



METROPOLITAN
TRANSPORTATION
COMMISSION

LOCAL STREETS AND ROADS WORKING GROUP
101 - 8th St., 3rd Floor, Fishbowl
Friday, May 8, 2009
9:00 a.m. – 12:00 p.m.

AGENDA

Topic	Estimated Time
1. Introductions (<i>Fernando Cisneros, Chair</i>)	5 min
2. Review of March 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
5. Discussion Items:	
A. American Recovery and Reinvestment Act Update* (<i>Theresa Romell/ Craig Goldblatt</i>)	20 min
B. PDA/ Focus Program Discussion (<i>Theresa Romell</i>)	15 min
C. April 2009 State Treasurer Bond Sale* (<i>Theresa Romell</i>)	10 min
D. Strategic Plan Implementation* (<i>Theresa Romell</i>)	15 min
6. Informational Items:	
A. FY 2008-09 LS&R Needs, Revenue and Performance Survey (<i>Amy Burch/ Theresa Romell</i>)**	15 min
1. Survey Response Summary	
2. Unit Treatment Cost Calculations	
B. 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>)	
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>)	
7. Caltrans Items:	
8. Recommended Agenda Items for Next Meeting: (<i>All</i>)	5 min

Proposed Next Meeting:

Friday, June 5, 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.

LOCAL STREETS & ROADS WORKING GROUP MINUTES

March 6, 2009

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1. Introductions

Fernando Cisneros (City/County of San Francisco and Chair) requested introductions.

2. Minutes of February 6, 2009 LS&R Working Group Meeting

The minutes of the February 6, 2009 LS&R Working Group meeting were accepted.

3. Programming Updates

a. STP/CMAQ Program Monitoring Update

Marcella Aranda (MTC) provided the STP/CMAQ Program Monitoring status report for FFY 2008-09. As of February 28, 2009, approximately \$69.5 million or 39.7% of the STP/CMAQ funds have been obligated. Sponsors with regional STP/CMAQ funds programmed in FY 2008-09 of the federal TIP are required to submit the obligation/ transfer request to Caltrans by February 1, 2009, and to receive obligation (an E-76 / federal authorization to proceed) by April 30, 2009. Ross McKeown (MTC) reminded sponsors that field reviews should have been done in accordance with Resolution 3606. For those that haven't requested a review, sponsors have been asked to not bother requesting one at this late date as Caltrans is focusing on ARRA project delivery. Staff reminded the jurisdictions that the end of SAFETEA is September 30, 2009, and should prepare for the end of Act rescissions.

b. Report of Federal Inactive Obligations

Marcella Aranda (MTC) reported that the December 2008 Inactive List was released on January 23, 2009 and noted that the March 2009 Look Ahead report was included in the packet. Projects on the December list should submit an invoice by March 2, 2009 or justification and appropriate documentation by February 23, 2009. Jurisdictions were advised to review the reports as well as Caltrans changes to the Inactive Obligation List procedures identified in Attachment A. MTC staff encourages all CMAs to contact their local agencies to make sure that all inactive obligation justifications and deobligation requests have been submitted to the Caltrans' District Local Assistance Engineer (DLAE) as well as complete justification forms with backup documentation for projects that do not have eligible expenditures. Invoice status can be checked online via LPAMS, <http://lpams.dot.ca.gov>. The Quarterly Review of Inactive Obligations report is online at: <http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects.htm>.

4. Standing Updates

a. Legislative Update

Theresa Romell (MTC) provided an economic update and summarized the FY 2008-09 revised State Budget, stating that Proposition 42 was fully funded. The region stands to receive \$1.4B with local streets and roads receiving approximately 30% of that.

b. Transportation 2035 (T2035)

Theresa Romell (MTC) reported that MTC staff is revisiting revenue estimates due to the decline in Sales Tax revenues. Further analysis is underway to determine if adoption of the Draft Regional Transportation Plan (T2035) and Draft Environmental Impact Report (EIR) will be suspended.

c. PMP Certification Status

MTC staff reminded jurisdictions that their certifications must be current in order to remain eligible to receive STP funds, including those to be included in the stimulus package. Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>.

5. Discussion Items

a. American Recovery and Reinvestment Act

Ross McKeown (MTC) provided an update on the American Recovery and Reinvestment Act (ARRA) and summarized the Commission's approval of the ARRA regional formula funds and regional deadlines to obligate those funds. The Commission removed the advocacy principles and will come back for regional consensus at the next meeting. Sponsors were advised that projects listed under Tier 2 funding are contingent upon projects on the Tier 1 list not meeting regional deadlines. Ross summarized the current proposals for the State Discretionary funds, the CTC does not favor the RTIP process; however, the proposals will not affect the county shares until FY 2009-10. Staff reminded

LOCAL STREETS & ROADS WORKING GROUP MINUTES

March 6, 2009

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the project sponsors to submit TIP amendments, particularly for Tier 1 funds. If a project in Tier 1 fails, funds will go back to the County.

Sylvia Fung (Caltrans) reported that the field reviews for the Tier 1 projects should be concluded by mid- March, with the majority of the projects being cleared by May 1. Caltrans will be soliciting the assistance of the CMAs to help expedite PS&E submissions to Caltrans. With the implementation to the new Disadvantaged Business Enterprise (DBE) program, the ARRA projects are likely to be race-conscious unless an E-76 is submitted by March 31, in which case the project is still eligible to be race-neutral. Training sessions have been scheduled in April with an information session being held at CDLA on Friday, March 20. Additional information, including new DBE templates and the training schedule can be found online at: http://www.dot.ca.gov/hq/LocalPrograms/DBE_CRLC.html#NEW_DBE.

Group members expressed concerns with awarding within 30 days after the November 30 obligation deadline.

b. PDA/Focus Program Discussion

Theresa Romell (MTC) reported that the Joint Policy Committee will be discussing at its March 20 meeting whether or not to consider allocating ARRA funds to advance the FOCUS program. There is a question as to whether or not ARRA should be considered new funds or unspecified funds in accordance with the Transportation 2035 goals.

6. Informational Items

a. FY 2008-09 LS&R Needs, Revenue and Performance Survey

Theresa Romell (MTC) reported that FY 2009-08 LS&R Needs, Revenue and Performance Survey was distributed to the CMAs with a deadline of March 9 to return completed. Jurisdictions are asked to contact Amy Burch (aburch@mtc.ca.gov) with any questions.

Staff provided a status report on the State Initiative for the Statewide Needs Assessment. Margot Yapp (Nichols Consulting) will be presenting on March 11 to the State Transportation Commission, the State's Needs Assessment. The statewide shortfall is estimated at \$70B over the next 10 years. Analysis shows that it would take a \$.38/gal. gas tax to cover the shortfall.

b. 2009 Spring User Week

Sui Tan (MTC) announced that the Spring 2009 User Week conference will be held on April 6-7 to coincide with the California Pavement Preservation Conference held in Oakland on April 8-9.

7. Informational Items

a. 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.

b. TIP Update

Sri Srinivasan (MTC) provided an update on all current and prospective TIP modifications. Changes for ARRA projects should be directed through the CMAs. Sri announced that Amy Burch will be taking over the P-TAP program effective immediately. Future questions regarding P-TAP should be directed to Amy at aburch@mtc.ca.gov.

Recommended Agenda Items for Next Meeting

- ARRA
- LS&R Revenue Survey Status

Proposed Next Meeting:

Friday, April 3, 2009

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

MTC MetroCenter, **1st Floor, Room 171**

101-8th Street, Oakland 94607



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Local Streets and Roads Working Group

DATE: May 8, 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 April 30, 2009, approximately \$108 million or 62.1% 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 4/30/09)	Obligations through April 30, 2009	% Obligated	Balance Remaining	% Remaining
STP	\$58,459,360	\$61,847,865	\$54,967,146	88.9 %	\$6,880,719	11.1 %
CMAQ	\$108,373,000	\$111,940,827	\$53,029,603	47.4 %	\$58,911,224	52.6 %
Total	\$166,832,360	\$173,788,692	\$107,996,749	62.1 %	\$65,791,943	37.9 %

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 an

FY 2008-09 STP/CMAQ Obligation Status

May 8, 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 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 should have been submitted to Caltrans Local Assistance by February 1, 2009, and obligated by April 30, 2009. **Funds not obligated by the regional deadlines are returned to MTC for reprogramming within the region.**

Attachment

A – FY 2008-09 STP/CMAQ Obligation Status Report, May 4, 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

May 04, 2009

Sponsor	TIP ID	Ver	Fund Code	Federal Proj Info			Appn FY	Prog FY	Fund Programming Information			Obligation Information				
				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Alameda County																
AC Transit	ALA050017	8	CMAQ-T3-3B-3434			Enhanced Bus - Telegraph/Int/East 14th (CON)	08/09	08/09		35,000,000	35,000,000				35,000,000	
ACCMMA	ALA010032	10	STP-T3-3-TCP-SF	STPL	6273052	I-580 San Leandro Estudillo Noise Barrier (CON)	08/09	08/09	7,262,000		7,262,000	03/30/2009	7,262,000		7,262,000	
ACCMMA	ALA050036	9	CMAQ-T3-1-AQ	CML	6273047	Alameda SMART Corridors Operations & Management (CON)	08/09	08/09		283,000	283,000	01/28/2009		283,000	283,000	
ACCMMA	ALA070020	7	CMAQ-T3-1-AQ	HPLUL	6204071	I-580 (TriValley) Corridor - EB HOV/HOT Lane (CON)	08/09	08/09		160,000	160,000	04/09/2009		160,000	160,000	
ACCMMA	ALA070020	7	CMAQ-T3-1-AQ	HPLUL	6204080	I-580 (TriValley) Corridor - EB HOV/HOT Lane (CON)	08/09	08/09		1,000	1,000	04/09/2009		1,000	1,000	
ACCMMA	ALA070020	7	CMAQ-T3-3B-SYS-SFTY-SWAP	HPLUL	6204071	I-580 (TriValley) Corridor - EB HOV/HOT Lane (CON)	08/09	08/09		4,000,000	4,000,000	04/09/2009		4,000,000	4,000,000	
ACCMMA	ALA070020	7	CMAQ-T3-3B-SYS-SFTY-SWAP	HPLUL	6204071	I-580 (TriValley) Corridor - EB HOV/HOT Lane (CON)	08/09	08/09		2,000,000	2,000,000	04/09/2009		2,000,000	2,000,000	
ACCMMA	ALA991084	14	CMAQ-T3-1-AQ			I-680 Sunol Grade - Alameda SB HOV Final Phase (CON)		08/09								
Alameda County	ALA050072	5	STP-T3-3-LSR-SF			Alameda County - Castro Valley Blvd Rehabilitation (CON)	08/09	08/09	758,000		758,000				758,000	
Alameda County	ALA070040	4	CMAQ-T3-1-AQ			Hampton Rd Streetscape Improvements (CON)	08/09	08/09		257,000	257,000				257,000	
Alameda County	ALA070040	4	CMAQ-T3-1-TROC-LIFE			Hampton Rd Streetscape Improvements (CON)	08/09	08/09		159,000	159,000				159,000	
Alameda County	ALA070040	4	CMAQ-T3-2-TROC-LIFE			Hampton Rd Streetscape Improvements (CON)	08/09	08/09		1,841,000	1,841,000				1,841,000	
Alameda County	ALA070040	4	CMAQ-T3-2-TROC-LIFE			Hampton Rd Streetscape Improvements (ROW)		08/09								
Alameda County	ALA070040	4	CMAQ-T3-3-RBP-CO			Hampton Rd Streetscape Improvements (CON)	08/09	08/09		742,000	742,000				742,000	
BART	ALA070051	2	CMAQ-T3-1-AQ			BART Station Electronic Bike Lockers, Ph. 2 (CON)	08/09	08/09		130,000	130,000				130,000	
Berkeley	ALA050073	4	STP-T3-3-LSR-SF	STPL	5057030	Berkeley - University Ave Rehabilitation (CON)	08/09	08/09	630,000		630,000	02/05/2009	630,000		630,000	
Caltrans	ALA050059	4	STP-T3-2-TLC-SAP	STPL	6204063	SR 13 Median Landscaping (CON)	08/09	08/09	99,765		99,765	01/13/2009	99,765		99,765	
Caltrans	ALA070042	4	CMAQ-T3-1-AQ	CML	6273045	I-880 SB HOV Lanes - Marina Blvd to Hegenberger (PE)	08/09	08/09		24,000	24,000	04/18/2009		24,000	24,000	
Caltrans	ALA070042	4	CMAQ-T3-3B-SYS-SFTY-SWAP	CML	6273045	I-880 SB HOV Lanes - Marina Blvd to Hegenberger (PE)	08/09	08/09		2,757,000	2,757,000	04/18/2009		2,757,000	2,757,000	
Caltrans	ALA070042	4	STP-T3-2-TCP-SF			I-880 SB HOV Lanes - Marina Blvd to Hegenberger (PSE)		08/09								
Caltrans	ALA070042	4	STP-T3-3-TCP-SF	CML	6273045	I-880 SB HOV Lanes - Marina Blvd to Hegenberger (PE)	08/09	08/09	198,000		198,000	04/18/2009	198,000		198,000	
Dublin	ALA050082	6	CMAQ-T3-1-AQ	CML	5432013	E. Dublin BART Station Corridor Bike/Ped Enh. (CON)	08/09	08/09		76,000	76,000	03/10/2009		76,000	76,000	
Dublin	ALA050082	6	CMAQ-T3-2-TLC-HIP	CML	5432013	E. Dublin BART Station Corridor Bike/Ped Enh. (CON)	08/09	08/09		1,459,000	1,459,000	03/10/2009		1,459,000	1,459,000	
Dublin	ALA050083	5	CMAQ-T3-2-TLC-HIP	CML	5432013	W. Dublin BART Station Corridor Bike/Ped Enh. (CON)	08/09	08/09		1,052,000	1,052,000	03/10/2009		1,052,000	1,052,000	
Fremont	ALA070037	3	CMAQ-T3-3-TLC-REG	CML	5322029	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	
Livermore	ALA070038	2	CMAQ-T3-3-TLC-REG	CML	5053016	Downtown Livermore Pedestrian Transit Connection (CON)	08/09	08/09		1,060,000	1,060,000	03/31/2009		888,309	888,309	171,691
Livermore	ALA070059	3	CMAQ-T3-3-TLC-HIP	CML	5053017	Livermore Downtown Pedestrian Improvements (CON)	08/09	08/09		845,000	845,000	04/09/2009		845,000	845,000	
MTC	ALA050060	5	CMAQ-T3-3-TLC-HIP			Emeryville - San Pablo/MacArthur Bike/Ped Imps. (CON)	08/09	08/09		128,000	128,000				128,000	

Metropolitan Transportation Commission

STP/CMAQ Obligation Status Report

Fiscal Years: FY 08/09

May 04, 2009

Sponsor	TIP ID	Ver	Fund Code	Federal Proj Info			Appn FY	Prog FY	Fund Programming Information			Obligation Information					
				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining	
Alameda County																	
Oakland	ALA050061	5	CMAQ-T3-2-TLC-HIP			Oakland - Latham & Telegraph Pedestrian Imps. (CON)		08/09									
Oakland	ALA050080	7	CMAQ-T3-3-TLC-HIP	CML	5012082	7th Street,W. Oakland Transit Village Improvements (CON)	08/09	08/09		750,000	750,000	01/22/2009		750,000			
Oakland	ALA050080	7	CMAQ-T3-3-TLC-REG	CML	5012082	7th Street,W. Oakland Transit Village Improvements (CON)	08/09	08/09		1,580,000	1,580,000	01/22/2009		1,580,000			
Oakland	ALA070011	5	CMAQ-T3-2-TLC-HIP	CML	5012087	66th Avenue Streetscape Improvement Project (CON)	08/09	08/09		1,230,000	1,230,000	03/31/2009		1,230,000			
Oakland	ALA070057	4	CMAQ-T3-3-TLC-HIP	CML	5012088	Fruitvale Ave Streetscape & Ped. Improvements (CON)	08/09	08/09		2,320,000	2,320,000	03/10/2009		2,320,000			
Oakland	ALA070057	4	CMAQ-T3-3-TLC-HIP			Fruitvale Ave Streetscape & Ped. Improvements (PE)	08/09	08/09		300,000	300,000			300,000			
San Leandro	ALA050078	5	CMAQ-T3-3-RBP-CO	HP21L	5041025	Bay Trail Bridge at Oyster Bay Slough (CON)	08/09	08/09		750,000	750,000	12/20/2008		750,000			
Union City	ALA050070	3	STP-T3-3-LSR-SF	STPL	5354024	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		8,610,765	21,745,309	30,356,074	39,486,691

Metropolitan Transportation Commission

STP/CMAQ Obligation Status Report

Fiscal Years: FY 08/09

May 04, 2009

Sponsor	TIP ID	Ver	Fund Code	Federal Proj Info			Fund Programming Information			Obligation Information						
				Prefix	Proj ID	Project Name	Appn FY	Prog FY	STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Contra Costa County																
BART	CC-030003	9	STP-T3-2-BF	FTASTPL	6000039	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 County	CC-990046	10	CMAQ-T3-3-RBP-CO	CML	5928048	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 County	CC-990046	10	CMAQ-T3-3-TLC-CO	CML	5928048	Iron Horse Trail Over-crossing at Treat (CON)	08/09	08/09		754,000	754,000	02/19/2009		754,000	754,000	
CC County	CC-990046	10	CMAQ-T3-3-TLC-HIP	CML	5928048	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	
Concord	CC-070030	3	CMAQ-T3-3-RBP-CO			Concord Blvd. Gap Closure, Phase 2 (CON)	08/09	08/09		820,000	820,000				820,000	
Concord	CC-070083	3	CMAQ-T3-3-TLC-REG			Monument Blvd & Meadow Ln Pedestrian Improvements (CON)	08/09	08/09		1,200,000	1,200,000				1,200,000	
El Cerrito	CC-070074	4	CMAQ-T3-3-TLC-CO	CML	5239010	San Pablo Avenue Streetscape (CON)	08/09	08/09		506,000	506,000	01/30/2009		506,000	506,000	
El Cerrito	CC-070074	4	CMAQ-T3-3-TLC-REG	CML	5239010	San Pablo Avenue Streetscape (CON)	08/09	08/09		1,800,000	1,800,000	01/30/2009		1,800,000	1,800,000	
Martinez	CC-070085	4	CMAQ-T3-3-TLC-HIP			Martinez - Marina Vista Streetscape (CON)	08/09	08/09		1,600,000	1,600,000				1,600,000	
Moraga	CC-050069	4	STP-T3-3-LSR-SF	STPL	5415008	Moraga - Moraga Road Rehabilitation (CON)	08/09	08/09	375,000		375,000	04/01/2009	375,000		375,000	
Pinole	CC-050073	3	STP-T3-3-LSR-SF	STPL	5126009	Pinole - Appian Way Rehab: Phase II (CON)	08/09	08/09	540,000		540,000	01/16/2009			540,000	
Richmond	CC-070066	4	CMAQ-T3-3-RBP-CO	CML	5137035	Central Richmond Greenway (East Segment) (CON)	08/09	08/09		20,000	20,000	03/25/2009		20,000	20,000	
Richmond	CC-070080	3	CMAQ-T3-3-TLC-HIP			Richmond Downtown Bike & Ped Improvements (CON)	08/09	08/09		1,100,000	1,100,000				1,100,000	
Contra Costa County Totals									5,235,000	11,842,000	17,077,000		4,695,000	7,122,000	11,817,000	5,260,000

Metropolitan Transportation Commission

STP/CMAQ Obligation Status Report

Fiscal Years: FY 08/09

May 04, 2009

				Federal Proj Info			Fund Programming Information			Obligation Information						
Sponsor	TIP ID	Ver	Fund Code	Prefix	Proj ID	Project Name	Appn FY	Prog FY	STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Marin County																
San Rafael	MRN070016	4	CMAQ-T3-2-TROC-LIFE			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

Metropolitan Transportation Commission

STP/CMAQ Obligation Status Report

Fiscal Years: FY 08/09

May 04, 2009

Sponsor	TIP ID	Ver	Fund Code	Federal Proj Info			Appn FY	Prog FY	Fund Programming Information			Obligation Information				
				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Napa County																
American Canyon	NAP050011	4	STP-T3-2-LSR-SF	STPL	5470003	American Canyon - Elliott Street Rehabilitation (CON)	08/09	08/09	48,000		48,000				48,000	
American Canyon	NAP070004	2	STP-T3-3-LSR-SF			West American Canyon Road Rehabilitation (CON)	08/09	08/09	281,000		281,000				281,000	
NCTPA	NAP070008	2	CMAQ-T3-3-RBP-CO			East Avenue Sidewalk Project (CON)	08/09	08/09		284,000	284,000				284,000	
Napa	NAP070003	3	STP-T3-3-LSR-SF			Napa - Browns Valley Road Rehabilitation (CON)	08/09	08/09	664,000		664,000				664,000	
Napa	NAP070006	3	STP-T3-3-LSR-SF			Napa - Soscol Avenue Rehabilitation (CON)	08/09	08/09	221,000		221,000				221,000	
Napa	NAP070007	3	STP-T3-3-LSR-SF			Napa - Soscol Road Rehabilitation Phase 2 (CON)	08/09	08/09	574,000		574,000				574,000	
Napa County	NAP070005	2	STP-T3-3-LSR-SF			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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				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
Regional Totals																
BART	REG050020	6	STP-T3-3-TCP-SF	FTASTPL	6000039	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	
MTC	MTC030003	13	CMAQ-T3-3-RO			Freeway Operations TOS (CON)		08/09								
MTC	MTC030003	13	CMAQ-T3-3-RO			Freeway Operations TOS (CON)	08/09	08/09		934,000	934,000				934,000	
MTC	MTC030003	13	CMAQ-T3-3-RO	CMLN	6084147	Freeway Operations TOS (PE)	08/09	08/09		266,000	266,000	04/18/2009		266,000	266,000	
MTC	MTC030005	7	STP-T3-3-TLC-PL			TLC/HIP Planning Grants (ENV)		08/09								
MTC	REG050008	5	STP-T3-3-TLC-PL	STPL	6084146	Station Area Planning Program (PE)	08/09	08/09	855,000		855,000	11/14/2008	855,000		855,000	
MTC	REG050008	5	STP-T3-3-TLC-SAP	STPL	6084146	Station Area Planning Program (PE)	08/09	08/09	9,200,000		9,200,000	11/14/2008	9,200,000		9,200,000	
MTC-SAFE	REG050021	5	CMAQ-T3-3-RO			Incident Management Program (PE)		08/09		1,000,000	1,000,000				1,000,000	
Regional Totals									32,738,000	2,200,000	34,938,000		32,738,000	266,000	33,004,000	1,934,000

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San Francisco County																
MUNI	SF-010037	14	CMAQ-T3-3-RBP-CO	FTASTPL	6328027	SF Muni Third St LRT Phase 2 - New Central Subway (PSE)	08/09	08/09		2,025,000	2,025,000	02/24/2009		2,025,000	2,025,000	
SF DPW	SF-070031	2	CMAQ-T3-3-TLC-REG	HPLUL	5934133	Valencia Streetscape Improvements (CON)	08/09	08/09		2,600,000	2,600,000	03/20/2009		2,600,000	2,600,000	
SF DPW	SF-070032	3	CMAQ-T3-3-TLC-HIP	RPSTPLE	5934140	Leland Avenue Streetscape Improvements (CON)	08/09	08/09		1,640,000	1,640,000	03/20/2009		1,640,000	1,640,000	
SF DPW	SF-070039	4	CMAQ-T3-3-TLC-HIP			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	6,265,000	6,265,000	2,614,000

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				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
San Mateo County																
Belmont	SM-050011	5	STP-T3-2-LSR-SF	STPL	5268014	Belmont - Old County Road Rehabilitation (CON)	08/09	08/09	120,000		120,000	12/24/2008	120,000		120,000	
CCAG	SM-070037	3	CMAQ-T3-3-RO	CML	6419007	San Mateo County Traffic Incident Management (PE)	08/09	08/09		367,000	367,000	01/28/2009		367,000	367,000	
CCAG	SM-070043	2	CMAQ-T3-2-RO			San Mateo County Ramp Metering Study (PE)		08/09								
Colma	SM-070042	4	CMAQ-T3-3-RBP-CO	CML	5264002	Colma - 'D' Street Pedestrian Enhancements (CON)	08/09	08/09		235,000	235,000	01/16/2009		180,743	180,743	
Colma	SM-070042	4	CMAQ-T3-3-TLC-HIP	CML	5264002	Colma - 'D' Street Pedestrian Enhancements (CON)	08/09	08/09		250,000	250,000	01/16/2009		250,000	250,000	
Daly City	SM-050046	8	CMAQ-T3-2-TLC-HIP	CML	5196030	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		47,000	47,000	03/10/2009		47,000	47,000	
Daly City	SM-050046	8	CMAQ-T3-3-RBP-CO	CML	5196030	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		499,000	499,000	03/10/2009		499,000	499,000	
Daly City	SM-050046	8	CMAQ-T3-3-TLC-CO	CML	5196030	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		293,000	293,000	03/10/2009		293,000	293,000	
Daly City	SM-050046	8	CMAQ-T3-3-TLC-HIP	CML	5196030	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		123,000	123,000	03/10/2009		123,000	123,000	
Daly City	SM-050046	8	CMAQ-T3-3-TLC-REG	CML	5196030	Daly City - Mission St. Pedestrian Imps.- Phase I (CON)	08/09	08/09		900,000	900,000	03/10/2009		900,000	900,000	
Foster City	SM-070012	2	STP-T3-3-LSR-SF			Foster City - Shell Boulevard Rehabilitation (CON)		08/09								
MTC	SM-070036	3	CMAQ-T3-3-TLC-HIP			Colma HIP Streetscape & Pedestrian Improvements (CON)	08/09	08/09								
Pacifica	SM-070027	6	CMAQ-T3-3-RBP-CO		5350015	San Pedro Terrace Multi-Purpose Trail (CON)	08/09	08/09		150,000	150,000				150,000	
Pacifica	SM-070027	6	CMAQ-T3-3-RBP-CO	CML	5350015	San Pedro Terrace Multi-Purpose Trail (CON)	08/09	08/09		450,000	450,000	01/13/2009		450,000	450,000	
Pacifica	SM-070027	6	CMAQ-T3-3-RBP-CO		5350015	San Pedro Terrace Multi-Purpose Trail (PE)	08/09	08/09		50,000	50,000	10/22/2008		200,000	200,000	
Redwood City	SM-070001	7	CMAQ-T3-2-TLC-HIP		5029021	Redwood City - El Camino Real/Broadway Streetscape (CON)	08/09	08/09		8,000	8,000	05/01/2009			8,000	
Redwood City	SM-070001	7	CMAQ-T3-3-TLC-HIP		5029021	Redwood City - El Camino Real/Broadway Streetscape (CON)	08/09	08/09		251,000	251,000	05/01/2009			251,000	
Redwood City	SM-070001	7	CMAQ-T3-3-TLC-HIP		5029021	Redwood City - El Camino Real/Broadway Streetscape (CON)	08/09	08/09		380,000	380,000	05/01/2009			380,000	
San Mateo	SM-070026	5	CMAQ-T3-3-RBP-CO	CML	5102032	San Mateo - Delaware Street Improvement (CON)	08/09	08/09		70,000	70,000	01/16/2009		70,000	70,000	
San Mateo Co	SM-070028	4	CMAQ-T3-3-RBP-CO	CML	5935044	Mirada Surf Coastal Bike and Pedestrian Trail (CON)	08/09	08/09		181,000	181,000	02/06/2009		181,000	181,000	
San Mateo Co	SM-070038	4	CMAQ-T3-3-TLC-HIP			Colma - 'F' Street Sidewalk Imps. and Streetscape (CON)		08/09								
San Mateo Co	SM-070039	5	CMAQ-T3-3-RBP-CO	CML	5935046	Menlo Park - Santa Cruz Avenue Pedestrian Imps. (CON)	08/09	08/09		27,000	27,000	01/28/2009		27,000	27,000	
San Mateo Co	SM-070040	4	CMAQ-T3-3-RBP-CO	CML	5935045	Westborough Blvd. Bicycle Lanes Improvements (CON)	08/09	08/09		18,000	18,000	01/22/2009		15,900	15,900	
San Mateo Co	SM-070046	2	CMAQ-T3-3-TLC-HIP	CML	5935048	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	3,643,643	3,763,643	695,357

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Santa Clara County															
Caltrans	SCL030008	7	STP-T3-2-BF	STPL	6204067	SR 87 Guadalupe Freeway Corridor (CON)	08/09	08/09	208,600		208,600				208,600
Caltrans	SCL030008	7	STP-T3-2-BF	STPL	6024067	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
Caltrans	SCL030008	7	STP-T3-2-BF			SR 87 Guadalupe Freeway Corridor (PSE)	08/09	08/09	60,000		60,000				60,000
Gilroy	SCL070010	5	CMAQ-T3-2-TROC-LIFE	CML	5034015	Gilroy Pedestrian Improvements (CON)	08/09	08/09			323,000	10/23/2008		323,000	323,000
Gilroy	SCL070039	4	CMAQ-T3-3-TLC-CO	CML	5034017	Gilroy 6th Street Streetscape West/East (CON)	08/09	08/09			459,000	01/15/2009		459,000	459,000
Gilroy	SCL070039	4	CMAQ-T3-3-TLC-HIP			Gilroy 6th Street Streetscape West/East (CON)	08/09	08/09			515,000				515,000
Los Altos Hills	SCL070025	3	CMAQ-T3-3-RBP-CO	CML	5324004	Los Altos Hills - El Monte Road Bike/Ped Path (CON)	08/09	08/09			440,000	10/23/2008		440,000	440,000
Los Gatos	SCL050029	5	STP-T3-3-LSR-SF	STPL	5067013	Los Gatos - Various Streets Rehabilitation (CON)	08/09	08/09	272,000		272,000	10/22/2008	272,000		272,000
Milpitas	SCL070037	3	CMAQ-T3-3-TLC-CO			So. Abel & So. Main Streetscape Imps. - Phase 1 (CON)	08/09	08/09			850,000				850,000
Morgan Hill	SCL070014	3	CMAQ-T3-3-TLC-REG	CML	5152016	Morgan Hill - Third Street Promenade (CON)	08/09	08/09			1,520,000	01/28/2009		1,520,000	1,520,000
San Jose	SCL050061	5	CMAQ-T3-3-TLC-HIP	CML	5005093	San Jose State Univ. / Japantown Pedestrian Imps. (CON)	08/09	08/09			1,555,000	01/28/2009		1,393,654	1,393,654
San Jose	SCL050081	7	CMAQ-T3-3-RBP-CO	HPLUL	5005084	Lower Guadalupe River Trail (PSE)	08/09	08/09			1,377,000	01/31/2009		1,377,000	1,377,000
San Jose	SCL070040	4	CMAQ-T3-3-RBP-CO	CML	5005094	San Jose - Jackson Street Pedestrian Imps. (CON)	08/09	08/09			435,000	02/05/2009		435,000	435,000
San Jose	SCL070040	4	CMAQ-T3-3-TLC-CO	CML	5005094	San Jose - Jackson Street Pedestrian Imps. (CON)	08/09	08/09			865,000	02/05/2009		865,000	865,000
Santa Clara Co	SCL050072	5	STP-T3-3-LSR-SF	STPL	5937125	Santa Clara Co. - Capitol Expwy. Rehabilitation (CON)	08/09	08/09	819,919		819,919	02/19/2009	728,860		728,860
Santa Clara Co	SCL050072	5	STP-T3-3-LSR-SF			Santa Clara Co. - Capitol Expwy. Rehabilitation (ENV)		08/09							
Santa Clara Co	SCL050072	5	STP-T3-3-LSR-SF	STPL	5937125	Santa Clara Co. - Capitol Expwy. Rehabilitation (PE)	08/09	08/09	75,081		75,081	10/22/2008	75,081		75,081
Santa Clara Co	SCL050075	6	STP-T3-3-LSR-SF	STPL	5937126	Santa Clara Co. - Oregon/Page Mill Expwy Rehab (CON)	08/09	08/09	1,180,972		1,180,972	03/05/2009	1,181,000		1,181,000
Santa Clara Co	SCL050075	6	STP-T3-3-LSR-SF			Santa Clara Co. - Oregon/Page Mill Expwy Rehab (ENV)	08/09	08/09							
Santa Clara Co	SCL050075	6	STP-T3-3-LSR-SF		5937126	Santa Clara Co. - Oregon/Page Mill Expwy Rehab (PE)	08/09	08/09	75,028		75,028	10/22/2008	75,028		75,028
Santa Clara Co	SCL050076	6	STP-T3-1A-LSR-SF	STPL	5937131	Santa Clara Co. - Various Non-Expressway Rehab (CON)	08/09	08/09	850,000		850,000	04/15/2009	850,000		850,000
Santa Clara Co	SCL050076	6	STP-T3-3-LSR-SF			Santa Clara Co. - Various Non-Expressway Rehab (PE)		08/09							
Santa Clara Co	SCL070042	2	CMAQ-T3-1-AQ-SWAP	CML	5937127	San Tomas Bicycle Shoulder Delineation - Phase 2 (CON)	08/09	08/09			216,000	01/28/2009		216,000	216,000
Santa Clara Co	SCL070042	2	CMAQ-T3-1-AQ-SWAP	CML	5937127	San Tomas Bicycle Shoulder Delineation - Phase 2 (CON)	08/09	08/09			34,000	01/28/2009		34,000	34,000
Santa Clara Co	SCL070051	2	CMAQ-T3-3-RBP-CO	CML	5937130	Foothill Expressway Loyola Bridge Bicycle Imp. (CON)	08/09	08/09			320,000	03/10/2009		320,000	320,000
Saratoga	SCL070026	3	CMAQ-T3-1-AQ-SWAP	CML	5332012	Saratoga - DeAnza Bike/Ped Trail (CON)	08/09	08/09			1,231,000	08/13/2008		1,400,000	1,400,000
Saratoga	SCL070026	3	CMAQ-T3-1-AQ-SWAP	CML	5332012	Saratoga - DeAnza Bike/Ped Trail (ROW)	08/09	08/09			169,000				169,000
Saratoga	SCL070038	2	CMAQ-T3-3-TLC-CO	CML	5332013	Saratoga Village Pedestrian Enhancements (CON)	08/09	08/09			425,000	03/05/2009		425,000	425,000
Saratoga	SCL070050	2	CMAQ-T3-2-RBP-REG		5332011	Highway 9 Safety Improvements (PE)	08/09	08/09			462,000	02/27/2009		462,000	462,000

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Santa Clara County																
Sunnyvale	SCL050027	6	STP-T3-3-LSR-SF	STPL	5213030	Sunnyvale - Various Streets Rehabilitation (CON)	08/09	08/09	530,234		530,234	10/22/2008	530,234		530,234	
Sunnyvale	SCL070036	4	CMAQ-T3-3-TLC-CO	CML	5213028	Sunnyvale-Murphy Ave Streetscape Revitalization (CON)	08/09	08/09		397,000	397,000	01/23/2009		397,000	397,000	
Sunnyvale	SCL070036	4	CMAQ-T3-3-TLC-HIP	CML	5213028	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	
Sunnyvale	SCL070036	4	CMAQ-T3-3-TLC-HIP			Sunnyvale-Murphy Ave Streetscape Revitalization (PE)	08/09	08/09								
VTA	SCL090031	1	CMAQ-T3-1-AQ-SWAP	FTACML	6264039	Grade-Separated Pedestrian Crossing (PSE)		08/09		257,827	257,827				257,827	
VTA	SCL090031	1	CMAQ-T3-3-RBP-CO	FTACML	6264039	Grade-Separated Pedestrian Crossing (PSE)		08/09		1,210,000	1,210,000				1,210,000	
VTA	SCL990046	21	STP-T3-3-TCP-SF	FTASTPL	6264038	VTA Preventive Maintenance (CON)	08/09	08/09	1,199,780		1,199,780	01/21/2009	1,199,778		1,199,778	
Santa Clara County Totals									6,483,014	14,360,827	20,843,841		6,123,381	11,366,654	17,490,035	3,353,806

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Solano County																
Benicia	SOL070045	3	CMAQ-T3-3-RBP-CO			State Park Road Bridge Widening (CON)	08/09	08/09		1,311,000	1,311,000			1,311,000		
Benicia	SOL070045	3	CMAQ-T3-3-TLC-CO			State Park Road Bridge Widening (CON)	08/09	08/09		40,000	40,000			40,000		
Dixon	SOL070046	2	CMAQ-T3-3-AQ-SOL	CML	5056015	SR113 Pedestrian Improvements (CON)	08/09	08/09		90,000	90,000	04/21/2009	90,000	90,000		
Fairfield	SOL070027	2	CMAQ-T3-3-RBP-CO			W. Texas St. Gateway Project Phase I & II (CON)	06/07	08/09		85,000	85,000			85,000		
STA	SOL991066	13	CMAQ-T3-3-AQ-SOL	CML	6249015	Eastern Solano / SNCI Rideshare Program (PE)	08/09	08/09		195,000	195,000	02/27/2009	195,000	195,000		
Solano County	SOL050024	5	CMAQ-T3-3-AQ-SOL	CML	5923086	Vacaville-Dixon Bicycle Route (CON)	08/09	08/09		337,000	337,000	01/16/2009	337,000	337,000		
Solano County	SOL050046	7	CMAQ-T3-3-TLC-CO	RPSTPLE	5923073	Old Town Cordelia Enhancements (CON)	08/09	08/09		500,000	500,000	02/24/2009	499,998	499,998	2	
Vacaville	SOL050013	5	CMAQ-T3-2-AQ-SOL			Vacaville Intermodal Station (CON)	08/09	08/09		900,000	900,000			900,000		
Vacaville	SOL050013	5	CMAQ-T3-3-TLC-HIP			Vacaville Intermodal Station (CON)	08/09	08/09		2,128,000	2,128,000			2,128,000		
Vacaville	SOL070028	2	CMAQ-T3-3-AQ-SOL	CML	5094047	Vacaville Downtown Creekwalk Extension (CON)	08/09	08/09		694,000	694,000	02/24/2009	693,999	693,999	1	
Vacaville	SOL070028	2	CMAQ-T3-3-AQ-SOL	CML	5094047	Vacaville Downtown Creekwalk Extension (PSE)	08/09	08/09		53,000	53,000	01/13/2009	53,000	53,000		
Vacaville	SOL070029	2	CMAQ-T3-3-AQ-SOL	CML	5094051	Ulatis Creek Bike Path - Allison to I-80 (ENV)	08/09	08/09		169,000	169,000	01/28/2009	169,000	169,000		
Vacaville	SOL070047	3	CMAQ-T3-2-AQ-SOL			Peabody Rd & Marshall Rd Pedestrian Improvements (CON)	08/09	08/09		120,000	120,000			120,000		
Vacaville	SOL070047	3	CMAQ-T3-3-AQ-SOL			Peabody Rd & Marshall Rd Pedestrian Improvements (CON)	08/09	08/09		28,000	28,000			28,000		
Vacaville	SOL070047	3	CMAQ-T3-3-RBP-CO			Peabody Rd & Marshall Rd Pedestrian Improvements (CON)		08/09		4,000	4,000			4,000		
Vallejo	SOL010027	6	STP-T3-3-LSR-SF	STPL	5030045	Vallejo - Lemon Street Rehabilitation (CON)	08/09	08/09	672,000		672,000	03/05/2009	672,000	672,000		
Vallejo	SOL050048	4	CMAQ-T3-2-TLC-HIP			Downtown Vallejo Pedestrian Enhancements.- Ph I (CON)	08/09	08/09		580,000	580,000			580,000		
Solano County Totals									672,000	7,234,000	7,906,000		672,000	2,037,997	2,709,997	5,196,003

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Sonoma County																
Cotati	SON050032	3	STP-T3-3-LSR-SF			Cotati - Old Redwood Highway South Rehab (CON)		08/09								
Healdsburg	SON050017	4	CMAQ-T3-3-RBP-CO	CML	5027013	Healdsburg Foss Creek Bicycle/Ped Pathway (PE)	08/09	08/09		149,000	149,000	04/18/2009		149,000	149,000	
MTC	SON050025	4	CMAQ-T3-3-TLC-HIP			SMART Regional Bike/Ped Path: Ph. III (CON)		08/09								
Santa Rosa	SON050036	3	STP-T3-3-LSR-SF	STPL	5028051	Santa Rosa - Various Streets Rehabilitation (CON)	08/09	08/09	2,008,000		2,008,000	03/30/2009	2,008,000		2,008,000	
Santa Rosa	SON070006	3	CMAQ-T3-3-TLC-HIP		5028044	Santa Rosa Courthouse Square Enhancements (CON)	08/09	08/09		434,000	434,000	01/16/2009		434,000	434,000	
Santa Rosa	SON070017	2	CMAQ-T3-3-RBP-CO			Piner Road Pathway/Stony Circle Sidewalk (CON)	08/09	08/09		235,000	235,000				235,000	
Sebastopol	SON070015	2	CMAQ-T3-3-RBP-CO			Street Smart Sebastopol Phase 2 (CON)	08/09	08/09		485,000	485,000				485,000	
Sonoma County	SON050011	8	STP-T3-3-LSR-SF			Sonoma County - Various Streets Rehabilitation (CON)	06/07	08/09	3,388,505		3,388,505				3,388,505	
Sonoma County	SON070018	2	CMAQ-T3-3-RBP-CO			Western Avenue Bike Ped. Project (CON)	08/09	08/09		429,000	429,000				429,000	
Windsor	SON070019	2	CMAQ-T3-3-RBP-CO			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		2,008,000	583,000	2,591,000	4,845,505
Report grand									61,847,865	111,940,827	173,788,692		54,967,146	53,029,603	107,996,749	65,791,943



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Local Streets & Roads Working Group

DATE: May 8, 2009

FR: Marcella Aranda

RE: Federal Inactive Obligations List – March 2009 List and June and September 2009 Look Ahead

Federal regulations require that agencies receiving federal funds invoice against their obligations at least once every six months. Projects that do not have invoicing activity over a six-month period are placed on the Inactive Obligation list, and those projects are at risk of deobligation of federal funds if Caltrans and the Federal Highways Administration (FHWA) do not receive either an invoice or a valid justification for inactivity. A current list of projects to be deobligated can be found online at <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>.

Previous memos included additional information on how to justify project delays to Caltrans and FHWA, as well as how to check the status of your invoice (via LPAMS, <http://lpams.dot.ca.gov>). Caltrans Local Assistance posts the quarterly inactive list, as well as future at-risk look-ahead reports online at <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>.

The March 2009 Inactive List was released on April 17, 2009. An updated list as of April 16, 2009 has been included as Attachment B. Projects on the March list should submit an invoice or justification and appropriate documentation by **May 22, 2009**. Projects that do not meet these deadlines will be deobligated by FHWA. The June 2009 Inactive List is expected to be released by the end of July, and will be distributed via email to the Working Group shortly thereafter.

Also attached for review are the Look Ahead reports for June 2009 and September 2009, which includes projects that will become inactive if these projects do not have an invoice paid in time. Note: if there has been invoicing activity on these projects since March, they may no longer be in jeopardy. Please ensure that your jurisdictions' projects do not end up on this list. FHWA is required to deobligate federal funds if they do not receive an invoice or justification within the prescribed timeframe.

If you have any questions regarding inactive obligations and invoicing, please contact MTC or Caltrans Local Assistance staff.

Attachments:

- A. Letter from Denix Anbiah re: March 2009 Inactive Obligation Listing, April 17, 2009
- B. Bay Area Region Inactive Project Listing for March 2009, April 16, 2009
- C. Bay Area Region Inactive Project Listing Look Ahead for June 2009, revised May 1, 2009
- D. Bay Area Region Inactive Project Listing Look Ahead for September 2009, April 16, 2009

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!*

April 17, 2009

To: Metropolitan Planning Organizations
Regional Transportation Planning Agencies
Local Transportation Commissions
Public Works Directors of All Cities and Counties in California

Dear Executive Director:

Subject: Potential loss of Federal Funds
Quarterly Review of Inactive Obligations – Quarter Ending March 31, 2009

The California Department of Transportation (Caltrans) has started the quarterly review process of inactive obligations for the quarter period from January 1, 2009 to March 31, 2009 as required under 23CFR 630.106 (http://www.access.gpo.gov/nara/cfr/waisidx_06/23cfr630_06.html). The list of currently inactive obligations is available for review on the Division of Local Assistance website at <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>. This list will be updated regularly as to the status of each of these projects. A summary of the inactive projects listed by local agency is enclosed for your reference. To prevent the potential deobligation and/or loss of unexpended federal funds, the local agencies must do one the following:

1. Submit a complete and correct invoice for eligible expenditures to Caltrans Local Program Accounting (LPA) with an electronic copy to chris_jensen@dot.ca.gov by **May 22, 2009**.
2. Identify unneeded project funds and submit deobligation requests to the District Local Assistance Engineer (DLAE) by **May 22, 2009**. Process project final closeout, if applicable.
3. Submit a complete justification form (available on the website) along with all backup documentation to DLAE by **May 22, 2009** for projects that do not have eligible expenditures to be invoiced or do not have unneeded funds to be deobligated.

In addition to the procedure changes implemented for June 2008 quarterly review (see letter dated July 31, 2008), the Federal Highway Administration (FHWA) has implemented the following changes immediately:

1. FHWA will only consider justifications in the following categories:
 - right of way delay
 - environmental approval
 - litigation
 - final invoice
 - program specific issue that are related to special projects

Metropolitan Planning Organizations, et al.
April 17 2009
Page 2

2. After FHWA reviews all the inactive projects, FHWA will direct Caltrans to deobligate unexpended federal funds for any inactive projects that do not have a valid financial transaction, valid invoice or approved justification.
3. Caltrans shall complete the deobligation of unexpended federal funds within 90 days after the review period. For the current review period, deobligations must be completed by June 30, 2009.

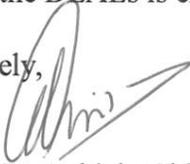
Local Agencies that have an indirect cost rate proposal awaiting approval by the Caltrans' Division of Audits should continue to submit invoices for eligible direct cost until the indirect cost rate proposal is approved.

In addition to the currently inactive local projects, "Look Ahead Reports" are also available on the website. The Look Ahead Reports include projects that will become inactive by the end of June 2009 (3-Month Look Ahead Report), the end of September 2009 (6-Month Look Ahead Report), and by the end of December 2009 (9-Month Look Ahead Report), if no expenditures are billed. These reports provide an opportunity for local agencies to be proactive in preventing projects from becoming inactive and the potential loss of federal funds. Projects on the 3-Month Look Ahead Report are being monitored for financial transactions to reduce the number of projects that would become inactive for the next quarterly review.

Please work with your district and local agencies to ensure all the inactive projects are made active by either invoicing or deobligating excess funds. Our goal is to help local agencies prevent their projects from becoming inactive. We do not want to depend on FHWA approval of a justification to keep projects from being deobligated.

If you have any questions regarding the quarterly review process, please contact your DLAE. A list of the DLAEs is enclosed for your reference.

Sincerely,



Denix D. Anbiah, Chief
Division of Local Assistance

Enclosure

cc: District Local Assistance Engineers
Deputy District Directors for Local Assistance

**Inactive List for March 2009 Quarterly Review
(Review Period 01/01/09 - 03/31/09)
Local and State Administered Locally Funded and Rail Projects -
District 4**

Project No	County	Responsible Agency	Description	Auth Date	Expenditure Date	Total Proj Cost	Federal Funds (from Budgets)	Expended	Unexpended Funds	First Qtrly Review Appearance (yyyy-mm)	LPAMS Action I=Invoiced F= In Final Voucher Process R= Rejected Invoice A = Approved Invoice	FMIS Action: C= Closed D=De-Obligated E=FMIS Error I=Invoiced W=Withdrawn	Documentation Received I=Progress Invoice D=De-obligation J=Justification N/A=Docs. not reqd. X=Docs. Needed	Agency Action Required (as of 04/16/09)
4430004	Ala	Alameda County	PALOMARES ROAD @ MM 8.70. EMERGENCY OPENING & PRE. RESTORATIO	12/17/05		\$89,900.00	\$87,010.00	\$0.00	\$87,010.00	2009-03	I	N/A	N/A	Invoice rec'd by State; awaiting approval. Monitor progress.
5933074	Ala	Alameda County	VASCO RD BETWEEN LIVERMORE AND CC COUNTY LINE , ROADWAY ALIGNMENT AND ROW .	05/12/05	02/22/08	\$5,400,000.00	\$3,900,000.00	\$3,900,000.00	\$0.00	2009-03	I	N/A	N/A	Invoice rec'd by State; awaiting approval. Monitor progress.
5933074	Ala	Alameda County	VASCO RD BETWEEN LIVERMORE AND CC COUNTY LINE , ROADWAY ALIGNMENT AND ROW .	05/12/05	02/22/08	\$286,382.00	\$136,876.00	\$0.00	\$136,876.00	2009-03	I	N/A	N/A	Invoice rec'd by State; awaiting approval. Monitor progress.
5933074	Ala	Alameda County	VASCO RD BETWEEN LIVERMORE AND CC COUNTY LINE , ROADWAY ALIGNMENT AND ROW .	05/12/05	02/22/08	\$19,562,764.00	\$9,350,000.00	\$0.00	\$9,350,000.00	2009-03	I	N/A	N/A	Invoice rec'd by State; awaiting approval. Monitor progress.
5933074	Ala	Alameda County	VASCO RD BETWEEN LIVERMORE AND CC COUNTY LINE , ROADWAY ALIGNMENT AND ROW .	05/12/05	02/22/08	\$1,190,926.00	\$433,202.00	\$0.00	\$433,202.00	2009-03	I	N/A	N/A	Invoice rec'd by State; awaiting approval. Monitor progress.
5322025	Ala	Fremont	AT VARIOUS SPOT INTERSECTIONS, TRAFFIC SIGNAL CONTROLLERS	07/01/01	01/03/06	\$720,000.00	\$312,000.00	\$282,779.45	\$29,220.55	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
6084091	Ala	Metropolitan Transportation Commission	VARIOUS MTC COUNTIES. , TRAVELER INFORMATION FY 04/05 .	08/10/04	09/26/06	\$5,986,672.00	\$5,300,000.00	\$5,050,537.31	\$249,462.69	2008-09	A	N/A	N/A	Invoice rec'd by State; awaiting approval. Monitor progress.
5317012	Ala	Newark	THORNTON AVENUE/CEDAR BLVD INTERSECTION , GROOVE PAVEMENT	01/19/06		\$22,000.00	\$19,800.00	\$0.00	\$19,800.00	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5041029	Ala	San Leandro	E. 14TH ST., MEDIAN IMPROVEMENT & LIGHTING	11/27/07		\$858,615.00	\$623,629.00	\$0.00	\$623,629.00	2008-12	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5135003	CC	Concord	04-CC-242-R1.2/2.4, CITY OF CONCORD, CONCORD , AVE TO GRANT, MOD. I/C, ADD AUX. LN	03/01/94	10/16/06	\$8,034,920.00	\$6,000,000.00	\$5,899,828.48	\$100,171.52	2008-12	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5137021	CC	Richmond	WESTSIDE OF RICHMOND BART/AMTRAK STATION, CONSTRUCT NEW PEDESTRIAN PLAZA	03/01/00	12/09/05	\$847,171.00	\$750,000.00	\$646,269.00	\$103,731.00	2007-12	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5137025	CC	Richmond	VARIOUS LOCATIONS, INSTALL PED. CROSS WALK LIGHT	09/10/02	10/11/06	\$203,000.00	\$182,700.00	\$675.00	\$182,025.00	2008-12	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5137027	CC	Richmond	RICHMOND TRANSIT STATION/NEVIN PLAZA , CONSTRUCT TRANSIT STATION	09/09/02	02/05/08	\$3,690,250.00	\$1,579,000.00	\$532,701.73	\$1,046,298.27	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.

**Inactive List for March 2009 Quarterly Review
(Review Period 01/01/09 - 03/31/09)
Local and State Administered Locally Funded and Rail Projects -
District 4**

Project No	County	Responsible Agency	Description	Auth Date	Expenditure Date	Total Proj Cost	Federal Funds (from Budgets)	Expended	Unexpended Funds	First Qtrly Review Appearance (yyyy-mm)	LPAMS Action I=Invoiced F= In Final Voucher Process R= Rejected Invoice A = Approved Invoice	FMIS Action: C= Closed D=De-Obligated E=FMIS Error I=Invoiced W=Withdrawn	Documentation Received I=Progress Invoice D=De-obligation J=Justification N/A=Docs. not reqd. X=Docs. Needed	Agency Action Required (as of 04/16/09)
5137027	CC	Richmond	RICHMOND TRANSIT STATION/NEVIN PLAZA , CONSTRUCT TRANSIT STATION	09/09/02	02/05/08	\$2,073,750.00	\$575,000.00	\$172,708.41	\$402,291.59	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5225019	CC	Walnut Creek	TREAT BLVD - SHEPPARD ROAD TO BANCROFT ROAD , ROADWAY REHABILITATION	03/22/08		\$1,097,709.00	\$540,000.00	\$0.00	\$540,000.00	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5232008	Mrn	Corte Madera	CORTE MADERA AVE. IN CORTE MADERA, CA , NEW SIDEWALK AND DRAINAGE, RET WALL	03/06/07		\$129,549.00	\$80,000.00	\$0.00	\$80,000.00	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5470003	Nap	American Canyon	ELLIOTT ST FR DONALDSON SOUTH TO CITY LIMITS , REHABILITATION	08/23/06		\$619,550.00	\$200,000.00	\$0.00	\$200,000.00	2008-09	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5042026	Nap	Napa	SEMINARY ST. BRIDGE OVER NAPA CREEK., BRIDGE RAIL REPLACEMENT	07/01/00	01/30/07	\$63,500.00	\$56,216.00	\$0.00	\$56,216.00	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5042026	Nap	Napa	SEMINARY ST. BRIDGE OVER NAPA CREEK., BRIDGE RAIL REPLACEMENT	07/01/00	01/30/07	\$75,000.00	\$66,397.00	\$66,396.85	\$0.15	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5034012	SCI	Gilroy	MONTEREY STREETSCAPE BETWEEN 4TH & 6TH STREET , STREETSCAPES IMPROVEMENT	08/16/05	01/29/07	\$2,823,902.00	\$2,500,000.00	\$2,450,000.00	\$50,000.00	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5937097	SCI	Santa Clara County	AT VARIOUS LOCATIONS IN SANTA CLARA COUNTY , BIENNIAL BRIDGE INSPECT./MANAGEMENT	10/14/04	02/08/07	\$352,650.00	\$282,120.00	\$176,634.09	\$105,485.91	2009-03	F	N/A	N/A	In Final Voucher process; awaiting decision if more docs req'd; monitor progress.
5213020	SCI	Sunnyvale	TASMAN LIGHT RAIL VICINITY, PEDESTRIAN ACCESS IMPROVEMENT	09/06/02	11/28/06	\$533,007.00	\$471,870.00	\$397,446.08	\$74,423.92	2008-12	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
6003031	SF	San Francisco County	GOLDEN GATE BRIDGE , SEISMIC RETROFIT-PHASE 2	09/08/06	02/26/08	\$1,505,631.00	\$1,505,631.00	\$214,172.26	\$1,291,458.74	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
6003031	SF	San Francisco County	GOLDEN GATE BRIDGE , SEISMIC RETROFIT-PHASE 2	09/08/06	02/26/08	\$751,462.00	\$751,462.00	\$105,487.84	\$645,974.16	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
6342003	SF	San Francisco County	STATEWIDE PUBLIC EDUCATIONAL PROGRAM , PEDESTRIAN AND BICYCLE EDUCATION	12/13/07		\$885,000.00	\$783,000.00	\$0.00	\$783,000.00	2008-12	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
L089804	SF	San Francisco County	METRO EAST LINE RAIL MAINT/STORAGE, PE	06/01/93		\$15,000,000.00	\$1,288,050.00	\$0.00	\$1,288,050.00	2006-03	F	N/A	N/A	In Final Voucher process; awaiting decision if more docs req'd; monitor progress.

**Inactive List for March 2009 Quarterly Review
(Review Period 01/01/09 - 03/31/09)
Local and State Administered Locally Funded and Rail Projects -
District 4**

Project No	County	Responsible Agency	Description	Auth Date	Expenditure Date	Total Proj Cost	Federal Funds (from Budgets)	Expended	Unexpended Funds	First Qtrly Review Appearance (yyyy-mm)	LPAMS Action I=Invoiced F= In Final Voucher Process R= Rejected Invoice A = Approved Invoice	FMIS Action: C= Closed D=De-Obligated E=FMIS Error I=Invoiced W=Withdrawn	Documentation Received I=Progress Invoice D=De-obligation J=Justification N/A=Docs. not reqd. X=Docs. Needed	Agency Action Required (as of 04/16/09)
5268009	SM	Belmont	RALSTON AVE - HWY 101 TO GRANADA STREET, ROAD REHABILITATION	08/01/01	01/18/06	\$165,172.00	\$105,000.00	\$94,500.00	\$10,500.00	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5268014	SM	Belmont	OLD COUNTY RD.FR. SAMMATEOCO LMT. TO RALSTON , ROAD REHABILITANTION/AC OVERLAY	03/07/07		\$15,814.00	\$14,000.00	\$0.00	\$14,000.00	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5268014	SM	Belmont	OLD COUNTY RD.FR. SAMMATEOCO LMT. TO RALSTON , ROAD REHABILITANTION/AC OVERLAY	03/07/07		\$349,230.00	\$120,000.00	\$0.00	\$120,000.00	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5350013	SM	Pacifica	PALMETTO AVE FR ESPLANADE-BELLA VISTA , AC OVERLAY	03/26/07		\$512,300.00	\$405,000.00	\$0.00	\$405,000.00	2009-03	I	N/A	N/A	Invoice rec'd by State; awaiting approval. Monitor progress.
5132023	Sol	Fairfield	TRAVIS BLVD. FROM OLIVER RD. TO N. TEXAS ST. , SIGNAL UPGRADE, TRAFFIC SIGN INSTAL	06/26/05	10/06/06	\$400,000.00	\$360,000.00	\$189,462.19	\$170,537.81	2008-12	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5123010	Son	Sebastopol	Sebastopol: asphalt concrete overlay	03/06/07		\$192,799.00	\$150,000.00	\$0.00	\$150,000.00	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5920036	Son	Sonoma County	SONOMA CREEK (WATMAUGH ROAD) (BR NO 20C-0017) , SEISMIC RETROFIT	09/04/96	12/28/05	\$25,000.00	\$22,132.00	\$22,132.00	\$0.00	2008-12	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5920036	Son	Sonoma County	SONOMA CREEK (WATMAUGH ROAD) (BR NO 20C-0017) , SEISMIC RETROFIT	09/04/96	12/28/05	\$115,000.00	\$92,000.00	\$43,999.99	\$48,000.01	2008-12	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5920041	Son	Sonoma County	STONY PT.-PEPPER RD TO MECHAM RD., RECONSTRUCTION & WIDENING	08/01/97	01/11/06	\$2,433,790.00	\$1,772,371.00	\$1,772,371.00	\$0.00	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.
5920041	Son	Sonoma County	STONY PT.-PEPPER RD TO MECHAM RD., RECONSTRUCTION & WIDENING	08/01/97	01/11/06	\$2,843,912.00	\$2,517,716.00	\$2,508,863.02	\$8,852.98	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form by 5/22/09.

Regional Total - Mar 09 Qtrly Review	\$79,856,327.00	\$43,332,182.00	\$24,526,964.70	\$18,805,217.30
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March 2009
(Review Period (01/01/09-03/31/09))
Look Ahead Report for Quarter Ending June 2009
(as of 05/01/09)

Project Number	County	Responsible Agency	Description	Expenditure Date	Auth Date	Total Cost	Federal Funds	Expended	Unexpended	Accrual/Unbilled	LPAMS Action I=Invoiced F= In Final Voucher Process R= Rejected Invoice A = Approved Invoice
6273047	Ala	Alameda County Congestion Management Agency	ALAMEDA AND CONTRA COSTA COUNTIES . , OPERATION, MANAGEMENT-SMART CORRID.	6/26/08	6/26/08	\$869,000.00	\$801,000.00	\$0.00	\$801,000.00	\$0.00	N/A
6430001	Ala	Alameda County Transportation Improvement Authority	I-580-CASTRO VALLEY INTERCHANGE , RECONFIGURE ON AND OFF RAMP	4/21/08	4/21/08	\$20,866,748.00	\$1,684,093.00	\$0.00	\$1,684,093.00	\$0.00	N/A
6000032	Ala	Bay Area Rapid Transit Authority	BART ROCKRIDGE STATION , SEISMIC RETROFIT-AERIAL STRUCTURES	5/22/08	5/22/08	\$1,980,639.00	\$1,753,458.00	\$0.00	\$1,753,458.00	\$0.00	N/A
6000034	Ala	Bay Area Rapid Transit Authority	NORTH OAKLAND AERIAL STRUCTURES , SEISMIC RETROFIT	6/5/08	6/5/08	\$40,505,647.00	\$35,859,648.00	\$0.00	\$35,859,648.00	\$0.00	N/A
6000035	Ala	Bay Area Rapid Transit Authority	BART WEST OAKLAND STATION , SEISMIC RETROFIT	6/27/08	6/27/08	\$2,840,734.00	\$2,514,900.00	\$0.00	\$2,514,900.00	\$0.00	N/A
6084060	Ala	Metropolitan Transportation Commission	BAY AREA TRANSIT SYSTEM , SMART TRANSIT CARD FARE COLLECTION	6/11/07	7/17/02	\$11,670,621.00	\$10,332,000.00	\$10,125,360.00	\$206,640.00	\$0.00	N/A
5012084	Ala	Oakland	CITYWIDE , AC OVERLAY	4/5/08	4/5/08	\$2,808,088.00	\$2,486,000.00	\$0.00	\$2,486,000.00	\$0.00	N/A
5012086	Ala	Oakland	DERBY AVE. TO LANCASTER STR. , BAY TRAIL	4/12/08	4/12/08	\$1,637,039.00	\$899,000.00	\$0.00	\$899,000.00	\$0.00	N/A
5101013	Ala	Pleasanton	I-580 FROM I-238 TO GREENVILLE R. DBLN,PLE,LI , UPRADE INTEGRATION OF FWY & LOCAL	6/19/06	3/26/00	\$4,113,908.00	\$3,223,000.00	\$3,183,921.03	\$39,078.97	\$0.00	N/A
5041022	Ala	San Leandro	E. 14TH ST. , MEDIAN IMPROVEMENT & LIGHTING	5/25/06	9/12/02	\$100,000.00	\$80,000.00	\$80,000.00	\$0.00	\$0.00	N/A
5038011	CC	Antioch	SR4; BAILEY TO SR4/160 I/C & ADJ. ARTERIALS , SR4 CORRIDOR SIGNAL INTERCONNECT	4/26/07	9/5/00	\$1,242,518.00	\$1,100,000.00	\$860,335.78	\$239,664.22	\$0.00	N/A
5135019	CC	Concord	TREAT BLVD / CYTN RD / CND AVE / GILINDO ST / , WILLOW PASS RD UPGRADE SIGNALS	4/17/06	9/6/00	\$1,287,241.00	\$1,137,000.00	\$1,114,260.00	\$22,740.00	\$0.00	N/A
5024009	CC	Martinez	MARTINEZ MARINA; FOOT OF NORTH COURT STREET. , CONSTRUCT PASSENGER SHELTER.	4/5/07	8/1/96	\$309,613.00	\$247,690.00	\$18,999.69	\$228,690.31	\$0.00	N/A

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5024021	CC	Martinez	ALHAMBRA AVE.-APPROX. HWY 4 TO JOHN MUIR ROAD , ROADWAY REHABILITATION	6/6/08	6/6/08	\$609,964.00	\$540,000.00	\$0.00	\$540,000.00	\$0.00	N/A
5375018	CC	Pleasant Hill	CONTRA COSTA BLVD BETH DR. GREGORY LN , RESURFACE AC,	5/24/08	5/24/08	\$922,156.00	\$540,000.00	\$0.00	\$540,000.00	\$0.00	I
5137026	CC	Richmond	FILBERT ST. FROM CHESLEY AVE. TO VERNON AVE. , SIDEWALK AND ROADWAY IMPROVEMENT	6/12/07	4/18/03	\$2,564,792.00	\$2,000,000.00	\$1,630,581.60	\$369,418.40	\$0.00	N/A
5137032	CC	Richmond	RICHMOND BART ST MACDONALD AVE AND 16TH ST. , IMPROVEMENT BUS SHELTER & PARKING	5/13/08	12/14/04	\$977,636.00	\$865,500.00	\$8,853.00	\$856,647.00	\$0.00	N/A
5437017	CC	San Ramon	SAN RAMON BLVD CROW CANYON TO NORRIS CANYON , RESURFACE AC,	5/24/08	5/24/08	\$884,532.00	\$540,000.00	\$0.00	\$540,000.00	\$0.00	N/A
5277018	Mrn	Fairfax	SFD BLVD. , MARIN & OAK TREE LANE , INSTALL LIGHTING, BEACONS SIGNINGS	6/27/07	6/27/07	\$120,175.00	\$108,157.00	\$0.00	\$108,157.00	\$0.00	N/A
5470005	Nap	American Canyon	AMERICAN CANYON RD FR FLOSDEN TO AM CYN CR BR , REHABILITATION	6/20/07	6/20/07	\$661,058.00	\$287,000.00	\$0.00	\$287,000.00	\$0.00	N/A
6204065	Nap	Caltrans	IN NAPA & SOLANO CNTYS SR12 BET SR29 & I-80 , REHAB & EXPAND FR TWO TO FOUR LANES	5/28/08	3/18/08	\$9,281,385.00	\$2,500,000.00	\$1,400,000.00	\$1,100,000.00	\$0.00	N/A
5042012	Nap	Napa	FIRST ST BRIDGE @ NAPA CRK (BR # 21C-0096) , BRIDGE REPLACEMENT	6/11/07	7/30/96	\$9,914,771.00	\$7,871,817.00	\$7,678,820.38	\$192,996.62	\$0.00	N/A
5152014	SCI	Morgan Hill	MONTEREY RD. AND CENTRAL AVE.INTERSECTION , PED SAFETY IMPRPOVE, RADAR SPEED DIS	5/9/06	7/8/05	\$188,100.00	\$169,290.00	\$169,289.99	\$0.01	\$0.00	N/A
5005085	SCI	San Jose	SANTA CLARA COUNTY , TRASPORT INCIDENT MANAGE CENTER	4/19/08	4/19/08	\$1,562,500.00	\$1,250,000.00	\$0.00	\$1,250,000.00	\$0.00	N/A
5937103	SCI	Santa Clara County	COUNTY NON-EXPRESSWAYS - VARIOUS LOCATIONS . , ROAD REHABILITATION & OVERLAY	4/2/07	2/18/06	\$804,247.00	\$712,000.00	\$558,295.80	\$153,704.20	\$0.00	N/A
5937115	SCI	Santa Clara County	SEE STATE REMARK FOR THE STREETS , ROAD REHAB AND OVERLAY	5/17/08	5/17/08	\$961,257.00	\$851,000.00	\$0.00	\$851,000.00	\$0.00	N/A

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Project Number	County	Responsible Agency	Description	Expenditure Date	Auth Date	Total Cost	Federal Funds	Expended	Unexpended	Accrual/Unbilled	LPAMS Action I=Invoiced F= In Final Voucher Process R= Rejected Invoice A = Approved Invoice
6264036	SCI	Santa Clara Valley Transportation Authority	SR 87 (BRANHAM LANE TO JULIAN ST) , LANDSCAPING	4/2/08	4/2/08	\$3,283,000.00	\$2,520,000.00	\$0.00	\$2,520,000.00	\$0.00	N/A
6204038	SM	Caltrans	SR101 FROM RALSTON AVE TO HILLSDALE BLVD , CONSTRUCT NB AUXILIARY LANE	5/25/07	7/25/00	\$9,350,312.00	\$4,832,422.00	\$4,416,435.79	\$415,986.21	\$0.00	N/A
6014005	SM	San Mateo County Transit District	EL CAMINO REAL , PRELIMINARY PLANNING	4/15/07	4/15/07	\$500,000.00	\$400,000.00	\$0.00	\$400,000.00	\$0.00	N/A
5132029	Sol	Fairfield	LINEAR PARK BETWEEN N. TEXAS ST. & DOVER AVE. , PEDSTRIAN AND BIKE PATH	4/18/07	4/18/07	\$415,824.00	\$330,000.00	\$0.00	\$330,000.00	\$0.00	N/A
5094029	Sol	Vacaville	VARIOUS LOCATIONS IN VACAVILLE AND DIXON , LEASING OF ELECTRIC VEHICLES AND **	6/13/06	9/8/02	\$795,000.00	\$650,000.00	\$640,000.00	\$10,000.00	\$0.00	N/A
5379014	Son	Rohnert Park	STATE FARM DRIVE TO CITY CENTER PLAZA , CITY CENTER PLAZA & PED IMPROVEMENT	5/3/08	5/3/08	\$2,205,722.00	\$1,150,000.00	\$0.00	\$1,150,000.00	\$0.00	N/A
4442087	Son	Sonoma County	13 Locations in Sonoma County - Emergency Openings	5/14/08	5/14/08	\$559,393.00	\$534,592.00	\$0.00	\$534,592.00	\$0.00	N/A
5114013	Son	Sonoma County	ANDRIEUX ST - BROADWAY TO 5TH, PAVEMNT REHAB , ROADWAY REHABILITATION	4/20/07	4/20/07	\$325,221.00	\$150,000.00	\$0.00	\$150,000.00	\$0.00	N/A
5920034	Son	Sonoma County	VARIOUS LOCATIONS (SEE STATE COMMENTS), SEISMIC RETROFIT	6/7/06	9/1/96	\$50,000.00	\$44,265.00	\$39,838.50	\$4,426.50	\$0.00	N/A
5920043	Son	Sonoma County	DUTCHER CREEK RD. ON DUTCHER CREEK, REPLACE BR RAIL & WIDEN(20C-0411)	6/9/06	12/1/97	\$17,000.00	\$15,049.00	\$15,048.94	\$0.06	\$0.05	N/A
5472008	Son	Windsor	MC CLELAND RODATA INTERSECTIONS , WINDSOR ROAD PEDESTRIAN ENHANCEMENT	6/27/07	6/27/07	\$235,000.00	\$208,045.00	\$0.00	\$208,045.00	\$0.00	N/A
			Regional Totals - June 09 Look Ahead			\$137,420,841.00	\$91,186,926.00	\$31,940,040.50	\$59,246,885.50	\$0.05	

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Project Number	County	Responsible Agency	Description	Expenditure Date	Auth Date	Total Cost	Federal Funds	Expended	Unexpended
5933028	Ala	Alameda County	OAKLAND ESTUARY (FRUITVALE AV) BR NO 33C-0147, SEISMIC RETROFIT	7/11/06	9/1/96	\$25,000.00	\$22,132.00	\$16,841.30	\$5,290.70
5933030	Ala	Alameda County	VARIOUS LOCATIONS (SEE STATE COMMENTS), SEISMIC RETROFIT	7/7/06	9/1/96	\$50,000.00	\$44,265.00	\$15,664.54	\$28,600.46
5933083	Ala	Alameda County	INTERSECT. @ CASTRO VALLY BLVDV. & MATTOX RD. , INTERSECTION SAFTY IMPROVMENT .	7/27/07	7/27/07	\$400,000.00	\$360,000.00	\$0.00	\$360,000.00
6000038	Ala	Bay Area Rapid Transit Authority	BART DALY CITY STATION , SEISMIC RETROFIT	9/17/08	9/17/08	\$653,154.00	\$578,236.00	\$0.00	\$578,236.00
5057026	Ala	Berkeley	WEST STREET- BETWEEN UNIV. AVE.& DELAWARE ST. , BIKE LANE, PED. PATH & LANDSCAPE .	7/3/07	2/27/04	\$1,210,568.00	\$1,000,000.00	\$811,726.89	\$188,273.11
6204073	Ala	Caltrans	I-680 FROM RTE 237 TO STONRIDGE DR. , CONSTRUCT HOV LANE. .	8/5/08	8/5/08	\$50,791,250.00	\$1,373,150.00	\$0.00	\$1,373,150.00
6328015	Ala	City & County of San Francisco, MTA / Dept of Parking & Traffic	SAN FRANCISCO DOWNTOWN , IMP. VAR PRIC PRG USING TET TOLLSYS	7/28/08	7/28/08	\$23,000,000.00	\$18,400,000.00	\$0.00	\$18,400,000.00
6084101	Ala	Metropolitan Transportation Commission	BAY AREA , CMA PLANNING ACTIVITIES FY 04/05 .	7/3/07	8/12/04	\$4,602,963.00	\$4,075,000.00	\$3,924,999.93	\$150,000.07
6084133	Ala	Metropolitan Transportation Commission	CITY AND COUNTY OF SAN FRANCISCO , VALUE PRICING PILOT (VPP)	9/17/07	9/17/07	\$545,000.00	\$436,000.00	\$0.00	\$436,000.00
6097009	Ala	San Francisco International Airport	SAN FRANCISCO INTERNATIONAL AIRPORT , SEISMIC RETROFIT	9/15/08	9/15/08	\$25,087,073.00	\$22,209,586.00	\$0.00	\$22,209,586.00
5038016	CC	Antioch	SOMERSVILLE ROAD BRIDGE NO. 28C-0201 , BRIDGE REPLACEMENT	7/29/08	5/14/02	\$2,211,218.00	\$1,923,895.00	\$350,058.40	\$1,573,836.60
5928032	CC	Contra Costa County	DELTA ROAD BRIDGE @ ROCK SLOUGH, BRIDGE REPLACEMENT	9/26/06	9/1/97	\$950,000.00	\$760,000.00	\$738,683.71	\$21,316.29
5928082	CC	Contra Costa County	BOULEVARD WAY OVER LAS TRAMPAS CREEK , BRIDGE SCOUR REPAIR/COUNTERMEASURE	9/12/07	9/12/07	\$64,000.00	\$56,659.00	\$0.00	\$56,659.00
5117007	CC	Hercules	SAN PABLO AVE SYCAMORE AVE, WILLOW AVE , AC OVERLAY REHAB	8/28/07	8/23/06	\$677,737.00	\$600,000.00	\$543,646.05	\$56,353.95
5024016	CC	Martinez	BR @ GREEN ST (28C-0370) & WARD ST (28C-0406), BRIDGE RAIL REPLACEMENT	7/28/06	12/1/00	\$17,000.00	\$15,050.00	\$2,145.32	\$12,904.68
5415007	CC	Moraga	ASCOT DR. AND MORAGA ROAD , INSTALL TRAFFIC SIGNAL	8/29/08	9/12/07	\$668,301.00	\$601,470.00	\$90,000.00	\$511,470.00

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Project Number	County	Responsible Agency	Description	Expenditure Date	Auth Date	Total Cost	Federal Funds	Expended	Unexpended
5927064	Mrn	Marin County	MARIN PARKLANDS VISITOR ACCESS , WETLAND AND CREEK RESTORATION	7/3/08	7/3/08	\$544,822.00	\$544,822.00	\$0.00	\$544,822.00
5043019	Mrn	San Rafael	MEDWAY--FRANCISCO E. AND CANAL STREET , BEAUTIFY ST. S.W. PLANT TREES ETC.	8/21/08	4/9/03	\$1,647,205.00	\$1,530,600.00	\$783,725.99	\$746,874.01
6406005	Mrn	Transportation Authority of Marin	SR101-- MARIN SONOMA NARROWS , SAFETY LU DEMO HOVE LANES IN MARIN	9/4/08	9/14/07	\$951,000.00	\$841,500.00	\$133,218.83	\$708,281.17
5921039	Nap	Napa County	ON LAS AMIGAS RD FR CUTTINGS WHARF TO MILTON , CONSTRUCT CLASS II BIKE LANE	8/14/07	8/14/07	\$436,565.00	\$276,213.00	\$0.00	\$276,213.00
5152017	SCI	Morgan Hill	WEST LITTLE LLAGAS CREEK , BIKE TRAIL	8/6/08	8/6/08	\$614,101.00	\$543,000.00	\$0.00	\$543,000.00
5005087	SCI	San Jose	COYOTE CREEK TRAIL (SR237 TO STORY RD) , BIKE/PED TRAIL	7/3/08	7/3/08	\$1,647,500.00	\$1,317,999.00	\$0.00	\$1,317,999.00
5937046	SCI	Santa Clara County	STEVENS CRK. BR. ON STEVENS CANYON RD.37C-576 , BRIDGE REPLACEMENT	7/23/08	12/11/97	\$2,166,100.00	\$1,885,235.00	\$200,799.88	\$1,684,435.12
5937047	SCI	Santa Clara County	STEVENS CRK. BR. ON STEVENS CANYON RD.37C-577 , BRIDGE REPLACEMENT	7/23/08	12/11/97	\$2,250,800.00	\$1,960,219.00	\$176,799.84	\$1,783,419.16
5332012	SCI	Saratoga	DEANZA TRAIL BET SUNNYVALE&SARATOGA , BIKE AND PEDESTRIAN FACILITIES	8/6/08	8/6/08	\$1,400,000.00	\$1,400,000.00	\$0.00	\$1,400,000.00
5213029	SCI	Sunnyvale	SUNNYVALE: TASMAN-FAIR OAKS , BICYCLE/PEDESTRIAN IMPROVEMENTS	8/13/08	8/13/08	\$1,809,000.00	\$1,601,507.00	\$0.00	\$1,601,507.00
6003017	SF	Golden Gate Bridge, Highway And Transportation District	GOLDEN GATE BRIDGE , SEISMIC RETROFIT PHASE III	9/12/08	9/7/01	\$20,173,270.00	\$20,173,270.00	\$4,551,283.48	\$15,621,986.52
5053016	SF	Livermore	DOWNTOWN LIVERMORE PEDESTRIAN TRANSIT CENTER , LANDSCAPED PED. WALKWAY/ PATH	9/4/08	11/9/07	\$1,161,539.00	\$1,028,309.00	\$16,339.76	\$1,011,969.24
5934097	SF	San Francisco County	CIVIC CENTER PLAZA BET.LEAVENWORTH AND HYDE , LANDSCAPING, LIGHTING, ETC.	9/26/06	8/18/00	\$936,325.00	\$936,325.00	\$936,325.00	\$0.00
7500100	SM	San Mateo	CITY OF SAN MATEO, USDOT #754900Y,903U,904B , GRADE CROSSING HAZARD ELIMINATION	8/21/08	8/21/08	\$1,390,000.00	\$1,390,000.00	\$0.00	\$1,390,000.00
5132026	Sol	Fairfield	WOOLNER AVE.FROM ENTERPRISE DR. TO SHELDON ES , SIDEWALK IMPROVEMENT	9/12/07	9/12/07	\$65,000.00	\$53,100.00	\$0.00	\$53,100.00
5032011	Sol	Suisun City	VARIOUS LOCATIONS THROUGHOUT CITY, STRIPING FOR BIKE LANES	8/25/06	8/1/01	\$44,980.00	\$35,000.00	\$19,731.17	\$15,268.83
5027009	Son	Healdsburg	HEALDSBURG AVENUE , HEALDSBURG AVENUE REHABILITATION	7/11/07	7/11/07	\$374,080.00	\$240,000.00	\$0.00	\$240,000.00

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Project Number	County	Responsible Agency	Description	Expenditure Date	Auth Date	Total Cost	Federal Funds	Expended	Unexpended
5920048	Son	Sonoma County	RIVERSIDE DRIVE @ SONOMA CRK (BR # 20C-0009) , REPLACE BRIDGE (SEISMIC STRATEGY)	8/17/07	4/24/98	\$4,612,165.00	\$3,698,260.00	\$3,622,625.40	\$75,634.60
5920101	Son	Sonoma County	KINLEY DRIVE , UPGRADE METAL BEAM GUARDRAIL	8/17/07	4/4/06	\$170,600.00	\$131,400.00	\$22,500.00	\$108,900.00
5920102	Son	Sonoma County	VARIOUS LOCATIONS , DEVELOP BPMP	9/8/06	9/8/06	\$15,000.00	\$13,279.00	\$0.00	\$13,279.00
Regional Totals - September 2009 Look-Ahead						\$153,363,316.00	\$92,055,481.00	\$16,957,115.49	\$75,098,365.51

As presented to the Programming and
Allocations Committee on April 8, 2009



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Programming and Allocations Committee DATE: April 8, 2009

FR: Executive Director

RE: American Recovery and Reinvestment Act of 2009: Proposal for State Element

On March 25th, the Commission released for review a spending proposal for the state element of the American Recovery and Reinvestment Act (ARRA). Three days later, the Governor signed into law ABX3 20, which suballocated 62.5% of the federal highway formula revenues directly to the regions including MTC. As an urgency measure, the bill became law immediately.

Based on final apportionments released by Caltrans, which includes a take-down for their administration costs, the amount available to the Bay Area is slightly less than reported in the earlier memorandum and is summarized in the table below.

<i>All Figures in Millions</i> Bay Area Distribution	Amount Under ABX3 20
MTC Suballocated (Already Programmed):	154.0
Added Highway Element (non-TE):	157.3
Added Transportation Enhancement (TE) Element:	9.6
Total Suballocated	320.9

At its April 1 meeting, the California Transportation Commission (CTC) reaffirmed its earlier action of approving \$625 million in ARRA funds for the SHOPP, and allocated \$50 million for Doyle Drive. The CTC further indicated its intent to prioritize the backfilling of stalled Proposition 1B projects ready for construction, and the intent that 100 percent of the state funding, rather than just 50 percent be obligated by the July 2, 2009 obligation deadline.

In addition, the state has confirmed its intent to use the recent \$6.5 billion general obligation bond sales to advance several more ready-to-go Bay Area Proposition 1B projects to construction, including projects identified in staff's initial March 25th proposal for ARRA funding. The projects are the I-580 Eastbound HOV Segment 2 project, the I-680 Sunol Grade-Southbound HOV Contract 2 project, and the I-580/SR 84 (Isabel Avenue) Interchange project all in Alameda County. The use of bond proceeds for these projects creates additional programming opportunities for the ARRA funding coming to the region, and allows all of the stalled Proposition 1B CMIA projects except for the \$90 million Sonoma US-101 HOV Central Segment project to move forward with either bond or substitute funding.

State Element ARRA Funding Proposal (Non-TE)

As a result of these positive changes on the bond front, staff is recommending directing the \$157 million in state ARRA funding to the projects outlined below:

- Direct \$120.3 million to move stalled Proposition 1B projects to construction: Fund the next two Proposition 1B projects on the priority list – Caldecott Tunnel and Marin I-580/101 Connector. Both of these projects are ready for a CTC allocation within a few of months and contract award within 6 months. By providing funding to the Caldecott Tunnel, the region can leverage \$90 million in additional ARRA funding from the State. Further, \$120 million in “freed up” bond funds will be available for programming at a later date. A list of these projects are included in attachment A-1.
- Fully Fund the Tier 2 Local Streets and Roads System Preservation amount (additional \$23.4 million): Provide an additional \$23.4 million to fully fund the local streets and roads system preservation category bringing the total to roughly \$145.4 million including the regional ARRA funding approved in February. Counties will be given flexibility to select projects, which may differ from the February approved Tier 2 list given the advancement of some projects through field review. In addition, staff will revise MTC Resolution 3885 to reflect that the Tier 2 contingency list of projects have been funded and incorporate the projects into the appropriate resolution.
- Add High Occupancy Toll (HOT) Lane projects as a priority funding category (\$13.5 million): Fund the Alameda I-580 EB HOT Lane element and the Santa Clara SR I-880/SR 237 HOT Connector. Originally, the anticipated revenues for the Regional Element were expected to be higher. To adjust the earlier program priorities to the lower funding levels, the HOT lane projects were cut from the initial list. Staff now proposes to bring these projects back into the State Element. Staff also evaluated advancing additional Freeway Performance Initiative projects, but the state of readiness was not as far along.

State Element ARRA Transportation Enhancement Funding Proposal (TE)

An additional \$9.6 million of the state funding is designated as TE, with the state’s intent that 100 percent be obligated by June 30. This challenges our ability to deliver new TE-eligible projects that traditionally have a long lead time to develop. Staff is recommending the following approach for the ARRA TE funds. A list of these projects is included in attachment A-2.

- Direct roughly \$9.6 million to advance ready-to-go TE-eligible projects, with approximately 80% based on the State Transportation Improvement Program (STIP) county share formula, and 20% directed on a regional basis, similar to the split for the Regional ARRA system preservation funding.
- The capacity created by advancing ready-to-go projects would be used to deliver additional enhancement projects later totaling \$7.5 million regionally.
- Since ready-to-go projects may not conform exactly to available county shares, counties will be allowed to ‘over-program’ their ARRA share on condition of programming future TE backfill share in another county. Final total programming of the ARRA and the backfilled TE funds will meet the intent of the STIP formula share for TE funds.

- For TE projects, ABX3 20 requires that priority must be provided for projects that partner with a community or California conservation Corps to construct or undertake the project. Given that the aggressive delivery deadlines may limit the options available for TE funding, priority for any non-Corps projects must be provided for bicycle and pedestrian projects, prior to any other TE-eligible activity. Subsequent programming of the TE funds freed up by this proposal must provide priority in the same manner.

The table below outlines the delivery deadlines for the categories outlined above:

Delivery Deadlines	Obligation Deadline	Award Deadline
Proposition 1B/ RTIP Replacement and TE funds	June 30, 2009	December 31, 2009
All remaining funds including Smart Highways and LS&R	November 30, 2009	June 30, 2010

Next Steps

Within the next few months, staff will return to the Commission with a proposal to reprogram the Proposition 1B (Corridor Mobility Improvement Account, CMIA, and Regional Transportation Improvement Program, RTIP) and TE funding capacity made available by advancing existing projects with ARRA funds. Under AB3X 20, if an agency funds a project to which bond funds were previously programmed and thus displaces the need for those bond funds on the project, the CTC shall allocate the same amount of funding to a qualifying project in the jurisdiction of that agency. The \$120.3 million proposed for the Caldecott Tunnel and I-580/ US 101 Connector projects free up \$89.3 million in Proposition 1B CMIA and \$31.0 million in RTIP funding available for redirection within the region. Alameda's and Contra Costa's RTIP shares on the Caldecott Tunnel that are displaced by the ARRA funding will be made available to MTC for redirection within the region. The \$7.5 million in advanced TE funds would be programmed by each county CMA based on their STIP formula share for TE funds, after any adjustments for actual ARRA TE programming.

The total funding available for a future programming cycle is \$127.8 million, including:

- CMIA: \$89.3 million
- RTIP: \$31.0 million
- RTIP-TE: \$7.5 million

Recommendation

Staff recommends that the Committee refer MTC Resolution No. 3896 to the Commission for approval, with the companion revisions to MTC Resolution 3885 noted above to be prepared and presented to the Commission on April 22, 2009.

Steve Heminger

Attachments: A-1 – List of State Element Non-TE Projects
 A-2 – List of State Element TE Projects

American Recovery and Reinvestment Act

Attachment A-1

Non-TE State ARRA Funding Prioritization

(All numbers in millions)

		State Commitments			New ARRA Commitments				
		Total Need	Funded Other Bond	Funded SHOPP	Remaining Need	ARRA Regional	Requested State ARRA	Total Funding	Shortfall
1. SHOPP Projects With State ARRA SHOPP Funding Commitment									
SOL	Solano I-80 HOV Lanes Contract 3	29.5		29.5	0.0			29.5	0.0
<i>Totals:</i>		29.5	0.0	29.5	0.0	0.0	0.0	29.5	0.0
2. SHOPP Projects with Excess Bond Sale Funding Commitments									
ALA	I-580 Eastbound HOV Segment 2	45.1	30.9	14.2	0.0			45.1	0.0
ALA	I-580 Isabel Interchange, Contracts 1, 2, 3	68.0	68.0	0.0	0.0			68.0	0.0
ALA	I-680 Sunol Grade SB HOV Contract 2	35.7	9.9	25.8	0.0			35.7	0.0
ALA	I-680 Sunol Grade SB HOV Contract 3	14.5		14.5	0.0			14.5	0.0
<i>Totals:</i>		163.3	108.8	54.5	0.0	0.0	0.0	163.3	0.0
3. Leverage Additional State Funds; Ready-To-Go Projects									
CC	SR-24 Caldecott Tunnel Fourth Bore (all)*	197.7			197.7	105.0	92.7	197.7	0.0
MRN	Marin I-580 / US-101 Connector	15.3			15.3	15.3		15.3	0.0
SON	US-101 HOV Lanes Central Segment	89.2			89.2			0.0	89.2
<i>Totals:</i>		302.2	186.7	0.0	302.2	120.3	92.7	213.0	89.2
Grand Totals		495.0	295.5	84.0	302.2	120.3	92.7	405.8	89.2

* CMIA will still provide \$11 million in unallocated contingency

STP Suballocation Reconciliation

Regional STP Available	157.3
RSTP Programming	120.3
Balance (Over) Under	37.0

CMIA/RTIP Funds to Return To Region for Reprogramming

CMIA Return to Region	89.3
RTIP Return to Region	31.0
Total Funds Returning to Region	120.3

American Recovery and Reinvestment Act

Attachment A-2

Transportation Enhancement State ARRA Funding Prioritization

(All numbers in thousands)

Project	Current Programming Need		New Programming Need	Total Need	ARRA TE	
	Existing RTIP-TE	RTIP-TE Advance	Cost Increases			
1. Existing Ready-To-Go TE Projects Currently Programmed in the STIP-TE Program						
AL	Oakland, 7th St / West Oakland TOD	1,300			1,300	1,300
CC	Concord, Monument Blvd Pedestrian Improvements	1,000			1,000	1,000
CC	Martinez, Marina Vista Streetscape	127			127	127
SF	MTA, Inner Sunset Traffic Calming, Transit Enhancements	343			343	343
SF	MTA, Pedestrian Signal Upgrade		589		589	589
SC	Campbell, E Campbell Ave Downtown Enhancements	1,200	960		2,160	2,160
SL	Benicia, State Park Overcrossing of I-780	320			320	320
SL	Solano Co., McGary Road Enhancements		640		640	640
SL	Solano Co., Old Town Cordelia Improvements, Ph 2		800		800	800
SN	Windsor, Old Redwood Hwy Pedestrian Enhancements	270			270	270
	Totals:	4,560	2,989	0	7,549	7,549
2. Other Ready-To-Go TE-eligible Projects in the STIP (Not Programmed in the STIP-TE)						
RG	Marin US-101 HOV Gap Closure (Supplemental)			2,100	2,100	2,100
	Totals:	0	0	2,100	2,100	2,100
	Totals	4,560	2,989	2,100	9,649	9,649

STP Suballocation Reconciliation

Regional STP-TE Available		9,649
RSTP-TE Programming		9,649
Balance (Over) Under		0

ARRA TE County/Regional Split Reconciliation

County	ARRA TE Share	ARRA TE Program	2010 STIP Credits and Advances	TE Adjustment	Net TE Backfill
Alameda - West Oakland TOD	1,557	1,300	1,300	257	1,557
Contra Costa - Monument Blvd and Marina Vista	1,009	1,127	1,127	(118)	1,009
Marin - None	294	0	0	294	294
Napa - None	183	0	0	183	183
San Francisco - Inner Sunset Traffic Calming, Ped Signals	797	932	932	(135)	797
San Mateo - None	827	0	0	827	827
Santa Clara - E Campbell Downtown Enhancements	1,824	2,160	2,160	(336)	1,824
Solano - State Park, McGary Road, Old Town Cordelia	477	1,760	1,760	(1,283)	477
Sonoma - Old Redwood Highway Enhancements	581	270	270	311	581
County Subtotal	7,549	7,549	7,549	0	7,549
Regional - Marin 101 Gap Closure	2,100	2,100	0	0	0
County + Regional Total	9,649	9,649	7,549	0	7,549

* Negative numbers indicate overprogramming of ARRA-TE share (in Contra Costa, San Francisco, Santa Clara, and Solano Counties). In the next TE call for projects, these four counties will give up the amount they overprogrammed and allow counties that under

As approved by the MTC Commission
on April 22, 2009

Date: April 22, 2009
W.I.: 1512
Referred by: PAC

ABSTRACT

Resolution No. 3896

This resolution adopts the project selection criteria, policies and programming for the State Element of 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 - State Element Project List

Further discussion of the American Recovery and Reinvestment Act Program is contained in the MTC Executive Director's Memorandum to the Commission dated April 8, 2009.

Date: April 22, 2009
W.I.: 1512
Referred By: PAC

RE: American Recovery and Reinvestment Act: Policies and Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3896

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, in cooperation with the Bay Area Partnership, transit operators and Caltrans, has developed a framework for the state element of the ARRA and adopted the regional element of the ARRA on February 25, 2009; 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 ARRA funds;

WHEREAS, MTC is mindful of the timely use of funds provisions established in the ARRA and has included in Attachment A regional provisions and deadlines to ensure that no funds are lost to the region; and

WHEREAS, the ARRA includes a certification process and extensive reporting requirements for the states, regions and funding recipients; and

WHEREAS, using the principles and procedures and criteria set forth in Attachment A of this Resolution, MTC developed a program of projects to be funded with the state element of the ARRA for inclusion in the federal Transportation Improvement Program (TIP); and

MTC Resolution No. 3896
Page 2

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

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

RESOLVED that MTC approves the project selection criteria, policies, procedures and programming for the regional portion of the state element of the American Recovery and Reinvestment Act, as set forth in Attachments A and B of this Resolution; and be it further

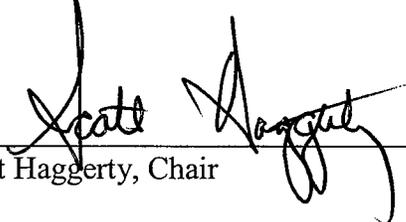
RESOLVED that the projects in Attachment B will be included in the 2009 TIP, subject to the final approval of the revision; and be it further

RESOLVED that jurisdictions receiving ARRA funding identified in Attachment B shall cooperate in a timely manner with the certification, monitoring and reporting requirements of the ARRA; and be it further

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

RESOLVED that the Executive Director is authorized to sign and submit certifications and reports as required by the ARRA, and shall forward a copy of this resolution, and such other documentation and information as may be required, to the Governor, Caltrans, 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 April 22, 2009.

Date: April 22, 2009
W.I.: 1512
Referred by: PAC

Attachment A
Resolution No. 3896
Page 1 of 10

American Recovery and Reinvestment Act

State Funding Element Policy and Programming For FY 2008-09

American Recovery and Reinvestment Act Policies and Programming

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ARRA SCHEDULE 10

BACKGROUND

On February 17, 2009, President Obama signed into law the American Recovery and Reinvestment Act (ARRA), which enacted a \$787 billion economic recovery package calling for significant 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. MTC programmed \$495 million in regional ARRA formula distribution funds in February 2009. This consisted of the roughly \$154 million in sub-allocated Surface Transportation Program and \$341 million in Federal Transit Administration formula funds provided for under existing law.

This resolution addresses the state element of the ARRA, which was suballocated to the region under AB3X 20.

AMERICAN RECOVERY AND REINVESTMENT ACT—STATE ELEMENT

Under existing federal and state law, the ARRA includes roughly \$1.7 billion in FHWA funds that flow to the state of California, separate and apart from the amounts sub-allocated to the regions.

With the recent passage of AB3X 20, the remaining state element of the ARRA is to be directed 62.5 % to the regions and 37.5 % to Caltrans. This results in an additional \$165.5 million in federal highway funding available to MTC for programming.

AB3X 20 directs how the State's share of the funding would be spent, with the entire 37.5% (\$935 million) for the SHOPP, \$310 million of which would be temporarily 'loaned' for use by Proposition 1B projects. Once the bond funds begin to flow, the 'loaned' funding would be repaid and used for SHOPP projects. At their March meeting, the CTC approved \$625 million in ARRA funds for the SHOPP, with the Bay Area receiving \$132.3 million, (21 percent) including \$50 million for Doyle Drive.

Furthermore, Caltrans has estimated the cost of oversight for the ARRA projects to be about \$13.9 million with 62.5% or \$8.7 million set aside from the regional portion to cover these costs (approximately \$1.7 million from the Bay Area).

Fund Estimate

The total ARRA funding available for the Bay Area is \$321 million, as shown in the chart below. As a reminder, MTC already programmed \$154 million, leaving roughly \$157.3 million in ARRA FHWA flexible funds and \$9.6 million in Transportation Enhancement (TE) funding for this programming action.

<i>All Figures in Millions</i>	AB3X 20 Legislative Change
Bay Area Distribution – FHWA Funding	
MTC Regional Element (already programmed):	154.0
MTC State Element (non-TE):	157.3
MTC State Element (TE):	9.6
MTC SubTotal:	165.5
Total Suballocated	320.9

With AB3X20 as the framework for the State Element of the ARRA, there is likely to be transportation funding in an amount equivalent to the bond commitment addressed available for the region to meet future transportation needs. These “freed up” funds will be available at some future date that should enable a much more extensive round of outreach with the public and other stakeholders prior to Commission action.

To put this much-needed funding capacity to best use, and meet the expedited delivery requirements, staff is recommending an approach, described below, that directs funds to existing bond projects, to the extent possible, fully funds the Tier 2 for Local Streets and Roads, and funds two Smart Highway projects that were unable to be funded in the Regional ARRA program approved earlier.

1. State Funding (Non-TE):

- Direct \$120.3 million to move Proposition 1B projects to construction:**
 Consistent with information discussed during the circulation of the ARRA regional programming proposal, MTC staff is proposing to focus the ARRA State element funds that will come to the region on ready-to-go Proposition 1B bond highway projects that have been stalled and unable to move to construction given the state budget impasse and credit market uncertainty. The action by MTC/BATA in January to buy almost \$200 million in state debt kept several projects in construction and allowed for the award of one new project in Sonoma County. Recent favorable bond sales have allowed additional Proposition 1B funded projects to move forward. The region still needs an additional \$302 million to deliver all of the ready-to-go bond projects after considering bond and state SHOPP commitments. Staff is proposing that the region partner with Caltrans and leverage additional state funding with regional ARRA funding. The table below prioritizes the projects based on their ready-to-go status and the ability to attract and leverage the maximum amount of state funds. Should the state funds for Caldecott not be realized, thus making the project underfunded, then the regional ARRA funds for Caldecott would be redirected to the next project on the list which is the US-101 HOV Lanes Central Segment in Sonoma County.

(All numbers in millions)

	Total Need	State Commitments			New ARRA Commitments		Total Funding	Shortfall
		Funded Other Bond	Funded SHOPP	Remaining Need	ARRA Regional	Requested State ARRA		
1. SHOPP Projects With State ARRA SHOPP Funding Commitment								
Solano I-80 HOV Lanes Contract 3	29.5		29.5	0.0			29.5	0.0
<i>Totals:</i>	29.5	0.0	29.5	0.0	0.0	0.0	29.5	0.0
2. SHOPP Projects with Excess Bond Sale Funding Commitments								
I-580 Eastbound HOV Segment 2	45.1	30.9	14.2	0.0			45.1	0.0
I-580 Isabel Interchange, Contracts 1, 2, 3	68.0	68.0	0.0	0.0			68.0	0.0
I-680 Sunol Grade SB HOV Contract 2	35.7	9.9	25.8	0.0			35.7	0.0
I-680 Sunol Grade SB HOV Contract 3	14.5		14.5	0.0			14.5	0.0
<i>Totals:</i>	163.3	108.8	54.5	0.0	0.0	0.0	163.3	0.0
3. Leverage Additional State Funds; Ready-To-Go Projects								
SR-24 Caldecott Tunnel Fourth Bore (all)*	197.7			197.7	105.0	92.7	197.7	0.0
Marin I-580 / US-101 Connector	15.3			15.3	15.3		15.3	0.0
US-101 HOV Lanes Central Segment	89.2			89.2			0.0	89.2
<i>Totals:</i>	302.2	186.7	0.0	302.2	120.3	92.7	213.0	89.2
Grand Totals	495.0	295.5	84.0	302.2	120.3	92.7	405.8	89.2

* CMIA will still provide \$11 million in unallocated contingency

- **Fully Fund the Tier 2 Local Streets and Roads System Preservation amount (additional \$23 million):** Provide an additional \$23 million to fully fund the local streets and roads system preservation category bringing the total to roughly \$153 million. Counties will be given flexibility to select projects, which may differ from the February approved Tier 2 list given the advancement of some projects through field review.
 - **Add HOT Lane projects as a priority funding category (\$13.5 million):** Fund the Alameda I-580 EB HOT Lane element and the Santa Clara SR I-880/SR 237 HOT Connector. Originally, the anticipated revenues for the Regional Element were expected to be higher. To adjust the earlier program priorities to the lower funding levels, the HOT lane projects were cut from the initial list. Staff now proposes to bring these projects back into the State Element. Staff also evaluated advancing additional Freeway Performance Initiative projects, but the state of readiness was not as far along.
2. **State TE Funding:** An additional \$9.6 million of the state funding is designated as TE, with the state's intent that 100 percent be obligated by June 30. This places challenges in delivering new TE-eligible projects that traditionally have a long lead time to develop. For the Transportation Enhancements (TE) program, staff is recommending that the funds be directed to TE-eligible projects that are ready-to-go now, with approximately 80% based on the STIP county share formula, and 20% directed on a regional basis, similar to the split for the Regional ARRA System Preservations funding. The additional capacity created by advancing ready-to-go projects that were expected to receive those funds could then be used to deliver additional enhancement projects later. Staff will work with the County Congestion Management Agencies (CMAs) on the specifics and timing of this process.
- Direct roughly \$9.6 million by advancing TE-eligible projects that are ready-to-go now, with approximately 80% based on the STIP county share formula, and 20% directed on a regional basis, similar to the split for the Regional ARRA System Preservations funding.
 - The capacity created by advancing ready-to-go projects will be used to deliver additional enhancement projects later.
 - Since ready-to-go projects may not conform explicitly to available county shares, counties will be allowed to 'over-program' their ARRA share on condition of programming future TE backfill share in another county. Final total programming of the ARRA and the backfilled TE funds will meet the intent of the STIP formula share for TE funds.

The table below shows the priority of projects for programming of ARRA TE.

(All numbers in thousands)

Project	Current Programming Need		New Programming Need	Total Need	ARRA TE
	Existing RTIP-TE	RTIP-TE Advance	Regional Project		
	1. Existing Ready-To-Go TE Projects Currently Programmed in the STIP-TE Program				
Oakland, 7th St / West Oakland TOD	1,300			1,300	1,300
Concord, Monument Blvd Pedestrian Improvements	1,000			1,000	1,000
Martinez, Marina Vista Streetscape	127			127	127
MTA, Inner Sunset Traffic Calming, Transit Enhancements	343			343	343
MTA, Pedestrian Signal Upgrade		589		589	589
Campbell, E Campbell Ave Downtown Enhancements	1,200	960		2,160	2,160
Benicia, State Park Overcrossing of I-780	320			320	320
Solano Co., McGary Road Enhancements		640		640	640
Solano Co., Old Town Cordelia Improvements, Ph 2		800		800	800
Windsor, Old Redwood Hwy Pedestrian Enhancements	270			270	270
<i>Totals:</i>	<i>4,560</i>	<i>2,989</i>	<i>0</i>	<i>7,549</i>	<i>7,549</i>
2. Regional Share Projects					
Regional TE Project To Be Determined			2,100	2,100	2,100
<i>Totals:</i>	<i>0</i>	<i>0</i>	<i>2,100</i>	<i>2,100</i>	<i>2,100</i>
Totals	4,560	2,989	2,100	9,649	9,649

3. **Ensure Regional Success in Project Delivery:** Although the ARRA requires only 50% of the funds to be obligated by June 30, 2009 and the remaining funds obligated by March 2, 2010, the State expects all of the state element funds, including TE, to be obligated by June 30, 2009 and awarded by January 2, 2010. To ensure projects will be delivered in advance of the required state and federal deadlines, project sponsors must meet regional deadlines as outlined in the General Programming Policies.

4. **Future RTIP/Bond Capacity Programming:** It is the intent that any additional capacity created by freeing up Proposition 1B bond-funded programs, including the Corridor Mobility Investment Account (CMIA) and Regional Transportation Improvement Program, would return to the region for reprogramming, once bond funds are made available again. MTC would initiate a subsequent programming cycle to identify projects to use these funds.

Under AB3X 20, if an agency funds a project to which bond funds were previously programmed and thus displaces the need for those bond funds on the project, the CTC shall allocate the same amount of funding to a qualifying project in the jurisdiction of that agency. The \$120.3 million provided to Caltrans for the Caldecott Tunnel and I-580/ US 101 Connector projects free up \$89.3 million in Proposition 1B CMIA and \$31.0 million in RTIP funding available for redirection within the region. Alameda's and Contra Costa's RTIP shares on the Caldecott Tunnel that are displaced by the ARRA funding will be made available to MTC for programming within the region.

5. **Future TE Capacity Programming:** The capacity freed up by using ARRA TE to advance projects currently programmed with STIP TE will be used to deliver additional enhancement projects in a subsequent TE programming cycle, and will be directed back to the counties in accordance with their county share formulas to the extent possible. The \$7.5 million in advanced TE funds would be programmed by each county CMA based on their STIP formula share for TE funds, after any adjustments for actual ARRA TE

programming. The timeline will coincide with the 2010 STIP development, beginning in Summer 2009.

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, including the framework on how to approach the State element of the ARRA. The Commission released the proposal for the state element for review and comment on April 22.
2. **2009 Transportation Improvement Program (TIP).** Projects approved as part of the ARRA Program must be included in 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 all of ARRA projects will be programmed in the TIP.
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. Non-exempt projects that are considered for funding in the American Recovery and Reinvestment Act Program must be included in the existing TIP or part of the air quality conformity finding for Transportation 2035.
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.

For TE projects, priority must be provided for projects that partner with a community or state conservation Corps to construct or undertake the project. Given that the aggressive delivery deadlines may limit the options available for TE funding, priority for any non-Corps projects must be provided for bicycle and pedestrian projects, prior to any other TE-eligible activity. Subsequent programming of the TE funds freed up by this proposal must provide priority in the same manner.

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. **Local Streets and Roads Tier 2 Funding:** The additional funding for Local Streets and Roads Tier 2 funding could place additional burdens on Caltrans Local assistance in delivering the other local projects for Fiscal Year 2008-09. To minimize impacts to Caltrans due to the additional workload, the obligation deadline for the Tier 2 funds have been extended to November 30, 2009. Furthermore, these funds should not be added to an existing Tier 1 project if it means the Tier 1 project would be delayed, or requires additional work or hardship for Caltrans Local assistance (such as requiring another field review, or revisiting the environmental clearance, if that has already occurred).
 8. **Certification and Reporting:** Project sponsors/ implementing agencies must comply with the certification and reporting requirements of the ARRA and cooperate with the state and region in responding to these requirements within established deadlines. Failure to meet the certification and reporting requirements and timelines could significantly delay the project or result in the project becoming ineligible for ARRA funding.
 9. **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.

10. 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. Specifically, 50% of the funds must be obligated by June 20, 2009, which is 120 days after the release of federal apportionments. Although the ARRA requires only 50% of the funds to be obligated by June 30, 2009 and the remaining funds obligated by March 2, 2010, the State expects all funds, to be obligated by June 30, 2009.

To ensure funds are not lost the region has established deadlines in advance and in addition to the ARRA deadlines. The Proposition 1B/RTIP backfill and TE funds must receive an obligation by June 30, 2009 and contract award by December 31, 2009. The remaining funds, including Smart Highways and LS&R preservation must receive an obligation by November 30, 2009 with award of a contract by June 30, 2009.

All ARRA funding must be fully invoiced and reimbursed within three years of federal apportionment (by March 2, 2012) ensuring that these ARRA projects meet the statutory priority for projects that can be completed within three years. To facilitate spend down, the ARRA funds must be spent and invoiced first before other funds on the project unless the other funds will be lost if not spent sooner.

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. Technical Adjustment. For full transparency, the ARRA includes extensive reporting requirements throughout the life of an ARRA-funded project. To facilitate in the reporting of the funds consistent with the specific federal funding programs and associated requirements, a few of the projects, including the additional Local Streets and Roads funding may need to be amended into the previously approved Regional ARRA program (MTC Resolution 3885) and an equal amount of funding amended back into the State element to facilitate funding accountability.

ARRA SCHEDULE

As noted previously, this supplementary funding is subject to very short project delivery deadlines. In order to ensure that 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: State Funding Element 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 22, 2009	Commission approval of Regional ARRA Program
March 2, 2009	FHWA release of apportionments
March 25, 2009	Commission release of state element proposal for review and comment
April 8, 2009	Programming and Allocations Committee review of state element proposal
April 22, 2009	Commission approval of ARRA State Element and TIP Amendment
June 30, 2009	Regional Obligation Deadline for Proposition 1B/RTIP Backfill and TE funds
June 30, 2009	AB3X 20 obligation deadline (Intent for 100% of state's portion)
June 30, 2009	ARRA obligation deadline for 50% of State Element funding (120 days)
Summer 2009	Begin Future TE Programming Process: Timed with 2010 STIP Development
November 30, 2009	Obligation Deadline for all remaining funds including Smart Hwys and LS&R
December 31, 2009	Regional Award Deadline for Proposition 1B/RTIP Backfill and TE funds
January 2, 2010	AB3X 20 award deadline (Intent for 100% of state's portion)
March 2, 2010	ARRA obligation deadline for remaining funds (1 year)
June 30, 2010	Award Deadline for all remaining funds including Smart Highways and LS&R
March 2, 2012	All ARRA funds fully invoiced and reimbursed – Project Complete

METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)
State Element
April 22, 2009

Project Title	Category	Implementing Agency	Fund Source	ARRA Funding
State Element - Non-TE				\$157,237,410
Contra Costa SR-24 Caldecott Tunnel Fourth Bore	Prop 1B Backfill	Caltrans	ST-STP-ARRA	\$104,957,000
Marin I-580 / US 101 Connector	Prop 1B Backfill	Caltrans	ST-STP-ARRA	\$15,300,000
Alameda I-580 EB HOT Lane	Smart Hwys	Alameda County CMA	ST-STP-ARRA	\$7,500,000
Santa Clara - SR 237 - I-880 HOT Connector	Smart Hwys	Santa Clara VTA	ST-STP-ARRA	\$6,000,000
Alameda - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$4,740,000
Contra Costa - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$3,440,000
Marin - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$920,000
Napa - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$610,000
San Francisco - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$2,190,000
San Mateo - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$2,140,410
Santa Clara - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$5,090,000
Solano - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$1,870,000
Sonoma - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$2,480,000
Total Non TE				\$157,237,410
State Element - Transportation Enhancements (TE)				\$9,649,295
Oakland - 7th St / West Oakland TOD	TE - Bike/Ped	City of Oakland	TE-ARRA	1,300,000
Concord - Monument Blvd Pedestrian Imps	TE - Bike/Ped	City of Concord	TE-ARRA	1,000,000
Martinez - Marina Vista Streetscape	TE - Bike/Ped	City of Martinez	TE-ARRA	127,000
Regional TE Project To Be Determined			TE-ARRA	2,100,000
San Francisco - Inner Sunset Traffic Calming and Enhancements	TE - Ped	San Francisco MTA	TE-ARRA	343,000
San Francisco - Pedestrian Signal Upgrade	TE - Ped	San Francisco MTA	TE-ARRA	589,295
Campbell - East Campbell Avenue Downtown Enhancements	TE - Bike/Ped	City of Campbell	TE-ARRA	2,160,000
Benicia - State Park Overcrossing of I-780	TE - Bike/Ped	City of Benicia	TE-ARRA	320,000
Fairfield - McGary Road Enhancements	TE - Bike/Ped	City of Fairfield	TE-ARRA	640,000
Solano County - Old Town Cordelia Enhancements	TE - Enhancements	County of Solano	TE-ARRA	800,000
Windsor - Old Redwood Hwy Pedestrian Enhancements	TE - Bike/Ped	City of Windsor	TE-ARRA	270,000
Total Transportation (TE)				\$9,649,295
ARRA - State Element Total				\$166,886,705

J:\SECTION\ALLSTAFF\Resolution\RESOLUTIONS\MTC Resolutions\[RES-3896_Attachment-B.xls]Resolution 3896 Attach B



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Local Streets and Roads Working Group

DATE: May 8, 2009

FR: Marcella Aranda

RE: April 2009 General Obligation Bond Sale

Background

The Pooled Money Investment Board (PMIB) on December 17, 2008 froze all disbursements from the Pooled Money Investment Account (Account) because of the poor cash position in the Account. This Account has been historically used to provide interim funding for all bond funded projects (general obligation and lease revenue) until the State Treasurer's Office (STO) is able to schedule bond sales. This "freeze" affected approximately 5,700 projects across the State. In the weeks that followed this action, the Department of Finance authorized 276 projects to continue and the remaining 5,400 projects were directed to be shut-down unless other non-state funding sources were available to enable them to continue.

The passage of the Budget in February 2009 allowed the STO to re-enter the bond market and start issuing bonds. However, the Account, while slightly improved, still remained in a weak cash position and was unable to provide all the necessary funding for the exempt and shut-down projects to re-start. The Account was also unable to provide the necessary source of cash borrowing for the state's regular day-to-day operations. Therefore, the PMIB has continued the freeze on disbursements, with limited exceptions, as described below.

Over the last couple of months, the STO has been able to help many projects with private placement of General Obligation bonds, one bond General Obligation bond sale in March and another in April, and two sales of Public Works Board bonds in April. This included a \$194M private placement bond sale to MTC/BATA which allowed eleven projects in the Bay Area to move forward.

April 2009 General Obligation (GO) Bond Sale

On April 22, 2009, the State sold \$6.9 billion in General Obligation bonds. Approximately \$1 billion of the bond proceeds were used to repay outstanding AB 55 loans, while the remainder was used to fund various General Obligation bond projects such as roads, schools, flood control, water, environmental, stem cell research, high-speed rail, and affordable housing. The following is a listing of non-exempt projects within the MTC region affected by the December 2008 funding freeze. The non-exempt projects are authorized to restart and funding will be provided consistent with project contracts, grant criteria, and / or additional agency / Board approvals as necessary. Some projects are "crossed-out", which may mean that the project has already been funded through other sources (such as ARRA), or the project is not yet ready to go to construction. **This is a preliminary list** as Counsel, State Treasurer's Office, and agencies are still completing tax certificates and determining project funding eligibility consistent with the Build America Bond Act. The spreadsheets will be updated as needed to reflect the status of bond funded projects. Updated spreadsheets can be found online at: http://www.dof.ca.gov/infrastructure/bond_funded_projects/

Attachment

A – Preliminary listing of Proposition 1B projects, MTC region, April 28, 2009

List from the California Department of Finance (DOF)
Prop 1B

NON - EXEMPT G.O BOND PROJECTS - ALL OTHER PROJECTS							
	Bond Act	Bond Program	Grant, State-Owned or Loan	State Agency	Grantee/Other Dept Info/Recipient	Project Title	Project Comment
1B	Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Goods Movement Emission Reduction Program and Lower Emission School Bus Program	Grant	Air Resources Board		ARB Administration Funds	ARB administration funds to administer \$693 million in bond funds appropriated in FY 2007-08 and FY 2008-09
1B	Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Lower-Emission School Bus Program	Grant	Air Resources Board	California Air Pollution Control Officers Association	Lower-Emission School Bus	Replacement of all remaining pre-1977 school buses. The purchase of cleaner, safer buses to replace certain 1977 - 1986 MY buses. Retrofit buses with filters to significantly clean bus exhaust.
1B	Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Lower-Emission School Bus Program	Grant	Air Resources Board	Bay Area Air Quality Management District	Lower-Emission School Bus	Replacement of all remaining pre-1977 school buses. The purchase of cleaner, safer buses to replace certain 1977 - 1986 MY buses. Retrofit buses with filters to significantly clean bus exhaust.
1B	Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Lower-Emission School Bus Program	Grant	Air Resources Board	North Coast Unified Air Quality Management District	Lower-Emission School Bus	Replacement of all remaining pre-1977 school buses. The purchase of cleaner, safer buses to replace certain 1977 - 1986 MY buses. Retrofit buses with filters to significantly clean bus exhaust.
1B	Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Lower-Emission School Bus Program	Grant	Air Resources Board	Northern Sonoma County Air Pollution Control District	Lower-Emission School Bus	Replacement of all remaining pre-1977 school buses. The purchase of cleaner, safer buses to replace certain 1977 - 1986 MY buses. Retrofit buses with filters to significantly clean bus exhaust.
1B	Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2017	Goods Movement Emission Reduction Program	Grant	Air Resources Board	Bay Area Air Quality Management District	Bay Area Air Shore Power (early)	Install grid-based shoreside electrical power at 2 ship berths at the Port of Oakland so ships can plug in and turn off their engines.
1B	Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2018	Goods Movement Emission Reduction Program	Grant	Air Resources Board	Bay Area Air Quality Management District	Bay Area Port Trucks	Retrofit trucks with soot filters and replace old dirty trucks serving the Port of Oakland with new clean models.
1B	Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2019	Goods Movement Emission Reduction Program	Grant	Air Resources Board	Bay Area Air Quality Management District	Bay Area Other Trucks	Retrofit trucks with soot filters and replace old dirty trucks with new clean models.
1B	Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2020	Goods Movement Emission Reduction Program	Grant	Air Resources Board	Bay Area Air Quality Management District	Bay Area Locomotives	Replace old dirty locomotives at rail yards with new clean models.
1B	Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2021	Goods Movement Emission Reduction Program	Grant	Air Resources Board	Bay Area Air Quality Management District	Bay Area Harbor Craft	Replace old dirty engines in harbor craft with new clean engines.
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	I-580 / Isabel Interchange, Segment 3	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	Route 580 Eastbound HOV Lane Project (Segment #3)	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	Westbound I-580 to Northbound US 101 Connector Improvements	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	I-80 HOV Lanes - Ramp Metering	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	I-580 / Isabel Interchange, Segment 1	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	Interstate 80 HOV lanes and pavement rehabilitation	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	US 101 Improvements (I-280 to Yerba Buena Rd)	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	Jameson Canyon	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	SR-4 East Widening from Loveridge to Somersville	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	SR-4 East Widening from Somersville to SR 160	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	SR101 Auxiliary Lanes - Embarcadero Rd to Marsh Rd	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	Route 101 Marin-Sonoma Narrows-HOV Lane	

List from the California Department of Finance (DOF)
Prop 1B

NON - EXEMPT G.O BOND PROJECTS - ALL OTHER PROJECTS							
	Bond Act	Bond Program	Grant, State-Owned or Loan	State Agency	Grantee/Other Dept Info/Recipient	Project Title	Project Comment
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	Route 101 marin-Sonoma Narrows-Southerly Interchange	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	Rte 101 Mar-Son Narrows Petaluma Blvd South IC	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	US 101 Aux Lanes - SR 85 to Embarcadero Road	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	I-880 Widening (SR 237 to US 101)	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	I-580 Westbound HOV Lane-Greenville to Foothill	
4B	Prop1B	CMIA	State-Owned	Caltrans	MTC	I-880 Southbound HOV Lane Extension - Hegenberger	
4B	Prop1B	CMIA, STIP	State-Owned	Caltrans	MTC	US 101 HOV Lanes - Wilfred	
4B	Prop1B	CMIA, STIP	State-Owned	Caltrans	MTC	I-80 Integrated Corridor	
4B	Prop1B	CMIA, STIP	State-Owned	Caltrans	MTC	State Route 24 Caldecott Tunnel Fourth Bore	
4B	Prop1B	CMIA, STIP	State-Owned	Caltrans	MTC	US101 HOV Lanes - Railroad Ave to Rohnert Park Exp	
4B	Prop1B	CMIA, STIP	State-Owned	Caltrans	MTC	I-580 Eastbound HOV, Segment 2	
4B	Prop1B	SHOPP	State-Owned	Caltrans	MTC	In Fremont, from Scott Creek Road to Grimmer Blvd. Rehabilitate pavement. (Sunol-Contract3)	
4B	Prop1B	STIP	State-Owned	Caltrans	MTC	Route 29/37 Interchange - Highway Planting	
4B	Prop1B	STIP, SHOPP	State-Owned	Caltrans	MTC	In Fremont, from Route 238 to Koopman Road. Rehabilitate pavement (Sunol-Contract2) Sunol Grade Southbound HOV Lane Phase 3	
1B	Proposition 1B	CMIA	State-ownded	Caltrans	Caltrans	I-80 Capacity/Operational Improvement Phase 2	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	CMIA	State-ownded	Caltrans	Caltrans	I-80 HOV lanes, I-80/I-680/12 to Putah Creek	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	CMIA	State-ownded	Caltrans	Caltrans	US 101 HOV lanes between Santa Rosa - Windsor	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	CMIA	State-Owned	Caltrans	Caltrans	Sonoma US-101 HOV Lanes - Railroad Ave. to Rohnert Park Expressway	CTC List - Bond Projects that have been delivered but not yet Allocated
1B	Proposition 1B	CMIA	State-Owned	Caltrans	Caltrans	Marin WB I-580 to NB US-101 Connector Improvements	CTC List - Bond Projects that have been delivered but not yet Allocated
1B	Proposition 1B	CMIA, STIP, SHOPP	State-ownded	Caltrans	Caltrans	Route 580 Eastbound HOV Lane Project (Segment #1)	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	Intercity Rail	Grant	Caltrans	Caltrans	Emeryville Station and Track Improvements:2	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	Intercity Rail	Grant	Caltrans	Caltrans	Bahia Benicia Crossover	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Sonoma County	Bridge No. 20C0139 - WOHLER RD & MARK WEST CREEK - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Sonoma County	Bridge No. 20C0155 - WOHLER RD & RUSSIAN RIVER - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Sonoma County	Bridge No. 20C0262 - BOYES BLVD & SONOMA CREEK - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Pittsburg	Bridge No. 28C0165 - NORTH PARKSIDE DR & WILLOW PASS ROAD - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Oakland	Bridge No. 33C0148 - 23RD AVENUE & UP RR,BNSF,AMTRAK,BARTD - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Oakland	Bridge No. 33C0202 - HEGENBERGER ROAD & BARTD, UPRR, SAN LEANDRO - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Oakland	Bridge No. 33C0253 - COLISEUM WAY & DAMON SLOUGH - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Peninsula Joint Powers Board	Bridge No. 35C0087 - TILTON AVE & CALTRAIN & UP RR - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Peninsula Joint Powers Board	Bridge No. 35C0090 - SANTA INEZ AVE & CALTRAIN & UP RR - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Peninsula Joint Powers Board	Bridge No. 35C0091 - EAST POPLAR AVE & CALTRAIN & UP RR - Bridge Seismic Retrofit	

List from the California Department of Finance (DOF)
Prop 1B

NON - EXEMPT G.O BOND PROJECTS - ALL OTHER PROJECTS							
	Bond Act	Bond Program	Grant, State-Owned or Loan	State Agency	Grantee/Other Dept Info/Recipient	Project Title	Project Comment
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Peninsula Joint Powers Board	Bridge No. 35C0161 - SPTCO & MONTE DIABLO AVE - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Sonoma County	Bridge No. 20C0141 - ANNAPOLIS RD & GUALALA RIV (CLARK XING) - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Union City	Bridge No. 33C0223 - WHIPPLE ROAD & BARTD - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Sonoma County	Bridge No. 20C0005 - GEYSERS RD & BIG SULPHUR CREEK - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Antioch	Bridge No. 28C0054 - WILBUR AVE & BNSF RY & AMTRAK, UP RR - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Alameda County	Bridge No. 33C0026 - HIGH ST & OAKLAND ESTUARY - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Fremont	Bridge No. 33C0128 - NILES BLVD & BARTD, UP RR, & BNSF RY - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Oakland	Bridge No. 33C0030 - EMBARCADERO ST & LAKE MERRITT CANAL - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Peninsula Joint Powers Board	Bridge No. 34C0052 - JERROLD AVE & CALTRAIN & UP RR - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Peninsula Joint Powers Board	Bridge No. 34C0051 - QUINT ST & CALTRAIN & UP RR - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Sonoma County	Bridge No. 20C0018 - BOHEMIAN HWY & RUSSIAN RIVER - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Union City	Bridge No. 33C0111 - DECOTO RD & ALAMEDA CREEK - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Oakland	Bridge No. 33C0179 - PARK BOULEVARD & HILLSIDE - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Oakland	Bridge No. 33C0180 - PARK BOULEVARD & HILLSIDE - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Oakland	Bridge No. 33C0178 - PARK BOULEVARD & HILLSIDE - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Oakland	Bridge No. 33C0238 - CAMPUS DR & LION CREEK TRIBUTARY - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Oakland	Bridge No. 33C0253 - COLISEUM WAY & DAMON SLOUGH - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Oakland	Bridge No. 33C0215 - LEIMERT BLVD & SAUSAL CREEK - Bridge Seismic Retrofit	
1B	Proposition 1B	Local Bridge Seismic Retrofit Program	Grant	Caltrans	Oakland	Bridge No. 33C0148 - 23RD AVENUE & UP RR, BNSF, AMTRAK, BARTD - Bridge Seismic Retrofit	
1B	Proposition 1B	LSBRP	Grant	Caltrans	Alameda	Ballena Blvd	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	LSBRP	Grant	Caltrans	San Jose	E. William St	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	LSBRP	Grant	Caltrans	San Jose	Southwest Exp. Way	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	LSBRP	Grant	Caltrans	San Jose	E. Julian St	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	LSBRP	Grant	Caltrans	Santa Clara County	Shoreline Blvd	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	LSBRP	Grant	Caltrans	Santa Clara County	Aldercroft Heights Rd	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	LSBRP	Grant	Caltrans	Santa Clara County	Central Expressway	Awarded Prior to Dec 17, 2008
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Sebastapol	2007-08 Plan of Projects	Overlay and Reconstruction
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	County of Solano	Supplemental 2008 Plan of Projects	Major Projects
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Alameda	2008-09 Plan of Projects	Road Reconstruction
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Albany	2008-09 Plan of Projects	Road Reconstruction
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Berkeley	2008-09 Plan of Projects	Major Projects
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Brentwood	2008-09 Plan of Projects	Major Project

List from the California Department of Finance (DOF)
Prop 1B

NON - EXEMPT G.O BOND PROJECTS - ALL OTHER PROJECTS							
	Bond Act	Bond Program	Grant, State-Owned or Loan	State Agency	Grantee/Other Dept Info/Recipient	Project Title	Project Comment
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of El Cerrito	2008-09 Plan of Projects	Major Projects
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Fremont	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Hayward	2008-09 Plan of Projects	Major Projects
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Lafayette	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Millbrae	2008-09 Plan of Projects	Minor Projects
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Milpitas	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Morgan Hill	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Mountain View	2008-09 Plan of Projects	Major Projects
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Napa	2008-09 Plan of Projects	Major Projects
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Newark	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Petaluma	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Pittsburg	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of San Francisco	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of San Jose	2008-09 Plan of Projects	Major Projects
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of San Mateo	2008-09 Plan of Projects	Major Projects
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of San Ramon	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of South San Francisco	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	City of Union City	2008-09 Plan of Projects	Pavement Rehabilitation
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	County of San Francisco	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	County of Alameda	2008-09 Plan of Projects	Major Projects
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	County of San Mateo	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	County of Santa Clara	2008-09 Plan of Projects	Maintenance Program
1B	Proposition 1B	P1B Local Streets and Roads	Grant	SCO	County of Solano	2008-09 Plan of Projects	Major Projects
1B	Proposition 1B	PTMISEA	Grant	Caltrans	Alameda County Congestion Management Agency	ACE Station Improvements	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	Alameda-Contra Costa Transit District	Replace/Expand Nine 60-foot Articulated and Thirty 45-foot Buses	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	Central Contra Costa Transit Authority	Pacheco Transit Hub	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	Central Contra Costa Transit Authority	Rolling Stock Replacement	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of Dixon	Replacement Vehicles	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of Fairfield	Vacaville Bus Shelters	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of Fairfield	DART Paratransit Replacement Vehicles	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of Fairfield	Vacaville City - Replace Five Buses	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of Healdsburg	Replacement Bus Purchase	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of San Francisco	Light Rail Operations Control Center Improvements	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of San Francisco	Randolph/Farallones/Orzaba Transit Access Pedestrian Safety Projects	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of San Francisco	Central Subway	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of San Francisco	Persia Triangle Transit Access Improvements	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of San Francisco	Interim Line Management Center	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of Santa Rosa	Santa City Bus Purchase	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of Union City	Two Replacement Buses	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of Vallejo	Purchase Vehicle Replacement Parts	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of Vallejo	Bus Fixed/Heavy Equipments	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of Vallejo	Bus Maintenance Facility Repair	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of Vallejo	Install Bus Shelters and Stops	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	City of Vallejo	Purchase of Shop Truck	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	County of Sonoma	(Ten) Replacement Bus Purchase	FY 2008-09 Cycle 1
1B	Proposition 1B	PTMISEA	Grant	Caltrans	County of Sonoma	(Five) Replacement Bus Purchase	FY 2008-09 Cycle 1

List from the California Department of Finance (DOF)
Prop 1B

NON - EXEMPT G.O BOND PROJECTS - ALL OTHER PROJECTS							
	Bond Act	Bond Program	Grant, State-Owned or Loan	State Agency	Grantee/Other Dept Info/Recipient	Project Title	Project Comment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of San Francisco	Matching Funds	Matching funds for Federal Grant Programs
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Richmond	Lighting	Lighting improvements for port
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Richmond	Infrastructure/Video	Infrastructure security improvements for port
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Oakland	Wireless Truck Tracking	Wireless Truck Tracking
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Redwood City	Emergency Operations Center Enhancement	Emergency Operations Center Enhancement
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Redwood City	Maritime Domain Awareness Enhancement and Vulnerability Mitigation	Equipment to address vulnerability mitigation
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Redwood City	Security Emergency Response Plan, Development, Training, Drills, and Exercises	Security Emergency Response Plan, Development, Training, Drills, and Exercises
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Redwood City	Vulnerability Assessment-Port Security Strategic Plan and Transportation Worker Identification Cards	Vulnerability Assessment-Port Security Strategic Plan and Transportation Worker Identification Cards
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of San Francisco	Port Wide Access Control System and Fiber Optic Security Network	Port Wide Access Control System and Fiber Optic Security Network
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of San Francisco	Joint Operations and Security Center	Joint Operations and Security Center
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of San Francisco	Building Occupancy Resumption Program Enrollment	Building Occupancy Resumption Program Enrollment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of San Francisco	High Security Fencing Plan	High Security Fencing Plan
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of San Francisco	Pier 50 Emergency Power Project	Pier 50 Emergency Power

List from the California Department of Finance (DOF)
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NON - EXEMPT G.O BOND PROJECTS - ALL OTHER PROJECTS							
	Bond Act	Bond Program	Grant, State-Owned or Loan	State Agency	Grantee/Other Dept Info/Recipient	Project Title	Project Comment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of San Francisco	Type 1 Fireboat/CRRNE All Hazards Response Vessel for SF Fire Department	Type 1 Fireboat/CRRNE All Hazards Response Vessel for SF Fire Department
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of San Francisco	Dive Equipment for SFPD Dive Team	Dive Equipment for SFPD Dive Team
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of San Francisco	CBRNE Prevention and Response Vessels for SF Police Department	CBRNE Prevention and Response Vessels for SF Police Department
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Oakland	Comprehensive Geospatial Mapping	Comprehensive Geospatial Mapping
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Oakland	Perimeter Intrusion Detection and Reporting System Upgrade	Perimeter Intrusion Detection and Reporting System Upgrade
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Oakland	Fiber Optic Telecommunications Linkage to Oakland Police Department	Fiber Optic Telecommunications Linkage to Oakland Police Department
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Redwood City	Lighting Improvements	Lighting Improvements for port
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Redwood City	Waterside Staging/Response Center	Waterside Staging/Response Center
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Redwood City	Transportation Worker Identification Credential	Transportation Worker Identification Credential
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Redwood City	Redwood City Police Vessel	Redwood City Police Vessel Security Equipment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Redwood City	Closed Circuit TV System	Closed Circuit TV System
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Redwood City	Security/Emergency Response Plan Development, Training, Drills, and Exercises	Security/Emergency Response Plan Development, Training, Drills, and Exercises
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Redwood City	Portwide Security Equipment	Various equipment for port security

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	Bond Act	Bond Program	Grant, State-Owned or Loan	State Agency	Grantee/Other Dept Info/Recipient	Project Title	Project Comment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Richmond	Operations and Security Center	Operations and Security Center
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Richmond	Emergency Generators	Emergency Generators for poty
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Port and Maritime Security Account	Grant	CalEMA	Port of Richmond	Portwide Security Equipment	Various equipment for port security
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Eastern Contra Costa Transit Authority	Disaster Preparedness Communications Equipment	Disaster Preparedness Communications Equipment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Eastern Contra Costa Transit Authority	Transit Facility Security Enhancements	Transit Facility Security Enhancements
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	City of Vallejo	Bus Maintenance Facility Transit Security Enhancements	Bus Maintenance Facility Transit Security Enhancements
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Water Emergency Transportation Authority	Preliminary Investigation/Environmental Review	Environmental Review
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Water Emergency Transportation Authority	Final Design	Complete Terminal Design
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Water Emergency Transportation Authority	SF Terminal /Vessel Construction	Construct new Vessel Terminal
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Water Emergency Transportation Authority	Maintenance Barge, Floats, Ramps	Purchase Maintenance Barge and Floats
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Water Emergency Transportation Authority	Maintenance Facilities	Construct Maintenance Facility
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Capitol Corridor Joint Powers Authority	Capitol Corridor Automated Ticket Validation (ATV) Project	A tool to facilitate electronic ticketing and credit card verification, maintain onboard passenger manifest information, and provide an added layer of theft/ credit card fraud deterrent.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Capitol Corridor Joint Powers Authority	Oakland Maintenance Facility Safety and Security Improvements	Facility maintenance of fencing, gates, access control, perimeter detection, video surveillance, intellegent video analytics, mass notification internet and paging, and security management systems.

List from the California Department of Finance (DOF)
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NON - EXEMPT G.O BOND PROJECTS - ALL OTHER PROJECTS							
	Bond Act	Bond Program	Grant, State-Owned or Loan	State Agency	Grantee/Other Dept Info/Recipient	Project Title	Project Comment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Capitol Corridor Joint Powers Authority	Passenger Information Display Signs (PIDS) Maintenance and Upgrade Project	Make upgrades to system-wide electronic real-time message signs that transmit safety and security messages.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Capitol Corridor Joint Powers Authority	CCJPA OnBoard Passenger Information System Pilot Program - Phase 1	Phase 1 will evaluate the feasibility of the PIS specification and the ability of the existing trainline wiring on the railcars to transmit data reliably and securely.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Department of Transportation - Caltrans Division of Rail	Forward Facing Cameras on Locomotives and Cab Cars	The project would install forward facing cameras on the Amtrak California locomotives and Cab cars in the existing fleet.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Department of Transportation - Caltrans Division of Rail	Oakland Maintenance Facility Safety and Security Improvements	Facility maintenance of fencing, gates, access control, perimeter detection, video surveillance, intelligent video analytics, mass notification internet and paging, and security management systems.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Department of Transportation - Caltrans Division of Rail	Passenger Information Display Signs (PIDS) Maintenance and Upgrade Project	Make upgrades to system-wide electronic real-time message signs that transmit safety and security messages.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Central Contra Costa Transit Authority	Perimeter Security	Perimeter Security
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Eastern Contra Costa Transit Authority	Disaster Preparedness Communications Equipment	Disaster Preparedness Communications Equipment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Eastern Contra Costa Transit Authority	Transit Facility Security Enhancements	Transit Facility Security Enhancements
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	City of Fairfield	Security Camera Enhancements	Security Camera Enhancements
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Golden Gate Bridge Highway and Transportation District	Advance Communication Information System - Subscriber Equipment	Advance Communication Information System - Subscriber Equipment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Livermore-Amador Valley Transit Authority	Radio Frequency (RF)	Radio Frequency (RF)
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Peninsula Corridor Joint Powers Board	Integrated Security Center Upgrade	Integrated Security Center Upgrade
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Peninsula Corridor Joint Powers Board	Anti-Terrorism Substation (2)	Anti-Terrorism Substation (2)

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	Bond Act	Bond Program	Grant, State-Owned or Loan	State Agency	Grantee/Other Dept Info/Recipient	Project Title	Project Comment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Peninsula Corridor Joint Powers Board	Right of Way Fencing	Right of Way Fencing
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	San Mateo County Transit District	Integrated Security Center Upgrade	Integrated Security Center Upgrade
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	San Mateo County Transit District	Fire Alarm System Upgrade	Fire Alarm System Upgrade
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Santa Clara Valley Transportation Authority	CCTV Video on Demand at the Guadalupe Light Rail Division	CCTV Video on Demand at the Guadalupe Light Rail Division
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Santa Clara Valley Transportation Authority	Install Emergency Generator at the Guadalupe Operating Division	Install Emergency Generator at the Guadalupe Operating Division
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Santa Clara Valley Transportation Authority	Laser Intrusion Detection System at the Hamilton LRS	Laser Intrusion Detection System at the Hamilton LRS
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Santa Clara Valley Transportation Authority	Chaboya Bus Operating Division Site Hardening	Chaboya Bus Operating Division Site Hardening
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Santa Clara Valley Transportation Authority	Cameras on Buses	Cameras on Buses
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	City of Santa Rosa	Transfer Center Transit Surveillance Cameras	Transfer Center Transit Surveillance Cameras
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	County of Sonoma	Cloverdale Depot Video Surveillance Equipment	Cloverdale Depot Video Surveillance Equipment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	City of Vallejo	Bus Maintenance Facility Transit Security Enhancements	Bus Maintenance Facility Transit Security Enhancements
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Western Contra Costa Transit Authority	Site Security Upgrade	Site Security Upgrade
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	San Francisco Municipal Transportation Agency	Site Hardening	Site Hardening

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	Bond Act	Bond Program	Grant, State-Owned or Loan	State Agency	Grantee/Other Dept Info/Recipient	Project Title	Project Comment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	San Francisco Municipal Transportation Agency	Cameras, Monitors, CCTV Support	Cameras, Monitors, CCTV Support
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	San Francisco Municipal Transportation Agency	Public Address System at 9 Subway Stations	Public Address System at 9 Subway Stations
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	San Francisco Bay Area Rapid Transit District	Transit Infrastructure Hardening	Transit Infrastructure Hardening
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Alameda-Contra Costa Transit District	Design and Manufacture A Mobile Command Post Vehicle (II)	Design and Manufacture A Mobile Command Post Vehicle (II)
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Alameda-Contra Costa Transit District	Revenue Vehicle Surveillance Cameras and System	Revenue Vehicle Surveillance Cameras and System
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Water Emergency Transportation Authority	Preliminary Investigations/Environmental Review	Environmental Review
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Water Emergency Transportation Authority	Final Design	Complete Terminal Design
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Water Emergency Transportation Authority	San Francisco Berthing Facilities	Environmental analysis for San Francisco Terminal
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Water Emergency Transportation Authority	Maintenance Barge, Floats, Ramps	Purchase Maintenance Barge and Floats
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Water Emergency Transportation Authority	Maintenance Facilities	Construct Maintenance Facility
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	San Joaquin Regional Rail Commission/Altamont Commuter Express	Camera Surveillance Equipment	This project will allow us to install security surveillance cameras at 7 stations.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	San Joaquin Regional Rail Commission/Altamont Commuter Express	Interoperable Communications Equipment	This project will provide communication technology and equipment that will allow communications with multiple agencies regardless of their equipment.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	San Joaquin Regional Rail Commission/Altamont Commuter Express	Radiation Detection Equipment - Personal Radiation Detectors	This project will provide onboard train staff personal radiation detection equipment in the form of pagers to alert the crew members to the danger of illicit and dangerous radioactive materials.

List from the California Department of Finance (DOF)
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NON - EXEMPT G.O BOND PROJECTS - ALL OTHER PROJECTS							
	Bond Act	Bond Program	Grant, State-Owned or Loan	State Agency	Grantee/Other Dept Info/Recipient	Project Title	Project Comment
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Capitol Corridor Joint Powers Authority	Installation of access control devices and signage along right of way and at Capitol Corridor Stations	The project would include installation of swing gates, bollards, fencing and signage at areas along the right of way that are high risk for motorist and pedestrian intrusion or trespass.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Capitol Corridor Joint Powers Authority	Capitol Corridor Automated Ticket Validation (ATV) Project	Project is designed to provide (Amtrak) conductors' a valuable tool to facilitate electronic ticketing and credit card verification, maintain onboard passenger manifest information, and provide an added layer of theft/ credit card fraud deterrent.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Capitol Corridor Joint Powers Authority	Oakland Maintenance Facility Safety and Security Improvements - Phase 2	Facility maintenance of fencing, gates, access control, perimeter detection, video surveillance, intelligent video analytics, mass notification internet and paging, and security management systems.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Capitol Corridor Joint Powers Authority	Security Camera Installation at Capitol Corridor Stations	Project allows for the procurement and installation of security camera systems and supporting infrastructure (onsite digital video recorders (DVRs), T-1 or wireless connectivity) at six (6) Capitol Corridor Stations.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Capitol Corridor Joint Powers Authority	Capitol Corridor Security Operations Command Center	The Security Operations Command facility will be used as a central repository for monitoring all video feeds coming in from out-facing (facing the ROW) security cameras installed on board trains, along the railroad right-of-way, and cameras installed at all Capitol Corridor Stations.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Capitol Corridor Joint Powers Authority	Wireless Network Development Plan for Capitol Corridor Intercity Passenger Rail Service	Develop a multiphase plan to implement wireless internet networks for use by all Northern California fleet near right-of-way to enhance security, and obtain operating efficiencies on Capitol Corridor and San Joaquin intercity passenger rail services.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Department of Transportation - Caltrans Division of Rail	Security Operations Center at the Oakland Maintenance Facility	The command center will be used and monitored by Amtrak police, and the local law enforcement will be using it as a Police Substation.
1B	The Highway Safety, Traffic Reduction, Air Quality and Port Security Bond Act of 2006	Transit System Safety, Security, and Disaster Response Account	Grant	CalEMA	Department of Transportation - Caltrans Division of Rail	Oakland Maintenance Facility Safety and Security Improvements	A video surveillance system will be installed that has advanced intelligent video analytics.
* Highlighted projects may or may not be regionally significant							



S.F.S.

SAVING OUR STREETS

A Strategic Plan for Maintaining the
Bay Area's Local Streets and Roads

May 2007

Prepared by the Local Streets and Roads
Working Group of the San Francisco Bay Area Partnership

Saving Our Streets

A Strategic Plan for Maintaining The Bay Area's Local Streets and Roads

**Prepared By The
Local Streets & Roads Working Group of
The Bay Area Transportation Partnership**

May 1, 2007

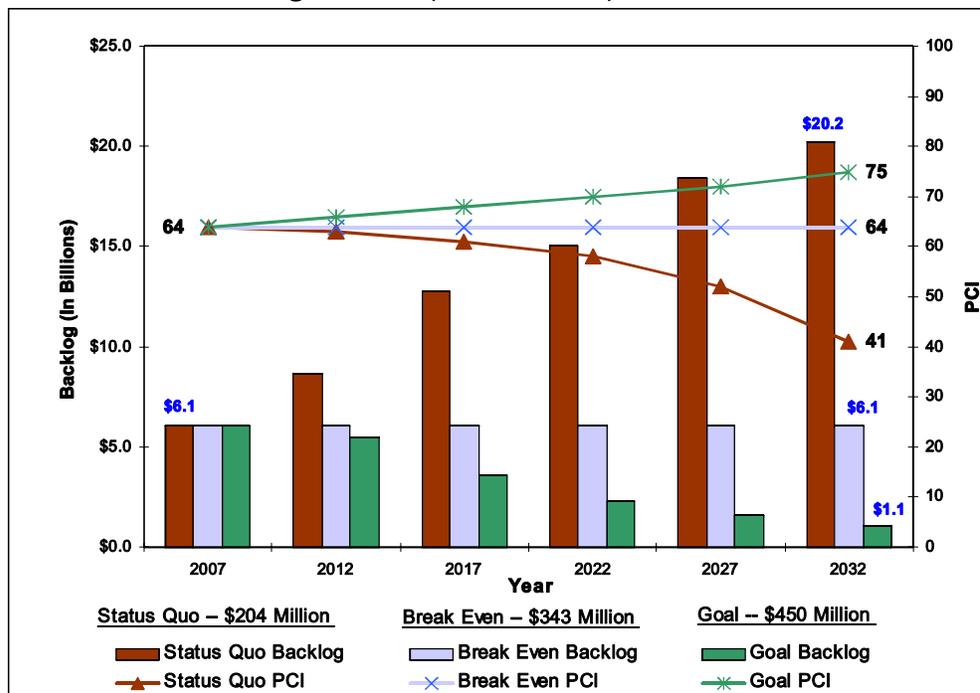
INTRODUCTION

The purpose of this *Local Streets and Roads Strategic Plan* is to focus on this regionally significant transportation system—an asset valued at \$40 billion—and how it must be maintained. The quality of the region’s local streets and roads is in a significant state of decline. Current funding investments are not sufficient to adequately maintain, operate, and improve the system in accordance with regional goals and community expectations.

Currently, the average Pavement Condition Index (PCI) of the San Francisco Bay Area’s local streets and roads is 64—on a scale of 0 to 100, with 100 being best. While this score places the average quality of the region’s roads in the “fair to good” category, the nature of a pavement lifecycle is that at a PCI of 60, deterioration begins to take place at a very rapid rate.¹ Once rapid deterioration begins to take place, the overall cost of repairs required to bring the network back to good condition increases dramatically due to the high differential in cost between preventive maintenance treatments and major rehabilitation or reconstruction. The difference in cost between the work needed to bring the network to good condition versus the money available is called the “backlog.”

The chart below illustrates how the region’s overall pavement maintenance backlog and average pavement conditions would fare over time given different levels of annual maintenance funding².

Figure 1: Regional Pavement Maintenance Backlog and PCI over Time Under Different Annual Funding Scenarios (In 2006 Dollars)



¹ Refer to Figure 3 on page 6 for more information on the pavement deterioration curve.

² Based on analyses performed with the MTC pavement management software – Street Saver 8.0 ®

If investment in the maintenance of the region's local streets and roads remains at the current level of approximately \$204 million per year, the pavement quality of a majority of streets and roads will fall into the "poor" or "failed" category within the next twenty five years and the backlog of needed repairs will grow from the current figure of \$6.1 billion, to over \$20 billion. Just to keep the region's level of backlog and pavement condition the same over time, the region will need to increase funding for maintenance by 68% to \$343 million per year. In order to significantly reduce the backlog amount and increase the region's average PCI to 75, the average annual level of expenditure on pavement maintenance would need to more than double to \$450 million per year. However, once a PCI level of 75 is reached, the on-going cost of maintaining a network in that condition would be dramatically lower, and that would free up funds for use in other priority areas.

Deteriorating pavement quality is only one of the challenges facing the region's local street and road infrastructure. This strategic plan will address the goals and objectives for improving the entire local street and road network, including safety and efficiency measures that are necessary to accommodate a growing population.

The Local Streets and Roads Working Group, an advisory group to the Bay Area Partnership, has developed this Strategic Plan to bring attention to the Bay Area's deteriorating roadway infrastructure problem. The target audience includes Metropolitan Transportation Commission (MTC) Commissioners along with local, regional and state officials and policymakers who put forth legislation and develop budgets that can change the course of infrastructure investment throughout California.

This Strategic Plan will

- Provide input to the development of the 2009 Regional Transportation Plan
- Provide input to the MTC Legislative Program for both state and federal platforms
- Ensure the needs of the local street and road system are considered in the allocation of regional transportation funds
- Inform elected officials, policymakers, and the public about the far reaching negative effects of our deteriorating roadway infrastructure

VISION STATEMENT

Increase the average Pavement Condition Index (PCI) for the Bay Area from 64 to 75 by the year 2035, and provide a safe, efficient and well-maintained local street and road system in the Bay Area Region for all travel modes.

STRATEGIC PLAN GOALS

GOAL 1

Maintenance – develop maintenance strategies and performance standards to effectively allocate resources

GOAL 2

Safety – improve the safety of local streets and roads in the Bay Area for all modes of travel

GOAL 3

Efficiency – improve operations and performance of local streets and roads

GOAL 4

Financial – develop the financial resources in the Bay Area to adequately maintain, operate and improve local streets and roads

GOAL 1: Maintenance

Develop maintenance strategies and performance standards to effectively allocate resources

DISCUSSION:

Ideally, the average PCI of the region’s local streets and roads would be about 85— the condition at which roadways are the most cost-effective to maintain. To achieve that condition over the next 25 years, the region as a whole would need to invest three times the amount that is currently being invested in local streets and roads maintenance. To achieve the more modest goal of 75, maintenance expenditures will need to double.

Figure 2: Regional Pavement Condition Scenarios Based on Funding Levels

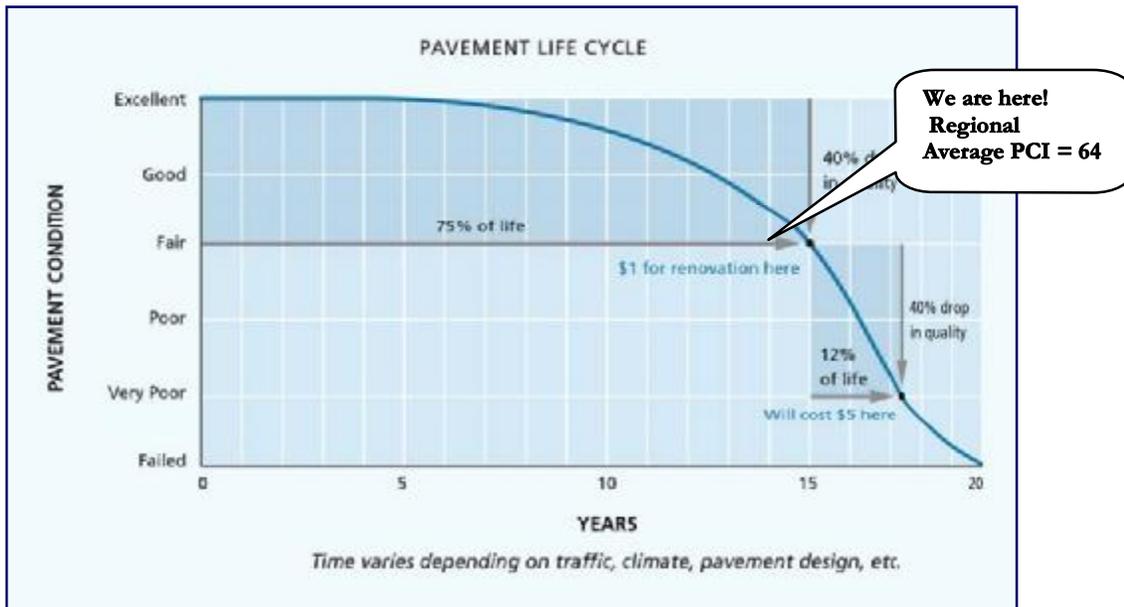
	Existing Funding	Break-Even	Goal
Average Regional PCI in 2032:	41	64	75
Average Annual Expenditure Level:	\$ 204,420,223	\$ 343,487,854	\$ 449,724,490
Annual Expenditure / Lane Mile:	\$ 4,986	\$ 8,378	\$ 10,969

**PCI = Pavement Condition Index (Scale of 0 to 100, with 100 being the best)*

With all of the competition that exists in the Bay Area for government funds, it is unlikely that there will ever be sufficient resources available to maintain the local street and road network at the optimal level. Therefore, it is critical that every dollar that is made available for street and road maintenance be put to its best use. Just as it is less expensive in the long run to change a car’s oil filter regularly than it is to replace the engine every few years, it costs far less to maintain roads in good condition than it does to allow them to deteriorate to a point where major rehabilitation or reconstruction is required.

The old strategy of fixing the worst streets first is not cost effective and has contributed to the deteriorated state that our region’s local street and road network is currently in. This strategy prioritizes major rehabilitation or pavement reconstruction and is a reactive approach to pavement maintenance. Ignoring low-cost preventive treatments when pavement is still in good condition results in costs that are anywhere from five to twenty times greater when repairs are delayed until major rehabilitation or reconstruction of the roadway is required.

Pavement preservation is the concept of *applying the right treatment to the right roadway at the right time*. This strategy normally prioritizes the application of preventive maintenance treatments that address aging, oxidation, surface deterioration, and normal wear and tear from day-to-day performance and environmental conditions. If regular preventive maintenance is applied to roadways with a PCI of 70 or above—deterioration can be better managed and the life of the roadway greatly extended. Therefore, funding strategies for local streets and roads must support and encourage effective pavement preservation.

Figure 3: Pavement Life Cycle

Many jurisdictions rely on a pavement management system to provide appropriate recommendations on when to apply pavement preservation treatments. By using an integrated pavement management system, a manager can select the best repair strategies and projects and select the proper proportion of preventive maintenance to optimize available dollars and extend the service life of the pavements.

OBJECTIVE: Encourage use of proven pavement preservation strategies to achieve an average pavement condition index of 75 for the local street and road system in the Bay Area.

Action Items:

1. *Establish "Fix it First" policies* –Increasingly it is being recognized that taking good care of what you already have is a sound investment. In the Transportation 2030 regional transportation plan, "fix it first" policies were adopted that have led to an increased allocation of federal gas tax funds for pavement maintenance.
2. *Condition maintenance funds on local jurisdictions' effective use of a pavement preservation program* –MTC and its partners have identified a distribution formula that rewards cities and counties that are putting more local resources into their roadway networks and making maximum use of efficiency measures such as preventive maintenance practices.
3. *Support MTC's continued administration of the Regional Streets and Roads Program at the regional level* – MTC has worked closely with Bay Area cities and counties to standardize pavement management systems, provide technical assistance and compile

a comprehensive inventory of local pavement conditions and funding needs. These efforts result in the more cost effective use of the public's investment in the transportation system.

4. *Support pavement preservation education* – New interest in the concept of pavement preservation within government transportation agencies and academic institutions has resulted in an abundance of training and technical resources to help improve maintenance practices. The Local Streets and Roads Working Group members encourage the use of these resources among their peers in the local public works agencies.

GOAL 2: Safety

Improve the safety of local streets and roads in the Bay Area for all modes of travel

DISCUSSION: Roadway infrastructure that is in disrepair or not up to current standards is a public safety issue. All roadway infrastructure projects should consider appropriate ways to maintain or enhance safety by keeping pavement free of potholes, improving accessibility with ADA ramps and establishing safe pedestrian and bicycle facilities. Adding shoulders to rural roads that are carrying much more traffic than they were designed for will improve safety for both motorists and bicyclists. Addressing the maintenance needs of local bridges in the region will help avoid the serious consequences to congestion and public safety if bridges fail. When considering needed safety improvements, the funding shortfall for maintaining local streets and roads becomes even larger.

OBJECTIVE:

A) Implement safety improvements to local streets and roads to lower collision rates and to reduce fatalities region wide by 10% by the year 2035.

Action Items:

1. *Implement the Strategic Highway Safety Plan in the Bay Area* – Implementation will include working with key stakeholders such as the California Highway Patrol and emergency and health service providers to identify safety issues, prioritize them, and devise regional solutions.
2. *Implement the Routine Accommodation Policy and, when possible, provide for the construction and maintenance of pedestrian and bicycle facilities on local streets and roads.*
3. *Support regional safety programs that benefit the public, across all travel modes, such as a Regional Safe Routes to School Program*

B) Repair and Replace all structurally deficient and functionally obsolete local bridges in the Bay Area

Action Items:

1. *Conduct a needs assessment for local bridges* – There are over 1,900 local bridges in the Bay Area. The last extensive estimate of bridge needs was completed in 1999. Although federal Highway Bridge Replacement and Rehabilitation (HBRR) funds have been available to address much of the maintenance needs, many bridge repair projects have not been undertaken due primarily to the lack of local funding available to match the federal program. A needs assessment should be conducted in order to identify those local bridges that are still in need of repair.

2. *Identify matching funds to maximize available HBRR funds* – While the recently passed Proposition 1B bond measure included \$125 million to be used as local matching funds to the HBRR program, only those bridges identified in the measure as still requiring seismic retrofitting are eligible for the funds. Proposition 1B funds cannot be used as local match for local bridge maintenance or rehabilitation projects. The Bay Area should work with the State to implement a local match program for local bridges not covered by Proposition 1B.
3. *Work with Caltrans and relevant permitting agencies to improve the delivery process for local bridge projects* – Another obstacle to completing local bridge maintenance projects is the difficulty that jurisdictions have in meeting the stringent environmental clearance demands in the project delivery process. Local bridge projects often spend years, if not decades in the design phase in order to meet project delivery requirements. Encourage the State to develop a streamlined environmental process for local bridge projects to expedite bridge maintenance and rehabilitation.

GOAL 3: Efficiency

Improve operations and performance of local streets and roads

DISCUSSION: Every day, people make choices about the best ways to make trips to their jobs, shopping, school or recreation. The traveling public benefits when they have an expanded range of choices for making trips according to their personal requirements for travel time, cost, convenience and reliability. As every traveler knows, certain corridors are already heavily congested and future regional growth will result in continued traffic problems throughout the Bay Area. The effort to make Bay Area travel easier and more convenient stretches across multiple jurisdictions and all travel modes.

Each piece of the regional transportation system needs to be optimized to work as efficiently as possible with all components smoothly meshing to create a unified network. Local streets and roads is an integral part of the regional transportation system. Motorists, transit, pedestrians and bicyclists use the network to travel within and between communities. An efficient local street and road network is critical for the efficiency and reliability of the transit bus system, emergency services and goods movement.

OBJECTIVE: Optimize operations of local streets and roads for all travel modes in the Bay Area.

Action Items:

1. *Optimize operations of local streets and roads through signage, signal timing and intersection improvements.*
2. *Work with the Congestion Management Agencies (CMAs) to integrate local streets and roads into corridor management plans.*
3. *Support land use principles to promote a more efficient use of the existing local streets and roads – Prioritize effective routine maintenance of the existing network to limit potholes and other pavement distresses, thus reducing the wear and tear on transit buses and improving safety for bicyclists and motorists. Furthermore, improvements made to non-pavement assets (part of the local street and road network) such as sidewalks, increases the walk-ability of existing communities, reduces pedestrian accidents, and makes the transportation system as a whole more efficient.*

GOAL 4: Financial

Develop the financial resources in the Bay Area to adequately maintain, operate and improve local streets and roads

DISCUSSION: The local street and road system in the San Francisco Bay Area represents the largest single regional public investment in transportation. Over 41,000 lane miles of county roads and city streets have been constructed and are being maintained by the region's nine counties and 101 cities. The unfortunate reality is that the quality of the region's local streets and roads is in a significant state of decline. Current funding investments are not sufficient to adequately maintain, operate, and improve the \$40 billion dollar system in accordance with regional goals and community expectations.

Lack of funding for operations and maintenance of local streets and roads is causing the transportation network to deteriorate at such an alarming rate that potholes have become commonplace. This situation is much more than an annoyance to the driving public. Major deterioration is producing a critical backlog of needed repairs, rising costs to repair vehicles, and decreased safety. If the problem is not addressed today, repair costs will accelerate dramatically in the future. If this is allowed to occur, the only future repair option will be complete roadway reconstruction, at a cost five to twenty times greater than what is required by providing preventive maintenance now.

OBJECTIVE: Increase funding for maintenance and rehabilitation projects to help eliminate the \$10.9 billion twenty-five year shortfall and provide adequate funding to increase the average PCI for the Bay Area from 64 to 75 by 2035.

Action Items:

1. *Accurately identify the funding necessary to sustain and improve local streets and roads at the regional level and support the effort to update local streets and roads needs statewide.*
2. *Encourage the prioritization of discretionary regional funding for maintenance and rehabilitation of the existing transportation system in the 2009 Regional Transportation Plan—i.e., "Fix it First".*
3. *Increase/Index gas tax - Attempts to remedy the eroding gas tax base should include the following:*
 - Enact MTC authority to implement a regional gas tax or fee.
 - Increase the State gas tax periodically and index the gas tax automatically to adjust for inflation, or convert the gas tax to a percentage of the fuel cost.
 - Consider a direct user fee based on miles traveled (i.e., a "mileage tax") to provide equity in revenue collection from all motor vehicles regardless of fuel efficiency and fuel source.

4. *Support vehicle registration legislation like Senate Bill 1611 (Simitian)* – SB1611 authorizes local congestion management agencies (CMA) or county boards of supervisors, if there is not a CMA in a county, to enact up to a \$25 vehicle registration surcharge to be devoted to transportation improvements.
5. *Pursue local sales tax measures* – Support new local sales tax measures and renewal of the existing countywide sales tax measures in all Bay Area counties and advocate that a responsible share of these measures be devoted to local streets and roads maintenance.
6. *Establish business improvement districts* – Special districts exist in downtowns and business districts throughout the country, from small cities to large cities like Los Angeles, Chicago, Philadelphia, Sacramento, Long Beach and San Diego. Research options to allow Bay Area communities to pursue this public/private partnership tool to provide improvements to local streets and roads in these districts.
7. *Enact citywide assessment districts* – Support cities proposing a property assessment for transportation system maintenance and operations in general, or for a particular citywide service like pavement maintenance or street lighting.
8. *Pursue local bond measures* – Recently, cities have successfully gained voter approval of bond measures to improve parks, library, police, and fire facilities. Similar efforts should be initiated to improve a local jurisdiction's transportation infrastructure.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Local Streets and Roads Working Group

DATE: May 8, 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 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

Final Caltrans approval for TIP Revision 09-03 was received on February 10, 2009.

TIP Revision 09-04 - Approved

Revision 09-04 was approved by the MTC Commission on February 25, 2009. Caltrans approval was received on March 3, 2009 and final federal approval was received on March 17, 2009.

TIP Revision 09-05 - Approved

Revision 09-05 was approved by the MTC Commission on February 25, 2009. Caltrans approval was received on February 26, 2009 and final federal approval was received on March 17, 2009.

TIP Revision 09-06 - Pending

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). Amendment 09-06 serves to conform the 2009 TIP to the new Transportation 2035 Plan for air quality conformity purposes. TIP Amendment 09-06 modifies approximately 17 projects and adds approximately 134 non-exempt projects with a net increase in funding of roughly \$12.5 billion, including the addition of new projects as a result of recently approved voter initiatives, such as the Bay Area Rapid Transit District's (BART's)- Warm Springs to Silicon Valley with a total cost of \$7.587 billion and Sonoma Marin Area Rail Corridor (SMART) project for \$646 million; it adds the San Jose International Airport People Mover project for \$512 million; adds the Freeway Performance Initiative for \$222 million and adds the Bayview Transportation Improvements project for \$126 million. The amendment also adds various Proposition 1B Trade Corridors Improvement Fund (TCIF) projects recently adopted by the California Transportation Commission (CTC); adds new projects approved by the CTC in the 2008 State Transportation Improvement Program (STIP), reconciles project costs to the new RTP (T-2035), and adds or deletes other air quality non-exempt projects consistent with the new RTP. The conformity analysis done for the Transportation 2035 Plan also serves to reconform the entire 2009 TIP.

Revision 09-06 was approved by the MTC Commission on April 22, 2008. Caltrans approval is expected in late May and final federal approval is expected in mid- June 2009.

TIP Revision 09-07 – Approved

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 was received on March 17, 2009.

TIP Revision 09-08 – Approved

Revision 09-08 is an administrative modification that makes revisions to 6 projects with a net change in funding of \$3.15 million. The revision programs \$132,298,000 in federal American Recovery and Reinvestment Act (ARRA) funds in place of existing funding and adds Highway Maintenance projects. Among other changes, the US-101 Doyle Drive Replacement project in San Francisco (SF-991030) received \$50,000,000 in federal ARRA-SHOPP funding instead of later local funds to allow a segment of the project to be delivered sooner. Changes made with this revision do not affect the air quality conformity determination or conflict with financial constraint requirements.

Revision 09-08 was approved by the Deputy Executive Director on March 17, 2009. Caltrans approval was received on March 18, 2009.

TIP Revision 09-09 – Approved

Revision 09-09 is an administrative modification that makes revisions to 17 projects with a net increase in funding of approximately \$13.7 million. One significant change in this revision is the addition of four million dollars in FTA 5309 New Starts funds to AC Transit's Enhanced Bus - Telegraph/International/East 14th project (ALA050017). The Caltrans managed Grouped Listing for State Highway Operations and Protection Program (SHOPP) – Emergency Response was updated to include three new projects in FY 2008-09 and one in FY 2009-10 with a net increase in cost of \$2.4 million. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-09 was approved by the Director on April 9, 2009. Caltrans approval was received on April 13, 2009.

TIP Revision 09-10 – Approved

Revision 09-10 is an administrative modification that makes revisions to 13 American Recovery and Reinvestment Act (ARRA) funded grouped listings with a net decrease in funding of approximately \$7.8 million. One significant change in this revision is the creation of a Grouped Listing for Highway Maintenance Projects receiving ARRA funds (REG090034) by splitting the project originally listed in the SHOPP – Roadway Preservation Grouped Listing in the TIP (MTC050009) to allow for easier reporting and tracking of ARRA funds. All other changes primarily updated the back-up lists and costs of grouped listings. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-10 was approved by the Director on April 10, 2009. Caltrans approval was received on April 13, 2009.

TIP Revision 09-11 – Approved

Revision 09-11 is an administrative modification that makes revisions to two projects receiving State American Recovery and Reinvestment Act (ARRA) funds with a net increase in funding of approximately \$4.1 million. The changes reflect the actions taken at the April California Transportation Commission meeting. The Marin US 101 HOV Gap Closure project (MRN990001) received \$2.1 million in State ARRA-TE funds and \$2 million in RIP funds in FY09. The funding plan for the SR 24 - Caldecott Tunnel 4th Bore project was updated by adding \$92.7 million in State ARRA funds in FY09 in place of \$2.7 million in IIP funds and \$90 million in CMIA funds programmed in the TIP. Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-11 was approved by the Director on April 16, 2009. Caltrans approval was received on April 16, 2009.

TIP Revision 09-12 – Approved

Revision 09-12 is an administrative modification that makes revisions to 21 projects receiving American Recovery and Reinvestment Act (ARRA) funds with a net increase in funding of approximately \$1.9 million. One

significant change in this revision is the creation of the San Mateo County: Install TMS Elements (SM-090023) project by splitting the project originally listed in the SHOPP – Mobility Grouped Listing in the TIP (MTC050006) to allow for easier reporting and tracking of ARRA funds. The funding plan for the SR 24 - Caldecott Tunnel 4th Bore project was also updated by adding \$104.957 million in State ARRA funds in FY09 in place of \$31 million in RIP funds and \$73.957 million in CMIA funds programmed in the TIP. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-12 was approved by the Director on April 22, 2009. Caltrans approval was received on April 24, 2009.

TIP Revision 09-13 - Pending

Revision 09-13 is an amendment that makes revisions to 6 projects receiving American Recovery and Reinvestment Act (ARRA) funds with a net change in funding of approximately \$17.1 million. Among other changes, the amendment adds three new projects (Yountville SR 29 Bicycle Safety Improvements project - NAP090001, Pedestrian Signal Upgrades - SF-090029, and McGary Road Safety Improvements Project - SOL090004). The amendment also adds \$10 million in ARRA funds to the Vasco Road Safety Improvements - Contra Costa project (CC-050030). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-13 was approved by the MTC Commission on April 22, 2008. Caltrans approval is expected in late May and final federal approval is expected in mid- June 2009.

TIP Revision 09-14 - Pending

Revision 09-14 is an amendment that revisions to a total of 27 projects with a net increase in funding of approximately \$6.6 million. The amendment serves to update projects to reflect the revised Urban Partnership Program Agreement (UPA). Among other changes, the UPP Pre-Implementation project (SF-070044) was deleted from the TIP and the new Congestion Pricing Study and Coordination project (SF-090028) was added into the TIP. The revision also adds three other new projects into the TIP, two that program the new State Local Partnership Program funds and one that programs the FLHP funds received. The amendment deletes the Santa Rosa City Bus Route 19 /12 (SON070014) project as it was duplicated in the TIP and the Caltrain Fare Equipment Replacement project (SM-030029) as all the funds within the TIP period are being transferred to the Signal/Communication Rehabilitation & Upgrades project (SM-050041). The funding plan of the I-680 Sunol Grade - Alameda project (ALA991084) was updated to include \$72 million in Proposition 1B SHOPP funds that were originally listed under the Grouped Listing - SHOPP - Mandated and Prop IB (VAR991009). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-14 was approved by the MTC Commission on April 22, 2008. Caltrans approval is expected in late May and final federal approval is expected in mid- June 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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[P-TAP](#)

[P-TAP](#) [PMP Certification](#)

Pavement Management Program Certification Listing

In accordance with section 2108.1 of the Streets and Highway Code, MTC requires cities and counties submitting pavement maintenance and rehabilitation projects for funding to utilize a Pavement Management Program (PMP).

Section 2108.1 of the Streets and Highway Codes says:

By July 1, 1990, the City, County, State Cooperation Committee in the department shall develop and adopt a pavement management program to be utilized on local streets or highways that receive funding under the state transportation improvement program. The pavement management program shall be transmitted to every county or city for possible adoption or incorporation into an existing pavement management program. The City, County, State Cooperation Committee shall solicit recommendations from transportation planning agencies and any other entity the committee deems appropriate.

Based on the recommendation of the joint City, County, State Cooperation Committee, the MTC will grant certification to a jurisdiction when all of the following applies:

1. The Pavement Management Program used by the jurisdiction is capable of completing all the following:
 - Storing inventory data for all roads within the jurisdiction
 - Assessing the pavement condition based on distress information
 - Identifying all pavement sections that need rehabilitation or replacement
 - Calculating budget needs for rehabilitating or replacing deficient pavement sections
2. The jurisdiction completes all the following:
 - Reviews and updates the inventory information for all roads every two years. The review will include checking for road network completeness along with checking for the accuracy of the existing management sections.
 - Completes inspection of pavement sections for arterial and collector routes in the system every two years, and residential routes every 5 years.
 - Calculates budget needs for rehabilitating or replacing deficient pavement sections for the current year and the next three years.

To be certified please submit the following to MTC:

1. Your jurisdiction's latest updated pavement management database. If you are not using MTC PMP, please submit items #2 and #3 only. If you are using an MTC PMP software program please submit all files associated with the version of StreetSaver you are using. If you need assistance in accessing these files, please contact your [PMP coordinator](#).
2. The following 3 budget scenarios reports: 1) a report showing sections selected for treatment over the next five years based on your jurisdiction's annual budget estimates, 2) a report showing what would need to be done to maintain your jurisdiction's existing PCI, and 3) a scenario depicting a five-point increase of your jurisdiction's current PCI over the next five years. *(These types of reports are typically generated as part of the Pavement Management Technical Assistance Program (P-TAP) projects.)*
3. A signed letter by the Public Works Director, or equivalent department head, stating that all of the requirements in parts 1 and 2 above have been met. "[Sample letter](#)"

MTC will post certification status updates of Bay Area jurisdictions on this page the first day of every month. The updated certification will have an expiration date two years from the date when the last inspection of arterials and collectors in your network was completed.

Temporary exemptions from the certification process

* A jurisdiction may apply for a one-year extension if the department head submits a letter stating that reinspection will occur within one year. Extensions may not continue beyond three years from the last major inspection date.

** A jurisdiction, whose certification is expiring, may apply for pending status if it is in the process of inspecting its network. You must

notify the MTC in writing of your request for pending status, and include a reasonable date when inspections will be completed, or your certification will be considered expired. Jurisdictions who received a pending status because of their participation with the **P-TAP project (Rounds 7 & 8) had until February 15, 2008** to submit their documentation or be considered expired. **Round-9 participants had until December 31, 2008** to submit their documentation or be considered expired. **Round-10 participants have until September 30, 2009** to submit their documentation or be considered expired.

NOTE: Failure to submit your PMP Certification letter and/or extension request by the above deadlines and/or your Certification Expiration Date will result in a lapse in compliance and any Pending status will revert back to its original expiration date.

The information should be forwarded to your [PMP Contact](#).

Last Updated: May 4, 2009

[Alameda County](#) [Contra Costa County](#) [Marin County](#) [Napa County](#) [San Francisco County](#)

[San Mateo County](#) [Santa Clara County](#) [Solano County](#) [Sonoma County](#)

Note: An *italicized* status represents a certification expected to expire in ~ 45 days.

Alameda County

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
County of Alameda	12/31/2005	Pending	P-TAP 10
Alameda*	03/31/2007	Yes	04/01/2010*
Albany*	07/31/2004	Pending	Under contract*
Berkeley	10/31/2008	Yes	11/01/2010
Dublin	09/30/2007	Yes	10/01/2009
Emeryville	01/31/2000	No	02/01/2002
Fremont	10/31/2006	Pending	P-TAP 10
Hayward*	10/31/2006	Pending	Under contract*
Livermore	04/30/2008	Yes	05/01/2010
Newark	05/30/2007	Yes	06/01/2009
Oakland	07/31/2008	Yes	08/01/2010
Piedmont	03/31/2009	Yes	04/01/2010
Pleasanton*	12/31/2006	Yes	01/01/2010*
San Leandro	03/31/2008	Pending	P-TAP 10
Union City	11/30/2007	Yes	12/01/2009

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Contra Costa County

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
Contra Costa County	10/31/2006	Pending	P-TAP 10
Antioch	05/30/2007	Yes	06/01/2009
Brentwood	03/31/2007	No	04/01/2009
Clayton	04/30/2008	Yes	05/01/2010
Concord	03/31/2008	Yes	04/01/2010
Danville	12/31/2008	Yes	01/01/2011
El Cerrito	12/31/2007	Yes	01/01/2010
Hercules	09/30/2007	Yes	10/01/2009
Lafayette	01/31/2008	Yes	02/01/2010
Martinez	07/31/2007	Yes	08/01/2009
Moraga	06/30/2007	Yes	07/01/2009
Oakley	06/30/2007	Yes	07/01/2009
Orinda	07/31/2008	Yes	08/01/2010
Pinole	03/31/2008	Yes	04/01/2010
Pittsburg	09/30/2007	Yes	10/01/2009
Pleasant Hill	01/31/2008	Pending	P-TAP 10
Richmond	03/31/2008	Yes	04/01/2010

San Pablo	12/31/2007	Yes	01/01/2010
San Ramon	09/30/2007	Pending	P-TAP 10
Walnut Creek	06/30/2006	Pending	P-TAP 10

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Marin County

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
Marin County	05/31/2007	Yes	06/01/2009
Belvedere	10/31/2005	No	11/01/2007
Corte Madera	09/30/2008	Yes	10/01/2010
Fairfax	04/30/2007	No	05/01/2009
Larkspur	06/30/2006	Pending	P-TAP 10
Mill Valley	12/31/2007	Yes	01/01/2010
Novato	12/31/2008	Yes	01/01/2011
Ross	04/30/2007	Pending	P-TAP 10
San Anselmo	02/28/2007	No	03/01/2009
San Rafael	09/30/2007	Pending	P-TAP 10
Sausalito	09/30/2008	Yes	10/01/2010
Tiburon	09/30/2008	Yes	10/01/2010

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Napa County

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
Napa County	12/31/2008	Yes	01/01/2011
American Canyon*	01/31/2007	Yes	02/01/2010*
Calistoga	12/31/2008	Yes	01/01/2011
Napa*	06/30/2004	Pending	Under contract*
St. Helena	06/30/2007	Yes	07/01/2009
Yountville	11/30/2005	Pending	Under contract*

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San Francisco County

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
San Francisco	08/31/2007	Yes	09/01/2009
Presidio Trust		Pending	P-TAP 10

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San Mateo County

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
San Mateo County	11/30/2008	Yes	12/01/2010
Atherton	09/30/2008	Yes	10/01/2010
Belmont	07/31/2007	Yes	08/01/2009
Brisbane	01/31/2008	Yes	02/01/2010
Burlingame	09/30/2008	Yes	10/01/2010
Colma	03/31/2008	Yes	04/01/2010
Daly City	11/30/2005	Pending	P-TAP 10
East Palo Alto	06/30/2007	Yes	07/01/2009
Foster City	10/31/2008	Yes	11/01/2010
Half Moon Bay	04/30/2008	Yes	05/01/2010
Hillsborough	08/31/2007	Yes	09/01/2009
Menlo Park	04/30/2007	Pending	P-TAP 10
Millbrae	11/30/2003	Pending	P-TAP 10
Pacifica	12/31/2008	Yes	01/01/2011
Portola Valley*	05/31/2006	Yes	06/01/2009*
Redwood City	09/30/2008	Yes	10/01/2010
San Bruno	12/31/2005	Pending	P-TAP 10
San Carlos	08/31/2008	Yes	09/01/2010
San Mateo	04/30/2008	Yes	05/01/2010
South San Francisco	08/31/2008	Yes	09/01/2010

Woodside 07/31/2007 Yes 08/01/2009

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Santa Clara County

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
<i>Santa Clara County</i>	05/31/2007	Yes	06/01/2009
Campbell	04/30/2007	No	05/01/2009
Cupertino	04/30/2008	Yes	05/01/2010
Gilroy	10/31/2008	Yes	11/01/2010
Los Altos	10/31/2007	Pending	P-TAP 10
Los Altos Hills	01/31/2008	Yes	02/01/2010
Los Gatos	11/30/2005	Pending	P-TAP 10
Milpitas	09/30/2007	Yes	10/01/2009
Monte Sereno	08/31/2008	Yes	09/01/2010
Morgan Hill	09/30/2008	Yes	10/01/2010
Mountain View	05/31/2008	Yes	06/01/2010
Palo Alto	11/30/2008	Yes	12/01/2010
San Jose	12/31/2007	Yes	01/01/2010
Santa Clara	07/31/2008	Yes	08/01/2010
Saratoga	06/30/2007	Yes	07/01/2009
Sunnyvale	03/30/2007	No	04/01/2009

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Solano County

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
Solano County	09/30/2007	Yes	10/01/2009
Benicia	04/30/2008	Yes	05/01/2010
<i>Dixon</i>	05/30/2007	Yes	06/01/2009
Fairfield	03/31/2008	Yes	04/01/2010
Rio Vista	03/31/2006	Pending	Under contract*
Suisun City	03/31/2007	No	04/01/2009
Vacaville	06/30/2006	Pending	P-TAP 10
Vallejo	09/30/2008	Yes	10/01/2010

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Sonoma County

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
Sonoma County	05/25/2005	Pending	Under contract*
Cloverdale	07/31/2008	Yes	07/31/2010
Cotati	03/31/2007	Pending	P-TAP 10
Healdsburg	01/31/2008	Yes	02/01/2010
Petaluma	01/30/2007	Pending	P-TAP 10
Rohnert Park	02/28/2008	Yes	03/01/2010
Santa Rosa	05/31/2007	Pending	P-TAP 10
Sebastopol	06/30/2007	Yes	07/01/2009
Sonoma*	11/01/2002	Pending	Under contract*
Windsor	09/30/2008	Yes	10/01/2010

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(*) *Indicates Extended Date*

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