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TRANSPORTATION
COMMISSION

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Memorandum

TO: Commission DATE: May 20, 2015

FR: Executive Director

RE: Bike Share Expansion Contract: Motivate International, Inc. and MTC Resolution Nos. 3925, Revised and 4035, Revised

Background
On April 8, 2015, staff presented a bike share expansion proposal from Motivate International, Inc. (Motivate) to the Administration Committee which, if approved, would provide 7,000 bikes in Berkeley, Emeryville, Oakland, San Francisco, and San Jose by 2017 without the need for public funding. While the Committee voted to refer the item to the full Commission in May, staff was directed to report back to the Committee on several issues, including funding alternatives for pilot cities on the Peninsula and other potential expansions of the bike share program.

During the April Committee discussion, there was concern expressed about what options may be available to new communities that become interested in bike share in the future. A similar concern was raised by the Bay Area Air Quality Management District (BAAQMD) Board, which voted to support the transfer of the pilot program and assets to MTC with the request that we commit $4.5 million in funding to expand bike share to emerging communities beyond the five cities included in the Motivate proposal (see attached letter). The Committee also asked for more detail in the following areas: (1) how the proposal would ensure compliance with the American with Disabilities Act; (2) substantiation of the sole source justification; and (3) options and timing for investing the more than $16 million in federal and state funds that would not be needed to expand bike share should the Commission authorize a contract with Motivate.

Motivate Proposal Revisions
Staff followed up on these items with a report to the Administration Committee at its May 13, 2015 meeting, including a revised term sheet, for review in advance of consideration of approval at the May Commission meeting to enter into an agreement with Motivate. The revised term sheet is attached for approval, with changes made between the April and May Committee meetings highlighted. No substantive changes have been made since the May 13, 2015 Committee meeting.

In addition to revising the terms of a potential agreement with Motivate, staff has been working with BAAQMD, pilot program agencies, and proposed expansion cities to identify the required components of cooperative agreements between MTC and cities. Such agreements would provide the link between Motivate and participating expansion cities and will serve to define the organizational structure of the program, confirm the implementation roles and responsibilities of each party, and establish policy and operational details of the program.

Funding
As described at the Administration Committee meetings in April and May, private funding of the expansion in the five cities means that public funds originally intended for bikes and stations can instead be reprogrammed. The $19.1 million that the Commission approved from 2012 to 2014 for the pilot and the continuation and expansion of Bay Area Bike Share includes both federal Congestion Mitigation and Air Quality Improvement (CMAQ) and state Active Transportation Program (ATP) funds, as summarized in the table below.

Program	**Fund Source**	**Unreimbursed Amount ($ in millions)**
STP/CMAQ Cycle 1: Pilot	CMAQ	$2.7
STP/CMAQ Cycle 1: Expansion	CMAQ	$2.7
STP/CMAQ Cycle 2: Expansion	CMAQ	$6.0
Regional ATP Cycle 1: Expansion	ATP	$7.7
Total		**$19.1**

The ATP funds have strict timely use of funds as well as competitive process selection requirements. Therefore, to avoid loss of those funds and in line with the Programming and Allocations Committee referral, staff recommends that $7.7 million be allocated to ready-to-go contingency ATP projects, per MTC Resolution No. 4132, Revised.

Staff further recommends directing $4.5 million for capital costs associated with bike share expansion in emerging communities. Staff would conduct a call for projects to solicit interest from communities in a timeframe to allow expansion to begin after installation of the 7,000-bike expansion. This funding level would support, at a minimum, the acquisition of an additional 750 bikes, roughly the size of the current pilot, in emerging communities. In addition, staff is recommending that $0.5 million in CMAQ funds be provided to the city of San Mateo to advance its bicycle and pedestrian program as an alternative to implementing bike share as was originally planned in the pilot phase.

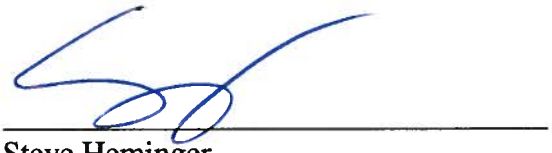
Staff is proposing that the remaining $6.4 million be subject to the broader discussion of priorities for OBAG2 as the Commission considers a draft framework next month at the Programming and Allocations Committee meeting.

Recommendation
Staff recommends that the Commission authorize the Executive Director or his designated representative to negotiate and enter into a contract with Motivate based on the summary of terms in Attachment A, to deliver, own, and operate a bike share system of 7,000 bikes in the cities of Berkeley, Emeryville, Oakland, San Francisco, and San Jose. Staff also recommends that the Commission authorize the Executive Director or his designated representative to negotiate and enter into cooperative agreements with participating cities and agencies consistent with the terms for the installation of the proposed bike share system.

Staff further recommends that the Commission direct staff to take action to operate the pilot program through June 2016 for cities that are not included in Motivate's expansion proposal and to return to the Commission with a strategy to invest $4.5 million in bike share beyond the five cities in the Motivate proposal by the end of 2015.

Finally, staff recommends that the Commission redirect $11.4 million in STP/CMAQ funds as follows:

Project/Program	**Amount**	**Implementing Resolution**
Bike Share in Emerging Communities	$4.5 million	Resolution No. 3925, Revised
San Mateo Bike/Ped Program	$0.5 million	Resolution No. 3925, Revised
OBAG2 – TBD	$6.4 million	Resolution Nos. 4035, Revised and 3925, Revised



Steve Heminger

Attachments: Attachment A: Contract Authorization and Term Sheet; MTC Resolution No. 3925, Revised, MTC Resolution No. 4035, Revised; and Letter from Bay Area Air Quality Management District Board.

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Attachment A

REQUEST FOR COMMISSION APPROVAL
Summary of Proposed Contract

Work Item No.:	1125
Consultant:	Motivate International, Inc. New York, NY
Work Project Title:	Sole Source Bike Share Expansion
Purpose of Project:	Deliver, install, and operate a 7,000-bike bike share system.
Brief Scope of Work:	Implement a bike share system of at least 7,000 bikes and associated stations, including purchase, delivery, and installation of bikes and stations, ongoing operations and maintenance, customer service, and program marketing, at no public cost.
Project Cost Not to Exceed:	$0 Total approved contract amount based on this action = $0
Funding Source:	N/A
Fiscal Impact:	Funds in FY 2014-15 to be reprogrammed.
Motion by Commission:	That the Executive Director or his designee is authorized to negotiate and enter into a contract with Motivate International, Inc. for zero cost to deliver, implement, and operate a bike share system of at least 7,000 bikes and associated stations as more fully described in the Executive Director's May 20, 2015 Memorandum to the Commission.
Metropolitan Transportation Commission:	_____ Dave Cortese, Chair
Approved:	Date: May 27, 2015

Attachment A

Motivate-MTC Proposed Term Sheet

This term sheet is intended to be used to facilitate discussions between the Metropolitan Transportation Commission ("MTC") and Motivate International Inc. ("Motivate") in order to develop a contract for the acquisition, launch and operation of a bike share system in the Bay Area.

Contract Topic	Contract Terms
Equipment Ownership	If required by the FHWA, Motivate will be obligated to purchase the equipment initially acquired with federal funds according to the terms of the FHWA agreement. As currently outlined in the FHWA agreement, any item with a current per-unit FMV of less than $5,000 will be transferred to Motivate at no cost. For items with a current per-unit FMV of more than $5,000, the purchase price will be based on the share of federal funding for the project multiplied by the equipment's FMV, as established by past sales of comparable equipment.
System Size	7,000-7,055 bikes total • 4,500 in SF • 1,000 in San Jose • 1,400 in East Bay (850 in Oakland, 100 in Emeryville, 400 in Berkeley, 50 TBD based on additional system planning analysis) • Between 100 and 155 to be determined: - If Mountain View, Palo Alto, and Redwood City all decide to agree with Motivate and continue bike share, Motivate will provide 155 bikes among the three cities. - If one or two of the three pilot cities listed above decide to continue bike share, Motivate will provide enough bikes to maintain a 2:1 dock to bike ratio with the docks currently stationed in each city. If this is less than 100 bikes, Motivate will deliver enough bikes to another city to reach a program total of at least 7,000. - If none of the three pilot cities listed above decides to continue bike share, 100 bikes to be determined among SF, San Jose, and the East Bay.
Launch Dates	Sites representing 25% of the total bikes for San Jose, East Bay and San Francisco should be approved and permitted by December 30, 2015. Motivate will install these bikes by June 1, 2016. Sites representing an additional 15% of bikes for San Jose, East Bay and SF should be approved and permitted by April 30, 2016. Motivate will install these bikes by October 1, 2016.

Contract Topic	Contract Terms
Launch Dates (continued)	Sites representing the remaining 60% of bikes for the East Bay should be approved and permitted by July 30, 2016. Motivate will install these bikes by January 1, 2017. Sites representing an additional 30% of bikes for San Jose and SF should be approved and permitted by November 30, 2016. Motivate will install these bikes by April 1, 2017. Sites for the remaining bikes in San Jose and SF should be approved and permitted by May 31, 2017. The remainder of bikes shall be installed no later than November1, 2017. Delays in receiving permitted and approved sites by specified dates will result in extension of the installation dates in an amount equal to the delay. The above dates are based on completion of the contract with the MTC by July 31, 2015. If Motivate is negotiating in good faith and the contract signing occurs after July 31, 2015, the above dates will be extended by a duration equal to the difference between the contract signing date and July 31, 2015.
Term	10 year term, reduced to 5 years if Motivate does not achieve the aggregate bike target numbers described above (includes provisions for force majeure and siting issues) or if Motivate is in persistent and material breach of its contractual obligations as of the time renewal is considered in the fourth year. The contract may be extended for two additional five-year terms upon mutual agreement of the MTC and Motivate. If Motivate is in substantial compliance with the terms of the contract, MTC will engage in good faith negotiations to renew the contract on substantially equivalent terms one year prior to the expiration of the current term. MTC will provide notification of non-renewal no later than six months prior to the end of the term. If neither party provides no notice of non-renewal by six months, the contract should be extended for five years on the same terms.
Exclusivity	During the Term of this Agreement, Motivate shall have the exclusive right to operate a bike sharing program that utilizes public property and public right of way anywhere within San Francisco, Berkeley, Oakland, San Jose and Emeryville.

Contract Topic	Contract Terms
Exclusivity (continued)	The exclusivity provision does not apply to an existing pilot electric bike share program, facilitated by City CarShare and planned for Berkeley and San Francisco. The approximately 90 electric bikes at 25 planned stations will be available only to members of City CarShare.
System Buy-In	San Jose, San Francisco, Berkeley, Emeryville, and Oakland may contribute public funding for additional bikes and stations that are interoperable with the existing system. Costs to cities for purchasing, installing and operating the equipment is as follows: • Capital Equipment: Aggregate pricing for bike share solution as specified in the Air District contract + 10%. Adjusted annually by the producer price index. • Installation: $4,000 per station, including site planning and drawings, growing at CPI. • Operations and maintenance of the equipment: $100 per dock per month, growing at CPI - Operations and maintenance costs will be $0 for new equipment installed in the contiguous service area. • Motivate is obligated to maintain equipment purchased by the cities in a state-of-good repair throughout the term. At the end of the term, Motivate shall return the equipment to the city in good working order acknowledging that there is expected to be normal wear and tear from use. San Mateo and existing pilot cities other than San Francisco and San Jose that want to continue and/or expand existing system operations after the expiration of the BAAQMD contract can develop a new service agreement with Motivate using their own sources of funds. Costs to cities for purchasing, installing and operating the equipment is as follows: • Existing equipment upgrade cost: $12.50 per dock per month, growing at PPI. • New capital equipment: Aggregate pricing for bike share solution as specified in the Air District contract + 10%. Adjusted annually by the producer price index. • Installation of new equipment: $4,000 per station, including site planning and drawings, growing at CPI • Operations and maintenance of the equipment: $100 per dock per month, growing at CPI. - Price is reduced to $75 per dock, adjusted by CPI, if an average of 1 ride per bike per day citywide occurs for a 12 month period - Price is reduced to $50 per dock, adjusted by CPI, if an average of 1.5 rides per bike per day citywide occurs for a 12 month period

Contract Topic	Contract Terms
System Buy-In (continued)	- Price is reduced to $0 per dock, adjusted by CPI, if an average of 3 rides per bike per day citywide occurs for a 12 month period • Motivate is obligated to maintain equipment purchased by the cities in a state-of-good repair throughout the term. At the end of the term, Motivate shall return the equipment to the city in good working order, acknowledging that there is expected to be normal wear and tear from use. • Cities are able to raise sponsorship to offset the costs of purchasing and operating the bike share system in their locality. Local sponsorship packages may include recognition of the sponsor on one side of one ad panel on the station. System naming rights, bike branding, and other branding of physical assets will be determined by Motivate in conjunction with title sponsor and in compliance with local advertising regulations. Local sponsors cannot be in the same category as the title sponsor, unless approved by Motivate. • Motivate will operate the current configurations of stations and docks, following the expiration of the BAAQMD contract, with enough bikes to provide a 2:1 ratio of bikes to docks, at no cost until December 31, 2015. • MTC will pay $100 per dock per month to Motivate from January 1, 2016 through June 30, 2016 to maintain operations in the pilot cities. • Cities must decide whether or not to continue and/or expand bike share by May 31, 2016. Motivate will begin relocating equipment in cities that decide not to continue in July 2016. Subsequent to deployment of 7,000 bikes within San Francisco, San Jose, Oakland, Berkeley and Emeryville, other cities in the MTC region that want to participate in the regional bike share system can develop a service agreement with Motivate using their own sources of funds. Costs to cities for purchasing, installing and operating the equipment is as follows: • New capital Equipment: Aggregate pricing for bike share solution as specified in the Air District contract + 10%. Adjusted annually by the producer price index. • Installation: $4,000 per station, including site planning and drawings, growing at CPI • Operations and maintenance of the equipment: $130 per dock per month, growing at CPI. - Price is reduced to $97.50 per dock, adjusted by CPI, if an average of 1 ride per bike per day citywide occurs for a 12 month period

Contract Topic	Contract Terms
System Buy-In (continued)	- Price is reduced to $65 per dock, adjusted by CPI, if an average of 1.5 rides per bike per day citywide occurs for a 12 month period - Price is reduced to $0 per dock, adjusted by CPI, if an average of 3 rides per bike per day citywide occurs for a 12 month period • Motivate is obligated to maintain equipment purchased by the cities in a state-of-good repair throughout the term. At the end of the term, Motivate shall return the equipment to the city in good working order, acknowledging that there is expected to be normal wear and tear from use. • Cities are able to raise sponsorship to offset the costs of purchasing and operating the bike share system in their locality. Local sponsorship packages may include recognition of the sponsor on one side of one ad panel on the station. System naming rights, bike branding, and other branding of physical assets will be determined by Motivate in conjunction with title sponsor and in compliance with local advertising regulations. Local sponsors cannot be in the same category as the title sponsor, unless approved by Motivate. In addition, Motivate has the right to contract with private entities that want to provide funding for stations and bikes that are situated on privately-owned property.
Pricing	$149 annual pass that can be increased no more than CPI + 2% annually. Annual pass can be paid in 12-monthly installments of no more than $15.00 All other pricing can be set at Motivate's discretion. Motivate will offer a discounted pass set at 40% of the annual price. The discount will be available to customers who are eligible and enrolled in Bay Area utility lifeline programs. If participation in the discounted program is below expectations, Motivate and MTC may mutually agree on other eligibility criteria so long as the eligibility is determined by a third-party.
Revenue Share	User Revenue: 5% of user revenue above $18,000,000 earned by Motivate (in accordance with GAAP) in any year will be paid to MTC. Amounts owed will be paid within 120 days of the end of the calendar year.

Contract Topic	Contract Terms
Revenue Share (continued)	Sponsorship Revenue: 5% of sponsorship revenue in excess of $7,000,000 earned by Motivate (in accordance with GAAP) in any year will be paid to MTC. Amounts owed under the sponsorship revenue share agreement in years 1-5 will be deferred and paid in equal installments in years 6-10. For years 6-10, amounts owed under the sponsorship revenue share agreement will be paid within 120 days of the end of the calendar year. The revenue share hurdle will be adjusted for CPI starting in year 2.
Brand Development and Sponsorship	Motivate is responsible for identifying sponsors and developing system name, color, logo and placement of system assets. MTC, in consultation with the cities, will have approval rights over title sponsorship and branding. Motivate will abide by cities' existing guidelines and restrictions with regards to outdoor advertising. Motivate will not choose sponsors that are in age-restricted categories (alcohol, tobacco or firearms), products banned by the local government, or deemed offensive to the general public. Rejection of proposed sponsors by municipalities are limited to the grounds above.
Advertising	Motivate will have the right to sell advertising on physical and digital assets. Advertising on physical assets are subject to local restrictions on outdoor advertising.
Siting	Motivate to develop site locations, which will be prioritized based on demand. Motivate will also use city analyses and recommendations already developed where possible. If a city does not approve a proposed site location, they must provide an alternative within one-block. Motivate to provide a 20% minimum placement in communities of concern system-wide. Participating cities may designate other areas for 20% minimum placement instead of communities of concern. Motivate will work together with cities on community engagement and outreach as part of the station siting process, including necessary business associations and city meetings. Motivate can relocate or resize underperforming stations while maintaining minimum placements in communities of concern.

Contract Topic	Contract Terms
Siting (continued)	Motivate will hire planning and engineering firms to minimize the cities' costs and resources related to planning. Motivate will discuss staff time requirements with each city and determine ways to reduce demands on staff. If staff time exceeds estimates due to errors or omissions or by Motivate or its contractors, Motivate will reimburse cities for reasonable and documented direct staff time related to these issues. Cities to provide estimates on costs of permits within seven days of signing term sheet. If costs of permits are significant, Motivate will seek a waiver on permit costs given the public benefits of the project. If Motivate and Cities cannot reach agreement on a waiver, Motivate may consider reimbursing actual direct costs incurred by the city to provide the permit (e.g., a field visit by an inspector).
Security Fund	Motivate will provide $250,000 into a Security Fund account controlled by MTC prior to the installation of the first new station. The Security Fund shall serve as security for the faithful performance by Motivate of all obligations under the contract. MTC may make withdrawals from the Security Fund of such amounts as necessary to satisfy (to the degree possible) Motivate's obligations under this Agreement that are not otherwise satisfied and to reimburse the MTC or cities for costs, losses or damages incurred as the result of Motivate's failure to satisfy its obligations. MTC shall not make any withdrawals by reason of any breach for which Motivate has not been given notice and an opportunity to cure in accordance with the Agreement. If funds are withdrawn from the Security Fund, Motivate will be required to replenish the Security Fund to an amount equal to $250,000 on a quarterly basis. Interest in account accrues to Motivate. 90 days after the end of the term, any remaining funds will be returned to Motivate.
Liability	Motivate shall defend, indemnify and hold MTC and its officers and employees harmless, to the fullest extent permitted by law, etc. Similar indemnities for cities.
Default	Termination and default clauses include the option to require Motivate to remove equipment, assign or transfer equipment and IP to a third party. IP assignment is limited to the extent needed for a third-party to maintain and operate the system.

Contract Topic	Contract Terms
Data	All data owned by Motivate. Cities granted a non-exclusive, royalty free, perpetual license to use all non-personal data. Monthly Reports shall be provided for each of the above KPIs and other system data, to be determined.
Responsibilities of Motivate	Brand development, station siting, design, permitting, purchase of equipment and software, installation of bikes and stations, station relocation, equipment replacement, bike share safety training, monthly operating meetings with MTC and cities, marketing, sales and sponsorship, operations and maintenance of system including customer service. Station relocation by public agencies will require reimbursement of costs incurred by Motivate. However, if a newly installed station is found to be unsuitable by a city for its location, the city may request within 30 days of installation the relocation of a station at Motivate's cost. The number of available free station moves is equal to 10% of the installed station base less any prior moves. For example, if a city has 100 stations installed, they have a total of 10 free station moves less any free station moves used to date. If the system grows to 200 stations, they then have 20 station moves less any station moves used to date.
Site Design and Planning	Motivate will hire a planning and engineering firm with experience in the specific locality to do surveying, site design and permit submission. Motivate will solicit input from each city to help determine its planning and engineering partners. Motivate will hire a community relations firm to assist with organizing and hosting community meetings and to conduct outreach to local residents and businesses. Motivate will use commercially reasonable efforts to subcontract the work to DBEs where possible. Each municipality should provide a point of contact to coordinate the community engagement efforts and the permitting process.
Marketing	MTC, in consultation with the cities, has final approval of marketing plans and activities. MTC, in consultation with the cities has approval over marketing and outreach plans for low-income communities, non-native English speaking populations, and disadvantaged communities. Motivate must do outreach and marketing in Spanish, Chinese and Vietnamese. MTC retains the ability to conduct outreach and

	program support in low-income and Limited English Proficiency neighborhoods. Motivate's other marketing activities must comply with MTC and local standards for decency and not offend the general public. Motivate will not advertise or promote any products in prohibited categories (tobacco, alcohol, etc.).
Contract Topic	**Contract Terms**
Parking Meter Revenue	Motivate must make best effort to avoid taking metered parking spaces. If a city requires reimbursement of lost parking meter revenue for a given site, the city must also provide an alternative site location within one city block that is not sited in metered parking areas. Motivate can choose to locate in either site.
KPIs	Key Performance Indicators: 1. Rebalancing: no station will remain full or empty for more than 3 consecutive hours between 6AM and 10PM. 2. Bicycle Availability: the number of bikes available for rent on an average, monthly basis shall be at least 90% of all bikes in service. 3. Station Deactivation, Removal, Relocation, and Reinstallation: as notified by MTC, perform the necessary action within the number of days in the established schedule for each task. 4. Station/Bike Maintenance, Inspection & Cleaning: check each bike and station at least once per month and resolve each issue within a given time frame. 5. Program, Website, and Call Center Functionality: the system, website, and call center shall each be operational and responsive 24/7, 365 days a year. Liquidated damages related to KPIs may not exceed 4% of annual user revenue for the year.
Transition of Project from Bay Air Quality Management District (BAAQMD) to MTC	Subject to Air District Board approval, BAAQMD, MTC and Motivate will cooperatively develop a plan to effectuate the transfer of the project from the BAAQMD to MTC. The plan will provide for the implementation of new pricing, the continuation of existing memberships, the transfer of system data, the transfer of assets, and any other provision to ensure a seamless transfer and provide Motivate with the ability to operate the system under the MTC contract.
Resolution of Terms with BAAQMD	Resolution includes: • Motivate will settle all outstanding claims with the Air District for the amount of $150,000.

Contract Topic	Contract Terms
Resolution of Terms with BAAQMD (continued)	• Air District agrees to release funds withheld for billed expenses and to pay all legitimate past and documented unbilled expenses totaling $582,872 less the $150,000 settlement amount. • On a go-forward basis, Motivate will be paid for all eligible reimbursable costs per month to the maximum amount of one twelfth of the Annual Operations Fee, or $136,638.67 per month. Cost caps within categories will not be relevant. • This agreement will resolve prior SLA claims and any other prior potential claims that could be asserted through the date of Settlement
Americans with Disability Act (ADA) Provisions	In implementing and operating the bicycle sharing system, Motivate shall comply with all applicable requirements of the Americans with Disabilities Act, Section 508 of the Rehabilitation Act of 1973, and all other applicable federal, state and local requirements relating to accessibility for persons with disabilities, including any rules or regulations promulgated thereunder. Such compliance shall extend to the location and design of system equipment and related facilities as well as the system website and any mobile application for the system.

Date: May 17, 2012
W.I.: 1512
Referred by: Planning
Revised: 10/24/12-C 11/28/12-C 12/19/12-C
01/23/13-C 02/27/13-C 05/22/13-C
09/25/13-C 11/20/13-C 12/18/13-C
01/22/14-C 02/26/14-C 03/26/14-C
04/23/14-C 05/28/14-C 06/25/14-C
07/23/14-C 09/24/14-C 12/17/14-C
03/25/15-C 05/27/15-C

ABSTRACT

Resolution No. 4035, Revised

This resolution adopts the Project Selection Policies and Programming for federal Surface Transportation Authorization Act following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim. The Project Selection Policies contain the project categories that are to be funded with various fund sources including federal surface transportation act funding available to MTC for its programming discretion to be included in the federal Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Project Selection Policies
Attachment B-1 – Regional Program Project List
Attachment B-2 – OneBayArea Grant (OBAG) Project List

Attachment A (page 13) was revised on October 24, 2012 to update the PDA Investment & Growth Strategy (Appendix A-6) and to update county OBAG fund distributions using the most current RHNA data (Appendix A-1 and Appendix A-4). The Commission also directed $20 million of the $40 million in the regional PDA Implementation program to eight CMAs and the San Francisco Planning Department for local PDA planning implementation. Attachment B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority and Santa Clara Valley Transportation Authority and to add projects under the Freeway Performance Initiative and to reflect the redirection of the $20 million in PDA planning implementation funds.

Attachment A (pages 8, 9 and 13) was revised on November 28, 2012 to confirm and clarify the actions on October 24, 2012 with respect to the County PDA Planning Program.

Attachment A (page 12) was revised on December 19, 2012 to provide an extension for the Complete Streets policy requirement. Attachments B-1 and B-2 were revised to add new projects selected by the Solano Transportation Authority, Sonoma County Transportation Authority and Santa Clara Valley Transportation Authority; add funding for CMA Planning activities; and to shift funding between two San Francisco Municipal Transportation Agency projects under the Transit Performance Initiatives Program.

Attachments B-1 and B-2 were revised on January 23, 2013 to add new projects selected by various Congestion Management Agencies and to add new projects selected by the Commission in the Transit Rehabilitation Program.

As referred by the Programming and Allocations Committee, Attachment B-1 and Appendix A-2 were revised on February 27, 2013 to add Regional Safe Routes to School programs for Alameda and San Mateo counties, and to reflect previous Commission actions pertaining to the Transit Capital Rehabilitation Program, and to reflect earlier Commission approvals of fund augmentations to the county congestion management agencies for regional planning activities. As referred by the Planning Committee, Attachments A and B-1 were revised to reflect Commission approval of the regional Priority Development Area (PDA) Planning and Implementation program and Priority Conservation Area (PCA) program.

As referred by the Programming and Allocations Committee, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on May 22, 2013 to shift funding between components of the Freeway Performance Initiative Program with no change in total funding; and split the FSP/Incident Management project into the Incident Management Program and FSP/Callbox Program with no change in total funding; and redirect funding from ACE fare collection equipment to ACE positive train control; and add new OBAG projects selected by the Contra Costa Transportation Authority, Napa County Transportation and Planning Agency, City/County Association of Governments of San Mateo (CCAG), and the Solano Transportation Authority, including OBAG augmentation for CCAG Planning activities.

Attachments B-1 and B-2 were revised on September 25, 2013 to add new projects selected by various Congestion Management Agencies in the OneBayArea Grant, Regional Safe Routes to School, and Priority Conservation Area Programs.

Attachment A, Attachments B-1 and B-2 and Appendix A-2 to Attachment A were revised on November 20, 2013 to add new projects and make grant amount changes as directed by various Congestion Management Agencies in the OneBayArea Grant Program. Also the deadline for jurisdictions' adoption of general plans meeting the latest RHNA was updated to reflect the later than scheduled adoption of Plan Bay Area.

Attachment B-1 to the resolution was revised on December 18, 2013 to add an FPI project for environmental studies for the I-280/Winchester I/C modification.

Attachment B-2 was revised on January 22, 2014 to adjust project grant amounts as directed by various Congestion Management Agencies in the OneBayArea Grant Program, including changes as a result of the 2014 RTIP.

Attachments B-1 and B-2 were revised on February 26, 2014 to add six OBAG projects selected by the CMA's, make adjustments between two Santa Clara OBAG projects, and add three PDA Planning Program projects in Sonoma County.

Attachment B-1 was revised on March 26, 2014 to add 15 projects to the Transit Performance Initiative Program and 3 projects in Marin County to the North Bay Priority Conservation Area Program.

On April 23, 2014, Attachment B-1 was revised to add 13 projects to the Priority Conservation Grant Program, revise the grant amount for the BART Car Exchange Preventative Maintenance Project in the Transit Capital Rehabilitation Program, and add three projects to the Climate Initiatives Program totaling $14,000,000.

As referred by the Planning Committee, Attachment B-1 was revised on May 28, 2014 to reflect Commission approval of the selection of projects for the PDA Planning Technical Assistance and PDA Staffing Assistance Programs.

As referred by the Programming and Allocations Committee, Attachment A and Attachment B-2 were revised on May 28, 2014 to change the program delivery deadline from March 31, 2016 to January 31, 2017, and to adjust two projects as requested by Congestion Management Agencies in the OneBayArea Grant Program.

On June 25, 2014, Attachment B-1 was revised to add an additional $500,000 to the Breuner Marsh Project in the regional PCA Program and to identify a transportation exchange project (Silverado Trail Phase G) for the Soscol Headwaters Preserve Acquisition in the North Bay PCA Program, and to Redirect $2,500,000 from Ramp Metering and Traffic Operations System (TOS) elements to the Program for Arterial System Synchronization (PASS), within the Freeway Performance Initiatives (FPI) Program.

On July 23, 2014, Attachment B-1 was revised to redirect $22.0 million from the Cycles 1 & 2 Freeway Performance Initiatives (FPI) Programs and $5 million from other projects and savings to the Golden Gate Bridge Suicide Deterrent System.

On September 24, 2014, Attachments B-1 and B-2 were revised to add 5 projects totaling $19M to the Transit Performance Initiative Program (TPI), to shift funding within the Freeway Performance Initiative Program; to add a project for $4 million for SFMTA for priority identified TPI funding; to provide an additional $500,000 to the Freeway Performance Initiative (FPI); and to amend programming for two projects in Santa Clara County: San Jose's The Alameda "Beautiful Way" Phase 2 project, and Palo Alto's US-101/Adobe Creek Bicycle and Pedestrian Bridge project.

On December 17, 2014, Attachments A, B-1, and B-2 and Appendices A-1 and A-2 to Attachment A were revised to add a fifth year – FY 2016-17 - to the Cycle 2/OBAG 1 program to address the overall funding shortfall and provide additional programming in FY 2016-17 to maintain on-going commitments in FY 2016-17; make adjustments within the Freeway Performance Initiatives Program; rescind the Brentwood Wallace Ranch Easement Acquisition from the Priority Conservation Area (PCA) Program reducing the PCA program from $5 million to $4.5 million and use this funding to help with the FY 17 shortfall; identify two Santa Clara Local Priority Development Area Planning Program projects totaling $740,305 to be included within MTC's Regional Priority Development Area Program grants; make revisions to local OBAG compliance policies for complete streets and housing as they pertain to jurisdictions' general plans update deadlines; add five car sharing projects totaling $2,000,000 under the climate initiatives program; and add the Clipper Fare Collection Back Office Equipment Replacement Project to the Transit Capital Priority Program for $2,684,772.
On March 25, 2015, Attachments B-1 and B-2 were revised to: add FY 2016-17 regional planning funds to Attachment B-1 per Commission action in December 2014; Redirect

$1.0 million from the ALA-I-680 Freeway Performance Initiative (FPI) project to Preliminary Engineering (PE) for various FPI corridors and redirect $270,000 in FPI Right of Way (ROW) savings to the SCL I-680 FPI project to cover an increase in Caltrans support costs; direct funding to the statewide local streets and roads needs assessment; identify specific Priority Development Area (PDA) planning grants in San Mateo County; delete the $10.2 million Masonic Avenue Complete Streets project and add the SF Light Rail Vehicle Procurement project in San Francisco County; and redirect $0.5 million from the Capitol Expressway Traffic ITS and Bike/Pedestrian Improvement project to the San Tomas Expressway Box Culvert Rehabilitation project in Santa Clara County.

On May 27, 2015, Attachment B-1 was revised to add Round 3 ($9,529,829) of the Transit Performance Incentive Program which involves 7 new projects and augmentations to 7 existing projects; and to add the Grand Avenue Bicycle / Pedestrian Improvements Project ($717,000) in San Rafael to the Safe Routes to School Program, *and delete the Bicycle sharing project ($6,000,000).*

Further discussion of the Project Selection Criteria and Programming Policies is contained in the memorandum to the Joint Planning Committee dated May 11, 2012; to the Programming and Allocations Committee dated October 10, 2012; to the Commission dated November 28, 2012; to the Programming and Allocations Committee dated December 12, 2012 and January 9, 2013; to the Joint Planning Committee dated February 8, 2013;to the Programming and Allocations Committee dated February 13, 2013, May 8, 2013, September11, 2013, November 13, 2013, December 11, 2013, January 8, 2014, February 12, 2014, March 5, 2014, April 9, 2014; and to the Planning Committee dated May 9, 2014; and to the MTC Programming and Allocations Committee Summary Sheet dated May 14, 2014, June 11, 2014, July 9, 2014, September 10, 2014, December 10, 2014, March 11, 2015, and May 13, 2015, *and the Administration Committee on May 13, 2015.*

Date: May 17, 2012
W.I.: 1512
Referred By: Planning

RE: Federal Cycle 2 Program covering FY 2012-13, FY 2013-14, FY 2014-15 and FY 2015-16: Project Selection Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 4035

WHEREAS, the Metropolitan Transportation Commission (MTC) is the Regional Transportation Planning Agency (RTPA) for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes federal funds; and

WHEREAS, MTC is the designated recipient for federal funding administered by the Federal Highway Administration (FHWA)assigned to the MPO/RTPA of the San Francisco Bay Area for the programming of projects (regional federal funds); and

WHEREAS, the federal funds assigned to the MPOs/RTPAs for their discretion are subject to availability and must be used within prescribed funding deadlines regardless of project readiness; and

WHEREAS, MTC, in cooperation with the Association of Bay Area Governments, (ABAG), the Bay Area Air Quality Management District (BAAQMD), the Bay Conservation and Development Commission (BCDC), California Department of Transportation (Caltrans), Congestion Management Agencies (CMAs), transit operators, counties, cities, and interested stakeholders, has developed criteria, policies and procedures to be used in the selection of projects to be funded with various funding including regional federal funds as set forth in Attachments A, B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the policies set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership and interested stakeholders, has or will develop a program of projects to be funded with these funds for inclusion in the federal Transportation Improvement Program (TIP), as set forth in Attachments B-1 and B-2 of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the federal TIP and subsequent TIP amendments and updates are subject to public review and comment; now therefore be it

RESOLVED that MTC approves the "Project Selection Policies and Programming" for projects to be funded with Cycle 2 Program funds as set forth in Attachments A, B-1 and B-2 of this Resolution; and be it further

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

RESOLVED that the projects will be included in the federal TIP subject to final federal approval; and be it further

RESOLVED that the Executive Director or his designee can make technical adjustments and other non-substantial revisions, including updates to fund distributions to reflect final 2014-2022 FHWA figures; and be it further

RESOLVED that the Executive Director or designee is authorized to revise Attachments B-1 and B-2 as necessary to reflect the programming of projects as the projects are selected and included in the federal 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

Adrienne J. Tissier, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on May 17, 2012

Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C 01/23/13-C
02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C
11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C

OBAG 1 Regional Programs
FY 2012-13 through FY 2016-17
May 2015

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
OBAG 1 REGIONAL PROGRAMS		**$454,979,000**	**$40,000,000**	**$494,979,000**
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
ABAG Planning	ABAG	$3,393,000	$0	$3,393,000
BCDC Planning	BCDC	$1,701,000	$0	$1,701,000
MTC Planning	MTC	$3,393,000	$0	$3,393,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	**TOTAL:**	**$8,487,000**	**$0**	**$8,487,000**
2. REGIONAL OPERATIONS (RO)				
511 - Traveler Information	MTC	$57,800,000	$0	$57,800,000
Clipper® Fare Media Collection	MTC	$21,400,000	$0	$21,400,000
SUBTOTAL		$79,200,000	$0	$79,200,000
Incident Management Program	MTC/SAFE	$12,240,000	$0	$12,240,000
FSP/Call Box Program	MTC/SAFE	$14,462,000	$0	$14,462,000
SUBTOTAL		$26,702,000	$0	$26,702,000
2. REGIONAL OPERATIONS (RO)	**TOTAL:**	**$105,902,000**	**$0**	**$105,902,000**
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Regional Performance Initiatives Implementation	MTC	$5,750,000	$0	$5,750,000
Regional Performance Initiatives Corridor Implementation	MTC/SAFE	$9,200,000	$0	$9,200,000
Program for Arterial System Synchronization (PASS)	MTC	$9,000,000	$0	$9,000,000
PASS - LAVTA Dublin Blvd Transit Performance Initiative	MTC	$500,000	$0	$500,000
PASS - AC Transit South Alameda County Corridors Travel Time Imps	MTC	$500,000	$0	$500,000
SUBTOTAL		$24,950,000		$24,950,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SJ Co. Line to Vasco & Foothill to Crow Canyon	Caltrans	$5,150,000	$0	$5,150,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	$5,292,000	$14,430,000	$19,722,000
FPI - ALA SR92 & I-880: Clawiter to Hesperian & Decoto Road	Caltrans	$656,000	$0	$656,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 1	MTC/SAFE	$750,000	$0	$750,000
FPI - CC SR4 & SR242: Loveridge to Alhambra & I-680 to SR 4 Ph. 2	Caltrans	$8,118,000	$0	$8,118,000
FPI - Various Corridors Caltrans Right of Way (ROW)	Caltrans	$975,000	$0	$975,000
FPI - Various Corridors - Caltrans Preliminary Engineering (PE)	Caltrans	$5,100,000	$19,570,000	$24,670,000
FPI - SCL US 101: San Benito County Line to SR 85	Caltrans	$3,417,000	$0	$3,417,000
FPI - MRN 101 - SF Co Line - Son Co Line	Caltrans	$10,000,000	$0	$10,000,000
FPI - SON 101 - MRN Co Line - Men Co Line	MTC	$350,000	$0	$350,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	$270,000	$0	$270,000
SUBTOTAL		$40,078,000	$34,000,000	$74,078,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	**TOTAL:**	**$65,028,000**	**$34,000,000**	**$99,028,000**
4. PAVEMENT MANAGEMENT PROGRAM (PMP)				
Pavement Management Program (PMP)	MTC	$1,547,000	$0	$1,547,000
Pavement Technical Advisory Program (PTAP)	MTC	$7,500,000	$0	$7,500,000
Statewide Local Streets and Roads (LSR) Needs Assessment	MTC/Caltrans	$53,000	$0	$53,000
4. PAVEMENT MANAGEMENT PROGRAM (PMP)	**TOTAL:**	**$9,100,000**	**$0**	**$9,100,000**
5. PRIORTY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION				
Regional PDA Implementation				
PDA Planning - ABAG	ABAG	$2,000,000	$0	$2,000,000
SUBTOTAL		$2,000,000	$0	$2,000,000
Transit Oriented Affordable Housing (TOAH)				
SF Park Parking Pricing (Transit Oriented Affordable Housing Exchange)	SFMTA	$10,000,000	$0	$10,000,000
SUBTOTAL		$10,000,000	$0	$10,000,000
Local PDA Planning				
Local PDA Planning - Alameda	ACTC	$3,905,000	$0	$3,905,000
Local PDA Planning - Contra Costa	CCTA	$2,745,000	$0	$2,745,000
Local PDA Planning - Marin	TAM	$750,000	$0	$750,000
Local PDA Planning - City of Napa	Napa	$275,000	$0	$275,000
Local PDA Planning - American Canyon	American Canyon	$475,000	$0	$475,000
Local PDA Planning - San Francisco	SF City/County	$2,380,000	$0	$2,380,000
Local PDA Planning - San Mateo	SMCCAG	$218,000	$0	$218,000
Belmont Village Specific/Implementation Plan	Belmont	$440,000	$0	$440,000
Millbrae PDA Specific Plan	Millbrae	$500,000	$0	$500,000
Redwood City Downtown Sequoia Station and Streetcar Planning Study	Redwood City	$450,000	$0	$450,000
Local PDA Planning - Santa Clara	VTA	$4,608,695	$0	$4,608,695
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	MTC/San Jose	$640,305	$0	$640,305
Santa Clara El Camino Corridor Precise Plan	MTC/Santa Clara	$100,000	$0	$100,000
Local PDA Planning - Solano	STA	$1,066,000	$0	$1,066,000
Santa Rosa - Roseland/Sebastopol Road PDA Planning	Santa Rosa	$647,000	$0	$647,000
Sonoma County - Sonoma Springs Area Plan	Sonoma County	$450,000	$0	$450,000
Sonoma County - Airport Employment Center Planning	Sonoma County	$350,000	$0	$350,000
SUBTOTAL		$20,000,000	$0	$20,000,000

Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C 01/23/13-C
02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C
11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C

OBAG 1 Regional Programs
FY 2012-13 through FY 2016-17
May 2015

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
OBAG 1 REGIONAL PROGRAMS		**$454,979,000**	**$40,000,000**	**$494,979,000**
Regional PDA Planning				
Regional PDA Implementation Priorities				
Bay Area Transit Core Capacity Study	MTC	$250,000	$0	$250,000
Public Lands Near Rail Corridors Assessment	MTC	$500,000	$0	$500,000
PDA Implementation Studies/Forums	MTC	$156,500	$0	$156,500
State Route 82 Relinquishment Exploration Study	MTC/VTA	$275,000	$0	$275,000
PDA Planning				
Oakland Downtown Specific Plan	Oakland	$750,000	$0	$750,000
South Berkeley/ Adeline/Ashby BART Specific Plan	Berkeley	$750,000	$0	$750,000
Bay Fair BART Transit Village Specific Plan	San Leandro	$440,000	$0	$440,000
Alameda Naval Air Station Specific Plan	Alameda	$250,000	$0	$250,000
Del Norte BART Station Precise Plan	El Cerrito	$302,500	$0	$302,500
Mission Bay Railyard and I-280 Alternatives	San Francisco	$700,000	$0	$700,000
Santa Clara El Camino Corridor Precise Plan	Santa Clara	$750,000	$0	$750,000
Sunnyvale El Camino Corridor Precise Plan	Sunnyvale	$587,000	$0	$587,000
San Jose Stevens Creek/Santana Row/Winchester Specific Plan	San Jose	$750,000	$0	$750,000
Staff Assistance				
Alameda PDA TDM Plan	Alameda	$150,000	$0	$150,000
Downtown Livermore Parking Implementation Plan	Livermore	$100,000	$0	$100,000
Oakland Transporation Impact Review Streamlining	Oakland	$300,000	$0	$300,000
Oakland Complete Streets, Design Guidance, Circulation Element Update	Oakland	$235,000	$0	$235,000
Downtown Oakland Parking Management Strategy	Oakland	$200,000	$0	$200,000
Technical Assistance				
Concord Salvio Streetscape	Concord	$50,000	$0	$50,000
South Richmond Affordable Housing and Commercial Linkage	Richmond	$60,000	$0	$60,000
San Mateo Planning/Growth Forum Series	San Mateo	$25,000	$0	$25,000
South San Francisco El Camino/Chestnut Ave Infrastructure Financing Analysis	SSF	$60,000	$0	$60,000
Milpitas Transit Area Parking Analysis	Milpitas	$60,000	$0	$60,000
Morgan Hill Housing/Employment Market Demand/Circulation Analysis	Morgan Hill	$60,000	$0	$60,000
Sab Jose West San Carlos Master Streetscape Plan	San Jose	$60,000	$0	$60,000
Sunnyvale Mathilda Ave Downtown Plan Line	Sunnyvale	$60,000	$0	$60,000
Downtown Sunnyvale Block 15 Sale/Land Exchange	Sunnyvale	$59,000	$0	$59,000
Sunnyvale El Camino Street Space Allocation Study	Sunnyvale	$60,000	$0	$60,000
SUBTOTAL		$8,000,000	$0	$8,000,000
5. PRIORITY DEVELOPMENT AREA (PDA) PLANNING AND IMPLEMENTATION	**TOTAL:**	**$40,000,000**	**$0**	**$40,000,000**
6. CLIMATE INITIATIVES PROGRAM (CIP)				
Car Sharing				
Hayward RFP for Car Sharing Services	Hayward	$200,480	$0	$200,480
Oakland Car Share and Outreach Program	Oakland	$320,526	$0	$320,526
CCTA Car Share4All	CCTA	$973,864	$0	$973,864
TAM Car Share CANAL	TAM	$125,000	$0	$125,000
City of San Mateo Car Sharing - A Catalyst for Change	San Mateo	$210,000	$0	$210,000
Santa Rosa Car Share	SCTA	$170,130	$0	$170,130
Public Education Outreach	MTC	$312,000	$0	$312,000
Transportation Demand Management	MTC	$6,000,000	$0	$6,000,000
~~Bay Area Bike Share (Phase II)~~ **To Be Determined**	~~MTC/BAAQMD~~ **TBD**	$6,000,000	$0	$6,000,000
EV Charging Infastructure and Vehicles (Programmed by BAAQMD)*	BAAQMD	$0	$6,000,000	$6,000,000
6. CLIMATE INITIATIVES PROGRAM (CIP)	**TOTAL:**	**$14,312,000**	**$6,000,000**	**$20,312,000**
* Selected and funded by the BAAQMD. Listed here for informational purposes only				
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)				
Specific projects TBD by CMAs				
Alameda County SRTS Program - Supplemental	ACTC	$569,000	$0	$569,000
Contra Costa County SRTS Program - Supplemental	CCTA	$436,000	$0	$436,000
~~Marin County SRTS Program - Supplemental~~	~~TAM~~	~~$84,000~~	~~$0~~	~~$84,000~~
Napa County SRTS Program - Supplemental	NCTPA	$56,000	$0	$56,000
San Francisco County SRTS Program - Supplemental	SFCTA	$191,000	$0	$191,000
San Mateo County SRTS Program - Supplemental	SMCCAG	$252,000	$0	$252,000
Santa Clara County SRTS Program - Supplemental	Santa Clara	$713,000	$0	$713,000
Solano County SRTS Program - Supplemental	STA	$166,000	$0	$166,000
Sonoma County SRTS Program - Supplemental	SCTA	$183,000	$0	$183,000
Alameda County SRTS Program	ACTC	$4,293,000	$0	$4,293,000
Cavallo Rd, Drake St, and 'G' Street Safe Routes to School Imps	Antioch	$330,000	$0	$330,000
Actuated Ped /Bicycle Traffic Signal on Oak Grove Rd at Sierra Rd	Concord	$504,900	$0	$504,900
Port Chicago Hwy/Willow Pass Rd Pedestrian & Bicycle Imps	Contra Costa County	$441,700	$0	$441,700
West Contra Costa SRTS Non-Infrastructure Program	Contra Costa County	$709,800	$0	$709,800

Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C 01/23/13-C
02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C
11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C

OBAG 1 Regional Programs
FY 2012-13 through FY 2016-17
May 2015

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
OBAG 1 REGIONAL PROGRAMS		**$454,979,000**	**$40,000,000**	**$494,979,000**
Vista Grande Street Pedestrian Safe Routes to School Imps	Danville	$157,000	$0	$157,000
Happy Valley Road Walkway Safe Routes to School Imps	Lafayette	$100,000	$0	$100,000
Moraga Road Safe Routes to School Bicycle/Pedestrian Imps	Moraga	$100,000	$0	$100,000
Orinda Sidewalk Imps	Orinda	$100,000	$0	$100,000
Pittsburg School Area Safety Imps	Pittsburg	$203,000	$0	$203,000
Pleasant Hill - Boyd Road and Elinora Drive Sidewalks	Pleasant Hill	$395,000	$0	$395,000
San Ramon School Crossings Enhancements	San Ramon	$247,600	$0	$247,600
~~Marin County SRTS Program~~ - **San Rafael Grand Ave Bike/Ped Imps**	~~TAM~~ **San Rafael**	**$717,000**	$0	**$717,000**
Napa County SRTS Non-Infrastructure Program	NCTPA	$420,000	$0	$420,000
San Francisco SRTS Non-Infrastructure Program	SFDPH	$1,439,000	$0	$1,439,000
San Mateo County SRTS Program	SMCCAG	$1,905,000	$0	$1,905,000
Campbell - Virginia Avenue Sidewalks	Campbell	$708,000	$0	$708,000
Mountain View - El Camino to Miramonte Complete Streets	Mountain View	$840,000	$0	$840,000
Mountain View SRTS Non-Infrastructure Program	Mountain View	$500,000	$0	$500,000
Palo Alto - Arastradero Road Schoolscape/Multi-use Trail	Palo Alto	$1,000,000	$0	$1,000,000
San Jose - Walk N' Roll Phase 2	San Jose	$1,000,000	$0	$1,000,000
City of Santa Clara SRTS Non-Infrastructure Program Phase 2	Santa Clara	$500,000	$0	$500,000
Santa Clara County SRTS Non-Infrastructure Program	Santa Clara County	$838,000	$0	$838,000
Solano County SRTS Non-Infrastructure Program	STA	$1,256,000	$0	$1,256,000
Sonoma County SRTS Program	Sonoma County TPW	$1,379,000	$0	$1,379,000
7. REGIONAL SAFE ROUTES TO SCHOOL (RSRTS)	**TOTAL:**	**$22,650,000**	**$0**	**$22,650,000**
8. TRANSIT CAPITAL REHABILITATION PROGRAM				
SolTrans - Preventive Maintenance	SolTrans	$1,000,000	$0	$1,000,000
Transit Capital Rehabilitation				
Specific Projects TBD by Commission				
ECCTA Replace Eleven 2001 40' Buses	ECCTA	$636,763	$0	$636,763
BART Car Exchange Preventative Maintenance	BART	$2,831,849	$0	$2,831,849
Clipper Fare Collection Equipment Replacement	MTC	$9,994,633	$0	$9,994,633
SFMTA - New 60' Flyer Trolly Bus Replacement	SFMTA	$15,502,261	$0	$15,502,261
VTA Preventive Maintenance (for vehicle replacement)	VTA	$3,349,722	$0	$3,349,722
Clipper Back Office Fare Collection Equipment Replacement	MTC	$2,684,772	$0	$2,684,772
Unanticipated Cost Reserve	TBD	$2,000,000	$0	$2,000,000
SUBTOTAL		$37,000,000	$0	$37,000,000
Transit Performance Initiative (TPI) Incentive Program				
Specific Projects TBD by Commission				
TPI - AC Transit Spectrum Ridership Growth	AC Transit	$1,802,676	$0	$1,802,676
TPI - ACE Positive Train Control	SJRRC/ACE	$129,156	$0	$129,156
TPI - Marin Transit Preventive Maintenance (for low income youth pass)	Marin Transit	$99,289	$0	$99,289
TPI - BART Train Car Accident Repair	BART	$1,493,189	$0	$1,493,189
TPI - BART 24th Street Train Control Upgrade	BART	$2,000,000	$0	$2,000,000
TPI - SFMTA Preventive Maintenance (for low income youth pass)	SFMTA	$1,600,000	$0	$1,600,000
TPI - SFMTA Light Rail Vehicle Rehabilitation	SFMTA	$5,120,704	$0	$5,120,704
TPI - VTA Preventive Maintenance (for low income fare pilot)	VTA	$1,302,018	$0	$1,302,018
TPI - AC Transit - East Bay Bus Rapid Transit	AC Transit	**$3,340,781**	$0	**$3,340,781**
TPI - BART - Metro Priority Track Elements	BART	$3,459,057	$0	$3,459,057
TPI - Caltrain - Off-peak Marketing Campaign	Caltrain	$44,200	$0	$44,200
TPI - Caltrain - Control Point Installation	Caltrain	**$2,840,952**	$0	**$2,840,952**
TPI - CCCTA - 511 Real-Time Interface	CCCTA	$100,000	$0	$100,000
TPI - CCCTA - Implementation of Access Improvement	CCCTA	**$465,899**	$0	**$465,899**
TPI - Petaluma - Transit Signal Priority, Phase I & II	Petaluma	**$287,902**	$0	**$287,902**
TPI - Santa Rosa - CityBus COA and Service Plan	Santa Rosa	$100,000	$0	$100,000
TPI - Vacaville - City Coach Public Transit Marketing / Public Outreach	Vacaville	$171,388	$0	$171,388
TPI - Marin Transit - MCTD Preventative Maintenance (Youth Pass Program)	Marin Transit	**$238,977**	$0	**$238,977**
TPI - NCTPA - Bus Mobility Device Retrofits	NCTPA	$120,988	$0	$120,988
TPI - SamTrans - Preventative Maintenance (Service Plan Implementation)	SMCTD	**$992,535**	$0	**$992,535**
TPI - SFMTA - Light Rail Vehicle (LRV) Propulsion System	SFMTA	**$9,285,937**	$0	**$9,285,937**
TPI - Sonoma County Transit - 30-foot CNG Bus Replacements	Sonoma County	$173,052	$0	$173,052
TPI - Caltrain - Map-Based Real-Time Train Display	**Caltrain**	**$44,000**	**$0**	**$44,000**
TPI - GGBHTD - Regional Customer Study: On-Board Bus and Ferry Surveys	**GGBHTD**	**$402,572**	**$0**	**$402,572**
TPI - GGBHTD - Building Ridership to Meet Capacity Campaign	**GGBHTD**	**$177,060**	**$0**	**$177,060**
TPI - CCCTA - TRANSITMIX Software Implementation Project	**CCCTA**	**$17,851**	**$0**	**$17,851**
TPI - NCTPA - Am. Canyon Priority Signal Interconnection on SR 29	**NCTPA**	**$91,757**	**$0**	**$91,757**
TPI - Santa Rosa CityBus - Clean Diesel Bus Purchase	**Santa Rosa**	**$525,787**	**$0**	**$525,787**

Attachment B-1

MTC Res. No. 4035, Attachment B-1
Adopted: 05/17/12-C
Revised: 10/24/12-C
11/28/12-C 12/19/12-C 01/23/13-C
02/27/13-C 05/22/13-C 09/25/13-C
11/20/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
06/25/14-C 07/23/14-C 09/24/14-C
11/19/14-C 12/17/14-C 03/25/15-C
05/27/15-C

OBAG 1 Regional Programs
FY 2012-13 through FY 2016-17
May 2015

OBAG 1 Regional Programs Project List

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other RTIP/TAP/TFCA	Total Cycle 2
OBAG 1 REGIONAL PROGRAMS		**$454,979,000**	**$40,000,000**	**$494,979,000**
TPI - Sonoma County Transit - 40-foot CNG Bus Replacements	**Sonoma County**	**$114,656**	**$0**	**$114,656**
Specific Transit Performance Initiative Incentive Program projects - TBD	TBD	$23,457,617	$0	$23,457,617
SUBTOTAL		$60,000,000	$0	$60,000,000
8. TRANSIT CAPITAL REHABILITATION PROGRAM	**TOTAL:**	**$98,000,000**	**$0**	**$98,000,000**
9. TRANSIT PERFORMANCE INITIATIVE (TPI)				
TPI - Capital Investment Program				
TPI-1 - AC Transit Line 51 Corridor Speed Protection and Restoration	AC Transit	$10,515,624	$0	$10,515,624
TPI-1 - SFMTA Mission Mobility Maximization	SFMTA	$5,383,109	$0	$5,383,109
TPI-1 - SFMTA N-Judah Mobility Maximization	SFMTA	$5,383,860	$0	$5,383,860
TPI-1 - SFMTA Potrero Ave Fast Track Transit and Streetscape Imps	SFMTA	$4,133,031	$0	$4,133,031
TPI-1 - VTA Light Rail Transit Signal Priority	VTA	$1,587,176	$0	$1,587,176
TPI-1 - VTA Stevens Creek - Limited 323 Transit Signal Priority	VTA	$712,888	$0	$712,888
TPI-1 - MTC Clipper Phase III Implementation	MTC	$8,000,000	$0	$8,000,000
TPI-2 - AC Transit South Alameda County Corridors Travel Time Imps	AC Transit	$5,000,000	$0	$5,000,000
TPI-2 - LAVTA Dublin Blvd Transit Performance Initiative	LAVTA	$1,009,440	$0	$1,009,440
TPI-2 - SFMTA Colored Lanes on MTA Rapid Network	SFMTA	$1,784,880	$0	$1,784,880
TPI-2 - SFMTA Muni Forward Capital Transit Enhancements	SFMTA	$3,205,680	$0	$3,205,680
TPI-2 - VTA Prev. Maint. (Mountain View Double Track Phase 1)	VTA	$8,000,000	$0	$8,000,000
Unprogrammed Transit Performance Initiative Reserve	TBD	$27,284,312	$0	$27,284,312
9. TRANSIT PERFORMANCE INITIATIVE (TPI)	**TOTAL:**	**$82,000,000**	**$0**	**$82,000,000**
10. PRIORITY CONSERVATION AREA (PCA)				
North Bay PCA Program				
Specific projects TBD by North Bay CMAs				
Marin PCA - Bayfront Park Recreational Bay Access	Mill Valley	$100,000	$0	$100,000
Marin PCA - Mill Valley - Sausalito Pathway Preservation	Marin County	$320,000	$0	$320,000
Marin PCA - Sunny Hill Ridge and Red Hill Trails	San Anselmo	$80,000	$0	$80,000
Marin PCA - Thatcher Ranch Easement Acq. (pending exchange)	Novato	$250,000	$0	$250,000
Marin PCA - Pacheco Hill Parkland Acq. (pending exchange)	Novato	$500,000	$0	$500,000
Napa PCA - Silverado Trail Yountville-Napa Safety Imps	Napa County	$143,000	$0	$143,000
Napa PCA: Napa Soscol Headwaters Preserve Acq. (SilveradoTrail Phase G Overlay)	Napa County	$1,107,000	$0	$1,107,000
Solano PCA - Suisun Valley Bicycle and Pedestrian Imps	Solano County	$1,175,000	$0	$1,175,000
Solano PCA - Solano PCA Assessment Plan	STA	$75,000	$0	$75,000
Sonoma PCA - Bodega Hwy Roadway Preservation	Sonoma County	$1,000,000	$0	$1,000,000
Sonoma PCA - Sonoma County Urban Footprint Planning	Sonoma County	$250,000	$0	$250,000
SUBTOTAL		$5,000,000	$0	$5,000,000
Peninsula, Southern and Eastern Counties PCA Program				
Bay Trail Shoreline Access Staging Area	Berkeley	$500,000	$0	$500,000
Breuner Marsh Restoration and Public Access	EBRPD	$1,000,000	$0	$1,000,000
SF Bay Trail, Pinole Shores to Bay Front Park	EBRPD	$119,711	$0	$119,711
Coyote Creek Trail: Brokaw Road to Union Pacific Railroad	San Jose	$712,700	$0	$712,700
Pier 70 - Crane Cove Park	Port of SF	$1,000,000	$0	$1,000,000
Twin Peaks Connectivity Conceptual Plan	SF Rec. and Parks	$167,589	$0	$167,589
Southern Skyline Blvd. Ridge Trail Extension	SF PUC	$1,000,000	$0	$1,000,000
SUBTOTAL		$4,500,000	$0	$4,500,000
10. PRIORITY CONSERVATION AREA (PCA)	**TOTAL:**	**$9,500,000**	**$0**	**$9,500,000**
CYCLE 2 REGIONAL PROGRAMS TOTAL	**TOTAL:**	**$454,979,000**	**$40,000,000**	**$494,979,000**

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-4035_ongoing\[tmp-4035_Attach_B-1._May.xlsx]Attach B-1 05-27-2015 Revised

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 04/23/14-C 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C
01/28/15-C 05/27/15-C

ABSTRACT

Resolution No. 3925, Revised

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

The resolution includes the following attachments:

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

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

Appendix A-1 and A-7 of Attachment A along with Attachment B of the resolution were revised on July 28, 2010 to add approximately $15.1 million in additional apportionment as follows: 1) Strategic Investment – Advance of SamTrans Payback ($6.0 million); 2) Transportation for Livable Communities ($4.1 million); 3) Regional Commitment – GGB Suicide Deterrent ($5.0 million). In addition, the framework for second cycle is revised to program "freed up" Second Cycle Funds of $6 million to the Climate Initiative program.

This resolution was revised on September 22, 2010 to advance $20 million in Freeway Performance Initiative project elements to address lower than expected state programming as well as the opportunity to capture more obligation authority. This action increases federal

programming in First Cycle and reduces federal programming in Second Cycle by an equal amount.

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

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

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

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

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

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

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

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

project. This action increases federal programming in First Cycle and reduces federal programming commitments in Second Cycle by an equal amount, while not increasing the overall funding commitment for the Cycles 1 & 2 framework.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

2014, March 5, 2014, and April 9, 2014, and to the Planning Committee dated May 9, 2014, and to the Programming and Allocations Committee dated July 9, 2014, November 12, 2014, December 10, 2014, January 14, 2015 and May 13, 2015, *and the Administration Committee on May 13, 2015.*

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 05/28/14-C
07/23/14-C 11/19/14-C 12/17/14-C
01/28/15-C 05/27/15-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
May 27, 2015

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$309,266,747**	**$263,458,229**	**$572,724,976**	**$103,882,000**	**$676,606,976**
1. REGIONAL PLANNING ACTIVITIES (STP Planning)						
Regional Agency Planning Activities						
ABAG Planning	ABAG	$1,786,000		$1,786,000	$0	$1,786,000
BCDC Planning	BCDC	$893,000		$893,000	$0	$893,000
MTC Planning	MTC	$1,786,000		$1,786,000	$0	$1,786,000
SUBTOTAL		$4,465,000	$0	$4,465,000	$0	$4,465,000
County CMA Planning Activities						
CMA Planning - Alameda	ACTC	$2,566,000		$2,566,000	$0	$2,566,000
CMA Planning - Contra Costa	CCTA	$2,029,000		$2,029,000	$0	$2,029,000
CMA Planning - Marin	TAM	$1,786,000		$1,786,000	$0	$1,786,000
CMA Planning - Napa	NCTPA	$1,786,000		$1,786,000	$0	$1,786,000
CMA Planning - San Francisco	SFCTA	$1,867,000		$1,867,000	$0	$1,867,000
CMA Planning - San Mateo	SMCCAG	$1,786,000		$1,786,000	$0	$1,786,000
CMA Planning - Santa Clara	VTA	$2,840,000		$2,840,000	$0	$2,840,000
CMA Planning - Solano	STA	$1,786,000		$1,786,000	$0	$1,786,000
CMA Planning - Sonoma	SCTA	$1,786,000		$1,786,000	$0	$1,786,000
SUBTOTAL		$18,232,000	$0	$18,232,000	$0	$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	TOTAL:	$22,697,000	$0	$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	$14,272,000	$5,500,000	$19,772,000	$0	$19,772,000
Clipper® Fare Card Collections System	GGBHTD		$8,900,000	$8,900,000	$0	$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	$228,000		$228,000	$0	$228,000
511 - Traveler Information	MTC	$26,700,000	$7,800,000	$34,500,000	$0	$34,500,000
Regional Transportation Marketing	MTC		$2,100,000	$2,100,000	$0	$2,100,000
SUBTOTAL		$41,200,000	$24,300,000	$65,500,000	$0	$65,500,000
FSP/Incident Management	SAFE	$11,100,000	$7,300,000	$18,400,000	$0	$18,400,000
SUBTOTAL		$11,100,000	$7,300,000	$18,400,000	$0	$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS	TOTAL:	$52,300,000	$31,600,000	$83,900,000	$0	$83,900,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)						
Freeway Performance Initiative						
Regional Performance Monitoring	MTC	$750,000		$750,000	$0	$750,000
Regional Performance Initiatives Implementation	SAFE	$1,200,000	$2,858,000	$4,058,000	$0	$4,058,000
Program for Arterial System Synchronization (PASS)	MTC		$3,750,000	$3,750,000	$0	$3,750,000
SUBTOTAL		$1,950,000	$6,608,000	$8,558,000	$0	$8,558,000
Ramp Metering and TOS Elements						
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans		$2,690,000	$2,690,000	$3,535,000	$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans		$2,100,000	$2,100,000	$6,673,000	$8,773,000
FPI - ALA I-880: SCL Co. Line to Davis Street	Caltrans		$2,000,000	$2,000,000	$7,227,000	$9,227,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans		$1,617,000	$1,617,000	$4,680,000	$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans		$15,740,000	$15,740,000	$0	$15,740,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans		$4,682,000	$4,682,000	$0	$4,682,000
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans		$3,657,000	$3,657,000	$7,498,000	$11,155,000
FPI - SCL SR 85: I-280 to US 101	Caltrans		$2,068,000	$2,068,000	$2,258,000	$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans		$4,240,000	$4,240,000	$15,000,000	$19,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	$1,000,000		$1,000,000	$0	$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans		$3,700,000	$3,700,000	$0	$3,700,000
FPI - SOL I-80: SR 37 to I-505	Caltrans		$3,991,000	$3,991,000	$18,086,000	$22,077,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans		$4,000,000	$4,000,000	$0	$4,000,000
SUBTOTAL		$1,000,000	$50,485,000	$51,485,000	$64,957,000	$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	TOTAL:	$2,950,000	$57,093,000	$60,043,000	$64,957,000	$125,000,000
4. CLIMATE CHANGE INITIATIVES (CCI)						
Eastern Solano CMAQ Program						
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville		$810,000	$810,000	$0	$810,000
Vacaville Intermodal Station Phase 2	Vacaville		$975,000	$975,000	$0	$975,000
STA - Solano Napa Commuter Information (SNCI)	STA		$445,000	$445,000	$0	$445,000
STA - Solano Safe Routes To School Program	STA		$215,000	$215,000	$0	$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County		$555,000	$555,000	$0	$555,000
SUBTOTAL		$0	$3,000,000	$3,000,000	$0	$3,000,000
Public Education/Outreach						
Public Education Outreach including SB1339 Implementation	MTC		$3,263,000	$3,263,000	$0	$3,263,000
Electric Vehicle Promotional Campaign	MTC		$925,000	$925,000	$0	$925,000
Smart Driving Pilot Program	MTC		$500,000	$500,000	$0	$500,000
Spare the Air Youth Program	MTC		$3,000,000	$3,000,000	$0	$3,000,000
Spare the Air	BAAQMD		$3,700,000	$3,700,000	$0	$3,700,000
SUBTOTAL		$0	$11,388,000	$11,388,000	$0	$11,388,000
Safe Routes To Schools - Regional Competitive						
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC		$500,000	$500,000	$0	$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social Networking)	TAM Marin County		$383,000	$383,000	$0	$383,000
Bay Area School Transportation Collaborative	ACWMA		$867,000	$867,000	$0	$867,000
Education and Encouragement School Route Maps	STA		$250,000	$250,000	$0	$250,000
SUBTOTAL		$0	$2,000,000	$2,000,000	$0	$2,000,000
Safe Routes To Schools - County						
Specific projects TBD by CMAs						
Alameda County Safe Routes to School Program	ACTC	$400,000	$1,669,065	$2,069,065	$0	$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	$1,150,935		$1,150,935	$0	$1,150,935
Brentwood School Area Safety Improvements	Brentwood		$432,000	$432,000	$0	$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County		$265,000	$265,000	$0	$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville		$365,000	$365,000	$0	$365,000
Moraga Way Pedestrian Pathway	Orinda		$166,000	$166,000	$0	$166,000
Lisa Lane Sidewalk Project	Pleasant Hill		$250,000	$250,000	$0	$250,000
Central-East County Safe Routes to School Program	Pleasant Hill		$725,000	$725,000	$0	$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond		$264,000	$264,000	$0	$264,000

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04/25/12-C 06/27/12-C 07/25/12-C
09/26/12-C 02/27/13-C 05/22/13-C
09/25/13-C 12/18/13-C 02/26/14-C
03/26/14-C 04/23/14-C 05/28/14-C
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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
May 27, 2015

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$309,266,747**	**$263,458,229**	**$572,724,976**	**$103,882,000**	**$676,606,976**
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM		$475,000	$475,000	$0	$475,000
Napa County Safe Routes to School Program Expansion	NCTPA		$315,000	$315,000	$0	$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health		$500,000	$500,000	$0	$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA		$579,000	$579,000	$0	$579,000
San Mateo County Safe Routes to School Program	CCAG	$150,000	$1,279,000	$1,429,000	$0	$1,429,000
Mountain View VERBS Program	Mountain View		$500,000	$500,000	$0	$500,000
Palo Alto Safe Routes to School	Palo Alto		$528,000	$528,000	$0	$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose		$943,000	$943,000	$0	$943,000
San Jose Walk N' Roll - Safe Access	San Jose		$568,000	$568,000	$0	$568,000
Santa Clara VERBS Program	Santa Clara (City)		$500,000	$500,000	$0	$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County		$1,000,000	$1,000,000	$0	$1,000,000
Suisun City - Grizzly Island Trail	Suisun City		$300,000	$300,000	$0	$300,000
STA - Solano County Safe Routes to School Program	STA	$35,000	$607,000	$642,000	$0	$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	$150,000	$884,000	$1,034,000	$0	$1,034,000
SUBTOTAL		$1,885,935	$13,114,065	$15,000,000	$0	$15,000,000
Innovative Grants						
Berkeley Transportation Action Plan (B-TAP)	Berkeley		$2,000,000	$2,000,000	$0	$2,000,000
Shore Power Initiative	Port of Oakland		$3,000,000	$3,000,000	$0	$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County		$2,808,000	$2,808,000	$0	$2,808,000
Bicycle-Sharing Pilot Program	BAAQMD		**$4,379,000**	**$4,379,000**	$0	**$4,379,000**
Bicycle-Sharing Program (Phase II)	BAAQMD/MTC	$4,403,000	**$24,000**	**$4,427,000**	$0	**$4,427,000**
Bicycle Sharing in Emerging Communities	**TBD**		**$4,500,000**	**$4,500,000**	$0	**$4,500,000**
San Mateo Bicycle/Pedestrian Improvements	**San Mateo (City)**		**$500,000**	**$500,000**	$0	**$500,000**
To Be Determined	**TBD**		**$413,000**	**$413,000**	$0	**$413,000**
Cold-In-Place (CIP) Pavement Recycling	City of Napa	$2,000,000		$2,000,000	$0	$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa		$600,000	$600,000	$0	$600,000
Dynamic Rideshare	SCTA		$2,375,000	$2,375,000	$0	$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	$5,413,000	$1,700,000	$7,113,000	$0	$7,113,000
Public-Private Partnership TDM	SFCTA		$750,000	$750,000	$0	$750,000
SFgo	SFMTA		$20,000,000	$20,000,000	$0	$20,000,000
TDM Strategies for Redwood City	SamTrans		$1,487,000	$1,487,000	$0	$1,487,000
~~**Innovative Bicycle Detection Systems**~~	~~**San Jose**~~		~~**$53,198**~~	~~**$53,198**~~	$0	~~**$53,198**~~
San Jose Transportation Demand Management	**San Jose**		**$1,500,000**	**$1,500,000**	$0	**$1,500,000**
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Stewart's Point Rancheria		$0	$0	$376,000	$376,000
SUBTOTAL		$11,816,000	$46,036,000	$57,852,000	$376,000	$58,228,000
Climate Action Program Evaluation						
Climate Action Program Evaluation	MTC		$3,200,000	$3,200,000	$0	$3,200,000
SUBTOTAL		$0	$3,200,000	$3,200,000	$0	$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	TOTAL:	$13,701,935	$78,738,065	$92,440,000	$376,000	$92,816,000
5. REGIONAL BICYCLE PROGRAM (RBP) *						
Bike/Ped Program						
Specific projects TBD by County CMAs						
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	$153,000		$153,000	$0	$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	$47,000		$47,000	$0	$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	$66,000		$66,000	$0	$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	$24,000		$24,000	$0	$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	$55,000		$55,000	$0	$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	$70,000		$70,000	$0	$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	$186,000		$186,000	$0	$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	$54,000		$54,000	$0	$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	$49,000		$49,000	$0	$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany		$1,702,000	$1,702,000	$0	$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	$435,000		$435,000	$0	$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton		$709,000	$709,000	$0	$709,000
Union City Blvd Bicycle Lanes Phase I	Union City		$860,000	$860,000	$0	$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord		$486,000	$486,000	$0	$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord		$180,000	$180,000	$0	$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg		$900,000	$900,000	$0	$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond		$600,000	$600,000	$0	$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur		$85,000	$85,000	$0	$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito		$88,000	$88,000	$0	$88,000
TAM - Central Marin Ferry Connection	TAM		$1,410,000	$1,410,000	$0	$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa		$170,000	$170,000	$0	$170,000
Napa - California Blvd Bicycle Lanes	City of Napa		$200,000	$200,000	$0	$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA		$211,000	$211,000	$0	$211,000
San Francisco - Marina Green Trail Improvements	SFDPW		$988,000	$988,000	$0	$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco		$185,000	$185,000	$0	$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay		$420,000	$420,000	$0	$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City		$337,000	$337,000	$0	$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City		$256,000	$256,000	$0	$256,000
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco		$261,000	$261,000	$0	$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell		$424,000	$424,000	$0	$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy		$672,000	$672,000	$0	$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose		$1,200,000	$1,200,000	$0	$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	$50,000		$50,000	$0	$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City		$1,258,000	$1,258,000	$0	$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City		$1,081,000	$1,081,000	$0	$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	$437,000		$437,000	$0	$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield		$221,000	$221,000	$0	$221,000
Suisun City - Grizzly Island Trail Project	Suisun City		$814,000	$814,000	$0	$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	$876,000		$876,000	$0	$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa		$948,000	$948,000	$0	$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks		$620,000	$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

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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
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Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$309,266,747**	**$263,458,229**	**$572,724,976**	**$103,882,000**	**$676,606,976**
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 Pedestrain and Bicycle Lane Access Improvements (TE)	Gilroy			$0	$697,000	$697,000
Safe Routes to Schools, Pedestrain and Bicycle Improvements (TE)	Los Altos Hills			$0	$467,000	$467,000
Campbell Hacienda Avenue Streetscape and Bicycle Imps (TE)	Campbell			$0	$159,000	$159,000
Milpitas Escuela Parkway Bicycle and Pedestrian Enahcements (TE)	Milpitas			$0	$501,000	$501,000
Fairfield/Vacaville Station Ped and Bicycle Track Crossing Enhancements (TE)	Fairfield			$0	$400,000	$400,000
Dixon West B Street Bike/Ped Undercrossing (TE)	STA			$0	$77,000	$77,000
Copeland Creek Bicycle Path Reconstruction (TE)	Rohnert Park			$0	$581,000	$581,000
SUBTOTAL		$2,502,000	$17,286,000	$19,788,000	$7,549,000	$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP) TOTAL:		$2,502,000	$17,286,000	$19,788,000	$7,549,000	$27,337,000
6. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC) *						
TLC / Station Area Planning Implementation						
ABAG Station Area Planning Implementation	ABAG	$450,000		$450,000	$0	$450,000
MTC Station Area Planning Implementation	MTC	$402,110		$402,110	$0	$402,110
Station Area Plans						
Central Fremont – City Center	Fremont	$224,000		$224,000	$0	$224,000
South Fremont/Warm Springs BART Station	Fremont	$276,000		$276,000	$0	$276,000
Walnut Creek BART	Walnut Creek	$500,000		$500,000	$0	$500,000
San Francisco Central Corridor, So. segment of the Central Subway	San Francisco	$68,000		$68,000	$0	$68,000
San Francisco Market Street (Steuart St. to Octavia Blvd.)	San Francisco	$300,000		$300,000	$0	$300,000
Downtown South San Francisco / Caltrain Station	South San Francisco	$600,000		$600,000	$0	$600,000
Lawrence Station Area / Sunnyvale and Santa Clara	Sunnyvale	$450,000		$450,000	$0	$450,000
Priority Development Area (PDA) Planning						
Alameda Naval Air Station	Alameda (City)	$200,000		$200,000	$0	$200,000
Ashland East 14th Street/Mission Blvd	Alameda County	$400,000		$400,000	$0	$400,000
Warm Springs/South Fremont BART	Fremont	$300,000		$300,000	$0	$300,000
Concord Downtown BART	Concord	$480,000		$480,000	$0	$480,000
Concord Naval Weapons Station/N. Concord BART	Concord	$240,000		$240,000	$0	$240,000
South Richmond	Richmond	$496,000		$496,000	$0	$496,000
Treasure Island Mobility Management	San Francisco	$500,000		$500,000	$0	$500,000
San Francisco Central Corridor EIR Augmentation	San Francisco	$200,000		$200,000	$0	$200,000
El Camino/San Antonio	Mountain View	$400,000		$400,000	$0	$400,000
Central Rohnert Park	Rohnert Park	$448,000		$448,000	$0	$448,000
PDA Implementation Studies/Forums	MTC	$358,500		$358,500	$0	$358,500
MTC PDA Planning Implementation	MTC	$1,101,000		$1,101,000	$0	$1,101,000
ABAG PDA Planning Implementation	ABAG	$250,000		$250,000	$0	$250,000
Unprogrammed (PDA) Planning Reserve	MTC	$1,390		$1,390	$0	$1,390
Smart Growth Technical Assistance Program	MTC	$360,000		$360,000	$0	$360,000
SUBTOTAL		$9,005,000	$0	$9,005,000	$0	$9,005,000
Transit Oriented Development (TOD)						
SF Park Parking Pricing *(Transit Oriented Affordable Housing Exchange)*	SFMTA		$10,000,000	$10,000,000	$0	$10,000,000
SUBTOTAL		$0	$10,000,000	$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	$860,000	$0	$860,000
Berkeley Downtown BART Plaza and Transit Area Imps	BART / Berkeley		$1,805,000	$1,805,000	$0	$1,805,000
West Dublin BART Station Golden Gate Dr Streetscape Enhancements	Dublin		$647,000	$647,000	$0	$647,000
South Hayward BART / Dixon St Streetscape and Access Imps	Hayward		$1,800,000	$1,800,000	$0	$1,800,000
Livermore RxR Depot Restoration (for Livermore Land Banking)	Livermore		$2,500,000	$2,500,000	$0	$2,500,000
Lakeside Complete Streets and Road Diet	Oakland		$2,200,000	$2,200,000	$0	$2,200,000
San Leandro BART-Downtown Pedestrian Interface Imp	San Leandro		$4,610,000	$4,610,000	$0	$4,610,000
Union City Intermodal Station East Plaza	Union City		$4,450,000	$4,450,000	$0	$4,450,000
Richmond Nevin Avenue Imps	Richmond		$2,654,000	$2,654,000	$0	$2,654,000
SF South of Market Alleyways Imp, Phase 2	San Francisco		$1,381,000	$1,381,000	$0	$1,381,000
SF 24th Street/Mission BART Plaza and Pedestrian Imps	San Francisco		$2,109,000	$2,109,000	$0	$2,109,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	$2,800,000		$2,800,000	$0	$2,800,000
SF Phelan Public Plaza and Transit-Oriented Development	San Francisco	$1,120,000		$1,120,000	$0	$1,120,000
San Carlos East Side Community Transit Connectivity	San Carlos		$2,221,000	$2,221,000	$0	$2,221,000
San Mateo Delaware Street Bike Path and Streetscape	San Mateo		$605,000	$605,000	$0	$605,000
San Jose The Alameda - A Plan for The Beautiful Way	San Jose	$3,132,000		$3,132,000	$0	$3,132,000
San Jose San Fernando Street Enhanced Bikeway and Pedestrian Access	San Jose	$1,425,000		$1,425,000	$0	$1,425,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	$2,024,000		$2,024,000	$0	$2,024,000
Vallejo Downtown Streetscape Phase 3	Vallejo		$400,000	$400,000	$0	$400,000
Cotati Train Depot	Cotati		$1,516,000	$1,516,000	$0	$1,516,000
Petaluma Boulevard South Road Diet	Petaluma		$708,000	$708,000	$0	$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa		$1,045,000	$1,045,000	$0	$1,045,000
SUBTOTAL		$10,501,000	$31,511,000	$42,012,000	$0	$42,012,000
County Transportation for Livable Communities (TLC) Program						
Specific projects TBD by CMAs						
County TLC - Alameda - Block Grant TLC Implementation	ACTC	$238,000		$238,000	$0	$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	$83,000		$83,000	$0	$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	$40,000		$40,000	$0	$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	$22,000		$22,000	$0	$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	$125,000		$125,000	$0	$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	$115,000		$115,000	$0	$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	$285,000		$285,000	$0	$285,000

* 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

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
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01/28/15-C 05/27/15-C

METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
Attachment B
May 27, 2015

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$309,266,747**	**$263,458,229**	**$572,724,976**	**$103,882,000**	**$676,606,976**
County TLC - Solano - Block Grant TLC Implementation	STA	$67,000		$67,000	$0	$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	$47,000		$47,000	$0	$47,000
BART - MacArthur Station Entry Plaza Renovation	BART		$625,000	$625,000	$0	$625,000
Fremont - Midtown Catalyst Project	Fremont		$1,600,000	$1,600,000	$0	$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore		$1,566,000	$1,566,000	$0	$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore		$176,000	$176,000	$0	$176,000
Oakland - MacArthur Blvd Streetscape	Oakland		$1,700,000	$1,700,000	$0	$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito		$816,000	$816,000	$0	$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette		$1,690,000	$1,690,000	$0	$1,690,000
Richmond Transit Village: Nevin Ave and BART Station Bike/Ped Imps	Richmond		$1,217,000	$1,217,000	$0	$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County		$970,000	$970,000	$0	$970,000
American Canyon - PDA Development Plan	American Canyon	$318,000		$318,000	$0	$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon		$200,000	$200,000	$0	$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	$1,065,000		$1,065,000	$0	$1,065,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco		$948,000	$948,000	$0	$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	$1,104,000		$1,104,000	$0	$1,104,000
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame		$301,000	$301,000	$0	$301,000
Daly City - Citywide Accessibility Improvements	Daly City		$420,000	$420,000	$0	$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae		$355,000	$355,000	$0	$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno		$263,000	$263,000	$0	$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno		$654,000	$654,000	$0	$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo		$503,000	$503,000	$0	$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell		$1,500,000	$1,500,000	$0	$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas		$788,000	$788,000	$0	$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	$1,100,000		$1,100,000	$0	$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.		$500,000	$500,000	$0	$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga		$1,161,000	$1,161,000	$0	$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	$523,000		$523,000	$0	$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale		$594,000	$594,000	$0	$594,000
Vallejo - Streetscapes Improvements	Vallejo		$1,277,000	$1,277,000	$0	$1,277,000
Cotati - Downtown Streetscape	Cotati		$1,100,000	$1,100,000	$0	$1,100,000
Cotati Train Depot	Cotati		$200,000	$200,000	$0	$200,000
SUBTOTAL		$5,132,000	$21,124,000	$26,256,000	$0	$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC)	TOTAL:	$24,638,000	$62,635,000	$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		$4,500,000	$0	$4,500,000
Pavement Management Program (PMP)	MTC	$1,500,000		$1,500,000	$0	$1,500,000
SUBTOTAL		$6,000,000	$0	$6,000,000	$0	$6,000,000
Federal Aid Secondary (FAS) Committment *						
Specific projects TBD by Counties						
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	$2,135,000		$2,135,000	$0	$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	$1,611,000		$1,611,000	$0	$1,611,000
Marin County - Novato Boulevard Resurfacing	Marin County	$1,006,000		$1,006,000	$0	$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	$312,000		$312,000	$0	$312,000
Napa County - Various Streets Rehabilitation	Napa County	$1,114,000		$1,114,000	$0	$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	$1,070,000		$1,070,000	$0	$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	$2,041,000		$2,041,000	$0	$2,041,000
Solano County - Pavement Overlay Program	Solano County	$1,807,000		$1,807,000	$0	$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	$3,917,000		$3,917,000	$0	$3,917,000
SUBTOTAL		$15,013,000	$0	$15,013,000	$0	$15,013,000
Local Streets and Roads (LSR) Rehabililtation **						
Specific projects TBD by CMAs						
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	$662,000		$662,000	$0	$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	$215,000		$215,000	$0	$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	$97,000		$97,000	$0	$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	$75,000		$75,000	$0	$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	$310,000		$310,000	$0	$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	$272,000		$272,000	$0	$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	$689,000		$689,000	$0	$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	$259,000		$259,000	$0	$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	$229,000		$229,000	$0	$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	$837,000		$837,000	$0	$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	$1,121,000		$1,121,000	$0	$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	$117,000		$117,000	$0	$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	$955,000		$955,000	$0	$955,000
Dublin - Citywide Street Resurfacing	Dublin	$547,000		$547,000	$0	$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	$2,706,550		$2,706,550	$0	$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	$431,450		$431,450	$0	$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	$1,336,000		$1,336,000	$0	$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	$1,028,000		$1,028,000	$0	$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	$682,000		$682,000	$0	$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	$3,617,000		$3,617,000	$0	$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	$876,000		$876,000	$0	$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	$807,000		$807,000	$0	$807,000
Union City - Dyer Street Rehabilitation	Union City	$861,000		$861,000	$0	$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	$1,907,000		$1,907,000	$0	$1,907,000
Brentwood - Various Streets Overlay	Brentwood	$823,000		$823,000	$0	$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	$2,147,000		$2,147,000	$0	$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	$2,121,000		$2,121,000	$0	$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	$848,000		$848,000	$0	$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	$500,000		$500,000	$0	$500,000

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METROPOLITAN TRANSPORTATION COMMISSION
T4 New Federal Act FIRST CYCLE Programming
STP/CMAQ/TE/RTIP/CMIA Funding **
MTC Resolution 3925
Project List***
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May 27, 2015

Project Category and Title	Implementing Agency	STP	CMAQ	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$309,266,747**	**$263,458,229**	**$572,724,976**	**$103,882,000**	**$676,606,976**
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	$825,000		$825,000	$0	$825,000
Walnut Creek - Various Arterials and Collectors Rehabilitation	Walnut Creek	$1,856,000		$1,856,000	$0	$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	$1,196,000		$1,196,000	$0	$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	$123,000		$123,000	$0	$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	$1,019,000		$1,019,000	$0	$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	$654,000		$654,000	$0	$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	$625,000		$625,000	$0	$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	$526,000		$526,000	$0	$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	$3,200,000		$3,200,000	$0	$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	$530,000		$530,000	$0	$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	$350,000		$350,000	$0	$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	$3,368,000		$3,368,000	$0	$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	$308,000		$308,000	$0	$308,000
Daly City - Various Streets Rehabilitation	Daly City	$1,058,000		$1,058,000	$0	$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	$385,000		$385,000	$0	$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	$383,000		$383,000	$0	$383,000
Redwood City - Various Streets Overlay	Redwood City	$946,000		$946,000	$0	$946,000
San Bruno Various Streets Resurfacing	San Bruno	$398,000		$398,000	$0	$398,000
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	$319,000		$319,000	$0	$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	$1,255,000		$1,255,000	$0	$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	$1,416,000		$1,416,000	$0	$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	$712,000		$712,000	$0	$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	$500,000		$500,000	$0	$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	$500,000		$500,000	$0	$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	$614,000		$614,000	$0	$614,000
Los Altos - San Antonio Road Microseal	Los Altos	$259,000		$259,000	$0	$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	$500,000		$500,000	$0	$500,000
Mountain View - Church Street Improvements	Mountain View	$530,000		$530,000	$0	$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	$549,000		$549,000	$0	$549,000
San Jose - Various Streets Rehabilitation	San Jose	$7,987,000		$7,987,000	$0	$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	$1,163,000		$1,163,000	$0	$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	$1,157,000		$1,157,000	$0	$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	$530,000		$530,000	$0	$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	$500,000		$500,000	$0	$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	$638,000		$638,000	$0	$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	$1,117,000		$1,117,000	$0	$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	$371,000		$371,000	$0	$371,000
Fairfield - Various Streets Overlay	Fairfield	$1,370,000		$1,370,000	$0	$1,370,000
Solano County Pavement Overlay	Solano County	$1,689,000		$1,689,000	$0	$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	$437,000		$437,000	$0	$437,000
Vacaville - Various Streets Overlay	Vacaville	$1,324,000		$1,324,000	$0	$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	$1,595,000		$1,595,000	$0	$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	$1,036,000		$1,036,000	$0	$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	$563,000		$563,000	$0	$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	$2,072,000		$2,072,000	$0	$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	$4,912,000		$4,912,000	$0	$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	$348,000		$348,000	$0	$348,000
SUBTOTAL		$80,789,000	$0	$80,789,000	$0	$80,789,000
7. LOCAL STREETS AND ROADS (LSR)	TOTAL:	$101,802,000	$0	$101,802,000	$0	$101,802,000
Richmond Rail Connector	Caltrans		$6,330,000	$6,330,000	$0	$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	GGBH&TD	$5,000,000		$5,000,000	$0	$5,000,000
Golden Gate Bridge Suicide Deterent	GGBH&TD	$27,000,000		$27,000,000	$0	$27,000,000
Doyle Drive/Presidio Parkway *****	Caltrans/SFCTA	$34,000,000		$34,000,000	$0	$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	$15,942,309		$15,942,309	$0	$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	$1,085,808		$1,085,808	$0	$1,085,808
SamTrans Advanced Comm. Sys.Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	$2,260,796		$2,260,796	$0	$2,260,796
SCL I-280 I/C Improvements	VTA	$1,000,000		$1,000,000	$31,000,000	$32,000,000
SCL I-280/Winchester I/C Modifications	VTA	$500,000		$500,000	$0	$500,000
Small/Northbay Operators (Transit Payback Commitment)	Various					
Clipper Phase III Implementation	Various		$2,691,476	$2,691,476	$0	$2,691,476
SUBTOTAL		$86,788,913	$9,021,476	$95,810,389	$31,000,000	$126,810,389
8. REGIONAL STRATEGIC INVESTMENTS (RSI)	TOTAL:	$86,788,913	$9,021,476	$95,810,389	$31,000,000	$126,810,389
Transit Payback Commitment: Lifeline Transportation Program						
Community Based Transportation Plan Updates	ACTC	$475,000		$475,000	$0	$475,000
Cherryland - Hathaway Avenue Transit Access Imps	Alameda County		$430,000	$430,000	$0	$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Imps	AC Transit		$1,225,539	$1,225,539	$0	$1,225,539
Baypoint - Canal Road Bike/Ped Imps	Contra Costa County		$1,000,000	$1,000,000	$0	$1,000,000
Richmond Easy Go Low-Income Mobility Access Imps	Richmond		$203,291	$203,291	$0	$203,291
Advanced Communications and Information System	GGBHTD		$233,728	$233,728	$0	$233,728
Community Based Transportation Plan Updates	NCTPA	$80,000		$80,000	$0	$80,000
ADA Bus Stop Upgrades	NCTPA	$116,794		$116,794	$0	$116,794
Eddy and Ellis Traffic Calming	SFMTA	$1,175,105		$1,175,105	$0	$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Imps	Redwood City		$339,924	$339,924	$0	$339,924
City of San Mateo - North Central Ped Infrastructure Imps	San Mateo (City)		$339,924	$339,924	$0	$339,924
East San Jose Pedestrian Improvements	Santa Clara County		$2,127,977	$2,127,977	$0	$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit		$481,368	$481,368	$0	$481,368

* NOTE: Section 182.6(d)(2) of the California Streets and Highways Code requires that An amount not less than 110 percent of the amount that the county was apportioned under the Federal-Aid Secondary (FAS) program in federal fiscal year 1990-91 be apportioned for use by that county.
The FAS amounts in Cycle 1 represent the total annual FAS committments 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.

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T4 FIRST CYCLE PROGRAMMING		**$309,266,747**	**$263,458,229**	**$572,724,976**	**$103,882,000**	**$676,606,976**
Vacaville SRTS Infrastructure Imps	Vacaville	$40,000		$40,000	$0	$40,000
Healdsburg Pedestrian Safety & Access Imps	Healdsburg		$202,937	$202,937	$0	$202,937
Central Sonoma Valley Trail	Sonoma County		$500,000	$500,000	$0	$500,000
SUBTOTAL		**$1,886,899**	**$7,084,688**	**$8,971,587**	**$0**	**$8,971,587**
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)	TOTAL:	$1,886,899	$7,084,688	$8,971,587	$0	$8,971,587
First Cycle Total		$309,266,747	$263,458,229	$572,724,976	$103,882,000	$676,606,976

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\RES-3925_ongoing\[tmp-3925_Attach-B_May.xlsx]Attach B 05-27-15 Revised

** 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.

BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT

ALAMEDA COUNTY
Tom Bates
Margaret Fujioka
Scott Haggerty
Nate Miley

CONTRA COSTA COUNTY
John Gioia
David Hudson
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MARIN COUNTY
Katie Rice

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(Chair)

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Cindy Chavez
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SOLANO COUNTY
James Spering

SONOMA COUNTY
Teresa Barrett
Shirlee Zane

Jack P. Broadbent
EXECUTIVE OFFICER/APCO

Attachment A

May 18, 2015

Dave Cortese
Chair
Metropolitan Transportation Commission
101 Eight Street
Oakland, CA 94607

Re: Bay Area Bike Share

Dear Mr. Cortese:

On behalf of the Bay Area Air Quality Management District (Air District), I am writing to request that the Metropolitan Transportation Commission (MTC) allocate $4.5 million to be used to supplement public agencies buy-in to the Bay Area Bike Share system, inclusive of pilot project cities that are not covered by the no-cost system expansion proposed by Motivate International, Inc.

Since 2010, the Air District has served as the lead administrator for the pilot Regional Bike Share project in partnership with MTC, San Francisco Municipal Transportation Agency, San Mateo County Transit District, Redwood City, County of San Mateo, and the Santa Clara Valley Transportation Authority. Bay Area Bike Share launched as a publicly funded pilot-project on August 29, 2013, with 700 bikes and 70 stations in the cities of San Francisco, Redwood City, Palo Alto, Mountain View, and San Jose. To date, more than 550,000 trips have been taken by members and users resulting in more than 1,000,000 miles peddled.

The pilot was designed to last for up to two years and as a result of its success, the Air District has agreed to transition the post-pilot bikesharing expansion to MTC. Accordingly, on May 6, 2015, the Air District Board of Directors authorized the Executive Officer/ APCO to close out the Regional Bike Share pilot project on the condition that a request be made to MTC for funds to be reserved to support cities wishing to join the post-pilot system.

We greatly appreciate your consideration of this request and thank MTC staff for their efforts to lead the regional bikeshare expansion. If you have any questions, please contact Damian Breen, Deputy APCO, at (415) 749-5041, or via email at dbreen@baaqmd.gov.

Sincerely,

Carole Groom

Carole Groom
Chair, Board of Directors
Bay Area Air Quality Management District

Cc: Jack P. Broadbent, Executive Officer/APCO, Bay Area Air Quality Management District
Steve Heminger, Executive Director, Metropolitan Transportation Commission

METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
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Memorandum

TO: Administration Committee DATE: May 6, 2015

FR: Executive Director

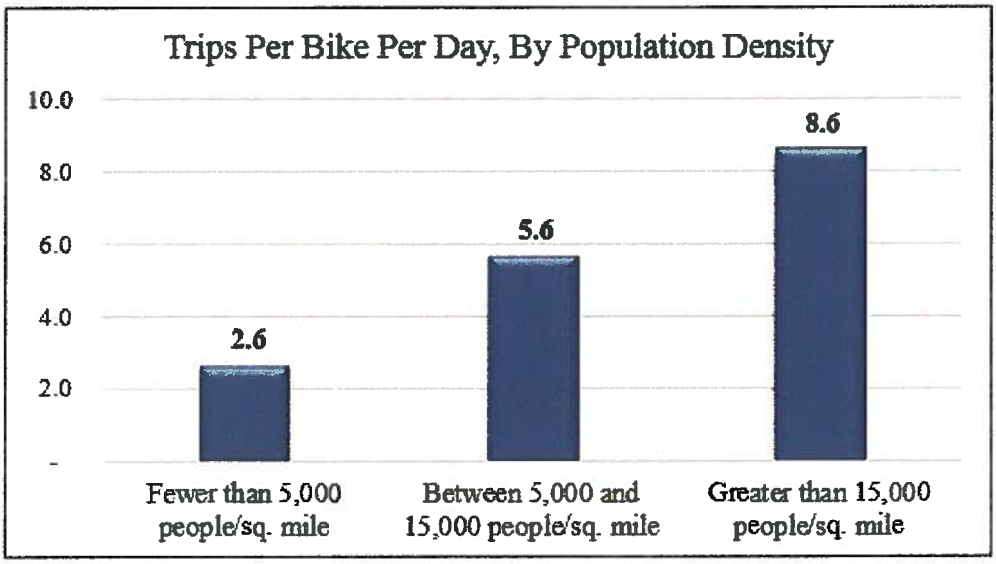
RE: Bike Share Expansion Proposal: Motivate International, Inc.

Background
At your meeting on April 8, 2015, staff presented a bike share expansion proposal from Motivate International, Inc. (Motivate) which, if approved, would provide 7,000 bikes in Berkeley, Emeryville, Oakland, San Francisco, and San Jose by 2017 at no cost to the taxpayer. While the Committee voted to refer the item to the full Commission in May, staff was directed to report back to this Committee on several issues, including funding alternatives for pilot cities on the Peninsula and other potential expansions of the bike share program.

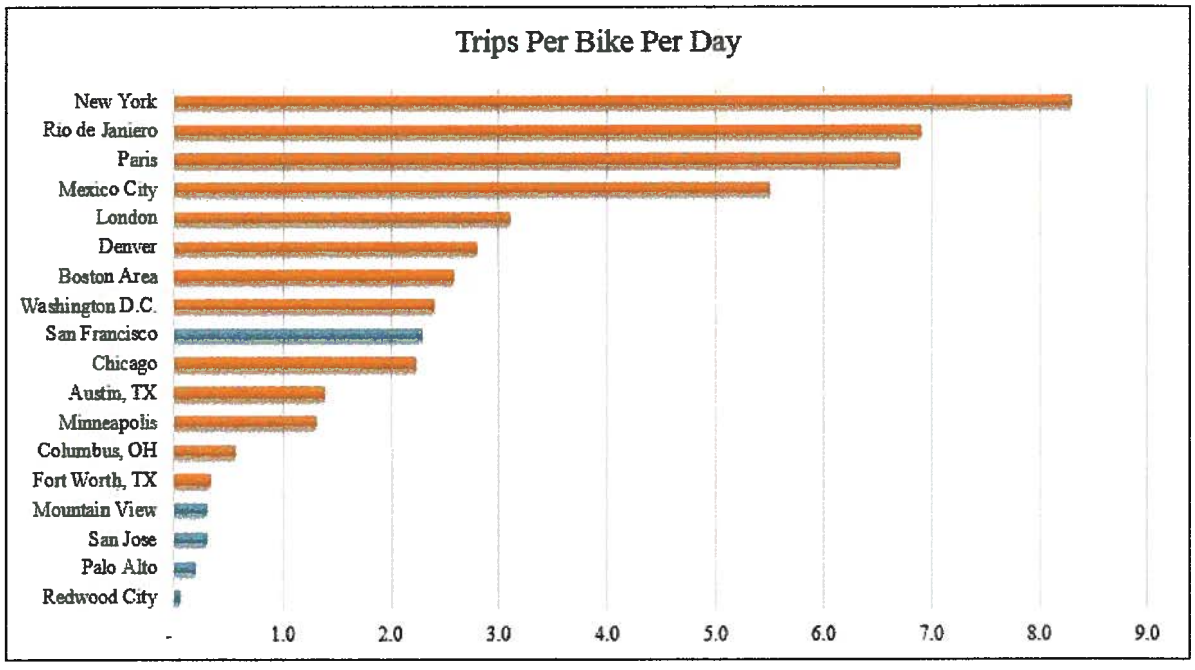
During the robust Committee discussion, there was concern expressed about what options may be available to new communities that become interested in bike share in the future. A similar concern was raised by the Bay Area Air Quality Management District's (BAAQMD) Mobile Source Committee, which voted to support the transfer of the pilot program and assets to MTC with a request that $4.5 million in funding be set aside to expand bike share to emerging communities beyond the five cities included in the Motivate proposal. This Committee also asked for more detail in the following areas: (1) how the proposal would ensure compliance with the American with Disabilities Act; (2) substantiation of the sole source justification; and (3) options and timing for investing the more than $16 million in federal and state funds that would not be needed to expand bike share should the Commission authorize a contract with Motivate.

Staff is therefore submitting this report as an informational item for Committee review in advance of consideration of approval to enter into an agreement with Motivate at the May Commission meeting.

National and International Comparison on Bike Share
Before providing responses to the issue areas, staff wanted to provide some additional helpful context about successful bike sharing in this country and abroad in hopes of putting a finer point on why Motivate chose to focus on five cities. A 2013 study of fourteen U.S. and international bike share systems shows positive correlation between population density and bike share usage. The chart below displays the average trips per bike per day for cities that have fewer than 5,000 people per square mile, between 5,000 and 15,000 people per square mile, and more than 15,000 people per square mile. For comparison, San Francisco has more than 15,000 people per square mile, and the other four proposed cities each have more than 5,000 people per square mile. The average population density for the entire Bay Area is a little more than 1,000 people per square mile.



The following chart compares the five pilot cities to other U.S. and international systems in terms of trips per bike per day:



Proposal to Continue Bike Share in Pilot Cities

In response to Commissioner feedback and subsequent meetings with staff of the pilot cities, Motivate has offered terms regarding pricing, discounts, and sponsorship for Mountain View, Palo Alto, and Redwood City. Please note that the City of San Mateo has decided not to pursue bike share along these terms at this time. San Mateo officials instead requested consideration to redirect some of the $1.3 million in funding capacity that would have gone into bike share in their community to other elements of their bike and pedestrian program.

The three remaining pilot cities would not be required to purchase new equipment, but would instead pay a monthly premium to cover the cost of retrofitting the existing pilot bikes and stations. If a city wants to expand, new equipment is priced to match the pilot program prices, plus 10%. Ongoing operations and maintenance for new equipment would cost $100 per dock per month. The table below shows the proposed costs for these three cities.

City	Bikes	Docks	Cost per dock per month	Annual cost
Mountain View	54	117	$112.50	$158,000
Palo Alto	37	75	$112.50	$101,000
Redwood City	52	117	$112.50	$158,000
Total	**143**	**309**	**$112.50**	**$417,000**

If these cities reach agreements with Motivate, there are two primary ways to offset or reduce ongoing operating costs. First, cities will be able to offer recognition for local sponsors on one ad panel at each station, which has been shown to cover approximately half of a station's annual cost. Second, cities would receive discounts for achieving the ridership levels shown below. Therefore, if a pilot city can attract a sponsor and maintain an average ridership of 1.5 trips per bike per day, it is likely that there would be no public funds required to continue the bike share program.

Trips per bike per day	Discount
1.0	25%
1.5	50%
3.0	100%

The cities have requested up to one year to explore sponsorship options as well as continue to refine service locations to see if they can improve system use before making a decision about whether to continue bike share at the costs noted above. Motivate has agreed to operate the current equipment in these cities through December 31 at no cost, and MTC staff proposes to subsidize the cities through June 30, 2016 for approximately $200,000. Cities wishing to continue must notify Motivate by May 31; for cities that decide not to continue by this time, Motivate will plan to relocate the equipment in July 2016.

Terms for Other Interested Bay Area Communities

Motivate has established similar terms for any Bay Area community that would like to join the system after the 7,000-bike expansion is completed. The capital cost for new bikes is the same as for the pilot cities. For a typical configuration, full capital costs are approximately $5,600/bike, plus $4,000 per new station for installation activities. For example, five stations with 50 bikes would cost approximately $300,000. Ongoing operations and maintenance would cost $130 per dock per month, or just over $150,000 annually in the five station example. The discount levels described above are available for all Bay Area cities based on ridership, and all cities will be able to capitalize on local sponsorship. In addition, and as described more below under funding, staff is proposing to set aside $4.5 million in funding for capital expenses associated with emerging

communities interested in bike share. This would follow the installation of the 7,000-bike proposed expansion and would be conditioned on communities covering the ongoing annual operating costs through local funds, sponsorship, ridership discounts, or a combination thereof.

Compliance with the Americans with Disability Act (ADA)
The term sheet has been revised to reflect how Motivate will comply with ADA requirements, including for both physical components of the system and the system website. The website and mobile app will utilize adaptive design and will be accessible and usable on desktop computers, tablets, and mobile devices. Ecommerce functionality will comply with Section 508 of the Rehabilitation Act of 1973. Station positioning protocol and individual station components will also comply with ADA requirements.

Sole Source Substantiation
To expand on the April discussion of the compelling business reasons for entering into a sole source with Motivate, staff is quantifying the monetary savings for the Bay Area of this approach in the table below, which assumes 80% farebox recovery and no advertising or sponsorship revenue.

Bike Share Cost Element	Estimated Annual Expenses	10-Year Value (2015 dollars, 3% discount rate)
Capital cost for 6,300 expansion bikes / roughly 630 station sites	-	$37.6 million
Annual operating and maintenance Cost above 80% farebox recovery	$3.2 million	$21.4 million
Staff oversight, marketing and contract management	$1.0 million	$6.7 million
Total	**$4.2 million**	**$65.7 million**

In addition to the approximately $65 million value of the sole source contract for no public investment over the 10 year time period, the Motivate proposal also offers the opportunity to launch the robust 7,000 bike system quickly within 2.5 years, thereby attracting stronger usage earlier, in line with the Bay Area's aggressive greenhouse gas reduction targets. A pay-as-you go model at the level of investment to-date would likely require five or more years to complete.

Funding
As described at the April Administration Committee meeting, fully private funding means that public funds originally intended for bikes and stations can instead be reprogrammed. The $19.1 million that the Commission approved from 2012 to 2014 for the pilot and the continuation and expansion of Bay Area Bike Share includes both federal Congestion Mitigation and Air Quality Improvement (CMAQ) and state Active Transportation Program (ATP) funds as summarized in the table below.

Program	Fund Source	Unreimbursed Amount ($ in millions)
STP/CMAQ Cycle 1: Pilot	CMAQ	$2.7
STP/CMAQ Cycle 1: Expansion	CMAQ	$2.7
STP/CMAQ Cycle 2 (OBAG): Expansion	CMAQ	$6.0
Regional ATP Cycle 1: Expansion	ATP	$7.7
Total		**$19.1**

The ATP funds have strict timely use of funds as well as competitive process selection requirements. Therefore, to avoid loss of those funds and in line with the last month's discussion at the Programming and Allocations Committee meeting, staff recommends that $7.7 million be allocated to ready-to-go contingency ATP projects. Additional detail is included in agenda item 4a on today's Programming and Allocations Committee agenda.

Staff further recommends directing $4.5 million to address the concerns raised by several Commissioners as well as the BAAQMD Mobile Source Committee members (this may require a funding exchange given the sole source nature of the agreement with Motivate and federal rules). These funds would be set-aside for capital costs associated with bike share expansion in emerging communities. Staff would conduct a call for projects to solicit interest from communities in a timeframe to allow expansion to begin following installation of the 7,000-bike expansion. This funding level would support acquisition of an additional 750 bikes, roughly the size of the current pilot, in emerging communities.

In addition, staff is recommending that $0.5 million in CMAQ be provided to the city of San Mateo to advance its bicycle and pedestrian program. Staff is proposing that the remaining $6.4 million be subject to the broader discussion of priorities for OBAG2 as the Commission considers a draft framework next month at the Programming and Allocations Committee meeting.

Other Clarifications
Further, based on questions by Commissioners and city staff, the term sheet has been revised to clarify the following areas:

- *Exclusivity:* Motivate has clarified the terms attached to this report to show that the proposed exclusivity provision only applies to public right-of-way in Berkeley, Emeryville, Oakland, San Francisco, and San Jose. Moreover, the exclusivity provision does not apply to an existing pilot electric bike share program, facilitated by City CarShare and planned for Berkeley and San Francisco. The approximately 90 electric bikes at 25 planned stations will be available only to members of City CarShare.
- *System Size:* Motivate has agreed to maintain a 2:1 dock-to-bicycle ratio in Mountain View, Palo Alto, and Redwood City during the extended grace period and continuing forward if those cities decide to continue with their current systems. Under current station configurations, a 2:1 ratio represents 155 bikes across these three cities. This adds 55 bikes to the original proposal for a total of up to 7,055 bikes across eight cities. If fewer than all three

pilot cities decide to continue, Motivate will deliver enough bikes to maintain a 2:1 ratio in the cities that continue bike share. If this requires fewer than 100 bikes, additional bikes will be placed among the original five cities to ensure that the system has at least 7,000 bikes.

- *Launch Timing:* Motivate has agreed to adjust launch timing deadlines to guarantee full expansion installation in the East Bay cities by the end of 2016, pending prompt approval and permits in hand according to the schedule dictated in the attachment. Launch deadlines for other cities are unaffected.
- *Station Siting:* Motivate has agreed to place at least 20% of stations in MTC's Communities of Concern (COC). The cities have expressed a desire to determine where the 20% will be placed, to which Motivate has agreed.

Staff welcomes additional feedback on the revised term sheet to ensure that this unique opportunity best addresses the Commission's concerns and the needs of the Bay Area going forward. As noted above, this proposal will be presented to the full Commission for approval on May 27th.

Steve Heminger

J:\COMMITTE\Administration\2015 by Month\5_May 2015\3_Bike Share Admin.docx

Attachment A

Motivate-MTC Proposed Term Sheet

This term sheet is intended to be used to facilitate discussions between the Metropolitan Transportation Commission ("MTC") and Motivate International Inc. ("Motivate") in order to develop a contract for the acquisition, launch and operation of a bike share system in the Bay Area.

Contract Topic	Contract Terms
Equipment Ownership	If required by the FHWA, Motivate will be obligated to purchase the equipment initially acquired with federal funds according to the terms of the FHWA agreement. As currently outlined in the FHWA agreement, any item with a current per-unit FMV of less than $5,000 will be transferred to Motivate at no cost. For items with a current per-unit FMV of more than $5,000, the purchase price will be based on the share of federal funding for the project multiplied by the equipment's FMV, as established by past sales of comparable equipment.
System Size	7,000-7,055 bikes total • 4,500 in SF • 1,000 in San Jose • 1,400 in East Bay (850 in Oakland, 100 in Emeryville, 400 in Berkeley, 50 TBD based on additional system planning analysis) • Between 100 and 155 to be determined: – If Mountain View, Palo Alto, and Redwood City all decide to agree with Motivate and continue bike share, Motivate will provide 155 bikes among the three cities. – If one or two of the three pilot cities listed above decide to continue bike share, Motivate will provide enough bikes to maintain a 2:1 dock to bike ratio with the docks currently stationed in each city. If this is less than 100 bikes, Motivate will deliver enough bikes to another city to reach a program total of at least 7,000. – If none of the three pilot cities listed above decides to continue bike share, 100 bikes to be determined among SF, San Jose, and the East Bay.
Launch Dates	Sites representing 25% of the total bikes for San Jose, East Bay and San Francisco should be approved and permitted by December 30, 2015. Motivate will install these bikes by June 1, 2016.

Contract Topic	Contract Terms
Launch Dates (continued)	Sites representing an additional 15% of bikes for San Jose, East Bay and SF should be approved and permitted by April 30, 2016. Motivate will install these bikes by October 1, 2016. Sites representing the remaining 60% of bikes for the East Bay should be approved and permitted by July 30, 2016. Motivate will install these bikes by January 1, 2017. Sites representing an additional 30% of bikes for San Jose and SF should be approved and permitted by November 30, 2016. Motivate will install these bikes by April 1, 2017. Sites for the remaining bikes in San Jose and SF should be approved and permitted by May 31, 2017. The remainder of bikes shall be installed no later than November1, 2017. Delays in receiving permitted and approved sites by specified dates will result in extension of the installation dates in an amount equal to the delay. The above dates are based on completion of the contract with the MTC by July 31, 2015. If Motivate is negotiating in good faith and the contract signing occurs after July 31, 2015, the above dates will be extended by a duration equal to the difference between the contract signing date and July 31, 2015.
Term	10 year term, reduced to 5 years if Motivate does not achieve the aggregate bike target numbers described above (includes provisions for force majeure and siting issues) or if Motivate is in persistent and material breach of its contractual obligations as of the time renewal is considered in the fourth year. The contract may be extended for two additional five-year terms upon mutual agreement of the MTC and Motivate. If Motivate is in substantial compliance with the terms of the contract, MTC will engage in good faith negotiations to renew the contract on substantially equivalent terms one year prior to the expiration of the current term. MTC will provide notification of non-renewal no later than six months prior to the end of the term. If neither party provides no notice of non-renewal by six months, the contract should be extended for five years on the same terms.

Contract Topic	Contract Terms
Exclusivity	During the Term of this Agreement, Motivate shall have the exclusive right to operate a bike sharing program that utilizes public property and public right of way anywhere within San Francisco, Berkeley, Oakland, San Jose and Emeryville. The exclusivity provision does not apply to an existing pilot electric bike share program, facilitated by City CarShare and planned for Berkeley and San Francisco. The approximately 90 electric bikes at 25 planned stations will be available only to members of City CarShare.
System Buy-In	San Jose, San Francisco, Berkeley, Emeryville, and Oakland may contribute public funding for additional bikes and stations that are interoperable with the existing system. Costs to cities for purchasing, installing and operating the equipment is as follows: • Capital Equipment: Aggregate pricing for bike share solution as specified in the Air District contract + 10%. Adjusted annually by the producer price index. • Installation: $4,000 per station, including site planning and drawings, growing at CPI. • Operations and maintenance of the equipment: $100 per dock per month, growing at CPI • Motivate is obligated to maintain equipment purchased by the cities in a state-of-good repair throughout the term. At the end of the term, Motivate shall return the equipment to the city in good working order acknowledging that there is expected to be normal wear and tear from use. San Mateo and existing pilot cities other than San Francisco and San Jose that want to continue and/or expand existing system operations after the expiration of the BAAQMD contract can develop a new service agreement with Motivate using their own sources of funds. Costs to cities for purchasing, installing and operating the equipment is as follows: • Existing equipment upgrade cost: $12.50 per dock per month, growing at PPI. • New capital equipment: Aggregate pricing for bike share solution as specified in the Air District contract + 10%. Adjusted annually by the producer price index. • Installation of new equipment: $4,000 per station, including site planning and drawings, growing at CPI • Operations and maintenance of the equipment: $100 per dock per month, growing at CPI.

Contract Topic	Contract Terms
System Buy-In (continued)	– Price is reduced to $75 per dock, adjusted by CPI, if an average of 1 ride per bike per day citywide occurs for a 12 month period – Price is reduced to $50 per dock, adjusted by CPI, if an average of 1.5 rides per bike per day citywide occurs for a 12 month period – Price is reduced to $0 per dock, adjusted by CPI, if an average of 3 rides per bike per day citywide occurs for a 12 month period • Motivate is obligated to maintain equipment purchased by the cities in a state-of-good repair throughout the term. At the end of the term, Motivate shall return the equipment to the city in good working order, acknowledging that there is expected to be normal wear and tear from use. • Cities are able to raise sponsorship to offset the costs of purchasing and operating the bike share system in their locality. Local sponsorship packages may include recognition of the sponsor on one side of one ad panel on the station. System naming rights, bike branding, and other branding of physical assets will be determined by Motivate in conjunction with title sponsor and in compliance with local advertising regulations. Local sponsors cannot be in the same category as the title sponsor, unless approved by Motivate. • Motivate will operate the current configurations of stations and docks, following the expiration of the BAAQMD contract, with enough bikes to provide a 2:1 ratio of bikes to docks, at no cost until December 31, 2015. • MTC will pay $100 per dock per month to Motivate from January 1, 2016 through June 30, 2016 to maintain operations in the pilot cities. • Cities must decide whether or not to continue and/or expand bike share by May 31, 2016. Motivate will begin relocating equipment in cities that decide not to continue in July 2016. Subsequent to deployment of 7,000 bikes within San Francisco, San Jose, Oakland, Berkeley and Emeryville, other cities in the MTC region that want to participate in the regional bike share system can develop a service agreement with Motivate using their own sources of funds. Costs to cities for purchasing, installing and operating the equipment is as follows:

Contract Topic	Contract Terms
System Buy-In (continued)	• New capital Equipment: Aggregate pricing for bike share solution as specified in the Air District contract + 10%. Adjusted annually by the producer price index. • Installation: $4,000 per station, including site planning and drawings, growing at CPI • Operations and maintenance of the equipment: $130 per dock per month, growing at CPI. – Price is reduced to $97.50 per dock, adjusted by CPI, if an average of 1 ride per bike per day citywide occurs for a 12 month period – Price is reduced to $65 per dock, adjusted by CPI, if an average of 1.5 rides per bike per day citywide occurs for a 12 month period – Price is reduced to $0 per dock, adjusted by CPI, if an average of 3 rides per bike per day citywide occurs for a 12 month period • Motivate is obligated to maintain equipment purchased by the cities in a state-of-good repair throughout the term. At the end of the term, Motivate shall return the equipment to the city in good working order, acknowledging that there is expected to be normal wear and tear from use. • Cities are able to raise sponsorship to offset the costs of purchasing and operating the bike share system in their locality. Local sponsorship packages may include recognition of the sponsor on one side of one ad panel on the station. System naming rights, bike branding, and other branding of physical assets will be determined by Motivate in conjunction with title sponsor and in compliance with local advertising regulations. Local sponsors cannot be in the same category as the title sponsor, unless approved by Motivate. In addition, Motivate has the right to contract with private entities that want to provide funding for stations and bikes that are situated on privately-owned property.
Pricing	$149 annual pass that can be increased no more than CPI + 2% annually. Annual pass can be paid in 12-monthly installments of no more than $15.00 All other pricing can be set at Motivate's discretion. Motivate will offer a discounted pass set at 40% of the annual price. The discount will be available to customers who are eligible and enrolled in Bay Area utility lifeline programs. If participation

Contract Topic	Contract Terms
Pricing (continued)	in the discounted program is below expectations, Motivate and MTC may mutually agree on other eligibility criteria so long as the eligibility is determined by a third-party.
Revenue Share	User Revenue: 5% of user revenue above $18,000,000 earned by Motivate (in accordance with GAAP) in any year will be paid to MTC. Amounts owed will be paid within 120 days of the end of the calendar year. Sponsorship Revenue: 5% of sponsorship revenue in excess of $7,000,000 earned by Motivate (in accordance with GAAP) in any year will be paid to MTC. Amounts owed under the sponsorship revenue share agreement in years 1-5 will be deferred and paid in equal installments in years 6-10. For years 6-10, amounts owed under the sponsorship revenue share agreement will be paid within 120 days of the end of the calendar year. The revenue share hurdle will be adjusted for CPI starting in year 2.
Brand Development and Sponsorship	Motivate is responsible for identifying sponsors and developing system name, color, logo and placement of system assets. MTC, in consultation with the cities, will have approval rights over title sponsorship and branding. Motivate will abide by cities' existing guidelines and restrictions with regards to outdoor advertising. Motivate will not choose sponsors that are in age-restricted categories (alcohol, tobacco or firearms), products banned by the local government, or deemed offensive to the general public. Rejection of proposed sponsors by municipalities are limited to the grounds above.
Advertising	Motivate will have the right to sell advertising on physical and digital assets. Advertising on physical assets are subject to local restrictions on outdoor advertising.
Siting	Motivate to develop site locations, which will be prioritized based on demand. Motivate will also use city analyses and recommendations already developed where possible. If a city does not approve a proposed site location, they must provide an alternative within one-block. Motivate to provide a 20% minimum placement in communities of concern system-wide. Participating cities may designate other areas for 20% minimum placement instead of communities of concern.

Contract Topic	Contract Terms
Siting (continued)	Motivate will work together with cities on community engagement and outreach as part of the station siting process, including necessary business associations and city meetings. Motivate can relocate or resize underperforming stations while maintaining minimum placements in communities of concern. Motivate will hire planning and engineering firms to minimize the cities' costs and resources related to planning. Motivate will discuss staff time requirements with each city and determine ways to reduce demands on staff. If staff time exceeds estimates due to errors or omissions or by Motivate or its contractors, Motivate will reimburse cities for reasonable and documented direct staff time related to these issues. Cities to provide estimates on costs of permits within seven days of signing term sheet. If costs of permits are significant, Motivate will seek a waiver on permit costs given the public benefits of the project. If Motivate and Cities cannot reach agreement on a waiver, Motivate may consider reimbursing actual direct costs incurred by the city to provide the permit (e.g, a field visit by an inspector).
Security Fund	Motivate will provide $250,000 into a Security Fund account controlled by MTC prior to the installation of the first new station. The Security Fund shall serve as security for the faithful performance by Motivate of all obligations under the contract. MTC may make withdrawals from the Security Fund of such amounts as necessary to satisfy (to the degree possible) Motivate's obligations under this Agreement that are not otherwise satisfied and to reimburse the MTC or cities for costs, losses or damages incurred as the result of Motivate's failure to satisfy its obligations. MTC shall not make any withdrawals by reason of any breach for which Motivate has not been given notice and an opportunity to cure in accordance with the Agreement. If funds are withdrawn from the Security Fund, Motivate will be required to replenish the Security Fund to an amount equal to $250,000 on a quarterly basis. Interest in account accrues to Motivate. 90 days after the end of the term, any remaining funds will be returned to Motivate.

Contract Topic	Contract Terms
Liability	Motivate shall defend, indemnify and hold MTC and its officers and employees harmless, to the fullest extent permitted by law, etc. Similar indemnities for cities.
Default	Termination and default clauses include the option to require Motivate to remove equipment, assign or transfer equipment and IP to a third party. IP assignment is limited to the extent needed for a third-party to maintain and operate the system.
Data	All data owned by Motivate. Cities granted a non-exclusive, royalty free, perpetual license to use all non-personal data. Monthly Reports shall be provided for each of the above KPIs and other system data, to be determined.
Responsibilities of Motivate	Brand development, station siting, design, permitting, purchase of equipment and software, installation of bikes and stations, station relocation, equipment replacement, bike share safety training, monthly operating meetings with MTC and cities, marketing, sales and sponsorship, operations and maintenance of system including customer service. Station relocation by public agencies will require reimbursement of costs incurred by Motivate. However, if a newly installed station is found to be unsuitable by a city for its location, the city may request within 30 days of installation the relocation of a station at Motivate's cost. The number of available free station moves is equal to 10% of the installed station base less any prior moves. For example, if a city has 100 stations installed, they have a total of 10 free station moves less any free station moves used to date. If the system grows to 200 stations, they then have 20 station moves less any station moves used to date.
Site Design and Planning	Motivate will hire a planning and engineering firm with experience in the specific locality to do surveying, site design and permit submission. Motivate will solicit input from each city to help determine its planning and engineering partners. Motivate will hire a community relations firm to assist with organizing and hosting community meetings and to conduct outreach to local residents and businesses. Motivate will use commercially reasonable efforts to subcontract the work to DBEs where possible. Each municipality should provide a point of contact to coordinate the community engagement efforts and the permitting process.

Contract Topic	Contract Terms
Marketing	MTC, in consultation with the cities, has final approval of marketing plans and activities. MTC, in consultation with the cities has approval over marketing and outreach plans for low-income communities, non-native English speaking populations, and disadvantaged communities. Motivate must do outreach and marketing in Spanish, Chinese and Vietnamese. MTC retains the ability to conduct outreach and program support in low-income and Limited English Proficiency neighborhoods. Motivate's other marketing activities must comply with MTC and local standards for decency and not offend the general public. Motivate will not advertise or promote any products in prohibited categories (tobacco, alcohol, etc.).
Parking Meter Revenue	Motivate must make best effort to avoid taking metered parking spaces. If a city requires reimbursement of lost parking meter revenue for a given site, the city must also provide an alternative site location within one city block that is not sited in metered parking areas. Motivate can choose to locate in either site.
KPIs	Key Performance Indicators: 1. Rebalancing: no station will remain full or empty for more than 3 consecutive hours between 6AM and 10PM. 2. Bicycle Availability: the number of bikes available for rent on an average, monthly basis shall be at least 90% of all bikes in service. 3. Station Deactivation, Removal, Relocation, and Reinstallation: as notified by MTC, perform the necessary action within the number of days in the established schedule for each task. 4. Station/Bike Maintenance, Inspection & Cleaning: check each bike and station at least once per month and resolve each issue within a given time frame. 5. Program, Website, and Call Center Functionality: the system, website, and call center shall each be operational and responsive 24/7, 365 days a year. Liquidated damages related to KPIs may not exceed 4% of annual user revenue for the year.

Contract Topic	Contract Terms
Transition of Project from Bay Air Quality Management District (BAAQMD) to MTC	Subject to Air District Board approval, BAAQMD, MTC and Motivate will cooperatively develop a plan to effectuate the transfer of the project from the BAAQMD to MTC. The plan will provide for the implementation of new pricing, the continuation of existing memberships, the transfer of system data, the transfer of assets, and any other provision to ensure a seamless transfer and provide Motivate with the ability to operate the system under the MTC contract.
Resolution of Terms with BAAQMD	Resolution includes: • Motivate will settle all outstanding claims with the Air District for the amount of $150,000. • Air District agrees to release funds withheld for billed expenses and to pay all legitimate past and documented unbilled expenses totaling $582,872 less the $150,000 settlement amount. • On a go-forward basis, Motivate will be paid for all eligible reimbursable costs per month to the maximum amount of one twelfth of the Annual Operations Fee, or $136,638.67 per month. Cost caps within categories will not be relevant. • This agreement will resolve prior SLA claims and any other prior potential claims that could be asserted through the date of Settlement
Americans with Disability Act (ADA) Provisions	In implementing and operating the bicycle sharing system, Motivate shall comply with all applicable requirements of the Americans with Disabilities Act, Section 508 of the Rehabilitation Act of 1973, and all other applicable federal, state and local requirements relating to accessibility for persons with disabilities, including any rules or regulations promulgated thereunder. Such compliance shall extend to the location and design of system equipment and related facilities as well as the system website and any mobile application for the system.

Mayor Jeff Gee
Vice Mayor Rosanne Foust

Council Members
Alicia Aguirre
Ian Bain
Diane Howard
Barbara Pierce
John Seybert

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Redwood City, CA 94063
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mail@redwoodcity.org
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April 24, 2015

Hon. Dave Cortese
Chair and MTC Commissioner Representing Santa Clara County
President, Santa Clara County Board of Supervisors
70 West Hedding Street
Tenth Floor – East Wing
San Jose, CA 95110

RE: Bay Area Bike Share Expansion Proposal: Motivate International, Inc.

Dear Mr. Cortese:

On April 2, 2015 the City of Redwood City (City) learned that the Metropolitan Transportation Commission's Administration Committee planned to discuss, at its April 8 meeting, a proposal received from Motivate International, Inc. The proposal outlines Motivate's recommendation to expand the existing Bay Area Bike Share pilot system from 700 bicycles to 7,000 bicycles using no public funds. Per the proposal, the current bike share pilot project cities of Redwood City, Palo Alto, and Mountain View are excluded, but may "buy-in" at their own cost.

Redwood City and the cities between San Francisco and San Jose form critical links in the Bay Area's transportation networks, including the Bay Area Bike Share system. This is particularly true for Peninsula cities along the Caltrain line, including the bike share pilot cities of Redwood City, Palo Alto, and Mountain View. As with any transportation system, it's important to provide access and connections at both the beginning and end of the user's trip (first and last mile).

Up and down the Peninsula, Redwood City and our neighbors to our north and south are bringing significant transit-oriented developments to our city centers, collectively enabling thousands of new residents and employees to connect to local and regional transit. For example, an additional 1,635 apartments are being constructed within a half mile of Redwood City's Caltrain station. One third of these units are completed, with the balance to be finished and occupied within one year. Additionally, Box, Inc. is moving its corporate headquarters to Redwood City. The new office, currently under construction and adjacent to Redwood City's Caltrain station, will bring an additional 1,200 employees to downtown Redwood City later this year.

The timing of the Bay Area Bike Share pilot was a bit early for Redwood City given our downtown development timeline, but nonetheless the City joined the team and dedicated significant staff time to all phases of the pilot program, including planning, design, development, launch, and ongoing operations. Throughout the 5-year pilot process our staff contributed input, ideas, and feedback to

support the program and help ensure its success, laying the groundwork for other cities to join the post-pilot expansion throughout the Bay Area.

Given Redwood City's considerable investment of resources, and in light of our downtown development schedule (new construction to be completed in early 2016), we ask to remain a bike share partner for one year beyond the end of the pilot program, at no "buy-in" cost to Redwood City. This one-year period is needed to evaluate the options and considerations for moving ahead with the sole-source agreement proposed by Motivate. Given Motivate's post-pilot target launch date of June 2016 (initial expansion), this should not impact or overlap with the expansion.

The proposal being considered is a non-solicited sole-source (non-competitive) proposal received from the current operator of the bike share pilot program. Many challenges, problems, and delays were encountered throughout the design, development, launch, and operation phases of the pilot program. Therefore, we additionally recommend and request that MTC staff coordinate with the pilot partners and the Bay Area Air Quality Management District to ensure that the contract terms build from lessons learned during the pilot program, in order to:

- Protect the public interest and investment in the program to date
- Identify and address operational shortcomings experienced during the pilot
- Outline alternatives for cities who choose to buy into the system, e.g. allow those cities to use sponsor revenue to subsidize local costs

We appreciate your attention to this matter and thank you in advance.

Sincerely,

Jeffrey Gee, Mayor
City of Redwood City

C: City Council, Redwood City
Bob Bell, City Manager
MTC Commissioners
Steve Heminger, Executive Director, MTC

COMMUNITY DEVELOPMENT DEPARTMENT
ENGINEERING & TRANSPORTATION

1017 Middlefield Road
P.O. Box 391
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Facsimile: 650.780.7309
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April 7, 2015

Steve Heminger (transmitted via email)
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Subject: MTC Administration Committee Agenda Item 4: Bike Share Expansion Proposal: Motivate International, Inc.

Dear Mr. Heminger,

Motivate's proposal to expand bike sharing could be an extraordinary opportunity to establish bike share as a meaningful transit system for the Bay Area. We share MTC's enthusiasm and support moving ahead with negotiations to expand the regional bike share program.

Because we only learned of Motivate's proposal on April 2, 2015, we are unable to provide detailed input at this time. However, we encourage MTC to address the following points as you refine your term sheet and negotiate a contract with Motivate:

- Identify how the key performance indicators and contract terms reflect lessons learned during the pilot program. The staff report includes information on the system costs and number of trips taken, but it does not provide background on the performance of Motivate, previously Alta Bicycle Share, in terms of delivering the service.
- Clarify what it means for Motivate to be the 'exclusive supplier and operator of bike share in the Bay Area.' Smaller communities, corporate campuses, universities or similar entities may find the cost to buy into this system to be cost-prohibitive, requiring them to pursue a different system within their jurisdictions.
- Determine how the current pilot cities (those not selected for the expansion program) can preserve their public investment in the pilot.
- Identify the cost and process for the current pilot cities to buy into the system, keeping in mind:
    - A considerable investment of staff resources have gone into designing, developing, launching, and operating the pilot program and siting existing stations.

- Non-expansion, pilot cities wanting to continue service would have the existing equipment sold to Motivate, only to have to pay to have the equipment put back.
- Smaller communities' ability to subsidize capital and/or operating costs could be compromised if Motivate has exclusive rights to sell advertising and is entitled to all sponsorship revenue.
- The cost to provide service and the revenues associated with it will depend on usage.

- Identify the process by which Bay Area Bike Share members who live or use the system in Redwood City would be notified of its departure and when the system would be removed.

Although the current bike share system in Redwood City has not been used as extensively as we would have liked, it is important that our ability to participate in the system is preserved. Similarly, all Bay Area communities should be able to reap the benefits of bike sharing, where and when it may be appropriate – and the contract terms should reflect this.

Thank you for your consideration and I look forward to continued communication with your staff to ensure that we leverage our experience in the bike share pilot project to get the best possible bike share system for the Bay Area.

Sincerely,

Jessica Manzi, PE
Senior Transportation Coordinator

cc: Administrative Committee members
Dr. Robert B. Bell, City Manager - Redwood City
Jeff Gee, Mayor - Redwood City
Alicia Aguirre, Redwood City Councilmember & MTC Commissioner

From: Vanessa Warheit
Date: April 27, 2015 at 3:27:03 PM PDT
To: abockelman@mtc.ca.gov,
Cc: rafael.rius@cityofpalo.org
Subject: Please continue (and extend) bike share in Palo Alto

Dear MTC,

I am writing to urge you to continue, and to expand, the bikeshare program in Palo Alto. I have used citibikeshare in NYC, and would happily use it here in Palo Alto if it were available in my neighborhood. Currently, I commute to San Francisco using my bicycle, and despite the hassle of hauling it up and down steps, I usually bring my bicycle on board (in part because the train schedules mean I don't always get off at the same station - and also because there aren't enough bikeshare stations in San Francisco). If there were a bicycle station near my home, somewhere in the College Terrace neighborhood, I would use the bikeshare to get to the train station (and possibly to get to other local amenities as well).

I firmly believe that it's impossible to assess a bikeshare program's viability without fully implementing it - which means placing the facilities in neighborhoods and shopping districts, and not simply at large employers. I encourage you to make the program more extensive in all cities where it's been introduced.

Many thanks,

Vanessa Warheit
Palo Alto resident

From: tracy c
Date: April 28, 2015 at 5:13:45 PM PDT
To: "abockelman@mtc.ca.gov" <abockelman@mtc.ca.gov>

Subject: Redwood City Bikeshare program
Reply-To: tracy c <tracylynn85@yahoo.com>

Dear people,

I was interested to hear that MTC has proposed defunding the bike share program in Redwood City, Palo Alto and Mountain View, forcing those cities to pay to keep the program going. As a 16 year Caltrain/bike commuter I would say that the bike share program is not worth those cities' money, since the program isn't a solution to most people's commute.

In my case, I found that the program was too limited in geography to be useful. That is, it didn't go anywhere near my workplace. Until the end of last year, I worked in Redwood Shores and commuted via Caltrain. I needed a bike to get to my job from the train station. The nearest bike share docking station to my work was at the Redwood City Caltrain station, approximately 3.5 miles away from my work. I couldn't have used one of those bikes even if I had an account, because there was no docking station near my workplace to check the bike back in to. I needed my own bike to get me to work from Caltrain, then from Caltrain back home in the evening. Bike share wasn't a workable solution.

Also, I don't believe that a formal bike share program is the real solution to overcrowded bike cars on Caltrain. Expanding capacity for people to bring their own bikes on the trains is the solution.

Best regards,

Tracy Corral
San Jose

Bike Share Expansion Proposal

MTC ADMINISTRATION COMMITTEE

MAY 13, 2015

Motivate Proposal – Summary

System size

- 7,000+ bikes

Bikes by city:

- Berkeley – 400
- Emeryville – 100
- Oakland – 850
- San Francisco – 4,500
- San Jose – 1,000
- 50 additional bikes TBD in East Bay
- Up to 155 additional bikes TBD in current pilot cities, pending individual city decisions

Follow-up – April Administration Committee and BAAQMD Board

Pilot cities

- Extension and pricing

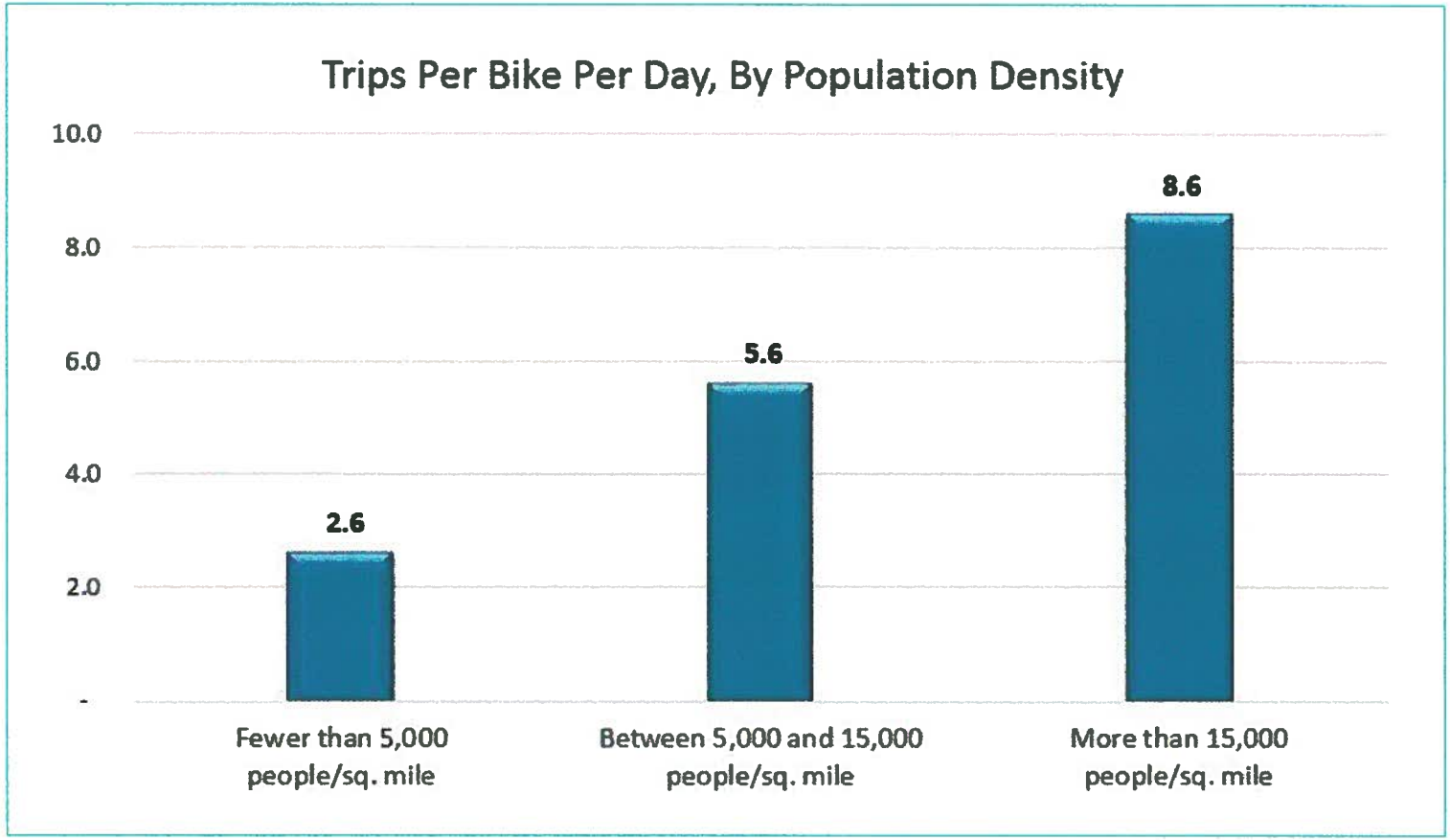
Emerging communities

- Pricing and funding

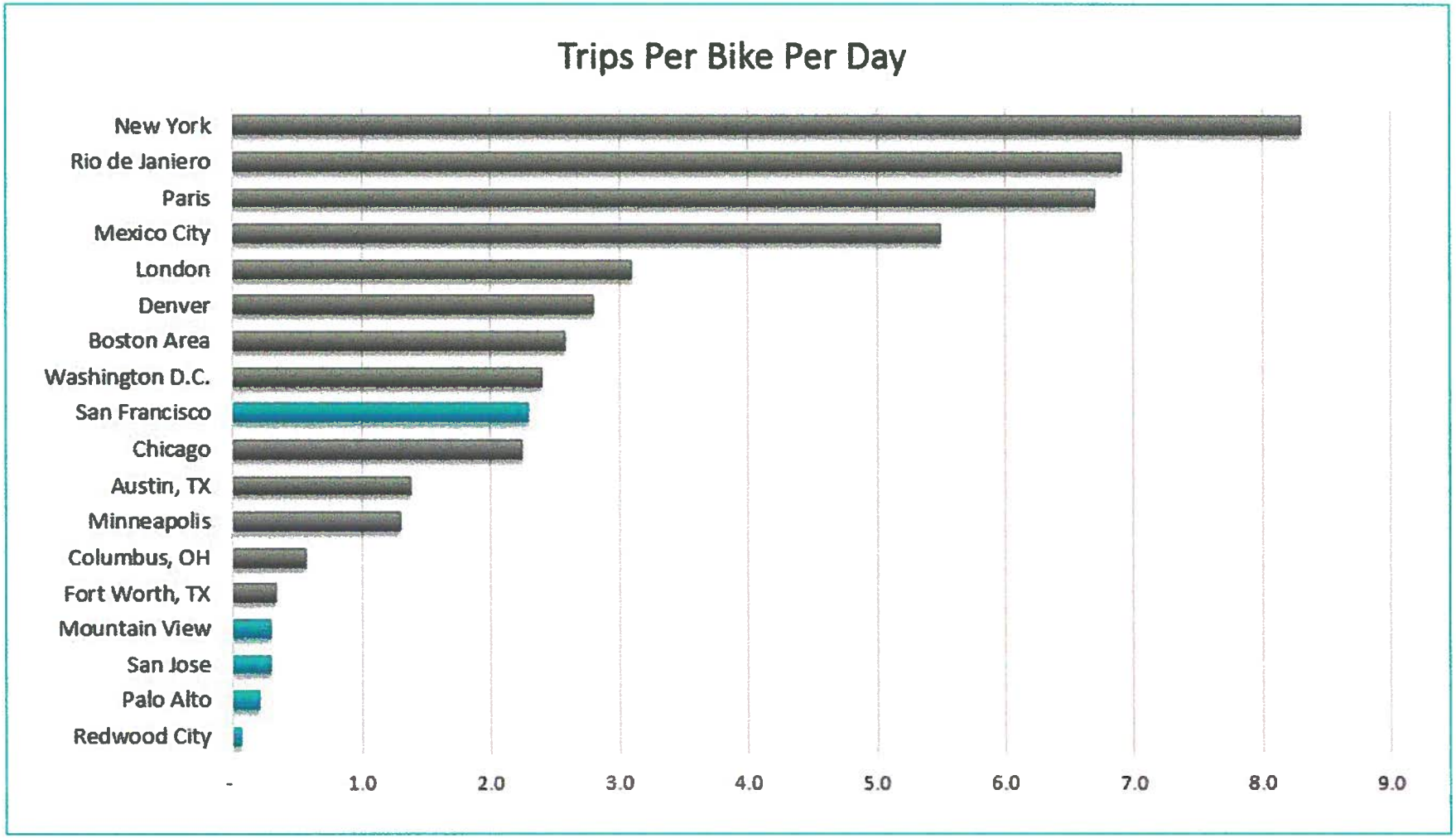
Other concerns

- Compliance with Americans with Disability Act (ADA)
- Sole source justification
- Options for investing unreimbursed federal and state funds

National and International Comparisons



National and International Comparisons



Motivate Proposal – Pilot Cities

Existing pilot cities extended through June 30, 2016

- Ongoing operations subsidy required post-June 2016, but no capital cost to continue

Updated term sheet based on Committee input

- Pricing follows the Air District contract with discount and sponsorship opportunities

City	Annual Cost
Mountain View	$158,000
Palo Alto	$101,000
Redwood City	$158,000

Trips/bike/day	Discount
1.0	25%
1.5	50%
3.0	100%

Motivate Proposal – Emerging Communities

Proposed $4.5M from MTC for future bike share

- For capital purchase, at pilot program prices + 10%
- Ongoing cost of $130 per dock per month required
- Same discount and sponsorship opportunities available

System Size	Capital Cost	Annual Operating Cost
5 stations, 50 bikes	$300,000	$150,000

Motivate Proposal
American with Disabilities Act (ADA)

Motivate to comply with ADA requirements

- All website and mobile applications
- Station and kiosk locations
- Station component design

Sole Source Justification

- **Approximately $65 million value over 10 years**
- **7,000-bike system launched in 2.5 years**

Bike Share Cost Element	Estimated Annual Expense	10-Year Value (2015 dollars, 3% discount rate)
Capital cost for 6,300 expansion bikes & stations	-	$37.6 million
Annual operating & maintenance cost above 80% farebox recovery	$3.2 million	$21.4 million
Staff oversight, marketing, & contract management	$1.0 million	$6.7 million
Total	**$4.2 million**	**$65.7 million**

Redirecting State and Federal Monies

Program/Fund Source	Unreimbursed Amount (In Millions)
Active Transportation Program (ATP)	$7.7
STP/CMAQ	$11.4
Total	**$19.1**

ATP $7.7M recommended for scored contingency list

STP/CMAQ $11.4M recommended as follows:

- $4.5M for approximately 750 bikes & 75 stations in future emerging communities through call for projects/interest
- $0.5M for San Mateo bike & pedestrian program
- $6.4M subject to broader OBAG2 discussion

CITY OF EMERYVILLE
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1333 PARK AVENUE
EMERYVILLE, CALIFORNIA 94608-3517
TEL: (510) 596-4300 FAX: (510) 596-4389

RECEIVED
MAY 11 2015
BAY AREA TOLL AUTHORITY

May 5, 2015

Ms. Alix Bockelman
Deputy Executive Director, Policy
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

SUBJECT: East Bay MTC Bay Area Bike Share Negotiations

Dear Ms. Bockelman:

In response to the MTC Administration Committee Memo of April 1, 2015, the East Bay cities of Berkeley, Oakland, and Emeryville met to discuss our concerns with the current negotiations with the private contractor, Motivate. This letter summarizes Emeryville's concerns with the current negotiations. While the East Bay Cities have formed a consensus on several issues, and have similar questions on several others, each city will provide their own concerns in separate memos. We look forward to discussing these issues further, either individually or as a group.

1. Advertising

We appreciate the contract language that states all advertising shall be subject to local restrictions. We believe Motivate should be aware that while we desire bike share in Emeryville, advertising on kiosks is not permitted under our sign regulations.

2. Buy-In Costs Specific to Infill Stations and Expansion Areas in Participating Jurisdictions

The City of Emeryville is very interested in increasing the density of station locations in Emeryville for functional saturation. The proposed costs for the operations and maintenance for equipment providing additional density in already-served cities is higher than the proposed cost for cities joining the regional system. We ask that those costs be more equitable across jurisdictions, so that the reductions in cost for stations that generate certain numbers of rides per bike per day be offered to the already-served cities as well as the newly-added jurisdictions.

3. Clipper Card Interoperability

Motivate has indicated that their bike share system will be compatible with Clipper cards. This is highly desirable, and we ask that the MOU reflect a performance standard to meet this goal.

4. Insurance

The memo states that Motivate will indemnify local jurisdictions. This must be supplemented by a requirement that Motivate provide and maintain general and automobile liability insurance policies naming the local jurisdictions as additional insured, with policy limits of no less than $1,000,000 per occurrence. Motivate must also provide evidence of workers compensation coverage and provide a waiver of subrogation.

5. Routine Maintenance and Temporary Relocations

The City of Emeryville typically requires parties with encroachments in the right of way to temporarily relocate any such encroachment for routine maintenance such as repaving, utility relocation etc. The contract should include language to allow local jurisdictions to require these temporary relocations at Motivate's sole cost.

6. No Net Cost

Motivate should operate in the respective cities at no net cost to the host cities in terms of staff time spent on planning and implementing the system. This position is in accordance with the Motivate/MTC draft terms of agreement language ("Cost Not to Exceed $0.") In that spirit, the East Bay cities agree that Motivate should provide funding for all demonstrable net costs, which include permit fees; city staff time spent launching and managing bike share issues for the duration of the project, and may include lost parking revenue in some cities. In Emeryville, staff support for Bike Share is exclusively funded by the City General Fund, and the future lack of Bike Share as a TFCA-eligible activity raises additional concerns about ensuring that Emeryville doesn't incur costs for permitting or site selection.

7. Revenue Sharing

The current language states that MTC and Motivate would be the parties to the revenue sharing agreement. Is it MTC's intention that revenue sharing would be distributed to each city via the MTC-City agreements, as a potential funding source to defray local agency staff costs, or for other Bike Share-related expenses?

8. Exclusivity

In the memo, MTC is proposing Motivate will be the exclusive supplier and operator of bike share in the Bay Area. What is the legal definition of "exclusive" under these

terms? We are concerned that other mobility sharing programs could be blocked from adding bicycle elements to their operations by this agreement.

For example, what if a university or corporate campus wanted to establish an on-campus bike sharing program for their own students and faculty? Emeryville is concerned with the possible impacts of the exclusivity clause on private bike share systems such as the City of Emeryville's system for City staff, or Pixar's system for their staff's use both on- and off-campus.

9. Equity

The City of Emeryville will be serving and served by stations in West Berkeley and West Oakland. Siting of stations in these adjacent Communities of Concern will create a synergy and may optimize Emeryville site locations.

10. Air Quality District TFCA Funding

The Air Quality District has indicated that due to the air quality underperformance of the SFMTA bike share pilot, bike share may no longer be an eligible TFCA expenditure category. If this is the case, only currently-allocated TFCA bike share funds will be allowed to be spent and no new allocations will be allowed. While this issue is not directly related to a specific proposed provision of the MTC-Motivate contract, it may affect the ability of cities to staff the Bike Share expansion to the East Bay, since bike share staff in Berkeley and Oakland are currently paid using TFCA funds. If TFCA funds are no longer available for use to pay local agency staff costs, this places additional emphasis on #1 and #2 above in other cities as it does currently in Emeryvile, particularly the ability of local agencies to recapture staff costs through profit-sharing from MTC/Motivate and/or through permit fees; recapturing revenue loss from paid parking spaces; and/or Motivate directly funding ongoing local staff costs.

The City of Emeryville is looking forward to being a part of this proposed addition to transit in the region. Thank you very much for your attention to these issues.

Sincerely,

Sabrina Landreth
City Manager

CC: Maurice Kaufman, Public Works Director
Charles S. Bryant, Community Development Director
Michael Biddle, City Attorney
Nancy Humphrey, Environmental Programs Analyst
Amber Evans, Community Development Coordinator

CITY OF MOUNTAIN VIEW

Office of the Mayor and City Council • 500 Castro Street • Post Office Box 7540 • Mountain View, California 94039-7540
650-903-6305 • FAX 650-903-6039

May 8, 2015

Supervisor Adrienne J. Tissier, Chair – Administration Committee
Metropolitan Transportation Commission
County of San Mateo
400 County Center
Redwood City, CA 94063

Dear Chair Tissier:

The City of Mountain View was disappointed to learn recently that the Metropolitan Transportation Commission (MTC) plans to expand its existing Bay Area Bike Share Program without the continued participation of three of the Program's original pilot cities – Mountain View, Palo Alto, and Redwood City.

A decision to eliminate Mountain View from an expansion of the Bay Area Bike Share Program at this time would not only be unfortunate, but more importantly, premature. As noted in the April 1, 2015 memorandum from Steve Heminger to the MTC's Administration Committee, the City of Mountain View generated the second highest number of trips per day per bike during the initial pilot period, second only to the results achieved in San Francisco.

It is important to note that Mountain View achieved this success with only limited resources (seven Bike Share stations and 70 bicycles) and without the benefit of the full build-out of the pilot program. The additional stations and bicycles planned for deployment in Mountain View as part of Phase Two of the pilot program would have added additional stations and bicycles in the City's North Bayshore Area – one of the most dynamic employment centers in Silicon Valley and home of such iconic companies as Google, LinkedIn, Intuit, and Microsoft.

A decision to eliminate Peninsula cities from the expanded Bay Area Bike Share Program would undermine the good work Mountain View and other cities are doing to aggressively respond to the challenges of providing effective last-mile connections for their residents, businesses, and commuters.

We appreciate the efforts of the MTC staff over the past month to seek input from, and advocate for, the pilot cities. The proposal in front of you on May 13 is a significant improvement. Having said that, the City requests the MTC complete the planned pilot program and deploy the agreed-to number of additional stations and bicycles in Mountain View.

If the MTC is unable or unwilling to agree to fully build out the pilot program with all the planned stations, Mountain View requests the following:

- The ability to relocate as many as three existing stations to other locations in Mountain View at no cost.

- Continued receipt of station and bicycle usage data.
- MTC negotiate with Motivate on the cities' behalf regarding:
  - The potential for reduced monthly bicycle dock operations and maintenance charges if ridership levels meet/exceed the lowest ridership levels of any of the cities participating in the expanded program.
  - Problem solving potential conflicts that may arise from its sole source and title sponsorship agreement with Motivate and local sponsorship opportunities, and/or local procurement requirements.
- MTC assistance in identifying other bike-share or other last-mile options, and potential funding sources, if the Peninsula cities' continued participation in the Bay Area Bike Share Program is determined to be not viable at the end of the extended pilot period.

The City of Mountain View supports the expansion of the Bay Area Bike Share Program and requests that the MTC continue to work with Peninsula cities and advocate on their behalf to ensure their interests are fully addressed during future discussions with Motivate regarding the expansion of the Bay Area Bike Share Program.

Sincerely,

John McAlister
Mayor

JMcA/DHR/7/MGR
001-05-06-15L-E

cc: Alix Bockelman, Deputy Executive Director, MTC
MTC Board of Directors
Karen Holman, Mayor, City of Palo Alto
Jim Keene, City Manager, City of Palo Alto
Jeffrey Gee, Mayor, City of Redwood City
Bob Bell, City Manager, City of Redwood City
Santa Clara Valley Transportation Authority
City Council
CM, PWD, TBM