

**Metropolitan Transportation Commission
Programming and Allocations Committee**

April 9, 2014

Agenda Item 5a

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

Subject: Revisions to the Cycle 1 Climate Initiatives Program and Programming of Cycle 2 Climate Program funds for key initiatives included in Plan Bay Area.

Background: MTC has committed \$120 million in Cycle 1 and Cycle 2 funds to implement the Climate Initiatives Program (Climate Program), a multi-faceted program aimed at reducing transportation-related emissions and vehicle miles traveled (VMT). The Climate Program’s activities are a critical strategy of Plan Bay Area, and comprise about 6% of our region’s 15% per capita emissions reduction target by the year 2035 as shown in Table 1.

Table 1: Plan Bay Area Climate Initiatives Program

Policy Initiative	2035 Cost in YOE Millions	Per Capita CO₂ Emissions Reductions in 2035
Car Sharing	\$13	-2.6%
Smart Driving Strategy	\$160	-1.5%
Clean Vehicles Feebate Program	\$25	-0.7%
Vehicle Buy-Back / EV Purchase Incentive & Regional EV Charger Network	\$200	-0.8%
Vanpool Incentives	\$6	-0.4%
Commuter Benefits Ordinance (SB 1339)	\$0	-0.3%
Climate Initiatives Innovative Grants (including Bike Share and TDM Grants)	\$226	TBD
Total	\$630	-6.3%

For Cycle 1, the \$80 million Climate Program focused on Safe Routes to School; Innovative Grants; public education and outreach; and program evaluation. The Commission’s Cycle 2 framework included \$40 million for the Climate Program, \$20 million to augment Safe Routes to School and \$20 million for yet to be determined climate programs.

Table 2 shows the distribution of the Cycle 1 programming across project categories and the total Climate Program funding available for Cycle 2. Of the \$23.1 million currently available for programming, \$17.1 million in Congestion Mitigation Air Quality Program (CMAQ) funds are subject to the Commission’s authority and \$6 million in Transportation for Clean Air (TFCA) funds are subject to action by the Bay Area Air Quality Management District (Air District).

Table 2: Climate Program Overview (In Million \$'s)

	Cycle 1	Cycle 2		Total
		Federal (CMAQ)	TFCA	
Safe Routes to School	\$17.0	\$20.0		\$37.0
Innovative Grants	\$43.7			\$43.7
Public Education Outreach	\$10.0			\$10.0
Program Evaluation	\$3.2			\$3.2
Eastern Solano	\$3.0			\$3.0
Climate Programs – TBD*	\$3.1	\$14.0	\$6.0	\$23.1
Total	\$80.0	\$34.0	\$6.0	\$120.0

*Includes Cycle 1 Better Place grant of \$2.3 million and \$0.8 million program evaluation funding returned for reprogramming.

While Cycle 1 is currently in progress and has taken longer than anticipated to implement, we are starting to see some initial results. A full evaluation of Cycle 1 activities will be complete in Fall 2014. Staff recommends directing \$23.1 million in Climate Program funds to advance the initial successes of Cycle 1 in five categories as summarized in Table 3 and described further in Attachment A.

Table 3: Climate Program Recommendations for Cycle 2 (In Million \$'s)

	CMAQ	TFCA*	Total
1. Bay Area Bike Share Program	\$8.7		\$8.7
2. EV Charging Infrastructure and Vehicles		\$6.0	\$6.0
3. Car Sharing	\$2.0		\$2.0
4. Innovative Grants – TDM Focus	\$6.0		\$6.0
5. Commuter Benefits Program	\$0.4		\$0.4
Total	\$17.1	\$6.0	\$23.1

*Subject to Bay Area Air Quality Management District (BAAQMD) Approval

Cycle 2 Program Recommendation

MTC's Climate Initiatives Innovative Grant Program in Cycle 1 included investments in a Bay Area Bike Share pilot program (managed by the Air District) and EV Infrastructure (managed by MTC). As we conclude these grants, MTC and Air District staff recommend that each agency continue to contribute funding to program expansion but assume a different role for the next phase of regional implementation in order to make the best use of each agency's respective skills and expertise.

Under this proposal, the agencies would jointly oversee the implementation of the programs. The Air District would take the lead role in delivering the expansion of EV charging infrastructure and accelerate the market for EVs. MTC would take the lead to operate and expand the Bay Area Bike Share program. As shown in Table 3, MTC and the Air District are investing

CMAQ and TFCA funds to deliver both programs. This new arrangement would eliminate the need for agencies to exchange funds, whereby MTC would retain CMAQ funds and the Air District would retain TFCA funds for program implementation. Staff will return to the Committee with further detailed recommendations for this new arrangement.

Issues:

1) TFCA Funding: The Air District Board will consider the complementary \$6 million TFCA funding by June 2014.

2) Bay Area Bike Share Program: Based on lessons learned in the pilot program, staff will work with the Air District and program stakeholders to complete a program management and implementation plan as described in Attachment B, for Committee review later this year.

3) Active Transportation Program: The cost of implementing an expanded Bike Share program will exceed available Climate Program funding and staff is seeking concurrence from the Committee to apply to the Statewide Active Transportation Program to augment available funds for the regional Bay Area Bike Share program.

Recommendation:

1) Refer MTC Resolution No 3925, Revised and Resolution 4035, Revised to the Commission for approval. Because Resolution No. 4035, Revised is proposed for revision under another agenda item, it is included once under agenda item 5b with all proposed revisions.

2) Direct staff to apply to the Statewide Active Transportation program to augment funding available for the Bay Area Bike Share program. Staff will work with local jurisdictions to package the most competitive set of expansion projects.

Attachments:

Attachment A: Climate Program Recommendation Details by Project Category

Attachment B: Bay Area Bike Share Pilot Program
MTC Resolution No. 3925, Revised, Attachment B
See Item 5b for MTC Resolution No. 4035, Revised

Attachment A: Climate Program Recommendation Details by Project Category

1. Expansion of Bay Area Bike Share (\$8.7 million): Staff recommends programming \$8.7 million (\$2.7 million in Cycle 1 funds and \$6 million in Cycle 2 funds) for continuation and expansion of Bay Area Bike Share. Staff has conducted a preliminary analysis, included in Attachment B, of the findings of the pilot program, potential new bike share locations in the Bay Area, and next steps for system expansion. Based on this preliminary analysis, the Cities of Oakland, Berkeley and Emeryville are identified for the next phase of the program. The analysis further recommends that additional locations be analyzed to determine their feasibility, including key regional transit stations, and sites with high concentrations of jobs as a “last-mile” solution for transit users.

Staff will return to the Committee with a detailed expansion plan, including business model and system management recommendations, later this year. In the meantime, staff notes that the cost of implementing an expanded program will exceed available Climate Program funding and is seeking concurrence from the Committee to apply to the Statewide Active Transportation program to augment available funds for the regional Bay Area Bike Share program.

2. Expand EV Charging Infrastructure and Vehicles (\$6 million): The Air District is proposing to dedicate \$6 million in TFCA funds to increase EV deployment in the region. The funds will support investments in EV vehicles and charging infrastructure. Specific programs will be developed in partnership with the Air District and the EV Strategic Council, and will be in line with the Air District’s recently completed Bay Area Plug-in EV Readiness Plan, along with ongoing state efforts.

3. Increase Car Sharing in Bay Area Communities (\$2 million): Staff recommends programming \$2 million to expand car sharing services in Bay Area communities. Plan Bay Area calls for a \$13 million investment in car sharing over the course of the Plan to achieve a 2.6% per capita reduction in greenhouse gas emissions. Given the high per capita GHG emissions that can be achieved through car sharing initiatives, staff recommends advancing these initiatives with an initial \$2 million program to pilot projects focused on increasing the number of EVs into car sharing fleets and expanding car sharing availability to new locations, such as business parks and suburban communities. Over the course of the next few months, staff will work with local agencies and car sharing operators to develop a detailed expansion plan.

4. Continue Successful Elements of Cycle 1 Innovative Grants (\$6 million): Plan Bay Area calls for \$226 million for Climate Innovative Grants over the course of the Plan. Given the challenges with project delivery experienced in the first round of innovative grants, the full evaluation of Cycle 1 will not be complete until the Fall. Staff recommends programming \$6 million to expand Transportation Demand Management (TDM) strategies, such as car sharing, vanpools or shuttles, targeted ridesharing and parking pricing. Initial results from TDM pilots in the Cities of Berkeley, Redwood City and San Francisco indicate that these strategies have directly reduced single occupancy vehicle trips and resulted in innovative public/private partnerships. The Cycle 1 TDM grants averaged nearly \$1.5 million each. We would like to select up to five additional interested Bay Area cities to implement similar TDM strategies to improve congestion and reduce VMT.

5. Commuter Benefits Program (\$400,000): Staff recommends dedicating \$0.4 million in unspent Cycle 1 Program Evaluation funds to support implementation of the Commuter Benefits program authorized by the Air District and MTC in March 2014, provide outreach services to inform and assist employers to implement the program requirements through the end of the two-year pilot authorized by SB 1339.

Attachment B: Bay Area Bike Share Program Preliminary Findings and Next Steps

Background

In Cycle 1 of the Climate Initiative Innovative Grants program, the Bay Area Air Quality Management District (Air District) and five Bay Area jurisdictions sponsored an application to test the feasibility of a multi-city bike sharing program which, if successful, would be the precursor to a regional program covering a larger number of jurisdictions throughout the Bay Area. Under the Air District's leadership, the program successfully launched the pilot program in late August 2013.

The total investment to date is \$11.38 million, as follows:

MTC – CMAQ Funds	\$7.20 million
Air District – TFCA Funds	\$2.80 million
San Francisco MTA	\$0.90 million
SamTrans/Redwood City	\$0.08 million
VTA	\$0.40 million
Total	\$11.38 million

The Air District has been responsible for managing the development and implementation of the Bay Area Bike Share pilot and coordinating efforts with the local jurisdictions. Implementation consists of an agreement between the Air District and Alta Bike Share to deliver the following services:

- Purchase and installation of all bike share related equipment necessary to launch the system;
- Develop the bike share system including website, technical staff and set-up of equipment warehouse;
- Design and permitting through site analysis and station siting; and
- Ongoing operations including equipment maintenance and rebalancing, customer service and technical support.

The agreement with Alta Bike Share is for installation and one year of operations with options to extend the operations for up to four additional years, as well as consideration of additional docking stations and bikes.

The Air District also entered into separate agreements with each of the five jurisdictions for the following:

- Designate participant(s) in a bike share steering committee that will make project policy decisions, coordinate the activities of the parties and otherwise ensure the completion of the project;
- Coordinate and implement bike share pilot elements within their jurisdictions, including managing the processes of bike share station location sites, engaging local stakeholders and maintaining all necessary project records; and
- Provide matching funds for the program.

Program Assets

The investment to-date has created a regional system that will ensure a single customer experience, is able to handle existing operations, and is robust enough for future system

Attachment B: Bay Area Bike Share Program Preliminary Findings and Next Steps

expansion. As a result of the \$11.4 million investment in the pilot program, the region will have a baseline system that will include the following assets:

- 100 docking stations and 1,000 bikes;
- Customer service center and transaction processing system;
- Ongoing operations including equipment, maintenance, rebalancing and technical support; and
- System design including website, technical staff and operations maintenance facilities.

System Performance

The overall system has seen fairly strong usage in the pilot phase, with most usage concentrated in San Francisco where the majority of the bikes are located. As of April 1, 2014, the system yielded a total of 171,039 trips taken in the five pilot cities. San Francisco yielded the majority of the trips – 153,916 trips – or 90% of the total.

A measure of rides per bike per day is used to compare bike utilization across the system's cities. Based on existing bike share systems in the U.S., usage greater than 4 trips per bike/day is a general benchmark for a successful, established system. Since the system's launch last August, bike utilization has varied across the participating cities. San Francisco has an average of 2.05 bike rides per day, while Redwood City has an average of 0.09 rides per day. San Jose, Palo Alto and Mountain View also have less than 1 bike ride per day (see Table 1 for usage data). Overall, San Francisco has exceeded the initial usage projections in the first six months; the other cities' usage is low, but more time and analysis is needed to determine how the system can best serve its customers.

Table 1 – Bay Area Bike Share System Data To-Date

City	Total Stations	Total Trips	% of Total Trips	% of Bikes/ City	Avg. Trips/ Bike/Day
San Francisco	35	153,916	90%	59%	2.05
San Jose	15	10,646	6%	19%	0.44
Mountain View	7	3,505	2%	9%	0.32
Palo Alto	5	2,020	1%	4%	0.41
Redwood City	7	952	1%	9%	0.09
Total	69	171,039	100%	100%	1.4

Initial Pilot Program Results

Although the formal evaluation of the Bay Area Bike Share pilot is currently underway, the preliminary results indicate that:

1. There is interest in San Francisco to expand the system beyond the pilot (additional bikes and docking stations) and by non-pilot jurisdictions to launch bike sharing. It will be important to have contracting options to allow for jurisdiction-level expansion while maintaining a regional program and interoperability of the customer experience.
2. The market reaction to the bike share system has been very limited in several of the pilot cities. System expansion must be analyzed more thoroughly to determine whether the necessary conditions exist for a successful regional implementation. Based on experience in New York, Minneapolis and Boston, successful bike share systems exist in cities that

Attachment B: Bay Area Bike Share Program Preliminary Findings and Next Steps

are generally well served by public transit and encompass a density of destinations conducive to the 30-minute bike share trips. Bike share systems work well where stations are located no more than ½-mile apart, allowing the customer to conveniently ride from one dock to another, reducing the need to take bicycles on transit. Bike share systems are also used as a first and last mile mobility solution.

3. The less successful pilot implementations need to be re-designed to achieve productivity thresholds for a cost-effective system and pilot jurisdictions are seeking regional financial support for an additional year to achieve these results. For example, Redwood City is exploring how to redeploy their system to increase system usage.
4. The pilot program made only a small investment in customer marketing. Additional outreach to potential users, whether at the regional or local level, will be needed to achieve market penetration.
5. We have a better understanding of the implementation costs, including capital and operating costs, and program management. To ensure system success and financial sustainability, additional analysis and planning are needed as well as adequate local jurisdiction staff support to oversee the installation and ongoing program monitoring.
6. In the longer term, based on input from a number of stakeholders, we have an opportunity to partner with the private sector and to reduce the public subsidy required to maintain the system once installed and to implement an alternative business model.

Recommendations for Bay Area Bike Share's Next Phase

MTC staff has conducted an analysis of potential bike share station locations based on existing suitability studies done for other U.S. bike share systems. For this analysis, parcels were scored on residential, population, employment, intersection density and land use diversity. The potential link to transit included the distance to rail stations, bus stops and ferry terminals. Finally, a measure of a community's bicycle usage was included (this was calculated based on data from the 2008-2012 American Community Survey and the amount of bicycle infrastructure available).

This analysis indicates that the Oakland/Berkeley/Emeryville area has the greatest potential for city-based expansion. The links to transit, as well as densities and the presence of major colleges and universities, make these cities suitable areas to expand in the next phase of the Bay Area Bike Share Program. In addition, the cities of Berkeley and Oakland have the third largest number of annual bike share members, showing that there is already awareness of and interest in the program.

MTC staff then worked with staff in Berkeley, Oakland, UC Berkeley and BART to help determine how many stations and bikes would be suitable for each area. Using the bike rack program as a proxy for where the stations might be located, staff recommends approximately 60 stations serving an 8½ mile service area (approximately 7 stations/square mile) for a system that includes roughly 450 bikes in Oakland and 300 bikes in Berkeley (pending further analysis, some stations could go in Emeryville). Additional analysis and outreach are needed for station placement. MTC will assist with this planning work through consultant assistance.

Staff will also conduct further study of locations near major transit stations and office parks. It will be important to identify appropriate bike share station locations relative to key transit nodes to ensure successful expansion of the bike share system to new jurisdictions, including those in suburban locations. Additionally, bike share has the potential to be a last mile transit solution,

Attachment B: Bay Area Bike Share Program Preliminary Findings and Next Steps

not only in urban areas, but also in suburban communities where office parks are located 1-2 miles from transit stations.

Next Steps

1. **Program Management:** MTC and Air District staff will work to migrate program management for the Bay Area Bike Share program from the Air District to MTC over the next several months. This will include the following activities:
 - a. Establish a mechanism for joint oversight of the program's development and implementation for MTC and Air District Board concurrence.
 - b. Complete the review of the Air District/Alta Bike Share contract and determine timing and conditions for contract assignment for recommendation to the Commission and Air District Board.
2. **Expansion:** With stakeholder input, MTC will develop a financial plan for operations and maintenance for the current system and future locations, and complete the analysis and program plan for system expansion, beginning with implementation in the Oakland/Emeryville/Berkeley Corridor, for MTC/Air District approval. The plan would include the following:
 - a. Recommended business model with regional and local agency roles, including financial and staff responsibilities. Potential options could include a non-profit-run system, a public/private partnership, among others. Also the business model will outline the financial expectations for the jurisdictions wanting to become part of the regional system;
 - b. Regional funding levels for the existing system and future expansion, including revenue estimates from user fees, sponsorships and grants;
 - c. Sponsorship potential of the system (including valuation of system assets), both on the regional and local levels; and
 - d. Marketing and promotion of the system.
3. **Pilot Cities:** Staff will work with the pilot jurisdictions to establish a threshold for productivity and request a plan for cities falling below that threshold to improve system usage over the next year of operation.

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 05/22/13-C
 09/25/13-C 12/18/13-C
 02/26/14-C 03/26/14-C
 04/26/14-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.

ABSTRACT

MTC Resolution No. 3925, Revised

Page 2

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

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

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

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 3

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 4

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

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

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

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

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

ABSTRACT

MTC Resolution No. 3925, Revised

Page 5

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

Attachment B was revised April 26, 2014 to make changes to the Climate Initiatives Program including the addition of the Bay Area Bike Share Program (Phase II) and funding amount adjustments for two other programs

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

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

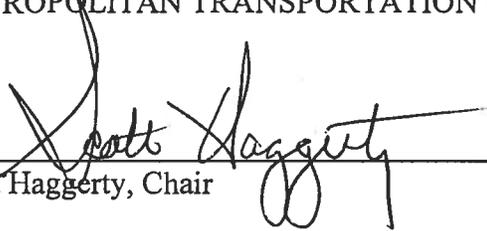
RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

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

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 05/22/13-C
 09/25/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
April 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$559,408,976	\$81,882,000	\$641,290,976
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	\$1,786,000	\$0	\$1,786,000
BCDC Planning	BCDC	\$893,000	\$0	\$893,000
MTC Planning	MTC	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$4,465,000	\$0	\$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	\$2,566,000	\$0	\$2,566,000
CMA Planning - Contra Costa	CCTA	\$2,029,000	\$0	\$2,029,000
CMA Planning - Marin	TAM	\$1,786,000	\$0	\$1,786,000
CMA Planning - Napa	NCTPA	\$1,786,000	\$0	\$1,786,000
CMA Planning - San Francisco	SFCTA	\$1,867,000	\$0	\$1,867,000
CMA Planning - San Mateo	SMCCAG	\$1,786,000	\$0	\$1,786,000
CMA Planning - Santa Clara	VTA	\$2,840,000	\$0	\$2,840,000
CMA Planning - Solano	STA	\$1,786,000	\$0	\$1,786,000
CMA Planning - Sonoma	SCTA	\$1,786,000	\$0	\$1,786,000
SUBTOTAL		\$18,232,000	\$0	\$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)		TOTAL: \$22,697,000	\$0	\$22,697,000
* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.				
2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	\$19,772,000	\$0	\$19,772,000
Clipper® Fare Card Collections System	GGBHTD	\$8,900,000	\$0	\$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	\$228,000	\$0	\$228,000
511 - Traveler Information	MTC	\$34,500,000	\$0	\$34,500,000
Regional Transportation Marketing	MTC	\$2,100,000	\$0	\$2,100,000
SUBTOTAL		\$65,500,000	\$0	\$65,500,000
FSP/Incident Management	SAFE	\$18,400,000	\$0	\$18,400,000
SUBTOTAL		\$18,400,000	\$0	\$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS		TOTAL: \$83,900,000	\$0	\$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	\$750,000	\$0	\$750,000
Regional Performance Initiatives Implementation	SAFE	\$4,058,000	\$0	\$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	\$3,750,000	\$0	\$3,750,000
SUBTOTAL		\$8,558,000	\$0	\$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSSJ Co. Line to I-880	Caltrans	\$2,690,000	\$3,535,000	\$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	\$2,100,000	\$6,673,000	\$8,773,000
FPI - ALA I-880: SCL CO. Line to Davis Street	Caltrans	\$2,000,000	\$0	\$2,000,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	\$1,617,000	\$4,680,000	\$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	\$28,900,000	\$0	\$28,900,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	\$13,682,000	\$0	\$13,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	\$3,497,000	\$7,498,000	\$10,995,000
FPI - SCL SR 85: I-280 to US 101	Caltrans	\$2,068,000	\$2,258,000	\$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	\$4,240,000	\$0	\$4,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	\$1,000,000	\$0	\$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	\$3,700,000	\$0	\$3,700,000
FPI - SOL I-80: SR 37 to I-505	Caltrans	\$3,991,000	\$18,313,000	\$22,304,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	\$4,000,000	\$0	\$4,000,000
SUBTOTAL		\$73,485,000	\$42,957,000	\$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)		TOTAL: \$82,043,000	\$42,957,000	\$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	\$810,000	\$0	\$810,000
Vacaville Intermodal Station Phase 2	Vacaville	\$975,000	\$0	\$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	\$445,000	\$0	\$445,000
STA - Solano Safe Routes To School Program	STA	\$215,000	\$0	\$215,000

Attachment B

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C
 02/23/10-C 03/23/11-C 05/25/11-C
 06/22/11-C 09/28/11-C 10/26/11-C
 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C
 09/26/12-C 02/27/13-C 05/22/13-C
 09/25/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
April 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$559,408,976	\$81,882,000	\$641,290,976
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	\$555,000	\$0	\$555,000
SUBTOTAL		\$3,000,000	\$0	\$3,000,000
Public Education/Outreach				
Public Education Outreach including SB1339 Implementation	MTC	\$2,275,000	\$0	\$2,275,000
Electric Vehicle Promotional Campaign	MTC	\$925,000	\$0	\$925,000
Smart Driving Pilot Program	MTC	\$500,000	\$0	\$500,000
Spare the Air Youth Program	MTC	\$3,000,000	\$0	\$3,000,000
Spare the Air	BAAQMD	\$3,700,000	\$0	\$3,700,000
SUBTOTAL		\$10,400,000	\$0	\$10,400,000
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	\$500,000	\$0	\$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social Networking)	TAM Marin County	\$383,000	\$0	\$383,000
Bay Area School Transportation Collaborative	ACWMA	\$867,000	\$0	\$867,000
Education and Encouragement School Route Maps	STA	\$250,000	\$0	\$250,000
SUBTOTAL		\$2,000,000	\$0	\$2,000,000
Safe Routes To Schools - County				
<i>Specific projects TBD by CMAAs</i>				
Alameda County Safe Routes to School Program	ACTC	\$2,069,065	\$0	\$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	\$1,150,935	\$0	\$1,150,935
Brentwood School Area Safety Improvements	Brentwood	\$432,000	\$0	\$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	\$265,000	\$0	\$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	\$365,000	\$0	\$365,000
Moraga Way Pedestrian Pathway	Orinda	\$166,000	\$0	\$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	\$250,000	\$0	\$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	\$725,000	\$0	\$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	\$264,000	\$0	\$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	\$475,000	\$0	\$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	\$315,000	\$0	\$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	\$500,000	\$0	\$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	\$579,000	\$0	\$579,000
San Mateo County Safe Routes to School Program	CCAG	\$1,429,000	\$0	\$1,429,000
Mountain View VERBS Program	Mountain View	\$500,000	\$0	\$500,000
Palo Alto Safe Routes to School	Palo Alto	\$528,000	\$0	\$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	\$943,000	\$0	\$943,000
San Jose Walk N' Roll - Safe Access	San Jose	\$568,000	\$0	\$568,000
Santa Clara VERBS Program	Santa Clara (City)	\$500,000	\$0	\$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	\$1,000,000	\$0	\$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	\$300,000	\$0	\$300,000
STA - Solano County Safe Routes to School Program	STA	\$642,000	\$0	\$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	\$1,034,000	\$0	\$1,034,000
SUBTOTAL		\$15,000,000	\$0	\$15,000,000
Innovative Grants				
<i>Specific projects TBD by Commisison</i>				
TBD		\$0	\$0	\$0
Berkeley Transportation Action Plan (B-TAP)	Berkeley	\$2,000,000	\$0	\$2,000,000
Shore Power Initiative	Port of Oakland	\$3,000,000	\$0	\$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	\$2,808,000	\$0	\$2,808,000
Bike-Sharing Pilot Program	BAAQMD	\$7,091,000	\$0	\$7,091,000
Bike-Sharing Program (Phase II)	BAAQMD/MTC	\$2,725,000	\$0	\$2,725,000
Cold-In-Place (CIP) Pavement Recycling	City of Napa	\$2,000,000	\$0	\$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	\$600,000	\$0	\$600,000
Dynamic Rideshare	SCTA	\$2,375,000	\$0	\$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	\$1,700,000	\$0	\$1,700,000
Electric Vehicle Funding Strategies	TBD	\$2,000,000	\$0	\$2,000,000
Public-Private Partnership TDM	SFCTA	\$750,000	\$0	\$750,000
SFgo	SFMTA	\$20,000,000	\$0	\$20,000,000
Electric Vehicles for Neighborhood Taxis	SFMTA	\$988,000	\$0	\$988,000
TDM Strategies for Redwood City	SamTrans	\$1,487,000	\$0	\$1,487,000
Innovative Bicycle Detection Systems	San Jose	\$1,500,000	\$0	\$1,500,000
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Stewart's Point Rancheria	\$0	\$376,000	\$376,000
SUBTOTAL		\$51,024,000	\$376,000	\$51,400,000

Attachment B

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C
 02/23/10-C 03/23/11-C 05/25/11-C
 06/22/11-C 09/28/11-C 10/26/11-C
 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C
 09/26/12-C 02/27/13-C 05/22/13-C
 09/25/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C

METROPOLITAN TRANSPORTATION COMMISSION T4 New Federal Act FIRST CYCLE Programming STP/CMAQ/TE/RTIP/CMIA Funding **

MTC Resolution 3925

Project List***

Attachment B

April 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$559,408,976	\$81,882,000	\$641,290,976
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	\$3,200,000	\$0	\$3,200,000
SUBTOTAL		\$3,200,000	\$0	\$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)		TOTAL: \$84,624,000	\$376,000	\$85,000,000
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
<i>Specific projects TBD by County CMAAs</i>				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	\$153,000	\$0	\$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	\$47,000	\$0	\$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	\$66,000	\$0	\$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	\$24,000	\$0	\$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	\$55,000	\$0	\$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	\$70,000	\$0	\$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	\$186,000	\$0	\$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	\$54,000	\$0	\$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	\$49,000	\$0	\$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	\$1,702,000	\$0	\$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$435,000	\$0	\$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	\$709,000	\$0	\$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	\$860,000	\$0	\$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	\$486,000	\$0	\$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	\$180,000	\$0	\$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	\$900,000	\$0	\$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	\$600,000	\$0	\$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	\$85,000	\$0	\$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	\$88,000	\$0	\$88,000
TAM - Central Marin Ferry Connection	TAM	\$1,410,000	\$0	\$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	\$170,000	\$0	\$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	\$200,000	\$0	\$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	\$211,000	\$0	\$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	\$988,000	\$0	\$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	\$185,000	\$0	\$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	\$420,000	\$0	\$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	\$337,000	\$0	\$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	\$256,000	\$0	\$256,000
San Mateo - Crystal Springs Regional Trail	San Mateo County	\$0	\$0	\$0
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	\$261,000	\$0	\$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	\$424,000	\$0	\$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	\$672,000	\$0	\$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	\$1,200,000	\$0	\$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$50,000	\$0	\$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	\$1,258,000	\$0	\$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	\$1,081,000	\$0	\$1,081,000
Sunnyvale - Hedy Ave Improvements (Complete Streets)	Sunnyvale	\$437,000	\$0	\$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	\$221,000	\$0	\$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	\$814,000	\$0	\$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	\$876,000	\$0	\$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	\$948,000	\$0	\$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	\$620,000	\$0	\$620,000
Berkely Bay Trail (TE)	Bekeley	\$0	\$1,557,000	\$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	\$0	\$1,009,000	\$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin Couty	\$0	\$294,000	\$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	\$0	\$183,000	\$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	\$0	\$235,000	\$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	\$0	\$388,000	\$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	\$0	\$174,000	\$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	\$0	\$200,000	\$200,000
Bayshore Bicycle Lane	Brisbane	\$0	\$627,000	\$627,000
Gilroy Schools Pedestrian and Bicycle Lane Access Improvements (TE)	Gilroy	\$0	\$697,000	\$697,000
Safe Routes to Schools, Pedestrian and Bicycle Improvements (TE)	Los Altos Hills	\$0	\$467,000	\$467,000
Campbell Hacienda Avenue Improvements (TE)	Campbell	\$0	\$159,000	\$159,000
Milpitas Escuela Parkway (TE)	Milpitas	\$0	\$501,000	\$501,000

Attachment B

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C
 02/23/10-C 03/23/11-C 05/25/11-C
 06/22/11-C 09/28/11-C 10/26/11-C
 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C
 09/26/12-C 02/27/13-C 05/22/13-C
 09/25/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
April 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$559,408,976	\$81,882,000	\$641,290,976
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield	\$0	\$400,000	\$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA	\$0	\$77,000	\$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park	\$0	\$581,000	\$581,000
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 CMAs as part of the Block Grant Program.

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

6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) *				
TLC / Station Area Planning Implementation				
ABAG Station Area Planning Implementation	ABAG	\$450,000	\$0	\$450,000
MTC Station Area Planning Implementation	MTC	\$762,000	\$0	\$762,000
Station Area Plans				
Central Fremont – City Center	Fremont	\$224,000	\$0	\$224,000
South Fremont/Warm Springs BART Station	Fremont	\$276,000	\$0	\$276,000
Walnut Creek BART	Walnut Creek	\$500,000	\$0	\$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	\$68,000	\$0	\$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	\$300,000	\$0	\$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	\$600,000	\$0	\$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	\$450,000	\$0	\$450,000
Priority Development Area (PDA) Planning				
Alameda Naval Air Station	Alameda (City)	\$200,000	\$0	\$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	\$400,000	\$0	\$400,000
Warm Springs/South Fremont BART	Fremont	\$300,000	\$0	\$300,000
Concord Downtown BART	Concord	\$480,000	\$0	\$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	\$240,000	\$0	\$240,000
South Richmond	Richmond	\$496,000	\$0	\$496,000
Treasure Island Mobility Management	San Francisco	\$500,000	\$0	\$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	\$200,000	\$0	\$200,000
El Camino/San Antonio	Mountain View	\$400,000	\$0	\$400,000
Central Rohnert Park	Rohnert Park	\$448,000	\$0	\$448,000
Unprogrammed (PDA) Planning Reserve	MTC	\$1,351,000	\$0	\$1,351,000
Smart Growth Technical Assistance Program				
	MTC	\$360,000	\$0	\$360,000
SUBTOTAL		\$9,005,000	\$0	\$9,005,000
Transit Oriented Development (TOD)				
SF Park Parking Pricing (<i>Transit Oriented Affordable Housing Exchange</i>)	SFMTA	\$10,000,000	\$0	\$10,000,000
SUBTOTAL		\$10,000,000	\$0	\$10,000,000
Regional Transportation for Livable Communities (TLC) Program				
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	BART	\$860,000	\$0	\$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley	\$1,805,000	\$0	\$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin	\$647,000	\$0	\$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward	\$1,800,000	\$0	\$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore	\$2,500,000	\$0	\$2,500,000
Lakeside Complete Streets and Road Diet	Oakland	\$2,200,000	\$0	\$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro	\$4,610,000	\$0	\$4,610,000
Union City Intermodal Station East Plaza	Union City	\$4,450,000	\$0	\$4,450,000
Richmond Nevin Avenue Imps	Richmond	\$2,654,000	\$0	\$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco	\$1,381,000	\$0	\$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco	\$2,109,000	\$0	\$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$2,800,000	\$0	\$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	\$1,120,000	\$0	\$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos	\$2,221,000	\$0	\$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo	\$605,000	\$0	\$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	\$3,132,000	\$0	\$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	\$1,425,000	\$0	\$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	\$2,024,000	\$0	\$2,024,000
Vallejo Downtown Streetscape Phase 3	Vallejo	\$400,000	\$0	\$400,000
Cotati Train Depot	Cotati	\$1,516,000	\$0	\$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	\$708,000	\$0	\$708,000

Attachment B

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C
 02/23/10-C 03/23/11-C 05/25/11-C
 06/22/11-C 09/28/11-C 10/26/11-C
 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C
 09/26/12-C 02/27/13-C 05/22/13-C
 09/25/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
April 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$559,408,976	\$81,882,000	\$641,290,976
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	\$1,045,000	\$0	\$1,045,000
SUBTOTAL		\$42,012,000	\$0	\$42,012,000
County Transportation for Livable Communities (TLC) Program				
<i>Specific projects TBD by CMAs</i>				
County TLC - Alameda - Block Grant TLC Implementation	ACTC	\$238,000	\$0	\$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	\$83,000	\$0	\$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	\$40,000	\$0	\$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	\$22,000	\$0	\$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	\$125,000	\$0	\$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	\$115,000	\$0	\$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	\$285,000	\$0	\$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	\$67,000	\$0	\$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	\$47,000	\$0	\$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	\$625,000	\$0	\$625,000
Fremont - Midtown Catalyst Project	Fremont	\$1,600,000	\$0	\$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	\$1,566,000	\$0	\$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	\$176,000	\$0	\$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	\$1,700,000	\$0	\$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	\$816,000	\$0	\$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	\$1,690,000	\$0	\$1,690,000
Richmond - Nevin Avenue Improvements	Richmond	\$1,217,000	\$0	\$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	\$970,000	\$0	\$970,000
American Canyon - PDA Development Plan	American Canyon	\$318,000	\$0	\$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	\$200,000	\$0	\$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$1,065,000	\$0	\$1,065,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	\$948,000	\$0	\$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$1,104,000	\$0	\$1,104,000
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	\$301,000	\$0	\$301,000
Daly City - Citywide Accessibility Improvements	Daly City	\$420,000	\$0	\$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	\$355,000	\$0	\$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	\$263,000	\$0	\$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	\$654,000	\$0	\$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	\$503,000	\$0	\$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	\$1,500,000	\$0	\$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	\$788,000	\$0	\$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	\$1,100,000	\$0	\$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	\$500,000	\$0	\$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	\$1,161,000	\$0	\$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$523,000	\$0	\$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	\$594,000	\$0	\$594,000
Vallejo - Streetscapes Improvements	Vallejo	\$1,277,000	\$0	\$1,277,000
Cotati - Downtown Streetscape	Cotati	\$1,100,000	\$0	\$1,100,000
Cotati Train Depot	Cotati	\$200,000	\$0	\$200,000
SUBTOTAL		\$26,256,000	\$0	\$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC)		TOTAL: \$87,273,000	\$0	\$87,273,000

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

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

Attachment B

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C
 02/23/10-C 03/23/11-C 05/25/11-C
 06/22/11-C 09/28/11-C 10/26/11-C
 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C
 09/26/12-C 02/27/13-C 05/22/13-C
 09/25/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
April 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING				
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	\$2,041,000	\$0	\$2,041,000
Solano County - Pavement Overlay Program	Solano County	\$1,807,000	\$0	\$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	\$3,917,000	\$0	\$3,917,000
SUBTOTAL		\$15,013,000	\$0	\$15,013,000
Local Streets and Roads (LSR) Rehabilitation **				
<i>Specific projects TBD by CMAs</i>				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	\$662,000	\$0	\$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	\$215,000	\$0	\$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	\$97,000	\$0	\$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	\$75,000	\$0	\$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	\$310,000	\$0	\$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	\$272,000	\$0	\$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	\$689,000	\$0	\$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	\$259,000	\$0	\$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	\$229,000	\$0	\$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	\$837,000	\$0	\$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	\$1,121,000	\$0	\$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	\$117,000	\$0	\$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	\$955,000	\$0	\$955,000
Dublin - Citywide Street Resurfacing	Dublin	\$547,000	\$0	\$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	\$2,706,550	\$0	\$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	\$431,450	\$0	\$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	\$1,336,000	\$0	\$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	\$1,028,000	\$0	\$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	\$682,000	\$0	\$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	\$3,617,000	\$0	\$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	\$876,000	\$0	\$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	\$807,000	\$0	\$807,000
Union City - Dyer Street Rehabilitation	Union City	\$861,000	\$0	\$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	\$1,907,000	\$0	\$1,907,000
Brentwood - Various Streets Overlay	Brentwood	\$823,000	\$0	\$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	\$2,147,000	\$0	\$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	\$2,121,000	\$0	\$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	\$848,000	\$0	\$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$500,000	\$0	\$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	\$825,000	\$0	\$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	\$1,856,000	\$0	\$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	\$1,196,000	\$0	\$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	\$123,000	\$0	\$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	\$1,019,000	\$0	\$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	\$654,000	\$0	\$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	\$625,000	\$0	\$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	\$526,000	\$0	\$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	\$3,200,000	\$0	\$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	\$530,000	\$0	\$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	\$350,000	\$0	\$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	\$3,368,000	\$0	\$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	\$308,000	\$0	\$308,000
Daly City - Various Streets Rehabilitation	Daly City	\$1,058,000	\$0	\$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	\$385,000	\$0	\$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	\$383,000	\$0	\$383,000
Redwood City - Various Streets Overlay	Redwood City	\$946,000	\$0	\$946,000
San Bruno Various Streets Resurfacing	San Bruno	\$398,000	\$0	\$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	\$319,000	\$0	\$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	\$1,255,000	\$0	\$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	\$1,416,000	\$0	\$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	\$712,000	\$0	\$712,000

Attachment B

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C
 02/23/10-C 03/23/11-C 05/25/11-C
 06/22/11-C 09/28/11-C 10/26/11-C
 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C
 09/26/12-C 02/27/13-C 05/22/13-C
 09/25/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
April 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$559,408,976	\$81,882,000	\$641,290,976
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	\$500,000	\$0	\$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	\$500,000	\$0	\$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	\$614,000	\$0	\$614,000
Los Altos - San Antonio Road Microseal	Los Altos	\$259,000	\$0	\$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	\$500,000	\$0	\$500,000
Mountain View - Church Street Improvements	Mountain View	\$530,000	\$0	\$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	\$549,000	\$0	\$549,000
San Jose - Various Streets Rehabilitation	San Jose	\$7,987,000	\$0	\$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	\$1,163,000	\$0	\$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	\$1,157,000	\$0	\$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	\$530,000	\$0	\$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	\$500,000	\$0	\$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	\$638,000	\$0	\$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	\$1,117,000	\$0	\$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	\$371,000	\$0	\$371,000
Fairfield - Various Streets Overlay	Fairfield	\$1,370,000	\$0	\$1,370,000
Solano County Pavement Overlay	Solano County	\$1,689,000	\$0	\$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	\$437,000	\$0	\$437,000
Vacaville - Various Streets Overlay	Vacaville	\$1,324,000	\$0	\$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	\$1,595,000	\$0	\$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	\$1,036,000	\$0	\$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	\$563,000	\$0	\$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	\$2,072,000	\$0	\$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	\$4,912,000	\$0	\$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	\$348,000	\$0	\$348,000
SUBTOTAL		\$80,789,000	\$0	\$80,789,000
7. LOCAL STREETS AND ROADS (LSR)		TOTAL: \$101,802,000	\$0	\$101,802,000

* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that:

An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be The FAS amounts in Cycle 1 represent the total annual FAS commitments for the entire 6-year period of the new federal act beginning in FY 2009-10. San Francisco does not have any routes designated FAS, and therefore is not entitled to any FAS share.

** NOTE: Local Streets and Roads Rehab administered by County CMAs as part of the Block Grant Program.

8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	\$6,330,000	\$0	\$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	GGBH&TD	\$5,000,000	\$0	\$5,000,000
Doyle Drive/Presidio Parkway *****	SFCTA	\$34,000,000	\$0	\$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	\$15,942,309	\$0	\$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	\$1,085,808	\$0	\$1,085,808
SamTrans Advanced Communications System Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	\$2,260,796	\$0	\$2,260,796
SCL I-280 I/C Improvements	VTA	\$1,000,000	\$31,000,000	\$32,000,000
Small/Northbay Operators (Transit Payback Commitment)	Various			
Clipper Phase III Implementation	Various	\$2,691,476	\$0	\$2,691,476
SUBTOTAL		\$68,310,389	\$31,000,000	\$99,310,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)		TOTAL: \$68,310,389	\$31,000,000	\$99,310,389

9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	\$475,000	\$0	\$475,000
Cherryland - Hathaway Avenue Transit Access Improvements	Alameda County	\$430,000	\$0	\$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	AC Transit	\$1,225,539	\$0	\$1,225,539
Baypoint - Canal Road Bike/Ped Improvements	Contra Costa County	\$1,000,000	\$0	\$1,000,000
Richmond Easy Go Low-Income Mobility Access Improvements	Richmond	\$203,291	\$0	\$203,291
Advanced Communications and Information System	GGBHTD	\$233,728	\$0	\$233,728
Community Based Transportation Plan Updates	NCTPA	\$80,000	\$0	\$80,000
ADA Bus Stop Upgrades	NCTPA	\$116,794	\$0	\$116,794
Eddy and Ellis Traffic Calming	SFMTA	\$1,175,105	\$0	\$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Improvements	Redwood City	\$339,924	\$0	\$339,924
City of San Mateo - North Central Ped Infrastructure Improvements	San Mateo (City)	\$339,924	\$0	\$339,924

Attachment B

MTC Resolution No. 3925, Attachment B
 Adopted: 10/28/09-C
 Revised: 12/16/09-C
 07/28/10-C 09/22/10-C 10/27/10-C
 02/23/10-C 03/23/11-C 05/25/11-C
 06/22/11-C 09/28/11-C 10/26/11-C
 01/25/12-C 02/22/12-C 03/28/12-C
 04/25/12-C 06/27/12-C 07/25/12-C
 09/26/12-C 02/27/13-C 05/22/13-C
 09/25/13-C 12/18/13-C 02/26/14-C
 03/26/14-C 04/23/14-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
April 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		\$559,408,976	\$81,882,000	\$641,290,976
East San Jose Pedestrian Improvements	Santa Clara County	\$2,127,977	\$0	\$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	\$481,368	\$0	\$481,368
Vacaville - Accessible Paths to Transit	Vacaville	\$40,000	\$0	\$40,000
Healdsburg Pedestrian Safety & Access Improvements	Healdsburg	\$202,937	\$0	\$202,937
Central Sonoma Valley Trail	Sonoma County	\$500,000	\$0	\$500,000
SUBTOTAL		\$8,971,587	\$0	\$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)		TOTAL: \$8,971,587	\$0	\$8,971,587

First Cycle Total	\$559,408,976	\$81,882,000	\$641,290,976
--------------------------	----------------------	---------------------	----------------------

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-3925_ongoing\[tmp-3925_Attach-B_APR.xlsx]T4 Cycle 1 Attach B - 04-26-14

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

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

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

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

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