

MTC's Program Development and Policies for SAFTEA Funding

Safe, Accountable, Flexible, Efficient Transportation Equity Act (SATETEA)

Every few years, the U.S. Congress adopts a surface transportation act - Congress's authorization to spend tax dollars on highways, streets, roads, transit and other transportation related projects. The *Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA)* was signed into law by President George W. Bush in August 2005.

The majority of SAFETEA funding flows to the states, and in California these funds are administered by Caltrans. However, Caltrans assigns a significant portion of two of the programs, the Surface Transportation Program (STP) and the Congestion Mitigation & Air Quality Improvement Program (CMAQ) to MTC and other regional planning agencies to be used at their own discretion, subject to federal regulations. MTC develops and administers its own funding programs using STP and CMAQ funds to target Bay Area transportation needs. Funding from these two programs totals approximately \$130 million annually.

Policies and Programming

SAFETEA spans five years beginning in fiscal year 2004-05 and ending during FY 2008-09. MTC developed policies to guide how funds are spent among various transportation priorities.

First Cycle: FYs 2003-04* and 2004-05

Second Cycle: FYs 2005-06 and 2006-07

Third Cycle: FYs 2007-08 and 2008-09

*FY 2003-04 was treated as an extension of the Transportation Equity Act for the 21st Century (TEA-21) the federal transportation act in effect prior to the passage of SAFETEA. This provided a one-year bridge between the prior authorization and the current SAFETEA authorization.

Policies establish the overall architecture of the federal STP/CMAQ programming that falls under the discretion of the Commission. Specifically, these policies identify which MTC programs are to be funded with STP/CMAQ dollars and at what funding levels.

Programming entails the selection of individual projects within the frameworks of these regional programs. MTC first adopts a policy resolution for each cycle and then follows up with another resolution, which lists individual projects.

SAFETEA Third Cycle Programming

The Third Cycle Programming policies guide the programming of a two-year increment of federal funding (FY 2007-08 and FY 2008-09) amounting to \$300 million authorized by SAFETEA. This programming cycle essentially continues established STP/CMAQ funded programs into the Third Cycle: Clean Air, Regional Operations, CMA Planning Activities, Local Streets and Road Shortfall, Transit Capital Shortfall, TLC/HIP, Regional Bike/Pedestrian.

Over the life of SAFETEA, \$900 million has come to the Metropolitan Transportation Commission. The Third Cycle (\$300 million) will complete the regional programming of SAFETEA, representing the final two years FY 2007-08 and 2008-09.

Policies and Programming

- **APPENDIX A** - SAFETEA Third Cycle Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Project Selection Criteria and Programming Policy adopted December 14, 2005
-

SAFETEA Second Cycle Programming

The policy to guide this programming activity was adopted by MTC on April 14, 2004 (MTC Resolution 3615). This programming effort provides a total of \$286 million for the Clean Air Program, regional operations programs, planning activities, Local Streets and Roads Shortfall Program, Transit Capital Shortfall Program, Transportation for Livable Communities Program/Housing Incentive Program (TLC/HIP), Regional Bicycle/Pedestrian Program and the State Transportation Improvement Program/Transportation Congestion Relief Program (STIP/TCRP) Backfill.

Policies

- **APPENDIX B** - Second Cycle STP/CMAQ Policy (MTC Resolution 3615, adopted April 28, 2004)
- **APPENDIX C** - Second Cycle STP/CMAQ Backfill Policy (Memo to Programming and Allocations Committee, April 14, 2004)

Programming

- **APPENDIX D** - STP/CMAQ Backfill List of Projects
 - **APPENDIX E** - Other Second Cycle List of Projects (MTC Resolution 3625, adopted December 15, 2004)
-

SAFETEA First Cycle Programming

The MTC Commission adopted SAFETEA First Cycle policy on March 26, 2003 (MTC Resolution No. 3536). This programming effort provided a total of \$256 million for air quality management, strategies, regional operating programs, planning activities, and carryover projects from TEA-21.

In addition, in spring 2005, staff identified \$107 million in additional First Cycle funds as a result of MTC having advanced projects to earlier fiscal years and new project delivery policies enacted by the state. To put this \$107 million in STP and CMAQ funding to best use, staff developed a program, split roughly 50 percent to strategic expansion projects at about \$55 million, 40 percent to rehabilitation for local streets and roads and transit at about \$45 million, and just under 10 percent is dedicated to system management and safety projects at \$7 million. This augmentation cycle was adopted by the Commission at its April 2005 meeting.

Policies

- **APPENDIX F** - First Cycle STP/CMAQ Policy (MTC Resolution 3547, adopted June 25, 2003)
- **APPENDIX G** - First Cycle Augmentation Policy (MTC Resolution 3695, adopted 27, 2005)

Programming

- **APPENDIX H** - Final list of projects programmed for FY 2003-04 through FY 2004-05
 - **APPENDIX I** - Augmentation list of projects
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Memorandum

TO: Programming and Allocations Committee

DATE: December 14, 2005

FR: Deputy Executive Director, Policy

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

Background

The *SAFETEA Third Cycle Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Project Selection Criteria and Programming Policy* guides the programming of a two year increment of federal funding (FY 2007-08 and FY 2008-09) authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA). Over the life of SAFETEA, \$900 million is anticipated to come to the Metropolitan Transportation Commission. The Commission has already programmed four of the six years of SAFETEA or roughly \$600 million: First Cycle, including the Augmentation Round, represented fiscal years 2003-04 and 2004-05, and Second Cycle represented FY 2005-06 and 2006-07, leaving \$300 million for the Third Cycle. The Third Cycle will complete the regional programming of SAFETEA, representing the final two years FY 2007-08 and 2008-09.

SAFETEA (STP & CMAQ) MTC Region	(Millions of \$)
SAFETEA Revenues to the MTC Region	\$900
Committed Funding (over First and Second Cycle programming cycles)	\$600
Total Available for Third Cycle Programming	\$300

SAFETEA Third Cycle Project Selection Criteria, Policy and Programming, as well as other MTC transportation funding priorities, are guided by the Bay Area region's Regional Transportation Plan (RTP), also referred as Transportation 2030 (T2030). T2030 is the Bay Area's comprehensive roadmap to guide transportation investments in mass transit, highway, airport, seaport, bicycle and pedestrian projects over 25 years. The programs recommended for funding under the *SAFETEA Third Cycle STP/CMAQ Project Selection Criteria and Programming Policy*, as well as prior SAFETEA programming cycles are an outgrowth of the transportation needs specifically identified by T2030.

Funding Objectives

The proposal directs the newly available programming increment of \$300 million to address regional transportation needs and to implement the strategies and objectives of the Regional Transportation Plan. There had been preliminary discussions about the structure of the Third

Cycle program during development of Second Cycle, set forth in Resolution 3615. Table 1 reflects those commitments, which established a priority list for \$266 million in Third Cycle commitments. There were preliminary discussions about the framework of the Third Cycle program starting with the development of Second Cycle. The rationale for establishing the Resolution 3615 framework was that a number of programs – such as Transportation for Livable Communities/Housing Incentive Program (TLC/HIP) and Regional Bike/Pedestrian programs were being delayed to accommodate lower than expected obligation authority during TEA-21, as well as critical rehabilitation needs, and stalled State Transportation Improvement Program (STIP) projects. The Third Cycle funding proposal presented in Table 1 below reflects those commitments as embodied in Resolution 3615, by essentially continuing established STP/CMAQ funded programs into the Third Cycle up to the \$300 million available.

Table 1: Third Cycle Funding Summary

	Original 3 rd Cycle Commitments Res. No. 3615	Revised Increase (Decrease)	Proposed 3 rd Cycle Commitments
Funding Categories	Rounded to Millions of \$		
1. Clean Air	\$4	\$13	\$17
2. Regional Operations	\$44	-	\$44
3. CMA Planning Activities	\$10	\$1	\$11
4a. Local Streets and Road Shortfall	\$57	\$9	\$66
4b. Transit Capital Shortfall	\$55	\$9	\$64
5. TLC/HIP	\$72	\$2	\$74
6. Regional Bike/Pedestrian	\$24	-	\$24
TOTAL Commitments:	\$266	\$34	\$300

Proposal

This section outlines the background and policy framework associated with the Third Cycle programming categories.

1. The Clean Air Program: (\$17 million) This category focuses on two specific programs: Spare the Air and the Eastern Solano CMAQ. The Spare the Air Program reduces air pollution and provides advance notice when a "bad air day" (a day when air quality is forecast to exceed federal standards) is likely to occur. A total of \$2 million is provided to the Air District for managing the Spare the Air effort for the two years. Another major component of this program is the Free Transit Commute Campaign whereby commuters are given free transit rides during the a.m. peak on a designated "Spare the Air Day". The Partnership had voiced some concerns about the effectiveness and proposed level of funding for the Spare the Air – Free Transit Program. As a result, the Partnership and the Air District agreed that the program's three-year funding need of \$15 million would be funded by \$12 million in new Third Cycle programming commitment and approximately \$3 million in unused funds carried over from the FY 2004-05 season. The funding for this program will be reconfirmed based on the evaluation of program effectiveness after the

FY 2006-07 “Spare the Air” season. Any residual funds not used by the program would be shifted to other air quality improvement strategies, subject to Partnership review and input.

The Eastern Solano CMAQ program has its basis in the CMAQ apportionment that MTC receives from Eastern Solano County in the Sacramento air basin, a distinctly separate air basin from the Bay Area Quality Management District’s. MTC works with the Solano Transportation Authority (STA) to program CMAQ eligible projects in the Eastern portion of Solano County in consultation with the Sacramento Area Council of Governments (SACOG). STA will receive \$2.5 million for the two-year period for Third Cycle to fund CMAQ eligible projects in Eastern Solano County.

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

3. CMA Planning Activities: (\$11 million) The Congestion Management Agencies (CMAs) proposed increasing the level of STP funding (also known as STP 3% Planning Funds) that is provided to them for staff functions to support the administration of MTC program and project monitoring functions. During the First and Second Cycles, each CMA was guaranteed a minimum of \$240,000, an increase from the minimum threshold of \$140,000 provided during TEA 21.

In response to this request, \$1.8 million in additional funds are reserved at this time to increase planning support. Roughly \$1.2 million (or \$135,000 per county) is proposed as the increased funding level in FY 2006-07, the first year of the next STP 3% Planning Fund agreement period, which covers FY 2006-07 to FY 2008-09. The remaining \$0.6 million is held in reserve pending a review of annual funding needs for CMAs in light of MTC’s current Strategic Plan recommendations. MTC staff will work with the CMAs as soon as practical but prior to July 2006 to define these needs so that an understanding of the level of funding and source of planning support funding for FY 2007-08 and FY 2008-09 can be established.

4a. Local Streets and Roads Rehabilitation Shortfall: (\$66 million) This program directs funding to the Local Streets and Road Rehabilitation Shortfall (LSRS) Program. Within this category, \$0.8 million will be taken off the top to fund the continuation of the Pavement Technical Assistance Program (PTAP) for one year (FY 2007-08). The remainder of the program funding \$65.2 million will be distributed to the county congestion management agencies for programming to local streets and road rehabilitation projects.

4b. Transit Capital Rehabilitation Shortfall: (\$64 million) This program funds transit rehabilitation projects and is being held in reserve pending discussions by the Partnership and among general managers of transit properties in the Bay Area. The Third Cycle Policy will be amended to reflect the consensus position on how this funding should be applied to transit rehabilitation needs in the region. Staff is anticipated to bring the project selection policies for this program back to the Commission for consideration in Fall 2006.

5. Transportation for Livable Communities/Housing Incentive Program (TLC/HIP): (\$74 million) The TLC/HIP category encompasses TLC/HIP Planning Grants, Regional TLC Capital

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

6. Regional Bicycle and Pedestrian Program: (\$24 million) This program is designed to fund regionally significant bicycle and pedestrian projects. Over a 12-year programming period, counties will receive 100% of their county population share. For the Second Cycle, a single call for projects for the regionally competitive program took place last winter and \$8 million (25% of the program) was programmed in June 2005. In the Third Cycle, the remaining \$24 million will fund the County Regional Bicycle and Pedestrian Program. The county Congestion Management Agencies will establish the project priorities for this program.

Schedule and Next Steps

The Third Cycle addresses SAFETEA apportionments over two fiscal years: FY 2007-08 and FY 2008-09. However, MTC staff is also accepting requests to program the Third Cycle increment of funding in the year preceding these two years, FY 2006-07 to assist the region to better manage Obligation Authority (OA). The actual year of programming and obligation will depend upon delivery schedules and the availability of OA, with all funds being obligated or transferred by May 31, 2009, the end of SAFETEA. Depending on the proposed year of programming, a project will either need to be amended into the Transportation Improvement Program (TIP) by February 2006 in anticipation of the 2007 TIP development or after the 2007 TIP approval in October 2006.

Additionally, some programs, such as the Local Streets and Road Shortfall Program, Regional Bicycle and Pedestrian Program, and County TLC/HIP Program, are administered at the Congestion Management Agency level. MTC staff is allowing CMAs broad latitude in the programming schedule providing that all of the projects are obligated prior to May 31, 2009. As a result many of the program schedules have not yet been determined.

Staff will continue to monitor federal funding levels. If future funds are identified beyond the programming commitments for the Third Cycle, the Partnership Technical Advisory Committee recommended that the Commission consider directing these funds to meet the rehabilitation needs for the local streets and roads and transit programs. Further, the staff proposal for Third Cycle requires additional refinement of CMA 3% Planning needs and future funding.

Staff Recommendation

Staff recommends that the Committee refer the Third Cycle STP/CMAQ Project Selection Criteria and Programming Policy, Resolution No. 3723, to the Commission for approval.

Therese McMillan

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

Attachment A
Resolution No. 3723
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SAFETEA

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

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

Third Cycle STP/CMAQ Policy and Programming

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BACKGROUND

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

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

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

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

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

GENERAL PROGRAMMING POLICY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

THIRD CYCLE FUND ESTIMATE

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

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

THIRD CYCLE FUNDING OBJECTIVES AND PROGRAMMING CATEGORIES

FUNDING OBJECTIVES

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

PROGRAMMING CATEGORIES

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

Table 1: Third Cycle Funding Proposal Summary

Funding Categories	Proposed 3 rd Cycle Commitments Rounded to \$ Millions
1. Clean Air	\$17
2. Regional Operations	\$44
3. CMA Planning Activities	\$11
4a. Local Streets and Road Shortfall	\$66
4b. Transit Capital Shortfall	\$64
5. TLC/HIP	\$74
6. Regional Bike/Pedestrian	\$24
TOTAL Commitments:	\$300

1. The Clean Air Program

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

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

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

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

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

2. Regional Operations Programs

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

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

3. CMA Planning Activities

(\$11 million) The Congestion Management Agencies (CMAs) proposed increasing the level of STP funding (also known as STP 3% Planning Funds) that is provided to them for staff functions to support the administration of MTC program and project monitoring functions. During the First and Second Cycles, each CMA was guaranteed a minimum of \$240,000, an increase from the minimum threshold of \$140,000 provided during TEA 21.

In response to this request, \$1.8 million in additional funds are reserved at this time to increase planning support. Roughly \$1.2 million (or \$135,000 per county) is proposed as the increased funding level in FY 2006-07, the first year of the next STP 3% Planning Fund agreement period, which covers FY 2006-07 to FY 2008-09. The remaining \$0.6 million is held in reserve pending a review of annual funding needs for CMAs in light of MTC's current Strategic Plan recommendations. MTC staff will work with the CMAs as soon as practical but prior to July 2006 to define these needs so that an understanding of the level of funding and source of planning support funding for FY 2007-08 and FY 2008-09 can be established.

(See Appendix A-3 for program breakdown.)

4a. Local Streets and Roads Rehabilitation Shortfall

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

(See Appendix A-4 for program breakdown.)

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

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

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

4b. Transit Capital Rehabilitation Shortfall

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

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

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

The CMAQ funds available for programming are assigned from federal apportionments in fiscal years (FYs) 2007-08, and 2008-09 to the CMAs for programming to local TLC/HIP projects through the County TLC/HIP program. Funds may be programmed in any of these two years, and also may be advanced and programmed in FY 2006-07 based on project sponsor needs. The actual availability of federal funds is contingent upon the availability of obligation authority (OA), and all CMAQ funds must be obligated by May 31, 2009. This program is also supplemented by federal Transportation Enhancement (TE) Funding, which is programmed by

the CMAs through the STIP. During Second Cycle programming it was assumed that \$27.839 million in TE funding would be available for the County TLC program. However, The California Transportation Commission has revised its TE estimates in the 2006 STIP Fund Estimate reducing the TE funding by \$1.944 million. The TE and CMAQ funding now available for the County TLC/HIP program is \$0 (zero) in First Cycle, \$9.0 million in Second cycle and \$25.895 million in Third Cycle for a total of \$34.895 million. (See Appendix A-5 for County TLC/HIP program breakdown)

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

6. Regional Bicycle and Pedestrian Program

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

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

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

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

SCHEDULE

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

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

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

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

PROJECT LIST

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

APPENDIX A-1: THIRD CYCLE PROGRAM AND POLICIES SUMMARY

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
1. Clean Air	This program category aims to support projects and programs that reduce air pollutants. Third Cycle has identified Spare the Air project, Free Transit Commute Campaign, and CMAQ projects in Eastern Solano County as eligible projects.	E. Solano CMAQ Projects – CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval into the TIP. Spare the Air and Free Transit Commute Campaign -- BAAQMD will apply directly through MTC	TBD April 2006	\$17 million
2. Regional Operations	This program category aims to manage the regional transportation system to improve the transportation system for users through traffic management, traveler information efforts, and transit service improvements.	MTC will program these projects directly into the TIP.	April 2006	\$44 million
3. CMA Planning Activities	3% STP Planning and T-PLUS.	MTC will program these funds directly into the TIP.	CMA Planning Funds – April 2006	\$11 million
4a. Local Streets and Roads Rehabilitation Shortfall	Local roadway rehabilitation projects on the Federal-Aid System. \$0.8 million of this program will be used to fund the continuation of the Pavement Technical Assistance Program (PTAP).	CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval. MTC will program these funds directly into the TIP.	TBD by each CMA to be obligated no later than FY 2008-09 April 2006	\$66 million
4b. Transit Capital Rehabilitation Shortfall	To be held in reserve pending discussions with the General Managers and the Partnership.	N/A	TBD	\$64 million

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

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

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

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

**SAFETEA STP/CMAQ Third Cycle
Appendix A-3: CMA Transportation / Land Use and 3% Planning Activities
December 21, 2005**

County	2005 DOF Population	% of Region's Population	Preliminary Augmentation *			FY 2007-08			FY 2008-09			Total
			FY 2006-07 Preliminary * Augmentation Amount	FY 2007-08/ FY 2008-09 * Augmentation Remaining Balance	Total Preliminary * Augmentation Amount	3% Planning Based on SAFETEA Estimates **	Transportation / Land Use	Total	3% Planning Based on SAFETEA Estimates **	Transportation / Land Use	Total	
Alameda	1,507,500	21.24%	135,000	65,000	200,000	540,000	150,000	690,000	540,000	150,000	690,000	\$1,580,000
Contra Costa	1,020,898	14.39%	135,000	65,000	200,000	360,000	150,000	510,000	370,000	150,000	520,000	\$1,230,000
Marin	252,485	3.56%	135,000	65,000	200,000	240,000	150,000	390,000	240,000	150,000	390,000	\$980,000
Napa	133,294	1.88%	135,000	65,000	200,000	240,000	150,000	390,000	240,000	150,000	390,000	\$980,000
San Francisco	799,263	11.26%	135,000	65,000	200,000	280,000	150,000	430,000	290,000	150,000	440,000	\$1,070,000
San Mateo	723,453	10.19%	135,000	65,000	200,000	260,000	150,000	410,000	260,000	150,000	410,000	\$1,020,000
Santa Clara	1,759,585	24.79%	135,000	65,000	200,000	620,000	150,000	770,000	630,000	150,000	780,000	\$1,750,000
Solano	421,657	5.94%	135,000	65,000	200,000	240,000	150,000	390,000	240,000	150,000	390,000	\$980,000
Sonoma	478,440	6.74%	135,000	65,000	200,000	240,000	150,000	390,000	240,000	150,000	390,000	\$980,000
Total	7,096,575	100%	\$1,215,000	\$585,000	\$1,800,000	\$3,020,000	\$1,350,000	\$4,370,000	\$3,050,000	\$1,350,000	\$4,400,000	\$10,570,000

* \$1.8 Million Preliminary Augmentation: \$1,215,000 available in FY 2006/07, with remaining balance available following determination of final augmentation amount.

** Each county receives a minimum of \$240,000.

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

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

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Notes:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Project Category and Title	County	Implementing Agency	Third Cycle Funding (thousand \$)
SAFETEA STP/CMAQ THIRD CYCLE PROGRAMMING			
1. CLEAN AIR PROGRAM			
Annual Spare the Air	Region-Wide	BAAQMD	\$2,000
Eastern Solano CMAQ Program (Reserve)	Solano	TBD	\$2,500
<i>Specific projects TBD by Solano Transportation Authority (STA)</i>			
Clean Air in Motion (CAM) (Reserve)	Region-Wide	TBD	\$12,000
<i>Specific projects TBD by the Commission</i>			
SUBTOTAL			\$16,500
2. REGIONAL OPERATIONS PROGRAMS			
511 - TravInfo™	Region-Wide	MTC	\$15,000
TransLink®	Region-Wide	MTC	\$2,200
Ride share	Region-Wide	MTC	\$5,400
Freeway Operations/ Traffic Operations System (TOS)	Region-Wide	MTC	\$6,500
Incident Management	Region-Wide	MTC	\$10,600
Regional Transit Information System (RTIS)	Region-Wide	MTC	\$3,000
Regional Transit Marketing and Market Research Services	Region-Wide	MTC	\$1,400
Performance Monitoring	Region-Wide	MTC	\$400
SUBTOTAL			\$44,500
3. CONGESTION MANAGEMENT AGENCY (CMA) PLANNING ACTIVITIES			
3% STP CMA Planning funds			
3% STP CMA Planning funds - Alameda	Alameda	ACCMA	\$1,280
3% STP CMA Planning funds - Contra Costa	Contra Costa	CCTA	\$930
3% STP CMA Planning funds - Marin	Marin	TAM	\$680
3% STP CMA Planning funds - Napa	Napa	NCTPA	\$680
3% STP CMA Planning funds - San Francisco	San Francisco	SFCTA	\$770
3% STP CMA Planning funds - San Mateo	San Mateo	SMCCAG	\$720
3% STP CMA Planning funds - Santa Clara	Santa Clara	VTA	\$1,450
3% STP CMA Planning funds - Solano	Solano	STA	\$680
3% STP CMA Planning funds - Sonoma	Sonoma	SCTA	\$680
MTC/CMA Transportation/Land Use Planning Support			
MTC/CMA Transportation/Land Use Planning Support - Alameda	Alameda	ACCMA	\$300
MTC/CMA Transportation/Land Use Planning Support - Contra Costa	Contra Costa	CCTA	\$300
MTC/CMA Transportation/Land Use Planning Support - Marin	Marin	TAM	\$300
MTC/CMA Transportation/Land Use Planning Support - Napa	Napa	NCTPA	\$300
MTC/CMA Transportation/Land Use Planning Support - San Francisco	San Francisco	SFCTA	\$300
MTC/CMA Transportation/Land Use Planning Support - San Mateo	San Mateo	SMCCAG	\$300
MTC/CMA Transportation/Land Use Planning Support - Santa Clara	Santa Clara	VTA	\$300
MTC/CMA Transportation/Land Use Planning Support - Solano	Solano	STA	\$300
MTC/CMA Transportation/Land Use Planning Support - Sonoma	Sonoma	SCTA	\$300
SUBTOTAL			\$10,570

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

Project Category and Title	County	Implementing Agency	Third Cycle Funding (thousand \$)
SAFETEA STP/CMAQ THIRD CYCLE PROGRAMMING			
4a. LS&R REHABILITATION SHORTFALL			
Pavement Technical Advisory Program (PTAP)	Region-Wide	MTC	\$800
Local Streets and Roads Rehabilitation (Reserve) <i>Specific projects TBD by CMAAs</i>	Region-Wide	TBD	\$65,200
SUBTOTAL			\$66,000
4b. TRANSIT CAPITAL REHABILITATION SHORTFALL			
Transit Capital Rehabilitation (Reserve) <i>Specific projects TBD by the Commission through TCP Process</i>	Region-Wide	TBD	\$64,000
SUBTOTAL			\$64,000
5. TRANSPORTATION FOR LIVABLE COMMUNITIES (TLC) PROGRAM **			
TLC/HIP Planning Grants (Reserve) <i>Specific projects TBD by the Commission</i>	Region-Wide	MTC	\$880
Regional Transportation for Livable Communities (TLC) (Reserve) <i>Specific projects TBD by the Commission</i>	Region-Wide	TBD	\$16,690
Regional Housing Incentive Program (HIP) (Reserve) <i>Specific projects TBD by the Commission</i>	Region-Wide	TBD	\$21,110
Station Area Planning (Reserve) <i>Specific projects TBD by the Commission</i>	Region-Wide	TBD	\$9,200
County TLC/HIP (Reserve) <i>Specific projects TBD by CMAAs</i>	Region-Wide	TBD	\$9,000
<i>Specific TE projects TBD by CMAAs and programmed in STIP with TE funds</i>	Region-Wide	Various	\$16,895
SUBTOTAL			\$73,775
6. REGIONAL BICYCLE/PEDESTRIAN PROGRAM			
County Bike/Ped Program (Reserve) <i>Specific projects TBD by CMAAs</i>	Region-Wide	TBD	\$24,000
SUBTOTAL			\$24,000
Third Cycle Total			\$299,345

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* NOTE: Attachment A, Third-Cycle Project Selection Criteria and Programming Policies, govern this project list. All changes resulting in funding to a project are subject to Commission approval. The project phase, fiscal year and fund source will be determined at the time of programming in the TIP. MTC Staff will update the project listing (Attachment B) to reflect MTC actions as projects are included in the TIP.

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

Date: April 28, 2004
W.I.: 1512
Referred by: PAC
Revised: 01/26/05-C

Attachment A
Resolution No. 3615
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TEA-21 Reauthorization
Second Cycle STP/CMAQ/TE
Programming Policy
for
FY 2005-06 and FY 2006-07

Second Cycle STP/CMAQ/TE Program Programming Policies

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Section I: Background

The federal Transportation Equity Act for the 21st Century (TEA-21), which expired on September 30, 2003, authorized the use of federal funds for the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Enhancement Activities (TE) programs on projects across the San Francisco Bay Area between fiscal years 1998-2003. On September 24, 2003 Congress extended TEA-21 legislation for five months and set a new expiry date of February 29, 2004 to keep federal funding for transportation projects flowing. The funding levels included in the extension bill are based upon the funding levels of the FY 2004 federal budget. A second extension bill was passed on February 27, 2004 that carries forward the policies of TEA-21 until April 30, 2004. Legislative discussions on the composition of the next reauthorization bill are currently being held in Congress and Congress is hopeful about passing a new reauthorization bill before the expiration of the current extension bill.

Distributed among several programming opportunities, TEA-21 authorized the San Francisco Bay Area Region to program approximately \$370 million in Surface Transportation Program (STP) funds, \$326 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and \$49 million in Transportation Enhancement Activities Program (TE) funds between 1998 and 2003. Approximately \$124 million was available each year over the six-year period of the act, for a total of \$745 million. All of these funds have been fully programmed.

In anticipation of a TEA-21 reauthorization bill, MTC decided to program approximately \$256 million in STP and CMAQ funds in a new programming cycle, First Cycle (2003-04 and 2004-05). See MTC Resolution Nos. 3536 and 3547 for details on First Cycle programming. The overarching goals behind First Cycle Programming are to meet continued planning needs, the needs of annual operating programs, the needs of air quality programs, and to reconcile overprogramming from TEA-21. Programming for subsequent fiscal years will be consistent with the funding commitments agreed upon through Transportation 2030 (T-2030), the update to the 2001 Regional Transportation Plan (RTP).

In December 2003, the MTC Commission reached consensus on Phase 1 level funding commitments in T-2030. Based on these decisions, MTC has the basic framework and direction to proceed with programming projects for FY 2005-06 and 2006-07.

Section II: Regional Six-Year TEA 21 Reauthorization Programming Plan

In October 2002, the Bay Area Partnership and associated committees discussed the six-year plan for programming TEA-21 Reauthorization STP, CMAQ, and TE funding and agreed on a 1 • 2 • 3 programming approach over a total of three cycles. In this original proposal, First Cycle was intended to program one fiscal year of Reauthorization funding, Second Cycle would program two years, and Third Cycle would program the remaining three years of Reauthorization. Since then, developments in the T-2030 Phase 1 decisions and regional funding needs have stimulated a modification to the six-year programming plan for TEA-21 Reauthorization. Since FY 2004-05 STP/CMAQ/TE revenues are not anticipated to substantially exceed the fund estimate assumptions in First Cycle and the redirection of TE into the State Transportation Improvement Program (STIP), the six-year TEA-21 reauthorization programming plan has been modified. As a result, programming will continue to span

three cycles, but each cycle will consist of two fiscal years worth of programming. The policies set forth herein reflect a 2 • 2 • 2 programming approach to Reauthorization.

The region will continue to program to the full apportionment level rather than Obligation Authority (OA) levels, with the stipulation that obligations for projects programmed in the last year of reauthorization are subject to the availability of OA. Projects funded through First, Second, and Third Cycles are subject to the project delivery policies (MTC Resolution No. 3606) adopted by the MTC Commission in October 2003. The bulk of new programming occurs in FY 2005-06 and beyond. Programming to full apportionment benefits the region with accelerated project delivery, results in lower project costs, and delivery of projects to the public sooner, which outweigh the risks of programming to higher levels than can be obligated in a given year. We have consistently been the beneficiaries of advanced federal obligation authority. However, since the region is programming STP, CMAQ, and TE prior to the reauthorization of TEA-21, Third Cycle programming will serve to balance prior programming activities from First and Second Cycles. This will ensure that the six-year programming is in consistent with the TEA-21 Reauthorization bill.

MTC and the Bay Area Partnership developed a strategy for programming federal and state funds to ensure that a balanced, reasonable mix of high priority transportation projects is achieved at the regional level. Pursuant to that discussion, the following factors must be considered in the development of priorities and procedures for programming STP, CMAQ, and TE funds:

The diverse nature of the Bay Area transportation system requires multi-modal investments.

A strategic mix of various fund sources will be required to meet the divergent needs of large versus small projects, and/or differences in the financial capabilities of Partnership sponsors.

Maintaining and sustaining the existing system through replacement and rehabilitation of its infrastructure, coupled with effective management of that system, are high regional priorities in the RTP and must be provided for.

This policy document is subject to revision once TEA-21 Reauthorization legislation is passed, but future policies are likely to retain these essential features.

Projects selected must meet the program criteria of the STP, CMAQ, TE guidelines developed at the State and Federal Levels.

Per the existing Memorandum of Understanding (MOU) between MTC and SACOG, Eastern Solano County CMAQ funding will be reserved for projects in the eastern portion of that county. Most of the nine-county MTC region lies within the Bay Area Air Quality Management District's Air Basin. One exception is the Eastern portion of Solano County, which lies within the Yolo/Solano Air Quality Management District's (YSAQMD) air basin. The Sacramento Area Council of Governments (SACOG) is responsible for air quality conformity of the YSAQMD's air basin, while MTC has the planning and programming authority for Eastern Solano County. The second exception is the Northern Sonoma air basin, which is an attainment area.

First Cycle

The First Cycle programming covers the minimal amount necessary to ensure a seamless transition

into TEA 21 reauthorization. Funding is programmed to projects with continuous annual funding needs and air quality management strategies, with the remaining balance used to address outstanding programming commitments arising from the OA shortfall from ISTEA and TEA 21. Due to a combination of a) OA limitations in the region, and b) annualized programming requirements for programs with operating or contractual commitments, Cycle One commits anticipated FY 2003-04 and 2004-05 STP, CMAQ, and TE revenues.

Second Cycle

Second Cycle will program anticipated STP, CMAQ, and TE apportionments for FY 2005-06 and 2006-07 and any unprogrammed apportionments from FY 2004-05. The recent California Transportation Commission (CTC) decision to redirect the TE funds into the Regional Transportation Improvement Program (RTIP) changes the TE funding distribution in the region. Beginning with FY 2003-04, half of the TE funds will be programmed to projects in each County's TLC/HIP program, while the other half will be programmed to TE eligible projects at each county's discretion. All of the TE funded projects will be administered through the RTIP in addition to any other programs the projects may fall under. Please refer to the 2004 RTIP Policies and Procedures for more specific details on the TE funding agreement between the counties and MTC (Resolution No. 3608).

This second cycle includes the "on-going commitment" category of projects, as well as new funding for the identified local streets and road shortfall, transit capital shortfall, regional and county TLC/HIP, Regional Bicycle and Pedestrian, and STIP Backfill funding as confirmed through Transportation 2030 and follow-up discussions between partner agencies. The fiscal climate under which this policy is developed has sparked temporary program adjustments to respond to the lack of available funding to ongoing projects. Several agreements have been incorporated into this policy as a result of the compromises. Specifically, \$5 million from the Regional Operations, \$18 million from the TLC/HIP, and \$8 million from the Regional Bicycle and Pedestrian Program will be deferred to Third Cycle for programming. The programming capacity freed up by these deferrals will be dedicated towards backfilling existing STIP projects that are financial casualties of the recent state fiscal crisis. The Commission is expected to adopt Second Cycle programming 2004 and 2005, depending on the readiness of program categories.

Third Cycle

Third Cycle will cover two years of STP, CMAQ, and TE apportionments (FY 2007-08, and FY 2008-09), and include the continued programming of the project categories outlined in the Second Cycle and resulting from T-2030. Additionally, MTC will program the deferred programming from Second Cycle. The Third Cycle will continue to follow the direction adopted in Phase 1 T-2030 and account for any necessary program adjustments from First and Second Cycle activity based on the passage of TEA-21 Reauthorization. It is anticipated that Third Cycle will be programmed by September 30, 2006.

Spillover programming from Second Cycle, due to obligation authority limitations, may need to be accommodated in FY 2007-08 of Third Cycle. Because the region is programming to full apportionment rather than to OA, there may be insufficient OA to obligate all of the projects in the final year of the reauthorization act. Note that obligations for projects programmed in the last year of Cycle Three are subject to the availability of OA. It may therefore be necessary to carry the programming of these projects into the first year of the following transportation act.

The region intends to balance apportionments and obligation authority (OA) limitations of the forthcoming TEA-21 Reauthorization bill through Third Cycle.

Section III: 2005 Transportation Improvement Program (TIP) and Air Quality Conformity

The federally required Transportation Improvement Program (TIP) is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or subject to a federally required action, such as federal environmental clearance, and/or is regionally significant for air quality conformity or modeling purposes. All projects included in the MTC-prepared TIP must be derived from and/or consistent with the long-range transportation plan for the Bay Area, MTC's RTP. Federal regulations also require an opportunity for public comment prior to the TIP or any formal TIP amendment approvals.

Additionally, MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. 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 must certify that, taken as a whole, the program of projects included in the TIP will not worsen air quality.

Projects approved as part of Second Cycle will be amended into the 2005 TIP. Because the air quality conformity finding is being performed on the 2005 TIP, any non-exempt projects that were not incorporated into the 2005 TIP air quality conformity finding will not be considered for funding in Second Cycle. In Eastern Solano County, non-exempt projects that were not incorporated into SACOG's 2003 TIP air quality conformity finding will not be considered for funding in Second Cycle. Specifically, for Eastern Solano County CMAQ project proposals, MTC encourages the Solano Transportation Authority to submit projects for immediate programming (prior to the adoption of the 2005 TIP) due to the possible air quality conformity issues facing the SACOG region. Future programming of non-exempt projects and access to funding is dependent upon the air quality conformity findings in the SACOG region. SACOG's air quality conformity status does not impact the ability to add or amend exempt projects in MTC's TIP.

Section IV: Public Involvement

Public Involvement Process

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 MTC Resolution No. 2648. The MTC website provides information about MTC's projects and programs, the agency's structure and governing body and upcoming public meetings and workshops. It also contains all of MTC's current planning and programming documents and publications located in the MTC-Association of Bay Area governments (ABAG) Library. The site posts agendas and packets as well as audiocasts, making it possible for interested parties to listen at their convenience to all Commission and standing committee meetings held in the MetroCenter's Lawrence D. Dahms Auditorium.

The projects proposed for MTC's STP/CMAQ/TE program must be consistent with the Regional Transportation Plan (RTP). Extensive outreach is held throughout the nine-county San Francisco Bay area to solicit comments on major plans and programs. Meetings are located and scheduled to maximize public participation (including evening meetings). MTC also conducts workshops, community forums, conferences, and other events to keep the public informed and involved in various transportation projects and plans and to elicit feedback from the public and MTC's partners. Additionally, when programming projects from the RTP, MTC publicizes all of the committee meetings and provides written materials to accompany the agenda items.

Under the STP/CMAQ/TE Program, Congestion Management Agencies (CMAs) or equivalent agencies are also responsible for project selection for some categories of funding. Hence, CMAs are required to comply with MTC's public outreach standards. Below are suggestions for CMAs to pursue in seeking suggestions and comments on proposed projects that will be submitted to MTC for inclusion in the STP/CMAQ/TE Program. Further guidance is contained in the CMA Guidelines for Public Involvement Strategy for Transportation 2030.

Hold public meetings to adequately cover the major population centers and sub-areas within the county. These meetings should be structured to ensure the inclusion of the views and concerns of low-income and minority communities covered under Title VI of the Civil Rights Act.

Provide for the public the key decision milestones in the process, so that interested residents can follow the process and know in advance when the CMA board will take action.

In addition to the public meetings above, provide and publicize opportunities for affected stakeholders to comment about county projects at regularly scheduled meetings of the CMA policy board.

Make a concerted effort to publicize meetings to a wide range of interest organizations and residents, including groups representing low-income and minority communities.

Title VI

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

Section V: Fund Estimate

Baseline revenue assumptions for TEA-21 reauthorization legislation have not been established as of yet. First and Second Cycle Programs revenue projections are based on the 2001 RTP estimates and assumptions regarding TEA-21 Reauthorization. When Reauthorization legislation is passed, the approved funding levels and any necessary adjustments to First and Second Cycles will be reflected in Third Cycle.

Based on historical revenues and assumptions regarding TEA-21 Reauthorization, approximately \$147 million in STP, \$136 million in CMAQ (including Eastern Solano County), and \$9.0 million in TE funds is available in Second Cycle. Any unprogrammed apportionments from FY 2004-05 will be programmed as part of Second Cycle to STIP Backfill projects. In September 2003, the California Transportation Commission voted to redirect TE apportionments from the regional STP-CMAQ program to the RTIP beginning with TEA-21 Reauthorization funding. In the 2004 RTIP policies, half of the TE funds will be dedicated to the STP/CMAQ/TE program for use on the TLC/HIP program.

Table 1: FY 2005-06 and 2006-07 Second Cycle Estimated STP, CMAQ, and TE Revenues¹

Program	Second Cycle Revenue (in thousands of dollars)
Surface Transportation Program	146,900
Congestion Mitigation and Air Quality Improvement Program (CMAQ) ²	131,300
CMAQ – Eastern Solano County ²	4,800
Transportation Enhancement Activities Program (TE) ³	9,000
TOTAL	292,000

¹ Revenues based on 2001 RTP projections and assumptions about TEA-21 Reauthorization.

² Eastern Solano County CMAQ funds are listed separately and encompass four years worth of CMAQ apportionments, FY 2003-04 through FY 2006-07. The estimated annual apportionment is \$1.2 million per fiscal year in CMAQ funds.

³ The TE funds represented here are the regional share (half) of the RTIP-TE that is to be dedicated to the County TLC Program.

Section VI: Programming Schedule

Development of the Second Cycle Program under these procedures will be done in accordance with the schedule outlined in Appendix A of this policy. This policy was developed in collaboration with the Bay Area Partnership and associated committees. STIP Backfill projects will be programmed under the 2004 RTIP in April. The Clean Air, Regional Operations, and CMA Planning categories will be programmed with the 2005 TIP update in July. Following policy adoption by the Commission in April, MTC will conduct a call for projects beginning in May, with a program adoption anticipated by December 2004 for the local streets and road and TLC/HIP programs. The Regional Bicycle and Pedestrian and Transit Capital Shortfall Programs will be programmed at a later date and amended into the Second Cycle Program.

Section VII: Second Cycle Programming Policies

A. General policies

Second Cycle projects will be programmed based on TEA-21 legislative guidelines. Once TEA-21 Reauthorization is authorized, the projects adopted as part of Second Cycle will be reviewed for consistency with the new legislation.

The STP, CMAQ, fund estimate for Second Cycle is based on the 2001 RTP revenue projections. When reauthorizing legislation is passed on TEA-21, the fund estimate will be updated to reflect the authorized funding revenue for STP, CMAQ. Any programming in excess of actual apportionments from First and Second Cycles will be carried over into FY 2007-08.

Projects are subject to the provisions of the Regional Project Delivery Policies (MTC Resolution No. 3606, attached).

The Eastern Solano County CMAQ funds will be available for programming as soon as projects are identified and brought forward by the Solano Transportation Authority.

The Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds.

Projects proposed must be either exempt or currently modeled in the air quality conformity finding of the 2005 TIP.

MTC will have final program approval.

The regional STP, CMAQ, and TE program is project specific. The STP, CMAQ, and TE funds for projects in an existing program are for those projects alone.

B. Eligible Project Categories

Categories eligible for funding include the following:

1. Clean Air Program
2. Regional Operations Programs
3. Planning Activities
4. Transit Capital Shortfall
5. Local Streets and Roads Shortfall
6. Transportation for Livable Communities/ Housing Improvement Program (TLC/HIP)
7. Regional Bicycle and Pedestrian Program
8. STIP Backfill

C. Project Category Specific Policies

The Clean Air Program: This category focuses on three specific programs. The region has confirmed its commitment towards contributing regional funds to the Spare the Air campaign. In First Cycle, two years of Regional Express Bus operations were funded through the CMAQ

program. In Second Cycle, the third year and final year of CMAQ funds that are dedicated towards the Regional Express Bus operations will be programmed in FY 2005-06. The project sponsors in these two categories will apply for funding directly through MTC.

The administration of the Eastern Solano CMAQ funds differs slightly. MTC works with the Solano Transportation Authority (STA) to program CMAQ eligible projects in the Eastern portion of Solano County. Approximately four year's worth of CMAQ funds will be available for programming to eligible CMAQ projects in Eastern Solano County in Second Cycle. A portion of these funds may be dedicated to the regionally administered programs in an amount consistent with the services provided. MTC will accept funding requests from an STA approved list of projects. Hence, projects sponsors wishing to apply for CMAQ funds in Eastern Solano will need to consult the STA first. MTC will provide a target funding amount for the STA to develop a priority list of projects to fund with the CMAQ funds allotted to that part of the region. The STA will develop their project listing in consultation the Yolo/Solano Air Quality Management District. Projects must physically lie or directly impact the Eastern Solano portion of the county and must be eligible for CMAQ funding.

Regional Operations Programs: The projects eligible for this funding category include TransLink®, 511 TravInfo®, Regional Rideshare, TETAP, PTAP, Arterial Signal Re-timing, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and performance monitoring. These projects are administered at the regional level and are administered as operational or regional grant programs. Project sponsors in this category apply directly for funding through MTC. Five million dollars worth of programming in the Regional Operations program will be deferred to Third Cycle for programming.

Planning Activities: MTC continues to fund congestion management planning activities. Approximately 3% of the STP revenues are dedicated to the CMAs for planning. The planning funds are based on the estimated STP revenue assumptions adopted in the 2001 RTP. Each county CMA is guaranteed a minimum of \$240,000, an increase from the minimum threshold of \$140,000 provided during TEA 21. The CMA's are provided either the county's population share of 3% of the STP funds or \$240,000, whichever figure is higher. In addition, \$1.35 million (\$150,000 for each of the county CMAs) will be targeted for transportation land use planning coordination with MTC under the Transportation for Planning and Land Use Solutions Program (T-PLUS). The TLC planning grant program also receives funds under this category, but is administered through a separate process. The planning grants are usually awarded on an annual basis and a call for projects is typically held in the Spring. Please refer to the TLC Planning Grant Program for more details.

Transit Capital Shortfall: According to the findings in Phase 1 of Transportation 2030 (T-2030), the Federal Transit Administration (FTA) Formula funds and available local revenues will fund less than \$10 billion of the \$11 billion in score 16 transit capital projects during the T-2030 period – leaving a shortfall of \$1.3 billion. Through its T-2030 policies, the Commission made a commitment to dedicate regional discretionary funds, including STP funds, towards these remaining transit rehabilitation needs (for details on the specifications of Score 16 projects, please refer to the transit capital priorities process). Table 1, below, shows the T-2030 shortfall by operator.

Table 1: Transportation 2030 Score 16 Shortfall by Operator

	<u>AC Transit</u>	<u>BART</u>	<u>GGBHTD</u>	<u>Vallejo</u>	<u>Total</u>
\$s (In thousands)	143,386	1,073,005	36,103	43,395	1,295,889
% of Shortfall	11.1%	82.8%	2.8%	3.3%	100%

In April 2004, the Commission reserved the annualized shortfall amount to be met by STP funds, or \$54.8 million in total, to meet this transit commitment. At the time, the Commission did not stipulate how the funds would be distributed to the transit properties, other than to condition that the programming would be dependent on the FTA formula fund distribution.

Since that time, there has been agreement to apportion the transit funds in accordance with the T-2030 shortfalls, with two significant caveats. First, the amount directed to BART will be used to meet their future fleet replacement needs – see additional detail below. Second, the residual amount will be directed to those operators with a score 16 shortfall after the FY 2005-06 and FY 2006-07 FTA formula funds have been programmed, with priority given to those operators that were identified as having a T-2030 shortfall. The table below identifies the funding targets for the transit capital element.

Operator	Funding Targets	
	\$	%
BART	45,361,000	82.8%
All Other Operators with a Score 16 Shortfall Following the FY 2005-06 and FY 2006-07 FTA Programming (priority given to AC Transit, GGBHTD, and Vallejo)	9,423,000	17.2%
Total	54,784,000	100.0-%

Financing the BART Fleet Replacement

The T-2030 capital shortfall analysis revealed that BART’s shortfall was driven by their fleet replacement project, which is scheduled for replacement beginning in FY 2013. To insure that funds will be available for the fleet replacement project, MTC in conjunction with BART will create a sinking fund so that the funds will be held in reserve until BART’s fleet is eligible for replacement. However, because the STP funds have a three-year expiration date, the Commission will direct the STP funds to fund BART’s Transbay Seismic Retrofit Program, and hold in reserve either Regional Measure 2 or BART’s Measure AA general obligation bond proceeds—funds that would have otherwise been dedicated to BART’s Transbay Seismic Retrofit Program—for the fleet replacement project.

It should be noted that any creative financing mechanism that uses RM2 funds will not change the amount of funding allocated to RM2 projects in the voter approved expenditure plan or the schedule for delivering those projects.

Local Streets and Roads Shortfall: The MTC Commission also reiterated their commitment towards alleviating the local streets and roads rehabilitation needs. Through the T-2030 process, county shortfall figures have been identified. Each county's funding target in Second Cycle, provided by MTC, is based on the annualized shortfall amount committed to in T-2030. Initial project solicitations will be conducted at the CMA level. Thereafter, each CMA will submit their approved list of funding requests to MTC for final program approval. Projects can include pavement and non-pavement elements. The local streets and road shortfall funding is intended for improving facilities on the Metropolitan Transportation System. However, the MTC Commission T-2030 policy does allow flexibility for counties to fund non-MTS projects in jurisdictions without MTS routes or those who can demonstrate there is no need on their MTS routes. The project sponsor must demonstrate a Pavement Condition Index number of 70 or greater on their MTS routes before being granted the exception to use these funds off of the MTS. First priority will be given to MTS projects within a jurisdiction. Flexibility for funding projects off of the MTS will be evaluated on a case-by-case basis by the various county CMAs. Each CMA may apply additional program criteria, as long as the modifications are consistent with the Second Cycle Programming Policies. See Appendix B for county funding targets.

TLC/HIP: This is a grant program that is administered through a separate call for projects and program guidelines and criteria. Overall the Transportation for Livable Communities/ Housing Improvement Program (TLC/HIP) must meet the criteria of the STP/CMAQ/TE program. However, the program is very specific and customized program guidance has been developed (For more details, please refer to Resolution No. 3618). While the project selection process is administered separately from Second Cycle, the schedule for the upcoming TLC/HIP program closely mirrors the Second Cycle schedule. The projects selected to receive TLC/HIP grants will be incorporated into the Second Cycle Program and TIP Amendment. Refer to MTC's website for additional application and TLC/HIP guidance information. The call for projects will be held in May of 2004, with a proposed project list anticipated by Fall 2004.

MTC reserves \$27 million annually in STP, CMAQ, and TE funds for this program, for a total of \$54 million in Second Cycle. In recognition of the economic situation the region currently faces, \$36 million will be programmed in Second Cycle, with \$18 million deferred to Third Cycle. Nine million of the \$36 million in Second Cycle programming will be programmed as RTIP-TE funds as part of the County TLC program in the RTIP. The programming details for the County TLC RTIP-TE funds will be developed with the guidelines for the County TLC Program. This programming action will ensure compliance with Transportation Control Measure C, which requires that MTC commit \$27 million dollars to the TLC program by 2006.

Regional Bicycle and Pedestrian: This is a grant program, funded at \$8 million annually and is administered as a separate program by MTC in cooperation with the CMAs. Overall, this program must meet the framework of the STP/CMAQ/TE program. This is a newly introduced program in the STP/CMAQ/TE program, adopted through the T-2030 Phase 1 decisions. The program is designed to fund regionally significant bicycle and pedestrian projects. Geographic equity will be ensured over time, with each county receiving a minimum of 75% of their population share in any given grant cycle. The region will select projects for the remaining 25%. CMAs select projects for the 75% and submit a prioritized project list for the 25% share to the region. From the prioritized list of projects from each county, the region will select a final set of

projects to be awarded the 25% funding. Over a 12-year programming period, counties will receive 100% of their county population share.

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

This program will be funded at \$32 million between fiscal years (FY) 2005-06 and 2008-09. A single call for projects for the entire \$32 million is anticipated in late 2004, of which \$8 million in selected projects will be amended into the 2005 TIP (over FY 2005-06 and 2006-07). Because the 2005 TIP does not extend beyond FY 2006-07, the remaining \$24 million in projects that are ultimately selected in the Regional Bicycle and Pedestrian Program will be programmed in the 2007 TIP.

STIP Backfill: In consultation with the Partnership and individual project sponsors, MTC has deferred \$5 million from the Regional Operations, \$18 million from TLC/HIP, and \$8 million from the Regional Bicycle and Pedestrian program in STP/CMAQ/TE funding. The deferred funds are being programmed to ready-to-go existing STIP projects that do not have sufficient funding due to the state's fiscal crisis. The repayment of the displaced programmatic funding in Second Cycle will be made up for in the Third Cycle of federal programming. Any remaining unprogrammed apportionments from FY 2004-05 will also be programmed to projects in this category.

Staff developed a number of Guiding Principles in making its final recommendation. High priority projects were deemed to be safety-related, necessary to meet air quality commitments, and critical to the rehabilitation of our existing system. As well, there are a number of high profile STIP projects that are relying on future Traffic Congestion Relief Program (TCRP) allocations to make them whole, with the TCRP funds completing complex funding packages for these projects. The \$62 million made available will be committed to backfilling the STIP projects. The STP/CMAQ funding for STIP Backfill is being programmed to specific STIP projects in conjunction with the 2004 Regional Transportation Improvement Program (RTIP) Adoption (MTC Resolution No. 3612).

Table 2: Specific Program Policies Summary

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
Clean Air	This program category aims to support projects and programs that reduce air pollutants. Second Cycle has identified Spare the Air projects, Regional Express Bus Operations, and CMAQ projects in Eastern Solano County as eligible projects.	E. Solano CMAQ Projects – CMA will solicit projects and subsequently submit an approved list of projects to MTC for final approval. Regional Express Bus and Spare the Air will apply directly through MTC	May 2004/ July 2004	\$9 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.	Directly through MTC's Call for Projects	May 2004/ July 2004	\$56 million
CMA Planning Funds	STP Planning, T-PLUS, and TLC/HIP Planning Grants.	MTC staff will submit the planning grant funds directly TLC Planning Grants – Through the TLC/HIP Program Call for Projects	CMA Planning Funds – May 2004/ July 2004 TLC Planning Grants – TBA	\$9 million
Transit Capital Shortfall	Transit capital rehabilitation projects, score 16 and above.	N/A	TBA	\$55 million
Local Streets and Roads Shortfall	Local roadway rehabilitation projects on the Metropolitan Transportation System (MTS). Pavement and Non-pavement elements are both eligible for funding.	CMAs will solicit projects and subsequently submit an approved list of projects to MTC for final approval.	May 2004/ December 2004	\$57 million
TLC/HIP	TLC/HIP projects	Through the TLC/HIP Program	May 2004/ December 2004	\$36 million

[continued on next page]

Table 2: Specific Program Policies Summary (Continued)

PROGRAM	Eligible Projects	Level of Project Solicitation (How to Apply for funding)	Timing of Project Solicitations/ Programming	AVAILABLE FUNDING
Regional Bicycle and Pedestrian	The MTC Commission approved a new program category under T-2030 decisions to create a program dedicated specifically to funding bicycle and pedestrian programs.	Through the Regional Bicycle and Pedestrian Program	TBA	\$8 million
STIP Backfill	Ready-to-go existing STIP projects (list of projects has been determined through collaboration with CMAs)	Directly through MTC's Call for RTIP Projects	April 2004	\$62 million
Total Second Cycle Program:				\$292 million

D. Project Eligibility

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

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

- 2. RTP Consistency.** Projects included in the Second Cycle STP, CMAQ, and TE Program must be consistent with the adopted Regional Transportation Plan (RTP), which federal law requires be consistent with federal planning and programming requirements. Each project to be included in the Second Cycle Program must identify its relationship with meeting the goals and objectives of the RTP, and where applicable, the RTP ID number and/or RTP travel corridor and whether the project is to be credited against the county's transit capital shortfall target.
- 3. CMP Consistency.** Local projects must be consistent with the County Congestion Management Plan (CMP), or the adopted Capital Improvement Program (CIP) for counties that have opted out of the CMP requirement, prior to inclusion in the Second Cycle Program.
- 4. Accommodations for Bicyclists, Pedestrians and Persons with Disabilities.** Federal, state and regional policies and directives emphasize the accommodation of bicyclists, pedestrians, and persons with disabilities when designing transportation facilities. Of particular note is Caltrans Deputy Directive 64 which stipulates: "pedestrians, bicyclists and persons with disabilities must be considered in all programming, planning, maintenance, construction, operations, and project development activities and products." MTC's Regional Bicycle Plan, adopted as a component of the 2001 RTP, requires that "all regionally funded projects consider enhancement of bicycle transportation consistent with Deputy Directive 64".

In selecting projects, the CMAs and project sponsors must consider federal, state and regional policies and directives regarding non-motorized travel, including, but limited to, the following:

Federal Policy Mandates

TEA-21 states that, "Bicycle transportation facilities and pedestrian walkways shall be considered, where appropriate, in conjunction with all new construction and reconstruction of transportation projects, except where bicycle and pedestrian use are not permitted." (Section 1202)

The Federal Highways Administration Program Guidance on bicycle and pedestrian issues makes a number of clear statements of intent, and provides a best practices concept as outlined in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure." (<http://www.fhwa.dot.gov/environment/bikeped/Design.htm>)

State Policy Mandates

California Government Code Section 65089(b)(1)(B)(5) requires that the design, construction and implementation of roadway projects proposed for funding in the STP/CMAQ/TE Program, must consider maintaining bicycle access and safety at a level comparable to that which existed prior to the improvement or alteration.

Caltrans Deputy Directive 64 (<http://www.dot.ca.gov/hq/tpp/offices/bike/DD64.pdf>), states: "the Department fully considers the needs of non-motorized travelers (including pedestrians, bicyclists, and persons with disabilities) in all programming, planning, maintenance, construction, operations, and project development activities and products. This includes incorporation of the best available standards in all of the Department's practices. The Department adopts the best practices concept in the US DOT Policy Statement on Integrating Bicycling and Walking into Transportation Infrastructure."

Regional Policy Mandates

All projects programmed in the STP/CMAQ/TE Program must consider the impact to bicycle transportation, pedestrians and persons with disabilities. Furthermore, it is encouraged that all bicycle projects programmed in the STP/CMAQ/TE Program support the Regional Bicycle Network. Guidance on considering bicycle transportation can be found in MTC's 2001 Regional Bicycle Plan (a component of the 2001 RTP) and Caltrans Deputy Directive 64. MTC's Regional Bicycle Plan, containing federal, state and regional policies for accommodating bicycles and non-motorized travel, is available on MTC's Web site at: <http://www.mtc.ca.gov/projects/rtp/bicycle.htm>

- 5. Fully Funded Projects.** The Project Must Be Fully Funded. Section 134 (h) of Title 23 of United States Code states that the regional program "shall include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available for the project within the time period contemplated for completion of the project". All local projects included in the Second Cycle Program must be accompanied by an authorizing resolution stating the sponsor's commitment to complete the project as scoped with the funds requested. A model resolution including the information required is outlined in Sample Resolution - Appendix B of this guidance.

MTC will program a project component only if it finds that the component itself is fully funded, either from STP, CMAQ, or TEA funds or from other committed funds. MTC will regard funds other than STP, CMAQ, and TE as committed when the agency with discretionary authority over the funds has made its commitment to the project by ordinance or resolution. For federal discretionary funds, the commitment may be by federal approval of a full funding grant agreement or other federal approval. Any cost increases are the responsibility of the project sponsor.

- 6. Readiness Standards.** Project Phases Must Be Ready in the Year Proposed. Funds designated for each project component will only be available for obligation in the fiscal year in which the funds are programmed in the TIP. Once obligated, the sponsor will have five years, including the fiscal year in which the funds were obligated, to expend funds. For construction or equipment purchase projects (not applicable to FTA transfers), the project sponsor will have one year to award a contract and three years to expend funds. It is therefore very important that projects be ready to proceed in the year programmed.

E. 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 Federal Highway Administration (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. The local match for TE projects will be provided by the STIP.

F. Project Application Process and Criteria

Application Components: Project sponsors must submit a completed project application for each project proposed for funding in Second Cycle Program. MTC is migrating towards a universal online application for most of the funding programs administered by MTC. Applications for Second Cycle STP and CMAQ projects will be accepted through MTC's website (See Appendix C for details). In situations where a project sponsor cannot access MTC's online application, please contact MTC staff .

Applicants should apply for the appropriate fund source to the best of their knowledge. Where applicable and eligible, MTC will assign CMAQ funds to projects. For projects applying for CMAQ funds, an emissions benefit analysis will need to be submitted. CMAQ Emissions Benefit Analysis, available at: <http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>. After the projects have been approved, applicants will also need to provide a resolution of local support and opinion of legal counsel (See Appendices D-F). MTC has the authority to deprogram projects that do not have a Resolution of Local Support and an Opinion of Legal Counsel on file.

Application Materials

		Notes:
1	STP and CMAQ Application	Accessible at: http://apps06.mtc.ca.gov/webfms/index.jsp .
2	CMAQ Emissions Analysis	Only applies to CMAQ eligible projects
3	Resolution of local support *	After MTC develops a draft list of projects, sponsors should begin developing their Resolution of Local Support.
4	Opinion of legal counsel *	After MTC develops a draft list of projects, sponsors should begin developing their Opinion of Legal Counsel.

* NOTE: Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel’ within the Resolution of Local Support, by incorporating the statements into the Resolution of Local Support.

G. Project Delivery

The Regional Project Delivery Policy (MTC Resolution No. 3606) establishes deadlines for funding in the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Transportation Equity Act for the Twenty-First Century (TEA-21) Reauthorization. Projects programmed in Second Cycle of TEA-21 Reauthorization are subject to the provisions of MTC Resolution No. 3606 (Attached).

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone. It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

STP, CMAQ, and TE funds are programmed in the fiscal year the project is to be obligated by FHWA or transferred to FTA. Projects selected in Second Cycle are expected to be obligated in FY 2003-04 through 2007-08. A project sponsor may not be reimbursed for expenditures made prior to the authorization to proceed. Therefore, the project sponsor must not incur costs prior to an authorization to proceed from FHWA (or authorization for Advance Construction (AC)), or a transfer of funds to FTA (or pre-award authority). The following are highlighted milestones.

Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Delivery Policy which enforces fund obligation deadlines and project substitution for STP, CMAQ, and TE funds (MTC Resolution No. 3606).

Field Review for Federally Funded Local Projects. By requesting funding for a federally-funded project in the TIP, the project sponsor agrees to contact Caltrans and schedule and complete a project field review within 6-months of MTC's approval of the project in the TIP. This requirement only applies to projects receiving federal funds subject to FHWA local federal-aid field review requirements. It does not apply to projects for which a field review would not be applicable (such as FTA transfers, regional customer service projects and planning activities).

Environmental Documentation Submittals. Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined *Programmatic Categorical Exemption* as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible to deliver the complete environmental submittal in a timely manner.

Obligation/Submittal Deadlines. The implementing agency is required to deliver a complete and valid funding obligation / FTA Transfer request package to Caltrans Local Assistance by April 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by April 1 of the programmed year will have first priority for available OA. If the project is delivered after April 1 of the programmed year, the funds will not be the highest priority for obligation in the event of Obligation Authority (OA) limitations, and will compete with projects advanced from future years for limited OA. Fund obligation/FTA transfer requests submitted after the April 1 deadline will be viewed as subject to reprogramming.

Within the formula-based programs, such as county guaranteed funding returned to counties based on a population share the Congestion Management Agencies (CMAs) may adjust programming up until April 1 of the programmed year, swapping funds to a ready project in order to utilize all of the programming capacity, subject to available OA. The substituted project(s) must still obligate the funds within the original funding deadline.

Encumbrance/Liquidation/Project Close-Out Deadlines. STP and CMAQ funds must be encumbered by an approved State funding agreement within one state fiscal year after the fiscal year of obligation. Furthermore, the funds must be fully liquidated (expended, invoiced and reimbursed), within four state fiscal years after the fiscal year in which the funds were obligated, and the project must be accepted and closed out within five state fiscal years after the fiscal year in which the funds were obligated.

For funding programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

H. Project Amendments

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. All proposed changes will be reviewed by MTC staff before any formal actions on

program amendments are considered by the Commission. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the Transportation Improvement Program (TIP).

Appendix A: Schedule of Activities

- STP, CMAQ, and TE - TEA 21 Reauthorization: Second-Cycle Programming Schedule of Activities 2004			
Date	Local Streets and Roads Shortfall	TLC/HIP Program Cycle 1	Regional Bicycle and Pedestrian & Transit Capital Shortfall Programs
January – March 2004	Development of policies with Partnership Board and Advisory Council		
April 9, 2004		POC review and recommendation of Draft TLC/HIP Program Guidelines	
April 14, 2004	PAC review and recommendation of Draft 2 nd Cycle Program Guidelines		
April 28, 2004	Commission adoption of 2 nd Cycle Program Guidelines	Commission adoption of TLC/HIP Program Guidelines	Commission adoption of Bicycle and Pedestrian Program Policies
May 1, 2004	Program Development/ Issue Call for Projects	Issue Call for Projects	Development of the Bicycle and Pedestrian Program. A call for projects is anticipated in Fall 2004. More details will follow as developments progress for both the Regional Bicycle and Pedestrian Program and the Transit Capital Shortfall Program.
June 31, 2004		End Call for Projects (12 weeks)	
July 2004		Project Screening Executive Staff Review of Draft TLC/HIP Program	
August - September 2004	Aug. 31 - End Call for Projects (4 months)		
September 2004	Presentation of Program to Partnership Technical Advisory Committee		
October 6, 2004	PAC Mailing of Draft 2 nd Cycle STP/CMAQ Program (including TLC/HIP Program), and TIP Amendment Project Lists		
October 13, 2004	PAC Review and authorization to release Draft 2 nd Cycle STP/CMAQ Program and TIP Amendment and begin the public comment period		
October 18, 2004	Release Draft Programs for Public Comment/ Begin Public Comment Period		
November 10, 2004	PAC conducts public hearing review and recommendation of Project Lists		
November 19, 2004	End Public Comment Period		
December 8, 2004	PAC review and recommendation of Draft 2 nd Cycle STP/CMAQ, and TIP Amendment Program		
December 22, 2004	Commission approval of 2 nd Cycle STP/CMAQ, and TIP Amendment Program		
January/ February 2005	Caltrans, FHWA, and FTA approval of 2005 TIP Amendment		

Appendix B: Funding Targets for CMA Solicitation Programs

Eastern Solano CMAQ:

The Solano Transportation Authority, in consultation with the Yolo-Solano Air District may solicit CMAQ projects for the Eastern part of Solano County in the amount listed.

County	Total Second Cycle Funding Target
Eastern Solano	\$ 4,800,000

Local Streets and Roads Shortfall: Each County's local streets and roads shortfall funding target in Second Cycle is based on the MTS shortfall needs calculated through T-2030. The annual need is based on 1/25th of the RTP Local Streets and Roads shortfall need. The following is the funding breakdown by county.

County	MTS Shortfall Need (% Share)	Total Second Cycle Funding Targets (rounded up to nearest thousand)
Alameda	10%	\$ 5,728,000
Contra Costa	11%	\$ 6,135,000
Marin	6%	\$ 3,380,000
Napa	6%	\$ 3,376,000
San Francisco	9%	\$ 5,346,000
San Mateo	7%	\$ 3,738,000
Santa Clara	28%	\$ 16,074,000
Solano	3%	\$ 1,887,000
Sonoma	20%	\$ 11,652,000
Total	100%	\$ 57,316,000

* Amounts are approximate and funding is subject to availability. Some funds may be in FY 2007-08.

Appendix C: Second Cycle Application General Guidelines

The Universal Application is a project application system that allows project sponsors and transit agencies to propose new projects to MTC, propose amendments to existing projects, view submitted applications, and resume editing of In-Process applications. The application is accessible at <http://apps06.mtc.ca.gov/webfms/index.jsp>. Please Contact Raymond Odunlami at 510-464-7717 for any technical problems with WebFMS. The following pages contain sample screen shots and instructions for the online application.

Setting up a Profile

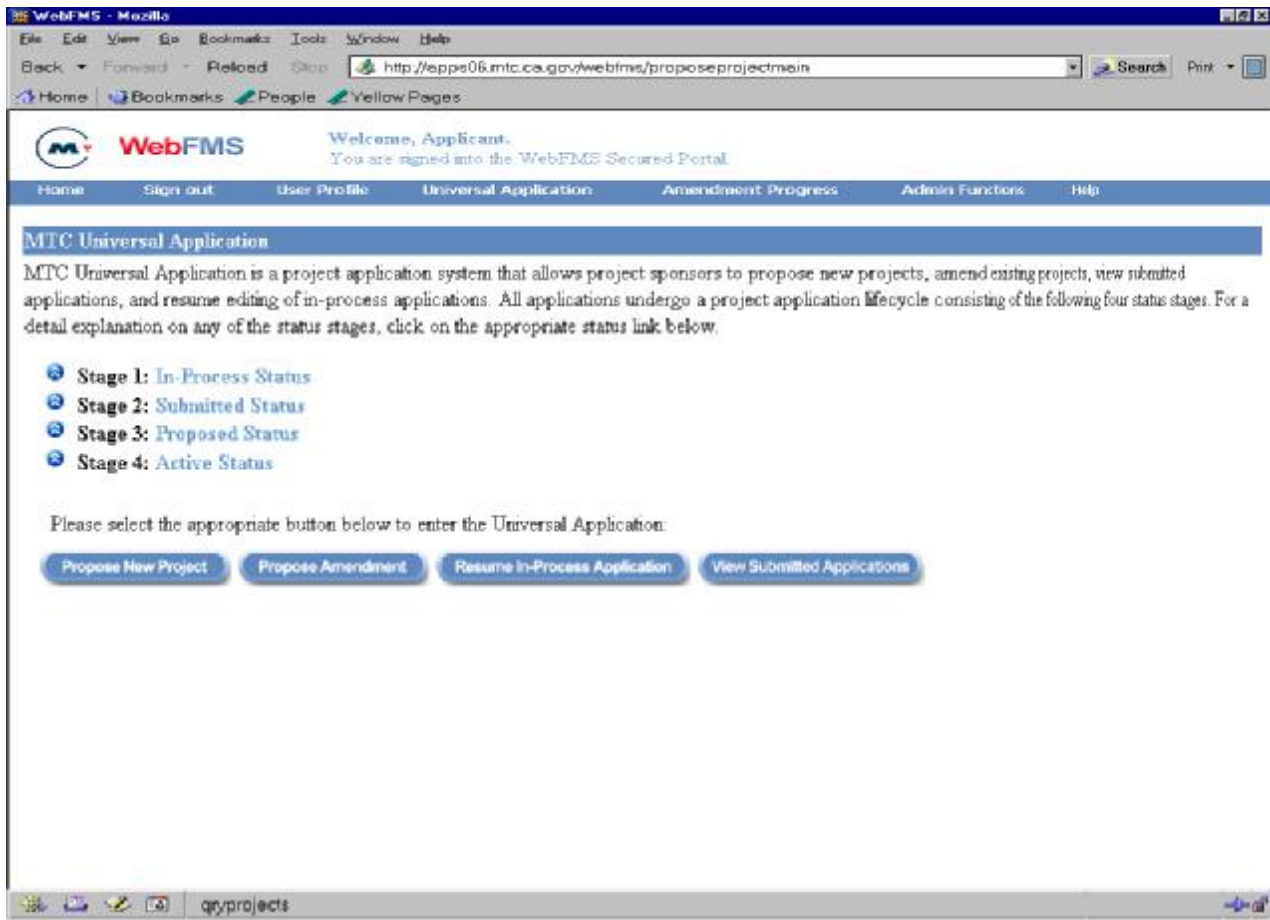
Before an applicant may submit an application, a user profile must be created, confirmed, and approved by the WebFMS Fund Administrator. When entering the homepage of the WebFMS system, click on the “Sign In” tab. A link that will enable you to begin the process of setting up a profile will appear. Your profile should be set up in one working day of your submittal. After your profile has been set up, you will be able to proceed with the application submittal.

Note that if you are not currently signed onto the WebFMS Secure Portal, you will not see the Universal Application link. This link is only provided to transit operators and agencies to submit new project and project amendment applications.

Universal Application

PRE-STEP: Entering the Application Portal

After signing in, you will notice a “Universal Application” tab will appear in the blue bar at the top of the page. Click on the “Universal Application” tab. The Universal Application Main Menu presents the user with several options (shown below). Since the most common function will be to propose a new project, the instructions herein will reflect a new project application.



Click this button to begin an application for a new project.

Propose New Project

Click this button to begin an application for an amendment to an existing transportation project.

Propose Amendment

Click this button to resume an In-Process application. Users who have saved their application but have not submitted the application should click this button. Also applications that are declined would be found here.

Resume In-Process Application

Click this button to view all submitted applications. Once applications have been submitted, users cannot make any more changes to the application, unless the application is later declined.

View Submitted Applications

STEP 1: General Project Information

The screenshot shows a Mozilla browser window titled "WebFMS - Universal Application - Mozilla". The address bar contains the URL "http://apps06.mtc.ca.gov/webfms/uaentry?dest=newproject". The browser's menu bar includes File, Edit, View, Go, Bookmarks, Tools, Window, and Help. Below the menu bar are navigation buttons for Back, Forward, Reload, and Stop, along with a search box and a Print button. The browser's status bar shows "Done".

The main content area of the browser displays the "WebFMS - Universal Application" logo and a welcome message: "Welcome, Applicant. You are signed into the WebFMS Secured Portal." Below this is a progress bar with eight steps: Step 1 (General Information), Step 2 (Description), Step 3 (Location), Step 4 (Funding), Step 5 (Delivery Milestones), Step 6 (Screening Criteria), Step 7 (Sponsor Information), and Final Step (Review). Step 1 is currently selected.

The "Project General Information - Step 1" section contains the following form fields:

- **Project Title (Not to exceed 50 characters):** A text input field.
- *County:** A dropdown menu.
- *Sponsor:** A dropdown menu.
- *Implementing Agency:** A dropdown menu.

To the right of the form fields is a "Glossary" section with an "Application Assistant" sub-section. Under "Application Assistant", there is an "Example" section with the following text:

- Project Title:** SR 29 Rio Del Mar Intermodal Station
- County:** Napa
- Sponsor:** Amer Canyon
- Implementing Agency:** Amer Canyon

Below the form fields, there are two lines of instructional text:

- **** These fields must be inputted before navigating to another step.
- *** These fields must be inputted before the application can be submitted.

At the bottom of the form, there are four buttons: "Next", "Save", "Submit", and "Cancel".

STEP 2: Description

WebFMS - Universal Application - Mozilla

File Edit View Go Bookmarks Tools Window Help

Back Forward Reload Stop <http://apps06.mtc.ca.gov/webfms/ua/uaprojectdescription?dest=uaprojectdescriptionform> Search Print

Home Bookmarks People Yellow Pages

WebFMS - Universal Application Welcome, Applicant.
 You are signed into the WebFMS Secured Portal.

Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review
--------------------------------------	------------------------------	---------------------------	--------------------------	--------------------------------------	-------------------------------------	--------------------------------------	-----------------------------

Project Description - Step 2 Glossary Application Assistant Contact Us

Example

Mode: Transit
Type: Mass Transit - Buildings & Oth
Purpose: Expansion
Project Description: American Canyon: Southwest corner of SR29 & Rio del Mar; Construct intermodal station including parking for 30 vehicles, bus transfer with a covered stop, bike racks & lockers.
Expanded Project Description: City of American Canyon: Southwest corner of SR29 & Rio del Mar; Construct intermodal station including new parking spaces for 30 vehicles, bus transfer lanes to accommodate up to 25 buses, covered stops for passengers, and 50 bike racks and lockers.
Transportation Problem to be addressed: Provide passenger amenities to encourage safe and comfortable transit use thereby increasing transit ridership.

* These fields must be inputted before the application can be submitted.

Previous Next Save Submit Cancel

STEP 3: Location Information

WebFMS - Universal Application - Mozilla

File Edit View Go Bookmarks Tools Window Help

Back Forward Reload Stop <http://apps06.mtc.ca.gov/webfms/ua/uaprojectlocation?dest=uaprojectlocationform> Search Print

Home Bookmarks People Yellow Pages

WebFMS - Universal Application Welcome, Applicant.
 You are signed into the WebFMS Secured Portal.

Step 1 General Information | **Step 2** Description | **Step 3** Location | **Step 4** Funding | **Step 5** Delivery Milestones | **Step 6** Screening Criteria | **Step 7** Sponsor Information | **Final Step** Review

Project Location - Step 3 | Glossary | Application Assistant | Contact Us

State Hwy Route:

Post Miles: From: (Miles) To: (Miles)

Post KM: From: (KM) To: (KM)

Map:

(Please attach a map file or mail a copy of the map of the project to MTC. Acceptable file formats are jpg, gif, png, pdf, doc)

Area:

*State Assembly Districts: 1 6 7 8 11 12
 13 14 15 16 18 19
 20 21 22 23 24 28

*State Senate Districts: 2 3 4 7 8 9
 10 11 13 15

*Congressional Districts: 1 3 6 7 8 9
 10 11 12 13 14 15
 16

* These fields must be inputted before the application can be submitted.

Example
 Route: 380
 Map: vtaprojname.gif

Done

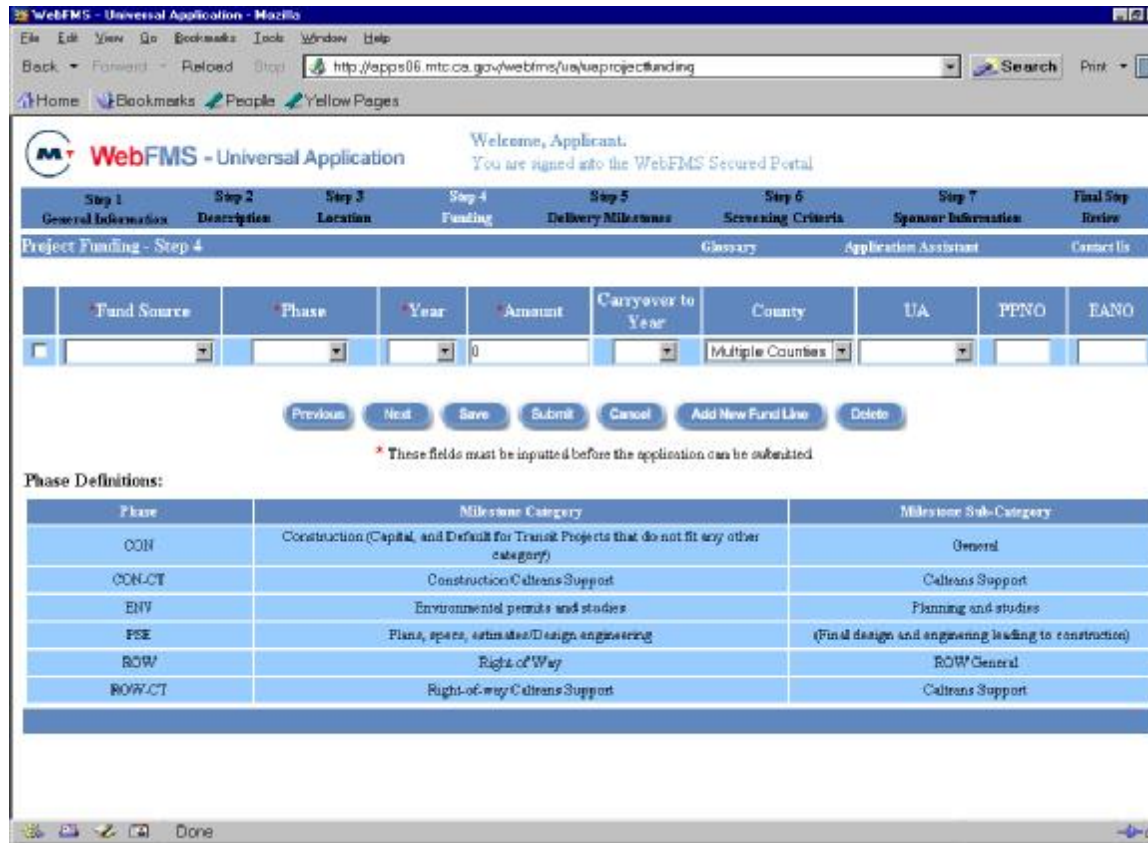
STEP 4: Funding Information

Project Phases: Applicants must separate the projects and submit the funding according to project in the following four components:

1. Environmental Document and Preliminary Engineering (EDPE)
2. Final Design, Plans, Specifications, and Estimates (PS&E)
3. Acquisition of right-of-way (ROW), and right of way related activities
4. Construction, construction management and engineering, including surveys and inspections, equipment acquisition, and purchase of rolling stock. (CON)

Project Costs: Funding amounts for any component shall be rounded to the nearest \$1,000.

Fiscal Years of Programming: The Second Cycle Program covers a two-year period, FY 2005-06 and FY 2006-07.



STEP 5: Delivery Milestones

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WebFMS - Universal Application Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Final Step
General Information	Description	Location	Funding	Delivery Milestones	Screening Criteria	Sponsor Information	Review

Project Milestones - Step 5 [Glossary](#) [Application Assistant](#) [Contact Us](#)

	Month	Year
*Begin Environmental Studies:	<input type="text"/>	<input type="text"/>
*End Environmental Studies:	<input type="text"/>	<input type="text"/>
*Begin Design Engineering:	<input type="text"/>	<input type="text"/>
*End Plans, Specs, and Estimates:	<input type="text"/>	<input type="text"/>
*Begin R/W Certification:	<input type="text"/>	<input type="text"/>
*Advertise Construction (Ready to list):	<input type="text"/>	<input type="text"/>
*Begin Construction (Award):	<input type="text"/>	<input type="text"/>
*Project Completion:	<input type="text"/>	<input type="text"/>

* These fields must be inputted before the application can be submitted.

Done

STEP 6: Screening Criteria

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WebFMS - Universal Application Welcome, Applicant.
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Step 1 General Information	Step 2 Description	Step 3 Location	Step 4 Funding	Step 5 Delivery Milestones	Step 6 Screening Criteria	Step 7 Sponsor Information	Final Step Review
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Project Screening - Step 6 Glossary Application Assistant Contact Us

- * Have the needs of non-motorized travelers been considered in the design of the project and is the project consistent with Caltrans Deputy Directive 64? [Click here for more information on Caltrans Deputy Directive 64](#)
- * Is non-motorized travel impeded by this project?
 If yes, has a cross-facility, non-motorized access been included in the project?
- * Has a parallel non-motorized facility been designed to accommodate non-motorized travelers?
- * Have you reviewed local county, and regional bike plans for roadway design consistency?
 If applicable, please attach an excerpt from the bike plan in the vicinity of your project (Acceptable file formats are jpg, gif, png, pdf, doc): Browse...
- * Is project consistent with MTC's RTP, other regional, local plans and programs (e.g. most recently adopted Short Range Transit Plan)?

SRTP Reference: FY Adopted: SRTP Page:
 RTP Reference: FY Adopted: RTP Page: RTP Reference Number:
 List other applicable plans:

- * Is project supported by an adequate financial plan with all sources of funding identified and has

STEP 7: Sponsor Information

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WebFMS - Universal Application Welcome, Applicant.
You are signed into the WebFMS Secured Portal.

Step 1 Step 2 Step 3 Step 4 Step 5 Step 6 Step 7 Final Step
General Information Description Location Funding Delivery Milestones Screening Criteria Sponsor Information Review

Project Sponsor - Step 7 Glossary Application Assistant Contact Us

Sponsor Use User Profile Data

*Agency Name:

*First Name:
Middle Initial:
*Last Name:
*Title:

*Address Line 1:
Address Line 2:

*City:
*State: CA
*Zip Code:
*Telephone:
Fax:
*E-mail:

Implementing Agency Same as Sponsor

*Agency Name:

*First Name:
Middle Initial:
*Last Name:
*Title:

*Address Line 1:
Address Line 2:

*City:
*State: CA
*Zip Code:
*Telephone:
Fax:
*E-mail:

* These fields must be inputted before the application can be submitted.

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Appendix D: Sample Resolution of Local Support
STP, CMAQ, and TEA Second Cycle Project Application

Resolution No. _____

**AUTHORIZING THE FILING OF AN APPLICATION FOR FEDERAL SURFACE
TRANSPORTATION PROGRAM AND CONGESTION MITIGATION AND AIR
QUALITY IMPROVEMENT PROGRAM FUNDING FOR (project name) AND
COMMITTING THE NECESSARY LOCAL MATCH FOR THE PROJECT(S) AND
STATING THE ASSURANCE OF (name of jurisdiction) TO COMPLETE THE
PROJECT**

WHEREAS, the Transportation Equity Act for the 21st Century (TEA 21) (Public Law 105-178, June 9, 1998) and the TEA 21 Restoration Act (Public Law 105-206, July 22, 1998) continue the Surface Transportation Program (23 U.S.C. § 133 and the Congestion Mitigation and Air Quality Improvement Program (CMAQ) (23 U.S.C. § 149); and

WHEREAS, pursuant to TEA 21, and the regulations promulgated thereunder, eligible project sponsors wishing to receive Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program grants for a project shall submit an application first with the appropriate metropolitan transportation planning organization (MPO), for review and inclusion in the MPO's Transportation Improvement Program (TIP); and

WHEREAS, the Metropolitan Transportation Commission is the MPO for the San Francisco Bay region; and

WHEREAS, (applicant) is an eligible project sponsor for Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

WHEREAS, (applicant) wishes to submit a grant application to MTC for funds from the Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program in Second Cycle for the following project:

(project description) .

WHEREAS, MTC requires, as part of the application, a resolution stating the following:

- 1) the commitment of necessary local matching funds of at least 11.47%; and
- 2) that the sponsor understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with Surface

Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and

- 3) the assurance of the sponsor to complete the project as described in the application, and if approved, as programmed in MTC's TIP; and
- 4) that the sponsor understands that funds must be obligated by September 30 of the year that the project is programmed for in the TIP, or the project may be removed from the program.

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TE Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TE funds for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TE funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

NOW, THEREFORE, BE IT RESOLVED by (governing board name) that (applicant) is authorized to execute and file an application for funding under the Surface Transportation Program or the Congestion Mitigation and Air Quality Improvement Program of TEA-2I Reauthorization in the amount of (\$ STP/CMAQ request) for (project description) ; and

BE IT FURTHER RESOLVED that (governing board) by adopting this resolution does hereby state that:

- 1) (applicant) will provide (\$ match amount) in local matching funds; and
- 2) (applicant) understands that the Surface Transportation Program and Congestion Mitigation and Air Quality Improvement Program funding for the project is fixed at (\$ STP/CMAQ amount), and that any cost increases must be funded by the (applicant) from local matching funds, and that (applicant) does not expect any cost increases to be funded with Surface Transportation Program or Congestion Mitigation and Air Quality Improvement Program funds; and
- 3) (project name) will be built as described in this resolution and, if approved, for the amount shown in the Metropolitan Transportation Commission (MTC) Transportation Improvement Program (TIP) with obligation occurring within the timeframe established below; and

- 4) The program funds are expected to be obligated by September 30 of the year the project is programmed for in the TIP.

BE IT FURTHER RESOLVED that a copy of this resolution will be transmitted to the MTC in conjunction with the filing of the application; and

BE IT FURTHER RESOLVED that the MTC is requested to support the application for the project described in the resolution and to program the project, if approved, in MTC's TIP.

Appendix E: Sample Opinion of Legal Counsel STP, CMAQ, and TE Second Cycle Project Application

Project sponsors have the option of including specified terms and conditions within the Resolution of Local Support as included in Appendix D. If a project sponsor elects not to include the specified language within the Resolution of Local Support, then the sponsor shall provide MTC with a current Opinion of Counsel stating that the agency is an eligible sponsor of projects for the STP, CMAQ, and TE Program; that the agency is authorized to perform the project for which funds are requested; that there is no legal impediment to the agency applying for the funds; and that there is no pending or anticipated litigation which might adversely affect the project or the ability of the agency to carry out the project. A sample format is provided below.

(Date)

To: Metropolitan Transportation Commission
Fr: (Applicant)
Re: Eligibility for STP, CMAQ, and TE Program

This communication will serve as the requisite opinion of counsel in connection with the application of (Applicant) _____ for funding from the STP, CMAQ, and TEA First Cycle Program made available pursuant to the Reauthorization of TEA 21 Legislation.

1. (Applicant) _____ is an eligible sponsor of projects for the STP, CMAQ, and TE Program.
2. (Applicant) _____ is authorized to submit an application for STP, CMAQ, and TE Program funding for (project) _____.
3. I have reviewed the pertinent state laws and I am of the opinion that there is no legal impediment to (Applicant) _____ making applications for STP, CMAQ, and TE Program funds. Furthermore, as a result of my examinations, I find that there is no pending or threatened litigation which might in any way adversely affect the proposed projects, or the ability of (Applicant) _____ to carry out such projects.

Sincerely,

Legal Counsel

Print name

Appendix F: Optional Language to add to the Resolution for Local Support

Project sponsors have the option of consolidating the ‘Opinion of Legal Counsel’ within the Resolution of Local Support, by incorporating the following statements into the Resolution of Local Support:

Resolved, that (agency name) is an eligible sponsor of projects in the STP, CMAQ, and TE Program; and be it further

Resolved, that (agency name) is authorized to submit an application for STP, CMAQ, and TE Program for (project name); and be it further

Resolved, that there is no legal impediment to (agency name) making applications for STP, CMAQ, and TE funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of (agency name) to deliver such project; and be it further

If the above language is not provided within the Resolution of Local Support, an Opinion of Legal Counsel is required as provided in (Appendix E).

Appendix G: Regional Project Delivery Policy

**Metropolitan Transportation Commission
Regional Project Delivery Policy
for TEA-21 Reauthorization - STP and CMAQ Funding
MTC Resolution No. 3606**

General Policy

The region has established deadlines for funding in the Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) Program to ensure timely project delivery against state and federal funding deadlines. This resolution establishes a standard policy for enforcing project funding deadlines and project substitutions for these funds during the Transportation Equity Act for the Twenty-First Century (TEA-21) Reauthorization.

The regional STP and CMAQ programs are project specific. Projects are chosen for the program based on eligibility, project merit, and deliverability within the established deadlines. The programmed STP and CMAQ funds are for those projects alone.

It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

MTC staff will actively monitor and report the obligation status of projects to the Finance Working Group (FWG) of the Bay Area Partnership. The FWG will monitor project delivery issues as they arise and make recommendations to the Partnership Technical Advisory Committee (PTAC) as necessary.

The implementing agency or MTC may determine that circumstances may justify changes to the STP and CMAQ programming. These changes, or amendments to these regional programs, are not routine. All proposed changes will be reviewed by MTC staff before any formal actions on program amendments are considered by the Commission. All changes must follow MTC policies on the Public Involvement Process and Federal Air Quality Procedures and Conformity Protocol. Changes must be consistent with the Regional Transportation Plan (RTP), must not adversely affect the expeditious implementation of Transportation Control Measures (TCMs), must not negatively impact the deliverability of other projects in the regional programs, and must not affect the conformity finding in the Transportation Improvement Program (TIP).

In selecting projects to receive redirected funding, the Commission may use existing lists of projects that did not receive funding in past programming exercises, or direct the funds to agencies with proven on-time project delivery, or could identify other projects with merit to receive the funding, or retain the funding for future programming cycles. Final decisions regarding the reprogramming of available funds will be made by the Commission.

Project Cost Savings/Reductions in Scope/Project Failures

From time to time projects may be completed at a lower cost than anticipated, or have a minor reduction in scope resulting in a lower project cost, or may not proceed to implementation. In such circumstances, the implementing agency must notify MTC, Caltrans and the appropriate county Congestion Management Agency (CMA), within a timely manner, that the funds resulting from these 'project savings' will not be used.

Project savings accrued prior to the established obligation deadline are available for redirection within the program of origin. Savings within the formula-based programs, such as county guaranteed funding returned to counties based on a population share, are available for redirection by the CMAs within the formula program, subject to Commission approval.

Project savings within regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the 3% planning funds for CMA planning activities, are available for redirection by the Commission.

For all programs, the projects using the redirected savings prior to the obligation deadline must still obligate the funds within the original deadline.

Project savings or unused funding realized after the obligation deadline return to MTC. Any funds that have been obligated but remain unused will be deobligated from the project and returned to the Commission for redirection.

Project Advances

Obligations for funds advanced from future years of the TIP will be permitted only upon the availability of surplus OA and State Budget Authority (SBA) in a particular year, with current programmed projects that have met the delivery deadlines having priority for OA in a given year. Advanced obligations will be based on the availability of OA and will only be considered after April 1, and before June 30 of each fiscal year. In some years, OA may not be available for advancements until after June 30, but the request for the advanced OA must still be received by Caltrans prior to June 30.

Implementing agencies wishing to advance projects may request Advance Construction (AC) authorization from Caltrans (or pre-award authority from FTA) to proceed with the project using local funds until OA becomes available.

Specific Policy Provisions

Projects selected to receive STP or CMAQ funding must have a demonstrated ability to use the funds within the established regional, state and federal deadlines. This criterion will be used for selecting projects for funding, and for placement of funding in a particular year of the TIP.

It is the responsibility of the implementing agency to ensure the funds can be used within the established regional, state and federal deadlines and that the provisions of the regional delivery policy can be met. It is also the responsibility of the implementing agency to continuously monitor the progress of the programmed funds against regional, state and federal deadlines, and to report any potential difficulties in meeting these deadlines, (or difficulties in meeting the provisions of the regional delivery policy) to MTC, Caltrans and the appropriate county CMA within a timely manner, to seek solutions to potential problems well in advance of potential delivery failure or permanent loss of funding.

Specific provisions of the Regional Project Funding-Delivery Policy are as follow:

- **Funds to be Obligated/Transferred in the Fiscal Year Programmed in the TIP**

STP and CMAQ funds are to be programmed, up to the apportionment level for that fiscal year, in the TIP within the fiscal year in which the funds are to be obligated by the Federal Highway Administration (FHWA) or transferred to the Federal Transit Administration (FTA), similar to the programming of the State Transportation Improvement Program (STIP). This will improve the overall management of federal Obligation Authority (OA) within the region and improve the likelihood that OA and State Budget Authority (SBA) will be available for projects that are programmed in a particular fiscal year.

- **Field Reviews**

Implementing agencies are required to request a field review within 6 months of MTC's approval of the project in the TIP for federal-aid projects receiving funding through the STP and CMAQ programs that are subject to AB 1012 or regional obligation deadlines. This policy also applies to federal-aid projects in the STIP. The requirement does not apply to projects for which a field review would not be applicable (such as FTA transfers, regional customer service projects and planning activities).

Failure for an implementing agency to make a good-faith effort in scheduling and/or obtaining a field review from Caltrans Local Assistance within six months of programming into the TIP could result in the funding being subject to reprogramming.

- **Complete Environmental Submittal to Caltrans 12 months prior to Obligation Deadline**

Implementing agencies are required to submit a complete environmental package to Caltrans for all projects (except those determined *Programmatic Categorical Exemption* as determined by Caltrans at the field review), twelve months prior to the obligation deadline for right of way or construction funds. This policy creates a more realistic time frame for projects to progress from the field review through the environmental and design process, to the right of way or construction phase. If the environmental process, as determined at the field review, will take longer than 12 months before obligation, the implementing agency is responsible for delivering the complete environmental submittal in a timely manner. Failure to comply with this provision could result in the funding being subject to reprogramming. The requirement does not apply to FTA transfers, regional customer service projects or planning activities.

- **Obligation/Submittal Deadlines**

Projects selected to receive STP and CMAQ funding must demonstrate the ability to obligate programmed funds by the established obligation deadline. This criterion will be used for selecting projects for funding, and for placement in a particular year of the TIP. It is the responsibility of the implementing agency to ensure the deadlines can be met.

In order to ensure funds are obligated or transferred to FTA in a timely manner, the implementing agency is required to deliver a complete funding obligation / FTA Transfer request package to Caltrans Local Assistance by April 1 of the year the funds are listed in the TIP. Projects with complete packages delivered by April 1 of the programmed year will have first priority for available OA. If the project is delivered after April 1 of the programmed year, the funds will not be the highest priority for obligation in the event of Obligation Authority (OA) limitations, and will compete with projects advanced from future years for limited OA. Fund obligation/FTA transfer requests submitted after the April 1 deadline will be viewed as subject to reprogramming.

Within the formula-based programs, such as county guaranteed funding returned to counties based on a population share the Congestion Management Agencies (CMAs) may adjust programming up until April 1 of the programmed year, swapping funds to a ready project in order to utilize all of the programming capacity, subject to available OA. The substituted project(s) must still obligate the funds within the original funding deadline.

For funding programmed through regional competitive programs, such as the regional Transportation for Livable Communities (TLC) program, or for regional customer service projects, such as TravInfo®, or for planning activities, such as the CMA planning activities, the Commission has discretion to redirect funds from delayed or failed projects.

*Appendix G: Regional Project Delivery Policy
MTC Resolution No. 3606*

STP and CMAQ funds are subject to an obligation/FTA transfer deadline of June 30th of the fiscal year the funds are programmed in the TIP. Implementing agencies are required to submit the complete request for obligation or FTA transfer to Caltrans Local Assistance by April 1 of the fiscal year programmed in the TIP, and receive an obligation/FTA transfer of the funds by June 30th of the fiscal year programmed in the TIP. For example, projects programmed in FY 2005-06 of the TIP have an obligation/FTA transfer request submittal deadline (to Caltrans) of April 1, 2006 and an obligation/FTA transfer deadline of June 30, 2006. Projects programmed in FY 2006-07 have an obligation request submittal deadline (to Caltrans) of April 1, 2007 and an obligation/FTA transfer deadline of June 30, 2007.

- **Submittal Deadline:** April 1 of the fiscal year programmed in the TIP. The Implementing Agency is required to submit a complete obligation/transfer package to Caltrans (3 months prior to the Obligation Deadline).
- **Obligation Deadline:** June 30 of the fiscal year programmed in the TIP. No extensions will be granted to the obligation deadline.

April 1 - Regional submittal deadline. Complete package submittals received by April 1 of the fiscal year programmed in the TIP will receive first priority for obligations against available OA.

April 2 – June 30 - Projects submitted during this timeframe are subject to deprogramming. If OA is still available, these projects may receive OA if obligated by June 30. If OA is limited, these projects would compete for OA with projects advanced from the following fiscal year on a first come-first serve basis. Projects with funds to be advanced from future years must request the advance prior to June 30, in order to receive the funds within that federal fiscal year.

June 30 - Regional obligation deadline. Funds not obligated (or transferred to FTA) by June 30 of the fiscal year programmed in the TIP will be returned to MTC for reprogramming. No extensions of this deadline will be granted. Projects seeking advanced obligations against funds from future years, must request the advance prior to June 30, in order to receive the funds within that federal fiscal year.

The obligation deadline may not be extended. The funds must be obligated by the established deadline or they will be de-programmed from the project and redirected by the Commission to a project that can use the funds in a timely manner.

Note: Authorization of Advance Construction (AC) satisfies the regional obligation deadline requirement.

- **Encumbrance/Liquidation/Project Close-Out Deadlines**

STP and CMAQ funds must be encumbered by an approved State funding agreement within one state fiscal year after the fiscal year of obligation. Furthermore, the funds must be fully liquidated (expended, invoiced and reimbursed), within four state fiscal years after the fiscal year in which the funds were obligated, and the project must be accepted and closed out within five state fiscal years after the fiscal year in which the funds were obligated.

The following provisions are required in order to ensure no funds are lost after obligation. Failure to meet these requirements will result in the potential loss of funding for reimbursement of incurred project costs.

- Funds must be encumbered within one state fiscal year following the fiscal year in which the funds were obligated (encumbrance is approval of a funding agreement with the state). This requirement does not apply to FTA transfers.
- Construction/Equipment Purchase contract must be awarded within one state fiscal year following the fiscal year in which the construction funds were obligated (this requirement does not apply to FTA transfers).
- Funds must be liquidated (expended, invoiced and reimbursed) within four state fiscal years following the fiscal year in which the funds were obligated (this requirement does not apply to FTA transfers).
- Project must be accepted and closed out within one year of the last expenditure, or within five state fiscal years following the fiscal year in which the funds were obligated, whichever occurs first (this requirement does not apply to FTA transfers).
- For FTA projects, funds must be approved/awarded in an FTA Grant within one state fiscal year following the fiscal year in which the funds were transferred to FTA.

Funds that miss the encumbrance, liquidation/project close out deadlines are subject to de-obligation if not reappropriated by the State Legislature, or extended (for one year) in a Cooperative Work Agreement (CWA) with the California Department of Finance.

Implementing agencies with projects that require reappropriation in the State budget, or require a CWA from the California Department of Finance, or fail to meet the post-obligation provisions, or have projects that have been inactive for more than two years, regardless of federal fund source, are subject to MTC restrictions on receipt of OA for subsequent projects, and/or limitations on future programming of funds until the reappropriated/ inactive projects are cleared up and a firm commitment date is provided to Caltrans Local Assistance for meeting the next project milestone.

*Appendix G: Regional Project Delivery Policy
 MTC Resolution No. 3606*

MTC	State FY 1	State FY 2	State FY 3	State FY 4	State FY 5	State FY 6
Milestone Deadline	June 30	June 30	June 30	June 30	June 30	June 30

Programming						
Obligation						
Encumbrance						
Award						
Liquidation						
Project Close-Out						

• **Inactive Projects**

Most projects can be completed well within the state’s seven-year deadline for project close-out. Yet it is viewed negatively by both FHWA and the California Department of Finance for projects to remain inactive for more than a few years. It is expected that funds for completed phases will be invoiced within a reasonable time of completion of work for the phase, and projects will be closed out within a reasonable time following project completion.

Implementing agencies that have projects that have not been closed out within one year of final expenditure, or have projects that remain inactive for more than two years, regardless of federal fund source, will have future OA limited for subsequent projects, and/or have restrictions on future programming. Completed phase invoicing and project close-out within a reasonable time will help ensure the implementing agency remains in good standing.

The intent of this regional delivery policy is to ensure implementing agencies do not lose any funds due to missing a federal or state funding deadline, while providing maximum flexibility in delivering transportation projects. MTC has purposefully established regional deadlines in advance of state deadlines, to provide the opportunity for implementing agencies, the CMAAs, Caltrans, and MTC to solve potential problems and bring the project back on-line in advance of losing funding due to a missed state deadline.

Although the policy is limited to the regional STP and CMAQ funds managed by MTC, the state deadlines cited apply to all federal-aid funds administered by the state. Implementing agencies should pay close attention to the deadlines of other state and federal funds on their projects so as not to miss any other applicable funding deadlines.

Revenue estimates for Second Cycle total \$292 million, including unprogrammed apportionments from FY 2004-05, which will be programmed in Second Cycle. The Third Cycle will continue to follow the direction adopted in Transportation 2030 and account for any necessary program adjustments from First and Second Cycle activity based on the passage of TEA-21 Reauthorization. Spillover programming from Second Cycle, due to obligation authority limitations, may need to be accommodated in FY 2007-08 of Third Cycle. Commission adoption of Third Cycle is planned for the Spring of 2006. The Second Cycle programs funds for the following program areas (please refer to Attachment A for a summary of the Second Cycle Program.):

- Clean Air
- Regional Operations
- CMA Planning
- Transit Capital Shortfall
- Local Streets and Roads Shortfall
- Transportation for Livable Communities/ Housing Incentives Program (TLC/HIP)
- Regional Bicycle and Pedestrian Program
- STIP Backfill

Clean Air Program

This category focuses on three areas: Spare the Air, Eastern Solano CMAQ, and Regional Express Bus operations. In First Cycle, two years of Regional Express Bus operations were funded through the CMAQ program. In Second Cycle, the third year and final year of CMAQ funds that are dedicated towards the regional express bus operations will be programmed in FY 2005-06. MTC works with the Solano Transportation Authority (STA) to program CMAQ eligible projects in the Eastern portion of Solano County. Approximately four year's worth of CMAQ funds will be available for programming to air quality exempt CMAQ projects in Eastern Solano County in Second Cycle.

Regional Operations Programs

The projects eligible for this funding category include TransLink®, 511 TravInfo®, Regional Rideshare, TETAP, PTAP, Arterial Signal Re-timing, Marketing, Transit Info, Incident Management, Freeway Operation Systems, and performance monitoring. These projects are administered at the regional level and as operational or regional grant programs. Five million dollars worth of programming will be deferred to Third Cycle for programming.

Planning Activities

MTC continues to fund congestion management planning activities. Approximately 6% of the STP revenues are dedicated to the CMAs for planning purposes. The 3% STP CMA planning funds are based on the estimated STP revenue assumptions adopted in the 2001 RTP. Each county CMA is guaranteed a minimum of \$240,000, an increase from the minimum threshold of \$140,000 provided during TEA 21. The CMA's are provided either the county's population share of 3% of the STP funds or \$240,000, whichever figure is higher. In addition, \$1.35 million (\$150,000 for each of the county CMAs) will be targeted for transportation land use planning

coordination with MTC under the Transportation for Planning and Land Use Solutions Program (T-PLUS) this totals 6% of the STP funds coming to the region. In addition, the TLC planning grant program also receives funds under this category. The planning grants are typically awarded on an annual basis and a call for projects is typically held in the Spring.

Transit Capital Shortfall

To help address the financial gap in the federal transit capital priorities program, STP/CMAQ funds are dedicated towards the rehabilitation needs of the transit capital priorities that are categorized as Score 16 and above. The distribution of STP/CMAQ funds to the transit operators for transit capital shortfall projects is dependent on the Federal Transit Administration's (FTA) 5307/5309 distribution formula. Since the region is in the process of solidifying the distribution formula for the FTA 5307/5309 program, a reserve of 2/25th of the total T-2030 funding commitment will be set aside for future programming. The STP/CMAQ funds will be programmed in coordination with the next FTA 5307/5309 programming cycle.

Local Streets and Roads Shortfall

Through the T-2030 process, county shortfall figures have been identified. Each county's funding target is based on the annualized shortfall amount that has been committed to in T-2030. The local streets and road shortfall funding is intended for improving facilities on the Metropolitan Transportation System. However, Commission T-2030 policy does allow flexibility for counties to fund non-MTS projects in jurisdictions without MTS routes or those who can demonstrate there is no need on their MTS routes.

TLC/HIP

MTC reserves \$27 million annually in STP, CMAQ, and TE funds for this program, for a total of \$54 million in Second Cycle. In recognition of the STIP funding shortfall, \$36 million will be programmed in Second Cycle, with the balance deferred to future programming cycles. As shown in Attachment A, there would be higher funding levels for Transportation for Livable Communities/ Housing Improvement Program (TLC/HIP) in the Third Cycle so that the average annual programming amount over the four years would be \$27 million. This programming action will ensure compliance with Transportation Control Measure C, which requires that MTC commit \$27 million dollars to the TLC program by 2006.

Nine million of the \$36 million in Second Cycle programming will be programmed as Transportation Enhancement (TE) funds as part of the County TLC program in the Regional Transportation Improvement Program (RTIP). The programming details for the County TLC RTIP-TE funds will be developed with the guidelines for the County TLC Program. In FY 2006-07, staff recommends up to a \$9 million HIP program. The TLC/HIP program is administered through a separate call for projects and program guidelines and criteria as outlined in MTC Resolution No. 3618.

Regional Bicycle and Pedestrian

This is a newly introduced program in the STP/CMAQ program, adopted through the T-2030 Phase 1 decisions, and is funded at \$8 million annually. Due to regional funding shortfalls for

existing transportation projects, the recommendation is to defer \$8 million of Second Cycle funding into Third Cycle programming. The programming policies and guidelines for bike and pedestrian projects are currently being finalized and a separate memo addressing the outstanding issues accompanies this item. Since the projected programming schedule for this program does not coincide with the local streets and roads and TLC/HIP programming schedules, a reserve will be set aside for this program.

STIP Backfill

A set of projects with STIP funding are being proposed for STP/CMQ/TE funding, equivalent to the funding deferrals and unprogrammed apportionments from FY 2004-05 totaling \$62 million. In consultation with the Partnership and individual project sponsors, a list of STIP projects that would be moving forward if sufficient STIP funding were available has been assembled. Only existing STIP projects were considered. Staff developed a number of Guiding Principles in making its final recommendation (see Attachment B). High priority was assigned to projects that were safety-related, necessary to meet air quality commitments, or critical to the rehabilitation of our existing system. As well, there are a number of high profile STIP projects that are relying on future TCRP allocations to make them whole, with the TCRP funds completing complex funding packages for these projects.

The \$62 million made available will be committed to backfilling the STIP projects (see Attachment C). A concurrent action to program the STIP Backfill project is being brought under MTC Resolution No. 3625. These projects have been released for public comment as part of the RTIP. A reserve has been set aside for the Traffic Congestion Relief Program (TCRP) projects pending the availability of TCRP funds. The programming of these projects will be brought back to this Committee for action.

Summary of Programming Recommendations

Through discussions with the Partnership Board, working groups, CMAs, and the Advisory Council, agreement was reached to defer \$5 million from Regional Operations, \$18 million in TLC/HIP, and \$8 million in Regional Bicycle and Pedestrian Program funds from Second Cycle STP and CMAQ estimated programming capacity, and shift that to Third Cycle. Additionally, \$54 million in TLC funds for FY 2003-04 and FY 2004-05 are being suspended. A portion of this \$54 million was due to be programmed in FY 2005-06 and FY 2006-07. The funding capacity, approximately \$62 million, resulting from these deferrals and suspensions will be dedicated to existing and ready-to-go STIP projects that cannot be funded due to the State's fiscal crisis. The STIP backfill projects will be removed from the 2004 RTIP submittal. A total of \$292 million is being proposed for Second Cycle programming, with a commitment to make up the \$31 million in deferred funding to the Regional Operations, TLC/HIP and Regional Bike & Pedestrian Programs during the Third Cycle. See Attachment A for a summary of Second Cycle revenues and program.

Next Steps

Programming for the local streets and roads shortfall and the TLC/HIP programs is anticipated for MTC Commission adoption in December 2004. The regional bicycle pedestrian

Memo to PAC — Second Cycle STP/CMAQ/TE Programming Policies

April 14, 2004

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programming policies will be incorporated into MTC Resolution No. 3615 pending resolution of the outstanding issues. Funding reserves for the transit capital shortfall and regional bicycle and pedestrian program will be set aside and made available for programming in 2005. The projects proposed for adoption in the Second Cycle are air quality exempt, and therefore a new air quality conformity analysis and finding will not be required.

Staff Recommendation

Staff recommends that the Programming and Allocations Committee forward the Second Cycle STP/CMAQ/TE Programming Policies and Programming, MTC Resolution Nos. 3615 and 3625, to the Commission for approval.

Steve Heminger

Attachment A – Second Cycle Program Summary Table

Attachment B – Proposed STIP Backfill Principles

ATTACHMENT A

Second Cycle Programming Summary
 (includes First and Third Cycles for reference)

(in millions of dollars)

	1 st Cycle	2 nd Cycle	3 rd Cycle
Revenues	\$ 267	\$ 292	\$ 307
Programming Categories			
Clean Air	\$ 40	\$ 9	\$ 4
Regional Operations ⁴	\$ 65	\$ 56	\$ 44
Planning Activities	\$ 8	\$ 9	\$ 10
TEA-21 OA Carryover	\$ 130	–	–
Transit Capital Shortfall	–	\$ 55	\$ 55
Local Streets and Road Shortfall ¹	–	\$ 57	\$ 57
TLC/HIP ²	–	\$ 36	\$ 72
Regional Bike/Ped. ⁵	–	\$ 8	\$ 24
STIP Backfill	–	\$ 62	–
Possible Additional Funding ³	–	–	\$ 41
TOTAL Programming:	\$ 243	\$ 292	\$ 307

Footnotes:

¹ Transit/local road rehab is 1/25th annually of T-2030 commitment level

² TLC/HIP totals \$108 for the 4 year period, or 4 x \$27 annually under TEA-21 Reauthorization

³ The possible additional funding is based on expectations of increased federal revenues from SAFETEA and represents a midpoint between the Administration’s proposal and the Senate’s proposal.

⁴ In the Regional Operations Program, \$5 million is deferred to 3rd Cycle and restored in FY 2007-08

⁵ Regional Bike/Ped. recovers to \$24 in Third Cycle, or 4 x \$8 annually under TEA-21 Reauthorization

Memo to PAC — Second Cycle STP/CMAQ/TE Programming Policies
April 14, 2004
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ATTACHMENT B

Guiding Principles
For the development of the STP-CMAQ/STIP backfill proposal
February 24th, 2004

1. Only those projects and those phases that are already in the 2002 STIP are being considered for backfill funding, with the exception of the TCRP Reserve category.
2. The STP/CMAQ funding will be programmed as a grant to the project. The project list will be adopted as part of STP/CMAQ Second Cycle policy adoption by the MTC Commission in April 2004.
3. The funding available is Federal Fiscal Year's 2005-06 and 2006-07 appropriated STP and CMAQ funding, what MTC is considering as "Second Cycle" federal discretionary programming. The revenue assumptions are consistent with revenue assumptions developed for First Cycle programming of these funds.
4. The revenues available as STIP backfill are being deferred out of Second Cycle from the T-2030 Phase 1 Consensus elements adopted by the Commission in December 2003. These deferrals will be made up for in Third Cycle.
5. The funds freed up from T-2030 Phase 1 Consensus deferrals are pooled to address the highest priority STIP needs regionally. Funds will not be returned to the Counties in accordance with any formula share or crediting scenario.
6. The TCRP Reserve is money that will be held pending the outcome of the State budget deliberations concerning the status of to eliminate the TCRP program, and the outlook on further deferral of Prop 42 revenues in FY 2005-06. MTC will not act to program these funds until after this legislative session, and perhaps until after there is additional clarity on the potential for further Prop 42 deferral in the FY 2005-06 State budget.

The TCRP project funding levels listed are those dollar levels representing unallocated TCRP funding. Projects with a discrete funding amount necessary to match other committed funding and enable a crucial project to go forward were included in this grouping. Allocated TCRP funding is anticipated to be eventually reimbursed, and are not included on the list.

Should TCRP funds be available for the project then the STP/CMAQ will return to MTC for T-2030 commitments as determined by the Commission.

7. Projects have been selected in an attempt to address geographical equity, while respecting those categories that the MTC Commission should consider as very high priorities in this current environment of fiscal decline.

Critical categories selected include the following:

- safety projects that would otherwise be delayed due to the unavailability of STIP funds
 - air quality projects included in a current conformity finding not scheduled for revisiting
- NOTE: the Bay Area Air Basin projects will be part of the upcoming conformity finding made in conjunction with the adoption of the 2005 TIP

- rehabilitation projects that are critical to the local agency and do not otherwise fit into the Transit and Local Roads rehabilitation element of the Second Cycle STP/CMAQ T-2030 consensus elements
 - critical funding as a backfill to unallocated TCRP necessary to complete complex funding packages on STIP/ TCRP projects
8. Projects are primarily ready-to-go construction projects that will provide needed safety improvements address air quality needs, cover necessary rehabilitation, and provide needed TCRP funds to high priority STIP projects
 9. It is not recommended that any regional federal funds be utilized to backfill delayed ITIP funding. There is no guarantee ITIP funding will return to the region.

Second Cycle Programming - STP/CMAQ Backfill
April 28, 2004

(amounts in thousands)

County	PPNO	TIP ID	RTP ID	Deliverable Phase	Mode	Implementing Agency	Project Title	STP-CMAQ Amount
Safety Enhancements								
Alameda	2011C	ALA030012	98198	CON (Phase 1)	Local Road	County of Alameda	Vasco Road Safety Imps - Phase 1	\$3,900
San Francisco	2014R	SF-010029	21507	ENV	Urban Rail	BART	BART - Downtown Stations Seismic Analysis	\$442
San Francisco	2014N	SF-010033	94635	CON	Urban Rail	BART	BART - San Francisco Stations Platform Edge Tiles Replacement	\$2,000
San Francisco	2014H	SF-010024	94080	CON	Bus	SF Muni	SF Muni - 1401 Bryant Overhead Lines Building Seismic Rehab	\$9,200
San Mateo	0225G	SM-010002	21893	CON	State Hwy	Caltrans	SR 92 - Shoulder Widening and Curve Correction - Pilarcitos Crk	\$2,619
Santa Clara	0070	SCL010040	21715	CON	State Hwy	VTA	SR 152/SR 156 - Improvements	\$11,700
Total:								\$29,861
CUM.TOTAL								\$29,861
Air Quality								
Solano	5301	SOL990004	94151	CON (Phase 2)	Local Road	Solano TA	Jepson Parkway - between SR 12 and I-80 on Walters, Vanden and Leisure Town Roads - Phase 2	\$4,650
Total:								\$4,650
CUM.TOTAL								\$34,511
Transit Rehab								
Alameda	2113A	ALA990020	94526	CON	Bus	AC Transit	AC Transit - Engine Transmission Rehabilitation	\$628
Alameda	2009D	ALA030001	94526	CON	Bus	AC Transit	AC Transit - Bus Component Rehabilitation	\$4,000
San Francisco	2014P	SF-010026	94572	CON	Ferry	GGBHTD	GGBHTD - San Francisco Ferry Terminal Facilities Rehab	\$2,250
Total:								\$6,878
CUM.TOTAL								\$41,389
TCRP Backfill (Reserve) *								
Contra Costa	2011G	CC-030030	98197	CON	Urban Rail	BART	BART - Richmond Station Parking Structure	TBD
Marin	0342L	MRN990001	94563	CON	State Hwy	Caltrans	US 101 - HOV Lane Gap Closure - Cal Park to N. San Pedro	TBD
Napa	0367D	NAP010008	94074	ENV	State Hwy	Caltrans	SR 12 - Jamieson Canyon Widening	TBD
Sonoma	0789A	SON990001	94165	CON	State Hwy	Caltrans	US 101 - HOV Lanes - SR 12 to Steele Lane	TBD
Total:								\$21,045
CUM.TOTAL								\$62,434
GRAND Total:								\$62,434

* Note: Year of Programming subject to availability of federal Apportionment and Obligation Authority (OA)

* Note: TCRP Reserve amounts dependent upon TCRP Availability and Caltrans cost savings.

Project List

Second Cycle STP, CMAQ, and TEA Program FY 2005-06 and FY 2006-07

Figures are in thousands of dollars

Project Category and Title	County	Sponsoring Agency	Implementing Agency	TIP ID Number	RTP ID No.	Phase	FY 2005/2006		FY 2006/2007		Second Cycle Funding
							STP	CMAQ	STP	CMAQ	
1. CLEAN AIR PROGRAM											
Eastern Solano County CMAQ											
Various Planning Studies	Solano	Solano Trans Auth	Solano Trans Auth	SOL970033	98565	ENV	\$600		\$1,400		\$2,000
CNG Vehicle Acquisition	Solano	City of Vacaville	City of Vacaville	SOL991064	94683	CON		\$25			\$25
Electric Vehicle Program Expansion	Solano	City of Vacaville	City of Vacaville	SOL991063	22421	CON		\$50			\$50
Eastern Solano Spare the Air	Solano	Solano TA	Solano TA	SOL991066	98565	CON		\$150			\$150
Rio Vista Main St. Improvements	Solano	City of Rio Vista	City of Rio Vista	SOL991091	21011	CON		\$100			\$100
Dixon Intermodal Facility	Solano	City of Dixon	City of Dixon	SOL030001	94148	CON		\$875			\$875
Vacaville-Dixon Bicycle Route	Solano	Solano County	Solano County	SOL050024	94154	CON		\$200			\$200
Ulatis Creek Bike Path	Solano	Vacaville	Vacaville	SOL050025	94154	CON		\$250			\$250
						ENV		\$100			\$100
						PSE		\$50			\$50
Southside Bikeway	Solano	Vacaville	Vacaville	SOL050026	94154	ENV		\$150			\$150
						PSE		\$150			\$150
Centennial Park Bike Path	Solano	Vacaville	Vacaville	SOL050027	94154	ENV		\$150			\$150
						PSE		\$150			\$150
Reserve - Eastern Solano County CMAQ	Solano	TBD	TBD	TBD		TBD		\$1,200		\$1,250	\$2,450
SUBTOTAL							\$600	\$3,600	\$1,400	\$1,250	\$6,850
Spare the Air	Region	BAAQMD	BAAQMD	MTC990015	21009	CON		\$1,000		\$1,000	\$2,000
Miscell. Air Quality Strategies Reserve	Region	MTC	MTC	TBD	TBD	TBD		\$2,500			\$2,500
CLEAN AIR PROGRAM TOTAL							\$600	\$7,100	\$1,400	\$2,250	\$11,350
2. REGIONAL OPERATIONS PROGRAMS											
Trav Info	Region	MTC	MTC	MTC990006	21008	CON	\$3,000		\$7,900		\$10,900
TransLink® Fare Collection System	Region	MTC	MTC	MTC990002	21005	CON		\$18,500		\$7,000	\$25,500
Regional Ride Share Program	Region	MTC	MTC	MTC990003	21007	CON		\$1,315		\$3,415	\$4,730
Freeway Operations/TOS	Region	MTC	MTC	MTC030003	21001	CON				\$2,200	\$2,200
Incident Management	Region	MTC	MTC	MTC990016	21002	CON				\$2,400	\$2,400
Traffic Eng Tech Assist Prog (TETAP)	Region	MTC	MTC	MTC990018	21003	CON	\$300	\$1,400	\$300	\$1,500	\$3,500
Pavement Mgmt Tech Assist Prog (PTAP)	Region	MTC	MTC	MTC990017	21004	CON	\$800		\$800		\$1,600
Regional Transit Information System	Region	MTC	MTC	MTC990014	21006	CON	\$900	\$2,000	\$900		\$3,800
Regional Transportation Marketing	Region	MTC	MTC	MTC990013	21006	CON		\$600		\$600	\$1,200
Performance Monitoring	Region	MTC	MTC	MTC991001	21010	ENV	\$200		\$200		\$400
REGIONAL OPERATIONS TOTAL							\$5,200	\$23,815	\$10,100	\$17,115	\$56,230

Project List

Second Cycle STP, CMAQ, and TEA Program FY 2005-06 and FY 2006-07

Figures are in thousands of dollars

Project Category and Title	County	Sponsoring Agency	Implementing Agency	TIP ID Number	RTP ID		FY 2005/2006		FY 2006/2007		Second Cycle Funding
					No.	Phase	STP	CMAQ	STP	CMAQ	
3. PLANNING ACTIVITIES											
TLC/HIP Planning Grants	Region	MTC	MTC	MTC030005	21011	ENV		\$440		\$440	\$880
3% STP CMA Planning											
CMA STP Planning	Alameda	MTC	ACOMA	ALA979001	98558	ENV		\$460		\$470	\$930
CMA STP Planning	Contra Costa	MTC	CCTA	CC-979042	98559	ENV		\$300		\$310	\$610
CMA STP Planning	Marin	MTC	Marin CMA	MRN970034	98560	ENV		\$240		\$240	\$480
CMA STP Planning	Napa	MTC	NCTPA	NAP970004	98561	ENV		\$240		\$240	\$480
CMA STP Planning	San Francisco	MTC	SFCTA	SF-990015	98562	ENV		\$250		\$250	\$500
CMA STP Planning	San Mateo	MTC	San Mateo Co TA	SM-979033	98563	ENV		\$240		\$240	\$480
CMA STP Planning	Santa Clara	MTC	SCVTA	SCL978008	98564	ENV		\$540		\$550	\$1,090
CMA STP Planning	Solano	MTC	Solano TA	SOL970033	98565	ENV		\$240		\$240	\$480
CMA STP Planning	Sonoma	MTC	Sonoma Co TA	SON970081	98566	ENV		\$240		\$240	\$480
SUBTOTAL								\$2,750		\$2,780	\$5,530
MTC-CMA Transportation/Land Use Planning Support											
CMA Transportation/Land Use Planning	Alameda	MTC	ACOMA	ALA979001	98558	ENV		\$150		\$150	\$300
CMA Transportation/Land Use Planning	Contra Costa	MTC	CCTA	CC-979042	98559	ENV		\$150		\$150	\$300
CMA Transportation/Land Use Planning	Marin	MTC	Marin CMA	MRN970034	98560	ENV		\$150		\$150	\$300
CMA Transportation/Land Use Planning	Napa	MTC	NCTPA	NAP970004	98561	ENV		\$150		\$150	\$300
CMA Transportation/Land Use Planning	San Francisco	MTC	SFCTA	SF-990015	98562	ENV		\$150		\$150	\$300
CMA Transportation/Land Use Planning	San Mateo	MTC	San Mateo Co TA	SM-979033	98563	ENV		\$150		\$150	\$300
CMA Transportation/Land Use Planning	Santa Clara	MTC	SCVTA	SCL978008	98564	ENV		\$150		\$150	\$300
CMA Transportation/Land Use Planning	Solano	MTC	Solano TA	SOL970033	98565	ENV		\$150		\$150	\$300
CMA Transportation/Land Use Planning	Sonoma	MTC	Sonoma Co TA	SON970081	98566	ENV		\$150		\$150	\$300
SUBTOTAL								\$1,350		\$1,350	\$2,700
PLANNING ACTIVITIES TOTAL								\$4,540		\$4,570	\$9,110
4. SHORTFALLS											
Local Streets and Roads Shortfall											
East Avenue Rehabilitation	Alameda	Alameda County	Alameda County	ALA050021	21886	CON				\$532	\$532
Gilman Street Rehabilitation	Alameda	Berkeley	Berkeley	ALA050020	94027	CON				\$705	\$705
Rehabilitation on Various Streets	Alameda	Fremont	Fremont	ALA050022	94522	CON	\$1,753				\$1,753
Hesperian Boulevard Rehabilitation	Alameda	Hayward	Hayward	ALA050025	21186	CON				\$553	\$553
South Vasco Road Rehabilitation	Alameda	Livermore	Livermore	ALA050024	21100	CON	\$300				\$300
Rehabilitation on Various Streets	Alameda	Oakland	Oakland	ALA050023	94007	CON	\$499			\$1,074	\$1,573
Washington Avenue Rehabilitation	Alameda	San Leandro	San Leandro	ALA050026	94522	CON	\$312				\$312
James Donlon Blvd	Contra Costa	Antioch	Antioch	CC-050019	94553	CON	\$600				\$600
Marsh Creek Road Rehabilitation	Contra Costa	Clayton	Clayton	CC-050016	94553	CON	\$284				\$284
Clayton Road Rehabilitation	Contra Costa	Concord	Concord	CC-050012	94553	CON				\$600	\$600
Diablo Road Rehabilitation	Contra Costa	Danville	Danville	CC-050021	94553	CON				\$520	\$520
	Contra Costa	Danville	Danville	CC-050021	94553	PSE				\$13	\$13
Rehabilitation on Various Streets	Contra Costa	Hercules	Hercules	CC-050022	94553	CON	\$600				\$600
Alhambra Avenue Rehabilitation	Contra Costa	Martinez	Martinez	CC-050018	94553	CON				\$534	\$534
	Contra Costa	Martinez	Martinez	CC-050018	94553	PSE				\$66	\$66
Moraga Way Rehabilitation	Contra Costa	Orinda	Orinda	CC-050020	94553	CON				\$539	\$539
	Contra Costa	Orinda	Orinda	CC-050020	94553	PSE				\$61	\$61

Project List
Second Cycle STP, CMAQ, and TEA Program
FY 2005-06 and FY 2006-07

Figures are in thousands of dollars

Project Category and Title	County	Sponsoring Agency	Implementing Agency	TIP ID Number	RTP ID No.	Phase	FY 2005/2006		FY 2006/2007		Second Cycle Funding
							STP	CMAQ	STP	CMAQ	
Appian Way Rehabilitation	Contra Costa	Pinole	Pinole	CC-050011	94553	CON			\$309		\$309
Leland Road Rehabilitation	Contra Costa	Pittsburg	Pittsburg	CC-050017	94553	CON	\$600				\$600
Taylor Boulevard Rehabilitation	Contra Costa	Pleasant Hill	Pleasant Hill	CC-050013	94553	CON	\$600				\$600
Carlson Boulevard Rehabilitation	Contra Costa	Richmond	Richmond	CC-050015	94553	CON	\$500		\$309		\$809
Corte Madera Avenue Sidewalk Rehab.	Marin	Corte Madera	Marin CMA	MRN050004	98511	CON-CT	\$4				\$4
	Marin	Corte Madera	Marin CMA	MRN050004	98511	PSE	\$8				\$8
	Marin	Corte Madera	Marin CMA	MRN050004	98511	CON	\$68				\$68
Sir Francis Drake Blvd. Rehabilitation	Marin	Fairfax	Marin CMA	MRN050007	98511	CON			\$90		\$90
	Marin	Fairfax	Marin CMA	MRN050007	98511	CON-CT			\$7		\$7
	Marin	Fairfax	Marin CMA	MRN050007	98511	PSE	\$5				\$5
	Marin	Fairfax	Marin CMA	MRN050007	98511	ENV	\$1				\$1
Rehabilitation on Various Streets	Marin	Marin County	Marin CMA	MRN050006	98511	ENV	\$4				\$4
	Marin	Marin County	Marin CMA	MRN050006	98511	PSE	\$126				\$126
	Marin	Marin County	Marin CMA	MRN050006	98511	CON-CT	\$27		\$103		\$130
	Marin	Marin County	Marin CMA	MRN050006	98511	CON	\$312		\$998		\$1,310
Ignacio Boulevard Rehabilitation	Marin	Novato	Marin CMA	MRN050008	98511	CON-CT			\$41		\$41
	Marin	Novato	Marin CMA	MRN050008	98511	CON			\$451		\$451
	Marin	Novato	Marin CMA	MRN050008	98511	PSE	\$62				\$62
Sir Francis Drake Blvd. Rehabilitation	Marin	San Anselmo	Marin CMA	MRN050009	98511	CON-CT	\$12				\$12
	Marin	San Anselmo	Marin CMA	MRN050009	98511	CON	\$148				\$148
	Marin	San Anselmo	Marin CMA	MRN050009	98511	PSE	\$10				\$10
Fourth Street Rehabilitation	Marin	San Rafael	Marin CMA	MRN050005	98511	CON	\$606				\$606
	Marin	San Rafael	Marin CMA	MRN050005	98511	CON-CT	\$56				\$56
	Marin	San Rafael	Marin CMA	MRN050005	98511	PSE	\$27				\$27
Spencer Avenue Rehabilitation	Marin	Sausalito	Marin CMA	MRN050010	98511	PSE	\$7				\$7
	Marin	Sausalito	Marin CMA	MRN050010	98511	CON	\$89				\$89
	Marin	Sausalito	Marin CMA	MRN050010	98511	CON-CT	\$6				\$6
Mar West Street Rehabilitation	Marin	Tiburon	Marin CMA	MRN050011	98511	CON	\$112				\$112
American Canyon Road Rehabilitation	Napa	Amer Canyon	Amer Canyon	NAP050004	94576	CON			\$287		\$287
3rd Street Rehabilitation	Napa	City of Napa	City of Napa	NAP050002	94576	CON	\$1,192				\$1,192
	Napa	City of Napa	City of Napa	NAP050002	94576	PSE	\$26				\$26
Jefferson Street Rehabilitation	Napa	City of Napa	City of Napa	NAP050003	94576	PSE	\$22				\$22
	Napa	City of Napa	City of Napa	NAP050003	94576	CON	\$335				\$335
Yountville Cross Road Rehabilitation	Napa	Napa County	Napa County	NAP050005	94576	CON			\$330		\$330
Silverado Trail Rehabilitation	Napa	Napa County	Napa County	NAP050006	94576	CON			\$424		\$424
Wooden Valley Road Rehabilitation	Napa	Napa County	Napa County	NAP050007	94576	CON			\$760		\$760
Bascom Avenue Rehabilitation	Santa Clara	Campbell	Campbell	SCL050014	94609	CON	\$303				\$303
Rehabilitation on Various Streets	Santa Clara	Cupertino	Cupertino	SCL050016	94609	CON	\$331				\$331
Rossi Ln & Murray Ave Rehab	Santa Clara	Gilroy	Gilroy	SCL050017	94609	CON	\$276				\$276
	Santa Clara	Gilroy	Gilroy	SCL050017	94609	ENV	\$1				\$1
	Santa Clara	Gilroy	Gilroy	SCL050017	94609	PSE	\$12				\$12
Grant Road Rehabilitation	Santa Clara	Los Altos	Los Altos	SCL050018	94609	CON			\$140		\$140
Page Mill Road Rehabilitation	Santa Clara	Los Altos Hills	Los Altos Hills	SCL050019	94609	CON			\$131		\$131
Rehabilitation on Various Streets	Santa Clara	Los Gatos	Los Gatos	SCL050029	94609	CON	\$278				\$278
S. Park Victoria Drive Rehabilitation	Santa Clara	Milpitas	Milpitas	SCL050030	94609	CON	\$249		\$249		\$498

Project List
Second Cycle STP, CMAQ, and TEA Program
FY 2005-06 and FY 2006-07

Figures are in thousands of dollars

Project Category and Title	County	Sponsoring Agency	Implementing Agency	TIP ID Number	RTP ID No.	Phase	FY 2005/2006		FY 2006/2007		Second Cycle Funding
							STP	CMAQ	STP	CMAQ	
Cochrane Road Rehabilitation	Santa Clara	Morgan Hill	Morgan Hill	SCL050015	94609	CON	\$282				\$282
Miramonte Avenue Rehabilitation	Santa Clara	Mountain View	Mountain View	SCL050020	94609	CON	\$367				\$367
Page Mill Rd & Univ. Ave. Rehabilitation	Santa Clara	Palo Alto	Palo Alto	SCL050021	94609	CON	\$556				\$556
Rehabilitation on Various Streets	Santa Clara	San Jose	San Jose	SCL050028	94609	CON	\$1,738		\$4,188		\$5,926
	Santa Clara	San Jose	San Jose	SCL050028	94609	PSE	\$658				\$658
Stevens Creek Boulevard Rehabilitation	Santa Clara	City of Santa Clara	City of Santa Clara	SCL050022	94609	CON	\$328				\$328
Lick Mill Boulevard Rehabilitation	Santa Clara	City of Santa Clara	City of Santa Clara	SCL050023	94609	CON			\$328		\$328
Montague Expwy. Rehab. Phase I & II	Santa Clara	Santa Clara Co	Santa Clara Co	SCL050025	94609	CON	\$1,580		\$2,000		\$3,580
Page Mill Road Rehabilitation	Santa Clara	Santa Clara Co	Santa Clara Co	SCL050025	94609	ENV	\$20				\$20
	Santa Clara	Santa Clara Co	Santa Clara Co	SCL050025	94609	PSE	\$400				\$400
	Santa Clara	Santa Clara Co	Santa Clara Co	SCL050026	94609	CON	\$100				\$100
Rehabilitation on Various Streets	Santa Clara	Saratoga	Saratoga	SCL050024	94609	CON	\$300				\$300
	Santa Clara	Saratoga	Saratoga	SCL050024	94609	ENV	\$10				\$10
	Santa Clara	Saratoga	Saratoga	SCL050024	94609	PSE	\$64				\$64
Rehabilitation on Various Streets	Santa Clara	Sunnyvale	Sunnyvale	SCL050027	94609	PSE	\$142		\$34		\$176
	Santa Clara	Sunnyvale	Sunnyvale	SCL050027	94609	CON			\$1,001		\$1,001
	Santa Clara	Sunnyvale	Sunnyvale	SCL050027	94609	ENV	\$8				\$8
16th Street Rehabilitation	San Francisco	SF DPW	SF DPW	SF-050010	94627	CON	\$2,673				\$2,673
Valencia Street Rehabilitation	San Francisco	SF DPW	SF DPW	SF-050011	94627	CON			\$2,673		\$2,673
Valparaiso Avenue Rehabilitation	San Mateo	Atherton	Atherton	SM-050021	94662	CON	\$72				\$72
Old County Road Rehabilitation	San Mateo	Belmont	Belmont	SM-050011	94662	PSE			\$14		\$14
	San Mateo	Belmont	Belmont	SM-050011	94662	CON			\$120		\$120
Airport Boulevard Rehabilitation	San Mateo	Burlingame	Burlingame	SM-050017	94662	CON	\$160				\$160
Mission Street Rehabilitation	San Mateo	Daly City	Daly City	SM-050009	94662	CON			\$353		\$353
	San Mateo	Daly City	Daly City	SM-050009	94662	CON-CT			\$4		\$4
	San Mateo	Daly City	Daly City	SM-050009	94662	ENV			\$4		\$4
	San Mateo	Daly City	Daly City	SM-050009	94662	PSE			\$34		\$34
Bay Road Rehabilitation	San Mateo	East Palo Alto	East Palo Alto	SM-050019	94662	CON	\$122				\$122
Chess Drive Rehabilitation	San Mateo	Foster City	Foster City	SM-050014	94662	CON			\$128		\$128
Crystal Springs Road Resurfacing	San Mateo	Hillsborough	Hillsborough	SM-050008	94662	CON	\$114				\$114
Sand Hill Road Rehabilitation	San Mateo	Menlo Park	Menlo Park	SM-050016	94662	CON			\$184		\$184
Millbrae Avenue Rehabilitation	San Mateo	Millbrae	Millbrae	SM-050012	94662	CON			\$110		\$110
Palmetto Avenue Pavement Rehabilitation	San Mateo	Pacifica	Pacifica	SM-050010	94662	CON	\$196				\$196
Rehabilitation on Various Streets	San Mateo	Redwood City	Redwood City	SM-050015	94662	CON	\$365				\$365
Rehabilitation on Various Streets	San Mateo	San Bruno	San Bruno	SM-050022	94662	CON	\$191				\$191
	San Mateo	San Bruno	San Bruno	SM-050022	94662	PSE	\$103				\$103
Alameda de las Pulgas Road Rehabilitation	San Mateo	San Carlos	San Carlos	SM-050020	94662	CON			\$162		\$162
Alameda De Las Pulgas Road Rehabilitation	San Mateo	San Mateo	San Mateo	SM-050007	94662	CON	\$448				\$448
Rehabilitation on Various Streets	San Mateo	San Mateo Co	San Mateo Co	SM-050006	94662	CON			\$450		\$450
	San Mateo	San Mateo Co	San Mateo Co	SM-050006	94662	PSE	\$50				\$50
Grand Avenue Rehabilitation	San Mateo	SSF	SSF	SM-050018	94662	CON			\$290		\$290
Tripp Road Rehabilitation	San Mateo	Woodside	Woodside	SM-050013	94662	CON	\$64				\$64
Columbus Parkway Rehabilitation	Solano	Benicia	Benicia	SOL050014	94681	CON			\$75		\$75
North Almond Street Rehab.	Solano	Dixon	Dixon	SOL050021	94681	CON			\$75		\$75
Pittman Rd & Suisun Valley Rd Rehab	Solano	Fairfield	Fairfield	SOL050015	94681	CON	\$426				\$426

Project List
Second Cycle STP, CMAQ, and TEA Program
FY 2005-06 and FY 2006-07

Figures are in thousands of dollars

Project Category and Title	County	Sponsoring Agency	Implementing Agency	TIP ID Number	RTP ID		FY 2005/2006		FY 2006/2007		Second Cycle Funding
					No.	Phase	STP	CMAQ	STP	CMAQ	
2nd St and Gardiner Way Rehab	Solano	Rio Vista	Rio Vista	SOL050016	94681	CON			\$75		\$75
Fry Road & Lake Herman Road Rehab	Solano	Solano County	Solano County	SOL050017	94681	CON	\$129		\$473		\$602
Emperor Drive Rehabilitation	Solano	Suisun City	Suisun City	SOL050018	94681	CON	\$75				\$75
Alamo Drive Rehabilitation	Solano	Vacaville	Vacaville	SOL050019	94681	CON			\$246		\$246
Admiral Callaghan Ln & Humboldt St. Rehab	Solano	Vallejo	Vallejo	SOL050020	94681	CON	\$313				\$313
LSR SHORTFALL RESERVE	Sonoma	TBD	TBD	TBD	TBD	TBD			\$180		\$180
East Napa Street Rehabilitation	Sonoma	City of Sonoma	City of Sonoma	SON050012	94694	CON			\$142		\$142
	Sonoma	City of Sonoma	City of Sonoma	SON050012	94694	PSE			\$8		\$8
West Sierra / East Cotati Ave. Rehab	Sonoma	Cotati	Cotati	SON050005	94694	CON			\$420		\$420
Healdsburg Avenue Rehabilitation	Sonoma	Healdsburg	Healdsburg	SON050006	94694	CON			\$190		\$190
S. McDowell & Bodega Ave Rehab	Sonoma	Petaluma	Petaluma	SON050008	94694	CON	\$950				\$950
	Sonoma	Petaluma	Petaluma	SON050008	94694	PSE	\$50				\$50
Rohnert Park Expressway Rehabilitation	Sonoma	Rohnert Park	Rohnert Park	SON050009	94694	CON			\$850		\$850
Rehabilitation on Various Streets	Sonoma	Santa Rosa	Santa Rosa	SON050004	94694	CON	\$1,354		\$698		\$2,052
Rehabilitation on Various Streets	Sonoma	Sebastopol	Santa Rosa	SON050010	94694	CON			\$150		\$150
Rehabilitation on Various Streets	Sonoma	Sonoma County	Sonoma County	SON050011	94694	CON	\$3,563		\$2,477		\$6,040
	Sonoma	Sonoma County	Sonoma County	SON050011	94694	PSE	\$65		\$45		\$110
Old Redwood Highway Rehabilitation	Sonoma	Windsor	Windsor	SON050013	94694	CON			\$510		\$510
SUBTOTAL							\$28,799		\$28,517		\$57,316
Transit Capital Shortfall							\$27,392		\$27,392		\$54,784
SHORTFALL TOTAL							\$56,191		\$55,909		\$112,100

Project List

Second Cycle STP, CMAQ, and TEA Program FY 2005-06 and FY 2006-07

Figures are in thousands of dollars

Project Category and Title	County	Sponsoring Agency	Implementing Agency	TIP ID Number	RTP ID No.	Phase	FY 2005/2006		FY 2006/2007		Second Cycle Funding
							STP	CMAQ	STP	CMAQ	
5. TRANSPORTATION FOR LIVABLE COMMUNITIES PROGRAM											
Regional TLC											
Chinatown Pedestrian Improvements- Ph. 1	Alameda	Oakland	Oakland	ALA050028	21011	CON		\$1,549		\$651	\$2,200
Union City Intermodal Station- Ped. Improvements	Alameda	Union City	Union City	ALA050027	21011	CON		\$1,124			\$1,124
Richmond Transit Village - Station Plaza/Bldg.	Contra Costa	Richmond	Richmond	CC-050024	21208	CON		\$1,581			\$1,581
Cal-Park Hill Tunnel Rehab & Class 1 Bikeway	Marin	Marin County	Marin County	MRN030003	94063	CON		\$1,500			\$1,500
Monterey Streetscape Improvements	Santa Clara	Gilroy	Gilroy	SCL050032	21011	CON		\$2,500			\$2,500
Depot Street Capital Improvements	Santa Clara	Morgan Hill	Morgan Hill	SCL050031	21011	CON		\$2,627			\$2,627
Daly City BART - St. Charles Ped & Bike Project	San Francisco	BART	BART	SF-050012	21011	CON		\$501			\$501
Broadway Streetscape Improvements, Phase II	San Francisco	SF DPW	SF DPW	SF-050013	21011	CON				\$2,000	\$2,000
BART Linear Park	San Mateo	SSF	SSF	SM-050026	21011	CON				\$1,933	\$1,933
Vallejo Station Pedestrian Links	Solano	Vallejo	Vallejo	SOL050023	21101	CON		\$355		\$1,716	\$2,071
SUBTOTAL								\$11,737		\$6,300	\$18,037
Housing Incentive Program (HIP) Reserve	Regional	MTC	MTC	TBD	TBD	TBD		\$500		\$8,500	\$9,000
TRANSPORTATION FOR LIVABLE COMMUNITIES TOTAL								\$12,237		\$14,800	\$27,037
6. REGIONAL BICYCLE/PEDESTRIAN PROGRAM											
County Bike/Ped Program Reserve	Regional	MTC	MTC	TBD	TBD	TBD		\$2,000		\$6,000	\$8,000
REGIONAL BICYCLE/PEDESTRIAN TOTAL								\$2,000		\$6,000	\$8,000
7. STP/TCRP Backfill											
STIP Backfill (see Attachment A for project list)	Various	Various	Various	Various	Various	Various	\$24,259	\$14,225	\$23,950		\$62,434
STP/TCRP Backfill Total							\$24,259	\$14,225	\$23,950	\$0	\$62,434
GRAND TOTAL							\$90,790	\$59,377	\$95,929	\$40,165	\$286,261

Date: June 25, 2003
W.I.: 1512
Referred by: PAC
Revised: 11/10/04-PAC
04/27/05-C
05/25/05-C

ABSTRACT

Resolution No. 3547, Revised

This resolution approves the TEA 21 Reauthorization First Cycle Program, which programs Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds for FY 2003-04 through FY 2004-05. This program of projects will be included in the 2003 Transportation Improvement Program (TIP).

This resolution includes the following attachments:

Attachment A – First Cycle Program Summary

Attachment B – First Cycle Program Project List

This Resolution was revised on November 10, 2004 to reflect the reprogramming of funds in the bus catalyst device program as indicated in Attachment B.

This resolution was revised on April 27, 2005 to CMAQ funding for the Regional Express Bus program and reprogram this funding to a new program, the Lifeline Transportation Program.

This resolution was revised on May 25, 2005 to redirect CMAQ savings from the Bus Catalyst Device program to the Spare the Air/Free Transit Commute project within the Air Quality Management Category.

Additional discussion of this Resolution is available in the Executive Director's memorandum to the Programming and Allocations Committee dated June 11, 2003, November 10, 2004, and April 13, 2005 and Programming and Allocations Committee Summary dated May 11, 2005.

Date: June 25, 2003
W.I.: 1512
Referred by: PAC

RE: Programming of TEA 21 Reauthorization First Cycle Program Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program Funds and Transportation Enhancement Activities (TEA) for FY 2003-04 through FY 2004-05

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3547

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

WHEREAS, MTC previously adopted Resolution No. 3536, setting forth the procedures and criteria for selecting projects to be funded with Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds and Transportation Enhancement Activities (TEA) (23 U.S.C Section 133); and

WHEREAS, an estimate of STP and CMAQ funding available to the region in FY 2003-04 through FY 2004-05 is provided in Attachment A, attached hereto and incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in MTC Resolution No. 3536, MTC, in cooperation with Caltrans, operators of publicly-owned mass transit services, county congestion management agencies, the Bay Area Air Quality Management District, the Association of Bay Area Governments, and other local government entities, has developed a two-year program of transportation improvement projects to be funded with STP, CMAQ, and TEA funds in FY 2003-04 through FY 2004-05 as shown in Attachment B to this resolution attached hereto and incorporated herein as though set forth at length; and

WHEREAS the projects included in Attachment B are proposed to be incorporated into the 2003 Transportation Improvement Plan (TIP); now, therefore, be it

RESOLVED that MTC approves the STP, CMAQ, and TEA programming for FY 2003-04 through FY 2004-05 for inclusion in the 2003 TIP, as set forth in Attachment B; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Steve Kinsey, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on June 25, 2003.

Date: June 25, 2003
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 3547

TEA 21 REAUTHORIZATION
First Cycle Program
STP, CMAQ, and TEA
FY 2003-04 and FY 2004-05

**TEA 21 Reauthorization - FY 2003-04 and FY 2004-05
 First Cycle Program**

(amounts in millions of dollars)

96% 83% 90%

Programming Summary	First Cycle		
	03/04	04/05	Total
Total Revenues Available for Programming (Apportionments)	141.000	143.000	284.000
1. Air Quality Management	11.769	26.608	38.377
2. Regional Annual Commitments	24.550	39.450	64.000
3. Planning Activities	4.495	4.517	9.012
4. OA Limitation Rollovers	94.986	48.000	142.986
Total Programming	135.800	118.575	254.375
Balance Remaining	5.200	24.425	29.625

0.00000

Estimated Revenues	First Cycle		
	03/04	04/05	Total
FUNDING SOURCES			
STP	70.000	71.000	141.000
CMAQ - (Including \$2.4 Million for Eastern Solano for Second Cycle) *1	62.000	63.000	125.000
TEA - (Including \$13 Million not programmed in First Cycle) *2	9.000	9.000	18.000
Total Estimated Revenues (Apportionments)	141.000	143.000	284.000

Programming	First Cycle		
	03/04	04/05	Total
1. AIR QUALITY MANAGEMENT			14%
Bus Catalyst Devices	8.816	4.087	12.903
Air Quality Management Strategies		20.919	20.919
Spare the Air	1.000	1.000	2.000
Regional Express Bus Operating	1.953	0.602	2.555
Air Quality Management Total	11.769	26.608	38.377
2. REGIONAL ANNUAL COMMITMENTS			23%
Travinfo	6.000	5.300	11.300
TransLink®	10.400	23.800	34.200
Ride share	4.800	2.800	7.600
Freeway Operations/ Traffic Operations System (TOS)		3.600	3.600
Traffic Engineering Tech. Assist. Program (TETAP)/ Arterial Re-timing	1.450	1.450	2.900
Pavement Management System Technical Assistance Program (PTAP)	0.700	0.700	1.400
Regional Transit Information System (RTIS)	0.700	0.800	1.500
Regional Transit Marketing and Market Research Services	0.500	0.600	1.100
Performance Monitoring		0.400	0.400
Regional Annual Commitments Total	24.550	39.450	64.000
3. PLANNING ACTIVITIES			3%
TLC/HIP Planning Grants	0.442	0.442	0.884
3% STP CMA Planning funds *3	2.703	2.725	5.428
MTC/CMA Transportation/Land Use Planning Support	1.350	1.350	2.700
Planning Activities Total	4.495	4.517	9.012
4. LIFELINE ACTIVITIES			1%
Lifeline		1.545	1.545
Lifeline Activities Total		1.545	1.545
5. OA LIMITATION CARRYOVER *4			50%
Advance Construction (AC) Authorizations	45.178		45.178
Projects Awaiting Obligations at Caltrans	7.550		7.550
Remaining TLC/TEA projects with 9/20/2003 Deadline	18.393		18.393
Remaining TLC/HIP projects with 9/20/2004 Deadline	18.465		18.465
Projects Obligated With OA Advanced from TEA-3	5.400		5.400
Rollover from ISTEA		48.000	48.000
OA Limitation Carryover Total	94.986	48.000	142.986
TOTAL FIRST CYCLE PROGRAMMING	135.800	120.120	255.920

FY 03-04 and FY 04-05 Revenues Not Programmed in 1st Cycle			10%
Eastern Solano CMAQ *1	1.200	1.200	2.400
TEA-Enhancements (Balance after TEA-21 OA Carryover) *2	4.000	9.000	13.000
Other Remaining Unprogrammed Revenues	0.000	12.680	12.680
TOTAL FY 03-04 and FY 04-05 Revenues Not Programmed in 1st Cycle	5.200	22.880	28.080

NOTES:

05/25/05

- *1 - Approximately \$1.2 Million per year in CMAQ funding dedicated to Eastern Solano and are reserved for programming in 2nd Cycle.
- *2 - Approximately \$13 Million in TEA (Enhancements) Revenues are reserved for later Programming - \$5 million in First Cycle covers difference between TEA apportionments and TEA OA limitations during TEA 21.
- *3 - CMA Planning Funds Formula: 3% of STP funds, with minimum threshold of \$240,000
- *4 - OA Limitation Carryover amounts are estimates and subject to change upon receipt of final TEA 21 Apportionments.

Date: June 25, 2003
W.I.: 1512
Referred by: PAC
Revised: 11/10/04-PAC
04/27/05-C
05/25/05-C

Attachment B
Resolution No. 3547

TEA 21 REAUTHORIZATION
First Cycle Program
STP, CMAQ, and TEA
FY 2003-04 and FY 2004-05

Project List
June 25, 2003

Project List

First Cycle STP, CMAQ, and TEA Program FY 2003-04 and FY 2004-05

June 25, 2003
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MTC Res. No. 3547
Attachment B
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Figures are in thousands of dollars

Project Category and Title	County	Sponsoring Agency	Implementing Agency	TIP ID Number	RTP ID No.	Phase	FY 2003/2004			FY 2004/2005			Total			
							STP	CMAQ	TEA	STP	CMAQ	TEA	First Cycle Funding	Local Match		
1. AIR QUALITY MANAGEMENT																
Bus Catalyst Devices																
Acquire 416 Bus Catalyst Devices	Alameda / Contra Costa	AC Transit	AC Transit	ALA010063	94526	CON		\$3,419			\$68		\$3,487	Local	\$9	
Acquire 103 Bus Catalyst Devices	Contra Costa	CCCTA	CCCTA	CC-030016	94558	CON					\$835		\$835	Local	\$109	
Acquire 82 Bus Catalyst Devices	Marin	GGBHTD	GGBHTD	MRN010032	94572	CON		\$665			\$114		\$779	Local	\$15	
Acquire 24 Bus Catalyst Devices	Solano	Fairfield	Fairfield	SOL030018	98168	CON					\$195		\$195	Local	\$26	
Acquire 25 Bus Catalyst Devices	Alameda	LAVTA	LAVTA	ALA030015	94527	CON					\$203		\$203	Local	\$27	
Acquire 420 Bus Catalyst Devices	San Francisco	MUNI	MUNI	SF-010035	94636	CON		\$3,038			\$365		\$3,403	Local	\$48	
Acquire 265 Bus Catalyst Devices	San Mateo	SamTrans	SamTrans	SM-030018	94666	CON		\$1,694			\$454		\$2,148	Local	\$59	
Acquire 19 Bus Catalyst Devices	Sonoma	Santa Rosa City Bus	Santa Rosa City Bus	SON030008	94695	CON					\$179		\$179	Local	\$24	
Acquire 54 Bus Catalyst Devices	Contra Costa	Tri Delta	Tri Delta	CC-030017	94559	CON					\$438		\$438	Local	\$57	
Acquire 27 Bus Catalyst Devices	Solano	Vallejo	Vallejo	SOL010033	94683	CON					\$219		\$219	Local	\$29	
Acquire 30 Bus Catalyst Devices	Contra Costa	WestCat	WestCat	CC-030018	94559	CON					\$243		\$243	Local	\$32	
Acquire 228 Bus Catalyst Devices	Santa Clara	SCVTA	SCVTA	SCL-030021	94610	CON					\$1,859		\$1,859	Local	\$241	
SUBTOTAL								\$8,816			\$5,172		\$13,988		\$430	
Air Quality Management Strategy Reserve												\$17,886		\$17,886		\$0
BART Spare the Air Transit Days	Region	BAAQMD	BAAQMD	MTC990015	21009	CON						\$1,000		\$1,000	\$130	
I-680 Sunol Grade HOV lane (TFCA Exchange)	Alameda	ACCMA	ACCMA	ALA991084	98141	CON						\$780		\$780	\$102	
Spare the Air	Region	BAAQMD	BAAQMD	MTC990015	21009	CON		\$1,000				\$1,000		\$2,000	Local	\$260
Regional Express Bus Operations																
I-80 Richmond TransBay Route	Alameda / Contra Costa	AC Transit	AC Transit	CC-030020	21432	CON		\$104					\$104	Local	\$14	
I-680 Martinez to Walnut Creek Route	Contra Costa	CCCTA	CCCTA	CC-030021	21434	CON		\$175			\$208		\$383	Local	\$50	
Vacaville to Walnut Creek BART	Solano	Fairfield/Suisun	Fairfield/Suisun	SOL030016	21435	CON		\$116					\$116	Local	\$16	
Route 101 Corridor	Marin	GGT	GGT	MRN030008	21889	CON		\$319					\$319	Local	\$42	
Route 70 and Subscription Routes	Alameda	LAVTA	LAVTA	ALA030017	21149	CON		\$74			\$89		\$163	Local	\$22	
El Camino Real Corridor	San Mateo	SamTrans	SamTrans	SM-030019	21439	CON		\$166			\$306		\$472	Local	\$62	
Route 300	Contra Costa	Tri Delta	Tri Delta	CC-030022	21440	CON		\$511					\$511	Local	\$67	
Bay Link Express and BARTLink Rte 70	Solano	Vallejo	Vallejo	SOL030017	21442	CON		\$242					\$242	Local	\$32	
Hwy 4 del Norte BART to Martinez	Contra Costa	WestCat	WestCat	CC-030023	21445	CON		\$246					\$246	Local	\$32	
SUBTOTAL								\$1,953			\$603		\$2,556		\$337	
SUBTOTAL							\$0	\$11,769	\$0	\$0	\$26,441	\$0	\$38,210		\$1,259	
2. REGIONAL ANNUAL COMMITMENTS																
Trav Info	Region	MTC	MTC	MTC990006	21008	CON		\$6,000			\$5,300		\$11,300	Local	\$1,465	
TransLink® Fare Collection System	Region	MTC	MTC	MTC990002	21005	CON		\$10,400			\$4,000	\$19,800	\$34,200	Local	\$4,431	
Regional Ride Share Program	Region	MTC	MTC	MTC990003	21007	CON		\$4,800			\$2,800		\$7,600	Local	\$985	
Freeway Operations/TOS	Region	MTC	MTC	MTC030003	21001	CON					\$3,600		\$3,600	Local	\$467	
Traffic Eng Tech Assist Prog (TETAP)	Region	MTC	MTC	MTC990018	21003	CON		\$250	\$1,200		\$250	\$1,200	\$2,900	Local	\$376	
Pavement Mgmt Tech Assist Prog (PTAP)	Region	MTC	MTC	MTC990017	21004	CON		\$700			\$700		\$1,400	Local	\$182	
Regional Transit Information System	Region	MTC	MTC	MTC990014	21006	CON		\$700			\$800		\$1,500	Local	\$195	
Regional Transportation Marketing	Region	MTC	MTC	MTC990013	21006	CON		\$500			\$600		\$1,100	Local	\$143	
Performance Monitoring	Region	MTC	MTC	MTC991001	21010	ENV					\$400		\$400	Local	\$52	
SUBTOTAL							\$7,650	\$16,900	\$0	\$11,450	\$28,000	\$0	\$64,000		\$8,296	

Project List
 First Cycle STP, CMAQ, and TEA Program
 FY 2003-04 and FY 2004-05

June 25, 2003
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MTC Res. No. 3547
 Attachment B
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Figures are in thousands of dollars

Project Category and Title	County	Sponsoring Agency	Implementing Agency	TIP ID Number	RTP ID No.	Phase	FY 2003/2004			FY 2004/2005			Total		
							STP	CMAQ	TEA	STP	CMAQ	TEA	First Cycle Funding	Local Match	
3. PLANNING ACTIVITIES															
TLC/HIP Planning Grants	Region	MTC	MTC	MTC030005	21011	ENV	\$442			\$442			\$884		\$115
3% STP CMA Planning															
CMA STP Planning	Alameda	MTC	ACOMA	ALA979001	98558	ENV	\$447			\$454			\$901	Local	\$117
CMA STP Planning	Contra Costa	MTC	CCTA	CC-979042	98559	ENV	\$294			\$298			\$592	Local	\$77
CMA STP Planning	Marin	MTC	Marin CMA	MRN970034	98560	ENV	\$240			\$240			\$480	Local	\$63
CMA STP Planning	Napa	MTC	NCTPA	NAP970004	98561	ENV	\$240			\$240			\$480	Local	\$63
CMA STP Planning	San Francisco	MTC	SFCTA	SF-990015	98562	ENV	\$241			\$244			\$485	Local	\$63
CMA STP Planning	San Mateo	MTC	San Mateo Co TA	SM-979033	98563	ENV	\$240			\$240			\$480	Local	\$63
CMA STP Planning	Santa Clara	MTC	SCVTA	SCL978008	98564	ENV	\$521			\$529			\$1,050	Local	\$137
CMA STP Planning	Solano	MTC	Solano TA	SOL970033	98565	ENV	\$240			\$240			\$480	Local	\$63
CMA STP Planning	Sonoma	MTC	Sonoma Co TA	SON970081	98566	ENV	\$240			\$240			\$480	Local	\$63
SUBTOTAL							\$2,703			\$2,725			\$5,428		\$709
MTC-CMA Transportation/Land Use Planning Support															
CMA Transportation/Land Use Planning	Alameda	MTC	ACOMA	ALA979001	98558	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	Contra Costa	MTC	CCTA	CC-979042	98559	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	Marin	MTC	Marin CMA	MRN970034	98560	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	Napa	MTC	NCTPA	NAP970004	98561	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	San Francisco	MTC	SFCTA	SF-990015	98562	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	San Mateo	MTC	San Mateo Co TA	SM-979033	98563	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	Santa Clara	MTC	SCVTA	SCL978008	98564	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	Solano	MTC	Solano TA	SOL970033	98565	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	Sonoma	MTC	Sonoma Co TA	SON970081	98566	ENV	\$150			\$150			\$300	Local	\$39
SUBTOTAL							\$1,350			\$1,350			\$2,700		\$351
SUBTOTAL							\$4,495	\$0	\$0	\$4,517	\$0	\$0	\$9,012	\$0	\$1,175
4. PLANNING ACTIVITIES															
Lifeline Transportation Program	Region	MTC	MTC			CON						\$1,545	\$1,545		\$201
SUBTOTAL							\$0	\$0	\$0	\$0	\$1,545	\$0	\$1,545	\$0	\$201
GRAND TOTAL							\$12,145	\$28,669	\$0	\$15,967	\$55,986	\$0	\$112,767	\$0	\$10,931

Project List

First Cycle STP, CMAQ, and TEA Program FY 2003-04 and FY 2004-05

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Figures are in thousands of dollars

5. OA LIMITATION CARRYOVER *							
County	Implementing Agency	TIP ID	Project Title	STP	CMAQ	TEA	Total
Alameda	City of Berkeley	ALA990050	Berkeley Rail stop & Transit Plaza			\$641	\$641
Alameda	City of Oakland	ALA990058	Citywide sidewalk repair project.	\$2,000			\$2,000
Alameda	Caltrans	ALA990090	Bay Trail: Fremont-Newark Segment.	\$528			\$528
Alameda	Caltrans	ALA990093	Bay Trail (Baumberg Track Trail seg)		\$250		\$250
Alameda	City of Berkeley	ALA991027	Spruce Street Reconstruction	\$1,598			\$1,598
Alameda	City of Oakland	ALA991031	Oakland Street Resurfacing -MacArthur	\$696			\$696
Alameda	City of Oakland	ALA991032	Oakland Street Resurfacing-MLK Jr Way	\$1,160			\$1,160
Alameda	Acquire 420 Bus C Alameda County	ALA991035	Pavement Rehab Lump Sum - Various Locations	\$1,762			\$1,762
Alameda	City of Hayward	ALA991036	Arteial Pavement Rehab - Phase III TEA-21	\$1,445			\$1,445
Alameda	Port of Oakland	ALA991054	MV Encinal Ferry Vessel Refurbish	\$298			\$298
Alameda	AC Transit	ALA991058	Link-Bay Fair BART/Hillsdale Caltrain St		\$451		\$451
Alameda	Alameda County	ALA991074	Niles Railroad Corridor Rehabilitation	\$576			\$576
Alameda	City of Oakland	ALA991080	Fruitvale Streetscape & Multi-Modal Trans Project			\$1,800	\$1,800
Alameda	City of Oakland	ALA010021	City of Oakland Street Resurfacing	\$1,242			\$1,242
Alameda	City of Alameda	ALA010026	Webster Renaissance Project.			\$735	\$735
Alameda	MTC	ALA010027	Santa Fe ROW Bike/Ped Path	\$1,000			\$1,000
Alameda	MTC	ALA010028	Dublin Tr. Center Housing Incentive Pro. Reserve	\$1,306			\$1,306
Alameda	MTC	ALA010029	Emeryville Housing Incentive Program Reserve	\$152			\$152
Alameda	MTC	ALA010030	Oakland Housing Incentive Program Reserve	\$1,000			\$1,000
Alameda	MTC	ALA010031	Union City Senior Village HIP Reserve	\$234			\$234
Alameda	City of San Leandro	ALA010068	W. Estudillo St. Streetscape & BART Connections		\$1,000		\$1,000
Alameda	City of Oakland	ALA010069	Coliseum Transit Hub Streetscape Improvements		\$1,000		\$1,000
Alameda	City of Alameda	ALA010070	Park St. Streetscape & Santa Clara Ave Transit Hub		\$921		\$921
Alameda	City of Dublin	BRT010001	Dublin Transit Center Plaza			\$750	\$750
Contra Costa	City of El Cerrito	CC-991048	Potrero Avenue Rehabilitation	\$339			\$339
Contra Costa	City of Oakley	CC-991053	East Cypress Road Overlay	\$214			\$214
Contra Costa	City of Pittsburg	CC-991064	Buchanan Road Pavement Overlay	\$493			\$493
Contra Costa	City of Lafayette	CC-991089	Reliez Valley Rd Walkway - Reg. Trail Gap closure		\$420		\$420
Contra Costa	EBRPD	CC-991109	Iron Horse Trail Diamond Blvd Undercrossing			\$289	\$289
Contra Costa	CCCTA	CC-010005	Contra Costa Route 114 Monument Corridor		\$220		\$220
Contra Costa	City of Richmond	CC-010010	Valley View Road Improvements	\$511			\$511
Contra Costa	City of Oakley	CC-010012	O'Hara Avenue Overlay	\$217			\$217
Contra Costa	City of Moraga	CC-010013	St. Mary's Road Repair and Resurfacing	\$320			\$320

Project List

First Cycle STP, CMAQ, and TEA Program FY 2003-04 and FY 2004-05

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5. OA LIMITATION CARRYOVER *							
County	Implementing Agency	TIP ID	Project Title	STP	CMAQ	TEA	Total
Contra Costa	City of Richmond	CC-010019	Richmond Greenway and Bikeway	\$1,480	\$420		\$1,900
Contra Costa	MTC	CC-010020	El Cerrito Housing Incentive Program Reserve	\$352			\$352
Contra Costa	MTC	CC-010021	Richmond Housing Incentive Program Reserve	\$963			\$963
Contra Costa	City of Richmond	CC-010043	North Richmond Main Street Project		\$1,725		\$1,725
Contra Costa	City of El Cerrito	CC-010050	Fairmont St. Pedestrian & Streetscape Improvements		\$500		\$500
Marin	Marin County	MRN990035	Marin Parklands Visitor Access Improvements		\$38		\$38
Marin	City of Novato	MRN991013	Redwood Blvd between Lamont Ave & Olive Ave	\$426			\$426
Marin	Marin County	MRN991014	North San Pedro Road, MP 0.54 to 1.76 (C	\$486			\$486
Marin	City of San Rafael	MRN991015	Fourth Street Resurfacing (Miracle Mile)	\$200			\$200
Marin	City of Larkspur	MRN991016	Doherty Drive Rehabilitation - Phase 1	\$261			\$261
Marin	Marin County	MRN991020	Sir Francis Drake Blvd., MP 3.08 to 3.63	\$486			\$486
Marin	Marin County	MRN991021	Sir Francis Drake Blvd. East Overlay	\$297			\$297
Marin	City of Mill Valley	MRN991022	Buena Vista Ave Resurfacing	\$159			\$159
Marin	City of San Anselmo	MRN991023	Center Boulevard Rehabilitation	\$184			\$184
Marin	City of Ross	MRN991025	Sir Francis Drake Blvd. Street Rehab	\$68			\$68
Marin	City of Sausalito	MRN991027	Bridgeway North-South Bikeway Phase I		\$170		\$170
Marin	City of Corte Madera	MRN991046	Paradise Drive/San Clemente Dr Rehabilit	\$191			\$191
Marin	City of Fairfax	MRN991048	Center Boulevard Rehabilitation	\$72			\$72
Marin	Marin County	MRN991049	Inkwells Bridge Adjoining Sir Francis Dr			\$375	\$375
Marin	City of San Rafael	MRN010002	Second Street Resurfacing	\$238			\$238
Marin	City of Corte Madera	MRN010003	Fifer Avenue/Lucky Drive Rehabilitation	\$89			\$89
Marin	City of Sausalito	MRN010005	Bridgeway Rehabilitation Project	\$83			\$83
Marin	Marin County	MRN010010	Olema - Bolinas Path			\$247	\$247
Marin	City of Fairfax	MRN010011	Sir Francis Drake Path.			\$146	\$146
Marin	City of San Rafael	MRN010038	Medway/Canal Enhancements		\$900		\$900
Region	MTC	MTC990002	TransLink® Fare Collection Systems		\$10,332		\$10,332
Region	MTC	MTC990006	TravInfo®		\$5,410		\$5,410
Region	MTC	MTC990017	Pavement Management Technical Assistance	\$500			\$500
Region	MTC	MTC991007	TLC Projects - Lump Sum Regional Share	\$276			\$276
Napa	Caltrans	NAP950004	Route 29 / Trancas Street Interchange		\$262		\$262
Napa	City of Napa	NAP991010	First Street Overlay	\$301			\$301
Napa	City of Napa	NAP991011	Foothill Boulevard Overlay	\$178			\$178
Napa	City of Napa	NAP991012	Linda Vista Avenue Overlay	\$332			\$332

Project List

First Cycle STP, CMAQ, and TEA Program FY 2003-04 and FY 2004-05

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Figures are in thousands of dollars

5. OA LIMITATION CARRYOVER *							
County	Implementing Agency	TIP ID	Project Title	STP	CMAQ	TEA	Total
Napa	City of Napa	NAP991013	Old Sonoma Overlay	\$124			\$124
Napa	City of Napa	NAP991014	Terrace Drive Overlay	\$314			\$314
Napa	City of Napa	NAP991015	West Pueblo Avenue Overlay	\$200			\$200
Napa	Napa County	NAP991016	Maintenance Overlay - Howell Mountain Ro	\$481			\$481
Napa	Napa County	NAP991022	Cuttings Wharf Road Bicycle Lane		\$200		\$200
Napa	City of American Canyon	NAP991024	American Canyon Rd/SR29 Landscaping			\$67	\$67
Napa	City of Calistoga	NAP991026	Class I Bike Path (old RR ROW)			\$122	\$122
Napa	Napa County	NAP991028	Yountville Crossroad Class 2 Bike Path			\$135	\$135
Napa	Napa County	NAP010005	Silverado Trail Resurfacing	\$155			\$155
Napa	City of Napa	NAP010006	Dry Creek Rd, Linda Vista, & Solano Resurfacing	\$182			\$182
Santa Clara	City of Palo Alto	SCL991016	Palo Alto Medical Found./Bike/Ped Xing	\$502	\$1,752		\$2,254
Santa Clara	City of Sunnyvale	SCL991021	Pedestrian Access Improvements Nr Tasman		\$28		\$28
Santa Clara	Caltrans	SCL991023	Traffic Ops System (TOS) Improvements		\$3		\$3
Santa Clara	City of Milpitas	SCL991056	Berryessa Creek Bike/Ped Trail			\$375	\$375
Santa Clara	City of Sunnyvale	SCL991059	Calabazas Creek Trail - TEA project			\$310	\$310
Santa Clara	San Jose	SCL991067	Guadalupe River Park Trail Project			\$429	\$429
Santa Clara	San Jose	SCL991068	Los Gatos Creek			\$400	\$400
Santa Clara	City of Santa Clara	SCL010024	San Tomas Aquino/Saratoga Creek Trail			\$1,700	\$1,700
Santa Clara	City of Sunnyvale	SCL010025	Evelyn Ave Class II bike Lane.	\$150			\$150
Santa Clara	Santa Clara County	SCL010026	Bascom Ave. Median & Landscaping			\$639	\$639
Santa Clara	Santa Clara County	SCL010027	Elliot Avenue Sidewalk Project			\$205	\$205
Santa Clara	City of Sunnyvale	SCL010028	Sunnyvale North-South Bikeways.	\$150			\$150
Santa Clara	City of Morgan Hill	SCL010030	Bufferfield Blvd Linear Park			\$460	\$460
Santa Clara	City of Gilroy	SCL010034	Monterey Streetscape Imps. - 6th to 7th Sterets		\$1,190		\$1,190
Santa Clara	VTA	SCL010043	River Oaks Bike/Pedestrian Bridge		\$1,000		\$1,000
Santa Clara	VTA	SCL010044	San Fernanco Light-Rail Station Plaza		\$885		\$885
Santa Clara	City of Palo Alto	SCL010045	Caltrain/Homer St. Bike/Ped Undercrossing		\$464		\$464
San Francisco	SF Parking and Traffic	SF-991009	Fill Gap in Muni F Line Tracks		\$27		\$27
San Francisco	SF Parking and Traffic	SF-991010	Stockton Street sidewalk widening		\$397		\$397
San Francisco	SF Public Works	SF-991016	Lake Merced Pav. Renovation - Phase II	\$3,982			\$3,982
San Francisco	SF DPW	SF-991022	Neighborhood Traffic Calming & Beauty			\$469	\$469
San Francisco	Port of San Francisco	SF-991024	Embarcadero Promenade Pedestrian Imps123	\$226			\$226
San Francisco	Port of San Francisco	SF-991025	Renovation of Pier 43 Ferry Arch.	\$255			\$255

Project List

First Cycle STP, CMAQ, and TEA Program FY 2003-04 and FY 2004-05

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5. OA LIMITATION CARRYOVER *							
County	Implementing Agency	TIP ID	Project Title	STP	CMAQ	TEA	Total
San Francisco	MTC	SF-010016	San Francisco HIP Reserve	\$1,145			\$1,145
San Francisco	SF MUNI	SF-010036	Treasure Island Permanent Ferry Terminal		\$445		\$445
San Francisco	BART	SF-010047	16th St. BART Station Plaza Redesign		\$1,298		\$1,298
San Mateo	San Mateo County	SM-991048	Sand Hill Road Resurfacing	\$142			\$142
San Mateo	City of San Carlos	SM-991058	San Carlos Avenue Rehabilitation	\$225			\$225
San Mateo	City of San Mateo	SM-991097	San Mateo Main St. Ped & Tr Center Links			\$814	\$814
San Mateo	City of Belmont	SM-991110	US 101 Ped/Bike Path			\$300	\$300
San Mateo	City of Half Moon Bay	SM-010040	Bike/Sidewalk - SR92/Main Street			\$814	\$814
San Mateo	MTC	SM-010041	Daly City Housing Incentive Program Reserve	\$342			\$342
San Mateo	MTC	SM-010042	East Palo Alto Housing Incentive Program Reserve	\$293			\$293
San Mateo	MTC	SM-010043	San Bruno Housing Incentive Program Reserve	\$684			\$684
San Mateo	MTC	SM-010044	San Carlos Housing Incentive Program Reserve	\$113			\$113
San Mateo	MTC	SM-010045	San Mateo Housing Incentive Program Reserve	\$751			\$751
San Mateo	City of East Palo Alto	SM-010060	Bay Road Streetscape & Calming Improvements	\$464	\$236		\$700
Solano	City of Vacaville	SOL990049	Southside Bikeway - Alamo Dr to VRTC		\$10		\$10
Solano	City of Benicia	SOL991035	East Fifth Street Overlay	\$103			\$103
Solano	City of Rio Vista	SOL991040	Front Street Overlay Project	\$83			\$83
Solano	City of Vallejo	SOL991047	Broadway Overlay: Highway 37 to Mini Drive	\$339			\$339
Solano	City of Vallejo	SOL991048	Rollingwood Dr. Overlay	\$198			\$198
Solano	City of Vallejo	SOL991049	Solano Av. Overlay: Georgia to Mariposa	\$368			\$368
Solano	City of Vallejo	SOL991050	Santa Clara St. overlay: Carolina St. to Maine St.	\$118			\$118
Solano	Solano County	SOL991051	Pleasants Valley Road Rehabilitation	\$1,042			\$1,042
Solano	City of Vallejo	SOL991054	Mare Island Service - Operations (2 yr)		\$70		\$70
Solano	City of Vallejo	SOL991054	Mare Island Service - Operations (2 yr)		\$70		\$70
Solano	City of Benicia	SOL991056	Mills Elementary School Route Imps.		\$45		\$45
Solano	City of Vallejo	SOL991059	I-80 EB Redwood St. on & off ramp mod.		\$70		\$70
Solano	City of Benicia	SOL991067	Park Lane Bike Lane		\$129		\$129
Solano	City of Fairfield	SOL991076	Bike/Ped Path on W. Texas Street	\$95			\$95
Solano	City of Benicia	SOL991084	East Second Street Overlay	\$90			\$90
Solano	City of Fairfield	SOL991087	Pittman Road Rehabilitation	\$95			\$95
Solano	City of Rio Vista	SOL991088	Drouin Drive Overlay	\$37			\$37
Solano	City of Vallejo	SOL991090	Oakwood St. overlay: Teakwood to Springs Road	\$95			\$95
Solano	City of Dixon	SOL010008	Downtown Dixon Streetscape.	\$237			\$237

Project List

First Cycle STP, CMAQ, and TEA Program FY 2003-04 and FY 2004-05

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Figures are in thousands of dollars

5. OA LIMITATION CARRYOVER *							
County	Implementing Agency	TIP ID	Project Title	STP	CMAQ	TEA	Total
Solano	City of Vacaville	SOL010010	Nut Tree Rd. Resurfacing.	\$462			\$462
Solano	City of Fairfield	SOL010013	Central Way Rehabilitation.	\$45			\$45
Solano	City of Benicia	SOL010015	East H Street Overlay	\$105			\$105
Solano	City of Vallejo	SOL010016	Tennessee Street Overlay: Monterey to Halliday	\$243			\$243
Solano	MTC	SOL010019	Vallejo Housing Incentive Program Reserve	\$383			\$383
Solano	City of Suisun City	SOL010039	Driftwood Drive Pedestrian Way		\$350		\$350
Solano	City of Vacaville	SOL010040	Davis St. Ped & Gateway Improvements		\$482		\$482
Sonoma	City of Healdsburg	SON991020	Healdsburg Avenue Overlay	\$225			\$225
Sonoma	Sonoma County	SON991023	Stony Point Road - Stage 5A	\$1,650			\$1,650
Sonoma	City of Rohnert Park	SON991026	Various Overlays - 2000	\$314			\$314
Sonoma	Sonoma County	SON991035	West County Bike Trail: Phase 7.		\$450		\$450
Sonoma	City of Sebastopol	SON010015	Street Smart Sebastopol			\$415	\$415
Sonoma	MTC	SON010016	Petaluma Housing Incentive Program Reserve	\$258			\$258
Sonoma	Sonoma County	SON010020	Old Redwood Highway Class II Bike Lanes	\$223			\$223
Sonoma	Sonoma County	SON010026	West County Bike Trail: Phase 10			\$240	\$240
			Advanced TEA 21 Reauthorization OA		\$3,000	\$2,400	\$5,400
			ISTEA Carryover	\$44,024	\$3,976		\$48,000
TOTAL				\$86,423	\$40,596	\$15,276	\$142,295

* OA Limitation Carryover amounts are estimates and subject to change upon receipt of final TEA 21 Apportionments.

* Projects in this category are currently programmed in the 2003 TIP and do not require reprogramming. This category has been listed to ensure that future Obligation Authority (OA) is reserved for projects carried over from TEA 21 into Reauthorization. This list does not necessarily include all projects that fall into this category.



**METROPOLITAN
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COMMISSION**

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Memorandum

TO: Programming and Allocations Committee

DATE: August 24, 2004

FR: Executive Director

RE: Amendments to First Cycle STP/CMAQ Program, FY '03-'04, FY '04-'05 for Transit bus catalyst Devices

Background/Information

The federal Transportation Equity Act for the Twenty-First Century (TEA 21) is set to expire on September 30, 2003. In preparation, the region is undertaking an 'advanced' programming activity by programming future funds in advance of the actual reauthorization. A general concept for TEA 21 Reauthorization programming was presented to the Partnership Board and approved at the October 28, 2002 meeting. Subsequently, MTC staff consulted with the transit operators, Congestion Management Agencies (CMAs) and other local agencies, to define and resolve some of the outstanding issues surrounding future Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and Transportation Enhancement Activities (TEA) programming. On February 10, 2003, MTC staff presented a refined set of STP, CMAQ, and TEA programming concepts to the Partnership Board, incorporating the feedback from local jurisdictions. The Partnership Board reiterated their agreement with Staff's recommendations on the structure and timing of the upcoming STP, CMAQ, and TEA programming activities.

Staff presented a final draft of the Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ), and (Transportation Enhancement Activities) TEA First Cycle Program Policies and Procedures (Resolution No. 3536) to the Partnership Technical Advisory Committees in February 2003. On March 26, 2003, the Commission adopted MTC Resolution No. 3536, which set forth the policies and procedures for the TEA 21 Reauthorization First-Cycle STP, CMAQ, and TEA Program.

One of the core elements of the previously proposed STP, CMAQ, and TEA First-Cycle program was funding for bus catalyst devices for transit operators to reduce particulates and nitrogen oxides (NO_x). MTC originally dedicated roughly \$14 million in CMAQ funds to partially fund approximately 1,600 Bus Catalyst Devices for transit operators in the San Francisco Bay Area Air Basin. A call for projects was announced on March 19, 2003 for the bus catalyst devices. The application submissions were reviewed and the selected recipient's projects were incorporated into the Draft First-Cycle Program Project List.

Due to transit service cuts at two of the larger transit operators participating in this program, a reduction in the total number of Bus Catalyst Devices needed in the region has been called for. At this time, we recommend revising the project list in Attachment B to MTC Resolution No. 3547 to reflect the current status of the Bus Catalyst Device installation program.

Staff Recommendation

We recommend the Committee refer MTC Resolution No. 3547, Revised to the Commission for approval.

Steve Heminger

**Metropolitan Transportation Commission
Programming and Allocations Committee**

August 24, 2004

Item Number ??

Resolution No. 3547, Revised

- Subject:** Amendments to First Cycle STP/CMAQ Program, FY '03-'04, FY '04-'05 for Transit Bus Catalyst Devices
- Background:** The First Cycle STP/CMAQ Program, FY '03-'04, FY '04-'05 Air Quality Management project category originally funded a total of 1,604 Bus Catalyst Devices to the transit operators around the region. The California Air Resources Board's (CARB) urban bus regulations require that transit operators on the diesel path (which includes most of the transit operators in the Bay Area) generate Particulate Matter emission reductions by specific dates. These devices will help the transit operators in the region comply with this requirement while also producing Oxides of Nitrogen (NO_x) reduction benefits beyond what is required by CARB regulations.
- Issues:** Due to transit service cuts, the total number of catalyst devices needed in the region has declined from 1,604 to 1,420. Current program guidelines allow for bus catalyst device purchases to be funded for up to three years and some sponsors are in a position to fund additional devices. In response to these installation need changes, staff recommends that edits be made to as to the total number of catalyst devices to be purchased by each operator.
- Recommendation:** Refer MTC Resolution 3547, Revised to the Commission for approval.
- Attachments** Executive Director's Memorandum
MTC Resolution No. 3547, Revised



**METROPOLITAN
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Memorandum

TO: Programming and Allocations

DATE: November 10, 2004

FR: Executive Director

W.I.: 1512

RE: Revisions to First Cycle STP/CMAQ/TEA Program, MTC Resolution No. 3547

Background

In June 2003, the Commission adopted the First Cycle FY 2003-04 and FY 2004-05 Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program and the Transportation Enhancement Activities (TEA) Program (MTC Resolution No. 3547). To meet the California Air Resources Board (CARB) fleet rule, most operators received funding in Transit Capital Priorities to retrofit buses with particulate matter (PM) traps. Working in concert with transit operators' PM retrofit funding, MTC programmed \$14 million to fund the purchase of a dual purpose device that reduces both NO_x and PM in lieu of purchasing the PM-only reducing traps. MTC's policy is to fund the incremental costs associated with purchasing the dual-purpose device, which equates to \$8,100 per device in CMAQ funds.

Returned CMAQ funds

Since the adoption of the program, Golden Gate Bridge, Highway and Transportation District (GGBHTD) and AC Transit are proposing to install fewer devices than originally estimated, resulting in \$2.925 million in CMAQ funds being returned to the Bus Catalyst Device Program (see attached Table 1). MTC Staff proposes to reprogram the freed up funds to other operators for bus catalyst devices.

Reprogramming to other Bus Catalyst Device projects

It is MTC's goal to retrofit as many buses as possible with bus catalyst devices. Working through MTC's Finance Working Group, the funding is being reprogrammed to the following three categories of bus catalyst projects. The remainder after these needs are met will be returned to MTC's Air Quality Improvement Program:

- 1) The incremental increase to retrofit Series 60 Detroit Diesels. The original cost estimates determined by MTC did not anticipate a cost differential associated with retrofitting standard buses versus Motor Coach Industries' (MCI's) over-the-road coaches. These over-the-road coaches cost an estimated \$3,000 more per vehicle than standard buses to retrofit.
- 2) Operators that have decided to purchase additional bus catalyst devices since the original issuance of the call for projects in March 2003.
- 3) Operators that programmed the purchase of the bus catalyst devices with non-CMAQ funding prior to the MTC Bus Catalyst Device CMAQ funding program. Due to the limited funding in the program, these purchases were not prioritized and did not receive funding in the original CMAQ program. Additionally, these operators programmed funds based on a lower than actual cost estimates for the device, which resulted in a funding gap for these operators.

The proposed reprogramming will not result in an operator receiving more than \$8,100 per bus catalyst device in CMAQ funds, with the exception of the Series 60 Detroit Diesel engine purchases. Table 2 (attached) lists the proposed projects. In total, \$2.202 million is being proposed for reprogramming. The balance of \$0.723 million will be returned to MTC's overall Air Quality Improvement Program for other future programs aimed at reducing emissions.

Table 3: Summary of Proposed Action

Amount of Returned Funds	\$ 2,925,000
Amount of Proposed Reprogramming	(\$ 2,202,000)
Balance available for other air quality programs to be determined by MTC	\$ 723,000

The returned CMAQ funds will be programmed in fiscal year (FY) 2004-05 and will need to be obligated or transferred to the Federal Transit Administration (FTA) by June 30, 2005 in accordance with MTC's Project Delivery Policies (Resolution No. 3606). The projects will be amended into the TIP once the Commission has taken this programming action.

Total Devices Being Retrofitted

Originally MTC's CMAQ program funded the purchase of 1685 devices, with this proposed reprogramming, MTC will now fund 1693 devices through the CMAQ program.

Recommendation

Staff recommends that the Programming and Allocations Committee forward Resolution No. 3547, Revised to the Commission for approval.

Steve Heminger

Attachment – Tables 1 and 2

Metropolitan Transportation Commission Programming and Allocations Committee

November 10, 2004

Item Number 3a

Resolution No. 3547, Revised

- Subject:** Revisions to First Cycle TEA-21 Reauthorization Programming for Bus Catalyst Devices.
- Background:** In June 2003, the Commission adopted the First Cycle FY 2003-04 and FY 2004-05 Surface Transportation Program (STP), Congestion Mitigation and Air Quality Improvement (CMAQ) Program and the Transportation Enhancement Activities (TEA) Program (MTC Resolution No. 3547). Working in concert with the region's transit operators' Particulate Matter (PM) retrofit funding plans, MTC programmed \$14 million to fund the Bus Catalyst Device Program for the purchase of a dual purpose device that reduces both NO_x and PM in lieu of purchasing the PM-only reducing traps.
- Since the adoption of the program, Golden Gate Bridge, Highway and Transportation District (GGBHTD) and AC Transit are proposing to install fewer devices than originally estimated, resulting in \$2.925 million in CMAQ funds being returned to the Bus Catalyst Device Program. MTC staff proposes to reprogram the freed up funds to other operators for bus catalyst devices. In total, \$2.202 million is proposed for reprogramming, leaving a balance of \$0.723 million being returned to MTC's overall Air Quality Improvement Program.
- Issues:** None.
- Recommendation:** Refer Resolution No. 3547, Revised to the Commission for approval.
- Attachments:** Executive Director's Memorandum
MTC Resolution No. 3547, Revised

Metropolitan Transportation Commission Programming and Allocations Committee

April 13, 2005

Item Number 4c

Resolution No. 3695

Subject: Surface Transportation Program/Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) Cycle 1 Augmentation.

Background: Attached is some good news on the federal funding front for a change. MTC anticipates an additional \$107 million in federal STP and CMAQ for FY 2004-05. The additional funding is available as a result of 1) the region's successful delivery of STP/CMAQ funds in advance of state and federal deadlines and ability to capture excess funding capacity; and 2) not programming to the full apportionment estimates in the First Cycle. The rules say "use it or lose it" and the Bay Area's strong track record of project delivery is paying dividends to get additional project money from other regions that have "lost it".

To put this unanticipated windfall to best use, staff developed a program that not only carries out the policies of Transportation 2030 to maintain our critical transit and streets and road infrastructure, but also provides a much-needed infusion of cash for projects that have been stalled by recent state budget shortfalls and responds to Transportation 2030 Calls to Actions for improved system management and safety. Further, the funds are proposed for ready-to-go projects since the \$107 million must be obligated in FY 2004-05. Specifically, the funds will be directed to system rehabilitation (both transit and streets and roads), system management and strategic expansion projects consistent with the priorities outlined in the Transportation 2030 plan. In summary, the breakdown of the funding proposal is:

1) Strategic Expansion (STIP Backfill)	\$55.0	51%
2) Local Streets and Roads Rehabilitation Shortfall	\$22.5	21%
3) Transit Rehabilitation Shortfall	\$22.5	21%
4) System Management and Safety	<u>\$ 6.9</u>	<u>6%</u>
Total:	\$106.9	100%

Attachment B to the memo provides the proposed project list. The proposal has the endorsement of the Partnership Technical Advisory Committee, and the MTC Advisory Council.

Issues: To the extent possible, the local streets and roads rehabilitation projects must obligate the funds by July 1, 2005. However, due to the expedited schedule and time required to proceed through the Caltrans federal-aid local assistance process, it may not be possible to obligate all of the required funds by the deadline. Therefore, staff recommends giving road rehabilitation projects until June 30, 2006 to obligate the funds. As a bridge, MTC staff will pursue the advancement of other federally-funded projects to use the FY 2004-05 obligation authority to ensure the funding is not lost to the region.

Recommendation: Refer Resolution No. 3695 to the Commission for Approval.

Attachments: Executive Director's Memorandum
Attachment A – Budget Bottleneck Map
Attachment B – Project List
MTC Resolution No. 3695



Memorandum

TO: Programming and Allocations Committee

DATE: April 13, 2005

FR: Executive Director

RE: Additional Federal STP/CMAQ Funding – Cycle 1 Funding Augmentation

Background

MTC anticipates an additional \$107 million in federal programming capacity. The additional funding is available as a result of 1) the region's successful delivery of STP/CMAQ funds in advance of state and federal deadlines and ability to capture excess funding capacity; and 2) not programming to the full apportionment estimates in the First Cycle. The rules say "use it or lose it" and the Bay Area's strong track record of project delivery is paying dividends to get additional project money from other regions that have "lost it". This programming capacity is in addition to the funding commitments previously made in the First and Second Cycle programming of TEA-21 Reauthorization revenue. More specifically, the funding is a result of the two factors explained below:

- **OA Capture:** A significant portion of this additional capacity is a result of the region's successful delivery of STP/CMAQ funds in advance of state and federal deadlines, thus allowing the region to capture additional Obligation Authority (OA) in FY 2003-04 from other regions in the state. This OA does not have to be repaid, in part due to the higher than expected apportionment level received by the state for FY 2003-04.
- **Unprogrammed Balance:** A lesser portion of this programming capacity is from capacity realized by not programming to the full apportionment estimates for First and Second Cycles.

The combination of these two factors, as shown in the table below, provides approximately \$107 million in additional funding capacity.

Funding Source (in millions of \$)

	1st Cycle	2nd Cycle	Total
OA Capture (Advancement)	68	19	87
Uncommitted Balance (over first and second cycle programming policies)	19	1	20
Total:	\$87	\$20	\$107

Funding Objectives

The proposal directs the newly available programming increment of \$107 million to address near-term transportation needs, and is guided by the following objectives. A primary objective, however, is to direct the funds to ‘ready-to-go’ projects given the requirement that funds be obligated this fiscal year and the goal of expediting the benefit of transportation improvements to the traveling public

1. Address Transportation 2030 Commitments. The supplemental funding should be used to advance those programs that are lagging behind Transportation 2030 commitments based on First and Second Cycle programming. Considering funding trends and commitments made to date, the transit and local road shortfalls are prime targets of this funding.
2. Ease the State Budget Bottleneck by Funding Ready-to-Go STIP Projects. The dire financial situation at the State level has significantly constrained funding opportunities, particularly for projects that are funded through the State Transportation Improvement Program (STIP). This funding provides an opportunity to minimize the delays for critical STIP projects of regional significance. To expedite benefits to the public, the supplementary funding plan focuses on projects that are able to award construction contracts in FY 2004-05 and have all other necessary funding in place. Attachment A illustrates the regional expansion projects at risk due to the state funding crisis.
3. System Management and Safety. In both the short-term and long-term, the limited ability to expand system capacity makes it essential that the existing capacity be managed and utilized as efficiently as possible. In addition, the role of having a transportation system that also guards public safety is critical. Investments in system management and safety will begin to implement the Calls to Action in Transportation 2030.

Proposal

Considering the funding objectives set forth above, MTC staff is proposing to direct the supplemental \$107 million of STP/CMAQ to a package of investments to address rehabilitation, system management and strategic expansion projects as summarized in the table below.

Summary of Funding Approach

Funding Category	Million \$	%
Strategic Expansion (STIP Backfill)	\$55.0	51%
Local Streets and Roads Rehabilitation Shortfall	\$22.5	21%
Transit Rehabilitation Shortfall	\$22.5	21%
System Management and Safety – Respond to Calls for Action	\$6.9	6%
Total	\$106.9	100%

A summary of the eligible projects and distribution methodology is briefly described below; a complete listing of the proposed projects are included as Attachment B.

- **Strategic Expansion (STIP Backfill):** Directs \$55 million in funding to STIP projects that are ready to go to construction in FY2004-05 and have the remainder of funding committed. Does not substitute for Inter-regional Transportation Improvement Program

(ITIP) funds as these funds are at the state’s discretion and if replaced with regional funds would result in a real funding loss to the Bay Area. Requires sponsors to have 40% match. Must have federal authorization to proceed by July 1st 2005.

- **Local Streets and Road Rehabilitation:** Directs \$22.5 million in funding to Local Streets and Road rehabilitation. Distributes funds based on a hybrid formula of the county Transportation 2030 funding shortfalls and the proposed new methodology for the next long-range plan recommended by the local public works directors.
- **Transit Rehabilitation:** \$22.5 million is proposed to meet the transit shortfall. Because the funds are directed to ready-to-go projects, the proposed distribution is to score 16 needs that were not met in FY 2004-05 because of funding caps or adjustments to the FTA appropriations.
- **System Management and Safety:** \$6.9 million would fund system management and safety projects that address Transportation 2030 calls to action and are ready to go to construction.

Schedule and Next Steps

As noted at the outset, this supplementary funding is available as a result of the Bay Area’s strong delivery record. In order to ensure that the funds are not lost due to missing the obligation deadlines, the policy development and programming will be on an expedited timeline as outlined below.

April 13, 2005	Presentation to the Programming and Allocations Committee of Proposed Program
April 27, 2005	Commission Approval of Program and TIP Amendment
May 27, 2005	Caltrans/FHWA/FTA approval of formal TIP Amendment
June 1, 2005	Deadline for Submittal of Obligation/Transfer Requests to Caltrans
July 1, 2005	Obligation/Transfer Deadline

Staff Recommendation

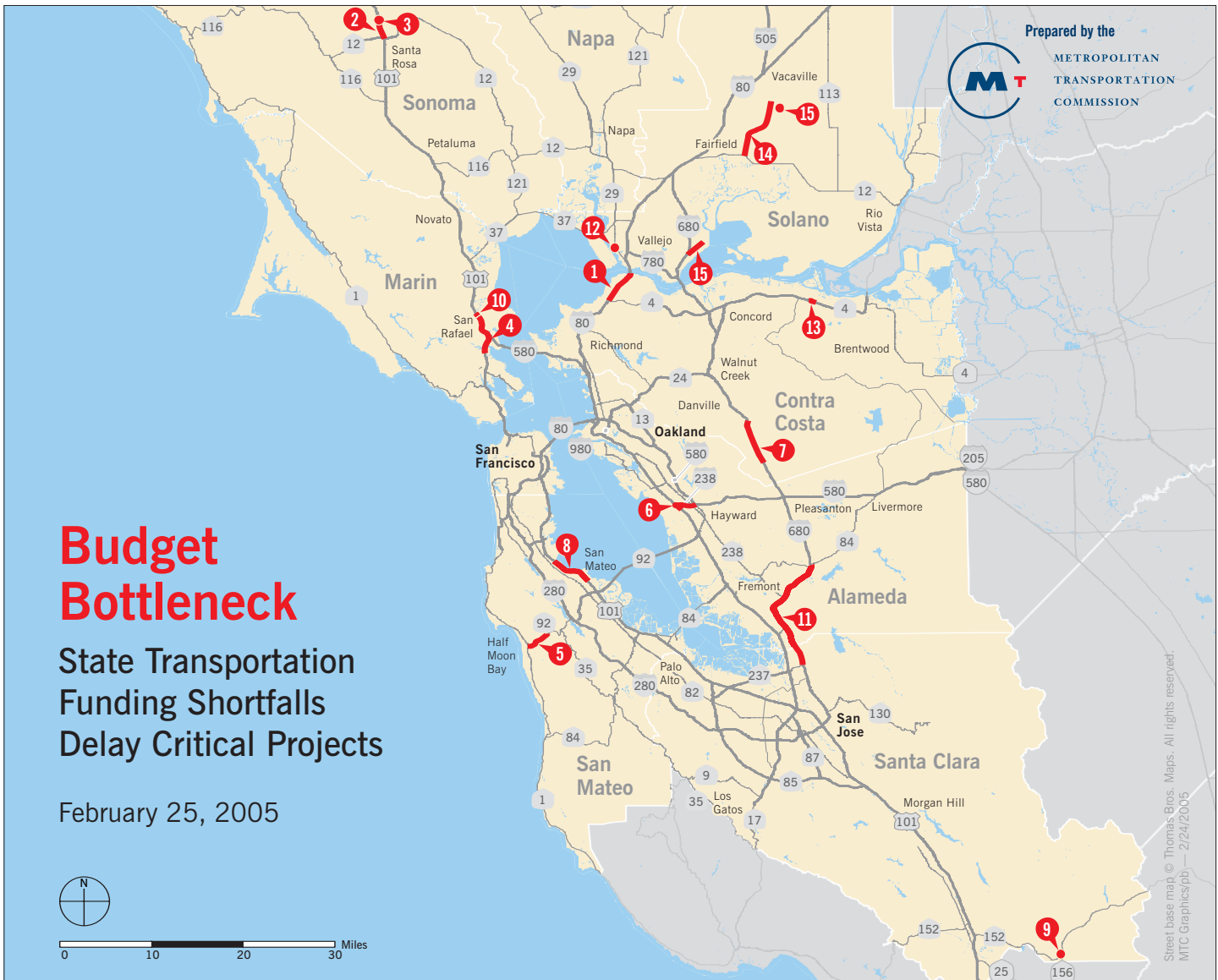
Staff recommends that the Committee refer the Cycle 1 STP/CMAQ Augmentation Program, Resolution No. 3695, to the Commission for approval.

Steve Heminger

Attachment A – Budget Bottleneck Map
Attachment B – Project List

SH:AB/MC

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Projects Ready to Award Construction Contracts Before June 30, 2007

County	Critical Projects Ready for Construction	Total State Construction Funding Delayed
FY 2004-05		
1 Contra Costa	Interstate 80 westbound Carpool Lane—State Route 4 to Carquinez Bridge	29,689,000
2 Sonoma	U.S. 101 Carpool Lane—Steele Lane to State Route 12	57,097,000
3 Sonoma	U.S. 101 Steele Lane Interchange	13,759,000
4 Marin	U.S. 101 Carpool Lane Gap Closure (Central San Rafael)	35,416,000
5 San Mateo	State Route 92—Half Moon Bay Widening	3,843,000
6 Alameda	Interstate 238 Widening from Interstate 580 to Interstate 880	29,059,000
7 Contra Costa	I-680 Auxiliary Lanes—Bollinger Canyon Road to Sycamore Valley Road	9,172,000
Subtotal FY 2004-05		\$178,035,000
FY 2005-06		
8 San Mateo	U.S. 101 Auxiliary Lanes—3rd Avenue to Millbrae Avenue	43,963,000
9 Santa Clara	State Routes 152/156 Interchange	11,450,000
10 Marin	U.S. 101 Carpool Lane Gap Closure (Puerto Suello Hill)	19,722,000
11 Alameda/Santa Clara	Interstate 680 Sunol Grade southbound Carpool Lanes	37,324,000
Subtotal FY 2005-06		\$112,459,000
FY 2006-07		
12 Solano	Vallejo Ferry Terminal Intermodal Station	6,100,000
13 Contra Costa	State Route 4 Widening—Loveridge Road to Somersville Road	34,035,000
14 Solano	Jepson Parkway	3,610,000
15 Solano	Capitol Corridor Intercity Rail Improvements	4,185,000
Subtotal FY 2006-07		\$47,930,000

TOTAL STATE FUNDING DELAYED FOR CRITICAL READY-TO-AWARD PROJECTS

\$338,424,000

METROPOLITAN TRANSPORTATION COMMISSION
TEA 21 Reauthorization Cycle 1 Augmentation STP/CMAQ Programming
Project List
April 27, 2005

Project Category and Title	County	Implementing Agency	Phase	Programming *		First Cycle Augmentation Funding
				Fiscal Year	Fund Source	
CYCLE 1 AUGMENTATION						
1. Strategic Expansion (STIP Backfill)						
Sonoma - U.S. 101 Steele Lane Interchange	Sonoma	Caltrans	CON	FY 04-05	CMAQ	\$8,300,000
Marin - U.S. 101 HOV Gap Closure	Marin	Caltrans	CON	FY 04-05	CMAQ	\$21,300,000
San Mateo - SR 92 Half Moon Bay Widening	San Mateo	Half Moon Bay	CON	FY 04-05	STP	\$2,400,000
Alameda - I-238 Widening from I-580 to I-880	Alameda	Caltrans	CON	FY 04-05	STP	\$17,500,000
Contra Costa - I-680 Bollinger Canyon and Sycamore Aux Lanes	Contra Costa	Caltrans	CON	FY 04-05	STP	\$5,500,000
SUBTOTAL						\$55,000,000
2. Local Streets and Roads Rehabilitation Shortfall						
Alameda - Various LS&R Rehabilitation Projects	Alameda	TBD	TBD	FY 05-06	STP	\$3,000,000
Contra Costa - Various LS&R Rehabilitation Projects	Contra Costa	TBD	TBD	FY 05-06	STP	\$2,800,000
Novato - Redwood Blvd Rehabilitation and ADA amenities	Marin	Novato	CON	FY 04-05	STP	\$200,000
Marin County - Sir Francis Drake Blvd. Rehabilitation	Marin	Marin County	CON	FY 04-05	STP	\$350,000
Fairfax - Center Boulevard Rehabilitation	Marin	Fairfax	CON	FY 05-06	STP	\$400,000
Novato - Grant Avenue Rehabilitation	Marin	Novato	CON	FY 05-06	STP	\$250,000
Napa - Redwood Road Rehabilitation	Napa	City of Napa	CON	FY 05-06	STP	\$450,000
American Canyon - Elliott Street Rehabilitation	Napa	Canyon	CON	FY 05-06	STP	\$200,000
Napa County - Silverado Trail at Oakville Cross Road Rehabilitation	Napa	Napa County	CON	FY 05-06	STP	\$450,000
San Francisco County - Various LS&R Rehabilitation Projects	San Francisco	San Francisco	TBD	FY 04-05	STP	\$2,100,000
Daly City - Various Street Rehabilitation	San Mateo	Daly City	CON	FY 04-05	STP	\$550,000
Brisbane - Bayshore Blvd. Rehabilitation	San Mateo	Brisbane	CON	FY 04-05	STP	\$300,000
San Mateo County - Guadalupe Canyon Parkway Rehabilitation	San Mateo	County	CON	FY 04-05	STP	\$400,000
San Mateo - Various Streets Rehabilitation	San Mateo	San Mateo	CON	FY 04-05	STP	\$550,000
Santa Clara - Various LS&R Rehabilitation Projects	Santa Clara	TBD	TBD	FY 05-06	STP	\$5,700,000
Suisun City - Emperor Drive Rehabilitation	Solano	Suisun City	CON	FY 04-05	STP	\$75,000
Solano - Various LS&R Rehabilitation Projects	Solano	TBD	TBD	FY 05-06	STP	\$1,225,000
Petaluma - South McDowell and Bodega Ave Rehabilitation	Sonoma	Petaluma	CON	FY 05-06	STP	\$433,000
Sonoma - Various LS&R Rehabilitation Projects	Sonoma	TBD	TBD	FY 05-06	STP	\$3,067,000
SUBTOTAL						\$22,500,000
3. Transit Rehabilitation Shortfall						
BART - Core System Rehabilitation	ALA/ CC/ SF	BART	PS&E/CON	FY 04-05	STP	\$6,910,000
GGBHTD - Ferry Major Components Rehabilitation	Marin	GGBH&TD	CON	FY 04-05	STP	\$760,000
Caltrain - Systemwide Track and Related Structure Rehabilitation	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$8,510,000
Caltrain - Rail Car Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$195,000
Caltrain - Fare Equipment Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$575,000
SF Muni - Rail Replacement Program	San Francisco	SF Muni	CON	FY 04-05	STP	\$2,550,000
SF Muni - Trolley Overhead Reconstruction Program	San Francisco	SF Muni	CON	FY 04-05	STP	\$3,000,000
SUBTOTAL						\$22,500,000
4. System Management and Safety						
San Jose - Silicon Valley SMART Corridor	Santa Clara	San Jose	CON	FY 04-05	CMAQ	\$500,000
San Jose - Stevens Creek/Winchester Blvd. ITS	Santa Clara	San Jose	CON	FY 04-05	CMAQ	\$500,000
Santa Clara - SR 237 Traffic Operation Systems (TOS) Imps (CON)	Santa Clara	Caltrans	PS&E/CON	FY 04-05	CMAQ	\$300,000
San Francisco - Integrated Transportation Management System - SFGO	San Francisco	SFCTA	CON	FY 04-05	CMAQ	\$500,000
RegionWide - 511/TravInfo™ Driving Times Data Collection - Phase III	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,000,000
RegionWide - 511/TravInfo™ Vehicle-Infrastructure Integration (VII)	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,000,000
RegionWide - 511/TravInfo™ Interface	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,500,000
Marin - Golden Gate Bridge Physical Suicide Deterrent System	Marin	GGBH&TD	ENV	FY 04-05	STP	\$1,600,000
SUBTOTAL						\$6,900,000
First Cycle Augmentation Total						\$106,900,000

* NOTE: Phase, Fiscal Year and Fund Source are subject to change based on project deliverability and funding availability.

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Date: April 27, 2005
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3695

This resolution adopts the policy and programming for the Cycle 1 STP/CMAQ Augmentation Program. The policy contains the project categories that are to be funded with FY 2004-05 Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program funds for inclusion in the 2005 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

Attachment A – Cycle 1 Augmentation Policy and Programming

Further discussion of the Cycle 1 STP/CMAQ Augmentation Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated April 13, 2005.

Date: April 27, 2005
W.I.: 1512
Referred By: PAC

RE: Cycle 1 STP/CMAQ Augmentation Program: Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3695

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 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 Augmentation 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, developed a program of projects to be funded with STP and CMAQ funds in Cycle 1 STP/CMAQ Augmentation Program for inclusion in the 2005 Transportation Improvement Program (TIP), as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2005 TIP will be subject public review and comment; now therefore be it

RESOLVED that MTC approves the policies and programming for the Cycle 1 STP/CMAQ Augmentation Program, as set forth in Attachment A and B of this Resolution; and be it further

RESOLVED that the projects will be amended into in the 2005 TIP, subject to the final federal approval of the amendment; and be it further

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

METROPOLITAN TRANSPORTATION COMMISSION

Jon Rubin, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on April 27, 2005

Date: April 27, 2005
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 3695
Page 1 of 15

Cycle 1 STP/CMAQ Augmentation

Policy and Programming

For FY 2004-05

Cycle 1 STP/CMAQ Augmentation Program Policies and Programming

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BACKGROUND

Beginning in 1991, six-year transportation bills have authorized federal Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds to the states and regions. The Metropolitan Transportation Commission (MTC) is the designated Metropolitan Planning Organization (MPO) for the nine-county San Francisco Bay Area region (the region) and recipient of STP and CMAQ funds. In anticipation of the reauthorization of the transportation bill, Transportation Equity Act of the 21st Century (TEA 21), in 2003, MTC approved the First and Second Cycle STP/CMAQ Programming in June 2003 and December 2004, respectively. To date, a reauthorization bill has not been passed, however a continual stream of STP and CMAQ is being funneled to the regions through numerous extension bills.

The Federal Highway Administration (FHWA) and Caltrans have issued official apportionments and obligation authority (OA) level notices for fiscal years (FY) 2003-04 and 2004-05 (the years covered in the First Cycle Program). From these notices, MTC anticipates an additional \$107 million in programming capacity for FY 2004-05 based on MTC's programming slightly below actual apportionments and, to a greater extent, to additional Obligation Authority (OA) the region captured by its aggressive project delivery that advanced projects from FY 2004-05 and FY 2005-06 into FY 2003-04. This programming capacity is in addition to the funding commitments previously made in the First and Second Cycle programming of TEA-21 Reauthorization through FY 2006-07.

GENERAL PROGRAMMING POLICY

- 1. Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in MTC Resolution No. 2648. Under the STP/CMAQ Program, Congestion Management Agencies (CMAs) are responsible for project selection for the Local Streets and Roads rehabilitation category of funding. Hence, CMAs are required to comply with MTC's public outreach standards.
- 2. 2005 Transportation Improvement Program (TIP).** Projects approved as part of the Cycle 1 Augmentation must be amended into the 2005 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or subject to a federally required action, such as federal environmental clearance, and/or is regionally significant for air quality conformity or modeling purposes.
- 3. Air Quality Conformity.** In the Bay Area, it is the responsibility of MTC to make an air quality conformity determination for the TIP in accordance with federal Clean Air Act requirements and Environmental Protection Agency (EPA) conformity regulations. MTC evaluates the impact of the TIP on regional air quality during the biennial update of the TIP. Since the 2005 air quality conformity finding has been completed for the 2005 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the Cycle 1 STP/CMAQ Augmentation Program.
- 4. 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 if applicable the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures for all projects with Federal funds.

- 5. Application, Resolution of Local Support, and Opinion of Legal Counsel.** Project sponsors/ Implementing Agencies must submit a completed project application for each project proposed for funding. The project application consists of three parts: 1) an online application or amendment to an existing TIP project accessible through MTC's WebFMS system at http://www.mtc.ca.gov/funding/fms_intro.htm, 2) Resolution of Local Support approved by the Project Sponsor/ Implementing Agency's Board, and 3) Opinion of Legal Counsel. Sponsors of the Strategic Expansion (STIP) projects or projects that have received STP/CMAQ or FTA funds previously do not need to submit a new Resolution of local support or opinion of Legal Counsel. Refer to MTC's website for templates of the Resolution of Local Support and Opinion of Legal Counsel.

- 6. Project Screening and Compliance with Regional and Federal Requirements:** MTC staff has performed a cursory review of projects proposed for Cycle 1 STP/CMAQ Augmentation Program to ensure 1) eligibility; 2) RTP consistency; and 3) project readiness. The projects are also subject to compliance with the following policy areas, detailed in MTC Resolution No. 3536, the TEA 21 Reauthorization First Cycle Policy and Procedures, and MTC Resolution No. 3615, the TEA 21 Reauthorization Second Cycle Policy and Procedures:
 - Federal Project Eligibility;
 - RTP Consistency;
 - Title VI Compliance;
 - Accommodations for Bicyclists, Pedestrians and Persons with Disabilities; and
 - Fully Funded Projects.

- 7. Regional Project Delivery Policy.** The additional federal STP/CMAQ funding available for the Cycle 1 Augmentation is only available in the 2004-05 federal fiscal year, and therefore the funds must be obligated by FHWA or transferred to Federal Transit Administration (FTA) within Federal Fiscal Year (FFY) 2004-05. The exception to this is a portion of the Local Streets and Roads Rehabilitation projects, which must be obligated by June 2006. Caltrans has an obligation deadline of June 1, 2005, after which all local OA is available on a first-come first-served basis statewide. Therefore, MTC cannot guarantee the availability of any OA after June 1, 2005. It is the responsibility of the implementing agency at the time of programming, to ensure the regional deadlines and provisions of the regional project delivery policy can be met.

In June/July 2005, MTC staff will assess the obligation status of STP/CMAQ funds, and pursue means at its disposal, such as the advancement of ready to go projects from future years, to ensure OA is not lost to the region. Unless specific provisions are made, funds not obligated or transferred by MTC's July 1, 2005 deadline may be made available for other projects to ensure the OA is not lost to the region. If Caltrans releases additional OA to the regions in FFY 2004-05 that is not considered an 'advance' and therefore does not have to be repaid, this additional OA may be assigned, at MTC's discretion, to projects in the TIP that can obligate the funds as expeditiously as possible.

Aside from these specific policies, projects programmed in Cycle 1 Augmentation are subject to the provisions of MTC Resolution No. 3606. Obligation deadlines, project substitutions and redirection of project savings will continue to be governed by the MTC Regional Project Delivery Policy which enforces fund obligation deadlines and project substitution for STP and CMAQ funds (MTC Resolution No. 3606).

- 8. 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, and therefore any cost increase cannot be expected to be funded with 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.
- 9. 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.

CYCLE 1 AUGMENTATION FUND ESTIMATE

An additional \$107 million in programming capacity for FY 2004-05 has been confirmed. This programming capacity is in addition to the funding commitments previously made in the First and Second Cycle programming of TEA-21 Reauthorization through FY 2006-07. This is based on recent apportionment notices and additional Obligation Authority (OA) captured by advancing projects from FY 2004-05 and FY 2005-06 into FY 2003-04. Below is a summary of the source of this augmentation programming cycle.

- **OA Capture:** A significant portion of this additional capacity is a result of the region's successful delivery of STP/CMAQ funds in advance of state and federal deadlines, thus allowing the region to capture additional OA in FY 2003-04 from other regions in the state. This OA does not have to be repaid, in part due to the higher than expected apportionment level received for FY 2003-04.
- **Unprogrammed Balance:** A lesser portion of this programming capacity is from capacity realized by not programming to the full apportionment estimates for First and Second Cycles.

The combination of these two factors, as shown in the table below, provides approximately \$107 million in additional funding capacity.

Funding Source (in millions of \$)	1st Cycle	2nd Cycle	Total
OA Capture (Advancement)	68	19	87
Uncommitted Balance (over first and second cycle programming policies)	19	1	20
Total:	\$87	\$20	\$107

CYCLE 1 AUGMENTATION FUNDING OBJECTIVES AND PROGRAMMING CATEGORIES

Funding Objectives

The proposal directs the newly available programming increment of \$105 million to address near-term transportation needs, and is guided by the following objectives. A primary objective, however, is to direct the funds to ‘ready-to-go’ projects given the requirement that funds be obligated this fiscal year and the goal of expediting the benefit of transportation improvements to the traveling public

1. Address Transportation 2030 Commitments. The supplemental funding should be used to advance those programs that are lagging behind Transportation 2030 commitments based on First and Second Cycle programming. Considering funding trends and commitments made to date, the transit and local road shortfalls are prime targets of this funding.
2. Ease the State Budget Bottleneck by Funding Ready-to-Go STIP Projects. The dire financial situation at the State level has significantly constrained funding opportunities, particularly for projects that are funded through the STIP. This funding provides an opportunity to minimize the delays for critical STIP projects of regional significance. To expedite benefits to the public, the supplementary funding plan focuses on projects that are able to award construction contracts in FY 2004-05 and have all other necessary funding in place.
3. System Management and Safety. In both the short-term and long-term, the limited ability to expand system capacity makes it essential that the existing capacity be managed and utilized as efficiently as possible. In addition, the role of having a transportation system that also guards public safety is critical. Investments in system management and safety will begin to implement the Calls to Action in Transportation 2030.

Programming Categories

Summary of Funding Approach

Funding Category	Million \$	%
Strategic Expansion (STIP Backfill)	\$55.0	51%
Local Streets and Roads Rehabilitation Shortfall	\$22.5	21%
Transit Rehabilitation Shortfall	\$22.5	21%
System Management and Safety – Respond to Calls for Action	\$5.5	6%
Total	\$106.9	100%

The specifics of the eligible projects and distribution methodology is briefly described below and illustrated in Appendices D through G.

Strategic Expansion (STIP Backfill)

Directs \$55 million in funding to STIP projects that are ready to go to construction in FY2004-05 and have the remainder of funding committed and requires sponsors to come up with the remaining funds for the project. Projects must have federal authorization to proceed (E-76) by July 1st 2005. (Appendix A)

1. Only those critical projects of regional significance that are currently programmed in the first three years of the 2004 STIP and will be ready to receive an obligation of federal funds for construction by July 1, 2005 are being considered for the strategic expansion backfill funding. Approximately 60 percent of the STIP funding will be replaced with an equal amount of STP/CMAQ funding, as identified in Appendix A.
2. Project sponsors must commit non-STIP funding for the remaining costs and provide the necessary contingencies and cost increases, as well as enter into any required Cooperative Agreements, Memorandums of Understanding and/or funding agreements within the timeframe necessary to receive the obligation of federal funds by July 1, 2005.
3. The STIP funds freed up by the MTC/Project sponsor backfill will be available for the respective CMA for reprogramming in the STIP, following successful obligation of the STP/CMAQ funds.

Local Streets and Roads Rehabilitation

Directs \$22.5 million in funding to Local Streets and Road (LSR) Rehabilitation and distributes funds based on a hybrid of the county T2030 funding shortfalls and the proposed new methodology for the next long-range plan. Through the T2030 process, county shortfall figures have been identified. Project solicitations will be conducted by the CMAs. Thereafter, each CMA will submit their approved project list of funding requests to MTC for final program approval. (Appendix B)

1. Funds for LSR Rehabilitation will be distributed to the counties based on a formula that takes the difference between the current LSR distribution formula and the new proposed LSR distribution formula, as identified in Appendix B.
2. As with the Cycle 2 Programming, the County CMAs will disburse the LSR Rehabilitation shortfall funding within their respective counties.
3. Eligible projects include pavement and non-pavement elements on public roads functionally classified above rural minor collector(federal-aid eligible facilities). This includes placement of additional pavement surfacing and/or other work necessary to return an existing structure or roadway, including shoulders, to a serviceable condition. Generally, the eligible non-pavement activities and projects are replacement of features that currently exist on the roadway facility. Pavement rehabilitation and preventive maintenance strategies should

extend the service life of a facility for a minimum of 5 years. This program does not fund routine maintenance projects.

Capacity-expansion projects, right of way purchases, channelization, routine maintenance, spot application, seismic retrofit, and structural repair on bridges are not eligible activities. Non-pavement enhancements, such as streetscape projects and new traffic calming features, are also not eligible for this program. Each CMA may apply additional program criteria, as long as the modifications are consistent with the Cycle 1 Augmentation Programming Policies. See Appendix E for county funding targets.

4. MTC's pavement management system, StreetSaver™, is used by 106 of the 109 cities and counties in the Bay Area and the software has been instrumental in accurately establishing the rehabilitation needs of local streets and roads in the region. The proposed projects must be based on the analysis results from an established Pavement Management System (PMS) for a jurisdiction. The sponsoring agency must have a certified PMS, MTC's or equivalent, for submitting rehabilitation and preventive maintenance projects. MTC is responsible for verifying the certification status. A list of jurisdiction certification status can be found at www.mtcpms.org/ptap/cert.html.
5. To the extent possible, the LSR rehabilitation projects must obligate the funds by July 1, 2005. However, due to the expedited schedule and time required to proceed through the Caltrans federal-aid local assistance process, it may not be possible to obligate all of the required funds by the deadline. Therefore, LSR rehabilitation projects have until April 1, 2006 to submit their obligation requests to Caltrans, for obligation by June 30, 2006.

Transit Rehabilitation

Directs \$22.5 million to transit rehabilitation projects. Because the funds are directed to ready-to-go projects, the funds will be distributed to score 16 needs that were not met in FY 2004-05 because of funding caps or adjustments to the FTA appropriations. Through its T2030 policies, the Commission made a commitment to dedicate regional discretionary funds, including STP funds, towards these remaining transit rehabilitation needs (for details on the specifications of Score 16 projects, please refer to the transit capital priorities process). (Appendix C)

1. Funds for the Transit Rehabilitation projects will be distributed to projects ready for construction/acquisition, based on the proportionate share of the agencies that had their Score 16 shortfall needs capped as part of the Transit Capital Priorities for FFY 2003-04 and 2004-05, as identified in Appendix C.

System Management and Safety

Directs \$6.9 million to fund system management projects that address T2030 calls to action and are ready to go to construction. (Appendix D)

1. Funds for the System Management and Safety projects will be distributed to projects ready to go to construction based on regional priorities for freeway management investments established in consultation with Caltrans, as identified in Appendix D.

SCHEDULE

As noted previously, this supplementary funding is available as a result of the Bay Area's strong delivery record. In order to ensure that the funds are not lost due to not meeting the obligation deadlines, the policy development and programming will be on an expedited timeline as outlined below.

Cycle 1 STP/CMAQ Augmentation Program Programming Schedule	
March 9, 2005	Finance Working Group (FWG) review and recommendation
March 21, 2005	Partnership Technical Advisory Committee (PTAC) review and recommendation
March 23, 2005	Deadline for submittal of projects for formal amendment *
April 6, 2005	Finance Working Group (FWG) review of final proposal
April 13, 2005	Presentation to PAC for final review and recommendation
April 18, 2005	Partnership Technical Advisory Committee (PTAC) for review of final proposal
April 20, 2005	Deadline for submittal of projects for administrative amendment *
April 27, 2005	MTC Commission Approval of Program
April 28, 2005	Executive Director approval of Administrative TIP Amendment *
May 27, 2005	Caltrans/FHWA/FTA approval of formal TIP Amendment *
July 1, 2005	Obligation/Transfer Deadline (prior environmental clearance required)
September 2, 2005	Final date for obligations in FY 2004-05 (FHWA System Shutdown) **

* Projects already in the TIP (the STIP projects) need only an administration TIP amendment to change the fund source. Any new projects (Rehab and Sys Mgmt) or any project increase of 20% or \$2 million requires a formal TIP Amendment. As noted in the Project Delivery section, a portion of the local Streets and Roads Program will have until June 30, 2006 to obligate.

** These funds are tied to FFY 2004-05 Obligation Authority. Funds must be obligated in FFY 2004-05. FHWA shuts down their system in early September. Caltrans needs at least 30 days to process the Obligation request. It usually takes a minimum of 3 months to process the environmental clearance with Caltrans under the new FHWA requirement that a 'certified' environmentalist approve the environmental. Complicated projects take more time for environmental review. Caltrans does not start the process until the project is programmed in the TIP.

PROJECT LIST

The following page contains the list of projects to be funded under the Cycle 1 STP/CMAQ Augmentation Program.

METROPOLITAN TRANSPORTATION COMMISSION
TEA 21 Reauthorization Cycle 1 Augmentation STP/CMAQ Programming
Project List
April 27, 2005

Project Category and Title	County	Implementing Agency	Phase	Programming *		First Cycle Augmentation Funding
				Fiscal Year	Fund Source	
CYCLE 1 AUGMENTATION						
1. Strategic Expansion (STIP Backfill)						
Sonoma - U.S. 101 Steele Lane Interchange	Sonoma	Caltrans	CON	FY 04-05	CMAQ	\$8,300,000
Marin - U.S. 101 HOV Gap Closure	Marin	Caltrans	CON	FY 04-05	CMAQ	\$21,300,000
San Mateo - SR 92 Half Moon Bay Widening	San Mateo	Half Moon Bay	CON	FY 04-05	STP	\$2,400,000
Alameda - I-238 Widening from I-580 to I-880	Alameda	Caltrans	CON	FY 04-05	STP	\$17,500,000
Contra Costa - I-680 Bollinger Canyon and Sycamore Aux Lanes	Contra Costa	Caltrans	CON	FY 04-05	STP	\$5,500,000
SUBTOTAL						\$55,000,000
2. Local Streets and Roads Rehabilitation Shortfall						
Alameda - Various LS&R Rehabilitation Projects	Alameda	TBD	TBD	FY 05-06	STP	\$3,000,000
Contra Costa - Various LS&R Rehabilitation Projects	Contra Costa	TBD	TBD	FY 05-06	STP	\$2,800,000
Novato - Redwood Blvd Rehabilitation and ADA amenities	Marin	Novato	CON	FY 04-05	STP	\$200,000
Marin County - Sir Francis Drake Blvd. Rehabilitation	Marin	Marin County	CON	FY 04-05	STP	\$350,000
Fairfax - Center Boulevard Rehabilitation	Marin	Fairfax	CON	FY 05-06	STP	\$400,000
Novato - Grant Avenue Rehabilitation	Marin	Novato	CON	FY 05-06	STP	\$250,000
Napa - Redwood Road Rehabilitation	Napa	City of Napa	CON	FY 05-06	STP	\$450,000
American Canyon - Elliott Street Rehabilitation	Napa	Canyon	CON	FY 05-06	STP	\$200,000
Napa County - Silverado Trail at Oakville Cross Road Rehabilitation	Napa	Napa County	CON	FY 05-06	STP	\$450,000
San Francisco County - Various LS&R Rehabilitation Projects	San Francisco	San Francisco	TBD	FY 04-05	STP	\$2,100,000
Daly City - Various Street Rehabilitation	San Mateo	Daly City	CON	FY 04-05	STP	\$550,000
Brisbane - Bayshore Blvd. Rehabilitation	San Mateo	Brisbane	CON	FY 04-05	STP	\$300,000
San Mateo County - Guadalupe Canyon Parkway Rehabilitation	San Mateo	County	CON	FY 04-05	STP	\$400,000
San Mateo - Various Streets Rehabilitation	San Mateo	San Mateo	CON	FY 04-05	STP	\$550,000
Santa Clara - Various LS&R Rehabilitation Projects	Santa Clara	TBD	TBD	FY 05-06	STP	\$5,700,000
Suisun City - Emperor Drive Rehabilitation	Solano	Suisun City	CON	FY 04-05	STP	\$75,000
Solano - Various LS&R Rehabilitation Projects	Solano	TBD	TBD	FY 05-06	STP	\$1,225,000
Petaluma - South McDowell and Bodega Ave Rehabilitation	Sonoma	Petaluma	CON	FY 05-06	STP	\$433,000
Sonoma - Various LS&R Rehabilitation Projects	Sonoma	TBD	TBD	FY 05-06	STP	\$3,067,000
SUBTOTAL						\$22,500,000
3. Transit Rehabilitation Shortfall						
BART - Core System Rehabilitation	ALA/ CC/ SF	BART	PS&E/CON	FY 04-05	STP	\$6,910,000
GGBHTD - Ferry Major Components Rehabilitation	Marin	GGBH&TD	CON	FY 04-05	STP	\$760,000
Caltrain - Systemwide Track and Related Structure Rehabilitation	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$8,510,000
Caltrain - Rail Car Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$195,000
Caltrain - Fare Equipment Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$575,000
SF Muni - Rail Replacement Program	San Francisco	SF Muni	CON	FY 04-05	STP	\$2,550,000
SF Muni - Trolley Overhead Reconstruction Program	San Francisco	SF Muni	CON	FY 04-05	STP	\$3,000,000
SUBTOTAL						\$22,500,000
4. System Management and Safety						
San Jose - Silicon Valley SMART Corridor	Santa Clara	San Jose	CON	FY 04-05	CMAQ	\$500,000
San Jose - Stevens Creek/Winchester Blvd. ITS	Santa Clara	San Jose	CON	FY 04-05	CMAQ	\$500,000
Santa Clara - SR 237 Traffic Operation Systems (TOS) Imps (CON)	Santa Clara	Caltrans	PS&E/CON	FY 04-05	CMAQ	\$300,000
San Francisco - Integrated Transportation Management System - SFGO	San Francisco	SFCTA	CON	FY 04-05	CMAQ	\$500,000
RegionWide - 511/TravInfo™ Driving Times Data Collection - Phase III	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,000,000
RegionWide - 511/TravInfo™ Vehicle-Infrastructure Integration (VII)	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,000,000
RegionWide - 511/TravInfo™ Interface	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,500,000
Marin - Golden Gate Bridge Physical Suicide Deterrent System	Marin	GGBH&TD	ENV	FY 04-05	STP	\$1,600,000
SUBTOTAL						\$6,900,000
First Cycle Augmentation Total						\$106,900,000

* NOTE: Phase, Fiscal Year and Fund Source are subject to change based on project deliverability and funding availability.

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METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
STIP Projects at Risk Due to State Transportation Funding Shortfall
Critical State Funded Projects Ready to Go to Construction by June 2007 - Pending STIP/TCRP Allocations for Construction
April 27, 2005

Tier 1 - FFY 2004-05			RTIP	ITIP	TOTAL	TCRP	Total State	RTL/	Project Cost	Shortfall
County	Implementing Agency	Critical Projects Ready to Award in FFY 2004-05	(Const.)	(Const.)	STIP (Const.)	(Const.)	Funding at Risk	E-76 Date	at Delivery	(Additional Funding Needed)
Contra Costa	Caltrans	I-80 WB HOV from SR 4 to Carquinez Bridge	5,305,000	24,384,000	29,689,000		29,689,000	11/26/03	33,500,000	
Sonoma	Caltrans	U.S. 101 HOV - Steele Lane to SR 12	36,393,000	14,704,000	51,097,000	6,000,000	57,097,000	9/1/04	82,500,000	11,054,000
Sonoma	Caltrans	U.S. 101 Steele Lane Interchange	13,759,000		13,759,000		13,759,000	2/15/05	14,950,000	
Marin	Caltrans	U.S.101 HOV Gap Closure (Central San Rafael) *	35,416,000		35,416,000		35,416,000	7/1/05	39,843,000	
San Mateo	Half Moon Bay	SR 92 - Half Moon Bay Widening	3,843,000		3,843,000		3,843,000	7/1/05	20,436,000	
Alameda	Caltrans	I-238 Widening from I-580 to I-880	29,059,000		29,059,000		29,059,000	8/1/05	125,940,000	
Contra Costa	Caltrans	I-680 Bollinger Canyon and Sycamore Aux Lanes	9,172,000		9,172,000		9,172,000	8/1/05	22,822,000	
Total			132,947,000	39,088,000	172,035,000	6,000,000	178,035,000		339,991,000	11,054,000

Total Shaded Projects: 91,249,000
60% of Shaded Projects: 54,749,400

Tier 2 - FFY 2005-06			RTIP	ITIP	TOTAL	TCRP	Total State	RTL/	Total Project	Shortfall
County	Implementing Agency	Critical Projects Ready to Award in FFY 2005-06	(Const.)	(Const.)	STIP (Const.)	(Const.)	Funding at Risk	E-76 Date	Construction Cost at Delivery	(Additional Funding Needed)
San Mateo	Caltrans	U.S. 101 Aux Lanes - 3rd to Millbrae	28,495,000	15,468,000	43,963,000		43,963,000	1/1/06	89,178,000	
Santa Clara	Santa Clara VTJ	SR 152/156 Interchange	6,140,000	5,310,000	11,450,000		11,450,000	4/1/06	28,468,000	1,218,000
Marin	Caltrans	U.S.101 HOV Gap Closure (Puerto Suello)	7,473,000		7,473,000	12,249,000	19,722,000	7/1/06		
Alameda/Santa Clara	Caltrans	I-680 Sunol Grade SB HOV Lanes	15,554,000	21,770,000	37,324,000		37,324,000	8/1/06	49,000,000	3,000,000
Total			57,662,000	42,548,000	100,210,000	12,249,000	112,459,000		166,646,000	4,218,000

Tier 3 - FFY 2006-07			RTIP	ITIP	TOTAL	TCRP	Total State	RTL/	Total Project	Shortfall
County	Implementing Agency	Critical Projects Ready to Award in FY 2006-07	(Const.)	(Const.)	STIP (Const.)	(Const.)	Funding at Risk	E-76 Date	Construction Cost at Delivery	(Additional Funding Needed)
Solano	Vallejo	Vallejo Ferry Terminal Intermodal Station	6,100,000		6,100,000		6,100,000	3/1/07	67,082,000	
Contra Costa	Caltrans	SR 4 Loveridge to Somersville	20,035,000		20,035,000	14,000,000	34,035,000	6/1/07	77,435,000	
Solano	Solano TA	Jepson Parkway	3,610,000		3,610,000		3,610,000	6/1/07		
Solano	CCJPA	Capital Corridor Improvements	3,125,000	1,060,000	4,185,000		4,185,000	6/1/07		
Total			32,870,000	1,060,000	33,930,000	14,000,000	47,930,000		144,517,000	0

Total of Ready to Award Critical Projects in All Three Fiscal Years	223,479,000	82,696,000	306,175,000	32,249,000	338,424,000		651,154,000	15,272,000
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Shaded Projects Proposed for Funding
Costs are for Construction Only - Including Construction Engineering
* Includes Grandfathered Construction Engineering

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TEA-21 Reauthorization - Cycle 1 Augmentation
Critical Project List - Funding Contributions
April 27, 2005

60%		STIP Funding	60% STP/CMAQ Augmentation	40% Sponsor	10% Sponsor Contingency	Sponsor Total	Total
Strategic Expansion (STIP Backfill)							
SON	U.S. 101 HOV Lanes - Steele Lane Interchange	13,759,000	8,300,000	5,503,600	1,375,900	6,879,500	15,179,500
MRN	U.S.101 HOV Gap Closure (Central San Rafael)	35,416,000	21,300,000	14,166,400	3,541,600	17,708,000	39,008,000
SM	SR 92 Half Moon Bay Widening	3,843,000	2,400,000	1,537,200	384,300	1,921,500	4,321,500
ALA	I-238 Widening from I-580 to I-880	29,059,000	17,500,000	11,623,600	2,905,900	14,529,500	32,029,500
CC	I-680 Bollinger Canyon and Sycamore Aux Lanes	9,172,000	5,500,000	3,668,800	917,200	4,586,000	10,086,000
Total:		91,249,000	55,000,000	36,499,600	9,124,900	45,624,500	100,624,500
			36,249,000				

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METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
Local Streets and Roads Rehabilitation Projects
April 27, 2005

County	Current LSR Formula		Proposed STP Distribution 50-50 Migration		Interim Draft Revised LSR Formula *	
	Shortfall (% Share)	Shortfall (\$ Amount)	Shortfall (% Share)	Shortfall (\$ Amount)	Shortfall (% Share)	Shortfall (\$ Amount)
LSR Rehabilitation Shortfall						
Alameda	10.0%	\$2,250,000	13.5%	\$3,000,000	17.0%	\$3,825,000
Contra Costa	11.0%	\$2,475,000	12.5%	\$2,800,000	14.0%	\$3,150,000
Marin	6.0%	\$1,350,000	5.5%	\$1,200,000	5.0%	\$1,125,000
Napa	6.0%	\$1,350,000	4.5%	\$1,100,000	3.0%	\$675,000
San Francisco	9.0%	\$2,025,000	9.5%	\$2,100,000	10.0%	\$2,250,000
San Mateo	7.0%	\$1,575,000	8.0%	\$1,800,000	9.0%	\$2,025,000
Santa Clara	28.0%	\$6,300,000	25.5%	\$5,700,000	23.0%	\$5,175,000
Solano	3.0%	\$675,000	5.5%	\$1,300,000	8.0%	\$1,800,000
Sonoma	20.0%	\$4,500,000	15.5%	\$3,500,000	11.0%	\$2,475,000
Total	100.0%	\$22,500,000	100.0%	\$22,500,000	100.0%	\$22,500,000

* Distribution formula is an interim 'working' formula and should be considered as draft until finalized

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METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
Transit Rehabilitation Projects - Cap-based Formula
April 27, 2005

Transit Rehabilitation Recommendation: Fund balance of FY 2004-05 Score 16 Need (Lift Caps and Eliminate Shortfall)

Operator	Project	FY 2004-05 Score 16 Appropriation Shortfall	Lift Caps on FY 2004-05 Score 16 Capital Requests	Total Score 16 Near-Term Need	% of Total	Cycle 1 Augmentation Funding
Transit Rehabilitation						
BART	Track Rehab		300,000	300,000	0.19%	
BART	Train Control		39,236,718	39,236,718	24.47%	
BART	Traction Power		9,716,883	9,716,883	6.06%	
			Sub-total BART	49,253,601	30.72%	6,910,000
Caltrain	Track Rehab		58,389,658	58,389,658	36.42%	
Caltrain	VRE Rail Car Replacement	192,884	5,875,500	6,068,384	3.78%	
Caltrain	Signal System Rehab		1,068,682	1,068,682	0.67%	
Caltrain	Fare Equipment	575,190		575,190	0.36%	
			Sub-total Caltrain	66,101,914	41.23%	9,280,000
GGBHTD	Ferry Fixed Guideway Connectors		944,621	944,621	0.59%	
GGBHTD	Ferry Major Components		309,217	309,217	0.19%	
GGBHTD	Ferry Replacement		4,160,000	4,160,000	2.59%	
			Sub-total GGBHTD	5,413,838	3.38%	760,000
SF Muni	Motor coach repl 455 - 51 40' new flyers w/alt fuels		6,940,258	6,940,258	4.33%	
SF Muni	Repl 20 1990 30' Orions w/20 40' alt fuels coaches		3,009,412	3,009,412	1.88%	
SF Muni	Repl 25 30' Orions w/25 30' alternate fuels vehicles		10,762,308	10,762,308	6.71%	
SF Muni	Historical vehicle rehab		8,394,657	8,394,657	5.24%	
SF Muni	Trolley Overhead		5,580,864	5,580,864	3.48%	
SF Muni	Track Rehab		0	0	0.00%	
SF Muni	Trolley Coach Replacement		0	0	0.00%	
SF Muni	Wayside Fare Collection		4,885,562	4,885,562	3.05%	
			Sub-total SF Muni	39,573,060	24.68%	5,550,000
			Grand Total	160,342,413	100.00%	22,500,000

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METROPOLITAN TRANSPORTATION COMMISSION
TEA-21 Reauthorization - Cycle 1 Augmentation
System Management and Safety Projects
April 27, 2005

Phase 1 Projects	Lead Agency	Project Phase	Cycle 1 Augmentaiton Funding
System Management and Safety			
San Jose - Silicon Valley SMART Corridor	San Jose	Construction	500,000
San Jose - Stevens Creek/Winchester Blvd. ITS	San Jose	Construction	500,000
Santa Clara - SR 237 Traffic Operation Systems (TOS) Improvements	Caltrans	Construction	300,000
San Francisco - Integrated Transportation Management System - SFGO	SFCTA	Construction	500,000
RegionWide - 511/TravInfo™ Driving Times Data Collection - Phase III	MTC	Construction	1,000,000
RegionWide - 511/TravInfo™ Vehicle-Infrastructure Integration (VII) Testbed	MTC	Construction	1,000,000
RegionWide - 511/TravInfo™ Interface	MTC	Construction	1,500,000
GGBHTD - Golden Gate Bridge Physical Suicide Deterrent System (ENV/PE)	GGBH&TD	Environmental / PE	1,600,000
Total			6,900,000

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Project List

First Cycle STP, CMAQ, and TEA Program

FY 2003-04 and FY 2004-05

June 25, 2003
Rev: 11/10/04-PAC
04/27/05-C

MTC Res. No. 3547
Attachment B
Page 1 of 7

Figures are in thousands of dollars

Project Category and Title	County	Sponsoring Agency	Implementing Agency	TIP ID Number	RTP ID No.	Phase	FY 2003/2004			FY 2004/2005			Total			
							STP	CMAQ	TEA	STP	CMAQ	TEA	First Cycle Funding	Local Match		
1. AIR QUALITY MANAGEMENT																
Bus Catalyst Devices																
Acquire 416 Bus Catalyst Devices	Alameda / Contra Costa	AC Transit	AC Transit	ALA010063	94526	CON		\$3,419			\$68		\$3,487	Local	\$9	
Acquire 103 Bus Catalyst Devices	Contra Costa	CCCTA	CCCTA	CC-030016	94558	CON					\$835		\$835	Local	\$109	
Acquire 82 Bus Catalyst Devices	Marin	GGBHTD	GGBHTD	MRN010032	94572	CON		\$665			\$114		\$779	Local	\$15	
Acquire 24 Bus Catalyst Devices	Solano	Fairfield	Fairfield	SOL030018	98168	CON					\$195		\$195	Local	\$26	
Acquire 25 Bus Catalyst Devices	Alameda	LAVTA	LAVTA	ALA030015	94527	CON					\$203		\$203	Local	\$27	
Acquire 420 Bus Catalyst Devices	San Francisco	MUNI	MUNI	SF-010035	94636	CON		\$3,038			\$365		\$3,403	Local	\$48	
Acquire 265 Bus Catalyst Devices	San Mateo	SamTrans	SamTrans	SM-030018	94666	CON		\$1,694			\$454		\$2,148	Local	\$59	
Acquire 19 Bus Catalyst Devices	Sonoma	Santa Rosa City Bus	Santa Rosa City Bus	SON030008	94695	CON					\$179		\$179	Local	\$24	
Acquire 54 Bus Catalyst Devices	Contra Costa	Tri Delta	Tri Delta	CC-030017	94559	CON					\$438		\$438	Local	\$57	
Acquire 27 Bus Catalyst Devices	Solano	Vallejo	Vallejo	SOL010033	94683	CON					\$219		\$219	Local	\$29	
Acquire 30 Bus Catalyst Devices	Contra Costa	WestCat	WestCat	CC-030018	94559	CON					\$243		\$243	Local	\$32	
Acquire 228 Bus Catalyst Devices	Santa Clara	SCVTA	SCVTA	SCL-030021	94610	CON					\$1,859		\$1,859	Local	\$241	
SUBTOTAL								\$8,816			\$5,172		\$13,988		\$430	
Air Quality Management Strategy Reserve												\$17,886		\$17,886		\$0
BART Spare the Air Transit Days	Region	BAAQMD	BAAQMD	MTC990015	21009	CON					\$1,000		\$1,000		\$130	
I-680 Sunol Grade HOV lane (TFCA Exchange)	Alameda	ACCMA	ACCMA	ALA991084	98141	CON					\$780		\$780		\$102	
Spare the Air	Region	BAAQMD	BAAQMD	MTC990015	21009	CON		\$1,000			\$1,000		\$2,000	Local	\$260	
Regional Express Bus Operations																
I-80 Richmond TransBay Route	Alameda / Contra Costa	AC Transit	AC Transit	CC-030020	21432	CON		\$104					\$104	Local	\$14	
I-680 Martinez to Walnut Creek Route	Contra Costa	CCCTA	CCCTA	CC-030021	21434	CON		\$175			\$208		\$383	Local	\$50	
Vacaville to Walnut Creek BART	Solano	Fairfield/Suisun	Fairfield/Suisun	SOL030016	21435	CON		\$116					\$116	Local	\$16	
Route 101 Corridor	Marin	GGT	GGT	MRN030008	21889	CON		\$319					\$319	Local	\$42	
Route 70 and Subscription Routes	Alameda	LAVTA	LAVTA	ALA030017	21149	CON		\$74			\$89		\$163	Local	\$22	
El Camino Real Corridor	San Mateo	SamTrans	SamTrans	SM-030019	21439	CON		\$166			\$306		\$472	Local	\$62	
Route 300	Contra Costa	Tri Delta	Tri Delta	CC-030022	21440	CON		\$511					\$511	Local	\$67	
Bay Link Express and BARTLink Rte 70	Solano	Vallejo	Vallejo	SOL030017	21442	CON		\$242					\$242	Local	\$32	
Hwy 4 del Norte BART to Martinez	Contra Costa	WestCat	WestCat	CC-030023	21445	CON		\$246					\$246	Local	\$32	
SUBTOTAL								\$1,953			\$603		\$2,556		\$337	
SUBTOTAL							\$0	\$11,769	\$0	\$0	\$26,441	\$0	\$38,210		\$1,259	
2. REGIONAL ANNUAL COMMITMENTS																
Trav Info	Region	MTC	MTC	MTC990006	21008	CON		\$6,000			\$5,300		\$11,300	Local	\$1,465	
TransLink® Fare Collection System	Region	MTC	MTC	MTC990002	21005	CON		\$10,400			\$4,000	\$19,800	\$34,200	Local	\$4,431	
Regional Ride Share Program	Region	MTC	MTC	MTC990003	21007	CON		\$4,800			\$2,800		\$7,600	Local	\$985	
Freeway Operations/TOS	Region	MTC	MTC	MTC030003	21001	CON					\$3,600		\$3,600	Local	\$467	
Traffic Eng Tech Assist Prog (TETAP)	Region	MTC	MTC	MTC990018	21003	CON		\$250	\$1,200		\$250	\$1,200	\$2,900	Local	\$376	
Pavement Mgmt Tech Assist Prog (PTAP)	Region	MTC	MTC	MTC990017	21004	CON		\$700			\$700		\$1,400	Local	\$182	
Regional Transit Information System	Region	MTC	MTC	MTC990014	21006	CON		\$700			\$800		\$1,500	Local	\$195	
Regional Transportation Marketing	Region	MTC	MTC	MTC990013	21006	CON		\$500			\$600		\$1,100	Local	\$143	
Performance Monitoring	Region	MTC	MTC	MTC991001	21010	ENV					\$400		\$400	Local	\$52	
SUBTOTAL							\$7,650	\$16,900	\$0	\$11,450	\$28,000	\$0	\$64,000		\$8,296	

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Project Category and Title	County	Sponsoring Agency	Implementing Agency	TIP ID Number	RTP ID No.	Phase	FY 2003/2004			FY 2004/2005			Total		
							STP	CMAQ	TEA	STP	CMAQ	TEA	First Cycle Funding	Local Match	
3. PLANNING ACTIVITIES															
TLC/HIP Planning Grants	Region	MTC	MTC	MTC030005	21011	ENV	\$442			\$442			\$884		\$115
3% STP CMA Planning															
CMA STP Planning	Alameda	MTC	ACOMA	ALA979001	98558	ENV	\$447			\$454			\$901	Local	\$117
CMA STP Planning	Contra Costa	MTC	CCTA	CC-979042	98559	ENV	\$294			\$298			\$592	Local	\$77
CMA STP Planning	Marin	MTC	Marin CMA	MRN970034	98560	ENV	\$240			\$240			\$480	Local	\$63
CMA STP Planning	Napa	MTC	NCTPA	NAP970004	98561	ENV	\$240			\$240			\$480	Local	\$63
CMA STP Planning	San Francisco	MTC	SFCTA	SF-990015	98562	ENV	\$241			\$244			\$485	Local	\$63
CMA STP Planning	San Mateo	MTC	San Mateo Co TA	SM-979033	98563	ENV	\$240			\$240			\$480	Local	\$63
CMA STP Planning	Santa Clara	MTC	SCVTA	SCL978008	98564	ENV	\$521			\$529			\$1,050	Local	\$137
CMA STP Planning	Solano	MTC	Solano TA	SOL970033	98565	ENV	\$240			\$240			\$480	Local	\$63
CMA STP Planning	Sonoma	MTC	Sonoma Co TA	SON970081	98566	ENV	\$240			\$240			\$480	Local	\$63
SUBTOTAL							\$2,703			\$2,725			\$5,428		\$709
MTC-CMA Transportation/Land Use Planning Support															
CMA Transportation/Land Use Planning	Alameda	MTC	ACOMA	ALA979001	98558	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	Contra Costa	MTC	CCTA	CC-979042	98559	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	Marin	MTC	Marin CMA	MRN970034	98560	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	Napa	MTC	NCTPA	NAP970004	98561	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	San Francisco	MTC	SFCTA	SF-990015	98562	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	San Mateo	MTC	San Mateo Co TA	SM-979033	98563	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	Santa Clara	MTC	SCVTA	SCL978008	98564	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	Solano	MTC	Solano TA	SOL970033	98565	ENV	\$150			\$150			\$300	Local	\$39
CMA Transportation/Land Use Planning	Sonoma	MTC	Sonoma Co TA	SON970081	98566	ENV	\$150			\$150			\$300	Local	\$39
SUBTOTAL							\$1,350			\$1,350			\$2,700		\$351
SUBTOTAL							\$4,495	\$0	\$0	\$4,517	\$0	\$0	\$9,012	\$0	\$1,175
4. PLANNING ACTIVITIES															
Lifeline Transportation Program	Region	MTC	MTC			CON						\$1,545	\$1,545		\$201
SUBTOTAL							\$0	\$0	\$0	\$0	\$1,545	\$0	\$1,545	\$0	\$201
GRAND TOTAL							\$12,145	\$28,669	\$0	\$15,967	\$55,986	\$0	\$112,767	\$0	\$10,931

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5. OA LIMITATION CARRYOVER *							
County	Implementing Agency	TIP ID	Project Title	STP	CMAQ	TEA	Total
Alameda	City of Berkeley	ALA990050	Berkeley Rail stop & Transit Plaza			\$641	\$641
Alameda	City of Oakland	ALA990058	Citywide sidewalk repair project.	\$2,000			\$2,000
Alameda	Caltrans	ALA990090	Bay Trail: Fremont-Newark Segment.	\$528			\$528
Alameda	Caltrans	ALA990093	Bay Trail (Baumberg Track Trail seg)		\$250		\$250
Alameda	City of Berkeley	ALA991027	Spruce Street Reconstruction	\$1,598			\$1,598
Alameda	City of Oakland	ALA991031	Oakland Street Resurfacing -MacArthur	\$696			\$696
Alameda	City of Oakland	ALA991032	Oakland Street Resurfacing-MLK Jr Way	\$1,160			\$1,160
Alameda	Alameda County	ALA991035	Pavement Rehab Lump Sum - Various Locations	\$1,762			\$1,762
Alameda	City of Hayward	ALA991036	Arteial Pavement Rehab - Phase III TEA-21	\$1,445			\$1,445
Alameda	Port of Oakland	ALA991054	MV Encinal Ferry Vessel Refurbish	\$298			\$298
Alameda	AC Transit	ALA991058	Link-Bay Fair BART/Hillsdale Caltrain St		\$451		\$451
Alameda	Alameda County	ALA991074	Niles Railroad Corridor Rehabilitation	\$576			\$576
Alameda	City of Oakland	ALA991080	Fruitvale Streetscape & Multi-Modal Trans Project			\$1,800	\$1,800
Alameda	City of Oakland	ALA010021	City of Oakland Street Resurfacing	\$1,242			\$1,242
Alameda	City of Alameda	ALA010026	Webster Renaissance Project.			\$735	\$735
Alameda	MTC	ALA010027	Santa Fe ROW Bike/Ped Path	\$1,000			\$1,000
Alameda	MTC	ALA010028	Dublin Tr. Center Housing Incentive Pro. Reserve	\$1,306			\$1,306
Alameda	MTC	ALA010029	Emeryville Housing Incentive Program Reserve	\$152			\$152
Alameda	MTC	ALA010030	Oakland Housing Incentive Program Reserve	\$1,000			\$1,000
Alameda	MTC	ALA010031	Union City Senior Village HIP Reserve	\$234			\$234
Alameda	City of San Leandro	ALA010068	W. Estudillo St. Streetscape & BART Connections		\$1,000		\$1,000
Alameda	City of Oakland	ALA010069	Coliseum Transit Hub Streetscape Improvements		\$1,000		\$1,000
Alameda	City of Alameda	ALA010070	Park St. Streetscape & Santa Clara Ave Transit Hub		\$921		\$921
Alameda	City of Dublin	BRT010001	Dublin Transit Center Plaza			\$750	\$750
Contra Costa	City of El Cerrito	CC-991048	Potrero Avenue Rehabilitation	\$339			\$339
Contra Costa	City of Oakley	CC-991053	East Cypress Road Overlay	\$214			\$214
Contra Costa	City of Pittsburg	CC-991064	Buchanan Road Pavement Overlay	\$493			\$493
Contra Costa	City of Lafayette	CC-991089	Reliez Valley Rd Walkway - Reg. Trail Gap closure		\$420		\$420
Contra Costa	EBRPD	CC-991109	Iron Horse Trail Diamond Blvd Undercrossing			\$289	\$289
Contra Costa	CCCTA	CC-010005	Contra Costa Route 114 Monument Corridor		\$220		\$220
Contra Costa	City of Richmond	CC-010010	Valley View Road Improvements	\$511			\$511
Contra Costa	City of Oakley	CC-010012	O'Hara Avenue Overlay	\$217			\$217
Contra Costa	City of Moraga	CC-010013	St. Mary's Road Repair and Resurfacing	\$320			\$320

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5. OA LIMITATION CARRYOVER *							
County	Implementing Agency	TIP ID	Project Title	STP	CMAQ	TEA	Total
Contra Costa	City of Richmond	CC-010019	Richmond Greenway and Bikeway	\$1,480	\$420		\$1,900
Contra Costa	MTC	CC-010020	El Cerrito Housing Incentive Program Reserve	\$352			\$352
Contra Costa	MTC	CC-010021	Richmond Housing Incentive Program Reserve	\$963			\$963
Contra Costa	City of Richmond	CC-010043	North Richmond Main Street Project		\$1,725		\$1,725
Contra Costa	City of El Cerrito	CC-010050	Fairmont St. Pedestrian & Streetscape Improvements		\$500		\$500
Marin	Marin County	MRN990035	Marin Parklands Visitor Access Improvements		\$38		\$38
Marin	City of Novato	MRN991013	Redwood Blvd between Lamont Ave & Olive Ave	\$426			\$426
Marin	Marin County	MRN991014	North San Pedro Road, MP 0.54 to 1.76 (C	\$486			\$486
Marin	City of San Rafael	MRN991015	Fourth Street Resurfacing (Miracle Mile)	\$200			\$200
Marin	City of Larkspur	MRN991016	Doherty Drive Rehabilitation - Phase 1	\$261			\$261
Marin	Marin County	MRN991020	Sir Francis Drake Blvd., MP 3.08 to 3.63	\$486			\$486
Marin	Marin County	MRN991021	Sir Francis Drake Blvd. East Overlay	\$297			\$297
Marin	City of Mill Valley	MRN991022	Buena Vista Ave Resurfacing	\$159			\$159
Marin	City of San Anselmo	MRN991023	Center Boulevard Rehabilitation	\$184			\$184
Marin	City of Ross	MRN991025	Sir Francis Drake Blvd. Street Rehab	\$68			\$68
Marin	City of Sausalito	MRN991027	Bridgeway North-South Bikeway Phase I		\$170		\$170
Marin	City of Corte Madera	MRN991046	Paradise Drive/San Clemente Dr Rehabilit	\$191			\$191
Marin	City of Fairfax	MRN991048	Center Boulevard Rehabilitation	\$72			\$72
Marin	Marin County	MRN991049	Inkwells Bridge Adjoining Sir Francis Dr			\$375	\$375
Marin	City of San Rafael	MRN010002	Second Street Resurfacing	\$238			\$238
Marin	City of Corte Madera	MRN010003	Fifer Avenue/Lucky Drive Rehabilitation	\$89			\$89
Marin	City of Sausalito	MRN010005	Bridgeway Rehabilitation Project	\$83			\$83
Marin	Marin County	MRN010010	Olema - Bolinas Path			\$247	\$247
Marin	City of Fairfax	MRN010011	Sir Francis Drake Path.			\$146	\$146
Marin	City of San Rafael	MRN010038	Medway/Canal Enhancements		\$900		\$900
Region	MTC	MTC990002	TransLink® Fare Collection Systems		\$10,332		\$10,332
Region	MTC	MTC990006	TravInfo®		\$5,410		\$5,410
Region	MTC	MTC990017	Pavement Management Technical Assistance	\$500			\$500
Region	MTC	MTC991007	TLC Projects - Lump Sum Regional Share	\$276			\$276
Napa	Caltrans	NAP950004	Route 29 / Trancas Street Interchange		\$262		\$262
Napa	City of Napa	NAP991010	First Street Overlay	\$301			\$301
Napa	City of Napa	NAP991011	Foothill Boulevard Overlay	\$178			\$178
Napa	City of Napa	NAP991012	Linda Vista Avenue Overlay	\$332			\$332

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5. OA LIMITATION CARRYOVER *							
County	Implementing Agency	TIP ID	Project Title	STP	CMAQ	TEA	Total
Napa	City of Napa	NAP991013	Old Sonoma Overlay	\$124			\$124
Napa	City of Napa	NAP991014	Terrace Drive Overlay	\$314			\$314
Napa	City of Napa	NAP991015	West Pueblo Avenue Overlay	\$200			\$200
Napa	Napa County	NAP991016	Maintenance Overlay - Howell Mountain Ro	\$481			\$481
Napa	Napa County	NAP991022	Cuttings Wharf Road Bicycle Lane		\$200		\$200
Napa	City of American Canyon	NAP991024	American Canyon Rd/SR29 Landscaping			\$67	\$67
Napa	City of Calistoga	NAP991026	Class I Bike Path (old RR ROW)			\$122	\$122
Napa	Napa County	NAP991028	Yountville Crossroad Class 2 Bike Path			\$135	\$135
Napa	Napa County	NAP010005	Silverado Trail Resurfacing	\$155			\$155
Napa	City of Napa	NAP010006	Dry Creek Rd, Linda Vista, & Solano Resurfacing	\$182			\$182
Santa Clara	City of Palo Alto	SCL991016	Palo Alto Medical Found./Bike/Ped Xing	\$502	\$1,752		\$2,254
Santa Clara	City of Sunnyvale	SCL991021	Pedestrian Access Improvements Nr Tasman		\$28		\$28
Santa Clara	Caltrans	SCL991023	Traffic Ops System (TOS) Improvements		\$3		\$3
Santa Clara	City of Milpitas	SCL991056	Berryessa Creek Bike/Ped Trail			\$375	\$375
Santa Clara	City of Sunnyvale	SCL991059	Calabazas Creek Trail - TEA project			\$310	\$310
Santa Clara	San Jose	SCL991067	Guadalupe River Park Trail Project			\$429	\$429
Santa Clara	San Jose	SCL991068	Los Gatos Creek			\$400	\$400
Santa Clara	City of Santa Clara	SCL010024	San Tomas Aquino/Saratoga Creek Trail			\$1,700	\$1,700
Santa Clara	City of Sunnyvale	SCL010025	Evelyn Ave Class II bike Lane.	\$150			\$150
Santa Clara	Santa Clara County	SCL010026	Bascom Ave. Median & Landscaping			\$639	\$639
Santa Clara	Santa Clara County	SCL010027	Elliot Avenue Sidewalk Project			\$205	\$205
Santa Clara	City of Sunnyvale	SCL010028	Sunnyvale North-South Bikeways.	\$150			\$150
Santa Clara	City of Morgan Hill	SCL010030	Bufferfield Blvd Linear Park			\$460	\$460
Santa Clara	City of Gilroy	SCL010034	Monterey Streetscape Imps. - 6th to 7th Sterets		\$1,190		\$1,190
Santa Clara	VTA	SCL010043	River Oaks Bike/Pedestrian Bridge		\$1,000		\$1,000
Santa Clara	VTA	SCL010044	San Fernanco Light-Rail Station Plaza		\$885		\$885
Santa Clara	City of Palo Alto	SCL010045	Caltrain/Homer St. Bike/Ped Undercrossing		\$464		\$464
San Francisco	SF Parking and Traffic	SF-991009	Fill Gap in Muni F Line Tracks		\$27		\$27
San Francisco	SF Parking and Traffic	SF-991010	Stockton Street sidewalk widening		\$397		\$397
San Francisco	SF Public Works	SF-991016	Lake Merced Pav. Renovation - Phase II	\$3,982			\$3,982
San Francisco	SF DPW	SF-991022	Neighborhood Traffic Calming & Beauty			\$469	\$469
San Francisco	Port of San Francisco	SF-991024	Embarcadero Promenade Pedestrian Imps123	\$226			\$226
San Francisco	Port of San Francisco	SF-991025	Renovation of Pier 43 Ferry Arch.	\$255			\$255

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County	Implementing Agency	TIP ID	Project Title	STP	CMAQ	TEA	Total
San Francisco	MTC	SF-010016	San Francisco HIP Reserve	\$1,145			\$1,145
San Francisco	SF MUNI	SF-010036	Treasure Island Permanent Ferry Terminal		\$445		\$445
San Francisco	BART	SF-010047	16th St. BART Station Plaza Redesign		\$1,298		\$1,298
San Mateo	San Mateo County	SM-991048	Sand Hill Road Resurfacing	\$142			\$142
San Mateo	City of San Carlos	SM-991058	San Carlos Avenue Rehabilitation	\$225			\$225
San Mateo	City of San Mateo	SM-991097	San Mateo Main St. Ped & Tr Center Links			\$814	\$814
San Mateo	City of Belmont	SM-991110	US 101 Ped/Bike Path			\$300	\$300
San Mateo	City of Half Moon Bay	SM-010040	Bike/Sidewalk - SR92/Main Street			\$814	\$814
San Mateo	MTC	SM-010041	Daly City Housing Incentive Program Reserve	\$342			\$342
San Mateo	MTC	SM-010042	East Palo Alto Housing Incentive Program Reserve	\$293			\$293
San Mateo	MTC	SM-010043	San Bruno Housing Incentive Program Reserve	\$684			\$684
San Mateo	MTC	SM-010044	San Carlos Housing Incentive Program Reserve	\$113			\$113
San Mateo	MTC	SM-010045	San Mateo Housing Incentive Program Reserve	\$751			\$751
San Mateo	City of East Palo Alto	SM-010060	Bay Road Streetscape & Calming Improvements	\$464	\$236		\$700
Solano	City of Vacaville	SOL990049	Southside Bikeway - Alamo Dr to VRTC		\$10		\$10
Solano	City of Benicia	SOL991035	East Fifth Street Overlay	\$103			\$103
Solano	City of Rio Vista	SOL991040	Front Street Overlay Project	\$83			\$83
Solano	City of Vallejo	SOL991047	Broadway Overlay: Highway 37 to Mini Drive	\$339			\$339
Solano	City of Vallejo	SOL991048	Rollingwood Dr. Overlay	\$198			\$198
Solano	City of Vallejo	SOL991049	Solano Av. Overlay: Georgia to Mariposa	\$368			\$368
Solano	City of Vallejo	SOL991050	Santa Clara St. overlay: Carolina St. to Maine St.	\$118			\$118
Solano	Solano County	SOL991051	Pleasants Valley Road Rehabilitation	\$1,042			\$1,042
Solano	City of Vallejo	SOL991054	Mare Island Service - Operations (2 yr)		\$70		\$70
Solano	City of Vallejo	SOL991054	Mare Island Service - Operations (2 yr)		\$70		\$70
Solano	City of Benicia	SOL991056	Mills Elementary School Route Imps.		\$45		\$45
Solano	City of Vallejo	SOL991059	I-80 EB Redwood St. on & off ramp mod.		\$70		\$70
Solano	City of Benicia	SOL991067	Park Lane Bike Lane		\$129		\$129
Solano	City of Fairfield	SOL991076	Bike/Ped Path on W. Texas Street	\$95			\$95
Solano	City of Benicia	SOL991084	East Second Street Overlay	\$90			\$90
Solano	City of Fairfield	SOL991087	Pittman Road Rehabilitation	\$95			\$95
Solano	City of Rio Vista	SOL991088	Drouin Drive Overlay	\$37			\$37
Solano	City of Vallejo	SOL991090	Oakwood St. overlay: Teakwood to Springs Road	\$95			\$95
Solano	City of Dixon	SOL010008	Downtown Dixon Streetscape.	\$237			\$237

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County	Implementing Agency	TIP ID	Project Title	STP	CMAQ	TEA	Total
Solano	City of Vacaville	SOL010010	Nut Tree Rd. Resurfacing.	\$462			\$462
Solano	City of Fairfield	SOL010013	Central Way Rehabilitation.	\$45			\$45
Solano	City of Benicia	SOL010015	East H Street Overlay	\$105			\$105
Solano	City of Vallejo	SOL010016	Tennessee Street Overlay: Monterey to Halliday	\$243			\$243
Solano	MTC	SOL010019	Vallejo Housing Incentive Program Reserve	\$383			\$383
Solano	City of Suisun City	SOL010039	Driftwood Drive Pedestrian Way		\$350		\$350
Solano	City of Vacaville	SOL010040	Davis St. Ped & Gateway Improvements		\$482		\$482
Sonoma	City of Healdsburg	SON991020	Healdsburg Avenue Overlay	\$225			\$225
Sonoma	Sonoma County	SON991023	Stony Point Road - Stage 5A	\$1,650			\$1,650
Sonoma	City of Rohnert Park	SON991026	Various Overlays - 2000	\$314			\$314
Sonoma	Sonoma County	SON991035	West County Bike Trail: Phase 7.		\$450		\$450
Sonoma	City of Sebastopol	SON010015	Street Smart Sebastopol			\$415	\$415
Sonoma	MTC	SON010016	Petaluma Housing Incentive Program Reserve	\$258			\$258
Sonoma	Sonoma County	SON010020	Old Redwood Highway Class II Bike Lanes	\$223			\$223
Sonoma	Sonoma County	SON010026	West County Bike Trail: Phase 10			\$240	\$240
			Advanced TEA 21 Reauthorization OA		\$3,000	\$2,400	\$5,400
			ISTEA Carryover	\$44,024	\$3,976		\$48,000
TOTAL				\$86,423	\$40,596	\$15,276	\$142,295

* OA Limitation Carryover amounts are estimates and subject to change upon receipt of final TEA 21 Apportionments.

* Projects in this category are currently programmed in the 2003 TIP and do not require reprogramming. This category has been listed to ensure that future Obligation Authority (OA) is reserved for projects carried over from TEA 21 into Reauthorization. This list does not necessarily include all projects that fall into this category.

METROPOLITAN TRANSPORTATION COMMISSION
TEA 21 Reauthorization Cycle 1 Augmentation STP/CMAQ Programming
Project List
April 27, 2005

Project Category and Title	County	Implementing Agency	Phase	Programming *		First Cycle Augmentation Funding
				Fiscal Year	Fund Source	
CYCLE 1 AUGMENTATION						
1. Strategic Expansion (STIP Backfill)						
Sonoma - U.S. 101 Steele Lane Interchange	Sonoma	Caltrans	CON	FY 04-05	CMAQ	\$8,300,000
Marin - U.S. 101 HOV Gap Closure	Marin	Caltrans	CON	FY 04-05	CMAQ	\$21,300,000
San Mateo - SR 92 Half Moon Bay Widening	San Mateo	Half Moon Bay	CON	FY 04-05	STP	\$2,400,000
Alameda - I-238 Widening from I-580 to I-880	Alameda	Caltrans	CON	FY 04-05	STP	\$17,500,000
Contra Costa - I-680 Bollinger Canyon and Sycamore Aux Lanes	Contra Costa	Caltrans	CON	FY 04-05	STP	\$5,500,000
SUBTOTAL						\$55,000,000
2. Local Streets and Roads Rehabilitation Shortfall						
Alameda - Various LS&R Rehabilitation Projects	Alameda	TBD	TBD	FY 05-06	STP	\$3,000,000
Contra Costa - Various LS&R Rehabilitation Projects	Contra Costa	TBD	TBD	FY 05-06	STP	\$2,800,000
Novato - Redwood Blvd Rehabilitation and ADA amenities	Marin	Novato	CON	FY 04-05	STP	\$200,000
Marin County - Sir Francis Drake Blvd. Rehabilitation	Marin	Marin County	CON	FY 04-05	STP	\$350,000
Fairfax - Center Boulevard Rehabilitation	Marin	Fairfax	CON	FY 05-06	STP	\$400,000
Novato - Grant Avenue Rehabilitation	Marin	Novato	CON	FY 05-06	STP	\$250,000
Napa - Redwood Road Rehabilitation	Napa	City of Napa	CON	FY 05-06	STP	\$450,000
American Canyon - Elliott Street Rehabilitation	Napa	Canyon	CON	FY 05-06	STP	\$200,000
Napa County - Silverado Trail at Oakville Cross Road Rehabilitation	Napa	Napa County	CON	FY 05-06	STP	\$450,000
San Francisco County - Various LS&R Rehabilitation Projects	San Francisco	San Francisco	TBD	FY 04-05	STP	\$2,100,000
Daly City - Various Street Rehabilitation	San Mateo	Daly City	CON	FY 04-05	STP	\$550,000
Brisbane - Bayshore Blvd. Rehabilitation	San Mateo	Brisbane	CON	FY 04-05	STP	\$300,000
San Mateo County - Guadalupe Canyon Parkway Rehabilitation	San Mateo	County	CON	FY 04-05	STP	\$400,000
San Mateo - Various Streets Rehabilitation	San Mateo	San Mateo	CON	FY 04-05	STP	\$550,000
Santa Clara - Various LS&R Rehabilitation Projects	Santa Clara	TBD	TBD	FY 05-06	STP	\$5,700,000
Suisun City - Emperor Drive Rehabilitation	Solano	Suisun City	CON	FY 04-05	STP	\$75,000
Solano - Various LS&R Rehabilitation Projects	Solano	TBD	TBD	FY 05-06	STP	\$1,225,000
Petaluma - South McDowell and Bodega Ave Rehabilitation	Sonoma	Petaluma	CON	FY 05-06	STP	\$433,000
Sonoma - Various LS&R Rehabilitation Projects	Sonoma	TBD	TBD	FY 05-06	STP	\$3,067,000
SUBTOTAL						\$22,500,000
3. Transit Rehabilitation Shortfall						
BART - Core System Rehabilitation	ALA/ CC/ SF	BART	PS&E/CON	FY 04-05	STP	\$6,910,000
GGBHTD - Ferry Major Components Rehabilitation	Marin	GGBH&TD	CON	FY 04-05	STP	\$760,000
Caltrain - Systemwide Track and Related Structure Rehabilitation	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$8,510,000
Caltrain - Rail Car Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$195,000
Caltrain - Fare Equipment Replacement	SF/ SM/ SCL	Caltrain	CON	FY 04-05	STP	\$575,000
SF Muni - Rail Replacement Program	San Francisco	SF Muni	CON	FY 04-05	STP	\$2,550,000
SF Muni - Trolley Overhead Reconstruction Program	San Francisco	SF Muni	CON	FY 04-05	STP	\$3,000,000
SUBTOTAL						\$22,500,000
4. System Management and Safety						
San Jose - Silicon Valley SMART Corridor	Santa Clara	San Jose	CON	FY 04-05	CMAQ	\$500,000
San Jose - Stevens Creek/Winchester Blvd. ITS	Santa Clara	San Jose	CON	FY 04-05	CMAQ	\$500,000
Santa Clara - SR 237 Traffic Operation Systems (TOS) Imps (CON)	Santa Clara	Caltrans	PS&E/CON	FY 04-05	CMAQ	\$300,000
San Francisco - Integrated Transportation Management System - SFGO	San Francisco	SFCTA	CON	FY 04-05	CMAQ	\$500,000
RegionWide - 511/TravInfo™ Driving Times Data Collection - Phase III	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,000,000
RegionWide - 511/TravInfo™ Vehicle-Infrastructure Integration (VII)	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,000,000
RegionWide - 511/TravInfo™ Interface	Region-Wide	MTC	CON	FY 04-05	CMAQ	\$1,500,000
Marin - Golden Gate Bridge Physical Suicide Deterrent System	Marin	GGBH&TD	ENV	FY 04-05	STP	\$1,600,000
SUBTOTAL						\$6,900,000
First Cycle Augmentation Total						\$106,900,000

* NOTE: Phase, Fiscal Year and Fund Source are subject to change based on project deliverability and funding availability.

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