

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 9, 2007

Item Number 4a

Resolution No. 3723, Revised

Subject: Revision to the SAFETEA Third Cycle Surface Transportation Program/Congestion Mitigation and Air Quality Improvement (STP/CMAQ) Project Selection Criteria and Programming Policy: CMA Planning Activities and Transit Capital Shortfall Programs

Background: In December 2005, the Commission established the Third Cycle STP/CMAQ Program, comprising various sub-programs, which made \$300 million available. This item addresses the further development of two of these sub-programs: the CMA Planning Activities Program and Transit Capital Shortfall Program.

Staff proposes the following:

1) Augment the STP/CMAQ Planning Activities category by \$1.8 million and make \$0.6 million in reserve available to provide a total of \$2.4 million STP funding to the congestion management agencies for their planning activities. (\$1.2 million for each of FY 2007-08 and FY 2008-09) This incremented funding level is a result of discussions with CMA staff regarding their needs for administering programs such as the Lifeline, Community-Based Planning, the Bicycle-Pedestrian and the Transportation for Livable Communities (TLC) programs. A portion of this increase (approximately \$1.4 million) is offset by funding coming from the STP funds deobligated from the Golden Gate Bridge Suicide Barrier Study (funded in First-Cycle Augmentation), which was provided STP Exchange funds due to a federal ineligibility determination.

2) Select two additional projects to be funded from the Transit Capital Shortfall Program: the BART Car Replacement Program (\$45.4 million) and the Zero Emission Bus Procurement Program (\$14.1 million). The Third-Cycle Transit Capital Shortfall Program in total has \$64 million. The selection of the above two projects and a prior Commission action to fund AC Transit Early Bus Replacements completes the programming of the Transit Capital Shortfall funds.

Issues: None.

Recommendation: Refer Resolution No. 3723, Revised to the Commission for approval.

Attachments: MTC Resolution No. 3723, Revised and Staff Memorandum

Date: December 21, 2005
W.I.: 1512
Referred by: PAC
Revised: 09/27/06-C
10/25/06-C
05/23/07-C

ABSTRACT

Resolution No. 3723, Revised

This resolution adopts the Project Selection Criteria, policies and programming for the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA) Third Cycle, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2007-08 and FY 2008-09 STP/CMAQ funds to be amended into the currently adopted 2005 Transportation Improvement Program (TIP) and subsequent 2007 TIP.

The resolution includes the following attachments:

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

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

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

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

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

Date: December 21, 2005
W.I.: 1512
Referred by: PAC
Revised: 10/25/06-C
05/23/07-C

Attachment A
Resolution No. 3723
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SAFETEA

**Third Cycle STP/CMAQ
Project Selection Criteria and
Programming Policy**

**Representing
FY 2007-08 and FY 2008-09**

Third Cycle STP/CMAQ Policy and Programming

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BACKGROUND

The Third Cycle Project Selection Criteria and Programming Policy guides the programming of a two year increment of federal funding (FY 2007-08 and FY 2008-09), which is authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA). SAFETEA authorizes \$255.5 billion in funding for federal surface transportation programs nationwide over five years (fiscal years 2004-05 through 2008-09), an average annual increase of 41 percent over levels in the previous act, the Transportation Equity Act for the 21st Century (TEA-21).

A portion of SAFETEA funding is directed to regional planning agencies, such as MTC, in the State of California for local programming. Among the various transportation programs established by SAFETEA, the Commission has discretion over regional Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds. The subject of the *SAFETEA Third Cycle STP/CMAQ Project Selection Criteria and Programming Policy* is how the region is to use this flexible pot of transportation dollars to fund transportation needs in the MTC region and implement the strategies and objectives of the Regional Transportation Plan, also referred as Transportation 2030 (T2030). T2030 is the Bay Area's comprehensive roadmap to guide transportation investments in mass transit, highway, airport, seaport, bicycle and pedestrian projects over 25 years. The programs recommended for funding under the Third Cycle Project Selection Criteria and Programming Policy, as well as those under prior SAFETEA programming cycles are an outgrowth of the transportation needs specifically identified by T2030.

Over the life of SAFETEA, \$900 million in STP/CMAQ funding is anticipated to be apportioned to the Metropolitan Transportation Commission. The Commission has already programmed four of the six years represented by SAFETEA, or roughly \$600 million: First Cycle, including the Augmentation Round, represented fiscal years 2003-04 and 2004-05, and Second Cycle represented FYs 2005-06 and 2006-07, leaving \$300 million for the Third Cycle, representing the final two years, FYs 2007-08 and 2008-09.

The prior two programming cycles continued MTC's practice of proceeding with the advance programming of funds in anticipation of the passage of the upcoming transportation reauthorization act to ensure a continuous and seamless programming process for federal funding. Advance programming of STP/CMAQ funds enables the region to commit funds to projects as soon as funding is made available, and allow sponsors sufficient time to proceed with the projects and meet federal and state (AB 1012) funding deadlines. This strategy of advance programming has been beneficial to the Bay Area by accelerating project delivery and allowing the region to obtain additional obligation authority (OA) from other regions in California.

The region will also continue its practice of programming to the full apportionment level rather than OA levels, with the stipulation that obligations for projects programmed in the last year of SAFETEA are subject to the availability of OA. In the case that OA is not sufficient in this last year, the Commission would consider the option of carrying over unobligated projects into the beginning years of the SAFETEA Reauthorization. All funds must be obligated by May 31, 2009.

GENERAL PROGRAMMING POLICY

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. For example, Transportation 2030 was developed under a highly comprehensive public involvement program, lasting nearly two years, which included but was not limited to summits, telephone polls, web-based surveys, thirty targeted workshops with specific stakeholder groups and workshops hosted by congestion management agencies in each of the nine Bay Area counties. MTC provides many methods to fulfill this commitment, as outlined in MTC Resolution No. 2648. Under the STP/CMAQ Program, Congestion Management Agencies (CMAs) are responsible for project selection for several categories of funding, for example the Local Streets and Roads Shortfall Rehabilitation Program. Hence, CMAs are required to comply with MTC's public outreach standards as outlined in CMA Guidelines for Public Involvement Strategy for Transportation 2030.

- Hold public meetings to adequately cover the major population centers and sub-areas within the county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.
- Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when the CMA board will take action.
- In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.
- Make a concerted effort to publicize meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities.

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

2. **2005 and 2007 Transportation Improvement Programs (TIP).** Projects approved, as part of the STP/CMAQ Third Cycle Program, must be amended into the 2005 TIP, which is currently in force, or into the new 2007 TIP, which will be adopted by MTC in July 2006. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes.

3. **Commission Approval of Programs and Projects.** Federal funds are not accessible to a project sponsor until its project funding is included or “programmed” in the Transportation Improvement Program (TIP). The following steps lead up to the final TIP programming action by the Commission, which constitutes the final approval of funding to a program or project:
 - a) *Program Development* including the development of objectives, eligibility, and program rules. Staff develops federal funding programs in cooperation with the Partnership including public input; and takes the final program policy/rules or any subsequent revisions to the Commission for approval.
 - b) *Selection of Projects:* A program and its policies, which are approved by the Commission, govern the selection of projects. Attachment B, “Project List”, to Resolution 3723 sets forth the programs and projects to be funded under the Third Cycle Programming Policy. With the exception of indivisible projects/programs where no subsequent project selection occurs, many programs will require the subsequent selection of a set of projects that meet the program rules and criteria.

Depending on project selection responsibility, there are two scenarios: a selection process managed by outside agency staff and their governing boards or a process undertaken by MTC staff and the Commission. In the first case, where the responsibility for project selection in the framework of a Third Cycle funding program is assigned to Congestion Management Agencies (CMAs) or other outside agencies (i.e. County TLC Program, Local Streets and Roads Rehabilitation Shortfall Program), Attachment B will be amended by MTC’s Executive Director to reflect actions taken by the Commission to amend the projects in the TIP. However, in the second case where responsibility for project selection in the framework of a Third Cycle funding program is assigned to MTC staff, any amendments to Attachment B will initially be taken to the Commission for their information and approval; and will be accompanied by a TIP Amendment, concurrently taken to the Commission for approval.
 - c) *TIP amendment:* All projects selected for funding in the Third Cycle program must be in the TIP. Therefore, MTC will take action on each project as the funds are included in a TIP Amendment. MTC’s Executive Director will update Attachment B to reflect approval of the funds in the TIP.
4. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2005 air quality conformity finding has been completed for the 2005 TIP, any non-exempt projects funded by the Third Cycle program that were not incorporated in the finding need to be incorporated into the conformity analysis as part of the 2007 TIP development process in Spring 2006.
5. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

6. **Application, Resolution of Local Support, and Opinion of Legal Counsel.** Project sponsors/implementing Agencies must submit a completed project application for each project proposed for funding. The project application consists of three parts: 1) an online application or amendment to an existing TIP project accessible through MTC's WebFMS system at http://www.mtc.ca.gov/funding/fms_intro.htm, 2) Resolution of Local Support approved by the Project Sponsor/ Implementing Agency's Board, and 3) Opinion of Legal Counsel. Sponsors of projects that have previously received STP/CMAQ or FTA funds do not need to submit a new Resolution of local support or opinion of Legal Counsel. Refer to MTC's website for templates of the Resolution of Local Support and Opinion of Legal Counsel.
7. **Project Screening and Compliance with Regional and Federal Requirements:** MTC staff will perform a review of projects proposed for the Third Cycle STP/CMAQ Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. In addition, sponsors must adhere to directives related to non-motorized travel and regional delivery policy, and have the required local matches.

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

CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years, and fare subsidies), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, fare subsidy programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the CMAQ Program Guidance (FHWA, April 1999).

► **RTP Consistency:** Projects included in the Third Cycle STP, CMAQ, Program must be consistent with the adopted Regional Transportation Plan (RTP), which federal law requires be consistent with federal planning and programming requirements. Each project to be included in the Third Cycle Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

- ▶ Accommodations for Bicyclists, Pedestrians and Persons with Disabilities: Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: “pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products.” MTC’s Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that “all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64”. Furthermore, in selecting projects, the CMAs and project sponsors must consider other federal, state and regional policies and directives regarding non-motorized travel

- ▶ Regional Project Delivery Policy. Third Cycle STP/CMAQ funding is available in the following three fiscal years: FY 2006-07, 2007-08, and 2008-09. Funds may be programmed in any one of these years, conditioned upon the availability of obligation authority (OA). However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Third Cycle funds to be obligated no later than May 31, 2009. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within Federal Fiscal Year that the funds are programmed in the TIP.

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

- ▶ Local Match. Projects funded with STP or CMAQ funding requires a non-federal local match. Based on California’s share of the nation’s federal lands, the local match for STP and CMAQ is 11.47% of the total project cost. The FHWA will reimburse up to 88.53% of the total project cost. Project sponsors are required to provide the non-federal match, which is subject to change.

- ▶ Fixed Program and Specific Project Selection. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The regional STP/CMAQ program is project specific and the STP and CMAQ funds programmed to projects are for those projects alone. The STP/CMAQ Program funding is fixed at the programmed amount; therefore, any cost increase may not be covered by additional STP and CMAQ funds. Project sponsors are responsible for securing the necessary non-federal match, and for cost increases or additional funding needed to complete the project including contingencies.

THIRD CYCLE FUND ESTIMATE

Over the life of SAFETEA, based on the most recently available estimates, \$900 million is anticipated to come to the Metropolitan Transportation Commission. To date, the Commission has programmed three of the five years of SAFETEA or roughly \$600 million: First Cycle, including the Augmentation Round, represented fiscal years 2003-04 and 2004-05, and Second Cycle represented FY 2005-06 and 2006-07. This leaves a fund estimate of \$300 million in programming capacity to fund MTC programs during Third Cycle. This Third Cycle Policy fully programs the uncommitted balance of SAFETEA. Nonetheless, MTC staff will be tracking FHWA refinements to revenue forecasts this autumn and will continue to pursue future opportunities to capture obligation authority over the tenure of the SAFETEA time period from other regions in the State, which could realize additional federal funding for a possible future “bonus” round of programming.

SAFETEA (STP & CMAQ) MTC Region	(millions of \$)
SAFETEA Estimated Revenues to the MTC Region	\$900
Committed Funding (over first and second cycle programming policies)	\$600
Total Available for Third Cycle Programming	\$300

THIRD CYCLE FUNDING OBJECTIVES AND PROGRAMMING CATEGORIES

FUNDING OBJECTIVES

The proposal directs the newly available programming increment of \$300 million to address transportation needs. There were preliminary discussions about the framework of the Third Cycle program starting with the development of Second Cycle. The rationale for establishing this framework is that a number of programs – such as TLC/HIP and Regional Bike/Pedestrian were being delayed to accommodate obligation authority (OA) carryover from TEA-21, as well as critical rehabilitation needs, and stalled State Transportation Improvement Program (STIP) project needs. The Third Cycle funding proposal as presented in Table 1 reflects those commitments as embodied in Resolution 3615, which essentially continues funding established STP/CMAQ supported programs into the Third Cycle up to the \$300 million available.

PROGRAMMING CATEGORIES

The approach in the development of Third Cycle Programming Policy has been based largely on the continuation of those programs established in early cycles of SAFETEA programming. These programs as discussed earlier have a basis in the transportation needs identified in Transportation 2030. Table 1 below presents overall proposed Third Cycle funding commitments followed by a detailed discussion of the program categories. Appendix A-1 provides a summary of all the funding categories under the Third Cycle Program and their policies. Furthermore, specific information on some of the eligible projects and distribution methodology are presented in Appendices A-2 through A-6.

Table 1: Third Cycle Funding Proposal Summary

Funding Categories	Proposed 3 rd Cycle Commitments Rounded to \$ Millions
1. Clean Air	\$17
2. Regional Operations	\$44
3. CMA Planning Activities	\$12*
4a. Local Streets and Road Shortfall	\$66
4b. Transit Capital Shortfall	\$64
5. TLC/HIP	\$74
6. Regional Bike/Pedestrian	\$24
TOTAL Commitments:	\$301

* Approximately \$1M of this amount is made available from the deobligation of the Golden Gate Suicide Barrier Study programmed in First-Cycle Augmentation.

1. The Clean Air Program

(\$17 million) This category focuses on two specific programs: Spare the Air and the Eastern Solano CMAQ. The region has confirmed its commitment towards contributing regional funds to the Spare the Air campaign, and the project sponsor will apply for funding directly through MTC.

The Bay Area Air Quality Management District, established the Spare the Air Program in 1991, to reduce air pollution and provide advance notice when a "bad air day" (a day when air quality is forecast to exceed federal standards) is likely to occur. The Third Cycle Policy continues the \$1 million annual contribution to the BAAQMD for the Spare the Air program, as previously committed. A component of this program is the Free Transit Commute Campaign whereby commuters are given free transit rides during the a.m. peak on a designated "Spare the Air Day". This program would be expanded for the duration of SAFETEA. This requires an additional \$5 million annually for three years beginning in FY 2006-07 for the Free Transit Commute Campaign (the timing of the Spare the Air season is realigned to recognize that next year's season will occur in FY 2006-07). Unused balances of Second Cycle funding, owing to fewer than expected free transit days will offset three million dollars of this amount. These efforts are meant to address the Bay Area's non-attainment status for the 8-hour ozone standard.

The Partnership had voiced concerns about the effectiveness and proposed level of funding for the Spare the Air – Free Transit Program. As a result the Partnership and the Air District agreed that the program's funding needs would be reconfirmed based on the evaluation of program effectiveness after the FY 2006-07 "Spare the Air" season. The results of this evaluation, would either support the proposed programming to the Spare the Air Program or provide a basis for reducing the required level of funding for the Spare the Air Program redirecting any residual funds not used by the program to address on-going air quality goals.

The administration of the Eastern Solano CMAQ funds differs. The basis of this program is the distinct CMAQ apportionment that MTC receives from Eastern Solano County in the Sacramento air basin, a separate air basin from the Bay Area Quality Management District's. MTC works with the Solano Transportation Authority (STA) to program CMAQ eligible

projects in the Eastern portion of Solano County in consultation with the Sacramento Area Council of Governments (SACOG). According to a mutual memorandum of understanding, priority for this funding is guided by any TCMs adopted by the District. MTC staff has met with Solano Transportation Authority staff to discuss the Eastern Solano CMAQ apportionments for Third Cycle. An agreement was reached whereby MTC retained a portion of the CMAQ apportioned to Eastern Solano County (Sacramento Air Basin) to fund regional programs and projects that directly benefit this geographic area and are CMAQ eligible. STA would receive approximately \$2.5 million in the Third Cycle two-year period. The STA will develop their project listing in consultation with SACOG. All projects must physically lie or directly impact the Eastern Solano portion of the county and must be eligible for CMAQ funding.

2. Regional Operations Programs

(\$44 million) The projects eligible for this funding category include TransLink®, 511 TravInfo®, Regional Rideshare, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and Performance Monitoring. These projects are administered at the regional level and are administered as operational programs.

(See Appendix A-2 for program breakdown of this funding category.)

3. CMA Planning Activities

(\$12 million) The Congestion Management Agencies (CMAs) proposed increasing the level of STP funding (also known as STP 3% Planning Funds) that is provided to them for staff functions to support the administration of MTC program and project monitoring functions. During the First and Second Cycles, each CMA was guaranteed a minimum of \$240,000, an increase from the minimum threshold of \$140,000 provided during TEA 21.

In response to this request, approximately \$3.6 million in additional funds is reserved at this time to increase planning support. Roughly \$1.2 million (or \$135,000 per county) is proposed as the increased funding level for each of the three years in the next STP 3% Planning Fund agreement period, which covers FY 2006-07 to FY 2008-09. A portion of this increase (approximately \$1M) is offset by funding coming from the STP funds deobligated from the Golden Gate Suicide Barrier Study (funded in First-Cycle Augmentation), which was provided STP Exchange funds due to a federal ineligibility determination.

(See Appendix A-3 for a detailed program breakdown.)

4a. Local Streets and Roads Rehabilitation Shortfall

(\$66 million) This program directs funding to the Local Streets and Road Rehabilitation Shortfall (LSRS) Program and distributes funds based on a hybrid of the county T2030 funding shortfalls and the proposed new methodology for the next long-range plan. Through the T2030 process, county shortfall figures have been identified. Project solicitations will be conducted by the CMAs. Thereafter, each CMA will submit their approved project list of funding requests to MTC for final program approval.

(See Appendix A-4 for program breakdown.)

- Funds for LSR Rehabilitation will be distributed to the counties based on a “hybrid” formula that takes an average between the LSR distribution formula used in the Second Cycle, based on T2030 identified local streets and roads rehabilitation shortfalls; and the new proposed LSRS distribution formula, as developed by the Local Streets and Roads Committee and agreed to by the Partnership. The hybrid approach serves to transition from the old methodology to the new one. The new formula uses factors beyond a needs basis such as population, lane mileage, rehabilitation shortfalls, and performance criteria. The new formula would be applied to future cycles of the program. As with the Cycle 2 Programming, the County CMAs will select which projects are to receive LSRS Program funding within their respective counties.
- Eligible projects include pavement and non-pavement elements on public roads functionally classified above rural minor collector (federal-aid eligible facilities). This includes placement of additional pavement surfacing and/or other work necessary to return an existing structure or roadway, including shoulders, to a serviceable condition. Generally, the eligible non-pavement activities and projects are replacement of features that currently exist on the roadway facility. Pavement rehabilitation and preventive maintenance strategies should extend the service life of a facility for a minimum of 5 years. This program does not fund routine maintenance projects.
- Capacity-expansion projects, right of way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges are not eligible activities. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also not eligible for this program. Each CMA may apply additional program criteria, as long as the modifications are consistent with the Second Cycle Programming Policy.
- MTC’s pavement management system, StreetSaver™, is used by 107 of the 109 cities and counties in the Bay Area and the software has been instrumental in accurately establishing the rehabilitation needs of local streets and roads in the region. The proposed projects must be based on the analysis results from an established Pavement Management System (PMS) for a jurisdiction. The sponsoring agency must have a certified PMS, MTC’s or equivalent, for submitting rehabilitation and preventive maintenance projects. MTC is responsible for verifying the certification status. A list of jurisdiction certification status can be found at www.mtcpms.org/ptap/cert.html.
- The STP funds available for programming are assigned from federal apportionments in fiscal years (FYs) 2007-08, and 2008-09. LSRS funds can be programmed in any of these two years, and also may be advanced and programmed in FY 2006-07 based on project sponsor needs. The actual availability of federal funds is contingent upon the availability of obligation authority (OA), and all funds must be obligated by May 31, 2009.
- \$0.8 million STP funding will be taken off the top of the program to fund the continuation of the Pavement Technical Assistance Program (PTAP) for one year (FY

2007-08). The remainder of the program funding \$65.2 million will be distributed to the Counties for programming to local streets and road rehabilitation projects. Further commitments to sustain the PTAP program as a regionally funded program will be taken up as part of the development of the next Regional Transportation Plan.

- California Streets and Highways Code Section 182.6(d)(2) requires that a portion of STP funds be set aside and guaranteed for use by each county, based on 110% of the apportionment of Federal Aid Secondary (FAS) (rural) funding in FY 1990-91. MTC staff have been tracking the FAS set-aside requirement and are aware of three counties that have not received their guaranteed set aside for the SAFETEA period, and will therefore need to receive guaranteed funding in the Third Cycle LSRS Program. These counties are: Alameda County (\$987,000); Contra Costa County (\$902,000); and Solano County (\$1,056,000). With the programming of these amounts to these counties in Third Cycle, all counties will have met the FAS set aside requirements for the SAFETEA period. This requirement does not preclude counties from being programmed more funding than is required by the statute.

4b. Transit Capital Rehabilitation Shortfall

(\$64 million) This program funds transit rehabilitation projects and is being held in reserve pending discussions by the Partnership and among general managers of transit properties in the Bay Area. The Third Cycle Programming Policy will be amended to reflect the consensus on how this funding should be applied to transit rehabilitation needs in the region. Staff is anticipated to bring the project selection policies for this program back to the Commission for consideration in Fall 2006.

In October 2006, the Commission amended this policy to direct approximately \$4.6 million of the funds held in reserve for the transit capital rehabilitation shortfall to AC Transit's Bus Replacement project. AC Transit will replace 71 federal buses scheduled for replacement in 2009 with 50 buses in 2006. The difference will be a net reduction to their fleet and not eligible for replacement through Transit Capital Priorities. The buses AC Transit proposes to purchase do not currently meet the federal Buy America provision. Therefore, the STP funds will be directed to the Alameda County Congestion Management Agency (ACCMA) for an STP-eligible capital project. In exchange, ACCMA has programmed the AC Transit bus project using non-federal STIP funds.

In April 2007, the Commission amended this policy to select two additional projects to be funded from the Transit Capital Shortfall Program: the BART Car Replacement program (\$45,365,000) and the Zero Emission Bus Advanced Demonstration program (\$14,058,000). The funding to meet BART's future fleet replacement needs is at a level consistent with Second Cycle funding for this purpose, or \$22.7 million annually. The Zero Emission Bus Advanced Demonstration is required to meet a regulation of the California Air Resources Board. The affected operators are considering procuring Van Hool ZEBs, which do not meet the federal Buy America requirements and are not eligible for federal funds. Operators would, therefore, have to identify their own local funds as a swap for the federal STP/CMAQ funds, which must be obligated/transferred to FTA no later than May 31, 2009.

The table below identifies the funding targets for the transit capital shortfall element.

Project	STP Funding
ACCMA (AC Transit's Early Bus Replacement Swap)	\$4,577,000
BART Car Replacement	\$45,365,000
Zero Emission Bus Advanced Demonstration	\$14,058,000
Total	\$64,000,000

5. Transportation for Livable Communities/Housing Incentive Program (TLC/ HIP)

(\$74 million) The TLC/HIP category encompasses TLC/HIP Planning Grants, Regional TLC Capital Grants, the Regional Housing Incentive Program, the County TLC/HIP, and the nascent Station Area Plan Program. The TLC/HIP is a grant program intended to help municipalities plan and construct community-oriented transportation projects. The program is administered through a separate call for projects and program guidelines and criteria. The Regional TLC/HIP program is administered by MTC staff and is regionally competitive. The County TLC/HIP program is funded by federal Transportation Enhancement (TE) and CMAQ funding and is selected by the region's congestion management agencies. The Station Area Planning Program was launched by the Commission as a pilot program in July 2005 to support MTC's Transit Oriented Development Policy. The Station Area Planning Program will fund specific plans, zoning amendments, and station access designs to assist local jurisdictions with meeting corridor-level development thresholds as directed by the TOD policy. Twenty-four plans are to be prepared under the Third Cycle Station Area Planning program.

The CMAQ funds available for programming are assigned from federal apportionments in fiscal years (FYs) 2007-08, and 2008-09 to the CMAs for programming to local TLC/HIP projects through the County TLC/HIP program. Funds may be programmed in any of these two years, and also may be advanced and programmed in FY 2006-07 based on project sponsor needs. The actual availability of federal funds is contingent upon the availability of obligation authority (OA), and all CMAQ funds must be obligated by May 31, 2009. This program is also supplemented by federal Transportation Enhancement (TE) Funding, which is programmed by the CMAs through the STIP. During Second Cycle programming it was assumed that \$27.839 million in TE funding would be available for the County TLC program. However, The California Transportation Commission has revised its TE estimates in the 2006 STIP Fund Estimate reducing the TE funding by \$1.944 million. The TE and CMAQ funding now available for the County TLC/HIP program is \$0 (zero) in First Cycle, \$9.0 million in Second cycle and \$25.895 million in Third Cycle for a total of \$34.895 million. (See Appendix A-5 for County TLC/HIP program breakdown)

The projects selected to receive TLC/HIP grants will be incorporated into the Third Cycle Program through a TIP Amendment. The next "call for projects" for the TLC Capital Program and the Station Area Planning Program be held in Spring 2006, with a proposed project list anticipated by October 2006 to be amended into the 2007 TIP.

6. Regional Bicycle and Pedestrian Program

(\$24 million) This is a grant program, funded at \$8 million annually and is administered as a separate program by MTC in cooperation with the CMAAs. This program debuted in the STP/CMAQ Second Cycle program, adopted through the T2030 Phase 1 decisions. The program is designed to fund regionally significant bicycle and pedestrian projects. Geographic equity will be ensured over time, with each county receiving a minimum of 75% of their population share in any given grant cycle. The region will select projects for the remaining 25%. CMAAs select projects for the 75% and submit a prioritized project list for the 25% share to the region. From the prioritized list of projects from each county, the region will select a final set of projects to be awarded the 25% funding. Over a 12-year programming period, counties will receive 100% of their county population share.

Over the course of SAFETEA the Regional Bicycle and Pedestrian Program (RBPP) was envisioned to receive \$32 million for the four-year period from FY 2005-06 through 2008-09. For the Second cycle, a single call for projects for the regionally competitive program took place last winter and \$8 million (25% of the program) was programmed in June 2005. In the Third Cycle, the remaining \$24 million (\$8 million was deferred from Second cycle) will fund the County Regional Bicycle and Pedestrian Program, being programmed at the discretion of the county congestion management agencies.

The CMAQ funds available for programming are assigned from federal apportionments in fiscal years (FYs) 2007-08, and 2008-09. Funds can be programmed in any of these two years, and also may be advanced and programmed in FY 2006-07 based on project sponsor needs. The actual availability of federal funds is contingent upon the availability of obligation authority (OA), and all funds must be obligated by May 31, 2009.

A CMAQ crediting option is available to counties with existing sales tax measures that commit a minimum of 5% of the sales tax measure funds to bicycle and pedestrian projects. Alameda and San Francisco County are the two counties meeting this threshold and are eligible for exercising the crediting option. The crediting option allows these counties to receive a CMAQ credit (of up to 60% of their 75% population-share funding distribution in the Regional Bicycle and Pedestrian Program) for county sales tax measure funds dedicated to regional bicycle and pedestrian projects. The CMAQ credit can be used on any CMAQ eligible project in the county. (See Appendix A-6 for program breakdown.)

SCHEDULE

Third Cycle addresses SAFETEA apportionments over two fiscal years: FY 2007-08 and FY 2008-09. The majority of programming will occur in these two years. However, MTC staff is accepting requests to program the Third Cycle increment of funding in the year preceding these two years, FY 2006-07 to assist the region to better manage obligation authority.

Funding for those programs and projects needing to be programmed in FY 06-07 will be on an expedited schedule in order to be included in the current 2005 as a TIP amendment no later than the February 2006. This deadline is necessary in order to give sponsors enough time to meet FY 06-07 obligation deadlines and to accomplish programming before the 2005 TIP is "shut down" as a prelude to developing the new 2007 TIP from March through June 2006.

In contrast, programs and projects wishing to program funding in FY 07-08 or FY 08-09 need to wait until the development of the new 2007 TIP, which will newly incorporate these two years of programming. Projects can be added in Spring 2006 as part of the 2007 TIP development process or wait to amend into the 2007 TIP after it is approved by the U.S. Department of Transportation anticipated October 2006. After the approval of the 2007 TIP, TIP amendments will be accepted on an ongoing basis.

Additionally, some programs, such as the Regional Bicycle and Pedestrian Program and the County TLC/HIP programs, are administered at the congestion management agency level. MTC staff is allowing CMAs broad latitude in the programming schedule providing that all of the projects are obligated prior to May 31, 2009. As a result many of the program schedules have not yet been determined. Consequently, refer to Appendix A-1 for specifics on the schedules of the various programs under the Third Cycle STP/CMAQ Policy.

PROJECT LIST

Refer to Attachment B of Resolution 3723, which contains the list of projects to be programmed under the SAFETEA STP/CMAQ Third Cycle Program. MTC staff will update the attachment to reflect Commission actions taken to include projects or project amendments in the TIP.

APPENDIX A-1: THIRD CYCLE PROGRAM AND POLICIES SUMMARY

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
1. Clean Air	This program category aims to support projects and programs that reduce air pollutants. Third Cycle has identified Spare the Air project, Free Transit Commute Campaign, and CMAQ projects in Eastern Solano County as eligible projects.	E. Solano CMAQ Projects – CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval into the TIP. Spare the Air and Free Transit Commute Campaign -- BAAQMD will apply directly through MTC	TBD April 2006	\$17 million
2. Regional Operations	This program category aims to manage the regional transportation system to improve the transportation system for users through traffic management, traveler information efforts, and transit service improvements.	MTC will program these projects directly into the TIP.	April 2006	\$44 million
3. CMA Planning Activities	3% STP Planning and T-PLUS.	MTC will program these funds directly into the TIP.	CMA Planning Funds – April 2006	\$11 million
4a. Local Streets and Roads Rehabilitation Shortfall	Local roadway rehabilitation projects on the Federal-Aid System. \$0.8 million of this program will be used to fund the continuation of the Pavement Technical Assistance Program (PTAP).	CMA's will solicit projects and subsequently submit an approved list of projects to MTC for final approval. MTC will program these funds directly into the TIP.	TBD by each CMA to be obligated no later than FY 2008-09 April 2006	\$66 million
4b. Transit Capital Rehabilitation Shortfall	To be held in reserve pending discussions with the General Managers and the Partnership.	N/A	TBD	\$64 million

APPENDIX A-1: THIRD CYCLE PROGRAM AND POLICIES SUMMARY (CONTINUED)

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
5. TLC/HIP & Station Area Planning	TLC/HIP Capital Program, TLC/HIP Planning Program, and Station Area Planning Program County TLC/HIP Program	MTC will solicit projects and program into the TIP The CMAs will select projects for the County TLC/HIP Program and subsequently submit an approved list of projects to MTC for final approval into the TIP.	First Call Spring 2006; Future TBD TBD by each CMA to be obligated no later than FY 2008-09	\$74 million
6. Regional Bicycle and Pedestrian	Third Cycle funding will be directed to the County component of the RBP Program. The regionally competitive component was programmed in the Second Cycle.	The CMAs will select projects for the County RBP Program and subsequently submit an approved list of projects to MTC for final approval.	TBD by each CMA to be obligated no later than FY 2008-09	\$24 million
Total Third Cycle Program:				\$300 million

**SAFETEA STP/CMAQ Third Cycle
 Appendix A-2: Regional Operations Programs
 December 21, 2005**

Regional Operations	Third Cycle		
	07/08	08/09	Total
511 - TravInfo™	8,000	7,000	15,000
TransLink®	2,200	0	2,200
Ride share	3,700	1,700	5,400
Freeway Operations/ Traffic Operations System (TOS)	4,300	2,200	6,500
Incident Management	5,200	5,400	10,600
Regional Transit Information System (RTIS)	1,500	1,500	3,000
Regional Transit Marketing and Market Research Services	700	700	1,400
Performance Monitoring	200	200	400
Regional Operations Total	\$25,800	\$18,700	\$44,500

SAFETEA STP/CMAQ Third Cycle

Appendix A-3: CMA Transportation / Land Use and 3% Planning Activities

April 25, 2007

County	FY 2006-07	FY 2007-08				FY 2008-09				Third Cycle
	FY 2006-07 Initial * Augmentation Amount	3% Planning Based on SAFETEA Estimates *** of \$84,000,000	Initial * and Secondary ** Augmentation	Transportation / Land Use	STP Total	3% Planning Based on SAFETEA Estimates *** of \$85,000,000	Secondary ** Augmentation	Transportation / Land Use	STP Total	STP Total
Alameda	\$135,000	\$540,000	\$135,000	\$150,000	\$825,000	\$540,000	\$135,000	\$150,000	\$825,000	\$1,785,000
Contra Costa	\$135,000	\$360,000	\$135,000	\$150,000	\$645,000	\$370,000	\$135,000	\$150,000	\$655,000	\$1,435,000
Marin	\$135,000	\$240,000	\$135,000	\$150,000	\$525,000	\$240,000	\$135,000	\$150,000	\$525,000	\$1,185,000
Napa	\$135,000	\$240,000	\$135,000	\$150,000	\$525,000	\$240,000	\$135,000	\$150,000	\$525,000	\$1,185,000
San Francisco	\$135,000	\$280,000	\$135,000	\$150,000	\$565,000	\$290,000	\$135,000	\$150,000	\$575,000	\$1,275,000
San Mateo	\$135,000	\$260,000	\$135,000	\$150,000	\$545,000	\$260,000	\$135,000	\$150,000	\$545,000	\$1,225,000
Santa Clara	\$135,000	\$620,000	\$135,000	\$150,000	\$905,000	\$630,000	\$135,000	\$150,000	\$915,000	\$1,955,000
Solano	\$135,000	\$240,000	\$135,000	\$150,000	\$525,000	\$240,000	\$135,000	\$150,000	\$525,000	\$1,185,000
Sonoma	\$135,000	\$240,000	\$135,000	\$150,000	\$525,000	\$240,000	\$135,000	\$150,000	\$525,000	\$1,185,000
Total	\$1,215,000	\$3,020,000	\$1,215,000	\$1,350,000	\$5,585,000	\$3,050,000	\$1,215,000	\$1,350,000	\$5,615,000	\$12,415,000

* \$1,800,000 Initial Augmentation: \$1,215,000 available in FY 2006-07, with remaining balance of \$585,000 available in FY 2007-08.

** \$1,845,000 Secondary Augmentation: \$630,000 available in FY 2007-08 to complement initial augmentation of \$585,000 for total of \$1,215,000, with remaining balance of \$1,215,000 available in FY 2008-09.

*** Each county receives a minimum of \$240,000. STP estimate for FY 2007/08 = \$84,000,000. STP estimate for FY 2008/09 = \$85,000,000

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**SAFETEA STP/CMAQ Third Cycle
Appendix A-4: Local Streets and Roads Rehabilitation Shortfall
December 21, 2005**

County	T2030 LS&R Formula ("Old MTS" Shortfall)		Revised "New" LS&R Formula *		Hybrid Formula * - 3rd Cycle Programming -	
	(% Share)	(\$ Amount)	(% Share)	(\$ Amount)	(% Share)	(\$ Amount)
Alameda **	10%	\$6,520,000	17.9%	\$11,668,235	13.9%	\$9,090,000
Contra Costa **	11%	\$7,172,000	14.3%	\$9,323,306	12.6%	\$8,250,000
Marin	6%	\$3,912,000	4.7%	\$3,052,730	5.3%	\$3,480,000
Napa	6%	\$3,912,000	3.2%	\$2,059,559	4.6%	\$2,990,000
San Francisco	9%	\$5,868,000	9.7%	\$6,342,704	9.4%	\$6,110,000
San Mateo	7%	\$4,564,000	10.4%	\$6,788,571	8.7%	\$5,680,000
Santa Clara	28%	\$18,256,000	21.1%	\$13,759,482	24.6%	\$16,010,000
Solano **	3%	\$1,956,000	7.5%	\$4,884,409	5.2%	\$3,420,000
Sonoma	20%	\$13,040,000	11.2%	\$7,321,004	15.6%	\$10,180,000
SubTotal	100.0%	\$65,200,000	100.0%	\$65,200,000	100.0%	\$65,200,000
PTAP						\$800,000
Total						\$66,000,000

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Notes:

* "Revised LS&R Formula" is based on 31% Population, 31% Lane Mileage, 31% Arterial & Collector Shortfall, & 7% Performance. The Hybrid Formula used for Third Cycle takes the Average between the old formula and new formula.

** Counties that need to program a guaranteed minimum to the County itself to meet state statute - California Streets and Highways Code Section 182.6(d)(2): Alameda County (\$987,000); Contra Costa County (\$902,000); and Solano County (\$1,056,000). This requirement does not preclude counties from being programmed more funding that what is required by the statute.

SAFETEA STP/CMAQ/TE Third Cycle
Appendix A-5: TLC / HIP Program: County Element
December 21, 2005

County	Cycle 1		Cycle 2			Cycle 3		2006 STIP Total
	2003-04	2004-05	2005-06	2006-07	2007-08	2007-08	2008-09	
County TLC - RTIP TE (Enhancement) Funding *								
Alameda	0	0	0	1,130	746	1,216	2,040	5,132
Contra Costa	0	0	0	681	449	844	1,365	3,339
Marin	0	0	0	214	141	277	444	1,076
Napa	0	0	0	133	88	181	287	689
San Francisco	0	0	0	577	381	612	1,126	2,696
San Mateo	0	0	0	595	393	606	1,259	2,853
Santa Clara	0	0	0	1,322	873	1,690	2,715	6,600
Solano	0	0	0	346	228	375	626	1,575
Sonoma	0	0	0	424	279	466	766	1,934
Total:	0	0	0	5,422	3,578	6,267	10,628	25,895

* Non-Federal Match to federal TE funds included in the RTIP TE amounts

County	2005 DOF Population	% of Region's Population	Cycle 2			Cycle 3		SAFETEA Total
			2005-06	2006-07	2007-08	2007-08	2008-09	
County TLC - CMAQ Funding **						4,500	4,500	9,000
Alameda	1,507,500	21.2%	0	0	0	950	950	1,900
Contra Costa	1,020,898	14.4%	0	0	0	650	650	1,300
Marin	252,485	3.6%	0	0	0	160	160	320
Napa	133,294	1.9%	0	0	0	80	80	160
San Francisco	799,263	11.3%	0	0	0	510	510	1,020
San Mateo	723,453	10.2%	0	0	0	460	460	920
Santa Clara	1,759,585	24.8%	0	0	0	1,120	1,120	2,240
Solano	421,657	5.9%	0	0	0	270	270	540
Sonoma	478,440	6.7%	0	0	0	300	300	600
Total:	7,096,575	100.0%	0	0	0	4,500	4,500	9,000

** Project Sponsor must provide non-federal match of 11.5% to the CMAQ amounts listed.

County	Cycle 1		Cycle 2			Cycle 3		2006 STIP SAFETEA Total
	2003-04	2004-05	2005-06	2006-07	2007-08	2007-08	2008-09	
County TLC - TOTAL Funding								
Alameda	0	0	0	1,130	746	2,166	2,990	7,032
Contra Costa	0	0	0	681	449	1,494	2,015	4,639
Marin	0	0	0	214	141	437	604	1,396
Napa	0	0	0	133	88	261	367	849
San Francisco	0	0	0	577	381	1,122	1,636	3,716
San Mateo	0	0	0	595	393	1,066	1,719	3,773
Santa Clara	0	0	0	1,322	873	2,810	3,835	8,840
Solano	0	0	0	346	228	645	896	2,115
Sonoma	0	0	0	424	279	766	1,066	2,534
Total:	0	0	0	5,422	3,578	10,767	15,128	34,895
Third Cycle Total:						10,767	15,128	25,895

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**SAFETEA STP/CMAQ Third Cycle
Appendix A-6: Regional Bicycle and Pedestrian Program: County Element
December 21, 2005**

County	2000 Census Population	% of Region's Population	2007-08	2008-09	Total
RBP Program County Portion - CMAQ Funding *			12,000,000	12,000,000	24,000,000
Alameda **	1,443,741	21.3%	2,550,000	2,550,000	5,100,000
Contra Costa	948,816	14.0%	1,680,000	1,680,000	3,360,000
Marin	247,289	3.6%	440,000	440,000	880,000
Napa	124,279	1.8%	220,000	220,000	440,000
San Francisco **	776,733	11.4%	1,370,000	1,370,000	2,740,000
San Mateo	707,161	10.4%	1,250,000	1,250,000	2,500,000
Santa Clara	1,682,585	24.8%	2,980,000	2,980,000	5,960,000
Solano	394,542	5.8%	700,000	700,000	1,400,000
Sonoma	458,614	6.8%	810,000	810,000	1,620,000
Total	6,783,760	100.0%	12,000,000	12,000,000	24,000,000

* Project Sponsor must provide non-federal match of 11.5% to the CMAQ amounts listed.

** Alameda and San Francisco may swap out a portion of their RBP Program CMAQ funding

NOTE: Funds may be programmed in any year shown, conditioned upon the availability of OA. Once programmed, the funds must be obligated in the fiscal year programmed in the TIP and all funds must be obligated no later than May 31, 2009.

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

Project Category and Title	County	Implementing Agency	Third Cycle Funding (thousand \$)
SAFETEA STP/CMAQ THIRD CYCLE PROGRAMMING			
1. CLEAN AIR PROGRAM			
Annual Spare the Air	Region-Wide	BAAQMD	\$2,000
Eastern Solano CMAQ Program (Reserve)	Solano	TBD	\$2,500
<i>Specific projects TBD by Solano Transportation Authority (STA)</i>			
Clean Air in Motion (CAM)			
Spare the Air Free Transit - FY 2005-06	Region-Wide	MTC	\$4,500
Spare the Air Free Transit - FY 2006-07	Region-Wide	MTC	\$7,500
SUBTOTAL			\$16,500
2. REGIONAL OPERATIONS PROGRAMS			
511 - TravInfo™	Region-Wide	MTC	\$15,000
TransLink®	Region-Wide	MTC	\$2,200
Ride share	Region-Wide	MTC	\$5,400
Freeway Operations/ Traffic Operations System (TOS)	Region-Wide	MTC	\$6,500
Incident Management	Region-Wide	MTC	\$10,600
Regional Transit Information System (RTIS)	Region-Wide	MTC	\$3,000
Regional Transit Marketing and Market Research Services	Region-Wide	MTC	\$1,400
Performance Monitoring	Region-Wide	MTC	\$400
SUBTOTAL			\$44,500
3. CONGESTION MANAGEMENT AGENCY (CMA) PLANNING ACTIVITIES			
3% STP CMA Planning funds			
3% STP CMA Planning funds - Alameda	Alameda	ACCMA	\$1,485
3% STP CMA Planning funds - Contra Costa	Contra Costa	CCTA	\$1,135
3% STP CMA Planning funds - Marin	Marin	TAM	\$885
3% STP CMA Planning funds - Napa	Napa	NCTPA	\$885
3% STP CMA Planning funds - San Francisco	San Francisco	SFCTA	\$975
3% STP CMA Planning funds - San Mateo	San Mateo	SMCCAG	\$925
3% STP CMA Planning funds - Santa Clara	Santa Clara	VTA	\$1,655
3% STP CMA Planning funds - Solano	Solano	STA	\$885
3% STP CMA Planning funds - Sonoma	Sonoma	SCTA	\$885
MTC/CMA Transportation/Land Use Planning Support			
MTC/CMA Transportation/Land Use Planning Support - Alameda	Alameda	ACCMA	\$300
MTC/CMA Transportation/Land Use Planning Support - Contra Costa	Contra Costa	CCTA	\$300
MTC/CMA Transportation/Land Use Planning Support - Marin	Marin	TAM	\$300
MTC/CMA Transportation/Land Use Planning Support - Napa	Napa	NCTPA	\$300
MTC/CMA Transportation/Land Use Planning Support - San Francisco	San Francisco	SFCTA	\$300
MTC/CMA Transportation/Land Use Planning Support - San Mateo	San Mateo	SMCCAG	\$300
MTC/CMA Transportation/Land Use Planning Support - Santa Clara	Santa Clara	VTA	\$300
MTC/CMA Transportation/Land Use Planning Support - Solano	Solano	STA	\$300
MTC/CMA Transportation/Land Use Planning Support - Sonoma	Sonoma	SCTA	\$300
SUBTOTAL			\$12,415

4a. LS&R REHABILITATION SHORTFALL			
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$800
Local Streets and Roads Rehabilitation	Region-Wide		\$65,200
<i>Specific projects TBD by CMAAs</i>			
Castro Valley Blvd Rehabilitation	Alameda	Alameda County	\$841
University Ave Rehabilitation	Alameda	Berkeley	\$630
Various Streets Rehabilitation	Alameda	Fremont	\$2,850
Various Streets Rehabilitation	Alameda	Hayward	\$880
Murrieta Blvd Rehabilitation	Alameda	Livermore	\$486
Various Streets Rehabilitation	Alameda	Oakland	\$2,486
Washington Ave Rehab: San Lorenzo Crk to I-880	Alameda	San Leandro	\$491
Alvarado-Niles Road Rehabilitation	Alameda	Union City	\$426
Byron Highway Rehabilitation	Contra Costa	CC County	\$902
Stone Valley Rod Rehabilitation	Contra Costa	CC County	\$540
San Pablo Dam Road Rehabilitation	Contra Costa	CC County	\$540
Concord - Clayton Road Rehabilitation	Contra Costa	Concord	\$540
Various Streets Rehabilitation	Contra Costa	El Cerrito	\$540
Mt. Diablo Blvd Rehabilitation	Contra Costa	Lafayette	\$540
Alhambra Avenue Rehabilitation	Contra Costa	Martinez	\$540
Moraga Road Rehabilitation	Contra Costa	Moraga	\$540
Moraga Way Rehab: Phase II	Contra Costa	Orinda	\$540
Appian Way Rehab: Phase II	Contra Costa	Pinole	\$540
Harbor Street Rehabilitation	Contra Costa	Pittsburg	\$540
Contra Costa Blvd Rehabilitation	Contra Costa	Pleasant Hill	\$540
San Pablo Ave Rehabilitation	Contra Costa	San Pablo	\$328
San Ramon Valley Blvd. Rehabilitation	Contra Costa	San Ramon	\$540
Treat Blvd Rehabilitation	Contra Costa	Walnut Creek	\$540
West American Canyon Road Rehabilitation	Napa	Amer Canyon	\$281
Browns Valley Road Rehabilitation	Napa	Napa, City of	\$664
Soscol Avenue Rehabilitation	Napa	Napa, City of	\$221
Imola Road Rehabilitation	Napa	Napa, City of	\$574
Deer Park Road Rehabilitation	Napa	Napa County	\$1,250
Marin US 101 HOV Gap Closure	Marin	Caltrans	\$3,480
Various Streets Rehabilitation	Santa Clara	Campbell	\$299
Various Street Rehabilitation	Santa Clara	Cupertino	\$327
Forest Street Rehabilitation	Santa Clara	Gilroy	\$286
Grant Road Rehabilitation	Santa Clara	Los Altos	\$109
Fremont Road Rehabilitation	Santa Clara	Los Altos Hills	\$178
Various Streets Rehabilitation	Santa Clara	Los Gatos	\$272
S. Park Victoria Drive Rehabilitation	Santa Clara	Milpitas	\$490
Main Street Rehabilitation	Santa Clara	Morgan Hill	\$286
California Street Rehab Phase II	Santa Clara	Mountain View	\$367
California Ave & Newell Rd Rehab	Santa Clara	Palo Alto	\$557
Various Streets Rehabilitation	Santa Clara	San Jose	\$6,546
Tasman Dr. and Homestead Rd. Rehab	Santa Clara	Santa Clara	\$653
Montague Expwy Rehab Phase I & II	Santa Clara	Santa Clara Co	\$237
Capitol Expwy. Rehabilitation	Santa Clara	Santa Clara Co	\$895
Oregon/Page Mill Expwy Rehab	Santa Clara	Santa Clara Co	\$1,256
Various Non-Expressway Rehab	Santa Clara	Santa Clara Co	\$1,701
Various Streets Rehabilitation	Santa Clara	Saratoga	\$367

Various Streets Rehabilitation	Santa Clara	Sunnyvale	\$1,184
San Francisco - Cortland Avenue Rehabilitation	San Francisco	San Francisco	\$1,250
South of Market Various Streets Rehab.	San Francisco	San Francisco	\$4,860
Valparaiso Avenue Rehabilitation	San Mateo	Atherton	\$470
Burlingame - Various Streets Rehabilitation	San Mateo	Burlingame	\$278
East Market & Hillside Blvd Rehabilitation	San Mateo	Daly City	\$350
Foster City Boulevard Rehabilitation	San Mateo	Foster City	\$337
Shell Boulevard Rehabilitation	San Mateo	Foster City	\$140
Sand Hill Road Rehabilitation	San Mateo	Menlo Park	\$707
Oak Grove Avenue Rehab	San Mateo	Menlo Park	\$109
Skyline Boulevard Rehabilitation	San Mateo	Milbrae	\$124
Palmetto Avenue Rehabilitation	San Mateo	Pacifica	\$405
Sharp Park Road Rehabilitation	San Mateo	Pacifica	\$165
Terra Nova Blvd. Rehabilitation	San Mateo	Pacifica	\$175
Oddstad Boulevard Rehabilitation	San Mateo	Pacifica	\$150
Alameda de Las Pulgas/Bay Rd. Rehab	San Mateo	Redwood City	\$900
Alameda de Las Pulgas Rd. Rehab	San Mateo	San Carlos	\$220
Poplar Avenue Rehabilitation	San Mateo	San Mateo	\$325
J. Hart Clinton Rehabilitation	San Mateo	San Mateo	\$575
Bay Road Rehabilitation	San Mateo	San Mateo Co	\$250
West "K" Street Rehabilitation	Solano	Benicia	\$200
North Fourth St and East "A" St Rehab	Solano	Dixon	\$130
Hilborn Road Rehabilitation	Solano	Fairfield	\$535
Second Street Rehabilitation	Solano	Rio Vista	\$77
Various Streets Rehabilitation	Solano	Solano County	\$1,056
Sunset Ave Rehabilitation	Solano	Suisun City	\$203
Nut Tree Road Rehabilitation	Solano	Vacaville	\$342
Dobbins St/E Monte Vista Ave Rehab	Solano	Vacaville	\$180
Lemon Street Rehabilitation	Solano	Vallejo	\$697
Sonoma - Andrieux Street Rehabilitation	Sonoma	City of Sonoma	\$150
Cloverdale - Jefferson Street Reconstruction	Sonoma	Cloverdale	\$150
Cotati - Old Redwood Highway South Rehab	Sonoma	Cotati	\$150
Healdsburg - Matheson Street Rehabilitation	Sonoma	Healdsburg	\$166
Petaluma - East Washington and 6th Street Rehab	Sonoma	Petaluma	\$957
Rohnert Park - Various Streets Rehabilitation	Sonoma	Rohnert Park	\$632
Santa Rosa - Various Streets Rehabilitation	Sonoma	Santa Rosa	\$2,008
Sebastopol - Various Streets Rehabilitation	Sonoma	Sebastopol	\$150
Sonoma County - Various Streets Rehabilitation	Sonoma	Sonoma County	\$5,486
Windsor - Conde Lane and Hembree Lane Rehab	Sonoma	Windsor	\$321
SUBTOTAL			\$66,000

4b. TRANSIT CAPITAL REHABILITATION SHORTFALL			
Transit Capital Rehabilitation			
BART Car Replacement	Region-Wide	BART	\$45,365
AC Transit Early Bus Replacement	Region-Wide	AC Transit	\$4,577
Zero Emission Bus Advanced Demonstration	Region-Wide	AC Transit/VTA	\$14,058
<i>Unprogrammed Balance</i>	Region-Wide		\$0
SUBTOTAL			\$64,000

5. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) PROGRAM **			
TLC/HIP Planning Grants (Reserve)	Region-Wide	MTC	\$880
<i>Specific projects TBD by the Commission</i>			
Regional Transportation for Livable Communities (TLC)			\$16,690
<i>Specific projects TBD by the Commission</i>			
Ashby BART Station/ED Roberts Campus	Alameda	Berkeley	\$2,000
Bay Street Streetscape Project	Alameda	Fremont	\$1,570
Downtown Livermore Pedestrian Transit Connections Program	Alameda	Livermore	\$1,200
West Oakland Seventh Street Transit Village Streetscape	Alameda	Oakland	\$1,900
Monument Blvd. And Meadow Lane Pedestrian Infrastructure Improvements	Contra Costa	Concord	\$1,200
San Pablo Avenue Streetscape, Pedestrian Access and Corridor Revitalization	Contra Costa	El Cerrito	\$1,800
Third Street Promenade	Santa Clara	Morgan Hill	\$1,700
A Renewed Valencia Streetscape Phase 1	San Francisco	San Francisco	\$2,600
Mission Street Pedestrian and Transit Improvements (Intersection Only)	San Mateo	Daly City	\$900
BART Linear Park	San Mateo	South SF	\$970
Downtown Mixed Use Housing and Transit Mall Connectivity Improvements	Sonoma	Santa Rosa	\$850
Regional Housing Incentive Program (HIP)			\$21,110
<i>Specific projects TBD by the Commission</i>			
E. Dublin BART Station Corridor Enh.	Alameda	Dublin	\$1,743
W. Dublin BART Station Corridor Bike/Ped Enh.	Alameda	Dublin	\$1,257
San Pablo/MacArthur Bike/Ped Imps.	Alameda	Emeryville	\$128
Latham & Telegraph Improvement	Alameda	Oakland	\$2,470
Hercules Intercity Rail Station	Contra Costa	Hercules	\$2,000
San Jose State Univ. / Japantown Pedestrian Imps.	Santa Clara	San Jose	\$3,000
Mission St. Ped. Improvements. Ph. I	San Mateo	Daly City	\$88
Villa Montgomery Streetscape	San Mateo	Redwood City	\$388
Downtown Vallejo Enhancement: Phase 1	Solano	Vallejo	\$580
Smart Regional Bike/Ped Path: Ph. III	Sonoma	SMART	\$434
<i>Unprogrammed Balance</i>			\$9,022
Station Area Planning (Reserve)	Region-Wide		\$9,200
<i>Specific projects TBD by the Commission</i>			
County TLC/HIP	Region-Wide		\$9,000
<i>Specific projects TBD by CMAs</i>			
Union City Intermodal Station	Alameda	Union City	\$1,900
San Pablo Avenue Streetscape	Contra Costa	El Cerrito	\$506
Fairfax: Center Blvd Streetscape Improvements	Marin	Fairfax	\$320
San Bruno BART Linear Park	San Mateo	South SF	\$590
Rohnert Park - City Center Plaza Pedestrian Imps	Sonoma	Rohnert Park	\$600
<i>Unprogrammed Balance</i>			\$5,084
<i>Specific TE projects TBD by CMAs and programmed in STIP with TE funds</i>	Region-Wide	Various	\$16,895
SUBTOTAL			\$73,775

6. REGIONAL BICYCLE/PEDESTRIAN PROGRAM

County Bike/Ped Program	Region-Wide	TBD	
<i>Specific projects TBD by CMAs</i>			
Concord Blvd. Gap Closure, Phase 2	Contra Costa	Concord	\$800
Central Richmond Greenway (East Segment)	Contra Costa	Richmond	\$1,000
Mokelumne Trail Bike/Ped Overcrossing	Contra Costa	St. Rte. 4 BA	\$1,500
Mission St. Ped. Improvements. Ph. I	San Mateo	Daly City	\$500
San Pedro Terrace Multi-Purpose Trail	San Mateo	Pacifica	\$1,000
Delaware Street Improvement	San Mateo	San Mateo	\$283
Mirada Surf Coastal Bike and Pedestrian Trail	San Mateo	San Mateo Co	\$181
San Bruno BART Linear Park	San Mateo	South SF	\$537
Borregas Ave/US 101/SR 237 Bike/Ped Bridges	Santa Clara	Sunnyvale	\$1,895
<i>Unprogrammed Balance</i>			\$16,304
SUBTOTAL			\$24,000

Third Cycle Total

\$301,190

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* NOTE: Attachment A, Third-Cycle Project Selection Criteria and Programming Policies, govern this project list. All changes resulting in funding to a 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 in the TIP.

** The programming commitments within the regional TLC Program are subject to change based on evaluation of the TLC Program and Transit-Oriented Development (TOD) policy.