

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

May 18, 2009, 1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Auditorium

101 - 8th Street, Oakland, CA 94607

AGENDA

Estimated Time
for Agenda Item

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- | | |
|--|------------------|
| 1. Introductions | 1:30 p.m. |
| 2. Minutes of April 20, 2009 PTAC Meeting* | |
| 3. Partnership Reports | |
| • Partnership Board* | |
| Chair: Rick Ramacier, CCCTA | |
| <i>The Partnership Board meets on June 8, 2009.</i> | |
| • Transit Finance Working Group* | |
| Chair: April Chan, Caltrain/SamTrans | |
| <i>The Transit Finance Working Group met on May 6, 2009.</i> | |
| • Local Streets and Roads Working Group* | |
| Chair: Fernando Cisneros, City/County of San Francisco | |
| <i>The Local Streets and Roads Working Group met on May 8, 2009.</i> | |
| • Programming and Delivery Working Group* | |
| Chair: Sandy Wong, San Mateo C/CAG | |
| <i>The Programming and Delivery Working Group met on May 18, 2009.</i> | |

Discussion Items

1:45 p.m.

- | | |
|--|--|
| 4. Legislative Report (<i>Rebecca Long</i>)
<i>(MTC staff will present an update on legislative actions including status of the State Budget.)</i> | |
| 5. American Recovery and Reinvestment Act 2009 Update* (<i>Ross McKeown/ Anne Richman</i>)
<i>(MTC staff will provide an update on the current activities related to the federal American Recovery and Reinvestment Act (ARRA) of 2009.)</i> | |
| 6. Next Federal Act Cycle Programming – STP/CMAQ** (<i>Craig Goldblatt</i>)
<i>(MTC staff will present a framework for discussion of this upcoming federal programming opportunity.)</i> | |
| 7. Draft Transit Capital Priorities Process and Criteria for FY 2009-10 through FY 2011-12* (<i>Glen Tepke</i>)
<i>(The Transit Capital Priorities Process and Criteria is the region's policy governing the programming of approximately \$400 million annually in Federal Transit Administration Section 5307 and 5309 Fixed Guideway funds for transit capital projects. This item presents a draft proposal to update and extend the policy to FY 2009-10 through FY 2011-12. The final proposal will be presented at the Programming & Allocation Committee's June 10, 2009 meeting)</i> | |

Estimated Time
for Agenda Item

Information Items / Other Business

2:40 p.m.

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

Next meeting on:

Monday, June 15, 2009

1:30 p.m. to 3:30 p.m.

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland 94607

* Agenda Items attached

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

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

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

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

April 20, 2009

Page 1 of 2

1. Introductions

Ben Tripousis (Chair) requested introductions.

2. Minutes of March 16, 2009 PTAC Meeting

The minutes for the March 16, 2009 PTAC meeting were accepted.

3. Partnership Reports

Transit Finance Working Group (TFWG) – *Glen Tepke, MTC Staff Liaison* – The TFWG met on April 1, 2009. The group discussed the Transit Capital Priorities policy.

Programming and Delivery Working Group (PDWG) – *Marcella Aranda, MTC* – PDWG met on April 20, 2009. Key topics included: 1) ARRA, 2) Regional Obligations Deadlines. The regional obligation deadline for STP-CMAQ programmed funds is April 30, 2009 and for ARRA projects, May 31, 2009. 3) CTC update. The CTC has deferred the adoption of the 2010 STIP FE Assumptions until June due to the special election on May 19. 4) Caltrans provided a status update on environmental clearance procedures for ARRA projects as well as the new DBE race-conscious program. 5) The Group was provided a preliminary list of ISTE and TEA 21 Earmarks that are subject to rescission as a result of the end of SAFETEA.

Discussion Items

4. Transportation 2035 (T2035):

Ashley Nguyen (MTC) reported that the Draft Transportation 2035 (T2035) Plan is scheduled to be presented to the Commission for adoption on April 22, 2009.

5. Legislative Update

Rebecca Long (MTC) provided a legislative update, reporting on AB 1175 – Toll Bridge Seismic Retrofit Program: Antioch and Dumbarton Bridges; AB 744 – Authorizes a Regional Express Lane Network; and, AB 672 – Letter of No Prejudice: Proposition 1B. The current legislative history is available online at http://www.mtc.ca.gov/legislation/leg_hist.pdf.

6. American Recovery and Reinvestment Act 2009 (ARRA) Update

Ross McKeown (MTC) provided an overview of the spending proposal for the state element of the ARRA. The Governor signed into law AB3X20, which suballocated 62.5% of the federal highway formula revenues directly to the regions, which includes \$320.9 million for the Bay Area. On April 1, 2009, 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 intends to prioritize backfilling the stalled Proposition 1B projects along with the intent that 100 percent of the state funding be obligated by the July 2, 2009 obligation deadline. The state confirmed its intent to use the recent \$6.5 billion general obligation bond sales to advance several ready-to-go regional Proposition 1B projects to construction, creating additional programming opportunities for the ARRA funding coming to the region and allowing all of the stalled Proposition 1B CMIA projects, except for the \$90 million Sonoma US-101 HOV Central Segment project, to move forward. Ross summarized the proposals for the State Element ARRA Funding for TE (\$9.6 million) and Non-TE projects (\$157 million). Due to the aggressive deadlines for delivering the ARRA funds as well as the guidelines outlined under AB3X 20, the options are limited for new TE-eligible projects.

Anne Richman (MTC) reported that the certification for ARRA-funded transit projects is currently in process and stated that applications for the Ferry Boat Discretionary projects are due May 8, 2009.

7. Proposed Guidelines for New Freedom Cycle III Grants

Kristen Mazur (MTC) outlined the proposed guidelines for New Freedom Cycle III grants and provided an overview of the program. The proposed guidelines are to be presented for adoption to the Programming and Allocations Committee and the MTC Commission in June with a call for projects announced shortly thereafter. Applications are due to MTC by August 7, 2009.

Information Items / Other Business

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

April 20, 2009

Page 2 of 2

8. TIP Amendment Update

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

9. STP/CMAQ Program Monitoring Update

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

10. Recommended Future Agenda Items

- Joint Policy Committee's PDA Policy

Proposed Next Meeting:

Monday, May 18, 2009

1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland, CA 94607



METROPOLITAN
TRANSPORTATION
COMMISSION

TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, MAY 6, 2009, 10:00 A.M. – 12:00 P.M.
METROCENTER, 3RD FLOOR, CLAREMONT CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|---|--------|
| 1. Introductions | 3 min |
| 2. Approval of the April 1, 2009 Minutes* | 2 min |
| 3. Legislative Update (<i>Rebecca Long, MTC</i>) | 5 min |
| 4. Update on American Recovery and Reinvestment Act* (<i>Anne Richman, MTC</i>) | 10 min |
| 5. FY2010 TCP Policy Discussions Follow-up** (<i>Glen Tepke, MTC</i>) | 45 min |
| 6. FY09 TCP Program, Apportionments and POP Amendment* (<i>Glen Tepke, MTC</i>) | 10 min |

Information Items / Other Items of Business:

- | | |
|--|--------|
| 7. 2009 TIP Updates* | 1 min |
| 8. Proposition 1B Update: Transit (PTMISEA) and Transit Security* (<i>Amy Burch, MTC</i>) | 10 min |
| 9. Revision to the Third Cycle New Freedom Program Guidelines* (<i>Kristen Mazur, MTC</i>) | 5 min |
| 10. Recommended Future Agenda Items (<i>All</i>) | 5 min |

Next Transit Finance Working Group Meeting:

Wednesday, June 3, 2009
10:00 a.m. – 12:00 p.m.
Claremont Conference Room, MTC MetroCenter

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

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



METROPOLITAN
TRANSPORTATION
COMMISSION

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

AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Fernando Cisneros, Chair</i>)	5 min
2. Review of 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.



METROPOLITAN
TRANSPORTATION
COMMISSION

PROGRAMMING AND DELIVERY WORKING GROUP MEETING
Monday, May 18, 2009
10:30 a.m. – 12:30 p.m.
MTC MetroCenter, 2nd Floor, Claremont
101-8th Street, Oakland, CA 94607

AGENDA

<u>Item</u>	<u>Estimated Time</u>
1. Introductions and Announcements	3 min
2. Review of Minutes from the April 20, 2009 Working Group Meeting*	2 min
3. Working Group Standing Items	
A. STP/CMAQ Program Monitoring Update* (<i>Marcella Aranda</i>) (<i>MTC staff will report on the STP/CMAQ Program monitoring status for FFY 2008-09 as well as additional program monitoring issues. The STP/CMAQ obligation deadline was April 30, 2009</i>)	10 min
B. Federal Inactive Obligations* (<i>Marcella Aranda</i>) (<i>MTC staff will discuss the projects on the federal inactive obligations March 2009 quarterly review as well as the 3- and 6-month look-ahead reports for the next quarter.</i>)	3 min
C. STIP Project Delivery Monitoring Update* (<i>Kenneth Kao</i>) (<i>MTC staff will report on allocation status of projects programmed in FY 2008-09 of the STIP.</i>)	5 min
D. CTC Update* (<i>Kenneth Kao</i>) (<i>MTC staff will report on the latest from the California Transportation Commission (CTC) with regards to new or revised policies, procedures, guidance and direction.</i>)	10 min
E. ARRA Discretionary Programs Summary * (<i>Amy Burch</i>) (<i>MTC staff will provide an update on the 2009 ARRA State Discretionary Programs.</i>)	10 min
4. Discussion Items	
A. American Recovery and Reinvestment Act (ARRA) Update* (<i>Ross McKeown/ Sylvia Fung</i>) (<i>MTC staff will provide an update on the current activities related to the federal American Recovery and Reinvestment Act of 2009.</i>)	20 min
B. Pending TEA-21/ISTEA Earmark Rescissions – Request for Action* (<i>Craig Goldblatt</i>) (<i>MTC staff is soliciting assistance from the CMAs in determining what actions, if any, will be taken to prevent potential earmark rescissions of TEA-21 and ISTEA funds as a result of reauthorization.</i>)	5 min
C. April 2009 State Treasurer General Obligation Bond Sale* (<i>Kenneth Kao</i>) (<i>MTC staff will provide an overview of the April 2009 State General Obligation bond sale.</i>)	10 min
5. Informational Items	
A. TIP Update* (<i>Memo Only</i>) (<i>The current TIP and subsequent TIP Amendments are available online at: http://www.mtc.ca.gov/funding/tip</i>)	
B. PMP Certification Status* (<i>Memo Only</i>) (<i>Current PMP Certification status is available online at: http://www.mtcpms.org/ptap/cert.html</i>)	
6. Caltrans Items	
A. Federal Programs Update (<i>Sylvia Fung, Caltrans D4</i>) (<i>Caltrans will present updates on various federal program- related changes, including solicitations and announcements.</i>)	10 min

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

7. Workshop Items

June 15 - TE and the Conservation Corps

(John Haynes from the Conservation Corps (CC) will be here via conference call to share his experiences while on the CC and to provide input on how our agencies can partner with the state and local CCs on our TE jobs.)

8. Recommended Agenda Items for Future Meetings

- New Federal Transportation Act: First Cycle STP/CMAQ Programming (June)
- TE and Conservation Corps (June)

The next PDWG meeting:

Monday, June 15, 2009

10:30 a.m. – 12:30 p.m.

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

101 Eighth Street, Oakland 94607

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

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

**Metropolitan Transportation Commission
Programming and Allocations Committee**

May 13, 2009

Item Number 3b

Resolution Nos. 3885 and 3896, Revised

Subject: American Recovery and Reinvestment Act (ARRA): Policies and Programming – Regional and State Elements. MTC Resolution Nos. 3885 and 3896, Revised.

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 Act includes \$27.5 billion in Federal Highway Administration (FHWA) funding and \$8.4 billion in Federal Transit Administration (FTA) funds. On February 25, 2009 the Commission approved the programming of an initial amount of \$154 million for the FHWA portion and the full amount of \$341 million for the FTA portion (MTC Resolution No. 3885). On April 22, 2009 the Commission approved an additional \$157 million in FHWA funds authorized under AB3X 20 (MTC Resolution 3896). In all, the regional ARRA programming totals roughly \$660 million.

Subsequent to these approvals, there have been changes in the funding of some projects, and minor changes and additions submitted by project sponsors. Given the expedited timeframe in which projects were selected and are required to be delivered, it is anticipated that changes will be required as the projects proceed through the delivery process.

The change this month for Resolution 3885 is noted below.

- Add a provision in Attachment A authorizing the Executive Director or designee to revise Attachment B as necessary to reflect the programming of projects as the projects are revised in the federal Transportation Improvement Program (TIP). This will allow flexibility in responding quickly to project changes under the expedited delivery deadlines, by streamlining the programming actions.

The changes this month for Resolution 3896 are noted below.

- Remove the Marin I-580/101 Auxiliary Lane Connector project for \$15.3 million. This project will proceed with state bond funds rather than federal ARRA funds as a result of the recent successful sale of additional bonds by the State Treasurer. Staff is proposing the \$15.3 million be directed toward Tier 2 transit needs (per the distribution obtained in MTC Resolution No. 3885), with these funds programmed to specific projects in conjunction with the FY 2009-10 FTA Program of Projects next month. This will allow additional discussion with the transit operators to ensure funds are spent expeditiously.
- Add various local Streets and Roads System Preservation projects as identified in Attachment B in response to the Commission's action in April that added \$23.5 million in State-Element ARRA funding for Local Streets and Roads System Preservation projects.

Programming and Allocations Committee
May 13, 2009
Resolution No. 3885
Page 2

Agenda Item 3b

- Remove the US 101 HOV Gap Closure Bike Path project for \$2.1 million and add the San Mateo US 101 Belmont bike bridge project in its place. Originally the Marin US 101 HOV Gap Closure Bike Path was to receive \$2.1 million in regional ARRA TE funds. However, at the April CTC meeting the funds were approved as State ARRA TE funds. This frees up our ARRA TE funds for another project in the region.

Following the April CTC action that made \$2.1 million in regional TE available, staff initiated an informal solicitation for ready-to-go TE projects among the nine county CMAs. Roughly \$20 million in projects were submitted. However, only two projects stood out as regional ready-to-go within the next couple months: one in San Mateo and one in Marin County. Both projects would connect to or add critical components of the Bay Trail network. However, the San Mateo project – US 101 Belmont Bike Bridge is expected to receive State ARRA TE funds as well. Therefore, the recommended \$2.1 million in Regional ARRA TE funds would leverage over \$2 million in State ARRA TE funds. The Regional ARRA TE funding is contingent upon securing the state funds to fully fund the project, which is ready to proceed to construction. Attached are letters of support for these two projects in Marin and San Mateo counties.

Issues: None.

Recommendation: Refer Resolution Nos. 3885 and 3896, Revised to the Commission for approval.

Attachment: MTC Resolution 3885, Attachment A, Revised
MTC Resolution 3896, Attachment A, Revised, and Attachment B Revised.
Letters of Support for TE Projects – Belmont Bike Bridge and Cal Park Hill

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Date: February 25, 2009
W.I.: 1512
Referred by: PAC
Revised: 03/25/09-C
04/22/09-C
05/27/09-C

ABSTRACT

Resolution No. 3885, Revised

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

The resolution includes the following attachments:

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

This resolution was revised on March 25, 2009 to make minor project modification as identified by the project sponsors, in particular, the federal agencies clarified that ADA operating expenses would be allowed for up to 10% of the funding so some changes take into account this added flexibility.

This resolution was revised on April 22, 2009 to make minor project modifications to local streets and roads projects identified by the project sponsors and to elevate the non-system preservation projects from Tier 2 to Tier 1 to allow programming these projects in the TIP (Attachments B-1 and B-2). The revision also made changes to several SFMTA projects in the transit system preservation category. Lastly, the Tier 2 streets and road system preservation contingency list (Attachment C-1) was superseded by Resolution No. 3896, which directed \$23 million to streets and road preservation projects, thereby meeting the Tier 2 commitments. Attachment C-1 is therefore no longer needed and is deleted.

This resolution was revised on May 27, 2009 to authorize the Executive Director or designee to revise Attachment B as necessary to reflect the programming of funds as projects are revised in the TIP.

ABSTRACT
MTC Resolution No. 3885, Revised
Page 2

Further discussion of the American Recovery and Reinvestment Act Program is contained in the MTC Executive Director's Memorandum to the Programming and Allocations Committee dated February 11, 2009, the Deputy Executive Director Memorandum to the Commission dated February 25, 2009, the Executive Director Memorandum to the Commission dated March 25, 2009, and the Programming and Allocations Committee Summary dated April 8, 2009 and May 13, 2009.

Date: February 25, 2009
W.I.: 1512
Referred by: PAC
Revised: 05/27/09-C

Attachment A
Resolution No. 3885
Page 1 of 10

**American Recovery and
Reinvestment Act**

**Policy and Programming
For FY 2008-09**

American Recovery and Reinvestment Act Policies and Programming

Table of Contents

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BACKGROUND

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

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

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

AMERICAN RECOVERY AND REINVESTMENT ACT—REGIONAL INVESTMENT APPROACH

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

1. **Focus Investments on Quick-Hitter System Preservation Projects:** Staff is recommending investment of \$388 million of the funds on system preservation projects. This translates into roughly \$270 million to transit for system reinvestment and roughly \$122 million for local streets and road reinvestment.

2. **Make Strategic Investments that Support New Economy:** Staff is also recommending investing nearly \$102 million of the economic recovery funds to support longer-term infrastructure projects that will lay the groundwork for enhanced mobility in the Bay Area and broader national goals such as climate protection and energy security. In this vein, staff is recommending that funding be directed to one regional transit expansion project, the BART Oakland Airport Connector, a project that will help complete train to plane connection. Similarly, staff is recommending that initial investments be made toward improved freeway management systems, dubbed the Freeway Performance Initiative.

3. **Reinforce Commitments to Regional Initiatives and Priorities:** The proposed program of projects continues to advance and reinforce regional commitments and project priorities such as system preservation, the Resolution 3434 Regional Transit Expansion Program, the Freeway Performance Initiative, and critical safety

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

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

PROGRAMMING CATEGORIES

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

All Dollars in Millions

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

GENERAL PROGRAMMING POLICIES

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

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

2. **2009 Transportation Improvement Program (TIP).** Projects approved as part of the ARRA Program must be amended into the 2009 TIP. The federally required TIP is a comprehensive listing of all San Francisco Bay Area transportation projects that receive federal funds, and/or subject to a federally required action, such as federal environmental clearance, and/or are regionally significant for air quality conformity or modeling purposes. It is expected that funding for the System Preservation projects will be programmed in the TIP, to the fullest extent possible, as Grouped Project Listings. The ARRA program and its policies, which are approved by the Commission, govern the selection of projects. Attachment B, the project list to Resolution 3885 sets forth the projects to be funded under the ARRA Programming Policy. The Executive Director or designee is authorized to revise Attachment B as necessary to reflect the programming of projects as revised 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. Since the 2009 air quality conformity finding has been completed for the 2009 TIP, no non-exempt projects that were not incorporated in the finding will be considered for funding in the American Recovery and Reinvestment Act Program.
4. **Environmental Clearance.** Project sponsors are responsible for compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.), and the National Environmental Protection Act (42 USC Section 4-1 et seq.) standards and procedures.
5. **Application, Resolution of Local Support, and Opinion of Legal Counsel.** Project sponsors/ Implementing Agencies must submit a completed project application for each project proposed for funding. The project application consists of two parts: 1) an application submittal and/or TIP amendment request form to MTC staff, and 2) Resolution of Local Support approved by the project sponsor/ Implementing Agency's Board.
6. **Project Screening and Compliance with Regional and Federal Requirements:** MTC staff has performed a preliminary review of projects proposed for American Recovery and Reinvestment Act Program to ensure 1) eligibility; 2) RTP consistency; 3) project readiness and 4) other requirements of the ARRA legislation. The projects are also subject to compliance with the following:
 - Federal Project Eligibility;
 - RTP Consistency;
 - Title VI Compliance;
 - Accommodations for Bicyclists, Pedestrians and Persons with Disabilities (FHWA funds only);
 - Local Resolution of Support; and

- Fully Funded Projects.

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

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

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

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

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

System Preservation Distribution - Local Streets and Roads Rehabilitation

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

System Preservation Distribution – Transit Rehabilitation

The transit formula used is essentially that established during the last recessionary period among all the transit operators and incorporated into a 10% flexible set-aside for operators in the annual FTA formula funds. The numbers are 50% based on ridership and 50% based on FTA revenue factors. FTA revenue factors provide the basis for apportioning the funds nationally by urbanized area and include revenue vehicle miles, passenger miles, and operating cost. Because FTA money comes into the region in 12 distinct urbanized areas, the regional Transit Capital Priorities Process and Criteria establishes a percentage of the set-aside in each urbanized area for each eligible operator. For the ARRA funding, staff has aggregated the percentages regionally by weighting the amount of funds by urbanized area.

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

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

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

System Preservation Projects-- Local Streets and Roads

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

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

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

System Preservation Projects-- Transit

a) All funds have a regional obligation (approved FTA grant) deadline of May 31, 2009 (approximately 90 days following Commission approval). Funds not obligated by May 31 are subject to redirection to other projects that can meet the Act's expedited timely use of funds provisions. Although the ARRA only requires that 50 percent of the funds must meet the earlier deadline, by establishing a delivery deadline for all of the system preservation projects, funding can be redirected within the region should some projects fail to deliver by the federal deadline.

b) All funds must be expended or in an awarded contract by November 30, 2009, (approximately 270 days following Commission action). This is consistent with the intent of the ARRA to create and/or preserve jobs as soon as possible.

c) Project sponsors must adopt the Local Resolution of Support by March 31st.

Non-System Preservation Projects

a) All non-system preservation funds have a regional obligation (E-76 / federal authorization to proceed / approved FTA grant) deadline of November 30, 2009 (approximately 270 days following enactment). Funds not obligated or in an approved FTA grant by November 30 are subject to redirection to other projects that can meet the Act's expedited timely use of funds provisions.

b) For all non-system preservation projects, all funds must be in an awarded contract by December 31, 2009 (approximately 300 day from enactment). This is consistent with the intent of the ARRA to create and/or preserve jobs as soon as possible.

10. Project Policy and Funding Commitment Conditions

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

a) Oakland Airport Connector Project:

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

c) Safety Projects

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

d) Freeway Performance Initiative

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

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

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

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

SCHEDULE

As noted previously, this supplementary funding is subject to very short project delivery deadlines. In order to ensure that the funds are not lost due to not meeting the obligation deadlines, the policy development and programming will be on an expedited timeline as outlined below.

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

Date: April 22, 2009
W.I.: 1512
Referred by: PAC
Revised: 05/27/09-C

ABSTRACT

Resolution No. 3896, Revised

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

This resolution was revised on May 27, 2009 to remove the Marin I-580/101 Auxiliary Lane Connector project for \$15.3 million and add transit rehabilitation projects in its place, and to remove the Marin US 101 HOV Gap Closure Bike Path project for \$2.1 million and add the San Mateo US 101 Belmont bike bridge project in its place, and to include project additions as identified by the project sponsors for the additional LS&R system preservation funding.

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 and the Programming and Allocations Committee Summary dated April 8, 2009 and May 13, 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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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 \$105 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.

(All numbers in millions)

	Total Need	State Commitments		Remaining Need	New ARRA Commitments		Total Funding	Shortfall
		Funded Other Bond	Funded SHOPP		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 - Note 1	15.3	15.3		0.0			0.0	0.0
US-101 HOV Lanes Central Segment - Note 1	89.2	89.2		0.0			0.0	0.0
<i>Totals:</i>	302.2	291.2	0.0	197.7	105.0	92.7	197.7	0.0
Grand Totals	495.0	400.0	84.0	197.7	105.0	92.7	390.5	0.0

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

Note 1: The state sold bonds after Commission action and is able to fund these projects through bond proceeds.

- **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. Ready-To-Go TE-Eligible Regional Share Projects					
Belmont, US-101 Belmont Bike Bridge			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 \$05 million provided to Caltrans for the Caldecott Tunnel free up \$74 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 ARRA

May 13, 2009

Project Title	Category	Implementing Agency	Fund Source	MTC Discretion State Element ARRA Funding
State Element - Prop 1B Backfill & Smart Highways				\$118,457,000
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	\$0
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
Total State Element - Prop 1B Backfill & Smart Highways				\$118,457,000
State Element - Transportation Enhancements (TE)				\$9,649,295
Oakland - 7th St / West Oakland TOD	TE - Bike/Ped	City of Oakland	TEA-ARRA-REG	1,300,000
Concord - Monument Blvd Pedestrian Imps	TE - Bike/Ped	City of Concord	TEA-ARRA-REG	1,000,000
Martinez - Marina Vista Streetscape	TE - Bike/Ped	City of Martinez	TEA-ARRA-REG	127,000
Belmont - US 101 Bike Bridge	TE - Bike/Ped	City of Belmont	TEA-ARRA-REG	2,100,000
San Francisco - Inner Sunset Traffic Calming and Enhancements	TE - Ped	San Francisco MTA	TEA-ARRA-REG	343,000
San Francisco - Pedestrian Signal Upgrade	TE - Ped	San Francisco MTA	TEA-ARRA-REG	589,295
Campbell - East Campbell Avenue Downtown Enhancements	TE - Bike/Ped	City of Campbell	TEA-ARRA-REG	2,160,000
Benicia - State Park Overcrossing of I-780	TE - Bike/Ped	City of Benicia	TEA-ARRA-REG	320,000
Fairfield - McGary Road Enhancements	TE - Bike/Ped	City of Fairfield	TEA-ARRA-REG	640,000
Solano County - Old Town Cordelia Enhancements	TE - Enhancements	County of Solano	TEA-ARRA-REG	800,000
Windsor - Old Redwood Hwy Pedestrian Enhancements	TE - Bike/Ped	City of Windsor	TEA-ARRA-REG	270,000
Total State Element - Transportation Enhancements (TE)				\$9,649,295
State Element - Transit Rehabilitation Projects				\$15,300,000
Various Transit	Transit Rehab	Various	ST-STP-ARRA	\$15,300,000
SUBTOTAL				\$15,300,000
State Element - LS&R System Preservation Projects				\$23,480,410
ALAMEDA				\$4,740,000
Fremont - Pavement Rehabilitation	Rehab	City of Fremont	ST-STP-ARRA	\$770,000
Various Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$3,970,000
SUBTOTAL				\$4,740,000
CONTRA COSTA				\$3,440,000
Antioch - Hillcrest Pavement Rehabilitation	Rehab	City of Antioch	ST-STP-ARRA	\$312,000
Brentwood - Balfour Road Overlay	Rehab	City of Brentwood	ST-STP-ARRA	\$174,000
Clayton - Various Arterials Overlay	Rehab	City of Clayton	ST-STP-ARRA	\$40,000
Concord - Clayton Road Intersection Improvements	Rehab	City of Concord	ST-STP-ARRA	\$376,000
Contra Costa County - Vasco Road Overlay, Segments 3,4 & 5	Rehab	County of Contra Costa	ST-STP-ARRA	\$612,000
Danville - Diablo Road/Green Valley Road Rehabilitation	Rehab	Town of Danville	ST-STP-ARRA	\$148,000
El Cerrito - Various Streets Pavement Rehabilitation Project	Rehab	City of El Cerrito	ST-STP-ARRA	\$72,000
Hercules - San Pablo Avenue Pavement Rehabilitation	Rehab	City of Hercules	ST-STP-ARRA	\$70,000
Lafayette - Various Streets Pavement Rehabilitation	Rehab	City of Lafayette	ST-STP-ARRA	\$89,000
Martinez - Various Arterials Pavement Rehabilitation	Rehab	City of Martinez	ST-STP-ARRA	\$116,000
Morgaga - Moraga Rd Pavement Resurfacing	Rehab	Town of Moraga	ST-STP-ARRA	\$54,000
Oakley - Oakley Road Pavement Rehabilitation	Rehab	City of Oakley	ST-STP-ARRA	\$52,000
Oakley - Delta Road Pavement Rehabilitation	Rehab	City of Oakley	ST-STP-ARRA	\$53,000
Orinda - Charles Hill /Honey Hill /Miner Road Pavement Rehab	Rehab	Town of Orinda	ST-STP-ARRA	\$76,000
Pinole - San Pablo Ave Fern/Alvarez/Quinan Crosswalk Safety Imps	Bike/Ped	City of Pinole	ST-STP-ARRA	\$61,000
Pittsburg - Pavement Rehabilitation	Rehab	City of Pittsburg	ST-STP-ARRA	\$182,000
Pleasant Hill - Contra Costa Boulevard Pavement Rehab	Rehab	City of Pleasant Hill	ST-STP-ARRA	\$114,000
Richmond - Carlson Boulevard Improvements	Rehab	City of Richmond	ST-STP-ARRA	\$305,000
San Pablo - San Pablo Avenue Overlay	Rehab	City of San Pablo	ST-STP-ARRA	\$76,000

**METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)**

State Element ARRA

May 13, 2009

Project Title	Category	Implementing Agency	Fund Source	MTC Discretion State Element ARRA Funding
San Ramon - San Ramon Valley Blvd: Norris to Bollinger Canyon Rehab	Rehab	City of San Ramon	ST-STP-ARRA	\$187,000
Walnut Creek - Civic Dr. from Arroyo Way to Walden Rd Rehab	Rehab	City of Walnut Creek	ST-STP-ARRA	\$271,000
SUBTOTAL				\$3,440,000

MARIN				\$930,410
Marin County - Various Roads Pavement Rehabilitation	Rehab	County of Marin	ST-STP-ARRA	\$350,410
San Rafael - Various Streets Resurfacing	Rehab	City of San Rafael	ST-STP-ARRA	\$199,000
Novato - Various Streets Pavement Rehabilitation	Rehab	City of Novato	ST-STP-ARRA	\$178,000
Mill Valley - Edgewood Avenue Rehabilitation	Rehab	City of Mill Valley	ST-STP-ARRA	\$56,000
San Anselmo - Saunders Ave Rehabilitation	Rehab	Town of San Anselmo	ST-STP-ARRA	\$45,000
Larkspur - Various Streets Resurfacing	Rehab	City of Larkspur	ST-STP-ARRA	\$40,000
Tiburon - Reed Ranch Road and Ridge Road Overlay	Rehab	Town of Tiburon	ST-STP-ARRA	\$34,000
Fairfax - Sir Francis Drake Blvd Resurfacing	Rehab	Town of Fairfax	ST-STP-ARRA	\$28,000
SUBTOTAL				\$930,410

NAPA				\$610,000
Various Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$610,000
SUBTOTAL				\$610,000

SAN FRANCISCO				\$2,190,000
San Francisco - Bush Street Pavement Renovation	Rehab	San Francisco DPW	ST-STP-ARRA	\$1,680,000
Various Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$510,000
SUBTOTAL				\$2,190,000

SAN MATEO				\$2,130,000
Atherton - Various Roadways Rehabilitation	Rehab	City of Atherton	ST-STP-ARRA	\$76,000
Belmont - Various Streets Overlay	Rehab	City of Belmont	ST-STP-ARRA	\$75,000
Brisbane - Bayshore Blvd Overlay	Rehab	City of Brisbane	ST-STP-ARRA	\$21,000
Burlingame - Various Streets Resurfacing	Rehab	City of Burlingame	ST-STP-ARRA	\$89,000
Colma - Serramonte Blvd Pavement Rehabilitation	Rehab	City Colma	ST-STP-ARRA	\$21,000
East Palo Alto - Various Streets Rehab and Resurfacing	Rehab	City of East Palo Alto	ST-STP-ARRA	\$68,000
San Mateo County - Various Streets Resurfacing	Rehab	County of San Mateo	ST-STP-ARRA	\$278,000
Daly City - Various Streets Resurfacing	Rehab	City of Daly City	ST-STP-ARRA	\$220,000
Foster City - Foster City Blvd Resurfacing	Rehab	City of Foster City	ST-STP-ARRA	\$71,000
Half Moon Bay - Downtown Streets Rehabilitation	Rehab	City of Half Moon Bay	ST-STP-ARRA	\$34,000
Hillsborough - Various Streets Overlay	Rehab	City of Hillsborough	ST-STP-ARRA	\$63,000
Menlo Park - Various Streets Resurfacing	Rehab	City of Menlo Park	ST-STP-ARRA	\$102,000
Millbrae - Various Streets Rehabilitation	Rehab	City of Millbrae	ST-STP-ARRA	\$62,000
Pacifica - Various Streets Pavement Rehabilitation	Rehab	City of Pacifica	ST-STP-ARRA	\$109,000
Portola Valley - Various Streets Resurfacing	Rehab	City of Portola Valley	ST-STP-ARRA	\$32,000
Redwood City - Various Streets Overlay	Rehab	City of Redwood City	ST-STP-ARRA	\$203,000
San Bruno - Various Roadway Resurfacing and Overlays	Rehab	City of San Bruno	ST-STP-ARRA	\$106,000
San Carlos - Various Streets Pedestrian Improvements	Bike/Ped	City of San Carlos	ST-STP-ARRA	\$90,000
San Mateo City - Various Streets Rehabilitation	Rehab	City of San Mateo	ST-STP-ARRA	\$249,000
South San Francisco - Various Streets Resurfacing	Bike/Ped	City of South San Francisco	ST-STP-ARRA	\$161,000
SUBTOTAL				\$2,130,000

SANTA CLARA				\$5,090,000
Campbell - Citywide Arterials Phase 1 Surfacing	Rehab	City of Campbell	ST-STP-ARRA	\$112,000
Cupertino - Homestead Road Rehabilitation	Rehab	City of Cupertino	ST-STP-ARRA	\$122,000
Gilroy - Citywide Sidewalk Rehabilitation	Bike/Ped	City of Gilroy	ST-STP-ARRA	\$107,000
Los Altos - San Antonio Road Resurfacing	Rehab	City of Los Altos	ST-STP-ARRA	\$41,000
Los Altos Hills - Moody Rd and Page Mill Rd Rehabilitation	Rehab	Town of Los Altos Hills	ST-STP-ARRA	\$51,000
Milpitas - South Park Victoria Drive Resurfacing	Rehab	City of Milpitas	ST-STP-ARRA	\$183,000
Monte Sereno - Daves Avenue Rehabilitation	Rehab	City of Monte Sereno	ST-STP-ARRA	\$15,000
Morgan Hill - East Dunne Avenue Resurfacing	Rehab	City of Morgan Hill	ST-STP-ARRA	\$107,000
Mountain View - Various Arterials & Collectors Resurfacing	Rehab	City of Mountain View	ST-STP-ARRA	\$137,000

**METROPOLITAN TRANSPORTATION COMMISSION
American Recovery and Reinvestment Act (ARRA)**

State Element ARRA

May 13, 2009

Project Title	Category	Implementing Agency	Fund Source	MTC Discretion State Element ARRA Funding
Santa Clara City - Citywide Street Resurfacing	Rehab	City of Santa Clara	ST-STP-ARRA	\$121,000
Santa Clara City - Monroe Street Traffic Signal Interconnect	Signal	City of Santa Clara	ST-STP-ARRA	\$124,000
Sunnyvale - Wolfe Road Caltrain Overcrossing Rehabilitation	Rehab	City of Sunnyvale	ST-STP-ARRA	\$443,000
Santa Clara County - Unincorporated Roads Phase 1 Rehab	Rehab	County of Santa Clara	ST-STP-ARRA	\$636,000
Various Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$2,891,000
SUBTOTAL				\$5,090,000
SOLANO				\$1,870,000
Solano - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$1,870,000
SUBTOTAL				\$1,870,000
SONOMA				\$2,480,000
Cloverdale - Various Streets Rehabilitation	Rehab	City of Cloverdale	ST-STP-ARRA	\$64,000
Cotati - Old Redwood Highway Rehabilitation - South (Seg 1)	Rehab	City of Cotati	ST-STP-ARRA	\$64,000
Santa Rosa - West College Ave and Summerfield Rd Overlay	Rehab	City of Santa Rosa	ST-STP-ARRA	\$558,000
Healdsburg - Various Streets Pavement Rehabilitation	Rehab	City of Healdsburg	ST-STP-ARRA	\$64,000
Rohnert Park - Various Streets Rehabilitation	Rehab	City of Rohnert Park	ST-STP-ARRA	\$134,000
Sebastopol - Various Streets Overlays	Rehab	City of Sebastopol	ST-STP-ARRA	\$64,000
Sonoma County - Roadway & Bridge Surface Preservation Program	Rehab	County of Sonoma	ST-STP-ARRA	\$1,158,000
City of Sonoma - 5th Street West Rehabilitation	Rehab	City of Sonoma	ST-STP-ARRA	\$64,000
Windsor - Los Amigos Road Pavement Resurfacing	Rehab	Town of Windsor	ST-STP-ARRA	\$77,000
Sonoma - Local Streets and Roads	LS&R Sys Pres	Various	ST-STP-ARRA	\$233,000
SUBTOTAL				\$2,480,000
State Element ARRA - LS&R System Preservation Total				\$23,480,410
State Element ARRA - Grand Total				\$166,886,705

Metropolitan Transportation Commission Programming and Allocations Committee

May 13, 2009

Item Number 3a

Resolution No. 3908: Transit Capital Priorities Process and Criteria

Subject: FY 2009-10 through FY 2011-12 Transit Capital Priorities Process and Criteria

Background: The Transit Capital Priorities (TCP) Process and Criteria are the MTC programming guidelines for distributing the Federal Transit Administration (FTA) Section 5307 Urbanized Area and 5309 Fixed Guideway Modernization (FG) formula funds to eligible transit operators in the region. Under current policy, these funds, totaling approximately \$350 million annually, are programmed for transit capital replacement and rehabilitation projects, preventive maintenance and ADA-related operating assistance.

The recommended three-year transit program totals just over \$1 billion. Based on the forecast of needs and revenues on a year-by-year basis, staff is proposing several new policy elements to address the upcoming large vehicle procurements as well as the current economic downturn affecting transit operators. The significant elements of the proposal are summarized below and explained further in the attached memorandum:

- 1) Include \$150 million vehicle reserve to address upcoming significant vehicle procurements;
- 2) Dedicate \$50 million to address budget challenges over three-year period;
- 3) Revise fixed guideway caps to acknowledge vehicle replacement priority and to account for relative needs and multi-year flexibility.

Issues:

- 1) The following concerns were expressed by several operators about the policy elements:
 - Vehicle replacement first policy: requires underfunding fixed guideway needs through the imposition of fixed guideway project caps;
 - Fixed guideway cap proposal and whether it adequately captures ferry needs; and
 - Economic Reserve: reduces funding for other capital projects.
- 2) The Federal transit formula funds in questions constitute the first three years of the next surface transportation authorization which has not yet been enacted. It is conceivable that Congress could make significant changes to the structure and amounts of funding made available for these purposes in the legislation ultimately adopted.

- 3) During the development of the regional ARRA funding proposal, several advocates recommended that the flexible set-aside formula be based solely on ridership. This proposal continues the current framework for both flexible set-aside as well as the preventive maintenance reserve, which is 50% based on ridership and 50% based on revenue factors.

Recommendation: Information Only – Final for June action.

Attachments: Executive Director Memorandum

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METROPOLITAN
TRANSPORTATION
COMMISSION

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101 Eighth Street
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Memorandum

TO: Programming and Allocations Committee

DATE: May 13, 2009

FR: Executive Director

W.I.: 1512

RE: Draft Transit Capital Priorities Process and Criteria for FY 2009-10 through FY 2011-12: MTC Resolution No. 3908

Background

The Transit Capital Priorities (TCP) Process and Criteria are the MTC programming guidelines for distributing the Federal Transit Administration (FTA) Section 5307 Urbanized Area and 5309 Fixed Guideway Modernization (FG) formula funds to eligible transit operators in the region. Under current policy, these funds, totaling approximately \$350 million annually, are programmed for transit capital replacement and rehabilitation projects, preventive maintenance and ADA-related operating assistance.

The current TCP Process and Criteria, MTC Resolution 3841, Revised, covers programming for FY 2008-09. This item presents a draft policy for FY 2009-10 through FY 2011-12, MTC Resolution 3908, for the Committee's consideration. Staff will present the final proposed policy, as well as a proposed TCP program for FY 2009-10 and preliminary programs for FY 2010-11 and FY 2011-12, to the Committee at your meeting on June 10, with a recommendation that the Commission adopt the policy and program at their meeting on June 24.

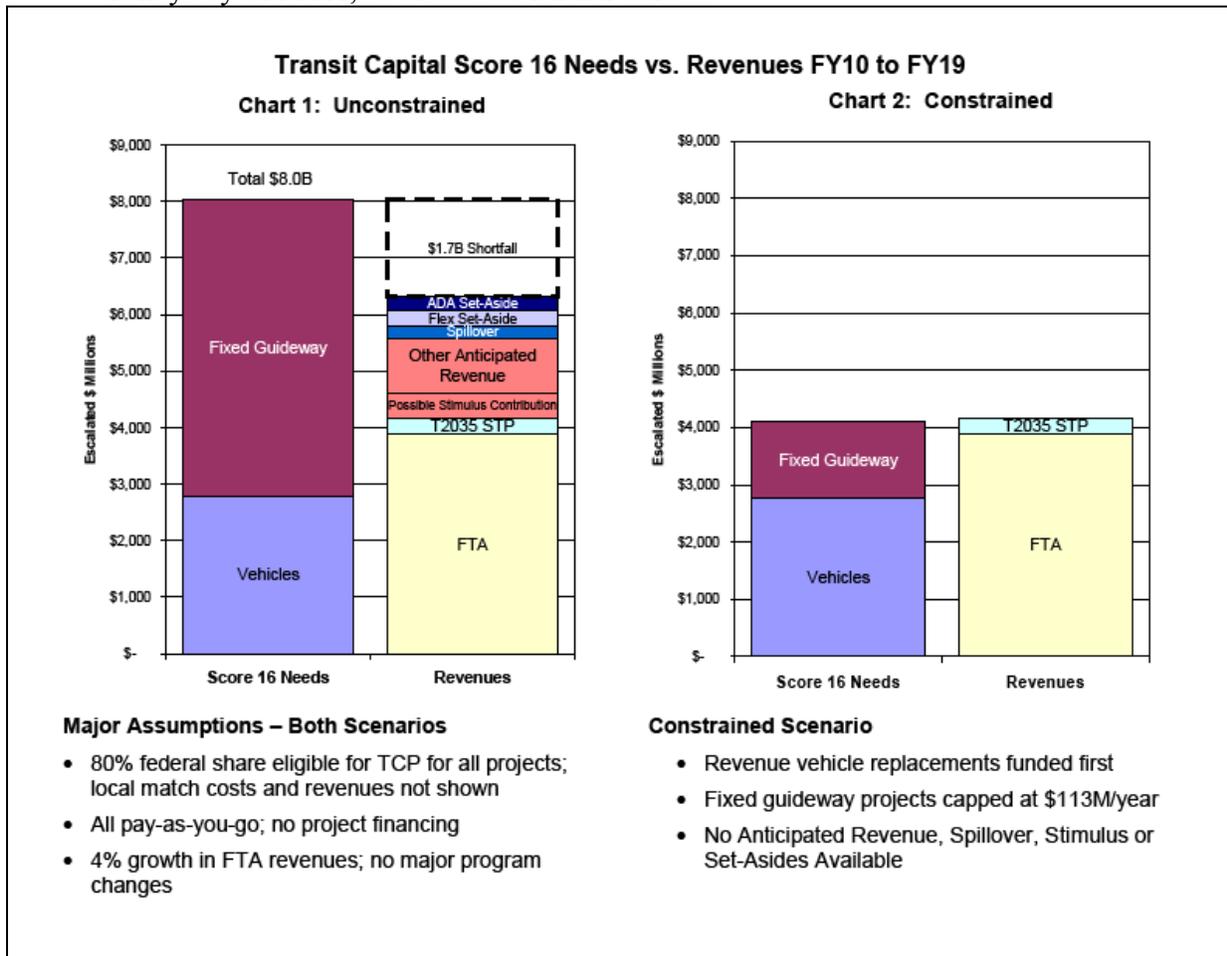
Financial Picture: A 10-Year Look

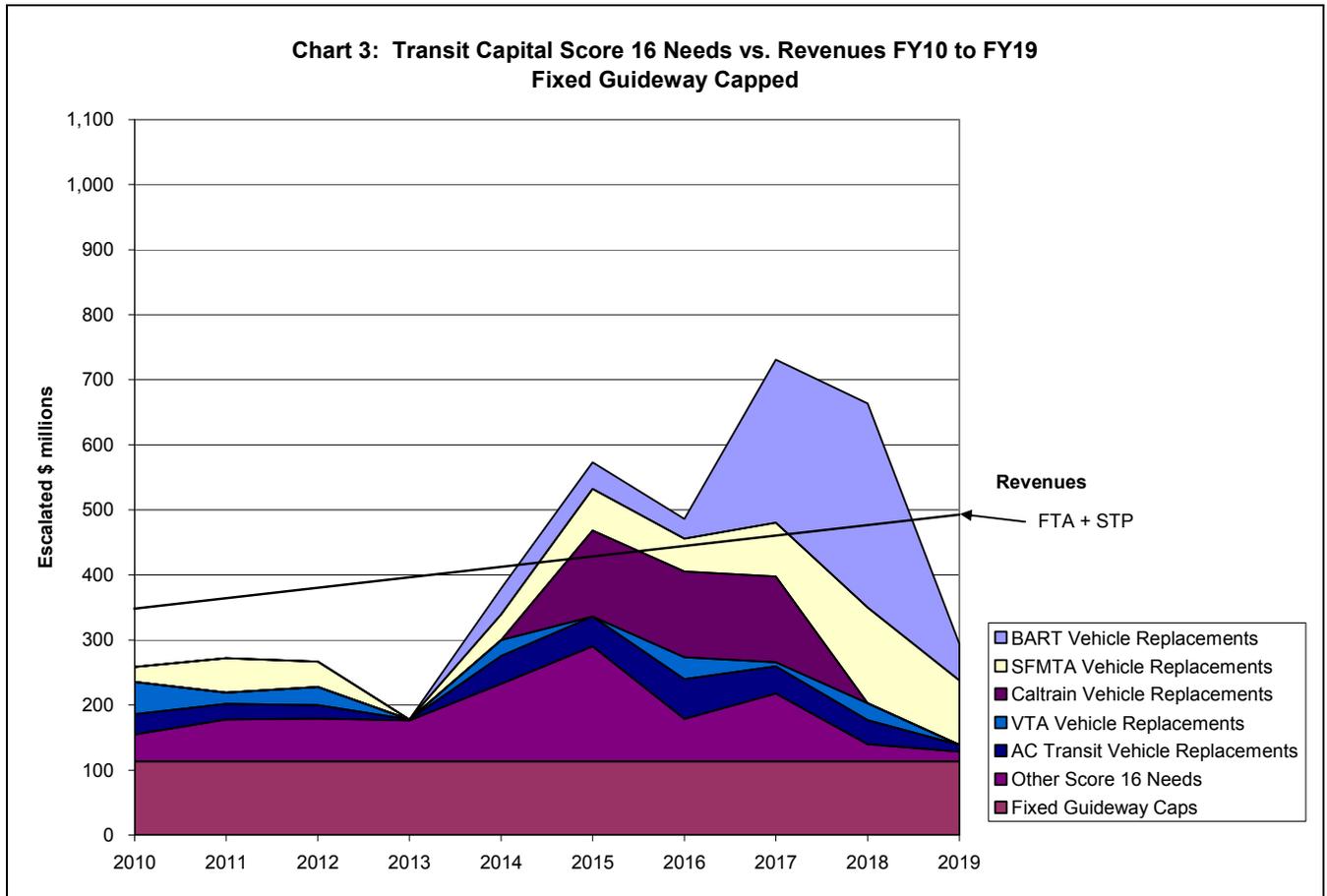
Staff has been working over the last year with the transit operators through the Partnership's Transit Finance Working Group (TFWG) to update the policy for programming TCP funds for FY 2009-10 through FY 2011-12. A key part of this process was the development of a regional 10-year Capital Improvement Program (CIP) to assess the region's ability to fund its transit capital replacement and rehabilitation needs, consistent with the long-range plan just adopted – Transportation 2035. The CIP was derived from the 25-year transit capital need projections developed for Transportation 2035, which were based on operators' data on their capital assets aggregated into a Regional Transit Capital Inventory.

The charts on pages 2 and 3 illustrate the results of the CIP projections for the region's highest ranked transit capital priorities, referred to as Score 16, for FY 2010 to FY 2019. Score 16 projects include the replacement of revenue vehicles, including buses, railcars and ferries; fixed guideway needs, including track and bridge rehabilitation, train control and traction power systems, and ferry overhauls, dock rehabilitation, and dredging; and communications systems.

Generally, the charts depict three main points:

1. **Shortfalls still exist for Score 16:** Chart 1 shows that even considering all possible revenues – including “anticipated” funding identified in Transportation 2035 – the region still has a \$1.7 billion shortfall as compared to all Score 16 needs over the ten-year period. This is consistent with the 25-year projected transit capital shortfall in the long-range plan.
2. **Vehicle First Policy Requires Caps for Fixed Guideway:** Chart 2 implements the vehicles first policy of Transportation 2035 for all known federal revenues and that fixed guideway projects can only be funded at roughly 25% of the need, or \$113 million annually. The TCP policy caps the total amount of funding provided for fixed guideway needs so sufficient funding remains to cover all vehicle replacement needs.
3. **Capital Needs are Uneven from Year to Year:** Chart 3 shows that while the total revenues equal total needs (with fixed guideway caps applied), the needs are not distributed evenly over the ten year period. Revenues are projected to exceed capped needs from FY 2010 through FY 2013, but projected needs exceed revenues by wide margins from FY 2014 through FY 2018. This is due primarily to major upcoming vehicle procurements, including replacement of railcars by BART and Caltrain, and trolleys by SFMTA, as discussed further below.





Major Issues and Recommendations

Based on the forecast of needs and revenues, including the imbalances on a year-by-year basis, staff is proposing several new policy elements to address the vehicle procurements and the current financial pressures on many operators operating budgets. The significant elements of the proposal are summarized below and explained further below:

- 1) Include a \$150 million vehicle reserve to address upcoming significant vehicle procurements;
- 2) Dedicate \$50 million to address budget challenges over the three-year period;
- 3) Revise the fixed guideway caps to acknowledge vehicle replacement priority and to account for relative needs and multi-year flexibility.

Adoption of these policy changes would result in a three-year TCP program as shown in the table at the top of page 4.

Near-Term FTA Program: Three Years (FY2010 - FY2012)

Escalated \$ millions, 80% Federal share, fixed guideway and vehicle procurements capped, flexible and ADA set-asides not shown

Regional Totals	FY09-10	FY10-11	FY11-12	3-Year Total
Revenue Vehicles	\$145.5	\$149.8	\$147.0	\$442.3
Fixed Guideway Caps	113.0	113.0	113.0	339.0
Non-FG Score 16 Systems	0.0	9.4	6.8	16.1
Proposed Vehicle Procurement Reserve	12.0	63.0	75.0	150.0
Proposed Preventive Maintenance Funding	50.0			50.0
Total Proposed Program	\$320.5	\$335.2	\$341.7	\$997.4

1. Reserve for Major Vehicle Procurements. The region faces major vehicle replacement needs over the next decade:

- BART is planning to replace its entire fleet at a cost of roughly \$2.7 billion,
- Caltrain is replacing its diesel trains with electric vehicles (contingent on electrification of the Caltrain line) for approximately \$500 million, and
- SFMTA is scheduled to replace its electric trolley fleet at a total cost of about \$400 million.

MTC staff has been working with BART to develop a financing plan for the BART project, and the CIP projections assume that the region will dedicate approximately \$730 million in FTA funds to the first phase of the project over the next ten years. The first phase funds approximately \$1 billion of the total project, and includes all project development work, prototypes and testing, and an initial order of at least 200 vehicles. Staff will be presenting the full BART finance plan to the Committee in the coming months; however, this TCP policy is based on a commitment to this project phasing plan. Staff will also work with Caltrain and SFMTA to develop detailed approaches to funding their projects. The CIP projections assume that all other vehicle replacements throughout the region are funded.

Recommendation: The proposed TCP policy includes a vehicle procurement reserve which will direct approximately \$150 million of revenues from the three-year FY10-FY12 program to help meet the future peak expenditures for the major vehicle procurement projects. Specific policies for programming the reserve funds will be presented to the Committee in future amendments to the TCP policy.

It should be noted that the ferry operators generally do not support the vehicle first policy in that it requires underfunding fixed guideway needs through the imposition of fixed guideway project caps. Project caps are discussed further below.

2. Preventive Maintenance Reserve. The regional TCP policy makes replacement and rehabilitation of transit capital assets the top priority for funding. Operating costs, including routine preventive maintenance, are considered lower priorities in the current TCP scoring

framework, with the expectation that these costs will be funded by other sources. However, transit operators are facing severe operating budget shortfalls due to the elimination of State Transit Assistance (STA) and the reduction of sales tax revenues in the current recession, leading to fare increases and service cuts across the region.

Staff surveyed operators regarding budget shortfalls and need for preventive maintenance funding in the FY10-FY12 program. While operators expressed some support for additional flexibility in the coming three years, they generally did not want funding for preventive maintenance to take precedence over the region's critical capital needs. It was also noted that the American Recovery and Reinvestment Act funds already provided a short-term source of funding for preventive maintenance.

Recommendation: Staff is recommending a measured approach to using TCP funds to address operating shortfalls: dedicating approximately \$50 million over the three-year program as flexible funding that can be used for any eligible project, including preventive maintenance.

Operators would also have flexibility in terms of when to request the flexible funds. These funds would be in addition to the current 10% flexible set-aside, and would be distributed to operators using the flexible set-aside formula, which is based on relative ridership and FTA revenue generation.

It should be noted that BART and Golden Gate transit staff did not support any level of funding for the preventive maintenance reserve, and thought high-scoring capital needs should take priority given the region's transit capital shortfall.

3. Fixed Guideway Project Caps. As discussed above, fixed guideway project caps, which limit funding for fixed guideway rehab project categories to specified amounts for each operator each year, are a key element of the TCP policy. Based on the projected revenues and vehicle needs in the CIP, total funding for fixed guideway needs would have to be limited to an average of \$113 million per year to ensure sufficient funding to meet vehicle replacement needs.

Recommendation: The proposed policy update would distribute fixed guideway funding in proportion to each operator's share of the projected fixed guideway needs. In addition, greater flexibility would be provided – rather than separate caps for three to five categories of projects, each operator would have a single cap that could be allocated to any eligible fixed guideway project.

To protect operators from large swings in cap amounts from the current policy, caps would be adjusted so that no operator's caps were less than 90% of the average amount of their fixed guideway programming over the last four years.

Concerns with this approach were expressed by ferry operators who felt their replacement and rehabilitation needs were underrepresented in the regional inventory, and tying caps to recent

programming penalized smaller operators with more uneven year-to-year needs than larger rail operators. Staff worked with the ferry operators to ensure their needs were fairly represented in the inventory, and will work to adjust caps on an annual basis to meet major project needs to the extent possible within the financial constraints of the program.

Other Program Elements

In addition to the policy elements discussed above, staff is proposing the following:

- Three-year Program – adopt a program for FY2009-10, and preliminary programs for FY2010-11 and FY2011-12, to assist with multi-year budgeting efforts. However, initially only the FY10 program would be added to the region’s Transportation Improvement Program. The preliminary programs for FY11 and FY12 would be revisited and potentially revised based on new information regarding federal authorization and project financing plans.
- Conservative FTA Revenue Projections – assume 2% revenue growth for FY10, and 4% each year thereafter; the lower rate for the first year allows a buffer against the uncertainty of the upcoming authorization of a new transportation bill.
- New Eligible Operators – add Petaluma Transit to the program since it has completed the process of becoming an FTA grantee; continue to program funds including fixed guideway caps to WETA contingent on the adoption of the Transition Plan required by SB976.
- Optimize Vehicle Life Cycle – allow bus operators to optimize fleet replacement cycles based on vehicle condition and keep the savings if replacements are not needed at 12 years.

Recommendation

Staff recommends that the Programming and Allocations Committee accept this report for informational purposes. Staff will present the final proposed policy, as well as a proposed TCP program for FY 2009-10 and preliminary programs for FY 2010-11 and FY 2011-12, to the Committee at your meeting on June 10, with a recommendation that the Commission adopt the policy and program at its meeting on June 24.

Steve Heminger

Attachments

SH:GT

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As presented to the Programming and Allocations
Committee on May 13, 2009

Transit Capital Priorities Policy and Program: *Proposal for FY10-FY12*

May 13, 2009

Presentation to Programming and Allocations – Information Only



Transit Capital Priorities - Background

- MTC programs the region's FTA formula funds (5307/5309) for transit capital replacement and rehabilitation projects
- Approx. \$350 million per year
- TCP policy established for annual programming
 - Provides for flexible and ADA set-asides
 - Scores/prioritizes projects
 - Sets project caps so that a few projects don't consume all funding

2

Regional Context – Uncertain Times Ahead for Transit

- T2035 set vehicle replacements as top priority for federal rehab funds, transit capital shortfall \$17.3 Billion over 25 years.
- Transit operating budgets under intense pressure
- Current and proposed local agreements
- Upcoming federal authorization

3

Ten-Year Capital Improvement Program

- Goals
 - Identify major projects
 - Determine available funding levels
- Results
 - Needs exceed revenues overall, though peaks and valleys year to year
 - Major vehicle procurements drive the need
 - Fixed guideway caps still necessary

4

Ten-Year Project Highlights

- ❑ Significant Transit Vehicle Procurements
 - BART Car Replacement - \$1 Billion (phase I)
 - Caltrain EMU - \$500 million
 - SFMTA Trolleys - \$400 million

- ❑ Fixed Guideway Projects
 - Track, train control, ferry gangways, etc.
 - Needs exceed revenues, able to fund 25%

5

Transit Capital Score 16 Needs vs. Revenues FY10 to FY19

Chart 1: Unconstrained

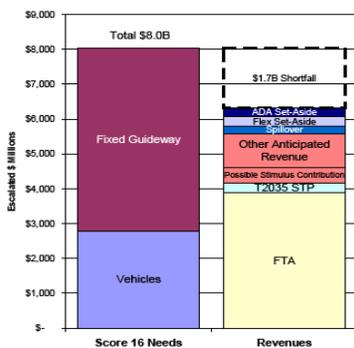
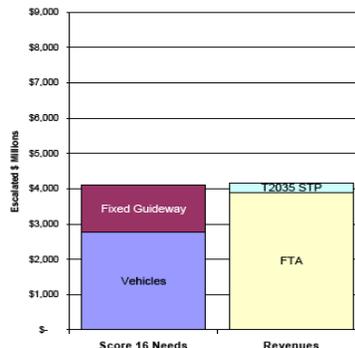


Chart 2: Constrained



Major Assumptions – Both Scenarios

- 80% federal share eligible for TCP for all projects; local match costs and revenues not shown
- All pay-as-you-go; no project financing
- 4% growth in FTA revenues; no major program changes

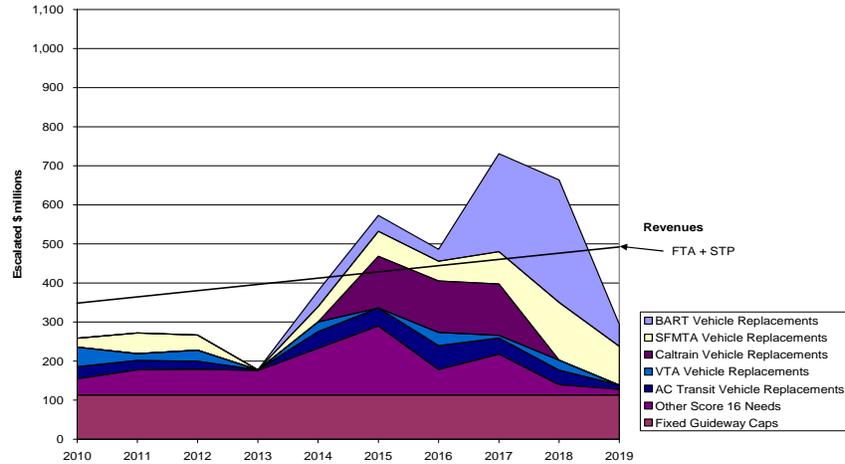
Constrained Scenario

- Revenue vehicle replacements funded first
- Fixed guideway projects capped at \$113M/year
- No Anticipated Revenue, Spillover, Stimulus or Set-Asides Available

6

Transit Needs Are Uneven

Transit Capital Score 16 Needs vs. Revenues FY10 to FY19
Fixed Guideway Capped



7

Major Proposals for FY10 – FY12

1. Establish \$150 million reserve for upcoming vehicle procurements
2. Establish \$50 million reserve for preventive maintenance to address economic downturn
3. Set fixed guideway caps at \$113 million per year, distribute based on need

8

Vehicle Reserve: \$150 million over three years

- **Proposal:** Establish reserve fund as down payment on upcoming procurements
 - Acknowledges regional role in funding these major projects
 - Contributes to pay as you go, reduces need for financing

- **Issue:** Some operators prefer to fund immediate needs or lift caps

9

Preventive Maintenance Reserve: \$50 million over three years

- **Proposal:** Provide additional flexible funding for PM or other low-scoring capital projects
 - Helps ease operating budget pressures
 - Distribute using flexible set-aside formula including new eligible operators

- **Issue:** Some operators prefer to fund immediate needs or lift caps

10

Fixed Guideway Caps: \$113 million per year

- **Proposal:** Use caps to constrain FG projects to fund 100% of vehicles
 - Decrease annual cap levels to \$113 million
 - Change distribution so based on share of need over 25-year period
- **Issue:** Ferry operators not supportive of change to distribution or annual cap

\$ millions

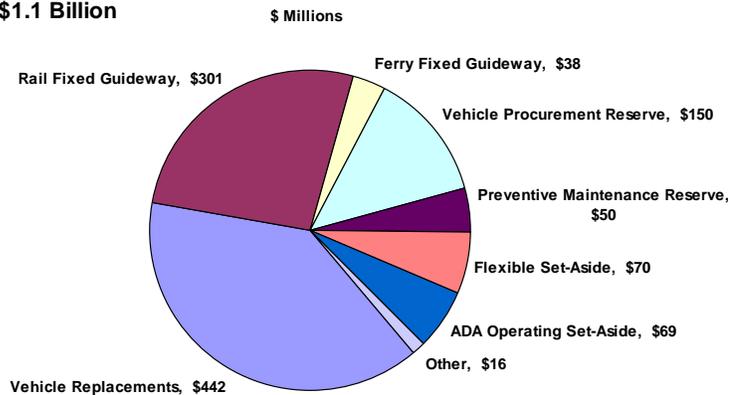
Operator	Previous Cap	FY05-08 Usage	New Proposal
ACE	3	1	1
AOFS*	NA	NA	4
BART	47	39	41
Caltrain	23	15	13
GGBHTD	10	6	5
SFMTA	49	41	35
Vallejo*	10	4	4
VTA	23	8	9
Total	163	114	113

*WETA would be added once they assume operations for AOFS and Vallejo Ferry

11

Projected Transit Capital Program FY10-FY12

Total: ~\$1.1 Billion



12

Timeline for Policy Adoption

- Worked with Partnership over last year
- Draft to Advisory Committees in May
- Draft to PAC in May
- Final to Commission in June, will include:
 - TCP Policy
 - FY10 Program
 - Preliminary Programs for FY11 and FY12
- Return to Commission with detailed funding plans for major procurements

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**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: May 18, 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 Update

May 18, 2009

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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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Memorandum

TO: Partnership Technical Advisory Committee

DATE: May 18, 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 18, 2009

Page 2 of 2

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	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	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	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	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	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

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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

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				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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				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
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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				Prefix	Proj ID	Project Name			STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount
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	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	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				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	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				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	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	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	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	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	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	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	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	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	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				169,000
Saratoga	SCL070038	2	CMAQ-T3-3-TLC-CO	CML	5332013	Saratoga Village Pedestrian Enhancements (CON)	08/09	08/09		425,000	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	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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				Prefix	Proj ID	Project Name	Appn FY	Prog FY	STP Amount	CMAQ Amount	Total Amount	Date	STP Amount	CMAQ Amount	Total Amount	Balance Remaining
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

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
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