

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

March 16, 2009, **1:30 p.m. – 3:30 p.m.**

MetroCenter, 1st Floor, **Auditorium**

101 - 8th Street, Oakland, CA 94607

AGENDA

Estimated Time
for Agenda Item

1. Introductions **1:30 p.m.**
2. Minutes of December 15, 2008 PTAC Meeting*
3. Partnership Reports
 - Partnership Board*
Chair: Rick Ramacier, CCCTA
The Partnership Board met on February 6, 2009.
 - Transit Finance Working Group*
Chair: April Chan, Caltrain/SamTrans
The Transit Finance Working Group met on March 4, 2009.
 - Local Streets and Roads Working Group*
Chair: Fernando Cisneros, City/County of San Francisco
The Local Streets and Roads Working Group met on March 6, 2009.
 - Programming and Delivery Working Group*
Chair: Sandy Wong, San Mateo C/CAG
The Programming and Delivery Working Group met on March 16, 2009.

Discussion Items

1:45 p.m.

4. Transportation 2035 (T2035) (*Ashley Nguyen*)
(*MTC staff will present an update on the Draft Plan.*)
5. Legislative Report* (*Rebecca Long*)
(*MTC staff will present an update on legislative actions including status of the State Budget.*)
6. American Recovery and Reinvestment Act 2009 Update* (*Ross McKeown and Anne Richman*)
(*MTC staff will provide an update on the current activities related to the federal American Recovery and Reinvestment Act (ARRA) of 2009.*)
 - a. Implementation of the FY 2009 Disadvantaged Business Enterprise (DBE) Program*
(*MTC staff will discuss the new race-conscious DBE requirements, and what that means for projects seeking E-76's after May 31, 2009, including those projects included in the ARRA.*)
 - b. Implementation of the American Recovery and Reinvestment Act 2009 Workshop*
(*MTC staff will summarize Caltrans' Implementation of the American Recovery and Reinvestment Act of 2009 Workshop.*)

Information Items / Other Business

2:40 p.m.

7. TIP Amendment Update* (*Memo Only*)
(*The current TIP and subsequent TIP Amendments are available online at:
<http://www.mtc.ca.gov/funding/tip> .*)
8. STP/CMAQ Program Monitoring Update* (*Memo Only*)
(*MTC staff has submitted a report on the STP/CMAQ Program monitoring status for FFY 2008-09 as well as additional program monitoring issues. The STP/CMAQ obligation **deadline is April 30, 2009.***)
9. Recommended Future Agenda Items (*All*)
10. Public Comment

Next meeting on:
Monday, April 20, 2009
1:30 p.m. to 3:30 p.m.
MetroCenter, 1st Floor, Auditorium
101-8th Street, Oakland 94607

- * Agenda Items attached
- ** Agenda Items with attachments to be distributed at the meeting.

Contact Kenneth Folan at 510.817.5804 or kfolan@mtc.ca.gov if you have questions regarding this agenda.

Public Comment: The public is encouraged to comment on agenda items at committee meetings by completing a request-to-speak card (available from staff) and passing it to the committee secretary or chairperson. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the Chair's judgment, it is necessary to maintain the orderly flow of business. **Record of Meeting:** MTC meetings are taped recorded. Copies of recordings are available at nominal charge, or recordings may be listened to at MTC offices by appointment. **Sign Language Interpreter or Reader:** If requested three (3) working days in advance, sign language interpreter or reader will be provided; for information on getting written materials in alternate formats call (510) 817-5757. **Transit Access to the MetroCenter:** BART to Lake Merritt Station. AC Transit buses: #11 from Piedmont or Montclair; #59 or #59A from Montclair; #62 from East or West Oakland; #88 from Berkeley. For transit information from other Bay Area destinations, call 511 or use the TakeTransitSM Trip Planner at www.511.org to plan your trip. **Parking at the MetroCenter:** Metered parking is available on the street. No public parking is provided at the MetroCenter. Spaces reserved for Commissioners are for the use of their stickered vehicles only; all other vehicles will be towed away.

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

December 15, 2008

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1. Introductions

Ben Tripousis (Chair) requested introductions.

2. Minutes of October 27, 2008 PTAC Meeting

The minutes for the October 27, 2008 PTAC meeting were accepted.

3. Partnership Reports

Transit Finance Working Group (TFWG) – *Todd Morgan, Chair* – The TFWG met on December 3, 2008. The group discussed the Economic Stimulus Proposal and its impacts on transit; the Short-Range Transit Plan program and schedule; FFY 2009 FTA apportionments and grants process; and, the Transit Capital Priorities (TCP) policy.

Local Streets & Roads Working Group (LS&RWG) – *Ben Tripousis, City of San Jose* - The LS&RWG met on December 5, 2008. Highlights of the meeting included a spillover discussion and forming a union with transit to create ways to generate new revenue sources and Proposition 42 protection.

Programming and Delivery Working Group (PDWG) – *Kenneth Kao, MTC* - PDWG met on December 15, 2008. Key topics included: 1) Economic Stimulus proposals, 2) The State Budget and the potential impact on STIP allocations, 3) Federal and State programs updates including Prop 1B, CMIA, TCIF, SLPP and TCRP.

Discussion Items

4. Transportation 2035 (T2035):

a. Environmental Impact Report (EIR) Overview

Ashley Nguyen (MTC) presented an overview of the key highlights of the program-level Environmental Impact Report (EIR). A Notice of Preparation (NOP) was released on February 19, 2008. Ashley summarized the EIR consultation and schedule; issue areas; and explained the alternatives evaluated. Analysis shows that Heavy Maintenance/Climate Protection plus Pricing is the environment's superior alternative. The Draft T2035 Plan and EIR will begin their 45-day public comment periods on December 19, 2008 through February 2, 2009; however, comments will be accepted up to the day of adoption on the Draft Plan. Ashley summarized the feedback received from the Attorney General's office, stating that there were three areas of concern that staff responded to, including 1) revisiting the prior commitments policy, 2) emissions reductions, and 3) the environmental impact of HOV lanes. Comments should be directed to Ashley Nguyen at anguyen@mtc.ca.gov.

b. Equity Analysis Preliminary Results

Jennifer Yeamans (MTC) summarized the preliminary results of the T2035 Equity Analysis report. The analysis uses five indicators to evaluate the distributional effects of the Transportation 2035 investments between communities of concern and the remainder of the region: (1) Financial analysis of Plan expenditures, (2) Access to low-income jobs in 30 minutes by auto and transit, (3) Access to non-work activities in 30 minutes by auto and transit, (4) Mobile-source air toxics emissions density, and (5) An affordability test measure. Input from PTAC, as well as MTC's Planning Committee and Minority Citizens Advisory Committee will be considered in the preparation of the final Transportation 2035 Equity Analysis Report, anticipated to be available January 2009.

5. Legislative Update

Rebecca Long (MTC) updated the Committee on the proposed Economic Stimulus Package, commenting that the proposed package will likely segue into the next big Act. Rebecca reported that the Governor declared a fiscal state of emergency; therefore, the deadline to finalize a budget is January 15, otherwise all state funds are subject to suspension.

6. Federal Listing of Obligated Projects, FFY 2007-08

Kenneth Kao (MTC) summarized the regional breakdown of the draft FFY 2007-08 federal listing of obligated projects. The region obligated approximately \$1.04B in federally funded projects compared to the \$835M obligated in FFY 2006-07. The draft listing is available online for review and comment at:

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

December 15, 2008

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http://www.mtc.ca.gov/funding/delivery/Annual_Listing_FY08.pdf. The deadline to submit comments is December 19, 2008. The final report will be released by December 23, 2008.

7. TLC/ HIP Program Delivery Update

Doug Johnson (MTC) provided an update on Transportation for Livable Communities (TLC) program, including the Housing Incentive Program (/HIP) Program delivery. Projects are reviewed at 30%, 60%, 90% and 100% levels of design. It appears that most projects will come very close to the recommended 100% PS&E delivery date of December 4, 2008. There are \$44.5 million in FY 2009 TLC/HIP grants. Of great concern to local jurisdictions and staff is the funding of projects that meet the TLC/HIP recommended deadline (December 4, 2008) or the MTC deadline (February 1, 2009), but find the region out of obligation authority. This scenario will likely affect a large number of TLC/HIP projects given the amount of funds programmed compared to the expected obligation authority.

8. Lifeline Transportation Program Update

Therese Knudsen (MTC) reported that until the budget negotiations are finalized the impact on the Lifeline program is unknown. therefore, MTC recommended that Lifeline Program Administrators (LPA) submit their selected program of projects by November 30. MTC plans to take the overall program of projects to the Commission for approval in January 2009. When a state budget decision is made, if there are additional cuts, MTC will look to the LPAs to advise how to restructure the program of projects. If this decision is not made by January, staff will assess whether to wait or take a partial program of projects (excluding STA-funded projects) to the Commission at that time.

9. CY 2009 Partnership Technical Advisory Committee Tentative Meeting Schedule

Due to the Presidents' Day (1/19) and Martin Luther King, Jr.'s Birthday (2/16), the next PTAC meeting date has been scheduled for February 2, 2009 to accommodate the holidays.

Information Items / Other Business

10. TIP Amendment Update

The current TIP and subsequent TIP Amendments are available online at: <http://www.mtc.ca.gov/funding/tip>.

11. STP/CMAQ Program Monitoring Update

Staff report is included in the agenda packet for informational purposes.

12. Recommended Future Agenda Items

- Transportation 2035 (T2035)

Proposed Next Meeting:

(NOTE: Due to the Martin Luther King, Jr. and Presidents' Day holidays, the next PTAC meeting date has been adjusted to accommodate the holidays.)

Monday, February 2, 2009

1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Room 171

101-8th Street, Oakland, CA 94607

THE BAY AREA PARTNERSHIP

Friday, February 6, 2009
1:00 p.m. – 2:30 p.m.

Preservation Park / Nile Hall
668 – 13th Street, Oakland CA 94612

AGENDA

Item 1: 1:00 p.m. **Call to Order / Introductions (Chair Rick Ramacier¹)**

Item 2: 1:05 p.m. **Approval of Meeting Minutes of November 10, 2008**

DISCUSSION/ACTION ITEMS

Item 3: 1:10 p.m. **Update on the Draft Transportation 2035 Plan (Ashley Nguyen)**

Item 4: 1:15 p.m. **Federal Economic Stimulus/Recovery: Regional Programming Proposal/Options**

Item 5: 2:25 p.m. **Other**

Item 6: 2:30 p.m. **Adjourn /Next meeting**

* Item is available to view on the MTC website.

** To be provided as a handout at the meeting.

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¹ Rick Ramacier 925-676-1976 x306 email: ramacier@cccta.org - Chair
John Ristow 408-321-5713 email: john.ristow@vta.org - Vice Chair



METROPOLITAN
TRANSPORTATION
COMMISSION

TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, MARCH 4, 2009, 10:00 A.M. – 12:00 P.M.
METROCENTER, 3RD FLOOR, FISHBOWL CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|--|--------|
| 1. Introductions | 3 min |
| 2. Approval of the February 4, 2008 Minutes* | 2 min |
| 3. Legislative Update (<i>Rebecca Long, MTC</i>) | 5 min |
| 4. Economic Stimulus Bill* (<i>Rebecca Long & Anne Richman, MTC</i>) | 30 min |
| 5. FY2010 TCP Policy Discussions Follow-up** (<i>Glen Tepke, MTC</i>) | 30 min |
| 6. FY09 TCP Program, Apportionments and POP Amendment** (<i>Glen Tepke, MTC</i>) | 10 min |
| 7. TransLink [®] Funding Discussion Follow-up* (<i>Jacob Avidon, MTC</i>) | 10 min |

Information Items / Other Items of Business:

- | | |
|---|-------|
| 8. 2009 TIP Updates* | 1 min |
| 9. Proposition 1B Update: Transit (PTMISEA) and Transit Security* (<i>Amy Burch, MTC</i>) | 2 min |
| 10. Section 5310 Elderly & Disabled Specialized Transit Program Update* (<i>Kristen Mazur, MTC</i>) | 5 min |
| 11. Recommended Future Agenda Items (<i>All</i>) | 5 min |

Next Transit Finance Working Group Meeting:

Wednesday, April 1, 2009
10:00 a.m. – 12:00 p.m.
Fishbowl Conference Room, MTC MetroCenter

* = Attachment in Packet ** = Handouts Available at Meeting

Contact Glen Tepke of MTC at 510-817-5781 or gtepke@mtc.ca.gov if you have questions about this session.



METROPOLITAN
TRANSPORTATION
COMMISSION

LOCAL STREETS AND ROADS WORKING GROUP
101 - 8th St., 1st Floor, Auditorium
Friday, March 6, 2009
9:00 a.m. – 12:00 p.m.

AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Fernando Cisneros, Chair</i>)	5 min
2. Review of February 6, 2009 Minutes* (<i>Fernando Cisneros, Chair</i>)	5 min
3. Programming Updates:	
A. STP/CMAQ Program Monitoring Update* (<i>Marcella Aranda</i>)	5 min
B. Report of Federal Inactive Obligations* (<i>Marcella Aranda</i>)	10 min
4. Standing Updates:	
A. Legislative Update* (<i>Rebecca Long</i>)	10 min
B. Transportation 2035 (T2035) (<i>Theresa Romell</i>)	5 min
C. PMP Certification Status* (<i>Memo Only</i>) (<i>Current PMP Certification status is available online at: http://www.mtcpms.org/ptap/cert.html</i>)	
5. Discussion Items:	
A. American Recovery and Reinvestment Act Update* (<i>Theresa Romell/Ross McKeown</i>)	45 min
B. PDA/ Focus Program Discussion (<i>Theresa Romell</i>)	15 min
6. Informational Items:	
A. FY 2008-09 LS&R Needs, Revenue and Performance Survey (<i>Theresa Romell</i>)	5 min
B. 2009 Spring User Week – Save the Date – April 6 – 7, 2009* (<i>Sui Tan</i>)	2 min
C. TIP Update * (<i>Informational Only</i>) (<i>The current TIP and subsequent TIP Amendments are available online at: http://www.mtc.ca.gov/funding/tip</i>)	
7. Caltrans Items:	
A. State-legislated Safe Routes to School (SR2S) Program Cycle 8 Call for Projects* (<i>Caltrans announced a call for projects for Cycle 8 State-legislated Safe Routes to School (SR2S) Program on January 15, 2009 with an application submittal deadline of April 15, 2009.</i>)	
8. Recommended Agenda Items for Next Meeting: (<i>All</i>)	5 min

Proposed Next Meeting:

Friday, April 3, 2009

9:00 a.m. to 12:00 p.m.

MetroCenter, 1st Floor, Room 171

* = Attachment in Packet

** = Handouts Available at Meeting

Contact MTC staff liaison, Theresa Romell, at 510.817.5772 if you have questions regarding this agenda.



METROPOLITAN
TRANSPORTATION
COMMISSION

PROGRAMMING AND DELIVERY WORKING GROUP MEETING
Monday, March 16, 2009
10:30 a.m. – 12:30 p.m.
MTC MetroCenter, 3rd Floor, Fishbowl

AGENDA

<u>Item</u>	<u>Estimated Time</u>
1. Introductions and Announcements	3 min
2. Review of Minutes from the February 2, 2009 Working Group Meeting*	2 min
3. Working Group Standing Items	
A. STP/CMAQ Program Monitoring Update* (<i>Marcella Aranda</i>) (<i>MTC staff will report on the STP/CMAQ Program monitoring status for FFY 2008-09 as well as additional program monitoring issues. The STP/CMAQ obligation deadline is April 30, 2009</i>)	10 min
B. Federal Inactive Obligations* (<i>Marcella Aranda</i>) (<i>MTC staff will discuss the projects on the federal inactive obligations dated December 31, 2008, updated as of February 18, 2009, and look-ahead list for the next quarter.</i>)	3 min
C. STIP Project Delivery Monitoring Update* (<i>Kenneth Kao</i>) (<i>MTC staff will report on allocation status of projects programmed in FY 2008-09 of the STIP.</i>)	5 min
D. CTC Update (<i>Kenneth Kao</i>) (<i>MTC staff will report on the latest from the California Transportation Commission (CTC) with regards to new or revised policies, procedures, guidance and direction.</i>)	10 min
4. Discussion Items	
A. State Budget Update* (<i>Kenneth Kao</i>)	25 min
i. Budget Update (<i>MTC staff will summarize the impacts the new proposed State Budget has on transportation funds.</i>)	
ii. PMIA Suspension Update* (<i>MTC staff will give an update on the state budget situation and the latest on the suspension of payments from the Pooled Money Investment Account (PMIA).</i>)	
iii. MTC/BATA Private Placement Bonds (<i>MTC staff will give an update on the projects slated to be funded through MTC's purchase of state bonds.</i>)	
iv. TCRP/Tribal Gaming Transfer Suspension (<i>MTC staff will give an update on the effect of tribal gaming transfer suspension on TCRP projects.</i>)	
v. CTC/STIP Allocation Update (<i>MTC staff will give an update on CTC's suspension of STIP Allocations due to lack of funds.</i>)	
B. American Recovery and Reinvestment Act Update* (<i>Ross McKeown/ Sylvia Fung</i>) (<i>MTC staff will provide an update on the current activities related to the federal American Recovery and Reinvestment Act of 2009.</i>)	30 min
i. Adjustments at time of project award	
C. STIP 6-month Award Deadline Update* (<i>Kenneth Kao</i>) (<i>MTC staff is following upon the six month award deadline to ascertain if there are still any issues in meeting the new shortened award deadline.</i>)	5 min
D. 2010 STIP Development (<i>Kenneth Kao</i>) (<i>The Group will discuss preliminary 2010 STIP development issues.</i>)	10 min

5. Informational ItemsA. TIP Update* (*Memo Only*)

(The current TIP and subsequent TIP Amendments are available online at: <http://www.mtc.ca.gov/funding/tip>)

B. PMP Certification Status* (*Memo Only*)

(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)

6. Caltrans ItemsA. Federal Programs Update (*Sylvia Fung, Caltrans D4*)

10 min

(Caltrans will present updates on various federal program- related changes, including solicitations and announcements.)

i. State-legislated Safe Routes to School (SR2S) Program Cycle 8 Call for Projects*

(Caltrans announced a call for projects for Cycle 8 State-legislated Safe Routes to School (SR2S) Program on January 15, 2009 with an application submittal deadline of April 15, 2009.)

ii. Implementation of the FY 2009 Disadvantaged Business Enterprise (DBE) Program*

(Caltrans staff will discuss the new race-conscious DBE requirements, and what that means for projects seeking E-76's after May 31, 2009.)

7. Workshop Items

There is no Workshop Item this month.

8. Recommended Agenda Items for Future Meetings**The next PDWG meeting:**

Monday, April 20, 2009

10:30 a.m. – 12:30 p.m.

MTC MetroCenter, **2nd Floor, Claremont**

101 Eighth Street, Oakland 94607

* = Attachment in Packet ** = Handouts Available at Meeting

Contact MTC staff liaison, Kenneth Kao at (510) 817-5768 or kkao@mtc.ca.gov if you have questions about this session.



METROPOLITAN
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Memorandum

TO: Legislation Committee

DATE: March 6, 2009

FR: Executive Director

RE: State Budget Summary – FY 2008-09 & FY 2009-10

On February 20, Governor Schwarzenegger signed a revised budget for FY 2008-09, and a spending plan for FY 2009-10. The budget contains a number of strategies to close a \$42 billion shortfall; it includes \$14.9 billion in spending reductions, \$12.5 billion in increased revenues, \$7.9 billion in federal funding from the American Recovery and Reinvestment Act (ARRA), \$5.4 billion in new borrowing and \$957.2 million from the governor's line-item vetoes. Proposition 1C, a measure authorizing the sale of bonds and making related changes to the lottery, will go before California voters – along with several other measures included in the budget agreement – in a statewide special election on May 19, 2009.

The duration of the tax increases depends on passage of a spending cap on the May 19 ballot, as follows:

- Sales tax: Increased by one percentage point. This would be in effect from April 1, 2009 through June 30, 2012 if voters approve the spending cap, or June 30, 2011 if it fails.
- Vehicle License Fee: Increased to 1.15 percent through 2013-14 if cap passes, or June 30, 2011 if it fails. One percent is for the state, while 0.15 percent is for local governments to pay for local law enforcement programs.
- Personal Income Tax: Increases the personal income tax rate by 0.25 percentage points through June 30, 2012 if the cap is approved, or June 30, 2011 if it fails.

State Transit Assistance Cut Significantly

The approved budget delivers a major blow to public transit by halving State Transit Assistance (STA) funding for the current year, and eliminating it entirely in FY 2009-10. A trailer bill to the budget [SB 7 (Ducheny), Third Extraordinary Session] further eliminates STA funding through FY 2012-13, although this could be revised in future budget acts. The current year cut to STA amounts to a \$55 million hit to Bay Area transit operations, including \$40 million in revenue-based funds and \$15 million in population-based funds, see Attachment A. When compounded with declining revenue from other sources, including voter-approved county sales taxes and Transportation Development Act (TDA) funds (which also derive from sales taxes), STA cuts will likely result in operating shortfalls for most of the region's transit operators. The cuts will also have a significant impact on MTC's regional programs currently funded by STA, including the Lifeline program, TransLink[®] and 511.

Transportation-Related Trailer Bills

The final budget deal was accompanied by over 20 trailer bills, many of which contained substantive policy changes that affect transportation, including:

- Unlimited public-private partnerships for transportation until 2017 [SB 4 (Cogdill), Second Extraordinary Session].
- Use of “design-build” in ten state transportation projects, five local transportation projects, and ten redevelopment projects until 2014. [SB 4 (Cogdill), Second Extraordinary Session]
- California Environmental Quality Act (CEQA) streamlining & exemptions for specified transportation projects [AB 8 (Nestande), Second Extraordinary Session]. It provides expedited permitting review for Doyle Drive in San Francisco, and total CEQA exemption for the U.S. 101 Interchange modification from Interstate 280 to Yerba Buena Road in Santa Clara County; the two Bay Area projects included in the bill.

Proposition 42 Fully Funded, But Transit Funds Diverted

Proposition 42 is protected; however, the portion of the amount marked for public transportation is diverted to fund home-to-school transportation and bond debt service. According to the Department of Finance, Proposition 42 will generate approximately \$1.5 billion in FY 2009-10; this includes the one percent increase in the state sales tax rate, effective April 1, 2009. Note that the public transportation portion of Proposition 42 (20 percent or almost \$300 million) will be diverted to the General Fund for home-to-school transportation and transportation services under the Department of Developmental Services.

Gas Tax Subvention Funds Delayed

Another unfortunate provision in the budget is a four-month delay of gasoline tax subvention funds that go directly to cities and counties. Revenues collected during the months of January through April will be transferred in May 2009. To mitigate any budgetary problems this may cause during the interim period, the budget will allow cities and counties to use Proposition 1B bond funds to pay for ongoing operating costs as long as the bond funds are replenished by gasoline subvention funds in May.

Three Constitutional Amendments on May and June Ballots

The budget agreement places three constitutional amendments on the ballot:

1. An “open primary” system under which all candidates for a state or congressional office in a primary election would be listed on a single ballot, regardless of party affiliation; the two gaining the most votes, regardless of party, would appear on the general election ballot. This measure will be placed on the June 8, 2010 statewide primary ballot.
2. Elimination of salary increases for state officers, including the governor and members of the Legislature, in years with a projected budget deficit. This measure will appear as Proposition 1F on the May 19 special election ballot.
3. Creation of a rainy day fund/spending cap that requires the state to deposit an amount equal to three percent of annual General Fund revenues in the Budget Stabilization Fund (BSF) until the balance in the BSF equals 12.5 percent of General Fund revenues. Limits the use of funds in the BSF in bad budget years to the difference between revenues and the prior year’s spending level adjusted by the Consumer Price Index and population growth. This measure will appear on the May 19 special election ballot as Proposition 1A.

Steve Heminger

STATE TRANSIT ASSISTANCE SEPTEMBER BUDGET VS. REVISION TOTALS

FY 2008-09 STA REVENUE-BASED	Original Budget (\$306M)	Revised Budget Proposal (\$153M)	
Apportionment Jurisdictions	Final Total	Final Total	Total Change
Alameda CMA - Corresponding to ACE	154,415	77,317	(77,098)
Benicia	15,415	7,718	(7,696)
Caltrain	3,744,164	1,874,737	(1,869,427)
CCCTA	486,340	243,515	(242,825)
Dixon	4,091	2,049	(2,043)
ECCTA	215,166	107,736	(107,431)
Fairfield	81,559	40,837	(40,722)
GGBHTD	2,990,724	1,497,483	(1,493,241)
Healdsburg	960	481	(479)
LAVTA	172,902	86,573	(86,328)
NCPTA	36,265	18,158	(18,107)
SamTrans	4,321,378	2,163,754	(2,157,625)
Santa Rosa	118,212	59,190	(59,022)
Sonoma County Transit	132,843	66,516	(66,327)
Union City	37,499	18,776	(18,723)
Vallejo	554,968	277,877	(277,090)
VTA	12,176,932	6,097,101	(6,079,831)
VTA - Corresponding to ACE	216,181	108,244	(107,937)
WestCAT	234,429	117,381	(117,048)
Petaluma	-	-	-
Rio Vista	-	-	-
SUBTOTAL	25,694,443	12,865,443	(12,829,000)
AC Transit	7,201,729	3,605,971	(3,595,757)
BART	19,671,346	9,849,623	(9,821,723)
SFMTA	28,595,345	14,317,951	(14,277,394)
SUBTOTAL	55,468,419	27,773,545	(27,694,874)
REVENUE BASED GRAND TOTAL	81,162,862	40,638,988	(40,523,875)

STATE TRANSIT ASSISTANCE SEPTEMBER BUDGET VS. REVISION TOTALS

FY 2008-09 STA POPULATION-BASED	Original Budget (\$306M)	Revised Budget Proposal (\$153 M)	
Apportionment Jurisdictions	Total Revenue	Total Revenue	Change
Northern Counties/Small Operators			
Marin	927,079	486,439	(440,640)
Napa	492,433	258,380	(234,053)
Solano ⁷	1,538,564	807,286	(731,278)
Sonoma	1,738,139	912,003	(826,136)
CCCTA	1,784,191	936,167	(848,024)
ECCTA	1,032,287	541,642	(490,645)
LAVTA	710,888	373,004	(337,885)
Union City	261,865	137,401	(124,464)
WestCAT	249,831	131,087	(118,745)
SUBTOTAL	8,735,278	4,583,409	(4,151,869)
Regional Paratransit			
Alameda	1,117,722	586,470	(531,252)
Contra Costa	577,613	303,074	(274,539)
Marin	129,044	67,710	(61,335)
Napa	84,271	44,217	(40,054)
San Francisco	882,471	463,033	(419,438)
San Mateo	488,627	256,383	(232,244)
Santa Clara	1,012,382	531,198	(481,184)
Solano	240,393	126,134	(114,259)
Sonoma	267,273	140,238	(127,034)
SUBTOTAL	4,799,796	2,518,458	(2,281,338)
Lifeline			
Alameda	2,463,957	1,292,841	(1,171,116)
Contra Costa	1,124,068	589,800	(534,268)
Marin	242,799	127,397	(115,402)
Napa	152,873	80,213	(72,660)
San Francisco	1,357,874	712,478	(645,396)
San Mateo	638,471	335,006	(303,464)
Santa Clara	1,951,382	1,023,892	(927,490)
Solano	494,590	259,512	(235,078)
Sonoma	566,530	297,259	(269,271)
SUBTOTAL	8,992,542	4,718,396	(4,274,146)
BART to Warm Springs	-	-	-
eBART	-	-	-
SamTrans	-	-	-
MTC Regional Coordination Program	8,272,406	4,340,540	(3,931,866)
POPULATION BASED GRAND TOTAL*	30,800,022	16,160,804	(14,639,219)

* Includes \$1,480,000 in Resolution 3814 Augmentation Funding



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Legislation Committee

DATE: March 6, 2009

FR: Executive Director

W. I.:

RE: FY 2009 Federal Appropriations & President's Proposed FY 2010 Budget

FY 2009 Appropriations

A week after Congress passed the American Recovery and Reinvestment Act (ARRA); the House introduced an omnibus appropriations bill (H.R. 1105) to finish up the appropriations process for FY 2009. The U.S. Department of Transportation (U.S. DOT), along with all federal agencies except the Departments of Defense, Homeland Security, and Veterans Affairs, is currently operating under a continuous resolution (CR) that provides funding at FY 2008 levels through midnight, March 6, 2009. At the time this memo was finalized, the Senate had not yet taken up the bill. If the President cannot sign H.R. 1105 by midnight, March 6, Congress must pass another short-term CR, or the discretionary parts of the federal government will shut down.

The bill provides a total of \$10.2 billion for the Federal Transit Administration (FTA), including \$8.3 billion for transit formula and bus grants, and \$1.8 billion for Capital Investment Grants (new and small starts). This represents an increase of 7.8 percent over the FY 2008 funding level, but it is \$107 million below the amount authorized in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA). This lower funding level is principally a result of funding the formula and bus grants program at \$100 million less than the authorized amount.

The bill also provides \$40.7 billion for the Federal Highway Administration (FHWA), about \$500 million (or two percent) above the authorized level in SAFETEA.

The bill contains a significant number of earmarks for U.S. DOT — 1,276 total. The largest number is from the FHWA's Transportation, Community, and System Preservation (TCSP) program (343), followed by the Bus and Bus Facilities Program (302). A complete list of Bay Area earmarks, totaling almost \$39 million, is attached (see Attachment 1).

President's FY 2010 Proposed Budget

President Obama introduced his FY 2010 budget last week. The summary for the Department of Transportation touched on many MTC priorities, stating that the Administration "intends to work with Congress to reform the surface transportation programs both to put the system on a sustainable financing path and to make investments in a more sustainable future, enhancing transit options and making our economy more productive and our communities more livable." The budget also builds on the Obama Administration's strong support for high-speed rail — as evidenced by the \$8 billion high-speed/intercity rail program included in the ARRA — by proposing an additional \$1 billion per year high-speed rail grant program for the next five years.

Lastly, the budget includes a proposal to change the budgetary treatment of transportation programs to show both budget authority and outlays as discretionary; in effect, ending the funding guarantees that have been the mainstay of transportation finance for several decades. In a press release, Congressman Oberstar announced his opposition to this idea, stating that, “This scoring rule change has been proposed by the Office of Management and Budget (OMB) several times in the past, and each time has been rejected by Congress. To raise this issue again now, when we have important work to do to rebuild our nation’s crumbling infrastructure and create family-wage jobs, is both a contradiction and an unnecessary distraction.”

MTC will follow the FY 2010 budget development closely to ensure that it lays a strong foundation for reform in the next federal surface transportation act.

Steve Heminger

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FY 2009 Federal Appropriation Earmarks - Omnibus Legislation

Federal Highway Administration (FHWA)			
	House	Senate	Final Bill
Ferry Boats and Ferry Terminals			
Berkeley/Albany Ferry Service	\$ 475,000		
Larkspur Ferry Terminal Parking Improvements	\$ 475,000		
Federal Lands Program			
Fort Baker Transportation Upgrades	\$ 475,000		
Presidio Transportation Demand Management Project	\$ 712,500		
South Access to Golden Gate Bridge, Doyle Drive	\$ 2,612,000		
Interstate Maintenance			
I-280/I-880/Stevens Creek Interchange Project, San Jose	\$ 950,000		
I-580 HOV Lanes, Alameda County	\$ 475,000		
Surface Transportation Priorities			
Harney Way Roadway Improvements, San Francisco	\$ 475,000		
Transportation, Community, and System Preservation (TCSP)			
Branham Lane/Monterey Highway Rail Grade Separations, San Jose	\$ 475,000		
Central Expressway Auxiliary Lanes	\$ 475,000		
Golden Gate Bridge Moveable Barrier	\$ 950,000		
I-80 Intermodal Corridor Study, Oakland, CA to Utah State Line	\$ 950,000		
Park Street Pedestrian Safety Transportation Improvements	\$ 475,000		
Sidewalk Construction in Ashland/Cherryland	\$ 475,000		
Total FHWA Earmarks	\$ 10,449,500		
Federal Transit Administration (FTA)			
Alternatives Analysis			
SMART Environmental Impact Report and Preliminary Engineering	\$ 427,500		
Telegraph Avenue/International Boulevard/E. 14th Bus Rapid Transit	\$ 237,500		
Bus and Bus Facilities			
Solano County Alternative Fuel Bus Replacement	\$ 760,000		
Ed Roberts Campus, Berkeley	\$ 475,000		
Vacaville Intermodal Station	\$ 475,000		
Fairfield Transportation Center	\$ 475,000		
Tri Delta Transit Park and Ride Lots	\$ 641,250		
Union City Intermodal Station	\$ 475,000		
<i>Subtotal Bus</i>	<i>\$ 3,301,250</i>		
Capital Investment Grants			
San Francisco Muni Third Street Light Rail Project	\$ 10,000,000		
AC Transit BRT Corridor	\$ 4,000,000		
Livermore-Amador BRT	\$ 7,990,000		
Van Ness BRT	\$ 400,000		
<i>Subtotal Capital Investment Grants</i>	<i>\$ 22,390,000</i>		
Total FTA Earmarks	\$ 26,356,250		
Federal Railroad Administration (FRA)			
Rail Line Relocation and Improvement Program			
Transbay Transit Center	\$ 1,900,000		
GRAND TOTAL	\$ 38,705,750		



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: March 16, 2009

FR: Ross McKeown / Anne Richman

RE: American Recovery and Reinvestment Act Update

MTC staff met with the Partnership Board on February 6th to outline the MTC's funding proposal for the American Recovery and Reinvestment Act (ARRA) and request the Partnership Board input. Staff presented the proposal to the Programming and Allocations Committee on February 11. Following enactment of the ARRA, including final funding levels, and considering comments received from the Committee and stakeholders, staff presented a revised recommendation to the Commission. The Commission took action on the proposal February 25.

Highlights from the approved proposal include:

- Transit and local road rehabilitation projects include approximately 80% of the requested funds, or \$393 million of the total \$495 million requested.
- The remaining funds will be directed to complete strategic investments including the BART Oakland Airport Connector (\$70 million), freeway performance initiatives (\$19 million) and local safety projects (\$13 million). These projects must be committed by June 30 or the funds will be redirected to rehabilitation projects.
- While federal deadlines require all funds to be obligated within one year (and 50% of transit funds within 180 days), the Commission approved stricter deadlines of having all system preservation funds be obligated by May 31, 2009 and under contract by September 30, 2009.
- Commission deferred action on advocacy priorities for non-formula ARRA funding until next month, to allow further deliberation and obtain a consistent direction for the advocacy of nationally-competitive funding programs. Staff had proposed adoption of advocacy priority for the Transbay Terminal Train box and Doyle Drive Replacement projects.

Attached is the adopted resolution for the ARRA, including the project lists.

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Date: February 25, 2009
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3885

This resolution adopts the policy and programming for the American Recovery and Reinvestment Act (ARRA) Program. The policy contains the project categories that are to be funded with FY 2008-09 ARRA program funds for inclusion in the 2009 Transportation Improvement Program (TIP).

The resolution includes the following attachments:

- Attachment A - American Recovery and Reinvestment Act Policy and Programming
- Attachment B - Tier 1 Programming
- Attachment C - Tier 2 Programming

Further discussion of the American Recovery and Reinvestment Act Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated February 11, 2009 and the Deputy Executive Director Memorandum to the Commission dated February 25, 2009.

Date: February 25, 2009
W.I.: 1512
Referred By: PAC

RE: American Recovery and Reinvestment Act: Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3885

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 American Recovery and Reinvestment Act of 2009 (ARRA) funded projects; and

WHEREAS, MTC developed and endorsed a set of Economic Recovery Principles in December 2008; and

WHEREAS, MTC took into consideration the Economic Recovery Principles, Transportation 2030 policies, and investment decisions going into Transportation 2035 to develop a proposed set of projects and program investment areas to be funded with American Recovery and Reinvestment Act Funds, as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length;

WHEREAS, MTC is mindful of the timely use of funds established in the ARRA and has included in Attachment A regional delivery deadlines in advance of the federal deadlines and provisions to quickly redirect any funds from projects not meeting the deadlines to ensure that no funds are lost to the region; and

WHEREAS, using the principles and 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 federal Surface Transportation Program and Federal Transit Administration formula funds in the ARRA for inclusion in the federal Transportation Improvement Program (TIP); and

MTC Resolution No. 3885

Page 2

WHEREAS, MTC has identified a set of Tier 1 projects for amendment into the Transportation Improvement Program (TIP), as set forth in Attachment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP will be subject to public review and comment; and

WHEREAS, MTC has identified a set of Tier 2 projects that still need to meet policy and funding agreements set forth in Attachment A as well as a contingency list of projects that could use ARRA funds if projects identified in Attachment B are not able to proceed, as set forth in Attachment C of this Resolution, incorporated herein as though set forth at length; now therefore be it

RESOLVED that MTC approves the policies and programming for the American Recovery and Reinvestment Act, as set forth in Attachments A, B, and C of this Resolution; and be it further

RESOLVED that projects in Attachment B will be amended into in the 2009 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, Federal Transit Administration, and Federal Highway Administration, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on February 25, 2009

Date: February 25, 2009
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 3885
Page 1 of 10

**American Recovery and
Reinvestment Act
Policy and Programming
For FY 2008-09**

American Recovery and Reinvestment Act Policies and Programming

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BACKGROUND

The American Recovery and Reinvestment Act (ARRA) enacted a \$787 billion economic recovery package calling for new spending as well as tax cuts. The ARRA includes \$48 billion for the Department of Transportation. Specifically, the proposal includes \$27.5 billion in Federal Highway Administration funding and \$8.4 billion in Federal Transit Administration funds. It is estimated that MTC will receive roughly \$154 million through the Surface Transportation Program sub-allocated program and \$340 million in Federal Transit Administration formula funds.

The ARRA is meant to jumpstart the economy and as such includes provisions to ensure timely expenditure of funds. The table below summarizes the ‘use it or lose it’ rules.

Type of Funds	Deadlines
STP Sub-allocated Funds	<ul style="list-style-type: none"> ▪ Obligation within 1 Year ▪ All funds expire if not obligated by September 20, 2010
FTA Formula Funds Sections 5307/5309	<ul style="list-style-type: none"> ▪ 50% of Funds: Obligation within 180 days ▪ Remaining Funds: Obligation within 1 Year ▪ All funds expire if not obligated by September 20, 2010

AMERICAN RECOVERY AND REINVESTMENT ACT—REGIONAL INVESTMENT APPROACH

To put this much-needed funding capacity to best use, staff is recommending an approach that complements several regional initiatives already underway as well as the priorities established in the region’s long-range plan and the recently adopted Economic Recovery principles. The proposal is also mindful of the aggressive project delivery requirements.

1. **Focus Investments on Quick-Hitter System Preservation Projects:** Staff is recommending investment of \$388 million of the funds on system preservation projects. This translates into roughly \$270 million to transit for system reinvestment and roughly \$122 million for local streets and road reinvestment.
2. **Make Strategic Investments that Support New Economy:** Staff is also recommending investing nearly \$102 million of the economic recovery funds to support longer-term infrastructure projects that will lay the groundwork for enhanced mobility in the Bay Area and broader national goals such as climate protection and energy security. In this vein, staff is recommending that funding be directed to one regional transit expansion project, the BART Oakland Airport Connector, a project that will help complete train to plane connection. Similarly, staff is recommending that initial investments be made toward improved freeway management systems, dubbed the Freeway Performance Initiative.
3. **Reinforce Commitments to Regional Initiatives and Priorities:** The proposed program of projects continues to advance and reinforce regional commitments and project priorities such as system preservation, the Resolution 3434 Regional Transit Expansion Program, the Freeway Performance Initiative, and critical safety

improvements. Specifically, in the area of safety, staff proposes to fund a first phase of the Vasco Road Safety project in Contra Costa County as well as several North Bay safety projects using federal STP sub-allocated funds.

4. **Ensure Regional Success in Project Delivery:** Rehabilitation and maintenance projects will be over-programmed to ensure that there are shelf-ready projects should there be obstacles in delivering the larger projects and/or the system reinvestment projects. The region will establish deadlines in advance of the federal deadlines – one set for the quick-hitters and a secondary milestone for the larger more complex projects that are expected to take longer for delivery.

PROGRAMMING CATEGORIES

In summary, the breakdown of the funding proposal is summarized below for expected regional Surface Transportation Program and Federal Transit Administration funds:

All Dollars in Millions

Program	Funding Available	Focus Area	Project Name	Proposed Regional Investment
Transit FTA 5307/ 5309	\$340	System Preservation	Transit Rehabilitation	\$270
		Train to Plane	Oakland Airport Connector	\$70
				Subtotal: \$340
Surface Transp. Program	\$154	System Preservation	Local Road Rehabilitation	\$122
		Safety	Vasco Road Safety Imps - CC County	\$10
		Safety	North Bay Safety Improvements	\$3
		Smart Highways	Freeway Performance Initiative – Ramp Meters	\$19
				Subtotal: \$154
				Total: \$494

GENERAL PROGRAMMING POLICIES

1. **Public Involvement.** MTC is committed to a public involvement process that is proactive and provides comprehensive information, timely public notice, full public access to key decisions, and opportunities for continuing involvement. MTC provides many methods to fulfill this commitment, as outlined in MTC's Public Participation Plan, Resolution No. 3821. The Commission's adoption of the ARRA program, including policy and procedures, are similarly subject to the MTC Public Participation Plan. MTC's advisory committees and

the Bay Area Partnership were consulted in the development of the region's ARRA funding program.

2. **2009 Transportation Improvement Program (TIP).** Projects approved as part of the ARRA Program must be amended into the 2009 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is expected that funding for the System Preservation projects will be programmed in the TIP, to the fullest extent possible, as Grouped Project Listings.
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 2009 air quality conformity finding has been completed for the 2009 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the American Recovery and Reinvestment Act 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 the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures.
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 two parts: 1) an application submittal and/or TIP amendment request form to MTC staff, and 2) Resolution of Local Support approved by the project sponsor/ Implementing Agency's Board.
6. **Project Screening and Compliance with Regional and Federal Requirements:** MTC staff has performed a preliminary review of projects proposed for American Recovery and Reinvestment Act Program to ensure 1) eligibility; 2) RTP consistency; 3) project readiness and 4) other requirements of the ARRA legislation. The projects are also subject to compliance with the following:
 - Federal Project Eligibility;
 - RTP Consistency;
 - Title VI Compliance;
 - Accommodations for Bicyclists, Pedestrians and Persons with Disabilities (FHWA funds only);
 - Local Resolution of Support; and
 - Fully Funded Projects.

In addition to the above, the following requirements would apply to FTA funded projects per MTC Resolution 3841:

- Eligibility for funding under the FTA Urbanized Area Formula, Fixed Guideway Modernization and/or Rural and Small Urban Areas programs.
- Capital project under FTA definition of capital; operating assistance is not eligible.
- Asset useful life requirements
- All other applicable federal requirements

Finally, the following factors were considered in the project selection process as required by the ARRA:

- Funds can be obligated and contracts can be awarded within the deadlines of this Act.
- Inclusion status in an approved Statewide Transportation Improvement Program (STIP) and/or Metropolitan Transportation Improvement Program (TIP)
- Projection of project completion within a three-year time frame
- Location in economically distressed areas as defined by section 301 of the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. 3161) for FHWA funding only.

- 7. MTC Routine Accommodations of Pedestrians and Bicyclists Policy:** Applicable project sponsors need to complete the Routine Accommodations of Pedestrians and Bicyclists Accommodations checklist and make this information available to local bicycle advisory committees prior to project programming in the TIP as set forth by MTC Resolution 3765.
- 8. System Preservation Distribution:** The System Preservation funding will be distributed to the county CMAAs and transit operators using established formulas developed by MTC and the Bay Area Partnership for the distribution of federal funding for purposes of transit and local streets and roads rehabilitation, as described below.

System Preservation Distribution - Local Streets and Roads Rehabilitation

The county-wide shares are calculated using an allocation formula developed and approved by the Local Streets and Roads Working Group (a group comprised of local agency public works staff that reports to the Partnership Board), in collaboration with MTC staff. The allocation formula contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The performance share of the formula is weighted by the total share derived from the other three factors. This weighting is performed to take into account the relative size and need of the local agencies when distributing the 25 percent of available funding that is conditioned on performance. Each jurisdiction's share of the available funding is calculated individually and then the shares are summed at the county level.

System Preservation Distribution – Transit Rehabilitation

The transit formula used is essentially that established during the last recessionary period among all the transit operators and incorporated into a 10% flexible set-aside for operators in the annual FTA formula funds. The numbers are 50% based on ridership and 50% based on FTA revenue factors. FTA revenue factors provide the basis for apportioning the funds nationally by urbanized area and include revenue vehicle miles, passenger miles,

and operating cost. Because FTA money comes into the region in 12 distinct urbanized areas, the regional Transit Capital Priorities Process and Criteria establishes a percentage of the set-aside in each urbanized area for each eligible operator. For the ARRA funding, staff has aggregated the percentages regionally by weighting the amount of funds by urbanized area.

- 9. Project Delivery and Award Deadline Conditions:** A primary objective of the ARRA program is economic recovery and as a result, projects receiving grants are required to meet stringent project delivery deadlines set forth by the legislation and by MTC. These deadlines ensure that ARRA funds will not be lost to the region.

Funding for System Preservation projects that do not meet the deadline will be redirected to another eligible project within the county (FHWA) or urbanized area (FTA), at the discretion of the County Congestion Management Agency, or redirected at the discretion of the transit operator, as applicable.

Funding for Non-System Preservation projects that do not meet the prescribed deadlines will be redistributed to the system preservation projects within the applicable categories.

System Preservation Projects-- Local Streets and Roads

a) Although the ARRA does not provide early delivery deadlines for the regional sub-allocated STP funding, by establishing delivery deadlines for the entire system preservation funding, job creation and preservation is expedited. Therefore, all Local Streets and Roads System Preservation funds have a regional obligation (E-76 / federal authorization to proceed) deadline of May 31, 2009 (approximately 90 days after Commission approval). Funds not obligated by May 31, 2009 are subject to reevaluation by MTC, Caltrans Local Assistance and CMA staff, for redirection to other projects that can be delivered no later than July 31, 2009. To meet the May 31, 2009 obligation deadline, project sponsors must submit their Preliminary Environmental Studies (PES), field review forms and related documentation to Caltrans by March 5 (approximately one week after Commission approval), and must receive NEPA clearance and submit all remaining federal-aid required documentation, including the final PS&E package to Caltrans by April 30, 2009 (approximately 60 days). Funds that miss the April 30th NEPA Clearance / final PS&E submittal deadline are subject to reevaluation by MTC, Caltrans Local Assistance and CMA staff for redirection to other projects that can meet the obligation deadline.

b) All funds must be in an awarded contract by September 30, 2009 (approximately 210 days). This is consistent with the intent of the ARRA to create and preserve jobs as soon as possible. Furthermore, project sponsors are required to submit their required Award notification to Caltrans (with a copy to the CMAs) within 30 days of award, and no later than October 31, 2009.

c) Additional timely use of funds as outlined in the regional project delivery policy (MTC Resolution 3606) must also be met. Especially the post-award deadlines. Project sponsors that do not meet the timely use of funds deadlines are subject to disqualification and/or limitation of regional discretionary funding during the next federal authorization Act.

System Preservation Projects-- Transit

- a) All funds have a regional obligation (approved FTA grant) deadline of May 31, 2009 (approximately 90 days following Commission approval). Funds not obligated by May 31 are subject to redirection to other projects that can meet the Act's expedited timely use of funds provisions. Although the ARRA only requires that 50 percent of the funds must meet the earlier deadline, by establishing a delivery deadline for all of the system preservation projects, funding can be redirected within the region should some projects fail to deliver by the federal deadline.
- b) All funds must be expended or in an awarded contract by November 30, 2009, (approximately 270 days following Commission action). This is consistent with the intent of the ARRA to create and/or preserve jobs as soon as possible.
- c) Project sponsors must adopt the Local Resolution of Support by March 31st.

Non-System Preservation Projects

- a) All non-system preservation funds have a regional obligation (E-76 / federal authorization to proceed / approved FTA grant) deadline of November 30, 2009 (approximately 270 days following enactment). Funds not obligated or in an approved FTA grant by November 30 are subject to redirection to other projects that can meet the Act's expedited timely use of funds provisions.
- b) For all non-system preservation projects, all funds must be in an awarded contract by December 31, 2009 (approximately 300 day from enactment). This is consistent with the intent of the ARRA to create and/or preserve jobs as soon as possible.

10. Project Policy and Funding Commitment Conditions

The deadline for meeting the policy and funding commitments necessary for amendment into the TIP is June 2009.

- a) Oakland Airport Connector Project:
- Funding will be amended into the TIP after release of bid documents for the project including a BART funding plan that identifies commitments of the following for a total of \$151 million, depending on whether a public financing or public-private partnership is pursued:
 - \$30 million in Doolittle savings;
 - \$50 million in Transbay Tube seismic savings;
 - \$71 million in BART contribution (High Speed Rail Connectivity/TIFIA/Private Financing)
 - MTC execution of the grant will follow confirmation of successful bid process and ability to move to contract award.

c) Safety Projects

- Vasco Road: Funding will be amended into the TIP after determination and secured commitments for the following: \$8 million in local funds to match the regional commitment.

d) Freeway Performance Initiative

- Funding will be amended into the TIP after determination and secured commitments for the following:
 - All projects must be included in Freeway Performance Initiative (FPI) as described in the Transportation 2035 Plan.
 - FPI projects which include ramp metering elements must have a local resolution of support to activate the metering.

11. Fixed Program and Specific Project Selection. The regional ARRA program is project specific and the ARRA funds programmed to projects are for those projects alone. Any changes must be accompanied by an amendment to the Transportation Improvement Program. The ARRA Program funding is fixed at the programmed amount, and therefore any cost increase cannot be expected to be funded with ARRA funds. Project sponsors are responsible for securing the necessary funds, in the case of cost increases or additional funding needed to complete the project including contingencies.

12. Local Match. Projects may be funded with ARRA Program funding up to 100% of the total project cost, unless otherwise noted.

13. Priority Development Areas. In Transportation 2035, the Commission's transportation/land use and climate change policies seek to align "focused growth" land use principles and actual transportation investments. Specifically, new funding, such as the ARRA, provides the most viable opportunity to make this connection. However, the rapid turn-around to adopt the program, coupled with the timely use of funds deadlines, hinder its direct linkage to such incentives. Therefore, staff is directed to begin developing a priority development area (PDA) priority investment strategy in advance of a completed Authorization, in order to guide the federal programming under the new federal law, as a proxy and complement to the funding opportunities presented by the ARRA.

SCHEDULE

As noted previously, this supplementary funding is subject to very short project delivery deadlines. 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.

American Recovery and Reinvestment Act (ARRA) Program Programming Schedule	
February 6, 2009	Partnership Board meeting
February 10, 2009	MTC Joint Advisors meeting
February 11, 2009	Programming and Allocations Committee review of regional programming proposal
February 17, 2009	Enactment of the ARRA
February 25, 2009	Commission approval of ARRA program and accompanying TIP amendment
March 5, 2009	PES/Field Review Documents Submittal Deadline – LS&R System Preservation Projects
April 30, 2009	60-day NEPA clearance and Final PS&E Package Deadline – LS&R System Preservation
May 31, 2009	90-day Obligation (E-76) Deadline – LS&R System Preservation Projects 90-day Grant Award Deadline – Transit System Preservation Projects
June 30, 2009	Conditions met – Non-System Preservation Projects
September 30, 2009	210-day Contract Award Deadline – LS&R System Preservation Projects
November 30, 2009	270-day Obligation/Grant Award Deadline – All Non-System Preservation Projects 270-day Contract Award Deadline – Transit System Preservation Projects
December 31, 2009	300-day Contract Award Deadline – All Non-System Preservation Projects

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)
LS&R System Preservation Projects
TIER 1
February 25, 2009

Project Title	Project Type	Implementing Agency	Fund Source	Tier 1 ARRA Funding
LS&R System Preservation Projects				\$122,000,000
ALAMEDA				
Alameda City - Central Ave and Fernside Phase 29 Resurfacing	Rehab	City of Alameda	STP-ARRA	\$1,304,000
Alameda County - Redwood Rd and Altamont Pass Rd Rehab	Rehab	County of Alameda	STP-ARRA	\$3,400,000
Berkeley - University Ave from San Pablo to Sacramento Rehab	Rehab	City of Berkeley	STP-ARRA	\$1,619,000
Fremont - Pavement Rehabilitation	Rehab	City of Fremont	STP-ARRA	\$5,907,000
Hayward - Local Streets and Roads Pavement Rehabilitation	Rehab	City of Hayward	STP-ARRA	\$2,037,000
Livermore - Various Arterial Streets Pavement Rehabilitation	Rehab	City of Livermore	STP-ARRA	\$1,479,000
Oakland - Various Streets and Roads Rehabilitation	Rehab	City of Oakland	STP-ARRA	\$4,774,000
Oakland - Citywide Curb Ramp and Sidewalk Repair	Bike/Ped	City of Oakland	STP-ARRA	\$1,194,000
Pleasanton - Various City Streets Overlay	Rehab	City of Pleasanton	STP-ARRA	\$1,588,000
San Leandro - Aladdin Ave and Washington Ave Rehab	Rehab	City of San Leandro	STP-ARRA	\$1,338,000
SUBTOTAL				\$24,640,000
CONTRA COSTA				
Antioch - Hillcrest Pavement Rehabilitation	Rehab	City of Antioch	STP-ARRA	\$1,293,000
Brentwood - Balfour Road Overlay	Rehab	City of Brentwood	STP-ARRA	\$900,000
Clayton - Various Arterials Overlay	Rehab	City of Clayton	STP-ARRA	\$514,000
Concord - Clayton Rd from Market St to Oakland Ave Rehab	Rehab	City of Concord	STP-ARRA	\$1,270,000
Concord - Clayton Road Intersection Improvements	Rehab	City of Concord	STP-ARRA	\$208,000
Contra Costa County - Vasco Road Overlay, Segments 3, 4 & 5	Rehab	County of Contra Costa	STP-ARRA	\$2,150,000
Danville - Diablo Road/Green Valley Road Rehabilitation	Rehab	Town of Danville	STP-ARRA	\$823,000
El Cerrito - Various Streets Pavement Rehabilitation Project	Rehab	City of El Cerrito	STP-ARRA	\$606,000
Hercules - San Pablo Avenue Pavement Rehabilitation	Rehab	City of Hercules	STP-ARRA	\$601,000
Lafayette - Various Streets Pavement Rehabilitation	Rehab	City of Lafayette	STP-ARRA	\$655,000
Martinez - Various Arterials Pavement Rehabilitation	Rehab	City of Martinez	STP-ARRA	\$734,000
Morgaga - Moraga Rd Pavement Resurfacing	Rehab	Town of Moraga	STP-ARRA	\$555,000
Oakley - Oakley Road Pavement Rehabilitation	Rehab	City of Oakley	STP-ARRA	\$350,000
Oakley - Delta Road Pavement Rehabilitation	Rehab	City of Oakley	STP-ARRA	\$350,000
Orinda - Charles Hill /Honey Hill /Miner Road Pavement Rehab	Rehab	Town of Orinda	STP-ARRA	\$618,000
Pinole - San Pablo Ave Fern/Alvarez/Quinan Crosswalk Safety Imps	Bike/Ped	City of Pinole	STP-ARRA	\$153,000
Pinole - Appian Way Pavement Overlay	Rehab	City of Pinole	STP-ARRA	\$420,000
Pittsburg - Pavement Rehabilitation	Rehab	City of Pittsburg	STP-ARRA	\$921,000
Pleasant Hill - Contra Costa Boulevard Pavement Rehab	Rehab	City of Pleasant Hill	STP-ARRA	\$728,000
Richmond - Carlson Boulevard Improvements	Rehab	City of Richmond	STP-ARRA	\$1,273,000
San Pablo - San Pablo Avenue Overlay	Rehab	City of San Pablo	STP-ARRA	\$618,000
San Ramon - San Ramon Valley Blvd: Norris to Bollinger Canyon Rehab	Rehab	City of San Ramon	STP-ARRA	\$935,000
Walnut Creek - Civic Dr. from Arroyo Way to Walden Rd Rehab	Rehab	City of Walnut Creek	STP-ARRA	\$1,175,000
SUBTOTAL				\$17,850,000
MARIN				
Marin County - Various Roads Phase A Pavement Rehabilitation	Rehab	County of Marin	STP-ARRA	\$1,747,000
San Rafael - Various Streets Resurfacing	Rehab	City of San Rafael	STP-ARRA	\$989,000
Novato - Various Streets Pavement Rehabilitation	Rehab	City of Novato	STP-ARRA	\$884,000
Mill Valley - Edgewood Avenue Rehabilitation	Rehab	City of Mill Valley	STP-ARRA	\$279,000
San Anselmo - Saunders Ave Rehabilitation	Rehab	Town of San Anselmo	STP-ARRA	\$222,000
Larkspur - Various Streets Resurfacing	Rehab	City of Larkspur	STP-ARRA	\$196,000
Corte Madera - Pavement Resurfacing	Rehab	Town of Corte Madera	STP-ARRA	\$174,000
Tiburon - Reed Ranch Road and Ridge Road Overlay	Rehab	Town of Tiburon	STP-ARRA	\$170,000
Fairfax - Sir Francis Drake Blvd Resurfacing	Rehab	Town of Fairfax	STP-ARRA	\$139,000
SUBTOTAL				\$4,800,000
NAPA				
American Canyon - Various Streets and Roads Rehabilitation	Rehab	City of American Canyon	STP-ARRA	\$240,000
Napa City - Various Streets and Roads Rehabilitation	Rehab	City of Napa	STP-ARRA	\$1,450,000
Napa County - Various Streets and Roads Rehabilitation	Rehab	County of Napa	STP-ARRA	\$1,500,000
SUBTOTAL				\$3,190,000

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)
LS&R System Preservation Projects
TIER 1
February 25, 2009

Project Title	Project Type	Implementing Agency	Fund Source	Tier 1 ARRA Funding
LS&R System Preservation Projects				\$122,000,000
SAN FRANCISCO				
San Francisco - Jones Street Pavement Renovation	Rehab	San Francisco DPW	STP-ARRA	\$2,066,000
San Francisco - Turk Street Pavement Renovation	Rehab	San Francisco DPW	STP-ARRA	\$1,549,000
San Francisco - Divisadero Street Pavement Renovation	Rehab	San Francisco DPW	STP-ARRA	\$3,227,000
San Francisco - 7th Ave & Laguna Honda Pavement Renovation	Rehab	San Francisco DPW	STP-ARRA	\$3,840,000
San Francisco - Geary Boulevard Intersections Paving	Rehab	San Francisco DPW	STP-ARRA	\$668,000
SUBTOTAL				\$11,350,000
SAN MATEO				
Atherton - Various Roadways Rehabilitation	Rehab	City of Atherton	STP-ARRA	\$207,000
Belmont - Various Streets Overlay	Rehab	City of Belmont	STP-ARRA	\$389,000
Brisbane - Bayshore Blvd Overlay	Rehab	City of Brisbane	STP-ARRA	\$110,000
Burlingame - Various Streets Resurfacing	Rehab	City of Burlingame	STP-ARRA	\$462,000
Colma - Serramonte Blvd Pavement Rehabilitation	Rehab	City Colma	STP-ARRA	\$110,000
East Palo Alto - Various Streets Rehab and Resurfacing	Rehab	City of East Palo Alto	STP-ARRA	\$353,000
San Mateo County - Various Streets Resurfacing	Rehab	County of San Mateo	STP-ARRA	\$1,448,000
Daly City - Various Streets Resurfacing	Rehab	City of Daly City	STP-ARRA	\$1,143,000
Foster City - Foster City Blvd Resurfacing	Rehab	City of Foster City	STP-ARRA	\$369,000
Half Moon Bay - Downtown Streets Rehabilitation	Rehab	City of Half Moon Bay	STP-ARRA	\$176,000
Hillsborough - Various Streets Overlay	Rehab	City of Hillsborough	STP-ARRA	\$329,000
Menlo Park - Various Streets Resurfacing	Rehab	City of Menlo Park	STP-ARRA	\$533,000
Millbrae - Various Streets Rehabilitation	Rehab	City of Millbrae	STP-ARRA	\$320,000
Pacifica - Various Streets Pavement Rehabilitation	Rehab	City of Pacifica	STP-ARRA	\$568,000
Portola Valley - Various Streets Resurfacing	Rehab	City of Portola Valley	STP-ARRA	\$164,000
Redwood City - Various Streets Overlay	Rehab	City of Redwood City	STP-ARRA	\$533,000
Redwood City - El Camino Real/Broadway Streetscape	Rehab	City of Redwood City	STP-ARRA	\$523,000
San Bruno - Various Roadway Resurfacing and Overlays	Rehab	City of San Bruno	STP-ARRA	\$553,000
San Carlos - Various Streets Pedestrian Improvements	Bike/Ped	City of San Carlos	STP-ARRA	\$469,000
San Mateo City - Various Streets Rehabilitation	Rehab	City of San Mateo	STP-ARRA	\$1,296,000
South San Francisco - Various Streets Resurfacing	Bike/Ped	City of South San Francisco	STP-ARRA	\$840,000
Woodside - Canada Road Overlay	Bike/Ped	City of Woodside	STP-ARRA	\$185,000
SUBTOTAL				\$11,080,000
SANTA CLARA				
Campbell - Citywide Arterials Phase 1 Surfacing	Rehab	City of Campbell	STP-ARRA	\$582,000
Cupertino - Homestead Road Rehabilitation	Rehab	City of Cupertino	STP-ARRA	\$635,000
Gilroy - Citywide Sidewalk Rehabilitation	Bike/Ped	City of Gilroy	STP-ARRA	\$556,000
Los Altos - San Antonio Road Resurfacing	Rehab	City of Los Altos	STP-ARRA	\$212,000
Los Altos Hills - Moody Rd and Page Mill Rd Rehabilitation	Rehab	Town of Los Altos Hills	STP-ARRA	\$265,000
Los Gatos - Blossom Hill/University Intersection Imps	Signal	City of Los Gatos	STP-ARRA	\$529,000
Milpitas - South Park Victoria Drive Resurfacing	Rehab	City of Milpitas	STP-ARRA	\$953,000
Monte Sereno - Daves Avenue Rehabilitation	Rehab	City of Monte Sereno	STP-ARRA	\$79,000
Morgan Hill - East Dunne Avenue Resurfacing	Rehab	City of Morgan Hill	STP-ARRA	\$556,000
Mountain View - Various Arterials & Collectors Resurfacing	Rehab	City of Mountain View	STP-ARRA	\$714,000
Palo Alto - San Antonio Avenue Resurfacing	Rehab	City of Palo Alto	STP-ARRA	\$505,000
Palo Alto - Lytton Avenue Resurfacing	Rehab	City of Palo Alto	STP-ARRA	\$580,000
San Jose - Various Streets Resurfacing and Rehabilitation	Rehab	City of San Jose	STP-ARRA	\$12,701,000
Santa Clara City - Citywide Street Resurfacing	Rehab	City of Santa Clara	STP-ARRA	\$838,000
Santa Clara City - Monroe Street Traffic Signal Interconnect	Signal	City of Santa Clara	STP-ARRA	\$432,000
Saratoga - Saratoga Ave Overlay & Rehabilitation	Rehab	City of Saratoga	STP-ARRA	\$714,000
Sunnyvale - Wolfe Road Caltrain Overcrossing Rehabilitation	Rehab	City of Sunnyvale	STP-ARRA	\$2,302,000
Santa Clara County - Montague Expressway Phase 3 Rehab	Rehab	County of Santa Clara	STP-ARRA	\$3,054,000
Santa Clara County - Unincorporated Roads Phase 1 Rehab	Rehab	County of Santa Clara	STP-ARRA	\$253,000
SUBTOTAL				\$26,460,000

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)
LS&R System Preservation Projects
TIER 1
February 25, 2009

Project Title	Project Type	Implementing Agency	Fund Source	Tier 1 ARRA Funding
LS&R System Preservation Projects				\$122,000,000
SOLANO				
Benicia - East 2nd Street Overlay	Rehab	City of Benicia	STP-ARRA	\$200,000
Benicia - Columbus Parkway Overlay	Rehab	City of Benicia	STP-ARRA	\$200,000
Dixon - Various Streets and Roads Rehabilitation	Rehab	City of Dixon	STP-ARRA	\$300,000
Fairfield - Gateway Boulevard Resurfacing	Rehab	City of Fairfield	STP-ARRA	\$900,000
Firfield - East Tabor Ave Fesurfacing	Rehab	City of Fairfield	STP-ARRA	\$900,000
Solano County - Various Streets Overlay	Rehab	Count of Solano	STP-ARRA	\$2,000,000
Suisun City - Sunset Avenue Road Rehabilitation	Rehab	City of Suisun City	STP-ARRA	\$500,000
Suisun City - Main Street (Gap Closure Phase II) Rehab	Rehab	City of Suisun City	STP-ARRA	\$200,000
Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps	Bike/Ped	City of Vacaville	STP-ARRA	\$160,000
Vacaville - Various Streets Overlay	Rehab	City of Vacaville	STP-ARRA	\$1,430,000
Vacaville - Opticom Pre-emption project	Signal	City of Vacaville	STP-ARRA	\$320,000
Vallejo - Downtown Vallejo Streetscape	Bike/Ped	City of Vallejo	STP-ARRA	\$1,600,000
Vallejo - Various Streets Overlay	Rehab	City of Vallejo	STP-ARRA	\$1,020,000
SUBTOTAL				\$9,730,000
SONOMA				
Cloverdale - Various Streets Rehabilitation	Rehab	City of Cloverdale	STP-ARRA	\$436,000
Cotati - Old Redwood Highway Rehabilitation - South (Seg 1)	Rehab	City of Cotati	STP-ARRA	\$436,000
Santa Rosa - College Avenue and Summerfield Rd Overlay	Rehab	City of Santa Rosa	STP-ARRA	\$3,138,000
Healdsburg - Various Streets Pavement Rehabilitation	Rehab	City of Healdsburg	STP-ARRA	\$436,000
Petaluma - Various Streets Rehabilitation	Rehab	City of Petaluma	STP-ARRA	\$1,109,000
Rohnert Park - Various Streets Rehabilitation	Rehab	City of Rohnert Park	STP-ARRA	\$735,000
Sebastopol - Various Streets Overlays	Rehab	City of Sebastopol	STP-ARRA	\$436,000
Sonoma County - Roadway & Bridge Surface Preservation Program	Rehab	County of Sonoma	STP-ARRA	\$5,218,000
City of Sonoma - 5th Street West Rehabilitation	Rehab	City of Sonoma	STP-ARRA	\$436,000
Windsor - Los Amigos Road Pavement Resurfacing	Rehab	Town of Windsor	STP-ARRA	\$520,000
SUBTOTAL				\$12,900,000
ARRA - LS&R System Preservation Total				\$122,000,000

* NOTE: Funding amounts subject to change based on final FHWA distributions.

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METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act
Federal Transit Administration Formula Program
TIER 1
February 25, 2009

Project Title	Implementing Agency	TIP ID No.	Tier 1 ARRA Funding
Public Transit System Preservation Projects			\$271,036,357
AC Transit			
Preventive Maintenance	AC Transit	REG090019	\$25,738,903
SUBTOTAL			\$25,738,903
BART			
Preventive Maintenance	BART	REG090023	\$10,000,000
480V Switchgear Replacement	BART	REG090023	\$20,000,000
Pleasant Hill Crossover Project	BART	REG090023	\$13,000,000
Balboa Station Walkway Safety Project	BART	REG090019, REG090020, REG090021, REG090023	\$2,000,000
Replacement of anodes and anode cables on the Transbay Tube	BART	REG090021, REG090023	\$5,184,119
Coverboards Replacement	BART	REG090020	\$4,184,120
Capacity Interior Reconfiguration for 105 cars	BART	REG090020	\$1,050,000
Floor and Seat Cushion Replacement for 50 cars	BART	REG090019, REG090020, REG090023	\$2,550,000
Replacement of Auxilliary Power Supply Equipment (APSE) on 30 C-1 cars	BART	REG090019	\$4,800,000
Between-Car Barriers	BART	REG090019	\$2,300,000
Project Development for Concord Shop Wheel Truing Machine	BART	REG090019	\$300,000
SUBTOTAL			\$65,368,239
Caltrain			
Track and Infrastructure Rehabilitation	Caltrain	REG090011, REG090024	\$5,500,000
San Mateo County Railroad Bridge Replacement	Caltrain	REG090011	\$1,809,632
Replacement of Operations Control Center System	Caltrain	REG090011	\$2,900,000
Bike Racks	Caltrain	REG090011	\$200,000
SUBTOTAL			\$10,409,632
GGBHTD			
Ferry Refurbishment	GGBHTD	REG090019	\$9,426,469
SUBTOTAL			\$9,426,469
SFMTA			
LRV Doors and Steps Reconditioning	SFMTA	REG090014, REG090019	\$15,000,000
LRV Collision Repairs	SFMTA	REG090019	\$18,000,000
Motor Coach Component Life-Cycle Rehabilitation	SFMTA	REG090019	\$16,055,979
Central Control & Communications Interim Line Management Center	SFMTA	REG090019	\$400,000
ATCS Inductive Loop Cable In The Muni Metro Subway	SFMTA	REG090019	\$1,000,000
Capital Project Controls Software & Support	SFMTA	REG090019	\$50,001
Capital Planning and Grant Management Application	SFMTA	REG090019	\$250,000
Bus Yard Workstation Station Replacement	SFMTA	REG090019	\$100,000
Cable Car Kiosks	SFMTA	REG090019	\$350,000
Change Machines	SFMTA	REG090019	\$40,000
Miscellaneous Preventive Maintenance of Track Switches	SFMTA	REG090019	\$1,000,000
Procurement of 67 Ticket Vending Machines (TVM's) for installation throughout SFMTA/San Francisco	SFMTA	REG090019	\$11,000,000
Infrastructure & Facility Enhancement & Preventive Maintenance	SFMTA	REG090019	\$4,000,000
SUBTOTAL			\$67,245,980
Samtrans			
Replacement of up to 137 buses	Samtrans	REG090019	\$3,878,269
Preventive Maintenance	Samtrans	REG090019	\$4,000,000
SUBTOTAL			\$7,878,269
VTA			
107 Hybrid 40' Bus Replacements	VTA	REG090011, REG090022	\$47,152,840
Bus Stop Enhancements	VTA	REG090011	\$351,844
SUBTOTAL			\$47,504,684

Project Title	Implementing Agency	TIP ID No.	Tier 1 ARRA Funding
ACE			
Midlife Overhaul of 5 ACE locomotives	ACE	REG090024	\$2,954,552
SUBTOTAL			\$2,954,552
CCCTA			
Preventive Maintenance	CCCTA	REG090020	\$4,265,594
SUBTOTAL			\$4,265,594
ECCTA			
Preventive Maintenance FY09/10	ECCTA	REG090021	\$2,811,232
Replace Support Vehicles w/Hybrids	ECCTA	REG090021	\$252,000
IT Structure - Replace all Office Hardware & Software	ECCTA	REG090021	\$1,000,000
SUBTOTAL			\$4,063,232
Fairfield			
FAST Preventive Maintenance	Fairfield	REG090018	\$550,000
MCI bus repower (14)	Fairfield	REG090018	\$1,150,000
Bus Purchase/replacements (6)	Fairfield	REG090018	\$417,747
GFI Fareboxes/counters for transit vehicles	Fairfield	REG090018	\$1,017,238
SUBTOTAL			\$3,134,985
LAVTA			
Rehabilitation Projects	LAVTA	REG090017	\$1,023,000
Preventive Maintenance	LAVTA	REG090017,	
		REG090020	\$1,500,000
Fuel and wash facility at satellite base	LAVTA	REG090020	\$479,219
SUBTOTAL			\$3,002,219
NCTPA			
VINE Capital Rolling Stock	NCTPA	REG090013,	
		REG090016	\$2,000,000
Trancas/29 Park & Ride Lot - Napa	NCTPA	REG090016	\$779,727
SUBTOTAL			\$2,779,727
Santa Rosa CityBus			
Hybrid Bus Purchase	Santa Rosa CityBus	REG090012	\$629,764
Preventive Maintenance	Santa Rosa CityBus	REG090012	\$3,596,927
Transit Enhancements	Santa Rosa CityBus	REG090012	\$62,442
SUBTOTAL			\$4,289,133
Sonoma County Transit			
Preventive Maintenance	Sonoma County Transit	REG090012	\$1,350,000
CNG Bus Purchase	Sonoma County Transit	REG090012	\$605,044
SUBTOTAL			\$1,955,044
Union City			
Replacement Buses (2)	Union City	REG090019	\$297,060
SUBTOTAL			\$297,060
City of Vacaville			
Fixed Route bus replacement	City of Vacaville	REG090015	\$1,734,372
Vacaville Intermodal Station	City of Vacaville	REG090015	\$482,702
SUBTOTAL			\$2,217,074
City of Vallejo			
Rehab/Preventative Maintenance	City of Vallejo	REG090016,	
		REG090019	\$4,000,000
Ferry Terminal ADA, Rehab	City of Vallejo	REG090019	\$800,000
Bus Maintenance Facility	City of Vallejo	REG090019	\$812,324
Repower Ferry Engines	City of Vallejo	REG090019	\$2,000,000
Fueling Station Upgrade	City of Benicia	REG090016	\$60,000
Replace 12 Bus Shelters	City of Benicia	REG090016	\$72,000
SUBTOTAL			\$7,744,324
WestCat			
Preventive Maintenance	WestCat	REG090019	\$761,237
SUBTOTAL			\$761,237
ARRA - Public Transit System Preservation Total			\$ 271,036,357

Note: Funding amounts subject to change based on final Federal Register

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)
Surface Transportation Program
TIER 2
February 25, 2009

Tier 2 - Strategic Investments and Safety Projects

Project Title	Project Type	Implementing Agency	Fund Code	ARRA Funding
Non-System Preservation Projects				\$32,000,000
Region				
Vasco Road Safety Improvements	Safety	County of Contra Costa	STP-ARRA	\$10,000,000
Yountville SR 29 Bicycle Safety Improvements	Safety	Yountville	STP-ARRA	\$1,000,000
Mendocino Avenue ITS Improvements	Safety	Santa Rosa	STP-ARRA	\$1,000,000
McGary Road Safety Improvements	Safety	County of Solano	STP-ARRA	\$1,000,000
FPI - San Mateo I-280: I-380 to SR 1	Smart Hwys	Caltrans	STP-ARRA	\$7,000,000
FPI - Santa Clara I-280: W of US 101 to E of I-880	Smart Hwys	Caltrans	STP-ARRA	\$12,000,000
SUBTOTAL				\$32,000,000

Tier 2 - Contingency List

Project Title		Implementing Agency	Fund Code	Tier 2 ARRA Funding
LS&R System Preservation Projects				\$22,000,000
ALAMEDA				
City of Alameda Resurfacing, Phase 29 –Central Ave and Fernside	Rehab	City of Alameda	STP-ARRA	\$237,000
Alameda County Redwood Road and Altamont Pass Road Rehab	Rehab	County of Alameda	STP-ARRA	\$500,000
University Avenue - San Pablo to Sacramento Pavement Rehab	Rehab	City of Berkeley	STP-ARRA	\$294,000
Fremont Pavement Rehabilitation Project	Rehab	City of Fremont	STP-ARRA	\$1,188,000
Pavement Rehabilitation for Local Streets and Roads	Rehab	City of Hayward	STP-ARRA	\$369,000
City of Livermore Rehabilitation of Various Arterial Streets	Rehab	City of Livermore	STP-ARRA	\$268,000
Oakland Various Streets and Roads Rehabilitation	Rehab	City of Oakland	STP-ARRA	\$863,000
Oakland Citywide Curb Ramp and Sidewalk Repair	Bike/Ped	City of Oakland	STP-ARRA	\$220,000
Pleasanton Overlay of Various City Streets	Rehab	City of Pleasanton	STP-ARRA	\$288,000
San Leandro Aladdin Avenue & Washington Avenue Rehabilitation	Rehab	City of San Leandro	STP-ARRA	\$243,000
SUBTOTAL				\$4,470,000

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Antioch - Hillcrest Pavement Rehabilitation	Rehab	City of Antioch	STP-ARRA	\$289,000
City of Brentwood 2009 PMP - overlay - Balfour Road	Rehab	City of Brentwood	STP-ARRA	\$160,000
City of Clayton, 2009 Arterial Overlay Project	Rehab	City of Clayton	STP-ARRA	\$34,000
Clayton Road Intersection Improvements	Rehab	City of Concord	STP-ARRA	\$355,000
Vasco Road Overlay - Segment 3, 4 & 5	Rehab	Contra Costa County	STP-ARRA	\$572,000
Diablo Road/Green Valley Road Rehabilitation	Rehab	Town of Danville	STP-ARRA	\$142,000
El Cerrito Pavement Rehabilitation Project	Rehab	City of El Cerrito	STP-ARRA	\$66,000
San Pablo Avenue Pavement Rehabilitation	Rehab	City of Hercules	STP-ARRA	\$71,000
Lafayette Pavement Rehabilitation Project	Rehab	City of Lafayette	STP-ARRA	\$80,000
Arterial Pavement Management Project	Rehab	City of Martinez	STP-ARRA	\$106,000
Moraga Rd Pavement Resurfacing	Rehab	Town of Moraga	STP-ARRA	\$54,000
Oakley Rd Pavement Rehabilitation	Rehab	City of Oakley	STP-ARRA	\$48,000
Delta Rd Pavement Rehabilitation	Rehab	City of Oakley	STP-ARRA	\$49,000
Charles Hill Road/Honey Hill Road/Miner Road Pavement Rehab	Rehab	City of Orinda	STP-ARRA	\$75,000
Appian Way Pavement Overlay Project	Rehab	City of Pinole	STP-ARRA	\$57,000
Pittsburg Pavement Rehabilitation Project	Rehab	City of Pittsburg	STP-ARRA	\$170,000
Contra Costa Boulevard Pavement Rehabilitation Project	Rehab	City of Pleasant Hill	STP-ARRA	\$112,000
Carlson Boulevard Improvements	Rehab	City of Richmond	STP-ARRA	\$288,000
San Pablo Avenue Overlay	Rehab	City of San Pablo	STP-ARRA	\$75,000
San Ramon Valley Blvd. - Norris to Bollinger Canyon Rehab	Rehab	City of San Ramon	STP-ARRA	\$177,000
Civic Drive Rehabilitation - Arroyo Road to Walden Road	Rehab	City of Walnut Creek	STP-ARRA	\$250,000
SUBTOTAL				\$3,230,000

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)
Surface Transportation Program
TIER 2
February 25, 2009

TIER 2 - Contingency List

Project Title		Implementing Agency	Fund Code	Tier 2 ARRA Funding
LS&R System Preservation Projects				\$0
MARIN				
2009 Pavement Rehabilitation and Resurfacing	Rehab	Marin County	STP-ARRA	\$314,000
2009 Pavement Rehabilitation - Phase B Resurfacing	Rehab	Marin County	STP-ARRA	TBD
2009 Pavement Rehabilitation - Phase C Resurfacing	Rehab	Marin County	STP-ARRA	TBD
2009 Pavement Rehabilitation - Phase D Resurfacing	Rehab	Marin County	STP-ARRA	TBD
Various Streets Resurfacing	Rehab	City of San Rafael	STP-ARRA	\$177,000
Economic Stimulus Pavement Rehabilitation	Rehab	City of Novato	STP-ARRA	\$159,000
Edgewood Avenue Rehabilitation	Rehab	City of Mill Valley	STP-ARRA	\$50,000
Saunders Ave Rehabilitation	Rehab	Town of San Anselmo	STP-ARRA	\$40,000
Street Resurfacing Project- Various Streets	Rehab	City of Larkspur	STP-ARRA	\$35,000
Pavement Maintenance	Rehab	Town of Corte Madera	STP-ARRA	\$30,000
Reed Ranch Road and Ridge Road Overlay	Rehab	Town of Tiburon	STP-ARRA	\$30,000
Sir Francis Drake Blvd Resurfacing	Rehab	Town of Fairfax	STP-ARRA	\$25,000
SUBTOTAL				\$860,000
NAPA				
American Canyon Various streets and roads rehabilitation	Rehab	City of American Canyon	STP-ARRA	\$44,000
City of Napa Various streets and roads rehabilitation	Rehab	City of Napa	STP-ARRA	\$216,000
County of Napa Various streets and roads rehabilitation	Rehab	County of Napa	STP-ARRA	\$260,000
SUBTOTAL				\$520,000
SAN FRANCISCO				
Bush Street Pavement Renovation	Rehab	SF DPW	STP-ARRA	\$2,010,000
SUBTOTAL				\$2,010,000
SAN MATEO				
Atherton Roadway Rehabilitation	Rehab	Atherton	STP-ARRA	\$37,000
2009 Belmont Overlay	Rehab	Belmont	STP-ARRA	\$70,000
Brisbane - Bayshore Blvd Overlay	Rehab	Brisbane	STP-ARRA	\$20,000
Burlingame Various Streets Resurfacing	Rehab	Burlingame	STP-ARRA	\$82,000
Colma - Serramonte Blvd Pavement Rehabilitation	Rehab	Colma	STP-ARRA	\$20,000
East Palo Alto Various Streets Rehabilitation and Resurfacing	Rehab	East Palo Alto	STP-ARRA	\$63,000
San Mateo County Various Streets Resurfacing	Rehab	County of San Mateo	STP-ARRA	\$259,000
Street Resurfacing 2009	Rehab	Daly City	STP-ARRA	\$204,000
Foster City Blvd Resurfacing Project	Rehab	Foster City	STP-ARRA	\$66,000
Half Moon Bay Downtown Streets Rehabilitation	Rehab	Half Moon Bay	STP-ARRA	\$31,000
Hillsborough 2009 Asphalt Overlay	Rehab	Hillsborough	STP-ARRA	\$59,000
Menlo Park Various Resurfacing of Various Federal Aid Routes	Rehab	Menlo Park	STP-ARRA	\$95,000
Millbrae 2009 Various Streets Repair	Rehab	Millbrae	STP-ARRA	\$57,000
City of Pacifica Various Fed Aid Street Pavement Rehabilitation	Rehab	Pacifica	STP-ARRA	\$101,000
Portola Valley FY 2008-09 Various Streets Resurfacing	Rehab	Portola Valley	STP-ARRA	\$29,000
Redwood City Various Streets Overlay	Rehab	Redwood City	STP-ARRA	\$95,000
San Bruno Various Roadway Resurfacing and Overlays	Rehab	San Bruno	STP-ARRA	\$99,000
City of San Mateo FY 2008-09 Various FAU/MTS Streets	Rehab	San Mateo	STP-ARRA	\$232,000
South San Francisco FY 2008-09 Various Streets Resurfacing	Rehab	South San Francisco	STP-ARRA	\$150,000
Woodside Canada Road Overlay	Rehab	Woodside	STP-ARRA	\$33,000
Redwood City - El Camino Real/Broadway Streetscape	Rehab	Redwood City	STP-ARRA	\$94,000
San Carlos Pedestrian and Bicycle Improvements	Bike/Ped	San Carlos	STP-ARRA	\$84,000
SUBTOTAL				\$1,980,000
SANTA CLARA				
Campbell: Citywide Arterial Surfacing Phase I	Rehab	City of Campbell	STP-ARRA	\$106,000
Homestead Rd Rehabilitation	Rehab	City of Cupertino	STP-ARRA	\$115,000
Gilroy: Citywide sidewalk rehabilitation	Rehab	City of Gilroy	STP-ARRA	\$101,000
San Antonio Road Resurfacing	Rehab	City of Los Altos	STP-ARRA	\$38,000
Moody Rd. and Page Mill Rd. Rehabilitation Project	Rehab	Town of Los Altos Hills	STP-ARRA	\$48,000
Blossom Hill/University Intersection Imps	Rehab	City of Los Gatos	STP-ARRA	\$96,000
S Park Victoria Dr Resurfacing	Rehab	City of Milpitas	STP-ARRA	\$173,000
Daves Avenue Rehabilitation	Rehab	City of Monte Sereno	STP-ARRA	\$14,000
E. Dunne Avenue Resurfacing	Rehab	City of Morgan Hill	STP-ARRA	\$101,000
Pavement Resurfacing of Arterial & Collector Streets	Rehab	City of Mountain View	STP-ARRA	\$130,000

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)
Surface Transportation Program
TIER 2
February 25, 2009

TIER 2 - Contingency List

Project Title		Implementing Agency	Fund Code	Tier 2 ARRA Funding
LS&R System Preservation Projects				\$0
San Antonio Avenue	Rehab	City of Palo Alto	STP-ARRA	\$95,000
Lytton Avenue	Rehab	City of Palo Alto	STP-ARRA	\$102,000
San Jose Various Streets Resurfacing and Rehabilitation	Rehab	City of San Jose	STP-ARRA	\$2,312,000
City of Santa Clara Citywide Street Resurfacing	Rehab	City of Santa Clara	STP-ARRA	\$157,000
Monroe Street Traffic Signal Interconnect	Rehab	City of Santa Clara	STP-ARRA	\$73,000
Saratoga Ave Overlay & Rehabilitation	Rehab	City of Saratoga	STP-ARRA	\$130,000
Wolfe Road Caltrain Overcrossing Rehabilitation	Rehab	City of Sunnyvale	STP-ARRA	\$418,000
Montague Expressway Pavement Rehabilitation Phase 3	Rehab	County of Santa Clara	STP-ARRA	\$554,000
County Unincorporated Roads Pavement Rehabilitation Phase 1	Rehab	County of Santa Clara	STP-ARRA	\$47,000
SUBTOTAL				\$4,810,000
SOLANO				
Stimulus Overlay Project 2009	Rehab	Solano County	STP-ARRA	\$1,000,000
2009 Asphalt Concrete Overlay Project	Rehab	Vacaville	STP-ARRA	\$790,000
SUBTOTAL				\$1,790,000
SONOMA				
Cloverdale Rehabilitation of Various Streets	Rehab	City of Cloverdale	STP-ARRA	\$79,000
Cotati Old Redwood Highway Rehabilitation - South (Seg 1)	Rehab	City of Cotati	STP-ARRA	\$79,000
Santa Rosa - College Avenue and Summerfield Rd Overlay	Rehab	Santa Rosa	STP-ARRA	\$567,000
Healdsburg 2009 Pavement Rehabilitation	Rehab	Healdsburg	STP-ARRA	\$79,000
Petaluma Various Streets Rehabilitation	Rehab	City of Petaluma	STP-ARRA	\$200,000
Rohnert Park 2009 American Recovery Act Street Rehabilitation	Rehab	City of Rohnert Park	STP-ARRA	\$133,000
Sebastopol Overlays 2009	Rehab	City of Sebastopol	STP-ARRA	\$79,000
Sonoma County Roadway & Bridge Surface Preservation Program	Rehab	County of Sonoma	STP-ARRA	\$941,000
City of Sonoma Heather Lane & Vicinity Street Rehabilitation	Rehab	City of Sonoma	STP-ARRA	\$79,000
Los Amigos Road Pavement Resurfacing	Rehab	Town of Windsor	STP-ARRA	\$94,000
SUBTOTAL				\$2,330,000
ARRA - LS&R System Preservation Total				\$22,000,000

* NOTE: Funding amounts subject to change based on final FHWA distributions.

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METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act
Federal Transit Administration Formula Program
TIER 2
February 25, 2009

Tier 2 - Strategic Investments

Project Title	Implementing Agency	Tier 2 ARRA Funding
Non-System Preservation Project		\$70,000,000
Oakland Airport Connector	BART	\$70,000,000

Tier 2 Contingency List

Project Title	Implementing Agency	Tier 2 ARRA Funding
Public Transit System Preservation Projects		\$70,000,000
AC Transit		
Preventive Maintenance	AC Transit	\$6,682,626
SUBTOTAL		\$6,682,626
BART		
Additional Coverboards Replacement	BART	\$6,000,000
Additional APSE units for 40 more C-1 cars	BART	\$6,400,000
Additional Floor and Seat Cushion Replacements for 50 more cars	BART	\$2,550,000
Additional Car Capacity Interior Reconfiguration for 100 more cars	BART	\$1,000,000
48V Power Supplies for Station Communications	BART	\$1,022,051
SUBTOTAL		\$16,972,051
Caltrain		
San Mateo County Railroad Bridge Replacement	Caltrain	\$2,684,596
SUBTOTAL		\$2,684,596
GGBHTD		
Bus Wash Racks/Water Reclamation System	GGBHTD	\$2,447,279
SUBTOTAL		\$2,447,279
SFMTA		
LRV Truck Rebuild Program - Phase I	SFMTA	\$13,158,767
Digital Voice Announcement System for Metro LRV's	SFMTA	\$4,300,000
SUBTOTAL		\$17,458,767
Samtrans		
Replacement of up to 137 buses	Samtrans	\$2,045,371
SUBTOTAL		\$2,045,371
VTA		
107 Hybrid 40' Bus Replacements	VTA	\$12,251,784
SUBTOTAL		\$12,251,784
ACE		
Midlife Overhaul of 5 ACE locomotives	ACE	\$763,107
SUBTOTAL		\$763,107
CCCTA		
Replacement buses (40) 40-foot transit coaches	CCCTA	\$1,107,398
SUBTOTAL		\$1,107,398
ECCTA		
Replace 8 Buses	ECCTA	\$805,214
Resurface Bus Parking Lot	ECCTA	\$249,674
SUBTOTAL		\$1,054,888

Tier 2 Contingency List

Project Title	Implementing Agency	Tier 2 ARRA Funding
Fairfield		
Bus Purchase/replacements (6)	Fairfield	\$788,484
SUBTOTAL		\$788,484
LAVTA		
Fuel and wash facility at satellite base	LAVTA	\$779,046
SUBTOTAL		\$779,046
NCTPA		
VINE PMI Tools & Equipment	NCTPA	\$400,000
VINE Bus Rehab	NCTPA	\$321,312
SUBTOTAL		\$721,312
Santa Rosa CityBus		
Hybrid Bus Purchase (13)	Santa Rosa CityBus	\$983,249
SUBTOTAL		\$983,249
Sonoma County Transit		
CNG Bus Purchase	Sonoma County Transit	\$448,161
SUBTOTAL		\$448,161
Union City		
Replacement Buses (2)	Union City	\$77,123
SUBTOTAL		\$77,123
City of Vacaville		
Vacaville Intermodal Station	City of Vacaville	\$527,655
SUBTOTAL		\$527,655
City of Vallejo		
Vallejo Station	City of Vallejo	\$2,009,466
SUBTOTAL		\$2,009,466
WestCat		
Preventive Maintenance	WestCat	\$107,637
Facility Upgrade		\$90,000
SUBTOTAL		\$197,637
ARRA - Public Transit System Preservation Total		\$ 70,000,000

Note: Funding amounts subject to change based on final Federal Register



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Commission

DATE: February 25, 2009

FR: Deputy Executive Director, Policy

RE: American Recovery and Reinvestment Act: FTA Section 5311 Nonurbanized Program

The American Recovery and Reinvestment Act (ARRA) contains significant funding for transportation, including funding for grants under the FTA Section 5311 Nonurbanized Program, which promotes public transit in the non-urbanized areas of the state.

Caltrans is the designated recipient of ARRA FTA Section 5311 funds and is responsible for administering the program on behalf of FTA. Caltrans requested that MTC develop a program of projects for the Bay Area's portion of Economic Recovery FTA Section 5311 funds, which Caltrans estimates will be approximately \$2 million. Please note that the estimated amount of funding available is preliminary and reflects FTA and Caltrans' best efforts at calculating the formula allocations for our state and region.

On February 9, 2009, MTC issued an expedited Call for Projects to solicit projects for the ARRA FTA Section 5311 Nonurbanized program for the San Francisco Bay Area region. These funds are available only for capital expenses for general public transportation in non-urbanized areas, that is, any area outside designated urbanized areas. Eligible applicants include public transit agencies and Indian tribes. All funding requests were due to MTC no later than February 13, 2009.

MTC received \$4.8 million in funding requests from seven transit providers. MTC staff evaluated all proposals using principles, screening criteria and priorities based on those that are used for the annual 5311 program. Due to the tight project delivery deadlines in ARRA, staff also considered how quickly the proposed projects could be implemented. After identifying the highest priority, "ready to go" projects, MTC staff consulted with the project sponsors to develop a program that would allow all "ready to go" Priority 1 and Priority 2 projects to receive some ARRA FTA Section 5311 funding. A list of all initial funding requests and staff ranking recommendations is included in Table 1.

Attached is MTC Resolution No. 3888, which sets forth the programming for the ARRA FTA Section 5311 program; the detailed project listing is included as Attachment A. These funds will be programmed into the TIP as part of proposed TIP amendment 09-07.

If MTC Resolution No. 3888 is approved by the Commission, MTC will transmit the regional program to Caltrans for inclusion in the statewide program and grant, which will be submitted to

Memo to Commission – ARRA FTA Section 5311 Nonurbanized Program

February 25, 2009

Page 2 of 3

RECOMMENDATION

Staff recommends that the Commission approve MTC Resolution No. 3888.

A handwritten signature in black ink, appearing to read "Therese W. McMillan", written over a horizontal line.

Therese W. McMillan

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Memo to Commission – ARRA FTA Section 5311 Nonurbanized Program
 February 25, 2009
 Page 3 of 3

Table 1
American Recovery and Reinvestment Act (ARRA) FTA Section 5311 Funds
 Funding Requests and Proposed Program of Projects

Sponsoring Agency	Project Title	County	Economic Recovery 5311 Funding Requested			Proposed Econ. Recov. 5311 Award	
			Amount	Category	Priority		
City of Dixon	Municipal Service Center Replacement	Solano	\$ 513,000	Basic Capital Requirements	1	\$ 381,676	
Marin Transit / West Marin Stagecoach	Three (3) Vehicle Replacements	Marin	\$ 519,508	Basic Capital Requirements	1	\$ 389,631 (1)	
Sonoma County Transit	Compressed Natural Gas Replacement Project	Sonoma	\$ 600,000	Basic Capital Requirements	1	\$ 460,388	
STA / Solano Paratransit	Four (4) Replacement Paratransit Buses	Solano	\$ 375,000	Basic Capital Requirements	1	\$ 300,000 (2)	
City of Dixon	Preventive Maintenance	Solano	\$ 48,000	Preventive Maintenance	2	\$ 48,000	
Rio Vista	Preventive Maintenance	Solano	\$ 75,000	Preventive Maintenance	2	\$ 75,000	
SamTrans	Preventive Maintenance (Route 294 & SamCoast)	San Mateo	\$ 310,183	Preventive Maintenance	2	\$ 200,000	
VTA	Preventive Maintenance (Route 68)	Santa Clara	\$ 588,658	Preventive Maintenance	2	\$ 200,000	
SamTrans	Purchase of One (1) 30" Bus - Expansion (Route 17)	San Mateo	\$ 445,000	Capital Assistance for Service Expansions	3	\$ 0	
Rio Vista	Delta Breeze Relief Vehicles	Solano	\$ 90,000	"Service Enhancement" Transit Capital Items	4	\$ 0	
Rio Vista	Passenger Amenities	Solano	\$ 50,000	"Service Enhancement" Transit Capital Items	4	\$ 0	
Rio Vista	Automated Vehicle Locator and Radio System	Solano	\$ 50,000	Basic Capital Requirements (not deemed "ready to go")	N/A	\$ 0	
Rio Vista	Corporation Yard Renovation	Solano	\$ 250,000	Basic Capital Requirements (not deemed "ready to go")	N/A	\$ 0	
City of Dixon	Dispatch System	Solano	\$ 36,000	Other	-	\$ 0	
Rio Vista	Water Taxi Vessel Purchase	Solano	\$ 850,000	Other	-	\$ 0	
Rio Vista	Dispatch Office Equipment	Solano	\$ 10,000	Other	-	\$ 0	
Total Amount Requested			\$ 4,810,349	Total Amount Funded			\$ 2,054,695
Estimated Econ. Recov. 5311 Funds Available			\$ 2,054,695	Estimated Econ. Recov. 5311 Funds Available			\$ 2,054,695
Difference			\$ (2,755,654)	Difference			\$ (0)

(1) Proposed funding level will be used to purchase 3 vehicles
 (2) Proposed funding level will be used to purchase 4 vehicles

Date: February 25, 2009
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3888

This resolution adopts the programming for the FTA Section 5311 (Nonurbanized Formula) funds to be apportioned via the American Recovery and Reinvestment Act (ARRA). The program contains the FTA Section 5311 project listing that is to be funded with FY 2008-09 ARRA program funds for inclusion in the 2009 Transportation Improvement Program (TIP).

The resolution includes the following attachment:

Attachment A - Program of Projects

Further discussion of the American Recovery and Reinvestment Act of 2009 FTA Section 5311 Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated February 11, 2009 and the Deputy Executive Director's Memorandum to the Commission dated February 25, 2009.

Date: February 25, 2009
W.I.: 1512
Referred By: PAC

RE: American Recovery and Reinvestment Act: FTA Section 5311 (Nonurbanized) Program

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3888

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 American Recovery and Reinvestment Act of 2009 (ARRA) funded projects; and

WHEREAS, MTC is mindful of the timely use of funds established in the ARRA; and

WHEREAS, MTC has developed, in consultation with interested transportation providers, an ARRA FTA Nonurbanized Area Formula Program of Projects for the San Francisco Bay Area, attached hereto as Attachment A, and incorporated herein as though set forth at length; and

WHEREAS, MTC has identified a set of projects for amendment into the Transportation Improvement Program (TIP), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

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

RESOLVED, that MTC adopts the ARRA FTA Nonurbanized Area Formula Program of Projects as listed on Attachment A; and, be it further

MTC Resolution No. 3888

Page 2

RESOLVED, that projects in Attachment A will be amended into in the 2009 TIP, subject to the final federal approval of the amendment; and, be it further

RESOLVED, that the Executive Director of MTC is authorized and directed to modify the ARRA Program of Projects as listed on Attachment A to match the actual FTA Nonurbanized Area Formula fund appropriation; and, be it further

RESOLVED, that Attachment A may be revised from time to time by approval of MTC's Programming and Allocations Committee; 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 Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on February 25, 2009

Date: February 25, 2009
 W.I.: 1512
 Referred by: PAC

Attachment A
 Resolution No. 3888
 Page 1 of 1

Attachment A
American Recovery and Reinvestment Act of 2009 (ARRA)
FTA Section 5311 Nonurbanized Area Formula - Program of Projects

Applicant	Project Name	Project Description	ARRA Sect. 5311 Program
City of Dixon	Municipal Service Center Replacement	Replace Transit Department facilities, including transit offices, dispatch center, bus storage, maintenance garage, and employee break area, as part of the City of Dixon Municipal Service Center (MSC) replacement project. The current MSC is no longer suited for occupation due to age and condition of facilities. The plans for the project have been approved and are ready to bid.	\$381,676
Marin Transit / West Marin Stagecoach	Three (3) Vehicle Replacements	Purchase three (3) replacement vehicles for use on the West Marin Stagecoach.	\$389,631
Sonoma County Transit	Compressed Natural Gas Replacement Project	Assist with the replacement of ten (10) 40-foot Heavy-Duty Compressed Natural Gas (CNG) powered transit coaches. The buses to be replaced are ten (10) 1996, 40-foot Heavy-Duty CNG coaches with a passenger capacity of 41.	\$460,388
Solano Transportation Authority / Solano Paratransit	Four (4) Vehicle Replacements	Purchase four (4) replacement 18-passenger, 22-foot buses through the state contract.	\$300,000
City of Dixon	Preventive Maintenance	Preventive Maintenance for the city's fleet of paratransit vehicles.	\$48,000
City of Rio Vista	Preventive Maintenance	Preventive Maintenance for the city's fleet of transit vehicles.	\$75,000
San Mateo County Transit District	Preventive Maintenance	Preventive maintenance for fixed route (Route 294) and demand response (SamCoast) service in the rural area of the coastside of San Mateo County.	\$200,000
Santa Clara Valley Transportation Authority	Preventive Maintenance	Preventive Maintenance for fixed route bus service on Route 68, outside of the urban boundary within Santa Clara County.	\$200,000

Total Programming	\$2,054,695
Total Available	\$2,054,695
Difference	\$0



U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 CALIFORNIA DIVISION
 650 Capitol Mall, Suite 4-100
 Sacramento, CA 95814
 February 25, 2009

IN REPLY REFER TO
 HDA-CA
 File #: 901
 Document #: S52489

Mr. Will Kempton, Director
 California Department of Transportation
 1120 N Street
 Sacramento, CA 95814

Dear Mr. Kempton:

SUBJECT: Implementation of the FY 2009 Disadvantaged Business Enterprise (DBE) Program

The recent enactment of the American Recovery and Reinvestment Act (ARRA) of 2009, Pub. L. 111-5, 123 Stat. 115 (February 17, 2009) and the increase in transportation contracting opportunities it will bring has heightened the urgency for Caltrans to reconsider implementing the DBE program requirements. DBE participation on federal contracts in California has steadily decreased over the past 4 federal fiscal years from 10.9 percent in 2005 to its most recent level of 4.6 percent in 2008 (without contract goals). For this fiscal year, Caltrans has only achieved 2.2 percent DBE participation on its construction contracts through December 31, 2008. We cannot afford any further delay by Caltrans in implementing DBE contract goals, as authorized by its DBE program waiver approved on August 7, 2008.

As outlined in our December 19, 2008 letter, Caltrans must immediately use contract goals to administer its DBE program in good faith. We are conditionally approving Caltrans' goal methodology and its projection of the portion of the overall goal it expects to meet through race neutral and race conscious means until we receive a written response to our October 7, 2008 and December 19, 2008 information requests. Thus, Caltrans is expected to implement its 13.5% overall goal immediately. In addition, Caltrans and its subrecipients are directed to immediately begin setting DBE contract goals, as authorized by its DBE program waiver approved on August 7, 2008 and in accordance with DBE program requirements, on Federal-aid highway contracts with subcontracting opportunities.

Although we have discussed our earlier requests with your staff, we have not received the additional information in writing requested to support Caltrans' decision to make no upward adjustment to its FY 2009 goal. We expect Caltrans to provide this information no later than March 31, 2009 and to additionally submit monthly status reports on its use of contract goals as described above beginning March 31, 2009.

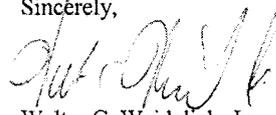
MOVING THE
AMERICAN
ECONOMY



Failure to implement this overall goal and contract goals set out in this letter could result in the imposition of sanctions authorized at 23 CFR § 1.36, which may include withholding federal funds, withholding approval of projects, or such other action FHWA deems appropriate under the circumstances.

Thank you for your immediate attention to this matter. Caltrans' implementation of these measures will ensure that DBEs are afforded equal opportunity to participate in the tremendous transportation contracting opportunities created by the ARRA statute.

Sincerely,

A handwritten signature in black ink, appearing to read "Walter C. Waidelich, Jr.", written in a cursive style.

Walter C. Waidelich, Jr.
Division Administrator

DEPARTMENT OF TRANSPORTATION

DIRECTOR'S OFFICE
1120 N STREET
P.O. BOX 942873
SACRAMENTO, CA 94273-0001
PHONE (916) 654-5266
FAX (916) 654-6608
TTY 711



*Flex your power!
Be energy efficient!*

March 4, 2009

Dear Transportation Construction Community:

The California Department of Transportation (Caltrans) has just received conditional approval from the Federal Highway Administration (FHWA) to immediately implement its Federal Fiscal Year (FFY) 2009 Disadvantaged Business Enterprise (DBE) Goal and Methodology. The 2009 Goal and Methodology provides for a 6.75 percent race-conscious goal and a 6.75 percent race-neutral goal for an overall 13.5 percent program goal.

With the recent enactment of the American Recovery and Reinvestment Act (ARRA) of 2009 and the increase in transportation contracting opportunities it will bring, the urgency for Caltrans to implement contract goals has heightened. The conditional approval requires Caltrans to submit to FHWA the additional requested information to support its decision to make no upward adjustment to the FFY 2009 goal. The conditional approval also requires Caltrans to submit monthly status reports on its use of contract goals beginning March 31, 2009.

FHWA has indicated that failure to implement the overall goal and contract goals could result in the imposition of sanctions authorized by 23 Code of Federal Regulation (CFR) section 1.36. Those sanctions may include withholding federal funds, withholding approval of projects, or other action FHWA deems appropriate under the circumstances.

By March 30, 2009, the Division of Engineering Services and the Division of Procurement and Contracts will begin including an appropriate DBE race-conscious goal to include African American, Asian-Pacific American, Women, and Native American businesses, in the advertised contracts for federally funded projects. These four groups together will be referred to as Underutilized Disadvantaged Business Enterprises (UDBEs). The race-conscious goal established for each contract will be based on the subcontracting opportunities it provides and the availability of UDBEs. At this time, Hispanic American and Subcontinent Asian American businesses are not included in the race-conscious portion of the program. However, use of these businesses does count toward meeting the race-neutral portion of the goal and the overall goal. I encourage continued use of these groups at current levels in order to avoid the necessity of adjusting the goals as time goes on.

Implementation of the race-conscious component of the DBE program applies to Local Agencies as subrecipients. Caltrans will advise regional and local partners to begin implementing DBE race-conscious goals on federally funded projects within 90 days.

Transportation Construction Community
March 4, 2009
Page 2

Caltrans will continue its commitment to the application of race-neutral measures as before. They include, but are not limited to, providing technical assistance, one-on-one counseling, training, and direct referral of DBEs to prime contractors through the California Construction Contracting Program and the memorandum of understanding with the California Community Colleges Chancellor's Office. More information can be found on the Web site at <http://www.buildcalifornia.org>.

Caltrans will also implement its Communication Plan to advise the DBE firms, community organizations, industry/trade associations, and California Legislators that Caltrans has conditional approval to implement the race-conscious component of the overall DBE goal. To broaden business communication and outreach, the Caltrans' Office of Business and Economic Opportunity will have information and the schedule of public forums on its Web site at <http://www.dot.ca.gov/hq/bep>. In addition, Caltrans staff will work with business groups such as the City-County-State-Federal Cooperative Committee, Caltrans Statewide Small Business Council, Associated General Contractors of California, Engineering and Utility Contractors Associations, Southern California Contractors Association, and American Council of Engineering Companies on the implementation of their program revision.

I thank you for your patience and understanding during the last year while Caltrans operated under race-neutral measures. If you have any questions regarding this announced change in the DBE program, please contact Robert Padilla, Disparity Study Project Manager, at (916) 324-0552, or by e-mail at robert_padilla@dot.ca.gov.

Sincerely,



WILL KEMPTON
Director

- c: Walter Waidelich, Division Administrator, Federal Highway Administration
Rick Land, Chief Engineer, California Department of Transportation
Robert Padilla, Disparity Study Project Manager, California Department
of Transportation

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE – M.S. 1

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SACRAMENTO, CA 94274-0001

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TTY 711



*Flex your power!
Be energy efficient!*

March 4, 2009

TO: ALL CITIES AND COUNTIES IN CALIFORNIA
METROPOLITAN PLANNING ORGANIZATIONS
REGIONAL TRANSPORTATION PLANNING AGENCIES

Dear Directors:

Re: Mandatory Race Conscious DBE Program

The Federal Highway Administration (FHWA) has approved the California Department of Transportation's 2009 Disadvantaged Business Enterprise (DBE) Annual Overall Goal. FHWA's approval requires the immediate implementation of the new DBE Program that includes a Race Conscious component (RC DBE Program). Effective immediately the California Department of Transportation (Caltrans) and local agencies receiving federal-aid funds must begin transitioning to the new RC DBE Program.

Transition Period

Local agencies may have until June 2, 2009 to transition to the newly approved RC DBE Program. This allows local agencies until June 2, 2009, to adopt and execute the new RC DBE Program and allows projects authorized to proceed under the old Race Neutral (RN) DBE program to proceed to contract award. As soon as possible but before June 2, 2009, local agencies must adopt and execute a new *California Department of Transportation DBE Program Implementation Agreement* (DBE Implementation Agreement). Upon execution of the new DBE Implementation Agreement, local agencies shall proceed under the new RC DBE Program. Under the new RC DBE Program, local agencies must incorporate the new race conscious contract specifications into all federal-aid consultant and construction contracts. These specifications are incorporated in the new contract boilerplate language referenced below.

Impacts to Federal-Aid Projects

- **ALL CONTRACTS AWARDED AFTER June 2, 2009 SHALL INCLUDE RC DBE REQUIREMENTS (i.e. contract goals, good faith efforts).**
- **Any project that receives Authorization to Proceed under the old RN DBE requirements must award the contract by June 2, 2009.**
- **Any Authorization to Proceed received under the old RN DBE requirements that does not meet the June 2, 2009 contract award deadline, shall be re-evaluated.**

"Caltrans improves mobility across California"

Cities & Counties in California
 MPOs
 RTPAs
 March 4, 2009
 Page 2

Local agencies must resubmit their projects to Caltrans for approval to ensure compliance with the new RC DBE requirements prior to bid opening. Authorizations to Proceed will be withdrawn if projects do not comply with the new RC DBE requirements.

- **Contracts awarded after June 2, 2009, without meeting the new RC DBE requirements will be ineligible for federal funding.**
- **Local agencies' Requests for Authorization to Proceed for projects under the old RN DBE Program will continue to be received and processed subject to the preceding conditions.**
- **In submitting Requests for Authorization to Proceed for projects under the old RN DBE Program, the project sponsors need to be mindful of the minimum advertising period of three weeks, and the time it takes for bid opening and contract approval by their governing bodies.**
- **Requests for Authorization to Proceed with the new RC DBE requirements may be submitted for processing and have funds obligated/authorized before the District Local Assistance Engineer (DLAE) receives the new DBE Implementation Agreements; however, projects shall not be awarded prior to the approval of the new DBE Implementation Agreement by the DLAE.**
- **Existing federal-aid project contracts awarded with race neutral requirements shall continue under the old RN DBE Program.**

Contract Goals Limited to Underutilized Disadvantaged Business Enterprises (UDBEs)

Contract goals and the Good Faith Effort requirement are reinstated; however, they are limited to Underutilized DBEs (UDBEs). The findings from the Caltrans Availability and Disparity Study revealed statistically significant underutilization in four of the six groups presumed to be disadvantaged as defined by the Code of Federal Regulations, 49 CFR Part 26. The four groups are African American, Asian Pacific American, Native American and Women. Contract goals will be limited to these four groups of UDBEs. Use of the UDBEs above the contract goal and/or use of DBEs owned and controlled by Hispanic Males or Subcontinent Asian Males shall be reported and counted toward the Race Neutral portion of the local agencies' overall Anticipated Annual DBE Percentage Levels (AADPLs).

Old RN and New RC DBE Forms, Boilerplate Specifications

For contracts that will be advertised and awarded under the old RN DBE Program, the appropriate DBE forms will be available on the Local Assistance Website:

http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html

You may download the new DBE Implementation Agreement and consultant and construction contract boilerplate language from the Local Assistance website at:

<http://www.dot.ca.gov/hq/LocalPrograms/>

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MPOs

RTPAs

March 4, 2009

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For specific guidance on federal-aid consultant and construction contracts and access to the new DBE forms, please refer to the enclosures addressing consultant contracts and construction contracts.

Local Assistance Procedures Manual (LAPM)

The Division of Local Assistance will be issuing the changes to the LAPM. Until the LAPM changes are issued, the updated forms, guidance, and Frequently Asked Questions are available on the Caltrans, Division of Local Assistance (DLA) website:

<http://www.dot.ca.gov/hq/LocalPrograms/>

Annual Anticipated DBE Percentage Levels (AADPL)

Local agencies are not required to resubmit previously approved 2008/2009 AADPLs to include segregated Race Conscious (RC) and Race Neutral (RN) components; **however, contract goals shall be calculated and placed on all contracts after the local agency has executed the new DBE Implementation Agreement.** The 2009/2010 AADPLs shall report segregated RC and RN anticipated percentage level components. Guidance for AADPL calculation under the new RC DBE Program is available at the Caltrans DLA website under "Announcements."

If you have questions, please refer to the Frequently Asked Questions posted on the Caltrans, DLA website: <http://www.dot.ca.gov/hq/LocalPrograms/> before contacting your DLAE.

Sincerely,



DENIX D. ANBIAH, Chief
Division of Local Assistance

Enclosures

c: Local Agency DBE Liaison Officers



Enclosure 2

Construction Contracts: Contracts to be advertised and awarded before the execution of the new DBE Implementation Agreement and before June 2, 2009, may proceed to advertise and award using Race Neutral boilerplate specifications and Race Neutral LAPM Exhibits 12-D, 15-A, 15-B, 15-G, 15-I, 15-L and 17-F. All other contracts shall use the new Race Conscious boilerplate specifications and the following new Race Conscious LAPM Exhibits currently located on the Caltrans Local Assistance website under “Announcements:”

- Exhibit 3-D: Request for Authorization to Proceed with Construction
- Exhibit 3-E: Request for Authorization to Proceed Data Sheet(s)
- Exhibit 12-D: PS&E Checklist
- Exhibit 15-A: Local Agency Construction Contract Administration Checklist
- Exhibit 15-B: Resident Engineer’s Construction Contract Administration Checklist
- Exhibit 15-G(1): Local Agency Bidder/Proposer UDBE Commitment (Construction Contracts)
- Exhibit 15-G(2): Local Agency Bidder/Proposer DBE Commitment (Construction Contracts)
- Exhibit 15-H: Good Faith Efforts Submittal
- Exhibit 15-I: Local Agency Bid Opening Checklist
- Exhibit 15-L: Local Agency Contract Award Checklist
- Exhibit 17-F: Final Report Utilization of DBE, First-Tier Subcontractors



Enclosure 1

Consultant Contracts: Contracts awarded prior to June 2, 2009, whose authorizations were granted prior to the adoption of the Race Conscious DBE Implementation Agreement may follow the Race Neutral DBE Program. All contracts awarded after June 2, 2009 must follow the Race Conscious DBE Program and use the following new Race Conscious LAPM Exhibits currently located on the Caltrans Local Assistance website under “Announcements.”

- Exhibits 3-A, 3-B, or 3-C: Request to Proceed with Preliminary Engineering, Right-of-Way, or Utility Relocation
- Exhibit 3-E: Request for Authorization to Proceed Data Sheet(s)
- Exhibit 10-C: Consultant Agreement Reviewers Checklist
- Exhibit 10-D: Consultant Agreement Outline
- Exhibit 10-I: Notice to Bidders/Proposers DBE Requirements and Instructions
- Exhibit 10-J: Standard Agreement for Subcontractor/DBE Participation
- Exhibit 10-O(1): Local Agency Bidder/Proposer UDBE Commitment (Consultant Contracts)
- Exhibit 10-O(2): Local Agency Bidder/Proposer DBE Commitment (Consultant Contract)
- Exhibit 17-F: Final Report Utilization of DBE, First-Tier Subcontractors

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE – M.S. 1

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 653-1776

FAX (916) 654-2409

TTY 711

*Flex your power!
Be energy efficient!*

March 4, 2009

TO: All American Recovery and Reinvestment Act Fund Recipients

On February 17, 2009, President Obama signed the American Recovery and Reinvestment Act (ARRA) of 2009. This Act includes \$2.57 billion for highway transportation projects in California. If you are a recipient of these funds, please read this letter carefully, as it provides further instructions on how to get ARRA funds approved and obligated.

New DBE Requirement: All federally funded (including ARRA) project contracts (for consultant and/or construction) awarded after June 2, 2009 shall include the new Race Conscious (RC) Disadvantaged Business Enterprise (DBE) provisions. Failure to meet this requirement will make the project INELIGIBLE for federal funds. Please refer to my letter dated March 4, 2009 on this subject or our web site at:

<http://www.dot.ca.gov/hq/LocalPrograms/index.htm> for further instructions.

The ARRA highway funds were apportioned to the states on March 2, 2009 by the Federal Highway Administration (FHWA). A portion of the highway funds from ARRA received by the local agencies shall be obligated by FHWA within 120 days (before June 30, 2009) and the remainder shall be obligated within one year (before March 2, 2010) from the date the funds are apportioned to the states. Please allow sufficient time to process your Request for Authorization. We are waiting for California Transportation Commission (CTC) action and/or state legislation to clarify how much of the funds apportioned to the local agencies need to be obligated within the first 120 days.

In order to get the ARRA funds obligated, your projects first need to be programmed in the Federal Transportation Improvement Program/Federal Statewide Transportation Improvement Program (FTIP/FSTIP). If your project is not yet programmed in the FTIP, please contact your Regional Transportation Planning Agency (RTPA) or Metropolitan Planning Organization (MPO) immediately. RTPAs and MPOs may contact Muhaned Aljabiry of the California Department of Transportation (Caltrans) at (916) 654-2983 if they have any questions.

Priority for ARRA funding should be given to projects that can be completed within three (3) years. A Federal Authorization to Proceed (E76) is required prior to beginning any reimbursable work. Beginning work, including advertising the project for construction, prior to the receiving Authorization to Proceed may result in the project being ineligible for federal reimbursement.

To initiate the federal funds approval process, please submit a Request for Federal Authorization (RFA) to Proceed to the Caltrans District Local Assistance Engineer (DLAE) per instructions

below. The contact information for DLAEs is enclosed. Additional instructions and the required forms can be found in Chapter 3 "Project Authorization" of the Caltrans Local Assistance Procedures Manual (LAPM) at the following web site:

http://www.dot.ca.gov/hq/LocalPrograms/lam/prog_g/g03fdhwy.pdf.

To request Federal Authorization to Proceed with PE, please complete and submit the following documents to the DLAE:

1. RFA to Proceed with Preliminary Engineering (LAPM Exhibit 3-A)
2. RFA to Proceed Data Sheet(s) (LAPM Exhibit 3-E)
3. FTIP/FSTIP Sheet showing programmed funds
4. Finance Letter (LAPM Exhibit 3-O)
5. Field Review Form – first two pages (LAPM Exhibit 7-B)

To request Federal Authorization to Proceed with R/W, please complete and submit the following documents to the DLAE:

1. RFA to Proceed with Right of Way (LAPM Exhibit 3-B)
2. RFA to Proceed Data Sheet(s) (LAPM Exhibit 3-E)
3. FTIP/FSTIP Sheet showing programmed funds
4. Finance Letter (LAPM Exhibit 3-O)
5. Field Review Form (LAPM Exhibit 7-B)
6. Approved NEPA Document

If the project is programmed to receive funding for PE and R/W activities with ARRA funds, please be reminded of ARRA's stated goal of retaining and creating jobs, and the priority for funding projects that will be completed in three years. In addition, given the requirement that all ARRA funds need to be obligated within one year after funding apportionment by FHWA, there may not be enough time for a project to proceed to construction within the funding time window to take full advantage of the ARRA funds, after receiving ARRA funding to complete PE or R/W activities.

To request Federal Authorization to Proceed with Construction, please complete and submit the following documents to the DLAE:

1. RFA to Proceed with Construction (LAPM Exhibit 3-D)
2. RFA to Proceed Data Sheet(s) (LAPM Exhibit 3-E)
3. FTIP/FSTIP Sheet showing programmed funds
4. Finance Letter (LAPM Exhibit 3-O)
5. Field Review Form (LAPM Exhibit 7-B)
6. Approved NEPA Document
7. R/W Certification (LAPM Exhibit 13-A or 13-B)

All American Recovery and Reinvestment Act Fund Recipients
March 4, 2009
Page 3

8. PS&E Certification (LAPM Exhibit 12-C)
9. PS&E Checklist (LAPM Exhibit 12-D)
10. Preliminary Estimate of Cost (LAPM Exhibit 12-A)
11. Local Agency Construction Contract Administration Checklist (LAPM Exhibit 15-A)

Caltrans is also offering Local Assistance ARRA workshops throughout the state to assist the local agencies to meet these requirements. Please refer to my letter dated February 24, 2009 (copy enclosed) regarding these workshops. If you would like to participate in these workshops, please contact your RTPA, MPO or the Caltrans District Local Assistance Engineer (DLAE) immediately.

The increased funding provided by ARRA also requires unprecedented accountability and transparency for the expenditure of these funds. Please note there will be intensive reporting requirements for the projects funded by ARRA. We are currently working with FHWA to identify the format and the timeline on which these reports need to be submitted. Further CTC action and/or state legislation may impose additional State Transportation Improvement Program (STIP) requirements on some of the ARRA funded projects. We are closely monitoring any further developments in this area. We will continue to post the frequently asked questions and answers in our web site at:

<http://www.dot.ca.gov/hq/LocalPrograms/EconomicRecovery/index.htm>.

If you have any further questions, please contact your DLAE.

Sincerely,



DENIX D. ANBIAH, Chief
Division of Local Assistance

Enclosures

February 24, 2009 Letter to RTPAs and MPOs
DLAE Contact List

DEPARTMENT OF TRANSPORTATION
 DIVISION OF LOCAL ASSISTANCE – M.S. 1
 1120 N STREET
 P. O. BOX 942874
 SACRAMENTO, CA 94274-0001
 PHONE (916) 653-1776
 FAX (916) 654-2409
 TTY 711



*Flex your power!
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February 24, 2009

**METROPOLITAN PLANNING ORGANIZATIONS
 REGIONAL TRANSPORTATION PLANNING AGENCIES**

Re: The American Recovery and Reinvestment Act of 2009

President Barack Obama signed the American Recovery and Reinvestment Act of 2009 (ARRA) on February 17, 2009. The new Act, designed to stimulate the economy and create jobs, includes \$27.5 B in stimulus funding nationwide for highway transportation projects. California's share of the recovery funds is estimated to be \$2.57 billion.

While it is great news for California to receive a significant investment for the State's transportation infrastructure system, ARRA contains provisions which present great challenges for the recipient agencies of the economic recovery funds. ARRA requires that a significant portion of the federal economic recovery funds allocated to California be obligated (Federal authorization to Proceed approved by FHWA) within 120 days of apportionment of the funds to California. Depending on when the apportionment of funds takes place, this deadline is expected to be **around June 30, 2009**. The remaining funds are required to be obligated within one year from the apportionment of the funds.

Caltrans Division of Transportation Programming has provided the MPOs with guidance on programming ARRA funds. You should already have initiated the process to amend target amounts of federal economic recovery funds into the Federal Transportation Improvement Program/Federal Statewide Transportation Improvement Program (FTIP/FSTIP). If not, please contact Muhaned Aljabiry in the Caltrans Division of Transportation Programming at (916) 654-2983 for assistance.

In addition, you should have initiated the process to identify the ARRA funded local transportation projects to be programmed into the FTIP/FSTIP. When the list of projects is established, please forward a copy of the list, in the attached format, to your District Local Assistance Area Engineer (DLAE).

As soon as we receive this list from you we will send specific instructions to the recipients of the ARRA funds. With your cooperation, Caltrans will then also schedule workshops throughout the state for the recipients of these funds. Both Caltrans District, Headquarters staff and all the support

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Metropolitan Planning Organizations
Regional Transportation Planning Agencies
February 24, 2009
Page 2

(Environmental, Right of Way, DBE, etc.) will be available to assist with the workshop. At the workshop we will assist the local agencies in completing requests for authorization and/or agree on an action plan that will lead up to the obligation of the ARRA funds.

We anticipate a huge increase in workload for Caltrans Local Assistance. We expect these workshops will streamline the workload for both Caltrans as well as the local agencies. Any assistance you can provide (such as facility, coordination, support staff, etc.) to the DLAEs in arranging this workshop will be greatly appreciated.

Please contact your Caltrans DLAE, if you have any questions.

Sincerely,



DENIX D. ANBIAH
Chief
Division of Local Assistance

Enclosure

c: DLAEs
MAIjabiry

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State of California – Division of Local Assistance

District Local Assistance Engineer (DLAE) Contacts

DISTRICT 1

District Director: Charles Fielder
DLAE: Suzanne Theiss
 1656 Union Street
 Eureka, CA 95501
 (P.O. Box 3700, 95502-3770)
(707) 445-6399
 Fax: (707) 441-2048

DISTRICT 2

District Director: John Bulinski
DLAE: John Pedersen
 1657 Riverside Drive
 Redding, CA 96001
 (P.O. Box 496073, 96049-6073)
(530) 225-3484
 Fax: (530) 225-3020

DISTRICT 3

District Director: Jody Jones
DLAE: Ben Bramer
 703 B Street
 Marysville, CA 95901
 (P.O. Box 911, 95901)
(530) 741-5450
 Fax: (530) 741-5466

DISTRICT 4

District Director: Bijan Sartipi
DLAE: Sylvia Fung
 111 Grand Avenue
 Oakland, CA 94612
 (P.O. Box 23660, 94623-0660)
(510) 286-5226
 Fax: (510) 286-5229

DISTRICT 5

District Director: Rich Krumholz
DLAE: Mike Giuliano
 50 Higuera Street
 San Luis Obispo, CA 93401-5415
(805) 542-4606
 Fax: (805) 549-3746

DISTRICT 6

District Director: Malcolm Dougherty
DLAE: Jim Perrault
 855 M Street, Suite 200
 Fresno, CA 93721
 (P.O. Box 12616, 93778-2616)
(559) 445-5417
 Fax: (559) 445-5425

DISTRICT 7

District Director: Doug Failing
DLAE: Kirk Cessna
 100 S. Main Street, #12-420
 Los Angeles, CA 90012
(213) 897-0131
 Fax: (213) 897-2999

DISTRICT 8

District Director: Raymond Wolfe
DLAE: Patrick Hally
 464 West Fourth Street, 6th Floor – MS-760
 San Bernardino, CA 92401-1400
(909) 383-4030
 Fax: (909) 383-1419

DISTRICT 9

District Director: Tom Hallenbeck
DLAE: Ryan Dermody
 500 South Main Street
 Bishop, CA 93514
(760) 872-0681
 Fax: (760) 872-0744

DISTRICT 10

Dist. Director: Tony Taveras (Acting)
DLAE: Sinaren Pheng
 1976 East Charter Way/Dr.Martin
 Luther King Jr. Boulevard
 Stockton, CA 95205
 (P.O. Box 2048, 95201)
(209) 948-3689
 Fax: (209) 948-3820

DISTRICT 11

District Director: Pedro Orso-Delgado
DLAE: Erwin Gojuangco
 4050 Taylor Street
 Bldg. 1, 3rd Fl, MS 132
 San Diego, CA 92110
(619) 278-3756
 Fax: (619) 220-5432

DISTRICT 12

District Director: Cindy Quon
DLAE: Alan Williams
 3337 Michelson Drive, Suite 380
 Irvine, CA 92612-8894
(949) 756-7805
 Fax: (949) 756-2592

Memorandum

To: Chair and Commissioners

Date: March 11-12, 2009

From: Andre Boutros, Interim Executive Director

File No: Tab 16, Item 4.10
ACTION

Ref: Implementation of the American Recovery and Reinvestment Act of 2009 Workshop

Issue

On February 17, 2009 President Obama signed the American Recovery and Reinvestment Act of 2009 (Act or ARRA). Among its many provision the Act provides for the apportionment of \$2.57 billion in federal stimulus funds to California for “Highway Infrastructure Investment” (eligible projects also include transit, rail, and port infrastructure). The Act specifies suballocation of 30% of these funds through the Surface Transportation Program (STP), but does not require suballocation of the remaining 70%. States have 120 days to obligate half of the 70% of the stimulus funds that are not suballocated, with any unobligated funds being redistributed to other states. In California’s case, this equates to approximately \$900 million subject to the 120 day requirement.

Under existing state law, the 70% of the stimulus funds are available for programming and allocation by the Commission in the State Highway Operations and Protection Program (SHOPP) and the State Transportation Improvement Program (STIP). Amongst the transportation community, there is strong support for enacting state legislation to distribute all the stimulus funds through a modified Surface Transportation Program process (62.5% to regions based upon population; 37.5% to the state). Such legislation would require a 2/3^{rds} vote in order to take effect immediately.

While staff sees the benefit of a statutory change, particularly in regards to the funds subject to the 120 day deadline, staff believes that both the deadlines in the Act and need for immediate economic stimulus compel the Commission to proceed along two tracks. Staff recommends that, pending a change in statute, the Commission proceed to program and allocate the 70% of the stimulus funds through the SHOPP and the STIP. Rather than commence an entire programming cycle, funds from the Act can be used to fund construction and construction support for projects already programmed in the STIP or projects amended into the STIP. When legislation is enacted, the Commission will work with Caltrans to distribute any unallocated SHOPP and or STIP stimulus funds pursuant to the legislation.

In order to proceed with the programming and allocation of stimulus funds through the SHOPP and STIP, staff recommends the following Commission actions:

- In February, the Commission adopted a SHOPP floor of \$500 million. Based on Caltrans’ recommendation, staff recommends the Commission adopt a revised initial SHOPP level of \$625 million to be used to calculate STIP targets. Attachment 1 shows STIP targets based on a SHOPP level of \$625 million. Attachment 2 shows STIP targets based on various other SHOPP levels (\$500 million, \$700 million, and \$900 million).

Chair and Commissioners

March 11-12, 2009

Page 2

- Following a discussion at this workshop, adopt guidance for incorporating stimulus funds into the STIP. Key points include:
 - Direct all regions and Caltrans to submit, by March 27, 2009, a list of projects nominated for funding in the STIP with stimulus funds, and to proceed with preparing the necessary STIP allocation requests and amendments.
 - Targets for the Act will not be immediately incorporated into existing share balances.
 - Use the funds for construction and construction support for projects already programmed in the STIP or projects amended into the STIP.
 - STIP amendments, if necessary, will be presented to the Commission for approval at the time an allocation is requested.
 - Commission intent that when funds from the Act are used by a region to supplant Corridor Mobility Improvement Account (CMIA) funds, that region shall have the opportunity to program a like amount of CMIA funds in the future. If interregional shares are used to supplant non-STIP Proposition 1B fund, then Caltrans shall have the opportunity to program a like amount of the supplanted funds in the future.

Further Provisions of the Act

The Act indicates that the Federal government shall manage and expend the funds so as to achieve the following purposes as quickly as possible consistent with prudent management:

1. To preserve and create jobs and promote economic recovery.
2. To assist those most impacted by the recession.
3. To provide investments needed to increase economic efficiency by spurring technological advances in science and health.
4. To invest in transportation, environmental protection, and other infrastructure that will provide long-term economic benefits.
5. To stabilize State and local government budgets, in order to minimize and avoid reductions in essential services and counterproductive state and local tax increases.

The Act apportions \$26.66 billion to the states, via two formulas, for Highway Infrastructure Investment. This is defined as projects eligible for funding under the Surface Transportation Program, passenger and freight rail, and port infrastructure. Projects eligible for funding under the Surface Transportation Program include construction, reconstruction, rehabilitation, resurfacing, restoration and operational improvements on highways and bridges, transit capital, and safety infrastructure improvements.

The Act states that in selecting projects for this portion of the funds, priority shall be given to the following:

- Projects will be completed within a 3-year time frame (by February 17, 2012).
- Projects that are located in economically distressed areas as defined by section 301 or the Public Works and Economic Development Act of 1965, as amended (Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Fresno, Glenn, Humboldt, Imperial, Kern, Kings, Lake, Lassen, Madera, Mariposa, Mendocino, Merced, Modoc, Monterey, Plumas, Riverside, San Benito, San Bernardino, San Joaquin, Santa Cruz, Shasta, Sierra, Siskiyou, Stanislaus, Sutter, Tehama, Trinity, Tulare, Tuolumne, Yolo, and Yuba counties).

Chair and Commissioners

March 11-12, 2009

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- Preference shall be given to activities that can be started and completed expeditiously, including a goal of using at least 50% of the funds for activities that can be initiated not later than 120 days after the date of the enactment of the Act (June 17, 2009).
- Recipients shall also use grant funds in a manner that maximizes job creation and economic benefit.

On March 2, 2009 the Federal Highway Administration apportioned \$2,569,568,320 to California. Under existing state law, the estimated \$2.57 billion in federal stimulus funds will be distributed as follows:

- 30% (\$771 million) through the Surface Transportation Program. Surface Transportation Program funds are suballocated to regions based upon population with nearly 80% going to urbanized areas with populations greater than 200,000 based upon their relative populations.
- 67% (\$1,722 million) to the state without specified federal suballocation. Under state law, these funds will be available for the SHOPP and the STIP. SHOPP and STIP programming levels are determined based upon the statutory restrictions of the various funds and through the Commission's adoption of the Fund Estimate. STIP funds are distributed 75% to regions subject to a north/south split (40%/60%) and distributed based upon population (75%) and state highway miles (25%), and 25% to Caltrans for the interregional program.
- 3% (\$77 million) for Transportation Enhancement (TE) activities. Under state law these fund will flow through the SHOPP and STIP.

The federal stimulus bill includes use-it-or-lose-it provisions. States have 120 days to obligate half of the funds that are not suballocated, with any unobligated funds being redistributed to other states. In California's case, this equates to approximately \$900 million subject to the 120 day requirement. One year from the date of apportionment, any unobligated balances will be redistributed. All funds are to remain available through September 30, 2010.

The Act contains extensive reporting requirements. Recipients of funds from the Act are required to submit periodic reports on the use of the funds for the covered programs. By March 17, 2009 states are required to submit data on projects to be funded completely or partially with ARRA funds.

The Act also contains various certification requirements. The Governor must certify by March 19, 2009 that the State will maintain its effort with regard to State funding for the types of projects that are funded by the Act. Additionally, the Governor must certify by April 3, 2009 that the funds provided by the Act will be used to create jobs and promote economic health. For funds for infrastructure investments, the Governor, mayor, or other chief executive, as appropriate, must certify that the infrastructure investment has received the full review and vetting required by law and that the chief executive accepts responsibility that the infrastructure investment is an appropriate use of taxpayer dollars.

Chair and Commissioners

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Guidance on Incorporating Stimulus Funds into the STIP

The below guidance address the particular circumstances related to the funding of stimulus projects in the STIP. Notwithstanding this guidance, project sponsors must comply with all provisions of the Act.

The Commission intends to use funds from the Act to allocate construction and construction support for projects already programmed in the STIP or projects that are amended into the STIP.

Targets

The targets provided are the formula distribution of 70% of the funds made available under the Act for Highway Infrastructure Investment, less the funding level approved for the SHOPP. The STIP targets for the Act will not be immediately incorporated into existing share balances due to the need for prompt programming, allocation, obligation, and, most importantly, contract award. The Commission will incorporate this programming into existing share balances during the 2010 STIP Fund Estimate scheduled for adoption in August 2009.

The targets are not a minimum, guarantee, or limit on project nominations or on project selection in any county or region. The Commission may program over the target in some regions and under the targets in others, however, the sum of the total programmed may not exceed the funding available. The Commission does not intend to program above the target in a region that is already overprogrammed except as a last resort to prevent the loss of stimulus funds due to non-obligation.

Project Selection

Consistent with Federal Highway Administration's (FHWA) ARRA Implementation Guidance, the Commission intends to follow the below priorities in programming and allocating ARRA funds.

- Priority will be given to projects that can be delivered expeditiously. Specifically, priority will be given to projects that can obligated by June 17, 2009.
- Priority will be given to projects that will be completed by February 17, 2012.
- Priority will be given to projects located in economically distressed areas as defined by section 301 or the Public Works and Economic Development Act of 1965, as amended (42 U.S.C. 3161). These are identified by FHWA (http://hepgis.fhwa.dot.gov/hepgis_v2/generalinfo/Map.aspx) as the following counties: Alpine, Amador, Butte, Calaveras, Colusa, Del Norte, Fresno, Glenn, Humboldt, Imperial, Kern, Kings, Lake, Lassen, Madera, Mariposa, Mendocino, Merced, Modoc, Monterey, Plumas, Riverside, San Benito, San Bernardino, San Joaquin, Santa Cruz, Shasta, Sierra, Siskiyou, Stanislaus, Sutter, Tehama, Trinity, Tulare, Tuolumne, Yolo, and Yuba.
- Priority will be given to projects that maximize job creation and economic benefit.

If the stimulus funds allocated to a project are not obligated in a timely manner and the inability to obligate the funds may jeopardize the state's ability to meet the deadlines in the Act, then the allocation will be rescinded and those funds will be reallocated. This first priority for reallocating the funds will be the SHOPP. The Commission may allocate more than \$625 million in stimulus funds to the SHOPP to ensure that SHOPP projects are ready to obligate any reallocated funds.

Chair and Commissioners

March 11-12, 2009

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To the extent practicable, the Commission intends to give priority to TE projects that associated with a highway or transit project and are not stand alone projects.

List of Nominated Projects

All regions and Caltrans shall submit a list of projects nominated for funding in the STIP with stimulus funds by March 27, 2009. A template for the list will be posted on the Commission website no later than March 13, 2009. The list shall be submitted to the Commission electronically in a Microsoft Excel spreadsheet (California_Transportation_Commission@dot.ca.gov) and in hard copy addressed to:

Andre Boutros, Interim Executive Director
California Transportation Commission
Mail Station 52
1120 N Street
Sacramento, CA 95814

For each project, the list should include the following:

- a. The name of the agency responsible for project implementation.
- b. The project title, which should include a brief nontechnical description of the project location and limits (community name, street name, etc.), and a phrase describing the type and scope of the project. By definition, the Commission will regard the limits for a rehabilitation project on local streets and roads as including adjacent or nearby streets and roads, thus providing greater flexibility in project scope.
- c. A unique project identification number provided by Caltrans (PPNO).
- d. For projects on the State highway system, the route.
- e. The funding amount requested by component (construction and construction support) and fiscal-year.
- f. The expected date (month) of allocation, contract award, and projects completion.
- g. The relative priority of each project on the list.

The list should indicate which projects are already programmed for allocation this year, which are being nominated for advancement, which nominations are a change to a currently programmed project (other than an advancement), and which are being nominated for amendment into the STIP. The list should also indicate which projects are eligible for TE funding.

The Commission understands that, due the unique nature of the stimulus funding, the projects submitted for programming and allocation by may differ from those on the nomination lists, but the Commission expects such differences will not be significant.

STIP Amendments

On December 29, 2008 the Commission provided notice that it may amend the STIP on or after January 28, 2009 to add projects nominated by Caltrans and regional transportation planning agencies for anticipated federal transportation economic stimulus funding. This notice did not include specific project information. This notice will be updated based on the aforementioned list projects nominated.

Chair and Commissioners

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All regional requests for STIP amendments shall be submitted directly to the appropriate Caltrans district. Caltrans will, in an expedition manner, review proposed amendments and forward them to the Commission for action. The Commission encourages Caltrans, in cooperation with regions and Commission staff, to develop and implement a set of procedures to standardize and streamline the amendment process.

To help ensure that projects amended into the STIP meet the obligation deadlines in the Act, the Commission intends that action on a proposed STIP amendment occur at the same meeting as the allocation of funds for the project.

A STIP amendment is not required to advance into the current-year for allocation a project that is programmed in a future year. Such action may occur at the time of allocation.

Supplanting Proposition 1B Funds

Because of the state's current inability to meet its Proposition 1B funding commitments, the Commission anticipates that some funding from the Act will be used to supplant the state's commitment of Proposition 1B funds. In such instances, the Commission expects the primary source of funding be funds from the Act that are available to a region. The Commission expects interregional shares to be used to supplant a commitment of Proposition 1B funds only in conjunction with the use of regional funds and in cases where the regional funding is insufficient to supplant the Proposition 1B funds.

It is the intent of the Commission that when funds from the Act are used by a region to supplant CMIA funds, that region shall have the opportunity to program a like amount of CMIA funds for an eligible project or projects in the future. If interregional shares are used to supplant non-STIP Proposition 1B fund, then Caltrans shall have the opportunity to program a like amount of the supplanted funds for an eligible project or projects in the future. Such requests for Proposition 1B programming shall be submitted to the Commission no later than three months after the Commission resumes the allocation of Proposition 1B funds.

Timely Use of Funds

Approximately \$900 million of the stimulus funds (50% of the apportioned funds excluding federally suballocated funds) must be obligated by June 30, 2009 (120 days after the apportionment of funds, which occurred on March 2). Obligation is the Federal government's promise to pay a State for the Federal share of a project's eligible cost. This commitment occurs when the Federal government approves the project and the project agreement is executed, and typically occurs within two weeks of Commission allocation.

Within one year after the apportionment of funds to California, all funds must be obligated. Obligated balances are available for expenses incurred until September 30, 2015, at which point any remaining balances will be cancelled.

The Commission expects that the stimulus funds for a project will be obligated within three weeks of allocation. Caltrans shall report, at the Commission meeting following allocation, on the projects that were not obligated within three weeks of allocation. Details of this report may not be available prior to the Commission meeting because of the limited time Caltrans will have to prepare the report.

Chair and Commissioners

March 11-12, 2009

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Funds that are not obligated within one month of allocation may be rescinded and reallocated through the SHOPP or STIP in order ensure that all federal funds are obligated by the dates required in the Act.

Completion of Environmental Process

Allocations will be made only after a project has achieved environmental clearance. If the Commission has previously approved the final environmental document, the applicant shall include with the request for allocation the date of Commission approval and the Commission resolution number. Otherwise, documentation of the required environmental clearance for the project (Environmental Impact Report, Negative Declaration, or Notice of Exemption) shall be submitted with the request for allocation.

Performance Measures.

At the time of allocation, the project sponsor shall provide a brief quantitative and/or qualitative explanation how the project will further the purposes of the Act:

1. To preserve and create jobs and promote economic recovery.
2. To assist those most impacted by the recession.
3. To provide investments needed to increase economic efficiency by spurring technological advances in science and health.
4. To invest in transportation, environmental protection, and other infrastructure that will provide long-term economic benefits.
5. To stabilize State and local government budgets, in order to minimize and avoid reductions in essential services and counterproductive state and local tax increases.

**STIP Funds for Highway Infrastructure Investment
American Recover and Reinvestment Act of 2009****Recommended STIP targets**

County	TE	Non - TE (SHOPP of 625M)
Alameda	2,099	29,860
Alpine	59	845
Amador	136	1,936
Butte	402	5,717
Calaveras	159	2,264
Colusa	106	1,502
Contra Costa	1,360	19,346
Del Norte	102	1,446
El Dorado LTC	257	3,653
Fresno	1,455	20,695
Glenn	113	1,604
Humboldt	406	5,780
Kings	284	4,045
Lake	175	2,489
Lassen	258	3,664
Madera	258	3,665
Marin	398	5,655
Mariposa	105	1,493
Mendocino	383	5,442
Merced	463	6,586
Modoc	137	1,946
Monterey	745	10,591
Napa	247	3,508
Nevada	217	3,093
Placer LTC	408	5,811
Plumas	155	2,212
Sacramento	1,803	25,644
San Benito	135	1,918
San Francisco	1,074	15,277
San Joaquin	944	13,423
San Mateo	1,114	15,854
Santa Clara	2,458	34,972
Santa Cruz	428	6,094
Shasta	440	6,256
Sierra	73	1,038
Siskiyou	304	4,321
Solano	644	9,156
Sonoma	784	11,152
Stanislaus	731	10,400
Sutter	165	2,348
Tahoe RPA	108	1,534
Tehama	221	3,148
Trinity	158	2,246
Tuolumne	179	2,543
Yolo	353	5,017
Yuba	126	1,797
Imperial	680	9,668
Inyo	550	7,830
Kern	1,905	27,106
Los Angeles	12,851	182,808
Mono	408	5,803
Orange	3,876	55,140
Riverside	2,777	39,504
San Bernardino	3,609	51,337
San Diego	4,248	60,431
San Luis Obispo	758	10,788
Santa Barbara	863	12,275
Tulare	894	12,722
Ventura	1,270	18,064
Statewide Regional	57,815	822,458
Interregional	19,272	274,153
Total	77,087	1,096,611

Funds for Highway Infrastructure Investment pursuant to the American Recover and Reinvestment Act of 2009

2,569,568 Apportionment to California (thousands)

STP	30%	770,870		
TE	3%	77,087		
SHOPP/STIP	67%	1,721,611		
<hr/>				
SHOPP/STIP		1,721,611	1,721,611	1,721,611
less SHOPP		500,000	700,000	900,000
STIP (non TE)		1,221,611	1,021,611	821,611
	Regions	916,208	766,208	616,208
	Caltrans	305,403	255,403	205,403
<hr/>				
Regions	RSTP	770,870	770,870	770,870
	STIP	916,208	766,208	616,208
	TE (STIP)	57,815	57,815	57,815
Total, Regions		1,744,894	1,594,894	1,444,894
Percent, Regions		67.9%	62.1%	56.2%
<hr/>				
Caltrans	SHOPP	500,000	700,000	900,000
	STIP	305,403	255,403	205,403
	TE (STIP)	19,272	19,272	19,272
Total, Caltrans		824,674	974,674	1,124,674
Percent, Caltrans		32.1%	37.9%	43.8%

Possible ARRA STIP targets

	TE	Possible Non-TE ARRA Targets (STIP)		
		SHOPP 500M	SHOPP 700M	SHOPP 900M
Alameda	2,099	33,264	27,818	22,372
Alpine	59	941	787	633
Amador	136	2,156	1,803	1,450
Butte	402	6,368	5,326	4,283
Calaveras	159	2,522	2,109	1,696
Colusa	106	1,673	1,399	1,125
Contra Costa	1,360	21,551	18,023	14,495
Del Norte	102	1,611	1,347	1,084
El Dorado LTC	257	4,070	3,403	2,737
Fresno	1,455	23,054	19,279	15,505
Glenn	113	1,786	1,494	1,202
Humboldt	406	6,439	5,385	4,331
Kings	284	4,506	3,768	3,030
Lake	175	2,773	2,319	1,865
Lassen	258	4,082	3,414	2,745
Madera	258	4,083	3,414	2,746
Marin	398	6,299	5,268	4,237
Mariposa	105	1,663	1,390	1,118
Mendocino	383	6,062	5,070	4,077
Merced	463	7,337	6,135	4,934
Modoc	137	2,167	1,812	1,458
Monterey	745	11,798	9,867	7,935
Napa	247	3,908	3,268	2,628
Nevada	217	3,445	2,881	2,317
Placer LTC	408	6,473	5,413	4,354
Plumas	155	2,464	2,060	1,657
Sacramento	1,803	28,567	23,890	19,213
San Benito	135	2,137	1,787	1,437
San Francisco	1,074	17,018	14,232	11,446
San Joaquin	944	14,953	12,505	10,057
San Mateo	1,114	17,661	14,770	11,878
Santa Clara	2,458	38,958	32,580	26,202
Santa Cruz	428	6,788	5,677	4,566
Shasta	440	6,969	5,828	4,687
Sierra	73	1,156	967	777
Siskiyou	304	4,814	4,026	3,237
Solano	644	10,200	8,530	6,860
Sonoma	784	12,423	10,389	8,355
Stanislaus	731	11,586	9,689	7,792
Sutter	165	2,616	2,188	1,760
Tahoe RPA	108	1,709	1,429	1,150
Tehama	221	3,507	2,933	2,359
Trinity	158	2,502	2,092	1,683
Tuolumne	179	2,833	2,369	1,905
Yolo	353	5,589	4,674	3,759
Yuba	126	2,002	1,674	1,346
Imperial	680	10,771	9,007	7,244
Inyo	550	8,722	7,294	5,866
Kern	1,905	30,196	25,253	20,309
Los Angeles	12,851	203,646	170,305	136,965
Mono	408	6,464	5,406	4,347
Orange	3,876	61,425	51,369	41,312
Riverside	2,777	44,007	36,802	29,597
San Bernardino	3,609	57,189	47,826	38,463
San Diego	4,248	67,319	56,298	45,276
San Luis Obispo	758	12,017	10,050	8,082
Santa Barbara	863	13,674	11,436	9,197
Tulare	894	14,172	11,852	9,531
Ventura	1,270	20,123	16,828	13,534
Statewide Regional	57,815	916,208	766,208	616,208
Interregional	19,272	305,403	255,403	205,403
Total	77,087	1,221,611	1,021,611	821,611



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: March 16, 2009

FR: Sri Srinivasan

RE: TIP Update

2009 TIP Revisions

TIP Revision 09-01 - Approved

Final Caltrans approval for TIP Revision 09-01 was received on December 16, 2008.

TIP Revision 09-02 - Approved

Revision 09-02 was an amendment that made revisions to 72 projects with a net increase in funding of \$28,081,615. Among other changes, it updates funding amounts to reflect changes made through Amendment 07-26 which revised the 2007 TIP after the Commission had approved the 2009 TIP. This amendment also reconciles STP/CMAQ funding that was obligated in FY 2007/08, modifies projects to reflect actions taken by the California Transportation Commission and makes adjustments to various grouped project listings at the request of Caltrans. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-02 was approved by the MTC Commission on December 17, 2008. Caltrans approval was received on January 7, 2009 and final federal approval was received on January 23, 2009.

TIP Revision 09-03 - Approved

Revision 09-03 was an administrative modification that made revisions to 15 projects with a net decrease in funding of \$361,802. One significant change in this revision includes combining the Doyle Drive Congestion Tolling project (SF-070043) into the Doyle Drive Replacement project (SF-991030), to reflect the changes made through administrative modification 07-28 which revised the 2007 TIP after the Commission had approved the 2009 TIP. Another change is to split the New Freedom Grouped Listing (REG070013) into three separate New Freedom (NF) grouped listings: NF FY06 Small UA (REG070013), NF FY07 Large UA (REG090004) and NF FY07/09 Small UA (REG090005) with updated project costs and lists to provide clarity. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

Revision 09-03 was approved by the Director on January 29, 2009. Caltrans approval was received on February 10, 2009.

TIP revision Update
 March 16, 2009
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TIP Revision 09-04 - Pending

TIP Amendment 09-04 makes revisions to 64 projects with a net increase in funding of \$303.5 million. Among other changes, it updates project lists and costs of several SHOPP Grouped listings. The amendment updates the funding plan to identify \$35 million in CMAQ funds and advances these funds from outside the TIP period for AC Transit's Enhanced Bus - Telegraph/International/East 14th project as part of the implementation of the Resolution 3434 Strategic Plan. It adds the I-880 High Street Bridge rehabilitation project back into the TIP and amends ten new projects into the TIP. Of these, four projects received FTA Transit in Parks Program (5320) grant funds and the revenues are accounted for as part of this revision.

The amendment programs the second cycle funds of the Safe Routes to School grants into the TIP, adds in FY 2010 and FY 2011 funds into the Highway Safety Improvement Program and archives seven projects. The amendment adds the State and Local Partnership Program revenues into the TIP. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements. The amendment was approved by the commission on February 25, 2009. Caltrans approval was received on March 3, 2009 and final federal approval is expected in mid-March 2009.

TIP Revision 09-05 - Pending

TIP Amendment 09-05 amends in the funding revenues for the American Recovery and Reinvestment Act (ARRA) as shown in the table below. This amendment adds in additional revenues only, to demonstrate financial constraint for the 2009 TIP. Several projects to be funded with ARRA funding are included in a companion Amendment 09-07.

ARRA Funding Revenues TIP Revision 09-05	
Fund Type	Amount
FHWA Administered Funds	\$845,000,000
FTA Administered Funds	\$343,148,640
Total	\$1,188,148,640

The changes made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP. Caltrans approval was received on February 26, 2009 and final federal approval is expected in mid-March 2009.

TIP Revision 09-06 - In Process

Revision 09-06 is an amendment being processed by MTC. The 2009 TIP is presently a reflection of the 2030 Regional Transportation Plan (T-2030). MTC is in the process of developing and adopting an updated Regional Transportation Plan (T-2035). This amendment conforms the 2009 TIP to the new RTP (T-2035), revises existing projects and amends in new Air-Quality non-exempt projects. The public comment period closed on February 9, 2009. Caltrans approval is expected in early April and final federal approval is expected in mid-May 2009.

TIP Revision 09-07 – Pending

Amendment 09-07 amends in 26 new grouped listings into the TIP with a net change in funding of \$485.3 million in American Recovery and Reinvestment Act (ARRA) and local funds. This revision programs \$395.1 million of the ARRA revenues amended into the TIP as part of Revision 09-05. The

TIP revision Update

March 16, 2009

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changes made pursuant to this amendment will not change the air quality conformity finding or conflict with the financial constraint requirements of the TIP.

Revision 09-07 was approved by the MTC Commission on February 25, 2009. Caltrans approval was received on March 2, 2009 and final federal approval is expected in March 2009.

Projects in all the revisions can be viewed at: <http://www.mtc.ca.gov/funding/tip/revisions.htm>. The FMS system has also been updated to reflect the approvals received. If you have any questions regarding any TIP project, please contact Sri Srinivasan at (510) 817-5793.



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: March 16, 2009

FR: Marcella Aranda

RE: FY 2008-09 STP/CMAQ Obligation Status

Background

AB 1012 (Chapter 783, Statutes of 1999 - Torlakson) established strict timely use of funds and project delivery requirements for transportation projects. Under AB 1012, Surface Transportation Program (STP) and Congestion Mitigation Air Quality Improvement (CMAQ) funds must be obligated within three years of the apportionment. The obligation requirement applies to the aggregate programmed amounts of STP and CMAQ amounts for a given fiscal year. Funds not obligated by the deadline are lost to the region. Furthermore, Obligation Authority (OA) is assigned to the STP/CMAQ apportionments on an annual basis. Regional OA not used by May 1 of each year is made available to other regions on a first-come first-served basis, with any remaining OA not used by the end of each federal fiscal year taken by the state; with no guarantee the funds will be returned.

In addition to the state requirements, MTC's regional project delivery policy (MTC Resolution 3606) requires the obligation of STP and CMAQ funds on a project-by-project basis for established regional deadlines that are earlier than those required by AB 1012. This is to ensure that no funds are lost to the region due to missed state and federal requirements and to facilitate project delivery. Funds not obligated by the regional deadlines are returned to MTC for reprogramming within the region.

On November 21, 2008, MTC submitted the required FY 2008-09 annual obligation plan to Caltrans. The original plan identified over 118 STP/CMAQ projects totaling \$166.8 million in committed STP/CMAQ obligations for FY 2008-09. As of February 28, 2009, approximately \$69.5 million or 39.7% of the STP/CMAQ funds have been obligated. The obligations by fund source are summarized below.

STP/CMAQ Obligation Status for FY 2008-09

Fund Source	FY 2008-09 Obligation Plan (as submitted)	FY 2008-09 Obligation Plan (as of 2/28/09)	Obligations through February 28, 2009	% Obligated	Balance Remaining	% Remaining
STP	\$58,459,360	\$61,847,865	\$42,961,146	69.5 %	\$18,886,719	30.5 %
CMAQ	\$108,373,000	\$113,456,827	\$26,551,294	23.4 %	\$86,905,533	76.6 %
Total	\$166,832,360	\$175,304,692	\$69,512,440	39.7 %	\$105,792,252	60.3 %

FY 2008-09 Obligation Status

MTC staff continuously monitors the delivery of STP/CMAQ funded projects, and has been informing members of the Bay Area Partnership on a regular basis of the project delivery requirements and pending deadlines. Sponsors with regional STP/CMAQ funds programmed in FY 2008-09 of the federal TIP were required to submit the obligation/ transfer request to Caltrans by February 1, 2009, and to receive

FY 2008-09 STP/CMAQ Obligation Status

March 16, 2009

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obligation (an E-76 / federal authorization to proceed) by April 30, 2009. Sponsors should continue to work with their Caltrans Local Assistance Engineer to conduct field reviews and obligate their funds as soon as possible.

Any funding changes to projects in the Plan must be added to FY 2008-09 of the TIP through a TIP Revision approved by MTC, before the change is incorporated into the Obligation Plan. Attached is a listing of the STP/CMAQ funds programmed in FY 2008-09 and must be submitted to Caltrans Local Assistance by February 1, 2009, and obligated by April 30, 2009. Funds that do not meet these deadlines are subject to reprogramming.

Attachment

A – FY 2008-09 STP/CMAQ Obligation Status Report, March 3, 2009

J:\COMMITTEE\Partnership\Partnership PDWG_2008 PDWG\08 PDWG Memos\12_December\03a_0_STP-CMAQ_Oblig_Monitoring Memo.doc

Metropolitan Transportation Commission

STP/CMAQ Obligation Status Report

Fiscal Years: FY 08/09

March 03, 2009

Co	Sponsor	Federal Proj ID	Fund Code	TIP ID	Ver	Project Name	Appn FY	Prog FY	Fund Programming Information			Obligation Information			
									STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount
Alameda County															
ALA	AC Transit		CMAQ-T3-3B-3434	ALA050017	7	Enhanced Bus - Telegraph/Intl/East 14th (CON)	08/09	08/09		35,000,000	35,000,000				35,000,000
ALA	ACCMA		STP-T3-3-TCP-SF	ALA010032	10	I-580 San Leandro Estudillo Noise Barrier (CON)	08/09	08/09	7,262,000		7,262,000				7,262,000
ALA	ACCMA	6273047	CMAQ-T3-1-AQ	ALA050036	9	Alameda SMART Corridors Operations & Management (CON)	08/09	08/09		283,000	283,000	01/28/2009		283,000	283,000
ALA	ACCMA	6204080	CMAQ-T3-1-AQ	ALA070020	7	I-580 (TriValley) Corridor - EB HOV/HOT Lane (CON)	08/09	08/09		1,000	1,000	12/20/2008			1,000
ALA	ACCMA	6204071	CMAQ-T3-1-AQ	ALA070020	7	I-580 (TriValley) Corridor - EB HOV/HOT Lane (CON)	08/09	08/09		160,000	160,000	12/20/2008			160,000
ALA	ACCMA	6204071	CMAQ-T3-3B-SYS-SFTY-SWAP	ALA070020	7	I-580 (TriValley) Corridor - EB HOV/HOT Lane (CON)	08/09	08/09		2,000,000	2,000,000	12/20/2008			2,000,000
ALA	ACCMA	6204071	CMAQ-T3-3B-SYS-SFTY-SWAP	ALA070020	7	I-580 (TriValley) Corridor - EB HOV/HOT Lane (CON)	08/09	08/09		4,000,000	4,000,000	12/20/2008			4,000,000
ALA	ACCMA		CMAQ-T3-1-AQ	ALA991084	13	I-680 Sunol Grade - Alameda SB HOV Final Phase (CON)		08/09							
ALA	Alameda County		STP-T3-3-LSR-SF	ALA050072	5	Alameda County - Castro Valley Blvd Rehabilitation (CON)	08/09	08/09	758,000		758,000				758,000
ALA	Alameda County		CMAQ-T3-1-AQ	ALA070040	4	Hampton Rd Streetscape Improvements (CON)	08/09	08/09		257,000	257,000				257,000
ALA	Alameda County		CMAQ-T3-1-TROC-LIFE	ALA070040	4	Hampton Rd Streetscape Improvements (CON)	08/09	08/09		159,000	159,000				159,000
ALA	Alameda County		CMAQ-T3-2-TROC-LIFE	ALA070040	4	Hampton Rd Streetscape Improvements (CON)	08/09	08/09		1,841,000	1,841,000				1,841,000
ALA	Alameda County		CMAQ-T3-2-TROC-LIFE	ALA070040	4	Hampton Rd Streetscape Improvements (ROW)		08/09							
ALA	Alameda County		CMAQ-T3-3-RBP-CO	ALA070040	4	Hampton Rd Streetscape Improvements (CON)	08/09	08/09		742,000	742,000				742,000
ALA	BART		CMAQ-T3-1-AQ	ALA070051	2	BART Station Electronic Bike Lockers, Ph. 2 (CON)	08/09	08/09		130,000	130,000				130,000
ALA	Berkeley	5057030	STP-T3-3-LSR-SF	ALA050073	4	Berkeley - University Ave Rehabilitation (CON)	08/09	08/09	630,000		630,000	02/05/2009	630,000		630,000
ALA	Caltrans	6204063	STP-T3-2-TLC-SAP	ALA050059	4	SR 13 Median Landscaping (CON)	08/09	08/09	99,765		99,765	01/13/2009	99,765		99,765
ALA	Caltrans		CMAQ-T3-1-AQ	ALA070042	4	I-880 SB HOV Lanes - Marina Blvd to Hegenberger (PE)	08/09	08/09		24,000	24,000				24,000
ALA	Caltrans		CMAQ-T3-3B-SYS-SFTY-SWAP	ALA070042	4	I-880 SB HOV Lanes - Marina Blvd to Hegenberger (PE)	08/09	08/09		2,757,000	2,757,000				2,757,000
ALA	Caltrans		STP-T3-2-TCP-SF	ALA070042	4	I-880 SB HOV Lanes - Marina Blvd to Hegenberger (PSE)		08/09							
ALA	Caltrans		STP-T3-3-TCP-SF	ALA070042	4	I-880 SB HOV Lanes - Marina Blvd to Hegenberger (PE)	08/09	08/09	198,000		198,000				198,000
ALA	Dublin		CMAQ-T3-1-AQ	ALA050082	6	E. Dublin BART Station Corridor Bike/Ped Enh. (CON)	08/09	08/09		76,000	76,000				76,000
ALA	Dublin		CMAQ-T3-2-TLC-HIP	ALA050082	6	E. Dublin BART Station Corridor Bike/Ped Enh. (CON)	08/09	08/09		1,459,000	1,459,000				1,459,000
ALA	Dublin		CMAQ-T3-2-TLC-HIP	ALA050083	5	W. Dublin BART Station Corridor Bike/Ped Enh. (CON)	08/09	08/09		1,052,000	1,052,000				1,052,000
ALA	Fremont	5322029	CMAQ-T3-3-TLC-REG	ALA070037	3	Bay Street Streetscape & Parking Project (CON)	08/09	08/09		1,570,000	1,570,000	01/16/2009		1,570,000	1,570,000
ALA	Livermore		CMAQ-T3-3-TLC-REG	ALA070038	2	Downtown Livermore Pedestrian Transit Connection (CON)	08/09	08/09		1,060,000	1,060,000				1,060,000
ALA	Livermore		CMAQ-T3-3-TLC-HIP	ALA070059	3	Livermore Downtown Pedestrian Improvements (CON)	08/09	08/09		845,000	845,000				845,000
ALA	MTC		CMAQ-T3-3-TLC-HIP	ALA050060	5	Emeryville - San Pablo/MacArthur Bike/Ped Imps. (CON)	08/09	08/09		128,000	128,000				128,000
ALA	Oakland		CMAQ-T3-2-TLC-HIP	ALA050061	5	Oakland - Latham & Telegraph Pedestrian Imps. (CON)		08/09							
ALA	Oakland	5012082	CMAQ-T3-3-TLC-HIP	ALA050080	6	7th Street,W. Oakland Transit Village Improvements (CON)	08/09	08/09		750,000	750,000	01/22/2009		750,000	750,000
ALA	Oakland	5012082	CMAQ-T3-3-TLC-REG	ALA050080	6	7th Street,W. Oakland Transit Village Improvements (CON)	08/09	08/09		1,580,000	1,580,000	01/22/2009		1,580,000	1,580,000
ALA	Oakland		CMAQ-T3-2-TLC-HIP	ALA070011	4	Coliseum Gardens Phase 3-66th Avenue Streetscape (CON)	08/09	08/09		1,230,000	1,230,000				1,230,000

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March 03, 2009

Co	Sponsor	Federal Proj ID	Fund Code	TIP ID	Ver	Project Name	Appn FY	Prog FY	Fund Programming Information			Obligation Information				
									STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Alameda County																
ALA	Oakland		CMAQ-T3-3-TLC-HIP	ALA070057	4	Fruitvale Ave Streetscape & Ped. Improvements (CON)	08/09	08/09		2,320,000		2,320,000			2,320,000	
ALA	Oakland		CMAQ-T3-3-TLC-HIP	ALA070057	4	Fruitvale Ave Streetscape & Ped. Improvements (PE)	08/09	08/09		300,000		300,000			300,000	
ALA	San Leandro	5041025	CMAQ-T3-3-RBP-CO	ALA050078	5	Bay Trail Bridge at Oyster Bay Slough (CON)	08/09	08/09		750,000		750,000	12/20/2008	750,000	750,000	
ALA	Union City	5354024	STP-T3-3-LSR-SF	ALA050070	3	Union City - Alvarado-Niles Road Rehabilitation (CON)	08/09	08/09	421,000			421,000	01/28/2009	421,000	421,000	
Alameda County Totals									9,368,765	60,474,000	69,842,765		1,150,765	4,933,000	6,083,765	63,759,000

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Co	Sponsor	Federal Proj ID	Fund Code	TIP ID	Ver	Project Name	Appn FY	Prog FY	Fund Programming Information			Obligation Information				
									STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Contra Costa County																
CC	BART	6000039	STP-T3-2-BF	CC-030003	9	Richmond BART Parking Structure (CON)	08/09	08/09	4,320,000		4,320,000	01/21/2009	4,320,000		4,320,000	
CC	CC County	5928048	CMAQ-T3-3-RBP-CO	CC-990046	10	Iron Horse Trail Over-crossing at Treat (CON)	08/09	08/09		1,520,000	1,520,000	02/19/2009		1,520,000	1,520,000	
CC	CC County	5928048	CMAQ-T3-3-TLC-CO	CC-990046	10	Iron Horse Trail Over-crossing at Treat (CON)	08/09	08/09		754,000	754,000	02/19/2009		754,000	754,000	
CC	CC County	5928048	CMAQ-T3-3-TLC-HIP	CC-990046	10	Iron Horse Trail Over-crossing at Treat (CON)	08/09	08/09		2,522,000	2,522,000	02/19/2009		2,522,000	2,522,000	
CC	Concord		CMAQ-T3-3-RBP-CO	CC-070030	3	Concord Blvd. Gap Closure, Phase 2 (CON)	08/09	08/09		820,000	820,000				820,000	
CC	Concord		CMAQ-T3-3-TLC-REG	CC-070083	2	Monument Blvd & Meadow Ln Pedestrian Improvements (CON)	08/09	08/09		1,200,000	1,200,000				1,200,000	
CC	El Cerrito	5239010	CMAQ-T3-3-TLC-CO	CC-070074	4	San Pablo Avenue Streetscape (CON)	08/09	08/09		506,000	506,000	01/30/2009		506,000	506,000	
CC	El Cerrito	5239010	CMAQ-T3-3-TLC-REG	CC-070074	4	San Pablo Avenue Streetscape (CON)	08/09	08/09		1,800,000	1,800,000	01/30/2009		1,800,000	1,800,000	
CC	Martinez		CMAQ-T3-3-TLC-HIP	CC-070085	3	Martinez - Marina Vista Streetscape (CON)	08/09	08/09		1,600,000	1,600,000				1,600,000	
CC	Moraga		STP-T3-3-LSR-SF	CC-050069	4	Moraga - Moraga Road Rehabilitation (CON)	08/09	08/09	375,000		375,000				375,000	
CC	Pinole	5126009	STP-T3-3-LSR-SF	CC-050073	3	Pinole - Appian Way Rehab: Phase II (CON)	08/09	08/09	540,000		540,000	01/16/2009	540,000		540,000	
CC	Richmond		CMAQ-T3-3-RBP-CO	CC-070066	4	Central Richmond Greenway (East Segment) (CON)	08/09	08/09		20,000	20,000				20,000	
CC	Richmond		CMAQ-T3-3-TLC-HIP	CC-070080	3	Richmond Downtown Bike & Ped Improvements (CON)	08/09	08/09		1,100,000	1,100,000				1,100,000	
CC	St. Rte. 4 BA		CMAQ-T3-3-RBP-CO	CC-070067	3	Mokelumne Trail Bike/Ped Overcrossing (CON)	08/09	08/09		1,520,000	1,520,000				1,520,000	
Contra Costa County Totals									5,235,000	13,362,000	18,597,000		4,860,000	7,102,000	11,962,000	6,635,000

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									STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Marin County																
MRN	San Rafael		CMAQ-T3-2-TROC-LIFE	MRN070016	4	San Rafael Canal Street Pedestrian Access (CON)	06/07	08/09		288,000	288,000				288,000	
Marin County Totals									0	288,000	288,000		0	0	0	288,000

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Co	Sponsor	Federal Proj ID	Fund Code	TIP ID	Ver	Project Name	Appn FY	Prog FY	Fund Programming Information			Obligation Information				
									STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Napa County																
NAP	American Canyon		STP-T3-2-LSR-SF	NAP050011	4	American Canyon - Elliott Street Rehabilitation (CON)	08/09	08/09	48,000		48,000				48,000	
NAP	American Canyon		STP-T3-3-LSR-SF	NAP070004	2	West American Canyon Road Rehabilitation (CON)	08/09	08/09	281,000		281,000				281,000	
NAP	NCTPA		CMAQ-T3-3-RBP-CO	NAP070008	2	East Avenue Sidewalk Project (CON)	08/09	08/09		284,000	284,000				284,000	
NAP	Napa		STP-T3-3-LSR-SF	NAP070003	3	Napa - Browns Valley Road Rehabilitation (CON)	08/09	08/09	664,000		664,000				664,000	
NAP	Napa		STP-T3-3-LSR-SF	NAP070006	3	Napa - Soscol Avenue Rehabilitation (CON)	08/09	08/09	221,000		221,000				221,000	
NAP	Napa		STP-T3-3-LSR-SF	NAP070007	3	Napa - Soscol Road Rehabilitation Phase 2 (CON)	08/09	08/09	574,000		574,000				574,000	
NAP	Napa County		STP-T3-3-LSR-SF	NAP070005	2	Deer Park Road Rehabilitation (CON)	08/09	08/09	46,581		46,581				46,581	
Napa County Totals									1,834,581	284,000	2,118,581		0	0	0	2,118,581

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Co	Sponsor	Federal Proj ID	Fund Code	TIP ID	Ver	Project Name	Appn FY	Prog FY	Fund Programming Information			Obligation Information				
									STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Regional Totals																
REG	BART	6000039	STP-T3-3-TCP-SF	REG050020	6	BART Car Exchange (Preventive Maintenance) (CON)	08/09	08/09	22,683,000		22,683,000	01/21/2009	22,683,000		22,683,000	
REG	MTC		CMAQ-T3-3-RO	MTC030003	12	Freeway Operations TOS (CON)	08/09	08/09		934,000	934,000				934,000	
REG	MTC		CMAQ-T3-3-RO	MTC030003	12	Freeway Operations TOS (CON)	08/09	08/09		1,000,000	1,000,000				1,000,000	
REG	MTC		CMAQ-T3-3-RO	MTC030003	12	Freeway Operations TOS (PE)	08/09	08/09		266,000	266,000				266,000	
REG	MTC		STP-T3-3-TLC-PL	MTC030005	7	TLC/HIP Planning Grants (ENV)		08/09								
REG	MTC	6084146	STP-T3-3-TLC-PL	REG050008	5	Station Area Planning Program (PE)	08/09	08/09	855,000		855,000	11/14/2008	855,000		855,000	
REG	MTC	6084146	STP-T3-3-TLC-SAP	REG050008	5	Station Area Planning Program (PE)	08/09	08/09	9,200,000		9,200,000	11/14/2008	9,200,000		9,200,000	
Regional Totals									32,738,000	2,200,000	34,938,000		32,738,000	0	32,738,000	2,200,000

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Co	Sponsor	Federal Proj ID	Fund Code	TIP ID	Ver	Project Name	Appn FY	Prog FY	Fund Programming Information			Obligation Information				
									STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
San Francisco County																
SF	MUNI	6328027	CMAQ-T3-3-RBP-CO	SF-010037	14	SF Muni Third St LRT Phase 2 - New Central Subway (PSE)	08/09	08/09		2,025,000	2,025,000				2,025,000	
SF	SF DPW		CMAQ-T3-3-TLC-REG	SF-070031	2	Valencia Streetscape Improvements (CON)	08/09	08/09		2,600,000	2,600,000				2,600,000	
SF	SF DPW		CMAQ-T3-3-TLC-HIP	SF-070032	3	Leland Avenue Streetscape Improvements (CON)	08/09	08/09		1,640,000	1,640,000				1,640,000	
SF	SF DPW		CMAQ-T3-3-TLC-HIP	SF-070039	4	Divisadero Streetscape and Ped. Improvements (CON)	08/09	08/09		2,614,000	2,614,000				2,614,000	
San Francisco County Totals									0	8,879,000	8,879,000		0	0	0	8,879,000

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Co	Sponsor	Federal Proj ID	Fund Code	TIP ID	Ver	Project Name	Appn FY	Prog FY	Fund Programming Information			Obligation Information				
									STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
San Mateo County																
SM	Belmont	5268014	STP-T3-2-LSR-SF	SM-050011	5	Belmont - Old County Road Rehabilitation (CON)	08/09	08/09	120,000		120,000	12/24/2008	120,000		120,000	
SM	CCAG	6419007	CMAQ-T3-3-RO	SM-070037	3	San Mateo County Traffic Incident Management (PE)	08/09	08/09		367,000	367,000	01/28/2009		367,000	367,000	
SM	CCAG		CMAQ-T3-2-RO	SM-070043	2	San Mateo County Ramp Metering Study (PE)		08/09								
SM	Colma	5264002	CMAQ-T3-3-RBP-CO	SM-070042	4	Colma - 'D' Street Pedestrian Enhancements (CON)	08/09	08/09		235,000	235,000	01/16/2009		180,743	180,743	
SM	Colma	5264002	CMAQ-T3-3-TLC-HIP	SM-070042	4	Colma - 'D' Street Pedestrian Enhancements (CON)	08/09	08/09		250,000	250,000	01/16/2009		250,000	250,000	
SM	Daly City		CMAQ-T3-2-TLC-HIP	SM-050046	8	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		47,000	47,000				47,000	
SM	Daly City		CMAQ-T3-3-RBP-CO	SM-050046	8	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		499,000	499,000				499,000	
SM	Daly City		CMAQ-T3-3-TLC-CO	SM-050046	8	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		293,000	293,000				293,000	
SM	Daly City		CMAQ-T3-3-TLC-HIP	SM-050046	8	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		123,000	123,000				123,000	
SM	Daly City		CMAQ-T3-3-TLC-REG	SM-050046	8	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		900,000	900,000				900,000	
SM	Foster City		STP-T3-3-LSR-SF	SM-070012	2	Foster City - Shell Boulevard Rehabilitation (CON)		08/09								
SM	MTC		CMAQ-T3-3-TLC-HIP	SM-070036	3	Colma HIP Streetscape & Pedestrian Improvements (CON)	08/09	08/09								
SM	Pacifica	5350015	CMAQ-T3-3-RBP-CO	SM-070027	6	San Pedro Terrace Multi-Purpose Trail (CON)	08/09	08/09		150,000	150,000				150,000	
SM	Pacifica	5350015	CMAQ-T3-3-RBP-CO	SM-070027	6	San Pedro Terrace Multi-Purpose Trail (CON)	08/09	08/09		450,000	450,000	01/13/2009		450,000	450,000	
SM	Pacifica	5350015	CMAQ-T3-3-RBP-CO	SM-070027	6	San Pedro Terrace Multi-Purpose Trail (PE)	08/09	08/09		50,000	50,000	10/22/2008		200,000	200,000	
SM	Redwood City	5029019	CMAQ-T3-2-TLC-HIP	SM-070001	7	Redwood City - El Camino Real/Broadway Streetscape (CON)	08/09	08/09		8,000	8,000	01/15/2009		8,000	8,000	
SM	Redwood City		CMAQ-T3-3-TLC-HIP	SM-070001	7	Redwood City - El Camino Real/Broadway Streetscape (CON)	08/09	08/09		251,000	251,000				251,000	
SM	Redwood City	5029019	CMAQ-T3-3-TLC-HIP	SM-070001	7	Redwood City - El Camino Real/Broadway Streetscape (CON)	08/09	08/09		380,000	380,000	01/15/2009		380,000	380,000	
SM	San Mateo	5102032	CMAQ-T3-3-RBP-CO	SM-070026	5	San Mateo - Delaware Street Improvement (CON)	08/09	08/09		70,000	70,000	01/16/2009		70,000	70,000	
SM	San Mateo Co	5935044	CMAQ-T3-3-RBP-CO	SM-070028	4	Mirada Surf Coastal Bike and Pedestrian Trail (CON)	08/09	08/09		181,000	181,000	02/06/2009		181,000	181,000	
SM	San Mateo Co		CMAQ-T3-3-TLC-HIP	SM-070038	4	'F' Street Sidewalk Imps. and Streetscape (CON)	08/09	08/09								
SM	San Mateo Co	5935046	CMAQ-T3-3-RBP-CO	SM-070039	5	Menlo Park - Santa Cruz Avenue Pedestrian Imps. (CON)	08/09	08/09		27,000	27,000	01/28/2009		27,000	27,000	
SM	San Mateo Co	5935045	CMAQ-T3-3-RBP-CO	SM-070040	4	Westborough Blvd. Bicycle Lanes Improvements (CON)	08/09	08/09		18,000	18,000	01/22/2009		15,900	15,900	
SM	San Mateo Co	5935048	CMAQ-T3-3-TLC-HIP	SM-070046	2	Install Permanent Traffic Calming Advisory Signs (CON)	08/09	08/09		40,000	40,000	01/15/2009		40,000	40,000	
San Mateo County Totals									120,000	4,339,000	4,459,000		120,000	2,169,643	2,289,643	2,169,357

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Co	Sponsor	Federal Proj ID	Fund Code	TIP ID	Ver	Project Name	Appn FY	Prog FY	Fund Programming Information			Obligation Information			
									STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount
Santa Clara County															
SCL	Caltrans	6204067	STP-T3-2-BF	SCL030008	7	SR 87 Guadalupe Freeway Corridor (CON)	08/09	08/09	208,600		208,600				208,600
SCL	Caltrans	6024067	STP-T3-2-BF	SCL030008	7	SR 87 Guadalupe Freeway Corridor (CON)	08/09	08/09	1,211,400		1,211,400	10/23/2008	1,211,400		1,211,400
SCL	Caltrans		STP-T3-2-BF	SCL030008	7	SR 87 Guadalupe Freeway Corridor (PSE)	08/09	08/09	60,000		60,000				60,000
SCL	Gilroy	5034015	CMAQ-T3-2-TROC-LIFE	SCL070010	5	Gilroy Pedestrian Improvements (CON)	08/09	08/09		323,000	323,000	10/23/2008		323,000	323,000
SCL	Gilroy	5034017	CMAQ-T3-3-TLC-CO	SCL070039	3	Gilroy 6th Street Streetscape West/East (CON)	08/09	08/09		459,000	459,000	01/15/2009		459,000	459,000
SCL	Gilroy		CMAQ-T3-3-TLC-HIP	SCL070039	3	Gilroy 6th Street Streetscape West/East (CON)	08/09	08/09		515,000	515,000				515,000
SCL	Los Altos Hills	5324004	CMAQ-T3-3-RBP-CO	SCL070025	3	Los Altos Hills - El Monte Road Bike/Ped Path (CON)	08/09	08/09		440,000	440,000	10/23/2008		440,000	440,000
SCL	Los Gatos	5067013	STP-T3-3-LSR-SF	SCL050029	5	Los Gatos - Various Streets Rehabilitation (CON)	08/09	08/09	272,000		272,000	10/22/2008	272,000		272,000
SCL	Milpitas		CMAQ-T3-3-TLC-CO	SCL070037	3	So. Abel & So. Main Streetscape Imps. - Phase 1 (CON)	08/09	08/09		850,000	850,000				850,000
SCL	Morgan Hill	5152016	CMAQ-T3-3-TLC-REG	SCL070014	3	Morgan Hill - Third Street Promenade (CON)	08/09	08/09		1,520,000	1,520,000	01/28/2009		1,520,000	1,520,000
SCL	San Jose	5005093	CMAQ-T3-3-TLC-HIP	SCL050061	5	San Jose State Univ. / Japantown Pedestrian Imps. (CON)	08/09	08/09		1,555,000	1,555,000	01/28/2009		1,393,654	1,393,654
SCL	San Jose	5005084	CMAQ-T3-3-RBP-CO	SCL050081	7	Lower Guadalupe River Trail (PSE)	08/09	08/09		1,377,000	1,377,000	01/31/2009		1,377,000	1,377,000
SCL	San Jose	5005094	CMAQ-T3-3-RBP-CO	SCL070040	4	San Jose - Jackson Street Pedestrian Imps. (CON)	08/09	08/09		435,000	435,000	02/05/2009		435,000	435,000
SCL	San Jose	5005094	CMAQ-T3-3-TLC-CO	SCL070040	4	San Jose - Jackson Street Pedestrian Imps. (CON)	08/09	08/09		865,000	865,000	02/05/2009		865,000	865,000
SCL	Santa Clara Co	5937125	STP-T3-3-LSR-SF	SCL050072	5	Santa Clara Co. - Capitol Expwy. Rehabilitation (CON)	08/09	08/09	819,919		819,919	02/19/2009	728,860		728,860
SCL	Santa Clara Co		STP-T3-3-LSR-SF	SCL050072	5	Santa Clara Co. - Capitol Expwy. Rehabilitation (ENV)		08/09							
SCL	Santa Clara Co	5937125	STP-T3-3-LSR-SF	SCL050072	5	Santa Clara Co. - Capitol Expwy. Rehabilitation (PE)	08/09	08/09	75,081		75,081	10/22/2008	75,081		75,081
SCL	Santa Clara Co		STP-T3-3-LSR-SF	SCL050075	6	Santa Clara Co. - Oregon/Page Mill Expwy Rehab (CON)	08/09	08/09	1,180,972		1,180,972				1,180,972
SCL	Santa Clara Co		STP-T3-3-LSR-SF	SCL050075	6	Santa Clara Co. - Oregon/Page Mill Expwy Rehab (ENV)	08/09	08/09							
SCL	Santa Clara Co	5937126	STP-T3-3-LSR-SF	SCL050075	6	Santa Clara Co. - Oregon/Page Mill Expwy Rehab (PE)	08/09	08/09	75,028		75,028	10/22/2008	75,028		75,028
SCL	Santa Clara Co		STP-T3-1A-LSR-SF	SCL050076	6	Santa Clara Co. - Various Non-Expressway Rehab (CON)	08/09	08/09	850,000		850,000				850,000
SCL	Santa Clara Co		STP-T3-3-LSR-SF	SCL050076	6	Santa Clara Co. - Various Non-Expressway Rehab (PE)		08/09							
SCL	Santa Clara Co	5937127	CMAQ-T3-1-AQ-SWAP	SCL070042	2	San Tomas Bicycle Shoulder Delineation - Phase 2 (CON)	08/09	08/09		34,000	34,000	01/28/2009		34,000	34,000
SCL	Santa Clara Co	5937127	CMAQ-T3-1-AQ-SWAP	SCL070042	2	San Tomas Bicycle Shoulder Delineation - Phase 2 (CON)	08/09	08/09		216,000	216,000	01/28/2009		216,000	216,000
SCL	Santa Clara Co		CMAQ-T3-3-RBP-CO	SCL070051	2	Foothill Expressway Loyola Bridge Bicycle Imp. (CON)	08/09	08/09		320,000	320,000				320,000
SCL	Saratoga	5332012	CMAQ-T3-1-AQ-SWAP	SCL070026	3	Saratoga - DeAnza Bike/Ped Trail (CON)	08/09	08/09		1,231,000	1,231,000	08/13/2008		1,400,000	1,400,000
SCL	Saratoga	5332012	CMAQ-T3-1-AQ-SWAP	SCL070026	3	Saratoga - DeAnza Bike/Ped Trail (ROW)	08/09	08/09		169,000	169,000				169,000
SCL	Saratoga		CMAQ-T3-3-TLC-CO	SCL070038	2	Saratoga Village Pedestrian Enhancements (CON)	08/09	08/09		425,000	425,000				425,000
SCL	Saratoga		CMAQ-T3-2-RBP-REG	SCL070050	2	Highway 9 Safety Improvements (PE)	08/09	08/09		462,000	462,000				462,000
SCL	Sunnyvale	5213030	STP-T3-3-LSR-SF	SCL050027	6	Sunnyvale - Various Streets Rehabilitation (CON)	08/09	08/09	530,234		530,234	10/22/2008	530,234		530,234
SCL	Sunnyvale	5213028	CMAQ-T3-3-TLC-CO	SCL070036	4	Sunnyvale-Murphy Ave Streetscape Revitalization (CON)	08/09	08/09		397,000	397,000	01/23/2009		397,000	397,000
SCL	Sunnyvale	5213028	CMAQ-T3-3-TLC-HIP	SCL070036	4	Sunnyvale-Murphy Ave Streetscape Revitalization (CON)	08/09	08/09		1,300,000	1,300,000	01/23/2009		1,300,000	1,300,000
SCL	Sunnyvale		CMAQ-T3-3-TLC-HIP	SCL070036	4	Sunnyvale-Murphy Ave Streetscape Revitalization (PE)	08/09	08/09							

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Co	Sponsor	Federal Proj ID	Fund Code	TIP ID	Ver	Project Name	Appn FY	Prog FY	Fund Programming Information			Obligation Information				
									STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Santa Clara County																
SCL	VTA		CMAQ-T3-1-AQ-SWAP	SCL090031	1	Grade-Separated Pedestrian Crossing (PSE)		08/09		257,827	257,827				257,827	
SCL	VTA		CMAQ-T3-3-RBP-CO	SCL090031	1	Grade-Separated Pedestrian Crossing (PSE)		08/09		1,210,000	1,210,000				1,210,000	
SCL	VTA	6264038	STP-T3-3-TCP-SF	SCL990046	21	VTA Preventive Maintenance (CON)	08/09	08/09	1,199,780		1,199,780	01/21/2009	1,199,778		1,199,778	2
Santa Clara County Totals									6,483,014	14,360,827	20,843,841		4,092,381	10,159,654	14,252,035	6,591,806

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Co	Sponsor	Federal Proj ID	Fund Code	TIP ID	Ver	Project Name	Appn FY	Prog FY	Fund Programming Information			Obligation Information				
									STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Solano County																
SOL	Benicia		CMAQ-T3-3-RBP-CO	SOL070045	2	State Park Road Bridge Widening (CON)	08/09	08/09		1,311,000	1,311,000				1,311,000	
SOL	Benicia		CMAQ-T3-3-TLC-CO	SOL070045	2	State Park Road Bridge Widening (CON)	08/09	08/09		40,000	40,000				40,000	
SOL	Dixon		CMAQ-T3-3-AQ-SOL	SOL070046	2	SR113 Pedestrian Improvements (CON)	08/09	08/09		90,000	90,000				90,000	
SOL	Fairfield		CMAQ-T3-3-RBP-CO	SOL070027	2	W. Texas St. Gateway Project Phase I & II (CON)	06/07	08/09		85,000	85,000				85,000	
SOL	STA		CMAQ-T3-3-AQ-SOL	SOL991066	13	Eastern Solano / SNCI Rideshare Program (PE)	08/09	08/09		195,000	195,000				195,000	
SOL	Solano County	5923086	CMAQ-T3-3-AQ-SOL	SOL050024	5	Vacaville-Dixon Bicycle Route (CON)	08/09	08/09		337,000	337,000	01/16/2009		337,000	337,000	
SOL	Solano County	5923073	CMAQ-T3-3-TLC-CO	SOL050046	6	Old Town Cordelia Enhancements (CON)	08/09	08/09		500,000	500,000	02/24/2009		499,998	499,998	2
SOL	Vacaville		CMAQ-T3-2-AQ-SOL	SOL050013	5	Vacaville Intermodal Station (CON)	08/09	08/09		900,000	900,000				900,000	
SOL	Vacaville		CMAQ-T3-3-TLC-HIP	SOL050013	5	Vacaville Intermodal Station (CON)	08/09	08/09		2,128,000	2,128,000				2,128,000	
SOL	Vacaville	5094047	CMAQ-T3-3-AQ-SOL	SOL070028	2	Vacaville Downtown Creekwalk Extension (CON)	08/09	08/09		694,000	694,000	02/24/2009		693,999	693,999	1
SOL	Vacaville	5094047	CMAQ-T3-3-AQ-SOL	SOL070028	2	Vacaville Downtown Creekwalk Extension (PSE)	08/09	08/09		53,000	53,000	01/13/2009		53,000	53,000	
SOL	Vacaville	5094051	CMAQ-T3-3-AQ-SOL	SOL070029	2	Ulatis Creek Bike Path - Allison to I-80 (ENV)	08/09	08/09		169,000	169,000	01/28/2009		169,000	169,000	
SOL	Vacaville		CMAQ-T3-2-AQ-SOL	SOL070047	2	Peabody Rd & Marshall Rd Pedestrian Improvements (CON)	08/09	08/09		120,000	120,000				120,000	
SOL	Vacaville		CMAQ-T3-3-AQ-SOL	SOL070047	2	Peabody Rd & Marshall Rd Pedestrian Improvements (CON)	08/09	08/09		28,000	28,000				28,000	
SOL	Vallejo		STP-T3-3-LSR-SF	SOL010027	6	Vallejo - Lemon Street Rehabilitation (CON)	08/09	08/09	672,000		672,000				672,000	
SOL	Vallejo		CMAQ-T3-2-TLC-HIP	SOL050048	4	Downtown Vallejo Pedestrian Enhancements.- Ph I (CON)	08/09	08/09		580,000	580,000				580,000	
Solano County Totals									672,000	7,230,000	7,902,000		0	1,752,997	1,752,997	6,149,003

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Co	Sponsor	Federal Proj ID	Fund Code	TIP ID	Ver	Project Name	Appn FY	Prog FY	Fund Programming Information			Obligation Information			
									STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount
Sonoma County															
SON	Colati		STP-T3-3-LSR-SF	SON050032	3	Colati - Old Redwood Highway South Rehab (CON)		08/09							
SON	Healdsburg		CMAQ-T3-3-RBP-CO	SON050017	4	Healdsburg Foss Creek Bicycle/Ped Pathway (PE)	08/09	08/09		149,000	149,000				149,000
SON	MTC		CMAQ-T3-3-TLC-HIP	SON050025	4	SMART Regional Bike/Ped Path: Ph. III (CON)		08/09							
SON	Santa Rosa		STP-T3-3-LSR-SF	SON050036	3	Santa Rosa - Various Streets Rehabilitation (CON)	08/09	08/09	2,008,000		2,008,000				2,008,000
SON	Santa Rosa	5028044	CMAQ-T3-3-TLC-HIP	SON070006	3	Santa Rosa Courthouse Square Enhancements (CON)	08/09	08/09		434,000	434,000	01/16/2009	434,000	434,000	
SON	Santa Rosa		CMAQ-T3-3-RBP-CO	SON070017	2	Piner Road Pathway/Stony Circle Sidewalk (CON)	08/09	08/09		235,000	235,000				235,000
SON	Sebastopol		CMAQ-T3-3-RBP-CO	SON070015	2	Street Smart Sebastopol Phase 2 (CON)	08/09	08/09		485,000	485,000				485,000
SON	Sonoma County		STP-T3-3-LSR-SF	SON050011	8	Sonoma County - Various Streets Rehabilitation (CON)	06/07	08/09	3,388,505		3,388,505				3,388,505
SON	Sonoma County		CMAQ-T3-3-RBP-CO	SON070018	2	Western Avenue Bike Ped. Project (CON)	08/09	08/09		429,000	429,000				429,000
SON	Windsor		CMAQ-T3-3-RBP-CO	SON070019	2	Windsor Road Ped & Bike Gap Closure (CON)	08/09	08/09		308,000	308,000				308,000
Sonoma County Totals									5,396,505	2,040,000	7,436,505	0	434,000	434,000	7,002,505
Report grand totals									61,847,865	113,456,827	175,304,692	42,961,146	26,551,294	69,512,440	105,792,252