station	Alameda	Union City	\$1,900
Iron Horse Trail Over-crossing at Treat	Contra Costa	Contra Costa Co.	\$754
San Pablo Avenue Streetscape	Contra Costa	El Cerrito	\$506
Fairfax: Center Blvd Streetscape Improvements	Marin	Fairfax	\$320
San Bruno BART Linear Park	San Mateo	South SF	\$590
SR 82 Daly City-Mission St. Pedestrian Improvements	San Mateo	Daly City	\$293
San Mateo - Delaware Street Improvement	San Mateo	San Mateo	\$37
Gilroy 6th Street Streetscape West	Santa Clara	Gilroy	\$459
S. Abel & S. Main Improvements	Santa Clara	Milpitas	\$850
Jackson Street Ped improvements	Santa Clara	San Jose	\$538
San Carlos Street Multimodal Pedestrian-Oriented Improvements	Santa Clara	San Jose	\$327
Saratoga Village Ped Enhancement Project	Santa Clara	Saratoga	\$425
Sunnyvale-Murphy Ave Streetscape Revitalization	Santa Clara	Sunnyvale	\$397
State Park Road Bridge Widening	Solano	Benicia	\$40
Old Town Cordelia Enhancements	Solano	Solano County	\$500
Rohnert Park - City Center Plaza Pedestrian Imps	Sonoma	Rohnert Park	\$600
Reserve			\$464

Date: October 28, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C 07/28/10-C
09/22/10-C 10/27/10-C
02/23/11-C 03/23/11-C
05/25/11-C 06/22/11-C
09/28/11-C 10/26/11-C
02/22/12-C 03/28/12-C
04/25/12-C 06/27/12-C
07/25/12-C 09/26/12-C
02/27/13-C

ABSTRACT

Resolution No. 3925, Revised

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

The resolution includes the following attachments:

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

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

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

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

This resolution was revised on September 22, 2010 to advance \$20 million in Freeway Performance Initiative project elements to address lower than expected state programming as well

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MTC Resolution No. 3925, Revised

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as the opportunity to capture more obligation authority. This action increases federal programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

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

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

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

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

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

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

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

Attachment A (pages 6 and 17), and Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on February 22, 2012 to advance \$8,971,587 for the Lifeline Transportation Program to address higher than expected federal apportionment in the near-

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MTC Resolution No. 3925, Revised

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

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

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

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

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

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MTC Resolution No. 3925, Revised

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

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

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009, December 9, 2009, July 14, 2010, September 8, 2010; October 13, 2010, February 9, 2011, March 9, 2011, May 11, 2011, June 8, 2011, September 14, 2011, October 12, 2011, February 8, 2012, March 7, 2012, April 11, 2012, June 13, 2012, July 11, 2012, September 12, 2012, and February 13, 2013.

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

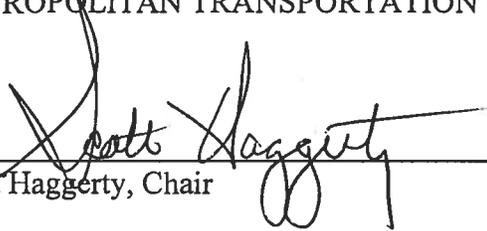
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

Attachment B

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
February 27, 2013

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C
 10/27/10-C 02/23/10-C
 03/23/11-C 05/25/11-C
 06/22/11-C 09/28/11-C
 10/26/11-C 01/25/12-C
 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C
 07/25/12-C 09/26/12-C
 02/27/13-C

Project Category and Title	County	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING			\$529,828,976	\$112,882,000	\$642,710,976
5. REGIONAL BICYCLE PROGRAM (RBP) *					
Bike/Ped Program					
<i>Specific projects TBD by County CMA's</i>					
Bicycle - Alameda - Block Grant RBP Implementation	Alameda	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	Contra Costa	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	Marin	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	Napa	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	San Francisco	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	San Mateo	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	Santa Clara	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	Solano	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	Sonoma	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Alameda	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Alameda	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Alameda	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Alameda	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Contra Costa	Concord	\$666,000	\$0	\$666,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Contra Costa	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Contra Costa	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Marin	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Marin	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	Marin	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	Napa	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	Napa	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	Napa	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	San Francisco	SDFPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	San Francisco	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	San Mateo	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	San Mateo	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	San Mateo	Redwood City	\$256,000	\$0	\$256,000
South San Francisco - Bicycle Lanes Gap Closure	San Mateo	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Santa Clara	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Santa Clara	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	Santa Clara	San Jose	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	Santa Clara	San Jose	\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Santa Clara	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Solano	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Solano	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Sonoma	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Sonoma	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkely Bay Trail (TE)	Alameda	Bekeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Contra Costa	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin	Marin Couty	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Napa	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	San Mateo	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Santa Clara	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Santa Clara	Los Altos Hills	\$0	\$467,000	\$467,000
Guadalupe River Trail, Tasman Undercrossing (TE)	Santa Clara	San Jose	\$0	\$660,000	\$660,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Solano	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	Solano	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Sonoma	Rohnert Park	\$0	\$581,000	\$581,000
SUBTOTAL			\$19,788,000	\$7,549,000	\$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)		TOTAL:	\$19,788,000	\$7,549,000	\$27,337,000

* NOTE: Regional Bicycle Program STP fund administered by County CMA's as part of the Block Grant Program.

* NOTE: Regional Bicycle Program TE funds to be programmed by County CMA's in 2010 RTIP