APPENDIX A – 26

Specific Funding Programs

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.

MTC Resolution No. 3925

Date:	October 28, 2009	
W.I.:	1512	
Referred by:	PAC	
Revised:	12/16/09-C	07/28/10-C
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	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	

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

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

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

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

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

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

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

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

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

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

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

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

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

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

Date: November 18, 2009
W.I.: 1512
Referred by: PAC
Revised: 12/16/09-C 02/22/12-C
03/28/12-C 04/25/12-C
05/22/13-C

Attachment A
Resolution No. 3925

New Surface Transportation Authorization Act

Cycle 1 STP/CMAQ Project Selection Criteria and Programming Policy

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

Cycle 1 STP/CMAQ
Policy and Programming

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BACKGROUND

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

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

NEW ACT FUND ESTIMATE

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

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

American Recovery and Reinvestment Act (ARRA) Backfill funding: The region will also be the beneficiary of $105 million in Regional Transportation Improvement Program/ Corridor Mobility Improvement Account (RTIP/CMIA) bond funding capacity as well as $7.5 million in TE for programming consideration as a result of recent ARRA programming activities.

"Anticipated" Funding: Further, $235 million is identified as "anticipated" over the six year period, which represents the additional increment of funding consistent with the House Transportation and Infrastructure Committee $500 billion proposal for authorization (10% growth rate). Staff recommends programming the first three years of

this amount (estimated to $60 million) under Cycle 1 should apportionments come in higher, once the New Act is authorized. Any increment realized would be allocated proportionately among the programs using the overall framework amounts shown under "anticipated revenue" as a guide and be taken to the Commission for approval. This approach applies only up to $235 million in revenues over the New Act period. Any revenue exceeding this amount is to be discussed further by the Partnership and other transportation stakeholders and ultimately is up to the discretion of the Commission.

New Act "Anticipated Funds" Distribution

(millions $s)

T 2035 Core Programs	Revenue Shares	Fund Amount
Freeway Performance Initiative (FPI)	13%	31
Climate Initiatives	20%	48
Regional Bicycle Program	8%	19
Transportation for Livable Communities (TLC)	18%	42
Transit Capital Rehabilitation	17%	39
Local Streets and Roads Rehabilitation*	23%	55
Total	**100%**	**235**

CYCLE 1 PROGRAMMING APPROACH

Resolution 3925 establishes an overall framework for this $1.4 billion in new funding spanning the six-year new surface transportation authorization act. As a starting point for determining Cycle 1 program commitments over the first three years of the six year New Act period, staff discussed with the Partnership the full six-year range of revenues and program needs to pinpoint program issues such as delivery schedules and when the programs' greatest needs occur, with an objective towards balancing needs over both the Cycle 1 (FY 2009-10, FY 2010-11, and FY 2011-12) and Cycle 2 (FY 2012-13, FY 2013-14, and FY 2014-15) periods. The overall six year framework is presented in Appendix A-1 showing revenues and program outlays for this $1.4 billion in new funding

While staff is presenting this overall programming framework, the Commission is being requested to adopt funding commitments for the first three-year period of as part of this resolution (Cycle 1, ARRA Backfill, and initial contingency priorities for "anticipated" revenues). In approximately two years, the Partnership and Commission will revisit the final three years of programming as laid out by the overall policy framework, once the new transportation authorization act has been enacted giving the region the opportunity to assess developments in revenue, new program requirements and regulations; and individual program issues

Programming of "anticipated" funding will await federal authorization legislation which will establish authorization levels and the availability of this funding increment. Then this resolution

will be revised by the Commission to provide this funding to T2035 core programs as designated in these Cycle 1 STP/CMAQ policies.

GENERAL PROGRAMMING POLICIES

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in the *MTC Public Participation Plan*, Resolution No. 3821. The Commission's adoption of the STP/CMAQ Cycle 1 program, including policy and procedures meet the provisions of the MTC *Public Participation Plan*. MTC's advisory committees and the Bay Area Partnership have been consulted in the development of funding commitments and policies for this program; and opportunities have been provided to other stakeholders and members to comment.

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

2. **2009 Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 1 STP/CMAQ program must be amended into the 2009 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or are subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes.

3. **Minimum Grant Size.** STP/CMAQ grants per project cannot be programmed for less than $500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and $250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Roads distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC, Caltrans, and Federal Highway Administration staff.

4. **Commission Approval of Programs and Projects.** Federal funds are not accessible to a project sponsor unless they are included or "programmed" in the Transportation Improvement Program (TIP). The following steps lead up to the final TIP programming action by the Commission, which constitutes the final approval of funding to a program or project:

   a) <u>Program Development</u> including the development of objectives, eligibility criteria, and program rules. With the exception of indivisible projects/programs where no subsequent project selection occurs, many programs will require the subsequent

selection of a set of projects that meet the program rules and criteria. In this case, staff further develops federal funding programs in cooperation with the Partnership including public input; and takes the final program policy/rules or any subsequent revisions to the Commission for approval.

b) Selection of Projects: A program and its policies, which are approved by the Commission, govern the selection of projects. Attachment B, "Project List", to Resolution 3925 sets forth the programs and projects to be funded under the Cycle 1 Programming Policy. Depending on project selection responsibility, there are two scenarios:

- Outside agency staff and their governing boards (i.e. Congestion Management Agencies) manage a project selection process. For example, responsibility for project selection for a given Cycle 1 funding program (i.e. County TLC Program, Local Streets and Roads Rehabilitation Shortfall Program, Regional Bicycle Program) is assigned to Congestion Management Agencies (CMAs). In this case, the Commission will revise the TIP to include the resulting projects; and Attachment B may be amended by MTC's Executive Director to reflect these revisions.
- MTC staff and the Commission manage a project selection process. For example, responsibility for the project selection for a given Cycle 1 funding program (i.e. Regional TLC Program, Climate Initiatives) where responsibility for project selection in the framework of a Cycle 1 funding program is assigned to MTC, TIP amendments and a revision to Attachment B will be taken to the Commission for its review and approval.

c) TIP Revisions: All projects selected for funding in the Cycle 1 program must be in the TIP. Therefore, MTC will take action on each project as the funds are included in a TIP or any subsequent revision to a TIP project listing. MTC's Executive Director may update Attachment B to reflect approval of the funds in the TIP.

5. **Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2009 air quality conformity finding has been completed for the 2009 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 1 Program until the development of the 2011 TIP during spring 2010. Additionally, the U.S. Environmental Protection Agency designated the Bay Area as a non-attainment area for PM 2.5 starting December 14, 2009. Within 12 months of effective date of this classification, based on consultation with the MTC Air Quality Conformity Task Force, projects deemed "Projects of Air Quality Concern" must complete a hot-spot analysis required by the Transportation Conformity Rule. Generally Projects of Air Quality Concern are those projects result in significant increases in the number of or emissions from diesel vehicles.

6. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section

21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

7. **Application, Resolution of Local Support**. Project sponsors/ implementing agencies must submit a completed project application for each project proposed for funding through MTC's Funding Management System (FMS). The project application consists of two parts: 1) an application submittal and/or TIP revision request to MTC staff and 2) Resolution of Local Support approved by the project sponsor/ implementing agency's governing board or council. A template for the resolution of local support can be downloaded from the MTC website using the following link:
http://www.mtc.ca.gov/funding/STPCMAQ/STP_CMAQ_LocalSupportReso.doc
Sponsors of projects that have previously received STP/CMAQ or State Improvement Program (STIP) funds may rely on the prior Resolution of local support prepared for the same project, provided that the project scope remains unchanged.

8. **Project Screening and Compliance with Regional and Federal Requirements.** MTC staff will perform a review of projects proposed for the Cycle 1 STP/CMAQ Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. In addition, project sponsors must adhere to directives such as "Complete Streets" (MTC Routine Accommodations for Bicyclists and Pedestrians); and the Regional Project Funding Delivery Policy as outlined below; and provide the required non-federal matching funds. Project sponsors should note that fund source programs, eligibility criteria, and regulations may change as a result of the passage of new surface transportation authorization legislation. In this situation, MTC staff will work to realign new fund sources with the funding commitments approved by the Commission.

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

   CMAQ funding applies to new or expanded transportation projects, programs, and operations that help reduce emissions. Eligible project categories that meet this basic criteria include: Transportation activities in approved State Implementation Plan (SIP), Transportation Control Measures (TCMs), public-private partnerships, alternative fuels, traffic flow improvements, transit projects (facilities, vehicles, operating assistance up to three years), bicycle and pedestrian facilities and programs, travel demand management, outreach and rideshare activities, telecommuting programs, intermodal freight, planning and project development activities, Inspection and maintenance programs, magnetic levitation transportation technology deployment program, and experimental pilot projects. For more detailed guidance see the *CMAQ Program Guidance* (FHWA, November 2008).

- RTP Consistency: Projects included in the Cycle 1 STP/CMAQ Program must be consistent with the adopted Regional Transportation Plan (RTP), according to federal planning regulations. Each project included in the Cycle 1 Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number or reference.

- Complete Streets (MTC Routine Accommodations of Pedestrians and Bicyclists Policy): Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. MTC's Complete Streets policy (Resolution No. 3765) created a checklist that is intended for use on projects to ensure that the accommodation of non-motorized travelers are considered at the earliest conception or design phase. The county Congestion Management Agencies (CMAs) ensure that project sponsors complete the checklist before projects are submitted to MTC. CMAs are required to make completed checklists available to their Bicycle and Pedestrian Advisory Committee (BPAC) for review prior to project programming in the TIP. Other state policies include, Caltrans Complete Streets Policy Deputy Directive 64 R1 which stipulates: pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products and SB 1358 California Complete Streets Act, which requires local agency general plan circulation elements to address all travel modes.

- Regional Project Delivery Policy. Cycle 1 STP/CMAQ funding is available in the following three fiscal years: FY 2009-10, 2010-11, and 2011-12. Funds may be programmed in any one of these years, conditioned upon the availability of obligation authority (OA). This will be determined through the development of an annual obligation plan, which is developed in concert with the Partnership and project sponsors. However, funds MUST be obligated in the fiscal year programmed in the TIP, with all Cycle 1 funds to be obligated no later than April 30, 2012, except the Lifeline Transportation Program (LTP), Doyle Drive Presidio Parkway, the small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, projects subject to the dissolution of the redevelopment agencies, and Climate Initiative Innovative Grant projects. Specifically, the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within the federal fiscal year that the funds are programmed in the TIP. The LTP funds advanced from Cycle 2 have an obligation deadline consistent with the LTP requirements.

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

keep grants active. The failure to meet these deadlines will result in the deobligation of any unexpended fund balances for the project.

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

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

- Priority Development Areas (PDA) Based Funding Decisions: In Transportation 2035, the Commission's transportation/land use and climate change policies seek to align "focused growth" land use principles and transportation investments. As part of the ARRA program adoption last February, the Commission directed staff to begin developing a PDA investment strategy in advance of the new federal authorization. As it relates to the New Act programming, the following policies support PDA based funding strategies:
    - *Transportation for Livable Communities:* All TLC projects must be located in priority development areas with additional weight given in project evaluation depending on whether the projects are in planned or proposed PDAs and based on proposed development intensity.
    - *Climate Initiatives:* For the Innovative Grant element of the Climate Initiative, priority will be given to projects that are in PDAs, in addition to other program criteria and weighting factors.
    - *Rehabilitation* – Streets and Roads and Transit: The current distribution formula prioritizes funding for local jurisdictions that are considered high-intensity PDAs. The allocation formula for streets and roads rehabilitation contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The population and lane mileage factors result in the support of PDAs. To ensure this PDA emphasis, CMAs should, in general, use the same allocation formula for streets and roads distribution within the counties. The CMAs, through a required Strategic Plan, may proposal some modifications, including deferring some jurisdiction programming to Cycle 2 or using local funds, to address the competing objective of adhering to federal grant minimums.

PROGRAMMING CATEGORIES

The below table presents the New Act, Cycle 1 STP/CMAQ Program commitments followed by their program descriptions. In October the Commission approved STP/CMAQ funding for Regional Planning and Regional Operations programs, which was directed to continuing the on-going programs from SAFETEA that have a basis in the needs identified in Transportation 2035. Specific programs, projects and their Cycle 1 funding amounts are listed in Attachment B, including anticipated Cycle 2 commitments for information purposes. Additionally Appendix A-2 presents the specifics on the schedules of the various programs under the Cycle 1 STP/CMAQ program.

Cycle 1 Funding Summary (millions $, rounded)

Program Categories	ARRA Backfill TE/RTIP/CMIA Commitments	STP/CMAQ Commitments	3-year Total
1. SAFETEA OA Carryover	0	$54	$54
2. Regional Planning	0	$23	$23
3. Regional Operations	0	$84	$84
4. Freeway Performance Initiative	$74	$31	$105
5. Climate Initiatives	0	$80	$80
6. Regional Bicycle Program	$8	$19	$27
7. Transportation for Livable Communities	$0	$85	$85
8. Transit Capital Rehabilitation*	$0	$0	$0
9. Regional Streets and Roads Rehabilitation	$0	$100	$100
10. Strategic Investments	$31	$9	$40
TOTAL Commitments			**$ 598**

*This program will be funded in Cycle 2 to align with the time period when needs occur.

1. SAFETEA Obligation Authority (OA) Carryover ($54 million)

This obligation to payback OA owed to other regions in the State results in corresponding fund capacity reductions to the overall New Act program. As the MTC region enters the New Act with a negative carryover of $54 million, it remains uncertain how soon this OA payback would be requested by Caltrans, depending on OA used by other regions in the State. It is noteworthy, that MTC's ability to obligate quickly in the earlier years could be viewed as beneficial by Caltrans, allowing later payback of OA. In any event, it is prudent to anticipate payback during Cycle 1.

2. Regional Planning Activities ($23 million—potentially up to $27 million)

This program provides funding to the nine county Congestion Management Agencies (CMAs), the Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support regional planning activities. The

$23 million funding level reflects the Transportation 2035 commitment level by escalating at 4% per year from the base amount in FY 2008-09. In addition, it is proposed that the nine county CMAs will have the ability to use up to 4% of their respective block grants to supplement their planning revenues ($4 million which would be deducted from the STP/CMAQ allocated to the Regional Bicycle, TLC, and Regional Streets and Roads programs, managed by the CMAs.) These additional funds will be programmed for CMA planning activities and deductions made to the other programs once the CMAs make a request to MTC. (See Appendix A-3)

2. Regional Operations ($84 million)

This program includes projects which are administered at the regional level by MTC, and includes funding to continue regional operations programs for TransLink®, 511, and Incident Management. In response to the elimination of STA funding to the Regional Operations Programs, an increment of $2.5 million has been added, as compared to Transportation 2035 assumptions for MTC project staff costs through FY 2012-13. Funding for this purpose in Cycle 2 will depend on the State of California fiscal situation. The program category is broken down into the following projects with their respective Cycle 1 grant amounts (rounded to nearest million dollars):

- TransLink® $29 million
- 511 $34 million
- Regional Marketing $ 2 million
- Incident Management $18 million

4. Freeway Performance Initiative ($105 million)

This program builds on the proven success of recent ramp metering projects that have achieved significant delay reduction on Bay Area freeways at a fraction of the cost of traditional highway widening projects. Eight metering projects are proposed, targeting high congestion corridors. These projects, listed in Appendix A-4, also include Traffic Operations System elements to better manage the system. MTC staff has been working with Caltrans and the CMAs to develop this system management program to provide sustainable and reliable congestion relief. MTC will perform overall program oversight and are currently pursuing innovative project delivery options, including design-build. This category includes $1.9 million per year, for a total of $5.7 million for performance monitoring activities, regional performance initiatives implementation and Regional Signal Timing Program.

5. Climate Initiatives ($80 million)

The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, $3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin. The table below presents the program components and grant amounts, followed by program descriptions:

Cycle 1 Climate Intiatives Program Components and Funding (million $s)		
Program Components	Cycle 1 Program	%
	80	100%
Eastern Solano CMAQ	3	
Public Education / Outreach	10	13%
Safe Routes to Schools	17	23%
Innovative Grants	31	
SFgo*	15	60%
Climate Action Program Evaluation	4	5%
Total	80	100%

*Assumes SFgo partly funded in first cycle ($15M) and partly in second cycle ($5M)

Eastern Solano CMAQ Program ($3 million): These CMAQ funds come to MTC by way of the Sacramento Metropolitan Air Quality Management District's air basin which overlaps with the MTC region in Eastern Solano County. The Solano Transportation Authority will select projects in consultation with MTC and the Sacramento Air District per the existing memorandum of understanding.

Public Education / Outreach ($10 million): The objective of this program is to develop a regional campaign to reduce greenhouse gas emissions, influence the public to make transportation choices to reduce these emissions, and evaluate the effectiveness of strategies used. The following specific tasks are included:

- Launch a branded, Bay Area climate campaign in 2011;
- Develop tools to encourage smart driving or other emission reduction strategies; and
- Support school and youth programs to train the next generation.

This program will be further developed by MTC staff in cooperation with the Bay Area Air Quality Management District.

Safe Routes to Schools ($17 million): This element further implements Safe Routes to Schools (SR2S) programs region-wide with the overall goal of significantly reducing emissions related to school-related travel. It also increases the ability of Bay Area jurisdictions to compete for state and federal SR2S infrastructure grants. Within the SR2S program, $15 million is distributed among the nine Bay Area counties based on K-12 school enrollment. An additional $2 million would be available on a competitive basis to one or more counties to expand implementation of creative school-related emission reduction strategies and to determine their effectiveness and potential replication throughout the Bay Area. Appendix A-5 details the county distribution.

Innovative Grant Program ($46 million - $31 million competitive and $15 million for SFgo): The purpose of Innovative Grant Program is to fund a smaller number of higher-cost/higher-impact/innovative projects on a broader geographic scale (i.e., citywide or countywide). The Innovative Grant Program would achieve two basic objectives:

- Test the effectiveness of three strategies that have high potential for reducing emissions, but have not been sufficiently tested for replication on a larger scale throughout the Bay Area. Included in this category are: 1) Parking management/innovative pricing policies; 2)

Acceleration of efforts to shift to cleaner, low GHG vehicles; and 3) Transportation demand management strategies.

- Generate more Bay Area innovation and engage local communities by funding up to five major transportation-related projects that expand or combine strategies to measurably reduce emissions and showcase results at specific locations to increase understanding about whether these strategies result in cost-effective emission reduction and, if successful, how the results could be replicated elsewhere. Included in this category are: 1) Initiatives defined in locally-adopted Climate Action Plans or plan equivalent; or 2) Expansion of other innovative ideas that have yet to be fully evaluated as to their cost-effectiveness

This program is regionally competitive, giving higher priority to projects that are located in priority development areas (PDAs) and projects that offer contributions from other sources to leverage the CMAQ investment and build partnerships. The process for soliciting projects includes regional workshops, an abbreviated request for interest, and a more involved request for project proposals from projects deemed most promising from the request for interest review.

The staff proposal continues to include $20 million for the SFgo project as a component of the Climate Initiatives Program but recommends that the funding be split over the two cycles ($15 million in Cycle 1 and $5 million in Cycle 2) to provide more funding for the competitive innovative grant program. Should additional "anticipated" revenues become available, staff proposes to accelerate the remaining $5 million for SFGo. Further, if SFgo receives $5 million in other discretionary funding during Cycle 1, $5 million will revert to the Innovative Grant program. SFgo would support implementation of one of the region's Small Starts priorities - Van Ness Avenue BRT -- by upgrading the network communications infrastructure to install transit signal priority. The SFgo project includes traffic signal controllers linked by fiber-optic interconnect conduit and related communications systems to enable transit signal priority and optimize signal timings on Van Ness Muni routes and vehicles on crossing routes.

Climate Action Program Evaluation: The evaluation element is intended to serve a twofold purpose: 1) provide additional data for ongoing evaluation efforts that estimate project/program greenhouse gas emission impacts, including co-benefits for other criteria pollutants; and 2) assess the overall effectiveness of projects and programs funded by the Climate Action Program, including public education/outreach, SR2S, and innovative grants.

While the Safe Routes to Transit (SR2T) program is not currently being recommended as a stand-alone program element, staff recommends that a focused assessment and marketing program be conducted for the RM2-funded SR2T program during Cycle 1. Staff intends to work closely with the East Bay Bicycle Coalition and TransForm to design a SR2T evaluation and marketing program that evaluates selected in-progress and approved future projects and promotes the benefits and availability of selected existing projects and projects currently under development.

6. Regional Bicycle Program ($27 million)

Under Transportation 2035, these funds will be applied to completing the remaining unconstructed projects on the 2,100 mile Regional Bikeway Network in the MTC region. This includes completion of all on-street and grade separated bicycle and pedestrian paths in every

county. While the program does not specifically include pedestrian projects, shared use paths benefit both cyclists and pedestrians. The proposed distribution of $19.5 million to the counties is based on a hybrid formula consisting of 50% population, 25% bikeway network capital cost, and 25% unbuilt bikeway network miles. The distribution also includes a partial payback to counties that did not receive their population share under the regionally competitive Regional Bicycle and Pedestrian Program during SAFETEA with the remaining half of the payback proposed in Cycle 2. The $7.5 million in Transportation Enhancement portion of this program is subject to 2010 State Transportation Improvement Program rules. (See Appendix A-6 for fund distribution)

7. Transportation for Livable Communities (TLC) ($85 million)
$85 million is provided in Cycle 1 to allow for a TLC pilot program to launch a new approach based on discussions with our partners and stakeholders. In September, the Planning Committee approved several elements for the next TLC funding cycle including (1) the use of TLC funds to incentivize development in Priority Development Areas, (2) the size of TLC grants, (3) a menu of eligible program categories, including streetscapes (current program eligibility), as well as several new categories: non-transportation infrastructure, transportation demand management, and density incentives such as land banking or site assembly, and (4) split between the regional (2/3) and local (1/3) funding. TLC program funding will also support the Station Area Planning Grant program. The guidelines for the regional TLC program are included in the memorandum approved by the Commission in September 2009. (See Appendix A-7 for fund distribution)

8. Transit Capital Rehabilitation Shortfall ($0)
This program would not receive New Act funding until Cycle 2 ($125 million). This is supported by an assessment of 10-year needs and revenues showing that Federal Transit Administration formula funds exceed capped needs through FY2013. Consequently New Act funding needs will occur during Cycle 2 to address transit capital shortfalls in the region as identified in Transportation 2035. The program objective, as in the past, is to assist transit operators to fund major fleet replacements, fixed guideway rehabilitation and other high-scoring capital needs that cannot be accommodated within the Transit Capital Priorities program.

9. Regional Streets and Roads Rehabilitation ($100 million): This program addresses rehabilitation shortfalls on the regional local streets and roads network. The program category amount includes $15 million for Federal Aid Secondary commitments direct to counties; $6 million for the Pavement Management Program (PMP) and Pavement Technical Assistance Program (PTAP). The balance of $65 million will be distributed to local jurisdictions by the CMAs to fund streets and roads rehabilitation projects. Details of these three program components follow:

- Federal Aid Secondary (FAS) Program Set-Aside: With the passage of ISTEA and the dissolution of the Federal Aid Secondary (FAS) program, California statutes guarantee the continuation of minimum funding to counties, guaranteeing their prior FAS shares. This entire six-year minimum requirement will be addressed upfront in Cycle 1. The funding will be programmed directly to the respective counties. (See Attachment B for fund distribution
- PTAP provides grants to local jurisdictions to perform regular inspections of their local streets and roads networks and to update their pavement management systems, which is a

requirement to receive certain funding. PMP implements various data collection and analysis efforts including local roads needs assessments and inventory surveys, asset management analysis, training, and research and development of pavement and non-pavement preservation management techniques. These efforts feed into a number of the region's planning and asset management efforts

- Local Streets and Roads Shortfall Program: Funding is distributed down to a jurisdiction level using the formula previously agreed to by the Bay Area Partnership to fund streets and roads rehabilitation needs on the federal-aid system. Each of the formula factors are weighted 25 percent and the latest calculations available will be used to determine proportional shares. Funding for street and road rehabilitation will be distributed by an approved formula that uses jurisdictions' proportionate share of the region's population, lane mileage, Metropolitan Transportation System (MTS) funding shortfall and preventive maintenance performance score. (See Appendix A-8 for fund distribution.) In the case of Santa Clara County additional flexibility shall be given with respect to the distribution formula. Specifically, the CMA needs to work with the County of Santa Clara in distributing the Local Streets and Roads Shortfall Program funds to account for the Santa Clara County expressway system.

10. Strategic Investments ($40 million): Three projects are included under this category. The first two build on the momentum and meet the investment priorities of the Corridor Mobility and Trade Corridor programs. The third restores of partial funding to transit programs and projects that lost funding as a result of state and federal funding cuts, carrying through prior Commission commitments. A brief description of each project as well as the proposed funding amount is included below:

- *Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - $32 million):* This project will provide a direct freeway connector and interchange improvements to improve traffic operations, safety, and access. This project had been a candidate for Proposition 1B funding, and is now proposed as a strategic investment. This project's funding is subject to the availability of funding in the CMIA and RTIP programs as a result of the ARRA backfill; and the project must meet the delivery deadlines associated with these fund sources.
- *Trade Corridor (Richmond Rail Connector - $8 million):* The Richmond Rail Connector is a rail connection between the BNSF Railroad's Stockton Subdivision and Union Pacific Railroad's Martinez Subdivision near San Pablo, CA, just north of Richmond, CA. BNSF and UP, as well as the Capitol Corridor and Amtrak, all operate on the Martinez Subdivision. This project is needed to accommodate and better serve both current and future freight and passenger rail traffic on the Martinez Subdivision rail corridor while reducing the impacts on the local community. The proposed rail connector would eliminate the need for a number of long BNSF trains to continue to travel through downtown Richmond, thereby reducing traffic delays at local grade crossings, as well as vehicle emissions and noise impacts affecting Richmond residents. The $8 million is conditioned on BNSF securing the balance of the project funds. The estimated project cost is approximately $35 million, with 50 percent of the project costs coming from the state Proposition 1B Trade Corridors Improvement Fund (TCIF) program, and additional funds coming from BNSF Railroad. The project must

meet all criteria of TCIF program, including a minimum 1:1 match of the TCIF funds. MTC's funds will augment the local match amount contributed to or secured by BNSF for the project to leverage the TCIF funds.

- *MTC Resolution 3814 Transit Payback Commitment ($0; $31M in Cycle 2):* As part of the Transit Policy established in June 2007, in conjunction with Proposition 1B funding, MTC committed $62 million in future spillover revenues for Lifeline, Small Operators, SamTrans Right-of-way Settlement, and two capital projects – BART to Warms Springs and eBART. Given the proposal to suspend funding to transit for five years, MTC is proposing to meet roughly half of this 10-year commitment through a combination of distributions to-date and the proposed cycle programming. However, the proposal would fully fund the Lifeline and Small Operator commitment while delaying any funding to the two capital projects. The table below provides the proposed distribution:

STA Spillover Funding Agreement Per Resolution 3814
PROPOSITION 1B TRANSIT FUNDING PROGRAM -- POPULATION BASED SPILLOVER DISTRIBUTION

Apportionment Category	MTC Resolution 3814 Original Schedule	%	FY 2007-08 Spillover Distribution	Unfunded Commitment	Proposed for Funding	Remaining Commitment
Lifeline	$ 10,000,000	16%	$ 1,028,413	$ 8,971,587	$ 8,971,587	$ -
Small Operators / North Counties	$ 3,000,000	5%	$ 308,524	$ 2,691,476	$ 2,691,476	$ -
BART to Warm Springs	$ 3,000,000	5%	$ 308,524	$ 2,691,476	$ -	$ 2,691,476
eBART	$ 3,000,000	5%	$ 308,524	$ 2,691,476	$ -	$ 2,691,476
Samtrans	$ 43,000,000	69%	$ 4,422,174	$ 38,577,826	$ 19,288,913	$ 19,288,913
Total	$ 62,000,000	100%	$ 6,376,158	$ 55,623,842	$ 30,951,976	$ 24,671,865

Should spillover return, the spillover funds could meet this obligation and staff would revisit the need for this pay back commitment. Also, in light of critical financial issues that SamTrans is facing, MTC would program SamTrans' amount as the first priority in Cycle 2, and commit to make this money available to SamTrans in the first year of Cycle 2 (FY 2012-13).

PROGRAM MANAGEMENT AND THE CONGESTION MANAGEMENT AGENCY BLOCK GRANT

Program management responsibilities will generally be split between MTC and the congestion management agencies (CMAs) as outlined in table below. MTC management role is limited to program areas of regional scope or with a network impact. Congestion management agencies would manage programs with a local/community focus.

Program Administration

Transportation 2035 Core Programs	Manager	Block Grant
Freeway Performance Initiative (FPI) and the Regional Signal Timing Program.	MTC, Caltrans and CMAs	
Climate Initiatives (Public Outreach/ Innovative Grants/ Evaluation)	MTC and Bay Area Air Quality Management District	
Climate Initiatives – Safe Routes to School	County – TBD and MTC regional coordination and assistance	
Regional Bicycle Program	CMAs	Yes
Climate Intiatives—Eastern Solano CMAQ	Solano Transportation Authority	
TLC – Regional	MTC	
TLC – County	CMAs	Yes
Regional Streets and Roads Rehabilitation	CMAs	Yes
Transit Capital Rehabilitation	MTC	

Further, for core programs managed by the CMAs, MTC will be making funding available to the CMAs by means of a "PDA block grant" to allow more flexibility and more strategic project selection. The block grant will encompass the Regional Bicycle Program, County TLC Program, and the Local Streets and Roads Shortfall Program. Appendix A-9 presents an overview of the funding made available to the CMAs under their block grants. The block grant program will function as follows:

- **CMA Block Grant Strategic Plan**: By April 1, 2010, CMAs are asked to submit a Strategic Plan to MTC outlining their approach for programming their block grants. This Plan should include:
    - Amount of funds for CMA planning purposes and rationale behind any flexing of program amounts within the Block Grant Programs (beyond the 20% noted above). Examples might include flexibility to deliver on a complete streets approach or deliver investments that better support PDAs. This would be submitted to the Commission for approval.
    - The approach used to select Local Streets and Roads Shortfall Program projects, if it differs from the MTC distribution formula.
    - Federal Funding Minimums: Unique circumstances or hardships may allow for modifications to this policy, which need to be discussed with MTC staff beforehand and included in the plan. Also for the Local Streets and Roads Shortfall Program, in order to balance the objectives of streamlining federal fund expenditures through project minimums and the requirement that CMAs should adhere to the distribution formula down to the jurisdiction level, CMAs may propose to defer some jurisdiction programming to Cycle 2 or to use local funds.
    - Safe Routes to Schools Program (SR2S) recommended county approach, including lead agency for project selection and federal funding recipient, and any

request for additional funding to expand implementation of creative school-related emission reduction strategies. MTC will coordinate the SR2S program, including reviewed and approval of county programs by the Commission. The CMAs are requested to provide assistance in the development of objectives and the definition of agency roles for this program within their respective jurisdictions. These will vary throughout the region and even within a county. There are various lead agencies for current Safe Routes to School programs including bicycle and regional coalitions, departments of health, congestion management agencies, offices of education, and cities. As part of the CMA Block Grant Strategic Plan, the CMA would identify the lead agency for plan implementation, the allocation of funds to specific implementation actions, performance targets, and plan for sustaining the SR2S program beyond the allocation of CMAQ funds.

- Complete Streets: A CMA should explore giving priority to funding projects that demonstrate a "complete streets" design approach by including pedestrian and/or bicycle projects in the project scope.
- Priority Development Area: The CMA should discuss its consideration of priority development areas and policies in its project selection approach.

- **Planning Activities**: Up to 4% may be used by CMAs for planning activities to be applied proportionately to all Block Grant programs within the county. Contract amendments to the Regional Planning agreements in March/April to capture any augmentations.
- **Flex provision**: Up to 20% of each program's funds may be flexed from one Block Grant program to fund another in order to recognize practical project delivery considerations and unique county priorities. CMAs can request flexibility beyond the 20% through their Strategic Plan for consideration by the Commission. Staff will provide a report on the flex provision of Cycle 1 for consideration by the Commission before programming Cycle 2.
- **Minimum Grant Size**: STP/CMAQ grants per project cannot be programmed for less than $500,000 for counties with a population over 1 million (Alameda, Contra Costa, and Santa Clara counties) and $250,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma counties). CMAs may request exceptions through the strategic plan process, especially when balancing the objective of using the Local Streets and Road distribution formula. The objective of this requirement is to minimize the number of federal-aid projects, which place administrative burdens on project sponsors, MTC and Federal Highway Administration staff.
- **Unified Call for Projects**: CMAs are requested to issue one unified call for projects addressing all of their respective Block Grant programs in early 2010. Final project list is due to MTC by July 30, 2010. Goal is to reduce staff resources, coordinate all programs to respond to larger multi-modal projects, and give project sponsors the maximum time to deliver projects.

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

PROGRAM SCHEDULE

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

As a starting point, core programs' STP/CMAQ funds will need to be programmed in the TIP and delivered (obligated), 50% of their funds in each of the F 2010-11 and FY 2011-12 years. However; a program may deviate from this 50-50 percent split, depending on whether other program funding needs can be offset accordingly. Within their block grant programs, CMAs has this flexibility. Subsequently, MTC staff will work with all program managers to develop a cash flow plan based on these needs prior to the start of Federal Fiscal year 2010-11 (July 30, 2010). Ultimately, all Cycle 1 projects must be delivered (funds obligated) by April 30, 2012, except the projects subject to the dissolution of the redevelopment agencies, and Climate Initiative Innovative Grant Program and Lifeline Transportation Program, which have an obligation deadline of February 1, 2015, and the small/northbay transit operators projects subject to the MTC Resolution 3814 transit payback commitment, which has an obligation deadline of April 30, 2015, and the Doyle Drive Presidio Parkway, which has an obligation deadline of April 30, 2016.

PROJECT LIST

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

Appendix A-1

New Federal Transportation Authorization Act
STP/CMAQ/TE with ARRA Backfill (CMIA/RTIP/TE) Outlay
December 18, 2013

(amounts in millions $)

Program and Project Investments Described in attached summary			Committed ARRA Programming	New Commitments					
				ARRA[1] Backfill CMIA/RTIP/TE	STP/CMAQ Cycle 1	STP/CMAQ RTIP/TE Cycle 2	ARRA Backfill STP/CMAQ RTIP/TE Total	Anticipated Revenue[2]	Total New Commitment
			08/09	08/09	09/10 - 10/11 -11/12	12/13 - 13/14 - 14/15	09/10-14/15	Amount	
Estimated Apportionment Revenues			662	**82**	**561**	580	1,222	235	1,457
Annual Programs									
1	Required	SAFETEA OA Carryover *							
2	On-Going	Regional Planning			23	25	48		48
3	On-Going	Regional Operations			84	74	158		158
Total					107	99	206		206
T 2035 Core Programs									
4	Focus 1	Freeway Performance Initiative (FPI) *	19	**43**	**82**	66	191	31	222
5	Focus 2	Climate Initiatives *			85	35	120	48	168
6	Focus 2	Regional Bicycle Program	10	8	19	20	47	19	67
7	Focus 2	Transportation for Livable Communities (TLC)			89	96	185	42	228
8	Focus 3	Transit Capital Rehabilitation *	356			125	125	39	164
9	Focus 3	Regional Streets and Roads Rehabilitation *	145		100	77	177	55	232
Total			531	**51**	**376**	419	845	235	1,080
Strategic Investments									
10		Safety Projects (Vasco Road and North Bay counties)	13						
11		Express Lane Network (580 and 237/880)	14						
12		Advance Prop 1B Construction (Caldecott Tunnel)	105						
13		Corridor Mobility (SCL I/C Imps)		31	1		32		32
14		MTC Res 3814 Transit Payback Commitment			31		31		31
15		Trade Corridor (Richmond Rail Connector)			8		8		8
16		Suicide Deterrent System (GGBHTD Exchange)			5		5		5
17		Doyle Drive/Presidio Parkway *			34		34		34
Total			131	31	79		110		110
Grand Total			662	**82**	**561**	518	1,161	235	1,395

NOTE: Actual amounts may vary due to rounding

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[1] $112.5 M in ARRA Backfill is included within the $661.9 M ARRA Programming Amount ($105 M in RTIP & CMIA for Caldecott Tunnel and $7.5M for TE)

[2] Anticipated revenues are based on a 10% annual authorization increase as compared to the assumed 4% in the base proposal over six years. Portion available for Cycle 1 programming is $60 million from apportionments over the first three years.

* (1) SAFETEA OA Carryover in Cycle 1 reduced from $54M to $0 to accommodate $20 M advanced for FPI from Cycle 2 to Cycle 1 and $34M directed to Doyle Drive/Presdido Parkway

* (4) Freeway Performance Initiative (FPI) - Assumes $34 million in San Francisco RTIP funding

* (5) Climate Initiatives Includes $20M for SFgo for Cycle 1

* (8) Transit Capital Rehabilitation - Includes Preventive Maintenance

* (9) Regional Streets and Roads Rehabilitation - Includes PTAP and FAS of $28M for Cycles 1 & 2

* (17) Doyle Drive / Presdido Parkway - $34.0M for delivery in either FY 14 or FY 15. Equivalent amount of of $34.0M in future San Francisco RTIP funding to be directed to regional FPI/Express Lanes.

Appendix A-2: Cycle 1 Program and Policies Summary

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	Cycle 1 Funding*
Regional Planning	Planning and programming support activities	MTC to develop funding agreements with the CMAs, BCDC and ABAG outlining the use of funds.	N/A	$23 million
Regional Operations	This program category aims to manage the regional transportation system to improve the transportation system for users through traffic management, traveler information efforts, and transit service improvements.	MTC will program these projects directly into the TIP.	N/A	$84 million
Freeway Performance Initiative	Ramp metering projects on the State Highway system, targeting high congestion corridors.	Projects selected in consultation with Caltrans. See Appendix A-4	N/A	$105 million
Climate Initiative	The Cycle 1 program has four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, $3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin.	Public Education/Outreach to be developed in cooperation with the Air District. SR2S will be developed with the CMAs. Remaining elements are regionally competitive E. Solano CMAQ Projects – CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval into the TIP.	First half of 2010	$80 million
Regional Bicycle Program	Funding will be directed to projects that complete the Regional Bikeway Network. Projects are required to demonstrate a mode shift to bicycling and provide access to regional destinations, connections and routes.	The CMAs will select projects for the County RBP Program and subsequently submit an approved list of projects to MTC for final approval into the TIP. $7.5M TE will be funded through the 2010 STIP.	First half of 2010	$27 million ($7.5M of this amount is STIP funding)

*Funding does not include anticipated funds.

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	Cycle 1 Funding*
Transportation for Livable Communities (TLC)	Regional TLC Program Station Area Planning Grant Program (SAP) County TLC Program	MTC will solicit projects and program into the TIP CMAs will select projects for the County TLC Program and subsequently submit an approved list of projects to MTC for final approval into the TIP	First Call: Winter 2010; Future call TBD SAP call: Summer 2010 First half of 2010	$85 million
Transit Capital Rehabilitation	This program addresses transit capital shortfalls in the region as identified in Transportation 2035.	To be determined during the development of Cycle 2.	Specific projects to be determined during Cycle 2.	$0; needs occur during Cycle 2
Regional Streets and Roads Rehabilitation	$6 million of this program will be used towards the continuation of the Pavement Technical Assistance Program (PTAP) Local roadway (pavement or non-pavement) rehabilitation projects on the Federal-Aid System (MTS)	MTC will conduct call for projects for PTAP funding. Counties will program FAS set-aside directly into the TIP. CMAs will solicit projects using the remaining balance, select projects, and subsequently submit an approved list of projects to MTC for final approval into the TIP.	Annual grant cycle First half of 2010	$100 million
Strategic Investments	• Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - $32 million): • Trade Corridor (Richmond Rail Connector - $8 million)	N/A	N/A	$40 million
Total Cycle 1 Program:				$544 million

*Funding does not include anticipated funds.

Appendix A-3
New Act Cycle 1 STP/CMAQ
Regional Planning Activities (PL)
December 16, 2009

(thousands $)

County CMA Planning Activities	09-10	10-11	11-12	Total
Alameda	822	855	889	2,566
Contra Costa	650	676	703	2,029
Marin	572	595	619	1,786
Napa	572	595	619	1,786
San Francisco	598	622	647	1,867
San Mateo	572	595	619	1,786
Santa Clara	910	946	984	2,840
Solano	572	595	619	1,786
Sonoma	572	595	619	1,786
County CMA Planning SubTotal	5,840	6,074	6,318	18,232
Regional Agency Planning Activities				
ABAG	572	595	619	1,786
BCDC	286	298	310	893
MTC	572	595	619	1,786
Regional Planning SubTotal	1,430	1,488	1,548	4,465
Regional Planning Program Grand Total	7,270	7,562	7,866	22,697

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Appendix A-4

New Act Cycle 1 STP/CMAQ/CMIA/RTIP
Freeway Performance Initiative (FPI) Project List
September 22, 2010

PRIOR ARRA COMMITMENTS

(thousands $)

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Committed ARRA	Cumulative ARRA
15340	SM 280	SB; Route 1 to Route 380	9 RMs	$4,900	$2,100	$7,000	$7,000	$7,000
15130	SCL 280	SB; Menker to 11th	8 Ramp Meters (RMs)	$5,000	$2,000	$7,000	$7,000	$14,000
15034	SCL 280	NB; Vine to Leland	7 RMs	$3,400	$1,600	$5,000	$5,000	$19,000
							Committed ARRA Subtotal	**$19,000**

NEW ACT CYCLE 1 (FY 09/10 - FY 11/12)

Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Cycle 1 Funding *	Cycle 1 Cumulative Funding
-	-	signal timing, perf. monitoring & implementation					$8,558	$8,558
15300	ALA 92	EB; SM Bridge to Route 880	7 RMs	$3,872	$2,365	$6,237	$6,237	$14,795
15420	SCL 85	Route 280 to Route 101	14 RMs + 14 TOS elements	$8,552	$3,135	$11,687	$4,687	$19,482
15113	ALA 580	Route 880 to SCL Co. line	25 RMs + 69 TOS elements	$12,425	$4,416	$16,841	$6,841	$26,323
15320	SCL 680	Route 101 to ALA co. line	32 RMs + 23 TOS elements	$16,295	$5,611	$21,906	$11,906	$38,229
15310	ALA 680	CC co. line to SCL co. line	30 RMs + 67 TOS elements	$28,112	$8,301	$36,413	$36,413	$74,642
15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	$19,215	$6,612	$25,827	$4,290	$78,932
15350	SOL 80	SR 37 to I-505	42 RMs	$21,000	$7,068	$28,068	$28,068	$107,000
15160	MRN 101	SF Co. Line to SON Co. Line	43 RMs	$23,700	$5,000	$28,700	$5,000	$112,000
TOS22	SOL 80	I-505 to YOL Co. Line	19 RMs + 150 TOS elements	$20,000	$7,000	$27,000	$7,000	$119,000
15270	CC 4	Alhambra Ave. to Loveridge Road	4 RMs + 40 TOS elements	$6,400	$2,500	$8,900	$2,500	$121,500
15148	ALA 880	Davis St to SCL co. line	8 RMs + 60 TOS elements	$10,000	$3,500	$13,500	$3,500	$125,000
							Cycle 1 Subtotal	**$125,000**

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

EA	Route	Location	Description	costs	costs	Total Cost	Funding	Cumulative
-	-	signal timing, perf. monitoring & implementation					$6,000	$6,000
15160	MRN 101	SF Co. Line to SON Co. Line	43 RMs	$23,700	$5,000	$28,700	$23,700	$29,700
TOS22	SOL 80	I-505 to YOL Co. Line	19 RMs + 150 TOS elements	$20,000	$7,000	$27,000	$20,000	$49,700
15270	CC 4	Alhambra Ave. to Loveridge Road	4 RMs + 40 TOS elements	$6,400	$2,500	$8,900	$6,400	$56,100
15148	ALA 880	Davis St to SCL Co. Line	8 RMs + 60 TOS elements	$10,000	$3,500	$13,500	$10,000	$66,100
TOS19	SON 101	Marin Co. Line to Mendocino Co. Line	40 RMs + 108 TOS elements	$24,000	$6,900	$30,900	$30,900	$97,000
							Cycle 2 Subtotal	**$97,000**

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GRAND TOTAL **$241,000**

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

* Project list updated September 22, 2010. Notable revisions include:

(1) The elimination of SM 101 because we received state funds;
(2) Addition of SON 101 and;
(3) Redirected costs based on recent bid prices.

Appendix A-5
New Act Cycle 1 STP/CMAQ
Safe Routes To School
December 16, 2009

(thousands $)

Estimated Cost of Program	Total School Enrollment (K-12)[1]		Total Annual Funding	Cycle 1 Total Funding
	Attendance	%		
Innovative Approaches				
	TBD	TBD	$667	$2,000
Innovative Approaches SubTotal	**TBD**	**TBD**	**$667**	**$2,000**
Supplemental School Roll-out			**$5,000**	**$15,000**
Alameda	239,163	21%	$1,073	$3,220
Contra Costa	183,230	16%	$822	$2,467
Marin	35,260	3%	$158	$475
Napa	23,406	2%	$105	$315
San Francisco	80,177	7%	$360	$1,079
San Mateo	106,160	10%	$476	$1,429
Santa Clara	300,064	27%	$1,346	$4,039
Solano	69,972	6%	$314	$942
Sonoma	76,836	7%	$345	$1,034
Supplemental School Roll-out SubTotal	**1,114,268**	**100%**	**$5,000**	**$15,000**
Safe Routes To School Grand Total			**$5,667**	**$17,000**

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Notes:

1) Figures from the California Department of Education's website for FY 2008-09 and include both public and private schools

Appendix A-6
New Act Cycle 1 STP/CMAQ
Regional Bicycle Program (RBP)
December 16, 2009

(thousands $)

County	CMAQ Funds	TE Funds *	Total Funds
Alameda	$3,836	$1,557	$5,393
Contra Costa	$2,367	$1,009	$3,376
Marin	$1,649	$294	$1,943
Napa	$605	$183	$788
San Francisco	$1,368	$797	$2,165
San Mateo	$1,739	$827	$2,566
Santa Clara	$4,638	$1,824	$6,462
Solano	$1,349	$477	$1,826
Sonoma	$1,949	$581	$2,530
Totals	**$19,500**	**$7,549**	**$27,049**

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Notes

Transportation Enhancement (TE) funds are programmed as part of the 2010 STIP, a separate Commission action

Appendix A-7
New Act Cycle 1 STP/CMAQ
Transportation for Livable Communities (TLC)
February 22, 2012

($ in thousands)

Estimated Cost of Program	2007 Population	Percentage	Fund Distribution
Regional TLC Program			
Competitive	6,958,473		**$60,767**
Regional TLC Program Subtotal			**$60,767**
County TLC Program			
Alameda	1,464,202	21.0%	$5,962
Contra Costa	1,019,640	14.7%	$4,152
Marin	248,096	3.6%	$1,010
Napa	132,565	1.9%	$540
San Francisco	764,976	11.0%	$3,115
San Mateo	706,984	10.2%	$2,878
Santa Clara	1,748,976	25.1%	$7,121
Solano	408,599	5.9%	$1,664
Sonoma	464,435	6.7%	$1,891
County TLC Program Subtotal	**6,958,473**	**100.0%**	**$28,333**
Grand Total			**$89,100**

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Appendix A-8
New Act Cycle 1 STP/CMAQ
Local Streets & Roads (LS&R) Shortfall Program Fund Distribution
December 16, 2009

ALAMEDA COUNTY

Jurisdiction	Total Share
County of Alameda	$ 1,167,832
Alameda	$ 872,194
Albany	$ 122,023
Berkeley	$ 994,629
Dublin	$ 570,036
Emeryville	$ 135,621
Fremont	$ 3,028,368
Hayward	$ 1,391,442
Livermore	$ 1,070,502
Newark	$ 710,725
Oakland	$ 3,768,142
Piedmont	$ 69,746
Pleasanton	$ 912,261
San Leandro	$ 840,217
Union City	$ 896,412
COUNTY TOTAL	$ 16,550,149

CONTRA COSTA COUNTY

Jurisdiction	Total Share
County of Contra Costa	$ 1,608,148
Antioch	$ 1,021,185
Brentwood	$ 440,501
Clayton	$ 152,858
Concord	$ 1,149,694
Danville	$ 369,404
El Cerrito	$ 249,814
Hercules	$ 278,080
Lafayette	$ 231,129
Martinez	$ 404,618
Moraga	$ 280,677
Oakley	$ 408,325
Orinda	$ 218,486
Pinole	$ 179,376
Pittsburg	$ 454,372
Pleasant Hill	$ 316,734
Richmond	$ 1,362,912
San Pablo	$ 180,159
San Ramon	$ 441,969
Walnut Creek	$ 993,717
COUNTY TOTAL	$ 10,742,158

MARIN COUNTY

Jurisdiction	Total Share
County of Marin	$ 873,788
Belvedere	$ 23,556
Corte Madera	$ 74,214
Fairfax	$ 63,840
Larkspur	$ 76,244
Mill Valley	$ 128,163
Novato	$ 371,718
Ross	$ 19,390
San Anselmo	$ 108,142
San Rafael	$ 540,115
Sausalito	$ 81,513
Tiburon	$ 74,219
COUNTY TOTAL	$ 2,434,904

NAPA COUNTY

Jurisdiction	Total Share
County of Napa	$ 548,047
American Canyon	$ 202,930
Calistoga	$ 46,553
Napa	$ 970,989
St. Helena	$ 94,985
Yountville	$ 16,489
COUNTY TOTAL	$ 1,879,992

SAN FRANCISCO COUNTY

Jurisdiction	Total Share
San Francisco	$ 7,745,198
COUNTY TOTAL	$ 7,745,198

SAN MATEO COUNTY

Jurisdiction	Total Share
County of San Mateo	$ 650,090
Atherton	$ 98,193
Belmont	$ 276,426
Brisbane	$ 76,353
Burlingame	$ 310,836
Colma	$ 31,863
Daly City	$ 835,767
East Palo Alto	$ 266,321
Foster City	$ 200,296
Half Moon Bay	$ 78,404
Hillsborough	$ 176,757
Menlo Park	$ 250,119
Millbrae	$ 242,031
Pacifica	$ 400,648
Portola Valley	$ 103,135
Redwood City	$ 668,428
San Bruno	$ 390,507
San Carlos	$ 199,706
San Mateo	$ 748,813
So. San Francisco	$ 688,301
Woodside	$ 97,202
COUNTY TOTAL	$ 6,790,197

SANTA CLARA COUNTY*

Jurisdiction	Total Share
County of Santa Clara	$ 1,756,931
Campbell	$ 334,650
Cupertino	$ 450,383
Gilroy	$ 640,094
Los Altos	$ 269,959
Los Altos Hills	$ 98,166
Los Gatos	$ 298,800
Milpitas	$ 692,347
Monte Sereno	$ 31,120
Morgan Hill	$ 477,228
Mountain View	$ 552,215
Palo Alto	$ 572,327
San Jose	$ 8,319,770
Santa Clara	$ 1,211,962
Saratoga	$ 336,183
Sunnyvale	$ 1,191,206
COUNTY TOTAL	$ 17,233,340

SOLANO COUNTY

Jurisdiction	Total Share
County of Solano	$ 1,067,867
Benicia	$ 301,570
Dixon	$ 229,739
Fairfield	$ 1,433,558
Rio Vista	$ 89,091
Suisun City	$ 457,586
Vacaville	$ 1,216,032
Vallejo	$ 1,669,077
COUNTY TOTAL	$ 6,464,521

SONOMA COUNTY

Jurisdiction	Total Share
County of Sonoma	$ 4,769,815
Cloverdale	$ 56,626
Cotati	$ 89,045
Healdsburg	$ 177,125
Petaluma	$ 1,015,233
Rohnert Park	$ 534,215
Santa Rosa	$ 2,032,465
Sebastopol	$ 76,593
Sonoma	$ 69,189
Windsor	$ 339,235
COUNTY TOTAL	$ 9,159,541

BAY AREA SHARES

Jurisdiction	Total Share	% Share
Alameda	16,550,149	20.9%
Contra Costa	10,742,158	13.6%
Marin	2,434,904	3.1%
Napa	1,879,992	2.4%
San Francisco	7,745,198	9.8%
San Mateo	6,790,197	8.6%
Santa Clara	17,233,340	21.8%
Solano	6,464,521	8.2%
Sonoma	9,159,541	11.6%
Total	**79,000,000**	**100.0%**

*In the case of Santa Clara County additional flexibility shall be given with respect to the distribution formula. Specifically, the CMA needs to work with the County of Santa Clara in distributing the Local Streets and Roads Shortfall Program funds to account for the Santa Clara County expressway system.

Appendix A-9
New Act Cycle 1 STP/CMAQ
CMA Block Grant Program
December 16, 2009

(thousands $)

Counties	Regional Bicycle	County TLC	LS&R Rehab.	County Total	CMA Planning (max. 4%)
Alameda	$3,836	$5,962	$16,550	$26,348	TBD
Contra Costa	$2,367	$4,152	$10,742	$17,261	TBD
Marin	$1,649	$1,010	$2,435	$5,094	TBD
Napa	$605	$540	$1,880	$3,025	TBD
San Francisco	$1,368	$3,115	$7,745	$12,228	TBD
San Mateo	$1,739	$2,878	$6,790	$11,407	TBD
Santa Clara	$4,638	$7,121	$17,233	$28,992	TBD
Solano	$1,349	$1,664	$6,465	$9,478	TBD
Sonoma	$1,949	$1,891	$9,160	$13,000	TBD
Totals	**$19,500**	**$28,333**	**$79,000**	**$126,833**	TBD

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Notes

LSR Rehab Does not include PTAP/PMP/FAS

TLC amount reflects one third of total TLC program - to be admininstered by County CMAs

RBP distribution based formula: (50% population/25% cost/25% miles with reconciliation).
TE program component ($7.5 million) is outside of the block grant.

A CMA may deviate from program targets up to 20% for use in the other program categories.

CMAs may optionally deduct up to 4% if the top of their block grant programs (STP/CMAQ) proportionately to fund planning activities. Subsequent deductions would need to be applied to the program amounts excepting the ECMAQ program and $8M of the Transportation Enhancement Funds under the Regional Bicycle Program.

Attachment B

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

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$559,408,976**	**$81,882,000**	**$641,290,976**
1. REGIONAL PLANNING ACTIVITIES (STP Planning)				
Regional Agency Planning Activities				
ABAG Planning	ABAG	$1,786,000	$0	$1,786,000
BCDC Planning	BCDC	$893,000	$0	$893,000
MTC Planning	MTC	$1,786,000	$0	$1,786,000
SUBTOTAL		$4,465,000	$0	$4,465,000
County CMA Planning Activities				
CMA Planning - Alameda	ACTC	$2,566,000	$0	$2,566,000
CMA Planning - Contra Costa	CCTA	$2,029,000	$0	$2,029,000
CMA Planning - Marin	TAM	$1,786,000	$0	$1,786,000
CMA Planning - Napa	NCTPA	$1,786,000	$0	$1,786,000
CMA Planning - San Francisco	SFCTA	$1,867,000	$0	$1,867,000
CMA Planning - San Mateo	SMCCAG	$1,786,000	$0	$1,786,000
CMA Planning - Santa Clara	VTA	$2,840,000	$0	$2,840,000
CMA Planning - Solano	STA	$1,786,000	$0	$1,786,000
CMA Planning - Sonoma	SCTA	$1,786,000	$0	$1,786,000
SUBTOTAL		$18,232,000	$0	$18,232,000
1. REGIONAL PLANNING ACTIVITIES (STP Planning)	**TOTAL:**	**$22,697,000**	**$0**	**$22,697,000**

* NOTE: County CMA Block Grant Planning amounts are at the discretion of the County CMA - up to a maximum of 4% of the total block grant amount.

2. REGIONAL OPERATIONS (RO) PROGRAMS				
Regional Operations				
Clipper® Fare Card Collections System	MTC	$19,772,000	$0	$19,772,000
Clipper® Fare Card Collections System	GGBHTD	$8,900,000	$0	$8,900,000
Clipper® Fare Card Collections System/Preventive Maintenance	SamTrans	$228,000	$0	$228,000
511 - Traveler Information	MTC	$34,500,000	$0	$34,500,000
Regional Transportation Marketing	MTC	$2,100,000	$0	$2,100,000
SUBTOTAL		$65,500,000	$0	$65,500,000
FSP/Incident Management	SAFE	$18,400,000	$0	$18,400,000
SUBTOTAL		$18,400,000	$0	$18,400,000
2. REGIONAL OPERATIONS (RO) PROGRAMS	**TOTAL:**	**$83,900,000**	**$0**	**$83,900,000**
3. FREEWAY PERFORMANCE INITIATIVE (FPI)				
Freeway Performance Initiative				
Regional Performance Monitoring	MTC	$750,000	$0	$750,000
Regional Performance Initiatives Implementation	SAFE	$4,058,000	$0	$4,058,000
Program for Arterial System Synchronization (PASS)	MTC	$3,750,000	$0	$3,750,000
SUBTOTAL		$8,558,000	$0	$8,558,000
Ramp Metering and TOS Elements				
FPI - ALA I-580: SSJ Co. Line to I-880	Caltrans	$2,690,000	$3,535,000	$6,225,000
FPI - ALA I-680: SCL Co. Line to CC Co. Line	Caltrans	$2,100,000	$6,673,000	$8,773,000
FPI - ALA I-880: SCL CO. Line to Davis Street	Caltrans	$2,000,000	$0	$2,000,000
FPI - ALA SR 92 (EB): SM/Hayward Bridge to I-880	Caltrans	$1,617,000	$4,680,000	$6,297,000
FPI - CC SR 4: Alhambra Avenue to Loveridge Road	Caltrans	$28,900,000	$0	$28,900,000
FPI - MRN US 101: SF Co. Line to SON Co. Line	Caltrans	**$13,522,000**	$0	**$13,522,000**
FPI - SCL I-680: US 101 to ALA Co. Line	Caltrans	**$3,657,000**	$7,498,000	**$11,155,000**
FPI - SCL SR 85: I-280 to US 101	Caltrans	$2,068,000	$2,258,000	$4,326,000
FPI - SCL US 101: SBT Co. Line to SR 85	Caltrans	$4,240,000	$0	$4,240,000
FPI - SOL I-80/I-680/SR12 Interchange Modifications	STA/Caltrans	$1,000,000	$0	$1,000,000
FPI - SOL I-80: I-505 to YOL Co Line	Caltrans	$3,700,000	$0	$3,700,000
FPI - SOL I-80: SR 37 to I-505	Caltrans	$3,991,000	$18,313,000	$22,304,000
FPI - SON 101 - MRN Co Line - Men Co Line	Caltrans	$4,000,000	$0	$4,000,000
SUBTOTAL		$73,485,000	$42,957,000	$116,442,000
3. FREEWAY PERFORMANCE INITIATIVE (FPI)	**TOTAL:**	**$82,043,000**	**$42,957,000**	**$125,000,000**
4. CLIMATE CHANGE INITIATIVES (CCI)				
Eastern Solano CMAQ Program				
Vacaville - Ulatis Creek Bicycle Pedestrian Path	Vacaville	$810,000	$0	$810,000
Vacaville Intermodal Station Phase 2	Vacaville	$975,000	$0	$975,000
STA - Solano Napa Commuter Information (SNCI)	STA	$445,000	$0	$445,000

Attachment B

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

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$559,408,976**	**$81,882,000**	**$641,290,976**
STA - Solano Safe Routes To School Program	STA	$215,000	$0	$215,000
Solano County - Vacaville-Dixon Bicycle Route - Phase 5	Solano County	$555,000	$0	$555,000
SUBTOTAL		$3,000,000	$0	$3,000,000
Public Education/Outreach				
Public Education Outreach **including SB1339 Implementation**	MTC	**$2,275,000**	**$0**	**$2,275,000**
Electric Vehicle Promotional Campaign	MTC	$925,000	$0	$925,000
Smart Driving Pilot Program	MTC	$500,000	$0	$500,000
Spare the Air Youth Program	MTC	$3,000,000	$0	$3,000,000
Spare the Air	BAAQMD	$3,700,000	$0	$3,700,000
SUBTOTAL		$10,400,000	$0	$10,400,000
Safe Routes To Schools - Regional Competitive				
The BikeMobile: A Bike Repair and Encouragement Vehicle	ACTC	$500,000	$0	$500,000
Venetia Valley School SR2S Imps (Green Ways to School Through Social Networking)	TAM Marin County	$383,000	$0	$383,000
Bay Area School Transportation Collaborative	ACWMA	$867,000	$0	$867,000
Education and Encouragement School Route Maps	STA	$250,000	$0	$250,000
SUBTOTAL		$2,000,000	$0	$2,000,000
Safe Routes To Schools - County				
Specific projects TBD by CMAs				
Alameda County Safe Routes to School Program	ACTC	$2,069,065	$0	$2,069,065
ACE Preventive Maintenance (for local funds directed to Alameda SR2S)	ACE	$1,150,935	$0	$1,150,935
Brentwood School Area Safety Improvements	Brentwood	$432,000	$0	$432,000
Montalvin Manor Pedestrian and Transit Access Improvements	Contra Costa County	$265,000	$0	$265,000
San Ramon Valley Street Smarts' Safe Routes to School Program	Danville	$365,000	$0	$365,000
Moraga Way Pedestrian Pathway	Orinda	$166,000	$0	$166,000
Lisa Lane Sidewalk Project	Pleasant Hill	$250,000	$0	$250,000
Central-East County Safe Routes to School Program	Pleasant Hill	$725,000	$0	$725,000
Richmond Safe Routes to School Cycle 2 Project	Richmond	$264,000	$0	$264,000
Marin Strawberry Point School - Strawberry Drive Pedestrian Imps	TAM	$475,000	$0	$475,000
Napa County Safe Routes to School Program Expansion	NCTPA	$315,000	$0	$315,000
San Francisco Safe Routes to School Education and Outreach	SF Dept. of Public Health	$500,000	$0	$500,000
Sunset and AP Giannini Safe Routes to School Improvements	SFMTA	$579,000	$0	$579,000
San Mateo County Safe Routes to School Program	CCAG	$1,429,000	$0	$1,429,000
Mountain View VERBS Program	Mountain View	$500,000	$0	$500,000
Palo Alto Safe Routes to School	Palo Alto	$528,000	$0	$528,000
San Jose Walk N' Roll - Non Infrastructure	San Jose	$943,000	$0	$943,000
San Jose Walk N' Roll - Safe Access	San Jose	$568,000	$0	$568,000
Santa Clara VERBS Program	Santa Clara (City)	$500,000	$0	$500,000
Santa Clara County Safe Routes to School Program	Santa Clara County	$1,000,000	$0	$1,000,000
Suisun City - Grizzly Island Trail	Suisun City	$300,000	$0	$300,000
STA - Solano County Safe Routes to School Program	STA	$642,000	$0	$642,000
Sonoma County-wide Safe Routes to Schools Improvements	Sonoma County	$1,034,000	$0	$1,034,000
SUBTOTAL		$15,000,000	$0	$15,000,000
Innovative Grants				
Specific projects TBD by Commisison	~~TBD~~	**$0**	**$0**	**$0**
Berkeley Transportation Action Plan (B-TAP)	Berkeley	$2,000,000	$0	$2,000,000
Shore Power Initiative	Port of Oakland	$3,000,000	$0	$3,000,000
Local Government Electric Vehicle (EV) Fleet Replacement	Alameda County	$2,808,000	$0	$2,808,000
Bike-Sharing Pilot Program	BAAQMD	$7,091,000	$0	$7,091,000
Bike-Sharing Program (Phase II)	**BAAQMD/MTC**	**$2,725,000**	**$0**	**$2,725,000**
Cold-In-Place (CIP) Pavement Recycling	City of Napa	$2,000,000	$0	$2,000,000
Bus Automated Vehicle Locators (AVLs)	Santa Rosa	$600,000	$0	$600,000
Dynamic Rideshare	SCTA	$2,375,000	$0	$2,375,000
eFleet: Electric Vehicle (EV) Car Sharing Electrified	SFCTA	$1,700,000	$0	$1,700,000
Electric Vehicle Funding Strategies	TBD	$2,000,000	$0	$2,000,000
Public-Private Partnership TDM	SFCTA	$750,000	$0	$750,000
SFgo	SFMTA	$20,000,000	$0	$20,000,000
Electric Vehicles for Neighborhood Taxis	SFMTA	$988,000	$0	$988,000
TDM Strategies for Redwood City	SamTrans	$1,487,000	$0	$1,487,000
Innovative Bicycle Detection Systems	San Jose	$1,500,000	$0	$1,500,000
Stewart's Point Rancheria Inter-tribal Electric Vehicle Implementation (Exchange)	Stewart's Point Rancheria	$0	$376,000	$376,000

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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
April 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$559,408,976**	**$81,882,000**	**$641,290,976**
SUBTOTAL		$51,024,000	$376,000	$51,400,000
Climate Action Program Evaluation				
Climate Action Program Evaluation	MTC	**$3,200,000**	**$0**	**$3,200,000**
SUBTOTAL		$3,200,000	$0	$3,200,000
4. CLIMATE CHANGE INITIATIVES (CCI)	**TOTAL:**	**$84,624,000**	**$376,000**	**$85,000,000**
5. REGIONAL BICYCLE PROGRAM (RBP) *				
Bike/Ped Program				
Specific projects TBD by County CMAs				
Bicycle - Alameda - Block Grant RBP Implementation	ACTC	$153,000	$0	$153,000
Bicycle - Contra Costa - Block Grant RBP Implementation	CCTA	$47,000	$0	$47,000
Bicycle - Marin - Block Grant RBP Implementation	TAM	$66,000	$0	$66,000
Bicycle - Napa - Block Grant RBP Implementation	NCTPA	$24,000	$0	$24,000
Bicycle - San Francisco - Block Grant RBP Implementation	SFCTA	$55,000	$0	$55,000
Bicycle - San Mateo - Block Grant RBP Implementation	SMCCAG	$70,000	$0	$70,000
Bicycle - Santa Clara - Block Grant RBP Implementation	SCVTA	$186,000	$0	$186,000
Bicycle - Solano - Block Grant RBP Implementation	STA	$54,000	$0	$54,000
Bicycle - Sonoma - Block Grant RBP Implementation	SCTA	$49,000	$0	$49,000
Albany - Buchanan Street Bicycle and Pedestrian Path	Albany	$1,702,000	$0	$1,702,000
Oakland - Various Streets Resurfacing and Bike Lanes (Complete Streets)	Oakland	$435,000	$0	$435,000
Pleasanton - Foothill Road at I-580 Bicycle Lane Gap Closure	Pleasanton	$709,000	$0	$709,000
Union City Blvd Bicycle Lanes Phase I	Union City	$860,000	$0	$860,000
Concord - Monument Blvd Corridor Shared Use Trail	Concord	$486,000	$0	$486,000
Concord - Monument Blvd Corridor Pedestrian and Bikeway Network	Concord	$180,000	$0	$180,000
Pittsburg - North Parkside Drive Bicycle & Pedestrian Facilities	Pittsburg	$900,000	$0	$900,000
Richmond - Barrett Avenue Bicycle Lanes	Richmond	$600,000	$0	$600,000
Larkspur - Dougherty Drive Bikeway	Larkspur	$85,000	$0	$85,000
Sausalito - US 101 Off-Ramp/Brideway/Gate 6 Bicycle Traffic Imps	Sausalito	$88,000	$0	$88,000
TAM - Central Marin Ferry Connection	TAM	$1,410,000	$0	$1,410,000
Napa - Lincoln Avenue Bicycle Lanes	City of Napa	$170,000	$0	$170,000
Napa - California Blvd Bicycle Lanes	City of Napa	$200,000	$0	$200,000
Napa County - Valley Vine Trail Bicycle Path	NCTPA	$211,000	$0	$211,000
San Francisco - Marina Green Trail Improvements	SFDPW	$988,000	$0	$988,000
San Francisco - Cargo Way Bicycle Improvements	Port of San Francisco	$185,000	$0	$185,000
Half Moon Bay - SR-1 Bicycle / Pedestrian Trail	Half Moon Bay	$420,000	$0	$420,000
Redwood City - Bair Island Bay Trail Gap Closure	Redwood City	$337,000	$0	$337,000
Redwood City - Skyway/Shoreway Bicycle Lanes and Imps.	Redwood City	$256,000	$0	$256,000
~~San Mateo - Crystal Springs Regional Trail~~	~~San Mateo County~~	$0	$0	$0
South San Francisco - Bicycle Lanes Gap Closure	South San Francisco	$261,000	$0	$261,000
Campbell Ave Bicycle Lane and Sidewalk	Campbell	$424,000	$0	$424,000
Gilroy - Western Ronan Channel and Lions Creek Bicycle/Ped Trail	Gilroy	$672,000	$0	$672,000
San Jose - Los Gatos Creek Reach 5 Trail	San Jose	$1,200,000	$0	$1,200,000
San Jose San Carlos Multimodal Streetscape - Phase II	San Jose	$50,000	$0	$50,000
Santa Clara - San Tomas Aquino Creek Trail Reach 4 Trail Imps	Santa Clara City	$1,258,000	$0	$1,258,000
Santa Clara - San Tomas Aquino Creek Spur Trail Imps.	Santa Clara City	$1,081,000	$0	$1,081,000
Sunnyvale - Hendy Ave Improvements (Complete Streets)	Sunnyvale	$437,000	$0	$437,000
Fairfield - Linear Park Path Alternate Route (Nightingale Drive)	Fairfield	$221,000	$0	$221,000
Suisun City - Grizzly Island Trail Project	Suisun City	$814,000	$0	$814,000
Healdsburg - Foss Creek New Pathway Segment 6	Healdsburg	$876,000	$0	$876,000
Santa Rosa - SMART/College Ave Bike/Ped Pathway	Santa Rosa	$948,000	$0	$948,000
Sonoma County - SMART Hearn Ave Bike/Ped Trail	Sonoma Co. Reg Parks	$620,000	$0	$620,000
Berkely Bay Trail (TE)	Bekeley	$0	$1,557,000	$1,557,000
Pleasant Hill Road Bicycle/Pedestrian Safety Improvements (TE)	Lafayette	$0	$1,009,000	$1,009,000
Sir Francis Drake Class II Bike Lane (TE)	Marin Couty	$0	$294,000	$294,000
North Yountville Bike Route and Sidewalk Extension (TE)	Yountville	$0	$183,000	$183,000
San Francisco Bicycle Parking Program (Mission/Citywide) (TE)	San Francisco MTA	$0	$235,000	$235,000
Church and Duboce Bicycle / Ped Enhancements	San Francisco MTA	$0	$388,000	$388,000
San Francisco - Pedestrian Safety & Encouragement Campaign	San Francisco MTA	$0	$174,000	$174,000
San Mateo County Bicycle/Pedestrian Enhancements (TE)	San Mateo County	$0	$200,000	$200,000
Bayshore Bicycle Lane	Brisbane	$0	$627,000	$627,000
Gilroy Schools 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

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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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April 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$559,408,976**	**$81,882,000**	**$641,290,976**
Campbell Hacienda Avenue Improvements (TE)	Campbell	$0	$159,000	$159,000
Milpitas Escuela Parkway (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		$19,788,000	$7,549,000	$27,337,000
5. REGIONAL BICYCLE PROGRAM (RBP)	**TOTAL:**	**$19,788,000**	**$7,549,000**	**$27,337,000**

* NOTE: Regional Bicycle Program STP fund administered by County CMAs as part of the Block Grant Program.
* NOTE: Regional Bicycle Program TE funds to be programmed by County CMAs in 2010 RTIP

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

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T4 FIRST CYCLE PROGRAMMING		**$559,408,976**	**$81,882,000**	**$641,290,976**
Vallejo Downtown Streetscape Phase 3	Vallejo	$400,000	$0	$400,000
Cotati Train Depot	Cotati	$1,516,000	$0	$1,516,000
Petaluma Boulevard South Road Diet	Petaluma	$708,000	$0	$708,000
Santa Rosa Downtown Station Area Utility Infrastructure Upgrade	Santa Rosa	$1,045,000	$0	$1,045,000
SUBTOTAL		$42,012,000	$0	$42,012,000
County Transportation for Livable Communities (TLC) Program				
Specific projects TBD by CMAs				
County TLC - Alameda - Block Grant TLC Implementation	ACTC	$238,000	$0	$238,000
County TLC - Contra Costa - Block Grant TLC Implementation	CCTA	$83,000	$0	$83,000
County TLC - Marin - Block Grant TLC Implementation	TAM	$40,000	$0	$40,000
County TLC - Napa - Block Grant TLC Implementation	NCTPA	$22,000	$0	$22,000
County TLC - San Francisco - Block Grant TLC Implementation	SFCTA	$125,000	$0	$125,000
County TLC - San Mateo - Block Grant TLC Implementation	SMCCAG	$115,000	$0	$115,000
County TLC - Santa Clara - Block Grant TLC Implementation	SCVTA	$285,000	$0	$285,000
County TLC - Solano - Block Grant TLC Implementation	STA	$67,000	$0	$67,000
County TLC - Sonoma - Block Grant TLC Implementation	SCTA	$47,000	$0	$47,000
BART - MacArthur Station Entry Plaza Renovation	BART	$625,000	$0	$625,000
Fremont - Midtown Catalyst Project	Fremont	$1,600,000	$0	$1,600,000
Livermore - Downtown Livermore Iron Horse Trail	Livermore	$1,566,000	$0	$1,566,000
Livermore - Downtown Livermore Lighting Fixtures Retrofit	Livermore	$176,000	$0	$176,000
Oakland - MacArthur Blvd Streetscape	Oakland	$1,700,000	$0	$1,700,000
El Cerrito - Central Ave & Liberty St Streetscape	El Cerrito	$816,000	$0	$816,000
Lafayette - Downtown Pedestrian, Bicycle & Streetscape	Lafayette	$1,690,000	$0	$1,690,000
Fremont - Midtown Catalyst Project	Richmond	$1,217,000	$0	$1,217,000
Marin County - Various Bicycle/Ped Improvements	Marin County	$970,000	$0	$970,000
American Canyon - PDA Development Plan	American Canyon	$318,000	$0	$318,000
American Canyon - Theresa Avenue Sidewalk Imps. Phase II	American Canyon	$200,000	$0	$200,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	$1,065,000	$0	$1,065,000
SF Market and Haight Street Transit and Pedestrian Imps	San Francisco	$948,000	$0	$948,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	$1,104,000	$0	$1,104,000
Burlingame - Burlingame Ave. and Broadway Districts Streetscape	Burlingame	$301,000	$0	$301,000
Daly City - Citywide Accessibility Improvements	Daly City	$420,000	$0	$420,000
Millbrae - El Camino Real/Victoria Pedestrian Enhancement	Millbrae	$355,000	$0	$355,000
San Bruno - Transit Corridor Pedestrian Connection Imps.	San Bruno	$263,000	$0	$263,000
San Bruno - Street Medians and Grand Boulevard Imps	San Bruno	$654,000	$0	$654,000
San Mateo - El Camino Real Phase 1 Improvements	San Mateo	$503,000	$0	$503,000
Campbell - Winchester Blvd Streetscape Phase II	Campbell	$1,500,000	$0	$1,500,000
Milpitas - Abel Street Pedestrian Improvements	Milpitas	$788,000	$0	$788,000
VTA - US 101 Capitol Expressway (Exchange) ****	Santa Clara VTA	$1,100,000	$0	$1,100,000
Santa Clara Co. - Almaden Expwy Bicycle Signal Detection (Complete Streets)	Santa Clara Co.	$500,000	$0	$500,000
Saratoga - Saratoga Village Ped Enhancement Phase 2	Saratoga	$1,161,000	$0	$1,161,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	$523,000	$0	$523,000
Sunnyvale - Downtown Streetscape	Sunnyvale	$594,000	$0	$594,000
Vallejo - Streetscapes Improvements	Vallejo	$1,277,000	$0	$1,277,000
Cotati - Downtown Streetscape	Cotati	$1,100,000	$0	$1,100,000
Cotati Train Depot	Cotati	$200,000	$0	$200,000
SUBTOTAL		$26,256,000	$0	$26,256,000
6. TRANSPORTATION FOR LIVABLE COMMUNITES (TLC)	**TOTAL:**	**$87,273,000**	**$0**	**$87,273,000**

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

7. LOCAL STREETS AND ROADS (LSR)				
Pavement Technical Advisory Program (PTAP)	MTC	$4,500,000	$0	$4,500,000
Pavement Management Program (PMP)	MTC	$1,500,000	$0	$1,500,000
SUBTOTAL		$6,000,000	$0	$6,000,000
Federal Aid Secondary (FAS) Committment *				
Specific projects TBD by Counties				
Alameda County - Rural Roads Pavement Rehabilitation	Alameda County	$2,135,000	$0	$2,135,000
Contra Costa - Kirker Pass Road Overlay	Contra Costa County	$1,611,000	$0	$1,611,000

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Attachment B
April 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$559,408,976**	**$81,882,000**	**$641,290,976**
Marin County - Novato Boulevard Resurfacing	Marin County	$1,006,000	$0	$1,006,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	$312,000	$0	$312,000
Napa County - Various Streets Rehabilitation	Napa County	$1,114,000	$0	$1,114,000
San Mateo County - Pescadero Creek Road Resurfacing	San Mateo County	$1,070,000	$0	$1,070,000
Santa Clara County - Various Streets and Roads Pavement Rehabilitation	Santa Clara County	$2,041,000	$0	$2,041,000
Solano County - Pavement Overlay Program	Solano County	$1,807,000	$0	$1,807,000
Sonoma County - Various Streets and Roads Asphalt Overlay	Sonoma County	$3,917,000	$0	$3,917,000
SUBTOTAL		$15,013,000	$0	$15,013,000
Local Streets and Roads (LSR) Rehabililtation **				
Specific projects TBD by CMAs				
LS&R Rehab - Alameda - Block Grant LS&R Implementation	ACTC	$662,000	$0	$662,000
LS&R Rehab - Contra Costa - Block Grant LS&R Implementation	CCTA	$215,000	$0	$215,000
LS&R Rehab - Marin - Block Grant LS&R Implementation	TAM	$97,000	$0	$97,000
LS&R Rehab - Napa - Block Grant LS&R Implementation	NCTPA	$75,000	$0	$75,000
LS&R Rehab - San Francisco - Block Grant LS&R Implementation	SFCTA	$310,000	$0	$310,000
LS&R Rehab - San Mateo - Block Grant LS&R Implementation	SMCCAG	$272,000	$0	$272,000
LS&R Rehab - Santa Clara - Block Grant LS&R Implementation	SCVTA	$689,000	$0	$689,000
LS&R Rehab - Solano - Block Grant LS&R Implementation	STA	$259,000	$0	$259,000
LS&R Rehab - Sonoma - Block Grant LS&R Implementation	SCTA	$229,000	$0	$229,000
Alameda - Otis Drive Reconstruction	Alameda (City)	$837,000	$0	$837,000
Alameda County - Central County Pavement Rehabilitation	Alameda County	$1,121,000	$0	$1,121,000
Albany - Pierce Street Pavement Rehabilitation	Albany	$117,000	$0	$117,000
Berkeley - Sacramento Street Rehabilitation	Berkeley	$955,000	$0	$955,000
Dublin - Citywide Street Resurfacing	Dublin	$547,000	$0	$547,000
Fremont - Various Streets Pavement Rehabilitation	Fremont	$2,706,550	$0	$2,706,550
Fremont - Osgood Road Rehabilitation	Fremont	$431,450	$0	$431,450
Hayward - Various Streets Pavement Rehabilitation	Hayward	$1,336,000	$0	$1,336,000
Livermore - Various Streets Rehabilitation	Livermore	$1,028,000	$0	$1,028,000
Newark - Cedar Blvd and Jarvis Ave Pavement Rehab	Newark	$682,000	$0	$682,000
Oakland - Resurfacing and Bike Lanes (Complete Streets)	Oakland	$3,617,000	$0	$3,617,000
Pleasanton - Various Streets Pavement Rehabilitation	Pleasanton	$876,000	$0	$876,000
San Leandro - Marina Blvd Street Rehabilitation	San Leandro	$807,000	$0	$807,000
Union City - Dyer Street Rehabilitation	Union City	$861,000	$0	$861,000
Antioch - Hillcrest, Putnam and Contra Loma Pavement Rehab	Antioch	$1,907,000	$0	$1,907,000
Brentwood - Various Streets Overlay	Brentwood	$823,000	$0	$823,000
Concord - Concord Blvd Pavement Rehabilitation Sixth-Glazier	Concord	$2,147,000	$0	$2,147,000
Contra Costa - Countywide Arterial Micro Surface Project	Contra Costa County	$2,121,000	$0	$2,121,000
Pittsburg - Railroad Avenue Pavement Rehabilitation	Pittsburg	$848,000	$0	$848,000
Richmond - Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	$500,000	$0	$500,000
San Ramon - Alcosta Boulevard Pavement Rehabilitation	San Ramon	$825,000	$0	$825,000
Walnut Creek - Various Arterials and Colletors Rehabilitation	Walnut Creek	$1,856,000	$0	$1,856,000
Marin County - Southern Marin Road Rehabilitation	Marin County	$1,196,000	$0	$1,196,000
Mill Valley - Edgewood Avenue Resurfacing	Mill Valley	$123,000	$0	$123,000
San Rafael - Citywide Street Resurfacing	San Rafael	$1,019,000	$0	$1,019,000
Napa - Linda Vista Pavement Overlay	City of Napa	$654,000	$0	$654,000
Napa - Cape Seal Pavement Rehabilitation	City of Napa	$625,000	$0	$625,000
Napa County - Silverado Trail Pavement Rehabilitation	Napa County	$526,000	$0	$526,000
San Francisco - Folsom Streetscape (Complete Streets)	SFDPW	$3,200,000	$0	$3,200,000
San Francisco - Second Street Phase 1 - Sfgo Signal Rehabilitation	SFDPW	$530,000	$0	$530,000
San Francisco - Broadway Streetscape Phase III (Complete Streets)	SFDPW	$350,000	$0	$350,000
San Francisco - Citywide San Francisco Street Improvements	SFDPW	$3,368,000	$0	$3,368,000
Burlingame - Street Resurfacing Program 2010-11	Burlingame	$308,000	$0	$308,000
Daly City - Various Streets Rehabilitation	Daly City	$1,058,000	$0	$1,058,000
Menlo Park - Various Streets Resurfacing	Menlo Park	$385,000	$0	$385,000
Pacifica - Various Streets Pavement Rehabilitation	Pacifica	$383,000	$0	$383,000
Redwood City - Various Streets Overlay	Redwood City	$946,000	$0	$946,000
San Bruno Various Streets Resurfacing	San Bruno	$398,000	$0	$398,000

Attachment B

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

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

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$559,408,976**	**$81,882,000**	**$641,290,976**
San Carlos - Various Streets Pavement Rehabilitation	San Carlos	$319,000	$0	$319,000
San Mateo - Various Streets Rehabilitation	San Mateo (City)	$1,255,000	$0	$1,255,000
San Mateo County - Various Roads Resurfacing	San Mateo County	$1,416,000	$0	$1,416,000
South San Francisco - Various Streets Resurfacing	So. San Francisco	$712,000	$0	$712,000
Campbell - Citywide Arterial & Collector Street Rehab	Campbell	$500,000	$0	$500,000
Cupertino - Various Streets Pavement Rehabilitation	Cupertino	$500,000	$0	$500,000
Gilroy - Wren Ave and Church Street Resurfacing	Gilroy	$614,000	$0	$614,000
Los Altos - San Antonio Road Microseal	Los Altos	$259,000	$0	$259,000
Los Gatos - University Avenue Rehabilitation	Los Gatos	$500,000	$0	$500,000
Mountain View - Church Street Improvements	Mountain View	$530,000	$0	$530,000
Palo Alto - Various Streets Pavement Overlay	Palo Alto	$549,000	$0	$549,000
San Jose - Various Streets Rehabilitation	San Jose	$7,987,000	$0	$7,987,000
Santa Clara City - Various Streets Rehabilitation	Santa Clara (City)	$1,163,000	$0	$1,163,000
Santa Clara County Roads Pavement Rehabilitation	Santa Clara County	$1,157,000	$0	$1,157,000
Santa Clara County Expressways Pavement Rehabilitation	Santa Clara County	$530,000	$0	$530,000
Saratoga - Various Streets and Roads Rehabilitation	Saratoga	$500,000	$0	$500,000
Sunnyvale Ave/Old San Francisco Rd Reconstruction and Ped Enhancements	Sunnyvale	$638,000	$0	$638,000
Sunnyvale - Hendy Avenue Improvements (Complete Streets)	Sunnyvale	$1,117,000	$0	$1,117,000
Benicia - Columbus Parkway Overlay	Benicia	$371,000	$0	$371,000
Fairfield - Various Streets Overlay	Fairfield	$1,370,000	$0	$1,370,000
Solano County Pavement Overlay	Solano County	$1,689,000	$0	$1,689,000
Suisun City - Pintail Drive Resurfacing	Suisun City	$437,000	$0	$437,000
Vacaville - Various Streets Overlay	Vacaville	$1,324,000	$0	$1,324,000
Vallejo - Citywide Street Overlay	Vallejo	$1,595,000	$0	$1,595,000
Petaluma - Sonoma Mountain Parkway Rehabilitation	Petaluma	$1,036,000	$0	$1,036,000
Rohnert Park - Arlen Dr and E. Cotati Ave Overlay	Rohnert Park	$563,000	$0	$563,000
Santa Rosa - Various Streets Citywide Overlay	Santa Rosa	$2,072,000	$0	$2,072,000
Sonoma County - Various Roads Pavement Preservation	Sonoma Co. TPW	$4,912,000	$0	$4,912,000
Windsor - Hembree Lane Resurfacing	Windsor	$348,000	$0	$348,000
SUBTOTAL		$80,789,000	$0	$80,789,000
7. LOCAL STREETS AND ROADS (LSR)	**TOTAL:**	**$101,802,000**	**$0**	**$101,802,000**

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

8. REGIONAL STRATEGIC INVESTMENTS (RSI)				
Richmond Rail Connector	Caltrans	$6,330,000	$0	$6,330,000
GGBH&TD Preventive Maintenance (for Golden Gate Bridge Suicide Deterent)	GGBH&TD	$5,000,000	$0	$5,000,000
Doyle Drive/Presidio Parkway *****	SFCTA	$34,000,000	$0	$34,000,000
SamTrans Preventive Maintenance (for Caltrain Right-Of-Way Payback)	SamTrans	$15,942,309	$0	$15,942,309
SamTrans Bus Replacement (for Caltrain Right-Of-Way Payback)	SamTrans	$1,085,808	$0	$1,085,808
SamTrans Advanced Communications System Upgrades (for Caltrain Right-Of-Way Payback)	SamTrans	$2,260,796	$0	$2,260,796
SCL I-280 I/C Improvements	VTA	$1,000,000	$31,000,000	$32,000,000
Small/Northbay Operators (Transit Payback Commitment)	Various			
Clipper Phase III Implementation	Various	$2,691,476	$0	$2,691,476
SUBTOTAL		**$68,310,389**	$31,000,000	**$99,310,389**
8. REGIONAL STRATEGIC INVESTMENTS (RSI)	**TOTAL:**	**$68,310,389**	**$31,000,000**	**$99,310,389**
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)				
Transit Payback Commitment: Lifeline Transportation Program				
Community Based Transportation Plan Updates	ACTC	$475,000	$0	$475,000
Cherryland - Hathaway Avenue Transit Access Improvements	Alameda County	$430,000	$0	$430,000
East Bay Bus Rapid Transit Terminus/ San Leandro BART Improvements	AC Transit	$1,225,539	$0	$1,225,539
Baypoint - Canal Road Bike/Ped Improvements	Contra Costa County	$1,000,000	$0	$1,000,000
Richmond Easy Go Low-Income Mobility Access Improvements	Richmond	$203,291	$0	$203,291
Advanced Communications and Information System	GGBHTD	$233,728	$0	$233,728

Attachment B

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Adopted: 10/28/09-C
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02/23/10-C 03/23/11-C 05/25/11-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
April 23, 2014

Project Category and Title	Implementing Agency	Total STP/CMAQ	Total Other TE/RTIP/CMIA	Total Cycle 1
T4 FIRST CYCLE PROGRAMMING		**$559,408,976**	**$81,882,000**	**$641,290,976**
Community Based Transportation Plan Updates	NCTPA	$80,000	$0	$80,000
ADA Bus Stop Upgrades	NCTPA	$116,794	$0	$116,794
Eddy and Ellis Traffic Calming	SFMTA	$1,175,105	$0	$1,175,105
Redwood City - Middlefield/Woodside Rd (SR 84) Intersection Improvements	Redwood City	$339,924	$0	$339,924
City of San Mateo - North Central Ped Infrastructure Improvements	San Mateo (City)	$339,924	$0	$339,924
East San Jose Pedestrian Improvements	Santa Clara County	$2,127,977	$0	$2,127,977
Fairfield-Suisun - Local Bus Replacement	Fairfield-Suisun Transit	$481,368	$0	$481,368
Vacaville - Accessible Paths to Transit	Vacavile	$40,000	$0	$40,000
Healdsburg Pedestrian Safety & Access Improvements	Healdsburg	$202,937	$0	$202,937
Central Sonoma Valley Trail	Sonoma County	$500,000	$0	$500,000
SUBTOTAL		$8,971,587	$0	$8,971,587
9. LIFELINE TRANSPORTATION PROGRAM (LIFE)	**TOTAL:**	**$8,971,587**	**$0**	**$8,971,587**

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

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** 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.