

# THE BAY AREA PARTNERSHIP

## Partnership Technical Advisory Committee

July 20, 2009, 1:30 p.m. – 3:30 p.m.

MetroCenter, 1<sup>st</sup> Floor, Auditorium

101 - 8<sup>th</sup> Street, Oakland, CA 94607

### AGENDA

Estimated Time  
for Agenda Item

- 
- |   |                  |
|---|------------------|
| 1. Introductions  | <b>1:30 p.m.</b> |
| 2. Minutes of June 15, 2009 PTAC Meeting*                               |                  |
| 3. Partnership Reports  |                  |
| • Partnership Board*  |                  |
| Chair: Rick Ramacier, CCCTA   |                  |
| <i>The Partnership Board met on June 23, 2009.</i>                      |                  |
| • Transit Finance Working Group*  |                  |
| Chair: April Chan, Caltrain/SamTrans                                    |                  |
| <i>The Transit Finance Working Group met on July 1, 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 July 10, 2009.</i>  |                  |
| • Programming and Delivery Working Group*                               |                  |
| Chair: Sandy Wong, San Mateo C/CAG                                      |                  |
| <i>The Programming and Delivery Working Group met on July 20, 2009.</i> |                  |

### Discussion Items

**1:45 p.m.**

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|---|--|
| 4. Legislative Report* ( <i>Rebecca Long</i> )<br>( <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> )<br>( <i>MTC staff will provide an update on the current activities related to the federal American Recovery and Reinvestment Act (ARRA) of 2009.</i> ) |  |
| a. ARRA LA-ODIS Monthly Reporting   |  |
| b. ARRA Discretionary Programs Summary  |  |
| 6. Next Federal Act Cycle Programming – STP/CMAQ* ( <i>Ross McKeown</i> )<br>( <i>MTC staff will present a framework for discussion of this upcoming federal programming opportunity.</i> )   |  |
| 7. Proposed Transportation for Livable Communities (TLC) Guidelines* ( <i>Doug Johnson</i> )<br>( <i>MTC staff will present the proposed FY 2009-10 Transportation for Livable Communities Guidelines.</i> )  |  |
| 8. 2010 STIP Proposed Policies and Procedures** ( <i>Kenneth Kao</i> )<br>( <i>MTC staff will present the proposed policies and procedures for the 2010 STIP.</i> )   |  |

**Information Items / Other Business**

**2:40 p.m.**

9. TIP Amendment Update\* (*Memo Only*)  
(*The current TIP and subsequent TIP Amendments are available online at: <http://www.mtc.ca.gov/funding/tip> .*)
10. 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.*)
11. Recommended Future Agenda Items (*All*)
12. Public Comment

**Next meeting on:**

**(NOTE: THERE IS NO MEETING SCHEDULED IN AUGUST)**

**Monday, September 21, 2009**

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

MetroCenter, 1<sup>st</sup> Floor, Auditorium

101-8th Street, Oakland 94607

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\* 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](mailto: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 TakeTransit<sup>SM</sup> Trip Planner at [www.511.org](http://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

June 15, 2009

Page 1 of 3

### 1. Introductions

*Ben Tripousis (Chair)* requested introductions.

### 2. Minutes of May 18, 2009 PTAC Meeting

The minutes for the May 18, 2009 PTAC meeting were accepted.

### 3. Partnership Reports

Transit Finance Working Group (TFWG) – *April Chan, Chair* – The TFWG met on June 3, 2009. The group discussed: 1) the Transit Capital Priorities policy, rail and ferry, how to deal with the shortfall and, 2) FY09 apportionments, there is enough funding to cover the program of projects.

Local Streets and Roads Working Group (LSRWG) – *Ben Tripousis, City of San Jose* - The LSRWG met on June 12, 2009. The group discussed ARRA and cost savings relating to ARRA project delivery; the New Act; and, SB 375

Programming and Delivery Working Group (PDWG) – *Kenneth Kao, MTC* - PDWG met on June 15, 2009. Key topics included: 1) CTC update, 2) the budget deficit and its ramifications on the STIP, and 3) a workshop was held on partnering with the Conservation Corps for future Transportation Enhancement (TE) projects.

## Discussion Items

### 4. Legislative Update

*Kenneth Folan (MTC) and Rebecca Long (MTC)* provided a legislative update, reporting on:

- ARRA advocacy priorities. The Legislation Committee met on June 5 to discuss the ARRA Discretionary Programs, particularly the TIGER program. Outstanding projects that might qualify should be directed to Randy Rentschler. The proposed program of projects is expected to be presented to the MTC Commission in July.
- Gas Tax Subvention Diversion: The Conference Committee approved the proposal to redirect gas tax subventions on June 12; however, approval is still needed by the House and Senate. MTC is advocating for backfill revenue.
- State: Rebecca reported that there is consideration for additional STA funds; however, it is likely that the Governor will blue pencil. AB 744 (HOT Lanes) and AB 1175 (Bridge Tolls) have passed in the Assembly and are now moving to Senate Planning for approval. SB 518 (Parking Bill) failed in the Senate. AB 675 (Letter of No Prejudice (LONP) for Prop 1B projects) once approved, sponsors can apply for LONP and then seek reimbursement. AB 1135 (VMT reporting) failed in the Assembly. The current legislative history is available online at [http://www.mtc.ca.gov/legislation/leg\\_hist.pdf](http://www.mtc.ca.gov/legislation/leg_hist.pdf).

### 5. Joint Policy's Committee's Proposed Policies on the Implementation of SB 375

*Ted Droettboom (JPC)* provided an overview of the Joint Policy Committee's proposed policies on the implementation of SB 375, particularly proposed policy 3: Preparing a Sustainable Communities Strategy (SCS) and an Alternative Planning Strategy (APS). The SCS, required as part of the RTP, integrates land-use with transportation with focused growth and is aimed at achieving a targeted reduction in Greenhouse Gas Emissions (GHG) for years 2020 and 2035. The SCS is scheduled to be completed and incorporated into the 2013 RTP. Implementation will be governed by the 2009 RTP. Group members expressed concern about discussing new programs when no new funds are available. The JPC has identified potential funding opportunities within the Waxman/Markie Cap & Trade Bill, the New Act, and the Transportation Improvement Fund for local Transit-Oriented Development. Mr. Droettboom outlined the schedule and outreach efforts prior to approval. The Regional Target Advisory Committee must adopt the policies by September 2009.

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

*Ross McKeown (MTC)* provided an update on ARRA project delivery, stating that Tier 2 projects have been fully funded, thus sponsors need to focus on delivery by the outlined deadlines. A few projects have been rejected with conditions and staff reminded sponsors that all E-76 requests must match the back up list. Project modifications should be updated on the back up list and all changes must go through the CMAs. Regarding certifications, if there

## PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

June 15, 2009

Page 2 of 3

are cost schedule changes, there is no need to recertify the project; the back up list should reflect those changes, however.

### 7. Next Federal Act Cycle Programming – STP/CMAQ

*Craig Goldblatt (MTC)* summarized the comments received from the various advisory committees and partnership groups and outlined the proposed framework for the Next Federal Act Cycle Programming, focusing on the programming principles, funding estimate and, the schedule. Staff sought concurrence on the proposed categories. Committee members commented that they could not concur with the proposed framework without substantive financial information, and requested more time to review the categories once funding had been assigned. Other comments included: 1) maintaining the “Fix-it-First” policies as directed in the RTP, 2) front loading maintenance and rehabilitation for local streets and roads in Cycle 1, 3) impose geographic equity, specifically for bike/ped/transit, due to concerns of over programming larger areas as opposed to mid-metro areas, 4) determine the minimum feasible amount of funding for Focus 2- Regional Bike/Ped and TLC, and 5) consider funding new programs at a later date due to the current economic environment, need to focus to operations. Staff will continue its outreach efforts on the proposed framework to the various advisory committees and partnership groups in July and expect to take action on the final plan and Cycle 1 programming in September at the Programming and Allocations and Commission meetings.

### 8. Overview of 2010 Regional Transportation Improvement Program (RTIP)

*Kenneth Kao (MTC)* reported that the 2010 STIP effort has begun. The CTC adopted the STIP Fund Estimate Assumptions at the June meeting and is expected to adopt the 2010 STIP Fund Estimate in August. The timeline for adoption may shift due to the state budget not being adopted on time. However, based on current statute, MTC would have to adopt the final RTIP at its November meeting, for submittal to CTC in December 2009. Based on this schedule, the CMAs should release the call for projects process for the 2010 RTIP this summer. MTC intends to present the draft policies and procedures in July to PTAC and then the Commission for adoption shortly after the adoption of the STIP Fund Estimate. Note that MTC expects the CMAs to do a call for projects for “freed” STIP TE capacity resulting from ARRA during the same timeframe as the 2010 STIP call for projects. Note that programming the ARRA/ STIP-TE backfill may be subject to the effort to program new funds in the new Federal Act. Proposed changes for the 2010 STIP include: 1) requiring the Routine Accommodation (RA) checklist, to be completed by October 2009; 2) the inclusion of SB 286 language; 3) not programming multiple phases in the same year with the exception of Caltrans projects and potentially ROW; 4) minimum STIP project programming be \$500,000 for larger counties and \$250,000 for smaller counties (North Bay). Committee members expressed concern about: 1) the minimum project programming as it may force smaller jurisdictions to over program projects and felt that there will not be enough time to do the “freed” STIP TE and the 2010 RTIP call for projects simultaneously.

## Information Items / Other Business

### 9. FY 2009-10 PTAC Vice-Chair Nominations and Election

*Ben Tripousis (Chair)* called for nominations for the FY 2009-10 PTAC Vice-Chair and passed on the Chairpersonship to Margurite Fuller (Vice-Chair) to be effective July 1, 2009. Sandy Wong (San Mateo C/CAG) was nominated and elected as Vice-Chair effective July 1, 2009.

### 10. TIP Amendment Update

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

### 11. STP/CMAQ Program Monitoring Update

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

### 12. Recommended Future Agenda Items

- Cycle 1 – STP/CMAQ
- 2010 Regional Transportation Improvement Program (RTIP)

**PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES**

June 15, 2009

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**Proposed Next Meeting:**

Monday, July 20, 2009

1:30 p.m. – 3:30 p.m.

MetroCenter, 1<sup>st</sup> Floor, Auditorium

101-8<sup>th</sup> Street, Oakland, CA 94607

# THE BAY AREA PARTNERSHIP

June 23, 2009  
3:30 p.m. – 5:15 p.m.

MetroCenter Auditorium, 101 Eighth Street, Oakland

## AGENDA

**Item 1:** 3:30 p.m. **Call to Order / Introductions (Chair Rick Ramacier<sup>1</sup>)**

**Item 2:** 3:35 p.m. **Approval of Meeting Minutes of February 6, 2009**

## DISCUSSION/ACTION ITEMS

**Item 3:** 3:40 p.m. **ARRA Follow-up: TIGER Program (Randy Rentschler)**

*MTC staff will review the proposed process and timeline for the \$1.5 billion ARRA TIGER program.*

**Item 4:** 3:50 p.m. **New Federal Transportation Act: Proposal and Schedule for Flexible Programming (STP/CMAQ) (Alix Bockelman)**

*Staff will present a draft proposal for initial discussion and feedback. The proposed schedule is to forward a program to the Commission for adoption in September.*

**Item 5:** 4:30 p.m. **Transportation for Livable Communities (TLC) Program Structure (Doug Johnson)**

*Staff will present proposed new program guidelines for “TLC 2.0” as a result of recent evaluations and program experiences.*

**Item 6:** 4:45 p.m. **Transit Sustainability Project (Ann Flemer)**

*Staff will present an overview of the transit sustainability project to be undertaken by MTC in partnership with the region’s transit operators.*

**Item 7:** 5:10 p.m. **Other / Public Comment**

**Item 8:** 5:15 p.m. **Adjourn /Next meeting**

\* Item is available to view on the MTC website.

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



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## TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, JULY 1, 2009, 10:00 A.M. – 12:00 P.M.  
METROCENTER, 3<sup>RD</sup> FLOOR, CLAREMONT CONFERENCE ROOM  
101 EIGHTH STREET, OAKLAND, CA 94607

**Estimated Time**

### Discussion Items

- |   |        |
|---|--------|
| 1. Introductions  | 3 min  |
| 2. Approval of the June 3, 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. TCP FY10-12 Draft Program of Projects** ( <i>Glen Tepke, MTC</i> )   | 30 min |
| 6. New Federal Transportation Act: Proposal and Schedule for Flexible Programming STP-CMAQ* ( <i>Craig Goldblatt, MTC</i> ) | 15 min |
| 7. FY 2008-09 Fund Estimate**(Theresa Romell, MTC)  | 10 min |

### Information Items / Other Items of Business:

- |  |       |
|--|-------|
| 8. 2009 TIP Updates*   | 1 min |
| 9. Proposition 1B Update: Transit (PTMISEA) and Transit Security*( <i>Amy Burch, MTC</i> ) | 2 min |
| 10. ARRA Discretionary Programs: TIGER Call for Projects* ( <i>Amy Burch, MTC</i> )        | 5 min |
| 11. Recommended Future Agenda Items ( <i>All</i> )   | 5 min |

### Next Transit Finance Working Group Meeting:

Wednesday, August 5, 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](mailto:gtepke@mtc.ca.gov) if you have questions about this session.



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LOCAL STREETS AND ROADS WORKING GROUP  
101 - 8<sup>th</sup> St., 2<sup>nd</sup> Floor, Claremont  
Friday, July 10, 2009  
8:30 a.m. – 9:30 a.m. – Strategic Plan Implementation Reform (SPIR)  
Subcommittee: “Safety”  
9:30 a.m. – 12:00 p.m. - LSRWG

### AGENDA

<u>Topic</u>	<u>Estimated Time</u>
<b>1. Introductions</b> ( <i>Fernando Cisneros, Chair</i> )	5 min
<b>2. Review of June 12, 2009 Minutes*</b> ( <i>Fernando Cisneros, Chair</i> )	5 min
<b>3. Programming Updates:</b>	
A. STP/CMAQ Program Monitoring Update* ( <i>Marcella Aranda</i> )	5 min
B. Report of Federal Inactive Obligations* ( <i>Marcella Aranda</i> )	10 min
<b>4. Standing Updates:</b>	
A. Legislative Update ( <i>Rebecca Long</i> )	15 min
1. State Proposal to Redirect Gas Tax Subventions*	
B. Strategic Plan Implementation – Reform Subcommittee Report ( <i>Theresa Romell</i> )	15 min
<b>5. Discussion Items:</b>	
A. American Recovery and Reinvestment Act (ARRA) Update ( <i>Ross McKeown</i> )	15 min
1. ARRA LA-ODIS Monthly Reporting*	
2. ARRA Discretionary Programs Summary*	
B. New Federal Act – Framework and Schedule for Cycle Programming* ( <i>Craig Goldblatt</i> )	30 min
<b>6. Informational Items:</b>	
A. LS&R 25-Year Needs Calculations* ( <i>Theresa Romell</i> )	15 min
B. Grant Opportunity - Climate Showcase Communities* ( <i>Memo Only</i> )	5 min
( <i>EPA has announced the availability of up to \$10 million in "Climate Showcase Communities" grants to local and tribal governments to establish and implement climate change initiatives that will help reduce greenhouse gas (GHG) emissions. Proposals are due by July 22, 2009, at 4:00 p.m. EDT.</i> )	
C. Summer 2009 User Week – July 13-16, 2009* ( <i>Sui Tan</i> )	5 min
( <i>The Summer 2009 User Week Conference and PMP Awards presentation is scheduled for July 13-16, 2009. Registration and workshop information can be found online at: <a href="http://www.mtcpms.org/events/index.html">http://www.mtcpms.org/events/index.html</a></i> )	
D. TIP Update * ( <i>Memo Only</i> )	
( <i>The current TIP and subsequent TIP Amendments are available online at: <a href="http://www.mtc.ca.gov/funding/tip">http://www.mtc.ca.gov/funding/tip</a></i> )	
E. PMP Certification Status* ( <i>Memo Only</i> )	
( <i>Current PMP Certification status is available online at: <a href="http://www.mtcpms.org/ptac/cert.html">http://www.mtcpms.org/ptac/cert.html</a></i> )	
<b>7. Caltrans Items:</b>	
<b>8. Recommended Agenda Items for Next Meeting:</b> ( <i>All</i> )	5 min

#### Proposed Next Meeting:

(NOTE: *There is no meeting scheduled in August*)

**Friday, September 4, 2009**

8:30 a.m. to 12:00 p.m.

**MetroCenter, 1<sup>st</sup> Floor, Room 171**

101-8<sup>th</sup> Street, Oakland 94607

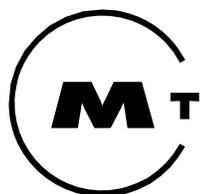
\* = Attachment in Packet

\*\* = Handouts Available at Meeting

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

Chair: *Fernando Cisneros, City and County of San Francisco*  
Vice-Chair: *Seana Gause, Sonoma County Transportation Authority*

MTC Staff Liaison: *Theresa Romell*



METROPOLITAN  
TRANSPORTATION  
COMMISSION

PROGRAMMING AND DELIVERY WORKING GROUP MEETING  
Monday, July 20, 2009  
10:30 a.m. – 12:30 p.m.  
MTC MetroCenter, 3<sup>rd</sup> Floor, Fishbowl  
101-8<sup>th</sup> Street, Oakland, CA 94607

### AGENDA

<u>Item</u>	<u>Estimated Time</u>
<b>1. Introductions and Announcements</b>	3 min
<b>2. Review of Minutes from the June 15, 2009 Working Group Meeting*</b>	2 min
<b>3. Working Group Standing Items</b>	
A. STP/CMAQ Program Monitoring Update* ( <i>Marcella Aranda</i> ) (MTC staff will report on the STP/CMAQ Program monitoring status for FFY 2008-09 as well as additional program monitoring issues. <b>The STP/CMAQ obligation deadline was April 30, 2009</b> )	10 min
B. Federal Inactive Obligations* ( <i>Marcella Aranda</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.)	3 min
C. STIP Project Delivery Monitoring Update* ( <i>Kenneth Kao</i> ) (MTC staff will report on allocation status of projects programmed in FY 2008-09 and FY 2009-10 of the STIP.)	5 min
D. CTC/ State Budget Update* ( <i>Kenneth Kao</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.)	10 min
E. Traffic Congestion Relief Program Update* ( <i>Kenneth Kao</i> ) (MTC staff will provide an update the Traffic Congestion Relief Program (TCRP) with regards to new or revised policies, procedures and direction.)	5 min
F. ARRA Discretionary Programs Summary * ( <i>Amy Burch</i> ) (MTC staff will provide an update on the 2009 ARRA State Discretionary Programs.)	5 min
<b>4. Discussion Items</b>	
A. American Recovery and Reinvestment Act (ARRA) Update* ( <i>Ross McKeown/ Sylvia Fung</i> ) (MTC staff will provide an update on the current activities related to the federal American Recovery and Reinvestment Act of 2009.)	15 min
i. ARRA LA-ODIS Monthly Reporting*	
ii. Cost Savings Proposal*	
B. Overview of 2010 Regional Transportation Improvement Program (RTIP)** ( <i>Kenneth Kao</i> ) (MTC staff will provide an overview of the 2010 Regional Transportation Improvement Program and schedule.)	5 min
i. Policies and Procedures	
ii. TE Update, SB 286	
C. New Federal Transportation Act – STP/CMAQ Programming* ( <i>Ross McKeown</i> ) (MTC staff will present a framework for discussion of this upcoming federal programming opportunity.)	15 min
D. CTC Environmental Document Approval ( <i>Kenneth Kao</i> ) (MTC staff will brief the Group on new CTC rules that all projects receiving funds from CTC must have their environmental document approved by CTC.)	5 min

**5. Informational Items**

- A. Grant Opportunity - Climate Showcase Communities\* (*Kenneth Folan*) 5 min  
(EPA has announced the availability of up to \$10 million in "Climate Showcase Communities" grants to local and tribal governments to establish and implement climate change initiatives that will help reduce greenhouse gas (GHG) emissions. **Proposals are due by July 22, 2009, at 4:00 p.m. EDT.**)
- B. TIP Update\* (*Memo Only*)  
(The current TIP and subsequent TIP Amendments are available online at: <http://www.mtc.ca.gov/funding/tip>)
- C. PMP Certification Status\* (*Memo Only*)  
(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)

**6. Caltrans Items**

- A. Federal Programs Update (*Sylvia Fung, Caltrans D4*) 10 min  
(Caltrans will present updates on various federal program- related changes, including solicitations and announcements.)

**7. Workshop Items****8. Recommended Agenda Items For Future Meetings****The next PDWG meeting:****(Note: There is no scheduled meeting in August)**

Monday, September 21, 2009

10:30 a.m. – 12:30 p.m.

MTC MetroCenter, **2<sup>nd</sup> Floor, Claremont**

101 Eighth Street, Oakland 94607

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

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



METROPOLITAN  
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## *Memorandum*

TO: Legislation Committee

DATE: July 6, 2009

FR: Executive Director

RE: FY 2009-10 State Budget Update

Almost a week into the new fiscal year, the Legislature has once again been unable to reach agreement on a state budget. On Thursday, June 25, the Assembly supported in a bipartisan manner a package of cuts designed to alleviate the near term threat that — in the absence of a budget — the state would need to issue “IOUs” beginning on July 1. The package was unable to win support from Senate Republicans or the Governor, who argued for a more comprehensive approach. The state began issuing IOUs last week, but banks have said that they will stop honoring them after July 12.

While the final elements of a budget deal are unknown, the budget conference committee approved several weeks ago the Governor’s proposed redirection of \$986 million in gasoline tax funds that current law would allocate to cities and counties for local streets and road repairs. This results in an estimated \$184 million loss to Bay Area jurisdictions, as reported to this committee last month. These funds are one of the few sources available to local jurisdictions to pay staffing and day-to-day operating costs associated with public works departments. According to estimates provided by the California State Association of Counties, the reduction would result in 838 staff layoffs at the Bay Area’s nine counties. This does not include staffing cuts that would likely result among the region’s 101 cities. All told, the anticipated layoffs and funding cuts can be expected to have a significant negative impact on the ability of local governments to respond to the most basic of needs — from major pothole repairs to traffic signal problems.

The Assembly followed up this effort with another budget package contained in Assembly Bill 39 by a vote of 44-30, which includes a package of spending cuts, along with tax and fee increases, designed to close an estimated \$19.5 billion shortfall. Using a mechanism attempted earlier this year which allows a tax increase to be passed by a majority vote as long as the overall bill is revenue neutral, the Assembly proposal eliminates the state’s 18-cent/gallon gasoline and diesel fuel excise taxes and replaces them with fees in a like amount. The legislation provides that the excise tax would be eliminated beginning on October 1, 2009, allowing for approximately \$2.3 billion in tax increases for FY 2009-10 and \$3.1 billion in FY 2010-11.

As noted in our analysis of this proposal when it first surfaced last January, replacing excise taxes with user fees raises the following concerns:

### *1. Legal Nexus Test – Less Flexibility in Expenditures and Distribution*

Revenue generated by the fees would be subject to a legal nexus test which requires that the expenditure of revenues provide a direct benefit to the user. Fees may also be spent for mitigation of the

adverse effects associated with a fee payer's activities. How broadly "user benefit" and "mitigation" could be defined is a legal question that would have immense ramifications for this fee. For instance, would public transit be considered an eligible expense? Would existing distribution formulas — such as those used in the STIP — hold up under a fee scenario? There are differing legal opinions on these questions, including differing opinions from the State's Legislative Counsel, and no doubt the subject would likely lead to litigation. If plaintiffs sought injunctive relief, the court could halt the imposition of the fee until litigation is resolved, resulting in substantial uncertainty for transportation programming purposes.

### *2. Funds Would Likely Be Subject to Article XIX of the State Constitution*

Article XIX restricts taxes imposed on motor vehicle fuel to the research, planning, construction, improvement, maintenance and operation of state highways, local streets and roads, and mass transit guideways.

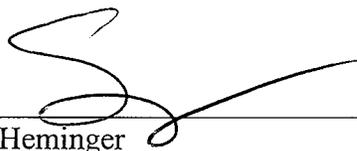
### *3. Loss of Funding for Public Transportation Account (PTA)*

By eliminating the state excise tax on gasoline, the proposal also eliminates one of the sources of PTA funding — the sales tax imposed on the first 9 cents of the gasoline excise tax, commonly known as the "Proposition 111" portion, so named for the 1990 ballot measure that increased the state's gasoline tax from 9 cents to 18 cents per gallon. In FY 2010, approximately \$64 million was estimated to be deposited in the PTA from this source. While the Legislature has imposed a three-year moratorium on the State Transit Assistance program, which is funded by the PTA and has diverted other PTA capital funds to the General Fund, MTC and others strongly support *restoring* the use of PTA funds for genuine *public transit* purposes.

### **State Court of Appeal Finds Diversion of Transit Funding "Illegal"**

In a related development, the California Transit Association last week scored a strong win in its lawsuit against the state for diverting \$1.2 billion in public transit funds in FY 2007-08. While a trial court had largely upheld the diversions, the Court of Appeal interpreted the term "mass transportation" to mean "public transportation on mass transit." Consequently, the court ruled against the use of PTA funds for home-to-school transportation, debt service for public transit-related bonds, and transportation of the developmentally disabled to regional centers under the Department of Developmental Services. How this ruling will affect the FY 2009-10 budget remains to be seen, but all observers expect the state to appeal the case to the State Supreme Court.

We will update the Committee with the latest developments on the state budget at the July 10<sup>th</sup> meeting.



Steve Heminger

As presented to the Legislation Committee on June 5, 2009



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## *Memorandum*

TO: Legislation Committee

DATE: June 5, 2009

FR: Executive Director

RE: FY 2009-10 State Budget Update

California voters' resounding rejection of the May 19 special election measures has forced Sacramento legislators back to the drawing board to solve what is now estimated to be a \$21 billion budget shortfall. Approximately \$9.5 billion of this shortfall is due to the rejection of the measures, while roughly \$12.5 billion is due to lower revenue projections in the current year and FY 2009-10.

The Administration's May Revise of the FY 2009-10 Budget includes \$5.5 billion in borrowing with revenue anticipation warrants (RAWs), \$5.3 billion in cuts to K-14 education, and \$2 billion in local government revenue loans to be repaid with interest in three years under the provisions of Proposition 1A (2004). With regard to transportation, the Administration proposes:

- For FY 2009-10, transferring \$986 million in local gas tax subventions (otherwise available for local streets and roads) to the General Fund to offset transportation debt service costs pursuant to Article XIX, Section 5 of the Constitution, which the Administration believes allows up to 25 percent of the state's *total* fuel tax revenue (including the local share) to be used for this purpose. For FY 2010-11 and beyond, diverting about \$750 million annually from local gas tax subventions to offset transportation bond debt service.
- Transferring an additional \$336 million in unanticipated spillover funds (due to higher gasoline prices) to the General Fund to cover transportation debt service costs.

The Legislative Analyst's Office recommended an alternative approach whereby the state would borrow, rather than simply redirect, local gas tax subvention funds and repay them with interest within three years. The LAO also recommended partial suspension of Proposition 42 in FY 2009-10.

The proposed redirection of local gas tax subvention funds would result in a \$184 million loss in funding for Bay Area cities and counties in FY 2009-10 and almost \$140 million in FY 2011 and beyond, as shown in Attachment 1. Staff will closely monitor the budget negotiations, particularly the proposal to reduce local streets and road funding, and work to minimize the impact on projects already underway, particularly those that are partially funded by federal American Recovery and Reinvestment Act funds, and thus subject to strict deadlines in order to retain access to the funds.

//Steve Heminger//

Steve Heminger  
Executive Director

## Item 5, Attachment A

## Bay Area Impact of Proposed Diversion of Local Gas Tax Subvention Funds

*(Dollars in thousands)*

<b>TOTAL BAY AREA LOCAL STREET &amp; ROAD FUNDS AT RISK</b>	<b>FY2009-10</b>	<b>FY2010-11 &amp; Beyond</b>
Alameda	(36,922)	(27,897)
Contra Costa	(26,076)	(19,703)
Marin	(6,808)	(5,144)
Napa	(4,271)	(3,227)
San Francisco	(18,874)	(14,261)
San Mateo	(19,616)	(14,822)
Santa Clara	(45,387)	(34,293)
Solano	(11,924)	(9,009)
Sonoma	(14,066)	(10,628)
<b>Bay Area Subtotal</b>	<b>(183,945)</b>	<b>(138,984)</b>
<b>State Total</b>	<b>(986,000)</b>	<b>(745,000)</b>

<b>ALAMEDA</b>	<b>FY2009-10</b>	<b>FY2010-11</b>
ALAMEDA	(1,150)	(869)
ALBANY	(256)	(194)
BERKELEY	(1,625)	(1,228)
DUBLIN	(667)	(504)
EMERYVILLE	(140)	(106)
FREMONT	(3,234)	(2,443)
HAYWARD	(2,259)	(1,707)
LIVERMORE	(1,266)	(956)
NEWARK	(668)	(504)
OAKLAND	(6,348)	(4,796)
PIEDMONT	(169)	(128)
PLEASANTON	(1,050)	(794)
SAN LEANDRO	(1,245)	(940)
UNION CITY	(1,105)	(835)
COUNTY (UNINCORPORATED)	(15,743)	(11,895)
<b>COUNTY TOTAL</b>	<b>(36,922)</b>	<b>(27,897)</b>
<b>CONTRA COSTA</b>		
ANTIOCH	(1,583)	(1,196)
BRENTWOOD	(773)	(584)
CLAYTON	(170)	(129)
CONCORD	(1,953)	(1,475)
DANVILLE	(673)	(509)
EL CERRITO	(367)	(277)
HERCULES	(379)	(286)

*Contra Costa Cont'd*

## Item 5, Attachment A

LAFAYETTE	(379)	(286)
MARTINEZ	(572)	(432)
MORAGA	(256)	(193)
OAKLEY	(504)	(381)
ORINDA	(277)	(209)
PINOLE	(304)	(230)
PITTSBURG	(996)	(753)
PLEASANT HILL	(524)	(396)
RICHMOND	(1,641)	(1,240)
SAN PABLO	(489)	(370)
SAN RAMON	(917)	(693)
WALNUT CREEK	(1,034)	(781)
COUNTY (UNINCORPORATED)	(12,285)	(9,282)
<b>COUNTY TOTAL</b>	<b>(26,076)</b>	<b>(19,703)</b>
<b>MARIN</b>		
BELVEDERE	(36)	(27)
CORTE MADERA	(157)	(119)
FAIRFAX	(123)	(93)
LARKSPUR	(202)	(152)
MILL VALLEY	(230)	(174)
NOVATO	(872)	(659)
ROSS	(40)	(30)
SAN ANSELMO	(208)	(157)
SAN RAFAEL	(966)	(730)
SAUSALITO	(124)	(94)
TIBURON	(148)	(112)
COUNTY (UNINCORPORATED)	(3,702)	(2,797)
<b>COUNTY TOTAL</b>	<b>(6,808)</b>	<b>(5,144)</b>
<b>NAPA</b>		
AMERICAN CANYON	(266)	(201)
CALISTOGA	(88)	(67)
NAPA	(1,279)	(966)
ST HELENA	(100)	(75)
YOUNTVILLE	(55)	(41)
COUNTY (UNINCORPORATED)	(2,484)	(1,877)
<b>COUNTY TOTAL</b>	<b>(4,271)</b>	<b>(3,227)</b>
<b>SAN FRANCISCO</b>		
SAN FRANCISCO CITY AND COUNTY	(18,874)	(14,261)
<b>COUNTY TOTAL</b>	<b>(18,874)</b>	<b>(14,261)</b>
<b>SAN MATEO</b>		

## Item 5, Attachment A

ATHERTON	(117)	(89)
BELMONT	(409)	(309)
BRISBANE	(60)	(45)
BURLINGAME	(453)	(342)
COLMA	(25)	(19)
DALY CITY	(1,678)	(1,268)
EAST PALO ALTO	(516)	(390)
FOSTER CITY	(478)	(361)
HALF MOON BAY	(204)	(154)
HILLSBOROUGH	(176)	(133)
MENLO PARK	(492)	(372)
MILLBRAE	(331)	(250)
PACIFICA	(620)	(469)
PORTOLA VALLEY	(73)	(55)
REDWOOD CITY	(1,217)	(920)
SAN BRUNO	(666)	(503)
SAN CARLOS	(453)	(342)
SAN MATEO	(1,510)	(1,141)
SOUTH SAN FRANCISCO	(990)	(748)
WOODSIDE	(88)	(66)
COUNTY (UNINCORPORATED)	(9,059)	(6,845)
<b>COUNTY TOTAL</b>	<b>(19,616)</b>	<b>(14,822)</b>
<b>SANTA CLARA</b>		
CAMPBELL	(606)	(458)
CUPERTINO	(840)	(635)
GILROY	(756)	(572)
LOS ALTOS	(428)	(324)
LOS ALTOS HILLS	(131)	(99)
LOS GATOS	(448)	(339)
MILPITAS	(1,014)	(766)
MONTE SERENO	(54)	(41)
MORGAN HILL	(585)	(442)
MOUNTAIN VIEW	(1,116)	(843)
PALO ALTO	(954)	(721)
SAN JOSE	(14,836)	(11,210)
SANTA CLARA	(1,741)	(1,315)
SARATOGA	(478)	(362)
SUNNYVALE	(2,068)	(1,563)
COUNTY (UNINCORPORATED)	(19,330)	(14,605)
<b>COUNTY TOTAL</b>	<b>(45,387)</b>	<b>(34,293)</b>
<b>SOLANO</b>		
BENICIA	(432)	(326)

**Item 5, Attachment A**

DIXON	(273)	(206)
FAIRFIELD	(1,630)	(1,231)
RIO VISTA	(121)	(91)
SUISUN CITY	(432)	(327)
VACAVILLE	(1,491)	(1,127)
VALLEJO	(1,877)	(1,418)
COUNTY (UNINCORPORATED)	(5,668)	(4,283)
<b>COUNTY TOTAL</b>	<b>(11,924)</b>	<b>(9,009)</b>
<b>SONOMA</b>		
CLOVERDALE	(147)	(111)
COTATI	(130)	(98)
HEALDSBURG	(201)	(152)
PETALUMA	(981)	(741)
ROHNERT PARK	(739)	(559)
SANTA ROSA	(2,719)	(2,054)
SEBASTOPOL	(134)	(101)
SONOMA	(171)	(129)
WINDSOR	(455)	(344)
COUNTY (UNINCORPORATED)	(8,391)	(6,340)
<b>COUNTY TOTAL</b>	<b>(14,066)</b>	<b>(10,628)</b>
<b>BAY AREA TOTAL</b>	<b>(183,945)</b>	<b>(138,984)</b>



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***Memorandum***

TO: Partnership Technical Advisory Committee

DATE: July 20, 2009

FR: Ross McKeown

RE: ARRA Project Delivery Update

Attached are three documents that illustrate the Bay Area’s delivery of American Recovery and Reinvestment Act of 2009 (ARRA) funds.

Attachments A and B includes the project status of locally programmed projects, both for local streets and roads and transit.

Attachment C is the final draft of the state timelines for ARRA funding. Note that the regional deadlines established by MTC Resolutions 3885 and 3896 supersede the state timelines, as the regional deadlines are stricter. Sponsors not meeting the regional deadlines may have future funding restricted.

**Tier 1 Funding Deadlines**, per MTC Resolution No. 3885, Revised.

<b>Type of Funds</b>	<b>System Preservation</b>	<b>Non-System Preservation</b>
STP, FTA 5307 and 5309 Formula Funds	<ul style="list-style-type: none"> <li>▪ Obligation/Grant award by May 31, 2009,</li> <li>▪ Contract award:                             <ul style="list-style-type: none"> <li>○ September 30, 2009 (Local Road)</li> <li>○ November 30, 2009 (Transit)</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>▪ Obligation by November 30, 2009</li> <li>▪ Contract award by December 31, 2009</li> </ul>

**Tier 2 Funding Deadlines**, per MTC Resolution No. 3896, Revised.

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

Attachment D is the final draft of the state guidance for ARRA fund management.

Questions should be directed to Ross McKeown at [rmckeown@mtc.ca.gov](mailto:rmckeown@mtc.ca.gov).

**Bay Area ARRA Project Status**  
**LS&R System Preservation - Tier 1 & Tier 2 Funds**  
**July 14, 2009**

County	LS&R Tiers 1 & 2 Programmed		LS&R Tiers 1 & 2 Delivered (Obligated)				Remaining Balance	
	Amount	No. of Projects	Amount	% Amount	No. of Projects	% No. of Projects	Amount Remaining	No. of Projects Remaining
Alameda	\$29,380,000	19	\$25,410,000	86%	11	58%	\$3,970,000	8
Contra Costa	\$21,290,000	23	\$20,596,000	97%	22	96%	\$694,000	1
Marin	\$5,730,410	9	\$2,195,337	38%	6	67%	\$3,535,073	3
Napa	\$3,800,000	5	\$1,500,000	39%	2	40%	\$2,300,000	3
San Francisco	\$13,540,000	7	\$11,350,000	84%	5	71%	\$2,190,000	2
San Mateo	\$13,210,000	21	\$12,551,000	95%	20	95%	\$659,000	1
Santa Clara	\$31,550,000	24	\$28,552,000	90%	19	79%	\$2,998,000	5
Solano	\$11,600,000	15	\$10,314,000	89%	11	73%	\$1,286,000	4
Sonoma	\$15,380,000	11	\$15,146,432	98%	10	91%	\$233,568	1
<b>Total</b>	<b>\$145,480,410</b>	<b>134</b>	<b>\$127,614,769</b>	<b>88%</b>	<b>106</b>	<b>79%</b>	<b>\$17,865,641</b>	<b>28</b>

**Bay Area ARRA Project Status**  
**LS&R System Preservation - Tier 1 Funds Only**  
**July 14, 2009**

County	LS&R Tier 1 Programmed		LS&R Tier 1 Delivered (Obligated)				LS&R Tier 1 Remaining Balance	
	Amount	No. of Projects	Amount	% Amount	No. of Projects	% No. of Projects	Amount Remaining	No. of Projects Remaining
Alameda	\$24,640,000	11	\$24,640,000	100%	11	100%	\$0	0
Contra Costa	\$17,850,000	23	\$17,232,000	97%	22	96%	\$618,000	1
Marin	\$4,800,000	9	\$1,973,000	41%	6	67%	\$2,827,000	3
Napa	\$3,190,000	4	\$1,500,000	47%	2	50%	\$1,690,000	2
San Francisco	\$11,350,000	5	\$11,350,000	100%	5	100%	\$0	0
San Mateo	\$11,080,000	21	\$10,527,000	95%	20	95%	\$553,000	1
Santa Clara	\$26,460,000	19	\$26,460,000	100%	19	100%	\$0	0
Solano	\$9,730,000	11	\$9,730,000	100%	11	100%	\$0	0
Sonoma	\$12,900,000	10	\$12,900,000	100%	10	100%	\$0	0
<b>Total</b>	<b>\$122,000,000</b>	<b>113</b>	<b>\$116,312,000</b>	<b>95%</b>	<b>106</b>	<b>94%</b>	<b>\$5,688,000</b>	<b>7</b>

**SF Bay Area ARRA Project Status  
Transit System Preservation**

Operator	Tier 1 ARRA Funding	Resolution of Local Support	Grant Number 5307	Concurrence Letter 5307	5307 Grant Amount	5307 Grant Executed Date	Grant Number 5309	Concurrence Letter 5309	5309 Grant Amount	5309 Grant Executed Date	Total Grants Submitted	Total Grants Executed
AC Transit	\$25,738,903	3.25.09	CA-96-X004	5.7.09	\$ 25,738,903	6.25.09					\$25,738,903	\$ 25,738,903
BART	\$65,368,239	3.26.09	CA-96-X001	4.16.09	\$ 17,104,568	6.23.09	CA-56-0003	3.25.09	\$ 48,263,671	5.21.09	\$65,368,239	\$ 65,368,239
Caltrain	\$10,409,632	3.05.09	CA-96-X022	3.25.09	\$ 9,278,180	6.11.09	CA-56-0006	3.19.09	\$ 1,131,452	6.19.09	\$10,409,632	\$ 10,409,632
GGBHTD	\$9,426,469	3.27.09	CA-96-X028	4.16.09	\$ 9,426,469	6.16.09					\$9,426,469	\$ 9,426,469
SFMTA	\$67,245,980	3.17.09	CA-96-X014	4.30.09	\$ 67,245,980	6.15.09					\$67,245,980	\$ 67,245,980
Samtrans	\$7,878,269	3.11.09	CA-96-X021	4.13.09	\$ 7,878,269	6.11.09					\$7,878,269	\$ 7,878,269
VTA	\$47,504,684	3.05.09	CA-96-X029	5.18.09	\$ 47,504,684	Waiting for FSR					\$47,504,684	
ACE	\$2,954,552	5.08.09					CA-56-002	4.23.09	\$2,954,552	6.10.09	\$2,954,552	\$ 2,954,552
CCCTA	\$4,265,594	3.19.09	CA-96-X036	3.27.09	\$ 4,265,594	6.11.09					\$4,265,594	\$ 4,265,594
ECCTA	\$4,063,232	2.25.09	CA-96-X055	5.05.09	\$ 4,063,232						\$4,063,232	
Fairfield	\$3,134,985	4.07.09	CA-96-X023	5.15.09	\$ 3,134,985	6.25.09					\$3,134,985	\$ 3,134,985
LAVTA	\$3,002,219	3.02.09	CA-96-X024	4.13.09	\$ 3,002,219	6.11.09					\$3,002,219	\$ 3,002,219
NCTPA	\$2,779,727	3.18.09	CA-96-X069	5.29.09	\$ 2,779,727						\$2,779,727	
Santa Rosa CityBus	\$4,289,133	3.10.09	CA-96-X035	5.27.09	\$ 4,289,133	7.13.09					\$4,289,133	\$ 4,289,133
Sonoma County Transit	\$1,955,044	3.23.09	CA-96-X031	3.30.09	\$ 1,955,044	5.27.09					\$1,955,044	\$ 1,955,044
Union City	\$297,060	3.24.09	CA-96-X048	4.08.09	\$ 297,060	6.22.09					\$297,060	\$ 297,060
City of Vacaville	\$2,217,074	2.24.09	CA-96-X002	5.06.09	\$ 2,217,074	6.11.09					\$2,217,074	\$ 2,217,074
City of Vallejo	\$7,612,324	3.03.09	CA-96-X034	3.27.09	\$ 7,612,324	6.22.09					\$7,612,324	\$ 7,612,324
City of Benicia	\$132,000	3.17.09	CA-96-X068	5.04.09	\$ 132,000	7.13.09					\$132,000	\$ 132,000
WestCat	\$761,237	3.12.09	CA-96-X067	4.28.09	\$ 761,237	6.11.09					\$761,237	\$ 761,237
<b>TOTAL</b>	<b>\$271,036,357</b>				<b>\$ 218,686,682</b>				<b>\$52,349,675</b>		<b>\$271,036,357</b>	<b>\$216,688,714</b>
Percent of Total										Percent of Total:	100%	80%

# DRAFT

## DIVISION OF LOCAL ASSISTANCE Timelines for American Recovery and Reinvestment Act (Recovery Act) Funding July 7, 2009

### June 30, 2009

- The 120<sup>th</sup> day from the receipt of the Recovery Act apportionments from the Federal Highway Administration (FHWA) (March 2, 2009). At this mark, a minimum of 50% of “any area” apportionments to States must be obligated or lost.
  - ▶ **Goal achieved by California as of May 4, 2009.**

### July 2009

- First FHWA Redistribution - FHWA to redistribute any Recovery Act funds from states that did not meet the June 30, 2009 deadline.

#### **If additional Recovery funds are received from FHWA:**

- Recovery Act funds will be distributed to the Regions and State per the same ratio in ABx3 20.
- Redistributed Recovery Act funds will be distributed to the Regions based on the prior ratio of Recovery Act funds received per Caltrans Division of Transportation Programming (Programming).
- Programming to update Distribution Sheets, if necessary.

### November 1, 2009

- Regions **MUST** submit to Caltrans Division of Local Assistance (DLA) Headquarters (HQs) a report with the amount of Recovery Act funds they plan to obligate.
  - Report shall include a list of Recovery Act funded projects that will be obligated by January 1, 2010 and specify **ANY** Recovery Act funds that **will not** be obligated by January 1, 2010.
  - Report should include a list of back-up Recovery Act funded projects that could be obligated if other projects are not ready or if any redistributed Recovery Act funds become available. Back-up projects will need to be obligated by January 1, 2010 as well and therefore must be programmed in the FTIP. To maintain financial constraints of the FSTIP, the back-up projects may initially be programmed using other funds and reconciliation can be done through an FTIP administrative modification. Regions and Local Agencies need to work with their District Local Assistance Engineers (DLAEs) and Programming as necessary to ensure appropriate programming and use of the Recovery Act funds within the specified timelines.

### December 1, 2009

- Local Agencies **MUST** submit “Draft” Requests for Authorization (RFA) to DLAEs.

### December 15, 2009

- Local Agencies **MUST** submit “Final” project RFAs funded with Recovery Act funds to DLAEs.
- After this date, Caltrans will not deobligate any funds until after March 2, 2010.

Revised July 7, 2009

# DRAFT

## December 31, 2009

- Districts **MUST** submit RFAs for DLA Recovery Act funded projects to DLA HQs.

## January 1, 2010

- Caltrans DLA will redistribute any local Recovery Act funds that will not be used by Regions based on the “Final” RFAs.
- Redistribution of Recovery Act funds will be as follows:
  - Regions that will obligate 100 percent of their Recovery Act funds including the “Final” RFAs.
  - Regions that have back-up projects identified and programmed in the FTIPs (see November 1, 2009 of these timelines).
  - Depending on the amount of available funds to redistribute, if sufficient, based on the ratio of the obligated funds of the eligible Region to the total obligated amount of all eligible Regions.
  - As necessary to ensure that DLA will use these funds on Local Assistance funded projects and continue to compete for and receive Recovery Act funds during the federal redistribution of Recovery Act funds .

## January 2010

- DLA HQs submits all timely and complete electronic RFAs (E76s) to FHWA; this includes RFAs for all redistributed funds, if any.

## February 1, 2010

- DLA notifies Federal Resources Office (FRO) of any Recovery Act funds that will not be obligated by DLA.

## March 2, 2010 - One year date from March 2, 2009.

- On this date, **all** remaining Recovery Act fund apportionments to States must be obligated or lost to other states.
- Obligation as used in these timelines is the date of FHWA approval.

## March 2010

- Second FHWA Redistribution --FHWA Redistribution of Recovery Act funds from states that did not meet the March 2, 2010 obligation deadline.

### **If additional Recovery Act funds are received from FHWA:**

- Recovery Act funds will be distributed to the Regions and State per the same ratio in ABx3 20.
- Redistributed Recovery Act funds will be distributed to the Regions as follows:
  - Only Regions that obligated 100 percent of their Recovery Act funds by March 2, 2010 deadline.
  - The ratio of the obligated funds of the eligible Region to the total obligated amount of all eligible Regions on March 2, 2010.
- Programming to update Distribution Sheets, if necessary.

## DRAFT

### July 1, 2010

- Local agencies **MUST** submit RFAs for Recovery Act funded projects to their DLAEs.
- Regions **MUST** submit to Caltrans DLA HQs a report with the amount of any Recovery Act apportionments that they intend to obligate.
  - This report shall include a list of Recovery Act funded projects that will be obligated by August 1, 2010 and specify **ANY** Recovery Act funds that will not be obligated by August 1, 2010.
  - This report shall include a list of back-up Recovery Act funded projects that may be obligated if other projects are not ready for obligation or if any redistributed Recovery Act funds become available. Back-up projects will need to be obligated by August 1, 2010 as well and therefore must be programmed in the FTIP.

### July 31, 2010

- Districts **MUST** submit RFAs for DLA Recovery Act funded projects to DLA HQs.

### August 2010

- DLA HQs submits all timely and complete electronic RFAs (E76s) to FHWA.

### September 1, 2010

- DLA notifies Federal Resources Office (FRO) of any Recovery Act funds that will not be obligated by DLA.

### September 30, 2010 --Any Recovery Act funds not obligated will lapse.

- Any Recovery Act funds deobligated after this date will not be available for future obligation. Recovery Act funds can not be obligated after September 30, 2010.

### September 30, 2015 --Unexpended Recovery Funds will expire.

# FINAL DRAFT

## DIVISION OF LOCAL ASSISTANCE Guidelines for Managing Local Assistance American Recovery and Reinvestment Act (Recovery Act) Funding July 7, 2009

### BACKGROUND

On February 17, 2009, President Obama signed The American Recovery and Reinvestment Act of 2009 (the Recovery Act). Among its many provisions, the Recovery Act provides states with federal economic stimulus/recovery funding. California is set to receive approximately \$2.57 billion in federal apportionments for its Highway Infrastructure Investment Program.

The Recovery Act specifies a sub-allocation of 30 percent of these funds to the Regions through the Surface Transportation Program (STP) process which is “based on population”, and does not require sub-allocation of the remaining 70 percent designated to the state. The State of California (State) has 120 days from the date of apportionment by Federal Highway Administration (FHWA) to obligate half of the 70 percent of the stimulus funds that are not sub-allocated. Any funds not obligated within the first 120 days are to be redistributed to states that are able to meet the deadline. California has approximately \$900 million subject to the federal 120-day requirement that must be obligated by June 30, 2009 to prevent the loss of funds to other states; this is the State’s 50 percent of the 70 percent.

On March 27, 2009, Governor Schwarzenegger signed Assembly Bill x3 20 (ABx3 20). This new law established the distribution formula of federal economic stimulus funds, 62.5% to the Regions and 37.5% to the State. This additional influx of “any area” funding to the Regions will be subject to the federal 120-day deadline (June 30, 2009). On April 3, 2009, the Department’s Division of Transportation Programming (Programming) released “final” Recovery Act fund apportionment levels for the local Regions. This includes the Recovery Act funds sub-allocated “based on population” and the additional ABx3 20 “any area” funds.

**As of May 2009, the June 30, 2009 minimum requirement has been met for California.**

#### Description of Recovery Act Apportionments:

The specific Recovery Act fund types that may be received by the Regions are:

#### **“Based on Population”**

- C200 – Areas with Population equal to or less than 200,000
- C230 – Urbanized Areas over 200,000 Population
- C250 – Rural Areas with Population under 5,000

#### **“Any Area”**

- C220 – Transportation Enhancements
- C240 – Available for Use in Any Area (flexible)

The federal reimbursement rate for projects using recovery funds can be up to 100 percent, at the discretion of the recipients/regions receiving the funding.

## FINAL DRAFT

### DEADLINES (also, please see DLA Timelines for Recovery Act Funding dated July 1, 2009)

The following dates apply to the Regions based on the specific Recovery Act Highway Infrastructure Investment fund types:

- **June 30, 2009** – The 120<sup>th</sup> day from March 2, 2009, the apportionment date of the Recovery Act funding by FHWA. A minimum and aggregate total of 50% of apportionments in “any area” must be obligated by the Regions and the State by this date.
  - **As of May 2009, the June 30, 2009 minimum requirement has been met for California.**
  - As a result, requirements for meeting the June 30, 2009 deadline have been removed from these Guidelines. However, language is provided for Redistribution of June 30, 2009 funds from other States should any redistribution become available for Local Assistance.
- **March 2, 2010** – All remaining funding in Recovery Act apportionments “based on population” and the “any area” funds must be obligated by the Regions and the State. **Recovery Act funds not obligated by this deadline will be lost by California and distributed to other states that are able to obligate all of their Recovery Act funds.**
- **September 30, 2010** – Recovery Act funds not obligated by this date will lapse.
  - **Recovery Act funds can not be obligated after September 30, 2010.**
  - This date applies to Recovery Act funds that are redistributed, as well as Recovery Act funds deobligated from projects.
- **September 30, 2015** – Final Recovery Act fund deadline. **Recovery Act funds not expended by this time will expire.**

### RESPONSIBILITIES:

#### Department:

1. Distribution of Recovery Act apportionments to the Regions.
2. Oversee and monitor the use of local Recovery Act funds. The Department will provide online delivery and monthly activity reports for District Local Assistance Engineers (DLAEs) and the Regions.
3. Work closely with Regions and Local Agencies in the obligation of their Recovery Act funds.

#### Regions (MPOs/RTPAs):

1. Ensure that projects using Recovery Act funds are programmed in the FTIP – including back-up projects and/or projects that may use Redistributed Recovery Act funds, if any.
2. Ensure that any Recovery Act funding programmed is obligated in accordance with the deadlines of the Recovery Act.
3. To expedite obligation of the Recovery Act funds, Regions may consider swapping the recovery funds on projects that are already programmed in the FTIP through FTIP Administrative Modifications. Projects programmed in any of the four years of the FTIP may be advanced for delivery using the Recovery Act funds.

## FINAL DRAFT

### Local Agencies:

1. Submit any Requests for Authorization (RFA) for projects using Recovery Act funds in a timely manner and in accordance with the Local Assistance Procedures Manual (LAPM).
2. Ensure that all Federal and State requirements as set forth in the LAPM are being adhered to when submitting an RFA. *[This includes, but is not limited, to the new federal Disadvantaged Business Enterprise (DBE) requirements.]*

### GUIDELINES

#### Obligating Recovery Act Funding:

1. As of May 2009, the Department and Regions have collectively obligated more than the required \$900 million of the “any area” Recovery Act funds, approximately 60 days prior to the June 30, 2009 deadline.
2. The remaining Recovery Act funding will need to be obligated by March 2, 2010.
3. Each Region is strongly encouraged to obligate their share of the Recovery Act funding as expeditiously as possible.
4. Any Region that will be unable to use their share of the Recovery Act funding received in a timely manner may transfer their share to another Region. In such case, the Caltrans Division of Local Assistance (DLA) Headquarters (HQs) will need to receive a letter, co-signed by both Regions, agreeing to transfer of the Recovery Act funds. It will be the responsibility of the donating and receiving agencies of the transfer, to adjust the programming amounts appropriately in the FTIP; the donating agency will have a decrease in programming capacity and the receiving agency will have an increase in programming capacity. Any replacement funding, as a result of this transfer of Recovery Act funding, will be outside the scope of oversight and responsibility of the Department as it relates to the Recovery Act funds.
5. ABx3 20 requires that Regions report to the Department for any Recovery Act funds that will not be obligated within the “one-year to obligate” deadline.
6. ABx3 20 also authorizes the Department to redistribute the funds to other projects to ensure that California will continue to compete for additional funds through federal redistribution of Recovery Act funds.
7. The least flexible Recovery Act funds within each Region should be obligated first (such as C230 and C250). The most flexible Recovery Act funds (C240) should be obligated last. Therefore, if a Region is not able to use 100 percent of their Recovery Act funds, by any of the applicable deadlines, then the necessary redistribution of funds will be of the most flexible Recovery Act funds.
8. In order to avoid lost Recovery Act funds from later project savings, it is recommended that Regions use mixed federal funding for the projects that are using Recovery Act funds. Therefore, any project savings can be applied to the non-Recovery Act funding, so as to keep the Recovery Act fund usage at 100 percent (particularly after the September 30, 2010 deadline).

#### Receipt of Additional Recovery Funding:

1. July 2009 - Any “June 30, 2009” Recovery Act funds redistributed to DLA will be distributed to the Regions based on the ratio of recovery funds received from Programming.

## FINAL DRAFT

2. January 1, 2010 – Based on obligations as of January 1, 2010 and “Final” RFAs submitted to the DLAEs by December 15, 2009, ANY Recovery Act funds that will not be obligated prior to specified deadlines may be redistributed. As possible, these funds would be redistributed within Local Assistance to the Regions that have obligated 100 percent of their pre-March 2, 2010 Recovery Act funds (including 12/15/2009 “Final” RFAs with DLAEs or DLA HQs). These eligible Regions will receive any redistributed Recovery Act funds, if sufficient, per the ratio of the eligible Regions obligated funds to the total obligated Recovery Act funds for all eligible Regions.
3. March 2010 - Any “March 2, 2010” Recovery Act funds redistributed to DLA will be distributed to the Regions that have obligated 100 percent of their pre-March 2, 2010 Recovery Act funds. These eligible Regions will receive any redistributed Recovery Act funds per the ratio of the eligible Regions obligated funds to the total obligated Recovery Act funds for all eligible Regions.
4. If any of the Redistributed March 2, 2010 Recovery Act funds are unobligated by July 2010 those funds may be redistributed to another Region(s), Program(s), and/or the State. This redistribution would be necessary to ensure the full delivery of the Recovery Act funds prior to the final September 30, 2010 lapsing date. A complete RFA that would use these Recovery Act funds - with the DLAEs or DLA HQs by July 1, 2010 - would be taken into consideration to avoid the redistribution.

These guidelines will be implemented effective March 2, 2009.

**From:** "Rachel Moriconi" <rmoriconi@sccrtc.org>  
**To:** <CalRTPA@yahoogroups.com>  
**Date:** 06/26/09 10:43 AM  
**Subject:** [CalRTPA] FW: PLEASE READ - Recovery Act LA-ODIS Monthly Reporting  
**Attachments:** Monthly Reporting Cycle.pdf; Vers 1.2 Recovery Act Quick Reference Guide.pdf

RTPAs: FYI. ARRA project sponsors should have received this directly from Caltrans.

Rachel Moriconi, SCCRTC  
 831-460-3203

-----Original Message-----

From: Javier Diaz [mailto:javier\_diaz@dot.ca.gov]  
 Sent: Friday, June 26, 2009 9:56 AM  
 To: ARRA ALL LOCAL PRIMARY  
 Cc: ARRA ALL LOCAL DPW; ARRA ALL LOCAL SECONDARY; Bond Office; Office Chiefs; Denix D Anbiah  
 Subject: PLEASE READ - Recovery Act LA-ODIS Monthly Reporting

Good morning everyone,

This email is to notify all agencies, which are required to report the status of your Recovery Act funded projects, that the June reporting information will be done electronically via the Caltrans' Local Assistance - On-line Data Information System (LA-ODIS). At the present time, LA-ODIS will handle the federal form 1585 and form 1587 reporting requirements. ALL agencies which have projects certified per Section 1511 of the Recovery Act are required to report monthly updates on the status of project delivery.

Reporting - overview

- The Recovery Act requires states and local agencies to report on the status of all projects receiving Recovery Act funds.
- All agencies administering projects that have a 1511 Certification and are posted on the USDOT website <http://testimony.ost.dot.gov/ARRAcerts/> are required to report.
- The federal 1585 report is due by the 3rd of every month.
- The federal 1587 report is due by the 7th of every month.

#### Background

On February 17, 2009 the American Recovery and Reinvestment Act of 2009 (Recovery Act) was signed into law. The Recovery Act provides federal funding for a wide range of federal, state, and local projects. The Recovery Act also requires increased accountability and control of these funds.

On March 27, 2009, The Governor's Executive Order S-02-09 Created the California Recovery Task Force to take the lead responsibility for establishing a systematic method for collection, creating reporting standards, and centrally locating all information regarding the uses, status, outcomes, and accountability of Recovery Act funds received by California.

The Federal Highway Administration (FHWA) established the reporting requirements for Recovery Act reporting on April 27, 2009. The in-progress monitoring and reporting of Recovery Act Local Assistance projects is managed by the Project Delivery and Accountability Office (Bond office), in the Caltrans Division of Local Assistance.

#### LA-ODIS

Caltrans's has contacted local agencies and set up LA-ODIS account holders - who will be sent their login information, password, a link to the LA-ODIS website, and the 'Recovery Act' Step-By-Step Users Guide manual shortly.

Agencies that have at least one Recovery Act project to report on monthly will receive one user account for the LA-ODIS system. Agencies that do not receive an account over the next few days should email the LA-ODIS Recovery

Act Database Coordinator at LA-ODIS@dot.ca.gov. All accounts will be sent out by the Bond office by July 1, 2009. These accounts will be sent directly to the person previously identified as the "primary contact" for Recovery Act reporting for your agency.

The following guidance is attached for your use:

- LA-ODIS Quick Reference Guide (Including Field Definitions/Look-up Tables/Appendixes).
- LA-ODIS "Recovery Act" Reporting Cycle.

The 'Recovery Act' Step-By-Step Users Guide for the LA-ODIS system will be forwarded once the recent FHWA changes have been documented and the information required for reporting is incorporated.

Any future reporting requirements or changes will be forwarded as we receive them. Recently, we have received several requests for additional information from FHWA, in response to requests from Congress.

Questions on general reporting information should be directed to the Caltrans' District Local Assistance offices (Please reference the "Quick Reference Guide" for District contact information).

How we can help make our Reports successful

Input current and accurate data in LA-ODIS.

Input data only during the reporting period. Data input outside the reporting period will not be reported. See the "Monthly Reporting 'Route 1 at Chestnut/King/Union Intersection Modification Cycle" document attached for details.

Do to the large number of agencies and projects reporting, Caltrans's will not be reviewing the data for reasonableness. All data will be forwarded and posted on the USDOT website exactly as submitted by the Local Agencies. We can anticipate that FHWA will review the submitted data to verify that projects are moving forward and jobs are being created. We can also anticipate that agencies not reporting will be contacted and asked to explain why, putting Recovery Act funds at risk for potential suspension and/or revocation.

Monthly reporting of project data updates will be used for reporting purposes only. Any programmatic, procedural, financial, or project changes should not be processed via the LA-ODIS reporting system.

#### Related Topics

- The 1511 Certification will continue to use the current process.
- For more complete information on the Recovery Act, reporting, and other requirements click on the following link: <http://www.fhwa.dot.gov/economicrecovery/index.htm>
- The Recovery Act requires the reporting of other information, in addition to the 1585 and 1587, which are not discussed in this email.

#### Please address questions to the following individuals.

- For questions on LA-ODIS user accounts and reporting system errors please send an email to the following: LA-ODIS@dot.ca.gov
- Questions on form 1585 and form 1587 reporting data, Caltrans' District Local Assistance Office.

(See attached file: Monthly Reporting Cycle.pdf)(See attached file: Vers 1.2 Recovery Act Quick Reference Guide.pdf)

Javier Diaz  
 LP2000 Database Coordinator  
 Division of Local Assistance  
 (916) 651-0016  
 javier\_diaz@dot.ca.gov

Caltrans - Division of Local Assistance

**LA-ODIS Reporting Cycle – ‘Recovery Act’ Reporting**

**Purpose**

The intent of this notice is to alert Districts and Local Agencies, which are currently reporting American Recovery and Reinvestment Act of 2009 (Recovery Act) funded projects through Caltrans Division of Local Assistance, of the following:

- Local Agency On-line Data Input System (LA-ODIS) Monthly Reporting Schedule - Data required for Forms 1585 and 1587 have two different reporting cycles. This means that the data is **COLLECTED AND REPORTED IN SEPARATE REPORTING CYCLES** to FHWA.

**Action 1**

Reporting via the LA-ODIS system will be available starting July 1, 2009 and for the 1<sup>st</sup> of every month and continuing through the 7<sup>th</sup> of the month. Monthly updates for ‘Recovery Act’ funding will consist of reporting the data required on both the FHWA Form 1585 and the FHWA Form 1587 (Please refer to your ‘American Recovery and Reinvestment Act of 2009 REPORTING REQUIREMENTS Version 2.0 document for Form templates or visit <http://www.fhwa.dot.gov/economicrecovery/index.htm> for information on the FHWA forms.)

Each month the Local Agencies will have a 3 day window to enter data for the Form 1585 update in LA-ODIS. After the close of business on the 3<sup>rd</sup> day of the month no further Form 1585 data will be compiled and sent to FHWA. Local Agencies reporting the information for Form 1587 will have an additional 4 day window to report the data through LA-ODIS. After the close of business on the 7<sup>th</sup> day of the month no further Form 1587 data will be compiled and sent to FHWA.

Please see the illustration below:

**Recovery Act Reporting : FORM 1585**



**Recovery Act Reporting : FORM 1587**



**If there are any questions you may contact your District on the contact list provided in your ‘Quick Reference’ document.**

**DIVISION OF LOCAL ASSISTANCE  
RECOVERY ACT REPORTING**

**DATA FIELD DEFINITIONS**

**LOOK-UP TABLES**

**APPENDIXES**

\* Data fields containing a gray backfill will be completed by Caltrans and will be pre-populated fields in the LA-ODIS online reporting tool.

**QUICK REFERENCE  
GUIDE**

**Contact Information**

If you need assistance, have questions, or need further information regarding the Recovery Act requirements or the LA-ODIS reporting system, please direct them to the following:

SUBJECT	NAME	E-MAIL	PHONE
District 01 DLAE	Suzanne Theiss	<a href="mailto:suzanne.theiss@dot.ca.gov">suzanne.theiss@dot.ca.gov</a>	707) 445-6399
District 02 DLAE	Ian Howat	<a href="mailto:ian.howat@dot.ca.gov">ian.howat@dot.ca.gov</a>	(530) 225-3484
District 03 DLAE	Ben Bramer	<a href="mailto:ben.bramer@dot.ca.gov">ben.bramer@dot.ca.gov</a>	(530) 741-5450
District 04 DLAE	Sylvia Fung	<a href="mailto:sylvia.fung@dot.ca.gov">sylvia.fung@dot.ca.gov</a>	(510) 286-5226
District 05 DLAE	Mike Giuliano	<a href="mailto:mike.giuliano@dot.ca.gov">mike.giuliano@dot.ca.gov</a>	(805) 542-4606
District 06 DLAE	Noel Bucu	<a href="mailto:noel.bucu@dot.ca.gov">noel.bucu@dot.ca.gov</a>	(559) 445-5417
District 07 DLAE	Kirk Cessna	<a href="mailto:kirk.cessna@dot.ca.gov">kirk.cessna@dot.ca.gov</a>	(213) 897-0131
District 08 DLAE	Patrick Hally	<a href="mailto:patrick.hally@dot.ca.gov">patrick.hally@dot.ca.gov</a>	(909) 383-4030
District 09 DLAE	Ryan Dermody	<a href="mailto:ryan.dermody@dot.ca.gov">ryan.dermody@dot.ca.gov</a>	(760) 872-0681
District 10 DLAE	Sinaren Pheng	<a href="mailto:sinaren.pheng@dot.ca.gov">sinaren.pheng@dot.ca.gov</a>	(209) 948-3689
District 11 DLAE	Erwin Gojuangco	<a href="mailto:erwin.gojuangco@dot.ca.gov">erwin.gojuangco@dot.ca.gov</a>	(619) 278-3756
District 12 DLAE	Jim Kaufman	<a href="mailto:jim.kaufman@dot.ca.gov">jim.kaufman@dot.ca.gov</a>	(949) 756-7805
Recovery Act Database Coordinator	Javier Diaz	<a href="mailto:javier.diaz@dot.ca.gov">javier.diaz@dot.ca.gov</a>	(916) 651-0016
Project Certification North	Teresa Figueroa	<a href="mailto:teresa.figueroa@dot.ca.gov">teresa.figueroa@dot.ca.gov</a>	(916) 651-8258
Project Certification South	Keta Shah	<a href="mailto:keta.shah@dot.ca.gov">keta.shah@dot.ca.gov</a>	(916) 653-3980

# LOCAL ASSISTANCE – ONLINE DATA INFORMATION SYSTEM

## RECOVERY ACT DATA FIELDS \*DRAFT\*

Field names in red font with an asterisk (\*) are required.

Field names in black font are not required.

# 'PROJECT CERT INFO' Tab

- \* Project Type: \_\_\_\_\_
- \* Project Purpose: \_\_\_\_\_
- \* Estimated Total Cost: \_\_\_\_\_
- \* Requested ARRA Funds: \_\_\_\_\_
- \* Schedule Completion: \_\_\_\_\_
- \* Project Rationale: \_\_\_\_\_
- \* Economically Distressed Area?: \_\_\_\_\_
- Route Number: \_\_\_\_\_
- Begin Mile Point: \_\_\_\_\_
- End Mile Point: \_\_\_\_\_
- \* Length: \_\_\_\_\_
- \* Prepared By: \_\_\_\_\_
- \* Date Prepared: \_\_\_\_\_

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## Project Cert Info – Data Field Definitions

FIELD	FORMAT	DEFINITION
State:	2-digit code	2-digit State FIPS code.
*County:	5-digit code	5-digit code comprised of 2-digit State FIPS code and 3-digit County FIPS code. <b>Refer to pg. 19</b>
Congressional District:	numeric	Numeric Congressional District consistent with FMIS.
Federal-aid Project Number:	7-digit code	The State assigned federal-aid project number, consistent with the 7-digit FMIS format reported in FMIS.
State Project Number:	character combo	The State project number or ID as assigned by the State or its funding recipient, consistent with the format reported in FMIS. Federal Lands will use this column to assign the "State" where the project is located.
* Project Type:	1-digit code	A character code used to denote the type of project. Projects are divided into individual projects and area wide projects. Individual projects are defined as a project primarily on a single highway. Area wide projects can be disbursed over large geographic areas, often on multiple highways. <b>Refer to pg. 17</b>
Project Name:	text	Consistent with project name in FSTIP/FMIS.
Project Description:	text	Consistent with project description in 1511 Certification. To the extent possible, should include a quantifiable description of the work, especially for area wide projects, e.g. replace 50,000' of guardrail throughout District 1.
* Project Purpose:	2-digit code	Enter the predominant 2-digit numeric improvement type code consistent with FMIS. For example "New Construction Roadway" should be coded as "01." <b>Refer to pg. 22</b>
* Estimated Total Cost:	whole dollars	The estimated total amount of Recovery Act (R.A.) funds to be expended on the project. <b>Enter the cost as whole dollars; do not provide costs in thousands or millions of dollars.</b>

## Project Cert Info – Data Field Definitions Continued

FIELD	FORMAT	DEFINITION
* Requested ARRA Funds:	whole dollars	The estimated total cost of all Recovery Act and non-Recovery Act funds consistent with the FSTIP and/or FMIS. <b>Enter the cost as whole dollars; do not provide costs in thousands or millions of dollars.</b>
* Schedule Completion:	mm/yyyy	Estimated project or construction completion date reported as mm/yyyy (e.g. "May 2009" would be coded as "05/2009").
* Project Rationale:	1-digit code	The recipient's rationale for funding the infrastructure investment with funds made available under this Act. Explain how the infrastructure investment will contribute to one or more of the purposes using the following codes found on. <b>Refer to pg. 17</b>
* Economically Distressed Area:	"Yes" or "No"	A "Yes" or "No" drop-down box to indicate if the project is in an economically distressed area. Select either "Yes" or "No".
Route Number:	character combo	Where applicable, the numeric identifier for the route on which the project is located. In some States this can be a mixed field consisting of both letters and numbers. Should be consistent with the route number provided for other federal reports, such as the Highway Performance Monitoring System (HPMS) or the National Bridge Inventory (NBI). Consistent with route number in FSTIP and/or FMIS. <b>Do not enter multiple route numbers. If the project covers multiple routes, either choose the predominate route, or leave this field blank.</b>
Begin Mile Point:	numeric	Where applicable, the beginning mile point for the project. For projects covering multiple routes, either choose the beginning reference post for the predominate route, or leave this field blank.
End Mile Point:	numeric	Where applicable, the ending mile point for the project. For projects covering multiple routes, either choose the ending reference post for the predominant route, or leave this field blank.

**Project Cert Info – Data Field Definitions Continued**

<b>FIELD</b>	<b>FORMAT</b>	<b>DEFINITION</b>
* Length:	numeric	The centerline length of the project. If the project covers multiple routes, enter the total mileage.
* Prepared By:	text	First and last name of person submitting this report.
* Date Prepared:	mm/dd/yyyy	Date report submitted to Caltrans.

# LOCAL ASSISTANCE – ONLINE DATA INFORMATION SYSTEM

## RECOVERY ACT DATA FIELDS **\*DRAFT\***

Field names in red font with an asterisk (\*) are required.

Field names in black font are not required.

### **'FORM 1585' Tab**

- \* Report Month: \_\_\_\_\_
- \* Report Year: \_\_\_\_\_
- \* Contracting Agency: \_\_\_\_\_
- \* Contract Number: \_\_\_\_\_
- Advertisement Date (Actual): \_\_\_\_\_
- \* Advertisement Data (Forecast): \_\_\_\_\_
- Award Date (Actual): \_\_\_\_\_
- \* Award Date (Forecast): \_\_\_\_\_
- Notice to Proceed Date (Actual): \_\_\_\_\_
- \* Notice to Proceed Date (Forecast): \_\_\_\_\_
- Bid Open Date (Actual): \_\_\_\_\_
- \* Bid Open Date (Forecast): \_\_\_\_\_
- \* Contractor Amount R.A. Funds: \_\_\_\_\_
- \* Contact Amount R.A. Funds: \_\_\_\_\_
- \* DBE Goal: \_\_\_\_\_
- \* DBE Commitment: \_\_\_\_\_
- DBE Actual Payments: \_\_\_\_\_
- \* Percent Complete: \_\_\_\_\_

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# LOCAL ASSISTANCE – ONLINE DATA INFORMATION SYSTEM

## RECOVERY ACT DATA FIELDS \*DRAFT\*

Field names in red font with an asterisk (\*) are required.

Field names in black font are not required.

### 'FORM 1585' Tab

### Continued

* Contractor Name:	_____
* Address:	_____
* City:	_____
* State:	_____
* Zip Code:	_____
* DUNS Number:	_____
Email Address:	_____
* Prepared By:	_____
* Date Prepared:	_____

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## Form 1585 – Data Field Definitions

FIELD	FORMAT	DEFINITION
* Report Month	mm	The month covered by the report, as mm (e.g. “May” would be coded as “05”).
* Report Year	yyyy	The year covered by the report, as yyyy (e.g. “2009” would be coded as “2009”).
* Contracting Agency	text	The name of the contracting agency. Enter “State” for State DOT projects. For non-State DOT projects, enter the name of the contracting agency (other State agency, Federal agency, tribe, MPO, city, county, or other funding recipient).
* Contract Number	number	If multiple contracts exist on individual projects then list the contract numbers. Note that the combined State Project Number and Contract Number must be unique. Do not enter multiple contract numbers in one cell, each contract number must be a new line in the form.
Advertisement Date (Actual)	mm/dd/yyyy	<b>Actual date</b> that the Recovery Act project was advertised, reported as mm/dd/yyyy (e.g. “May 1, 2009” would be coded as “05/01/2009”). If the project is re-advertised, enter the new date. <b>Leave blank if the project has not yet been advertised; do not enter future dates.</b>
*Advertisement Date (Forecast)	mm/dd/yyyy	<b>Forecast date</b> that the Recovery Act project is to be advertised, reported as mm/dd/yyyy (e.g. “May 1, 2009” would be coded as “05/01/2009”). <b>Update monthly to reflect any changes to the project schedule.</b>
Award Date (Actual)	mm/dd/yyyy	<b>Actual date</b> that the Recovery Act project was awarded, reported as mm/dd/yyyy (e.g. “May 1, 2009” would be coded as “05/01/2009”). <b>Leave blank if the project has not yet been advertised; do not enter future dates.</b>
*Award Date (Forecast)	mm/dd/yyyy	<b>Forecast date</b> that the Recovery Act project is to be awarded, reported as mm/dd/yyyy (e.g. “May 1, 2009” would be coded as “05/01/2009”). <b>Update monthly to reflect any changes to the project schedule.</b>

## Form 1585 – Data Field Definitions Continued

FIELD	FORMAT	DEFINITION
Notice to Proceed Date (Actual)	mm/dd/yyyy	<b>Actual</b> notice to proceed date for the Recovery Act project, reported as mm/dd/yyyy (e.g. “May 1, 2009” would be coded as “05/01/2009”). <b>Leave blank if the project has not yet been advertised; do not enter future dates.</b>
*Notice to Proceed Date (Forecast)	mm/dd/yyyy	<b>Forecast</b> notice to proceed date for the Recovery Act project, reported as mm/dd/yyyy (e.g. “May 1, 2009” would be coded as “05/01/2009”). <b>Update monthly to reflect any changes to the project schedule.</b>
Bid Open Date (Actual)	mm/dd/yyyy	<b>Actual bid open date</b> of the Recovery Act project, reported as mm/dd/yyyy (e.g. “May 1, 2009” would be coded as “05/01/2009”). <b>Leave blank if the project has not yet been advertised; do not enter future dates.</b>
*Bid Open Date (Forecast)	mm/dd/yyyy	<b>Forecast</b> bid open date for the Recovery Act project, reported as mm/dd/yyyy (e.g. “May 1, 2009” would be coded as “05/01/2009”). <b>Update monthly to reflect any changes to the project schedule.</b>
* Contractor Amt R.A. Funds:	whole \$'s	The total amount of Recovery Act (R.A.) funds on the awarded contract. <b>Enter the cost as whole dollars; do not provide costs in thousands or millions of dollars.</b>
* Contractor Amt Total Funds	whole \$'s	The total amount of the awarded contract. <b>Enter the cost as whole dollars; do not provide costs in thousands or millions of dollars.</b>
* DBE Goal	XX.XX%	The DBE Goal established by the recipient for the project as a percentage (XX.XX%) of the total estimated project cost. If there is no established goal for the project, report as “0”.
* DBE Commitment	XX.XX%	The DBE commitment made by the prime contractor at the time of award as a percentage (XX.XX%) of the total contract amount.

## Form 1585 – Data Field Definitions Continued

FIELD	FORMAT	DEFINITION
DBE Actual Payments	\$XX,XXX.XX	Cumulative actual dollars paid to DBEs for labor, materials, equipment, etc., from the start of the project (\$XX,XXX.XX). Include payments to DBEs for projects with race neutral or "0" goal.
* Percent Complete	XX.XX	The status of the project; the amount of elapsed time since work begun relative to the estimated total time to complete the project. Reported as a decimal equivalent i.e. 25% complete = 0.25.
* Contractor Name	text	The official business name of the contractor or consultant awarded the Recovery Act project.
* Address	text	The official business street address of the contractor or consultant.
* City	text	The official business city address of the contractor or consultant.
* Zip Code	number	The official business Zip Code address of the contractor or consultant.
* State	text	The official business state address of the contractor or consultant.
* DUNS Number	9-digit number	The unique 9-digit number issued by Dun & Bradstreet followed by the optional 4-digit DUNS Plus number. All prime contractors must have a DUNS number. Reported as 999999999.9999
E-mail Address	character combo	The official e-mail address for the contractor. Leave blank if the contractor does not have one.
* Prepared By:	text	First and last name of person submitting this report.
* Date Prepared:	mm/dd/yyyy	Date report submitted to Caltrans.

# LOCAL ASSISTANCE – ONLINE DATA INFORMATION SYSTEM

## RECOVERY ACT DATA FIELDS \*DRAFT\*

Field names in red font with an asterisk (\*) are required.

Field names in black font are not required.

# 'FORM 1587' Tab

- \* Report Month: \_\_\_\_\_
- \* Report Year: \_\_\_\_\_
- \* Contract Number: \_\_\_\_\_
- \* Contractor Name or Local Agency: \_\_\_\_\_
- \* Status Contractor Employment Reports: \_\_\_\_\_
- \* Total Number Employees: \_\_\_\_\_
- \* Total Hours: \_\_\_\_\_
- \* Total Payroll: \_\_\_\_\_
- \* Prepared By: \_\_\_\_\_
- \* Date Prepared: \_\_\_\_\_

**This form is for reference purposes only  
Do not use for Caltrans data submissions**

## Form 1587 – Data Field Definitions

FIELD	FORMAT	DEFINITION
* Report Month	mm	The month covered by the report, as mm (e.g. “May” would be coded as “05”).
* Report Year	yyyy	The year covered by the report, as yyyy (e.g. “2009” would be coded as “2009”).
* Contract Number	number	If multiple contracts exist on individual projects then list the contract numbers. Note that the combined State Project Number and Contract Number must be unique. Do not enter multiple contract numbers in one cell, each contract number must be a new line in the form.
* Contractor Name or Local Agency	text	The official business name of the contractor or consultant awarded the Recovery Act project. The name of the State DOT or funding recipient (other State agency, Federal agency, tribe, MPO, city, county, or other funding recipient).
* Status Contractor Employment Reports	1-digit code	A numeric code field that describes the completeness of the prime contractor’s or consultants monthly jobs report to the State. <b>Refer to pg. 18</b>
* Total Number of Employees	whole number	The number of people employed by the prime contractor or consultant and all their subcontractors during the reporting month for each project. Reported as a whole number.
* Total Hours	whole number	The total hours for all people employed by the prime contractor or consultant, and subcontractor employees for the reporting month. Reported as a whole number.
* Total Payroll	whole number	The total dollar amount of wages paid by the prime contractor or consultant and all their subcontractors during the reporting month. Rounded to the nearest whole dollar and reported as a whole number.

**Form 1587 – Data Field Definitions Continued**

<b>FIELD</b>	<b>FORMAT</b>	<b>DEFINITION</b>
* Prepared By (name)	text	First and last name of person submitting this report.
* Date Prepared	mm/dd/yyyy	Date report submitted to Caltrans.

# LOCAL ASSISTANCE – ONLINE DATA INFORMATION SYSTEM

## RECOVERY ACT DATA FIELDS \*DRAFT\*

Field names in red font with an asterisk (\*) are required.

Field names in black font are not required.

# 'NEPA PERMIT INFO' Tab

- \* Report Month: \_\_\_\_\_
- \* Report Day: \_\_\_\_\_
- \* Report Year: \_\_\_\_\_
- \* NEPA Class of Action: \_\_\_\_\_
- \* Type of NEPA Milestone Completed: \_\_\_\_\_
- \* FHWA NEPA Completion Date: \_\_\_\_\_
- \* Number of Federal Permits: \_\_\_\_\_
- \* Status of Federal Permits: \_\_\_\_\_
- \* Federal Agency NEPA Completion Date: \_\_\_\_\_
- \* Prepared By: \_\_\_\_\_
- \* Date Prepared: \_\_\_\_\_

**This form is for reference purposes only  
Do not use for Caltrans data submissions**

## NEPA Permits Info – Data Field Definitions

FIELD	FORMAT	DEFINITION
* Report Month	mm	The month covered by the report, as mm (e.g. “May” would be coded as “05”).
* Report Day	dd	The day covered by the report, as dd (e.g. “1” would be coded as “01”).
* Report Year	yyyy	The year covered by the report, as yyyy (e.g. “2009” would be coded as “2009”).
* NEPA Class of Action	max. 3-digit code	Enter one of the codes found in Lookup tables. <b>Refer to pg. 17</b>
* Type of NEPA Milestone Completed	max. 4-digit code	Enter one of the codes found in Lookup tables. <b>Refer to pg. 18</b>
* FHWA NEPA Completion Date	mm/dd/yyyy	Enter the date that FHWA approved the NEPA document indicated in the “NEPA Class of Action” field. Enter the date as mm/dd/yyyy (e.g. “May 1, 2009” would be coded as “05/01/2009”).
* Number of Federal Permits	number	The number of federal permits/approvals requiring NEPA decisions or NEPA document adoptions by other agencies: Such as 404 Permits, Coast Guard Bridge Permits or federal land transfers.
* Status of Federal Permits	max. 4-digit code	A character code used to denote the status of any outstanding federal permits or approvals, including those which are not reported in “Number of Federal Permits” field because they do not require a NEPA decision, such as ESA section 7 and Section 106 of the NHPA. If multiple permits or approvals are outstanding, choose the code that best describes the permit that is expected to be the last one approved. <b>Refer to pg. 18</b>

## NEPA Permits Info – Data Field Definitions Continued

FIELD	FORMAT	DEFINITION
* Federal Agency NEPA Completion Date	mm/dd/yyyy	Enter the date of the last federal 404 permit, Coast Guard permit, Federal Land transfer, etc is completed. If no other federal agency NEPA actions are required, enter the date that the FHWA NEPA action was completed consistent with "FHWA NEPA Completion Date" field. Enter the date as mm/dd/yyyy (e.g. "May 1, 2009" would be coded as "05/01/2009").
* Prepared By (name)	text	First and last name of person submitting this report.
* Date Prepared	mm/dd/yyyy	Date report submitted to Caltrans.

## Look-Up Tables

**Table A: Project Type**

CODE	DESCRIPTION
I	Individual project
D	District wide project
S	State wide project
O	Other area wide project

**Table B: Project Rationale**

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

**Table C: NEPA Class of Action**

CODE	DESCRIPTION
TBD	To be determined
CE	All types of categorical exclusions
EA	Environmental assessment or finding of no significant impact
EIS	Environmental impact statement
NA	Not applicable

## Look-Up Tables - Continued

**Table D: Type of NEPA Milestone Completed**

CODE	DESCRIPTION
TBD	To be determined
CE	All types of categorical exclusions
EA	Environmental assessment
FONSI	Finding of no significant impact
DEIS	Draft environmental impact statement
FEIS	Final environmental impact statement
SEIS	Supplemental environmental impact statement
ROD	Record of decision
NA	Not applicable

**Table E: Status of Federal Environmental Permits/Approvals**

CODE	DESCRIPTION
TBD	To be determined
NOT	Not Applied
PEND	Applied/Pending
COMP	Completed
NA	Not applicable

**Table F: Status of Contractor Employment Reports**

CODE	DESCRIPTION
0	The State has received jobs, hours, and payroll data for the prime contractor or consultant, including at least one subcontractor.
1	The State has received jobs, hours, and payroll data for the prime contractor or consultant but not for any subcontractors.
2	The State has received jobs, hours, and payroll data for at least one subcontractor, but not for the prime contractor or consultant.
3	The State has not received jobs, hours, or payroll data for the prime contractor, consultant and/or subcontractors.

## Appendix B

### County FIPS Codes

COUNTY_CODE	COUNTY_NAME
06001	Alameda
06003	Alpine
06005	Amador
06007	Butte
06009	Calaveras
06011	Colusa
06013	Contra Costa
06015	Del Norte
06017	El Dorado
06019	Fresno
06021	Glenn
06023	Humboldt
06025	Imperial
06027	Inyo
06029	Kern
06031	Kings
06033	Lake
06035	Lassen
06037	Los Angeles
06039	Madera
06041	Marin
06043	Mariposa
06045	Mendocino
06047	Merced
06049	Modoc

## Appendix B - Continued

### County FIPS Codes

COUNTY_CODE	COUNTY_NAME
06051	Mono
06053	Monterey
06055	Napa
06057	Nevada
06059	Orange
06061	Placer
06063	Plumas
06065	Riverside
06067	Sacramento
06069	San Benito
06071	San Bernardino
06073	San Diego
06075	San Francisco
06077	San Joaquin
06079	San Luis Obispo
06081	San Mateo
06083	Santa Barbara
06085	Santa Clara
06087	Santa Cruz
06089	Shasta
06091	Sierra
06093	Siskiyou
06095	Solano
06097	Sonoma
06099	Stanislaus
06101	Sutter

**Appendix B - Continued****County FIPS Codes**

<b>COUNTY_CODE</b>	<b>COUNTY_NAME</b>
06101	Sutter
06103	Tehama
06105	Trinity
06107	Tulare
06109	Tuolumne
06111	Ventura
06113	Yolo
06115	Yuba

## Appendix C

### Project Purpose (FMIS Improvement Type Codes)

CODE	IMPROVEMENT TYPE	DESCRIPTION
01	New Construction Roadway	Construction of a new roadway that will not replace an existing roadway. A new roadway will provide: (1) a roadway where none existed, or (2) an additional and alternate roadway to an existing roadway that will remain open and continue to serve through traffic.
03	4R Reconstruction, Added Capacity	Construction on approximate alignment of an existing route where the old pavement structure is substantially removed and replaced. Such reconstruction includes widening to provide continuous additional through lane(s), or adding, or revising interchanges, replacing other highway elements such as a grade separation to replace an existing grade intersection. Also included, where necessary, are other incidental improvements such as draining and shoulder improvements.
04	4R Reconstruction, No Added Capacity	Widening the lanes and/or shoulders of an existing roadway without adding through lanes. This may include reconstructing the existing pavement and other incidental improvements such as shoulder and drainage improvements.
05	4R Resurfacing	Placement of additional surface material over the existing roadway to improve serviceability or to provide additional strength. There may be some upgrading of unsafe features and other incidental work in conjunction with resurfacing. Where surfacing is constructed by a separate project as a final stage of construction, the type of improvement should be the same as that of the preceding stage B new route, relocation, reconstruction, minor widening, etc.

## Appendix C - Continued

## Project Purpose (FMIS Improvement Type Codes)

CODE	IMPROVEMENT TYPE	DESCRIPTION
06	4R Restoration and Rehabilitation	Work required to return existing pavement (including shoulders) to a condition of adequate structural support or to a condition of adequate for placement of an additional stage of construction. There may be some upgrading of unsafe features or other incidental work in conjunction with restoration and rehabilitation. Typical improvements would include replacing spalled or malfunctioning joints; substantial pavement stabilization prior to resurfacing; grinding/grooving of rigid pavements; replacing deteriorated materials; reworking or strengthening bases or sub-bases, and adding under-drains.
07	4R Relocation	Construction of a roadway at a new location that replaces an existing roadway. The new roadway carries all the through traffic with the previous facility closed or retained as a land-service road only.
08	Bridge, New Construction	Construction of a new bridge that does not replace or relocate an existing bridge.
10	Bridge Replacement, Added Capacity	Total replacement of a structurally inadequate or functionally obsolete bridge with a new structure constructed with additional lanes in the same general traffic corridor to current geometric construction standards. Incidental roadway approach work is included. The use of this code requires the reporting of the National Bridge Inventory (NBH) structure number in the data field identified Bridge Numbers.

## Appendix C - Continued

## Project Purpose (FMIS Improvement Type Codes)

CODE	IMPROVEMENT TYPE	DESCRIPTION
11	Bridge Replacement, No Added Capacity	Total replacement of a structurally inadequate or functionally obsolete bridge with a new structure without adding lanes constructed in the same general traffic corridor to current geometric construction standards. A bridge removed and replaced with a lesser facility is considered a bridge replacement. Incidental roadway approach work is included. The use of this code requires the reporting of the National Bridge Inventory (NBI) structure number in the data field identified Bridge Numbers.
13	Bridge Rehabilitation, Added Capacity	For the major work required to restore structural integrity of a bridge, as well as, work necessary to correct major safety defects. Bridge deck replacement (both partial and complete) and widening of bridges including addition of through lanes to specified standards are included. Construction of a dual structure to alleviate a capacity deficiency is also included. Work required correcting minor structure and safety defects or deficiencies, such as deck patching, resurfacing, protective systems, upgrading railings, curbs and gutters, and other minor bridge work. If HBRRP funds are involved, the use of this code requires the reporting of the National Bridge Inventory (NBI) structure number in the data field identified Bridge Numbers.

## Appendix C - Continued

### Project Purpose (FMIS Improvement Type Codes)

CODE	IMPROVEMENT TYPE	DESCRIPTION
14	Bridge Rehabilitation, No Added Capacity	For the major work required to restore structural integrity of a bridge as well as work necessary to correct major safety defect. Bridge deck replacement (both partial and complete) and widening of bridges without adding through lanes to specified standards are included. Work required correcting minor structure and safety defects or deficiencies, such as deck patching, resurfacing, protective systems, upgrading railings, curbs, or other preventative maintenance items are included. If HBRRP funds are involved, the use of this code requires the reporting of the National Bridge Inventory (NBI) structure number in the data field identified Bridge Numbers.
15	Preliminary Engineering	For the preparation of plans, specifications, and estimates (PS&E), traffic and related studies including field inspections, surveys, material testing, and borings.
16	Right of Way	For the purchase of land, improvement and easements, in addition to the cost of moving and relocating buildings, businesses, and persons.
17	Construction Engineering	Oversight of construction of roadways, structures, and traffic services facilities including additional design work after construction project is let.
18	Planning	For Planning related purposes.
19	Research	For Research related purposes.

## Appendix C - Continued

## Project Purpose (FMIS Improvement Type Codes)

CODE	IMPROVEMENT TYPE	DESCRIPTION
20	Environmental Only	For improvements that do not provide any increase in the level of service, in the condition of the facility or in safety features. Typical improvements, which would fall in this category, would be noise barriers, beautification and other environmentally related features not built as a part of any other improvement type. If environmental mitigation is needed as the result of a bridge project, and it is confined to the reasonable touchdown and the bridge itself, then this is allowable with HBRRP Funds. Outside the reasonable touchdown would not be considered eligible.
21	Safety	For projects or a significant portion of a project that provides features or devices to enhance safety. For example, expenditures on projects designed to improve the safety of at-grade railroad crossings or for the construction of facilities dedicated to the enforcement of vehicle weight regulations.
22	Rail/Highway Crossing	Improvements to crossing warning Protective Devices such as signs, markings, and cross bucks; flashing light additions/improvements; and improvements to track circuitry.
23	Transit	For transit and transit-related purposes.
24	Traffic Management! Engineering HOV	Traffic operation improvements that are designed to reduce traffic congestion and to facilitate the flow of traffic, both people and vehicles, on existing systems, or to conserve motor fuels. Include automated toll collection equipment, road and bridge surveillance and control systems, etc.
25	Vehicle Weight Enforcement Program	Vehicle Weight Enforcement.
26	Ferry Boats	Ferry Boats.

## Appendix C - Continued

### Project Purpose (FMIS Improvement Type Codes)

CODE	IMPROVEMENT TYPE	DESCRIPTION
27	Administration	Administration for National Recreational Trails Projects, Commercial Vehicles, and other similar projects.
28	Facilities for Pedestrians and Bicycles	For independent projects (nor part of any other Federal-aid Highway project) to construct a facility to accommodate bicycle transportation and pedestrians.
29	Acquisition of Scenic Easements and Scenic or Historic Sites	For projects consisting of easement and fee-simple purchase of sites of historic significance and/or considered worthy of preserving due to their scenic qualities within the view shed of a transportation facility.
30	Scenic or Historic Highway Programs	For projects consisting of scenic highway program and implementation activities not included in safety and other related improvements.
31	Landscaping and Other Scenic Beautification	For projects involving landscaping and other scenic beautification through planning and related work. This includes vegetation management to assure the sustain ability of landscape areas.
32	Historic Preservation	For projects consisting of purchasing and restoring/rehabilitating a building, structure, or facility (other than transportation buildings, structures, and facilities) that is directly related to the transportation system.
33	Rehabilitation and Operation of Historic Transportation Buildings, Structures, or Facilities	For projects consisting of purchasing and restoring/rehabilitating, and/or operating transportation buildings, structures, or facilities considered to be of historic significance.

## Appendix C - Continued

### Project Purpose (FMIS Improvement Type Codes)

CODE	IMPROVEMENT TYPE	DESCRIPTION
34	Preservation of Abandoned Railway Corridors	For projects to preserve an abandoned railway corridor. It is expected that most of these projects will accommodate bicycle and pedestrian use. This code may be used for any railway corridor conversion project including those used by equestrians, skaters, and skiers. Not to be used for National Recreational Trails projects.
35	Control and Removal of Outdoor Advertising	For projects to purchase outdoor advertising for permanent removal, to remove illegal outdoor advertising, or to develop an outdoor advertising control plan.
36	Archaeological Planning and Research	For projects involving the identification, evaluation, planning, and/or research of historical or archaeological planning and research under Transportation enhancements.
37	Mitigation of Water Pollution due to Highway Runoff	Mitigation of water pollution due to highway runoff.
38	Safety and Education for Pedestrians/Bicycles	Safety and education for pedestrians and bicyclists.
39	Establishment of Transportation Museums	Establishment of transportation museums.
40	Special Bridge	This category includes bridge inventory, inspection and classification and other special bridge projects, such as load posting, not covered by another type of improvement code.
41	Youth Conservation Service	Youth Conservation Service.
42	Training	Training; Support Services; TRAC; On the Job Training

**Appendix C - Continued****Project Purpose (FMIS Improvement Type Codes)**

<b>CODE</b>	<b>IMPROVEMENT TYPE</b>	<b>DESCRIPTION</b>
43	Utilities	Utilities
44	Other	Miscellaneous work such as National Recreational Trails construction, noise barriers, etc.
45	Debt Service	Interest payments and retirement of principal under an eligible bond issue (including capitalized interest) and any other cost incidental to the sale of an eligible bond issue (including issuance costs, insurance or other credit enhancement fees, and other bond-related costs as determined).



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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: July 20, 2009

FR: Amy Burch

RE: ARRA Discretionary Programs: TIGER Call for Projects

### **Background**

The American Recovery and Reinvestment Act (ARRA) included an array of competitive programs that may provide additional funding to transportation projects in the Bay Area. MTC developed a program matrix (ARRA Discretionary Program Summary, attached), which provides an overview of the various ARRA transportation grant programs, to assist agencies seeking funding. The matrix is available at: <http://www.mtc.ca.gov/funding/ARRA/> under "Additional Funding Opportunities: ARRA Discretionary Programs."

### **TIGER Call for Projects**

The Transportation Investment Generating Economic Recovery (TIGER) Program is a \$1.5 billion national program for significant transportation projects. Caltrans has initiated a state-wide process for California's recommendations, for which up to \$300 million is available. At Caltrans' request, MTC is coordinating a regional application packet, and has identified the following schedule:

July 2	Applicants submit "Notice of Intent" document to MTC
July 6	Applicants submit "Application Template" to MTC
July 7	MTC submits all "Notice of Intent" documents to Caltrans
July 22	MTC Commission recommends project list for submittal to Caltrans
July 27	MTC submits recommended projects to Caltrans

The call for projects is available at: <http://www.mtc.ca.gov/funding/ARRA/index.htm#tiger>. Feel free to contact Kenneth Folan at 510.817.5804 or [kfolan@mtc.ca.gov](mailto:kfolan@mtc.ca.gov) with any questions on the process. Note that the regional deadline has passed for application submittal; however sponsors are not precluded from applying directly to the U.S. DOT.

### **High-Speed and Intercity Passenger Rail**

On June 24, 2009, MTC adopted a draft plan for using ARRA funds for high-speed rail in the Bay Area. MTC, the cities of San Francisco and San Jose, and stakeholder transportation agencies collaborated on the draft plan, which lays out nearly \$3.4 billion in regional rail projects (over half of the project funding is to come from the ARRA). The draft plan is available at: <http://www.mtc.ca.gov/news/info/hsr.htm>.

Pre-applications for all tracks were due by **July 10, 2009**. Applications are due on **August 24, and October 2, 2009** (see ARRA Discretionary Program Summary for track information).

### Upcoming ARRA Discretionary Program Application Deadlines

- Department of Energy – “Energy Efficiency and Conservation Block Grant” (EECBG) program (#13 on ARRA Discretionary Program Summary). **The application deadline was extended to August 10, 2009**. Attached is an allocation list of funds available to Bay Area cities and counties, as well as to the state (EECBG - Allocations for Bay Area). The updated application is available at:  
<http://apply07.grants.gov/apply/opportunities/packages/oppDE-FOA-0000013-cfda81.128.pdf>
- Department of Energy - "Clean Cities FY09 Petroleum Reduction Technologies Projects for the Transportation Sector" Program (#12 on ARRA Discretionary Program Summary). **Applications are due by September 30, 2009** for round two of this program. More information is available at:  
<http://www.afdc.energy.gov/cleancities/progs/solicitations.php#recovery>

### EECBG Draft Guideline Workshops for Small Cities and Counties

The Energy Efficiency and Conservation Block Grant (EECBG) Program provides direct, formula grants to reduce energy use and fossil fuel emissions, and to improve energy efficiency. Small cities and counties that are not listed for direct, formula grants are eligible for nearly \$30 million (60 percent) of the \$49 million allocated to the California Energy Commission. The CEC may distribute the remaining \$19 million at its discretion.

On July 15 from 1:00 to 3:00 p.m., CEC staff will hold a workshop in Redding on guideline development for the nearly \$30 million. These draft guidelines will be available soon and posted at [www.energy.ca.gov/recovery/blockgrant.html](http://www.energy.ca.gov/recovery/blockgrant.html). List Server subscribers will receive notice when they are available online. The state application process is not available yet.

To stay current on the status of the formula and competitive grants, agencies may sign up for automated email updates from DOE: <http://apps1.eere.energy.gov/news/subscribe.cfm>

Feel free to contact Amy Burch at [aburch@mtc.ca.gov](mailto:aburch@mtc.ca.gov) or 510.817.5735 with any questions regarding these discretionary programs.

#### Attachments:

- 1) ARRA Discretionary Program Summary
- 2) EECBG - Allocations for Bay Area

**DRAFT American Recovery and Reinvestment Act (ARRA) Discretionary Program Summary  
Transportation Funding in HR 1, as of June 25, 2009**

Agency	Program	Amount (millions)	Application Deadline	Obligation Deadline	Eligible Sponsors	Eligible Projects	Funding Number www.grants.gov or web reference	Other Details	
<b>MTC Commission to Adopt Regional Priorities - Will Consult with Partnership</b>									
1	DOT	U.S. DOT Secretary's Discretionary Grant Program - "Transportation Investment Generating Economic Recovery" (TIGER)	1,500	Bay Area Applicants submit to MTC: <b>July 6, 2009</b> MPOs and RTPAs submit to Caltrans: <b>July 27, 2009</b> Caltrans submits to Governor's office: <b>August 24, 2009</b> Due to DOT: <b>9/15/09</b>	Funds available for obligation until September 30, 2011.  Priority to projects that can be completed by February 17, 2012.	State and local governments, including U.S. territories, tribal governments, transit agencies, port authorities, other political subdivisions of State or local governments, and multi-State or multi-jurisdictional applicants	Eligible projects include, but are not limited to highway, transit, freight and passenger rail and port infrastructure projects: (1) highway or bridge projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; and (4) port infrastructure investments.	<a href="#">Federal Register Final Notice, posted June 17, 2009, http://edocket.access.gpo.gov/2009/pdf/E9-14262.pdf</a>  <a href="#">MTC Call for Projects: http://www.mtc.ca.gov/funding/ARRA/index.htm#tiger</a>	Grant range from \$20 - \$300million. Secretary may waive the \$20m minimum grant size for projects in small cities, regions or states. Cap of 20% for any single state.  Priority to projects with a local match, and that can be completed by February 17, 2012.  Guidelines for required federal logos for all DOT-funded ARRA projects: <a href="http://www.fta.dot.gov/index_9440_9482.html">http://www.fta.dot.gov/index_9440_9482.html</a>
2	DOT	High Speed and Intercity Passenger Rail	8,000	Pre-applications for all tracks due: <b>July 10, 2009</b> Applications for Tracks 1, 3 and 4 due: <b>August 24, 2009</b> Applications for Track 2 due: <b>October 2, 2009</b>	Funds must be obligated by September 30, 2012	MTC, TJPA, CJPB, SFCTA, SCVTA, the city and county of San Francisco, and the city of San Jose have agreed on an approach to HSR for the Bay Area that includes specific projects and project sponsors. For more information, please see the SF/Silicon Valley Corridor Investment Strategy: <a href="http://www.mtc.ca.gov/news/info/hsr.htm">http://www.mtc.ca.gov/news/info/hsr.htm</a>	Four tracks: (1) Projects - Intercity passenger rail projects (up to 100% ARRA funds) (2) Programs - High-Speed Rail/Intercity passenger rail service development programs (up to 100% ARRA funds) (3) Planning - Service planning activities funded under the FY 2009 and FY 2008 DOT Appropriations Acts (50% match required) (4) Appropriations Projects - FY 2009 Appropriations-funded projects (for states offering at least 50% match, may concurrently submit project under Track 1)	<a href="#">Federal Register Notice of Funding Availability and Interim Program Guidance: http://www.fra.dot.gov/Downloads/RRDev/HSIPR_Guidance_6-16-09-WEB.pdf</a>  <a href="#">Pre-Application: http://www.fra.dot.gov/us/content/2243</a>  <a href="#">SF/Silicon Valley Corridor Investment Strategy, http://www.mtc.ca.gov/news/info/hsr.htm</a>	Public comments on the Notice of Funding Availability are due: <b>July 10, 2009</b> .
3	DOT	New Starts/Capital Investment Grants	750	FTA is not soliciting applications - please see Eligible Projects.	By May 11, 2010, all funds must be outlayed. FTA may de-obligate any funds not outlayed within the one-year period.	Please see Eligible Projects.	FTA limited its allocation of discretionary funding to eleven major capital projects - 10 New Starts and one Small Starts - that were already started or under construction.	<a href="#">Federal Register Notice posted May 11, 2009: http://edocket.access.gpo.gov/2009/pdf/E9-10963.pdf</a> FTA announcement: <a href="http://www.fta.dot.gov/index_9440_9923.html">http://www.fta.dot.gov/index_9440_9923.html</a>	
<b>Sponsors Apply Individually - MTC Support as Requested</b>									
4	DOT	Transit Energy Efficiency "Recovery Act-Transit Investments for Greenhouse Gas and Energy Reduction" (TIGGER)	100	ALREADY PASSED	Sept. 30, 2010  ARRA Funds expire Sept. 30, 2015		<a href="#">FTA-09005-TIGGER-TRI</a>  <a href="#">Federal Register Listing 3/24/09: http://edocket.access.gpo.gov/2009/pdf/E9-6420.pdf</a>		
5	DOT	Ferry Boat Discretionary (FBD) Program	60	ALREADY PASSED	Sept. 30, 2010  ARRA Funds expire Sept. 30, 2015		<a href="http://www.fhwa.dot.gov/discretionary/090330a.cfm">http://www.fhwa.dot.gov/discretionary/090330a.cfm</a>		
6	DOT	Park Roads and Parkways (PRP)	170	Internal application process - no solicitation expected		FHWA Federal Lands Highway is responsible for project design, construction and oversight activities. The NPS develops the prioritized program-of-projects and oversees planning.	Fund allocations are based on the ranking of the prioritized projects approved by the FHWA.	Program Contact: US DOT, FHWA, Federal Lands Highway, Office of Program Development, 1200 New Jersey Avenue, SE, Washington, DC 20590. (202) 366-9494. <a href="http://www.fhwa.dot.gov/flh/">www.fhwa.dot.gov/flh/</a>	
7	NPS	National Park Service (including roads)	589	Internal application process - no solicitation expected		Projects must be submitted by National Park Units	Projects must be within or provide direct access to a National Park	ARRA funding already committed to existing projects in the program.	

**DRAFT American Recovery and Reinvestment Act (ARRA) Discretionary Program Summary  
Transportation Funding in HR 1, as of June 25, 2009**

	Agency	Program	Amount (millions)	Application Deadline	Obligation Deadline	Eligible Sponsors	Eligible Projects	Funding Number www.grants.gov or web reference	Other Details
8	EPA	Diesel Emission Reduction -- "Recovery Act Funding for Clean Diesel: National Clean Diesel Funding Assistance Program"	156	ALREADY PASSED	Project Implementation - from June 2009 - Sept. 30, 2010			<a href="http://epa.gov/otac/eparecovery/programnational.htm">EPA-ARRA-OAR-OTAQ-09-06 http://epa.gov/otac/eparecovery/programnational.htm</a>	
9	EPA	Diesel Emission Reduction -- "Recovery Act Funding for Clean Diesel: SmartWay Clean Diesel Finance Program"	30	ALREADY PASSED	same as above			<a href="http://epa.gov/otac/eparecovery/programfinance.htm">EPA-ARRA-OAR-OTAQ-09-04 http://epa.gov/otac/eparecovery/programfinance.htm</a>	
10	EPA	Diesel Emission Reduction -- "Recovery Act Funding for Clean Diesel: Clean Diesel Emerging Technologies Program"	20	ALREADY PASSED	same as above			<a href="http://epa.gov/otac/eparecovery/programemerge.htm">EPA-ARRA-OAR-OTAQ-09-05 http://epa.gov/otac/eparecovery/programemerge.htm</a>	
11	DOE	Transportation Electrification	400	ALREADY PASSED				<a href="http://www.energy.gov/recovery/funding.htm">DE-FOA-0000028 http://www.energy.gov/recovery/funding.htm</a>	
12	DOE	Alternative Fuel Vehicles Pilot "Clean Cities FY09 Petroleum Reduction Technologies Projects for the Transportation Sector"	300	Round 1: May 29, 2009 Round 2: September 30, 2009	Awards anticipated August 2009 for Areas of Interest 1-3  For Area of Interest 4, Round 1 awards anticipated September 2009  Round 2 awards anticipated February 2010	State governments, local governments, metropolitan transportation authorities, air pollution control districts, and private or nonprofit entities.	Eligible projects include acquisition of alternative fueled vehicles, fuel cell vehicles or hybrid vehicles, including buses for public transportation and ground support vehicles at public airports. The installation or acquisition of infrastructure necessary to directly support an alternative fueled vehicle, fuel cell vehicle, or hybrid vehicle project funded by the grant is also eligible.	<a href="http://www1.eere.energy.gov/cleancities/">DE-PS26-09NT01236-04 For more information: http://www1.eere.energy.gov/cleancities/ http://www.afdc.energy.gov/cleancities/progs/solicitations.php</a>	Provides grants to encourage the use of plug-in electric drive vehicles or other emerging electric vehicle technologies for up to 30 geographic areas. The funding minimum per project is \$5 million to a maximum of \$15 million.
13	DOE	Energy Efficiency and Conservation Block Grant (EECBG)	2,700	EXTENDED to August 10, 2009 (Original deadline - June 25, 2009)  for ALL applicants, including local, tribal, and state governments (As of June 25, 2009)	Obligate: 18 months after effective award date  Grant performance period: 36 months  In the event funds are not obligated/committed within eighteen (18) months, DOE reserves the right to deobligate the funds and cancel the award.	U.S. states, territories, Indian tribes, cities and counties are eligible to receive funds under the EECBG Program. Please see the list of entities eligible for formula grants and allocation amounts: <a href="http://www.eecbg.energy.gov/grantalloc.html">http://www.eecbg.energy.gov/grantalloc.html</a>	Funds can be used community-wide, not only for government owned facilities and infrastructure. A list of eligible activities for use of program funds is provided in Section 544, Title V, Subtitle E of the Energy Independence and Security Act (EISA).  Transportation-related examples of projects include, but are not limited to: Development of bike lanes and pedestrian walkways; State/local/regional integrated planning activities to reduce GHG emissions and VMT; Incentive programs to reduce commutes by single occupancy vehicles;	<a href="http://www.eecbg.energy.gov/">http://www.eecbg.energy.gov/</a>  Funding Opportunity Announcement (FOA): <a href="https://www.fedconnect.net/Fedconnect/">https://www.fedconnect.net/Fedconnect/</a> Reference number: DE-FOA-0000013  Application: <a href="http://www.grants.gov/">http://www.grants.gov/</a> CDFA No: 81.128	Program provides direct, formula grants to reduce energy use and fossil fuel emissions, and to improve energy efficiency. * nearly \$1.9 billion is available to cities and counties * more than \$770 million is available to states, U.S. territories, and the District of Columbia * nearly \$54 million is available to Indian tribes In addition, each state must pass not less than 60% of its allocation on to cities and counties that are ineligible for direct formula grants from DOE. States decide how to award sub-grants. For more info on the CA state process for the 60% to small cities and counties, please go to: <a href="http://www.energy.ca.gov/recovery/blockgrant.html">http://www.energy.ca.gov/recovery/blockgrant.html</a>
14	DOE	Energy Efficiency and Conservation Competitive Grants	455	Funding Opportunity Announcement expected soon	TBA	TBA	TBA	<a href="http://www.eecbg.energy.gov/">http://www.eecbg.energy.gov/</a>	DOE's first priority is to award the formula grants. Details on applying for competitive grants will soon be provided in a Funding Opportunity Announcement.

**DRAFT American Recovery and Reinvestment Act (ARRA) Discretionary Program Summary  
Transportation Funding in HR 1, as of June 25, 2009**

	Agency	Program	Amount (millions)	Application Deadline	Obligation Deadline	Eligible Sponsors	Eligible Projects	Funding Number www.grants.gov or web reference	Other Details	
15	FEMA	Port Security Grant Program (PSGP)	150	July 2, 2009	Obligate by end of first quarter, FY 2010  Expend within 3 years	Port authorities, facility operators, and State and local government agencies required to provide port security services	Top Three Priorities for eligible port projects: 1. Maritime Domain Awareness (MDA) 2. Improvised Explosive Device (IED) and WMD prevention, protection, response, and recovery 3. Implementation of the Transportation Worker Identification Credential (TWIC)  Top Three Priorities for eligible ferry system projects: 1. Develop ways to prevent, detect, respond to and recover from terrorists using IEDs 2. Risk mitigation 3. Use mobile technology to prevent and detect explosives, other threats	<a href="http://www.dhs.gov/xlibrary/assets/recovery/FEMA_Port_Security_Grants_Recovery_Act_Plan_51509.pdf">http://www.dhs.gov/xlibrary/assets/recovery/FEMA_Port_Security_Grants_Recovery_Act_Plan_51509.pdf</a>	Competitive program for grants and cooperative agreements. FEMA and USCG will target funds to the highest-risk ports across the nation. Each of the four tiers will have a specific allocation, and ports will compete for the funds within their assigned tier. FEMA will announce allocations and awards on a rolling basis from October 15, 2009 to December 31, 2009.  Please note that from mid-September to mid-October, all financial systems within DHS must be shut down to reconcile obligations. As well, OMB must reappportion grant monies back to FEMA after the first of the fiscal year, so there may be delays in grant awards.	
16	FEMA	Transportation Security Grant Program (TSGP) - Public Transportation and Railroad Security	150	ALREADY PASSED	Obligate by end of first quarter, FY 2010  Expend within 3 years	Transit agencies		<a href="http://www.dhs.gov/xlibrary/assets/recovery/FEMA_Public_Transportation_and_Rail_Security_Recovery_Act_Plan_51509.pdf">http://www.dhs.gov/xlibrary/assets/recovery/FEMA_Public_Transportation_and_Rail_Security_Recovery_Act_Plan_51509.pdf</a>		
17	DOT	Public Transportation on Indian Reservations Program (Tribal Transit Program (TTP))	17	ALREADY PASSED	Sept. 30, 2010			<a href="http://FTA-09004-TPM-TRTR">FTA-09004-TPM-TRTR</a>		
<b>Total</b>			<b>15,547</b>							

Note: Highlighted programs are still accepting applications, as of June 25, 2009.

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Energy Efficiency and Conservation Block Grant  
ARRA Discretionary Program #13  
Allocations For Bay Area

Name	Government Level	Allocation (\$)
Alameda	City	640,600
Antioch	City	885,000
Berkeley	City	1,013,500
Brentwood	City	197,000
Campbell	City	163,700
Concord	City	1,151,900
Cupertino	City	526,200
Daly City	City	873,900
Danville	City	168,400
Dublin	City	186,700
Fairfield	City	984,500
Fremont	City	1,891,200
Gilroy	City	207,000
Hayward	City	1,361,900
Livermore	City	750,800
Martinez	City	150,800
Milpitas	City	662,400
Morgan Hill	City	157,100
Mountain View	City	719,000
Napa	City	699,800
Newark	City	173,200
Novato	City	491,800
Oakland	City	3,919,200
Pacifica	City	140,600
Palo Alto	City	663,000
Petaluma	City	514,500
Pittsburg	City	565,500
Pleasanton	City	692,700
Redwood City	City	736,300
Richmond	City	955,100
Rohnert Park	City	164,100
San Francisco	City	7,739,300
San Jose	City	8,840,600
San Mateo	City	875,800
San Rafael	City	575,400
San Ramon	City	215,600
Santa Clara	City	1,180,900
Santa Rosa	City	1,509,500
South San Francisco	City	636,900
Sunnyvale	City	1,292,000
Union City	City	638,200
Vacaville	City	849,000
Vallejo	City	1,051,200
Walnut Creek	City	677,700
Contra Costa	County	3,574,300
San Mateo	County	2,951,200
Sonoma	County	1,981,200
<b>Total Bay Area</b>		<b>56,996,200</b>

<b>California Energy Commission</b>	<b>49,603,400</b>
60% through competitive grant program	29,762,040
40% allocated at CEC's discretion	19,841,360



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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: July 20, 2009

FR: Ross McKeown

W. I.

RE: Status of Cycle 1 STP/CMAQ Proposal

During the month of June, leading up to the Partnership Board meeting, MTC staff presented to the MTC advisory committees and Partnership Working Groups a general overview of upcoming revenues coming to the Bay Area Region as well as programming issues as a result of the new surface transportation authorization act over the next six fiscal years. On June 23, a draft proposal presenting the outlay of STP/CMAQ and ARRA backfill funding was presented to the Partnership Board at their meeting (attachment A) for discussion. The following comments were heard:

### **Rehabilitation:**

- Several Congestion Management Agency (CMA) directors, transit operators, city and county representatives spoke in favor of higher funding outlays to meet both streets and roads; and transit rehabilitation needs, stressing the fix-it-first emphasis in Transportation 2035.

### **Block Grant Administration:**

- There was a positive reaction to the block grant approach that would be used for the programs administered by the congestion management agencies. However, there was some concern and request for clarification as to whether these block grants being limited to priority development areas (PDAs).

### **Freeway Performance Initiative Program:**

- There was a show of support of the Freeway Performance Initiative (FPI) Program. However, several CMA directors wished to see a different balance between FPI program and other needs such as rehabilitation. Others were supportive of FPI provided that it was demonstrated that FPI could be delivered as indicated in the proposal. Caltrans emphasized the equal importance of managing our current facilities as well as maintaining them.

### **Priority Development Areas:**

- The Greenbelt Alliance representative spoke in favor of the focused growth program and priority development area policies underlying programming decisions. She requested early commitments to funding PDAs including programs such as TLC, which she recommended be funded at higher levels in line with prior discussions to double the program.

### **Climate Initiative/ TLC:**

- A representative of the Bay Area Air Quality Management District (BAAQMD) was concerned that the proposal did not provide adequate funding for the Climate Initiative Program and TLC, and disproportionately reduced these programs. The BAAQMD would like to discuss this issue further with MTC staff.

Staff will continue to discuss the proposal with the Advisory Council, which postponed this item until its meeting in August. Subsequently staff will present to the Programming and Allocations Committee in September or October.

Attachment A: Draft New Act STP/CMAQ Funding Proposal

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<b>Item 4</b>
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***Memorandum***

TO: Partnership Board

DATE: June 23, 2009

FR: Alix Bockelman

W. I.

RE: New Federal Transportation Act—Framework and Schedule for Cycle Programming (STP/CMAQ)

**Background**

The region has programmed all of its expected Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) apportionment and we are in the final fiscal year of the act. As the region faces the close of SAFETEA ending on September 30, 2009, an expeditious approach is called for to provide an overall architecture to guide upcoming programming decisions for the new surface transportation act funding (New Act). Below is a programming summary for SAFETEA discretionary funding in the MTC Region to provide a historical context:

**MTC's SAFETEA Final Programming Policies**  
**Fiscal Years 2003/04 through FY 2008/09**  
(STP/CMAQ Funding in Millions \$)

<b>Programming Categories</b>	<b>1<sup>st</sup> Cycle</b>	<b>2<sup>nd</sup> Cycle</b>	<b>1<sup>st</sup> Cycle Bonus</b>	<b>3<sup>rd</sup> Cycle</b>	<b>3<sup>rd</sup> Cycle Bonus</b>	<b>Total</b>	<b>Share</b>
Regional Operations	\$64	\$56		\$45		\$165	17%
Planning Activities	\$8	\$9		\$13		\$30	3%
Transit Capital Shortfall		\$55	\$22	\$64		\$141	15%
LS&R Shortfall		\$57	\$23	\$66		\$146	15%
Clean Air	\$38	\$9		\$17		\$64	7%
TLC/HIP/SAP		\$24		\$57	\$13	\$94	10%
Regional Bike/Ped.		\$8		\$24		\$32	3%
STIP Backfill		\$62	\$55			\$117	12%
TEA-21 OA Carryover	\$92					\$92	10%
Other*	\$1	\$3	\$7		\$60	\$70	7%
<b>TOTAL Programming:</b>	<b>\$203</b>	<b>\$283</b>	<b>\$107</b>	<b>\$286</b>	<b>\$72</b>	<b>\$951</b>	<b>100%</b>

\*Other includes investments in System Management, Lifeline, Safety/Access, and Transit Expansion.

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While the exact fund program categories in the new authorization are not yet known, it is anticipated that the future funding programs will overlap to a large extent with projects that are currently eligible for funding under Title 23 of the United States Code. Furthermore, we expect that the next one or two years of funding most likely will be authorized through an extension of the current act and its programs.

The starting point for making New Act funding decisions should be guided by Transportation 2035, which was adopted by the Commission in April, with an eye toward strategic delivery of these investments. The plan provides a critical backdrop for setting priorities for New Act funding. In particular, Transportation 2035 stressed investments for federal Surface Transportation Program and Congestion Mitigation and Air Quality (STP/CMAQ) funding in the following areas:

- Ongoing commitments to system maintenance and preservation;
- Climate Initiatives;
- System operations on the State Highways;
- Bicycle/pedestrian programs;
- Transportation for Livable Communities (TLC); and
- Continuation of Regional Operations programs such as 511 and TransLink<sup>®</sup>.

### **Recent Programming Activities**

Under the American Recovery and Reinvestment Act of 2009 (ARRA) roughly \$660 million of funding was made available to MTC to fund critical transportation needs in the Bay Area, which could be implemented quickly with the objective of jumpstarting the economy. The following ARRA investment actions provide a necessary context for informing policy decisions on funding going forward.

1. ***System Preservation:*** State and Regional ARRA funds have in large part been used to address System Preservation needs for transit and streets and roads as identified in Transportation 2035. \$145 million has been programmed to streets and roads rehabilitation projects and \$286 million has been programmed to transit rehabilitation projects.
2. ***Safety and Freeway Performance Initiative projects:*** ARRA included \$32 million for cost-effective and timely system operations improvements.
3. ***Transit Expansion:*** \$70 million kick starts the Oakland Airport Connector, a key regional transit connection and an MTC Resolution 3434 priority.
4. ***Advance Proposition 1B to Construction:*** \$105 million funds are being directed to close funding gaps in the Proposition 1B program to allow ready-to-go stalled projects to move forward. With this funding MTC is further leveraging state funds to deliver the SR-24 Caldecott Tunnel Fourth Bore. The \$105 million will be available for other projects once state bonds are sold to repay MTC's advance.
5. ***SMART Highways:*** \$14 million delivers two elements of the Bay Area Regional Express Lane network: the Alameda I-580 EB Express Lane element and the Santa Clara SR-I 880/SR 237 Express connector.
6. ***Transportation Enhancements:*** The region programmed \$9.6 million of ARRA funding within the transportation enhancements (TE) program on existing bicycle and pedestrian

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projects. After advancing a regional investment for US 101 in Belmont, \$7.5 million will be available in State TE funding for future projects.

A closely timed action was a February 2009 agreement by MTC to enter into a private placement bond purchase to keep \$200 million in Proposition 1B highway projects in construction in Solano, Alameda, and Sonoma counties.

### **Funding Estimate**

As noted above, without a New Federal Transportation authorization or even a proposed bill, MTC can only make preliminary estimates of revenues. Therefore, as in the past, we will have to reconcile revenue levels following enactment of a New Act, and also address any changes in eligibility of revenue categories. That being said, STP/CMAQ revenue is estimated at roughly \$1 billion over the New Act, assuming a 4% growth rate, consistent with projections for T2035.

However, the region's overall capacity to address priority investment categories in the first few years of our T2035 plan extend beyond just the New Act's STP/CMAQ programming estimate. Given the recent ARRA funding actions discussed below, the region will also have \$105 million Regional Transportation Improvement Program/ Corridor Mobility Improvement Account (RTIP/CMIA) bond funding capacity as well as \$7.5 million in Transportation Enhancements for programming consideration. Attachment A summarizes both the ARRA programming as well as the estimated funding to be discussed as part of the New Act programming. All told, roughly \$1.1 billion will be part of the New Act programming framework discussion. MTC staff would recommend that we consider the funding in two tranches: 1) ARRA Backfill (\$113 million) and First Cycle (first three-years of the New Act, or FY 2009-10 to FY2011-12); and 2) Second Cycle (last three-years, or FY 2012-13 to FY 2014-15).

It is also important to note that, while the region is initially developing an overall conceptual 6-year New Act framework, in September staff will be requesting that the Commission adopt only the first three-year period of funding (Cycle 1 and ARRA Backfill). This will give the region the opportunity to revisit the final three years of programming in approximately two years, allowing at that time a consideration of new developments in revenue and individual program issues, as well as any new programming opportunities in the New Act.

### **STP/CMAQ and ARRA Backfill Proposal and Issues**

As noted at the outset, the primary starting point for programming STP/CMAQ funding is Transportation 2035, remembering however, that the Plan is not a strict programming document per se. Programming policies should also provide flexibility to address changing funding constraints and opportunities. For reference, Transportation 2035 generally assumed the following percentages for the core programs for the first six years of STP/CMAQ funding after funding on-going and statutorily required programs, and also considering the RTP assumptions of front loading a significant amount of climate change efforts.

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<b>T 2035 Core Programs</b>			
5	Focus 1	Freeway Performance Initiative (FPI)	12%
6	Focus 2	Climate Initiatives	31%
7	Focus 3	Regional Bicycle Program	7%
8	Focus 2	Transportation for Livable Communities (TLC)	16%
9	Focus 3	Transit Capital Rehabilitation	14%
10	Focus 3	Regional Streets and Roads Rehabilitation	20%
<b>Total</b>			<b>100%</b>

The MTC staff proposal, Attachment A presents the outlay of STP/CMAQ and ARRA Backfill funds during the New Act six-year period. The staff proposal deviates somewhat from the percentages in the table for the reasons in the section discussing policy issues. *The proposal also does not reflect any adjustments that may be necessary to address funding timing and eligibility restrictions.*

The MTC proposal addresses each of the stated programming principles noted below:

- **Maintain critical on-going programs:** The starting point is the continuation of fundamental programs which have critical funding needs in Cycle 1. These include planning activities, regional operation programs, Pavement Technical Assistance Program (PTAP), and statutorily required Federal – Aid Secondary (FAS) investments. Additionally, any required payback to the State of borrowed Obligation Authority should be considered a first priority.
- **Seize opportunity to deliver system-wide improvements:** A key goal is to make transportation investments that effectively address challenges such as congestion and air quality emissions in a cost effective manner. In this area, a key funding priority identified in the Transportation 2035 Plan is the Freeway Performance Initiative (FPI), a ready-to-go, cost-effective, high performing program. This program addresses traffic congestion on State highways throughout the Bay Area.
- **Fund core Transportation 2035 categories:** Establish a framework for funding other Transportation 2035 programs such as System Preservation (Streets and Road, and Transit), Climate Initiatives, Transportation for Livable communities, and Bike and Pedestrian Projects. Consider that additional startup time is needed to establish the newly revised TLC Program and Climate Initiative programs. Establish an appropriate level and sequence of the funding by considering both ARRA and STP/CMAQ capacity.
- **Direct some ARRA backfill capacity to strategic investments and regional commitments:** Nearly 80% of the Regional ARRA funds were invested in system preservation. The subsequent additional State ARRA increment included some key strategic investment recommendations and took advantage of significant leveraging of State funds to deliver projects such as the Caldecott Tunnel as well as providing additional funding to system preservation needs. Staff recommends that the capacity from the ARRA backfill focus on complementary areas to those from ARRA such as freight/goods movement, transit efficiency, system management, and regional commitments.

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### **Policy Issues**

The staff proposal for a New Act program requires that the Commission consider and balance a number of policy issues:

1. **Accelerate FPI:** The deployment of the Freeway Performance Initiative Program is a noteworthy investment in the Bay Area in that it preserves and optimizes the use of the existing capacity on the state highway system. As stewards of the regional transportation system, it is prudent that transportation stakeholders in the region work together to ensure that our investments in highway capacity are well managed. Along with protecting these investments, the FPI would provide additional benefits such as enhanced mobility and reductions in air pollution. Furthermore, during the development of T2035, MTC staff conducted evaluations to measure benefit and effectiveness of various project investments, and concluded that the FPI program earned the highest marks in areas such as the benefit/cost ratio in reducing congestion and CO2 emissions. Refer to Attachment B illustrating RTP investments and their evaluation outcomes for comparisons across project categories.

Attachment C summarizes the specific projects proposed under the Freeway Performance Initiative. The recommended approach would be to advance FPI into Cycle 1, so that traffic management systems could be operational in time to address expected higher levels of congestion in subsequent years, once the economy begins its recovery. The trade-off is that jumpstarting FPI results in a partial delay in funding for rehabilitation projects. ARRA provided critical investments in these areas (\$145M for streets and roads, and \$286M for transit). The Commission will have to balance these priorities, taking into consideration recent proposals by the state to cut gas tax subvention funding for streets and roads as well as State Transit Assistance funding for transit.

For streets and roads, while the need for funding increases as a result of the state actions so does the challenge of project delivery given that much of the gas tax subvention funding is to fund staff and operations – expenses that may not align well with federal fund eligibility or the Transportation 2035 investment objective to improve pavement condition.

For transit, staff's assessment of 10-year needs and revenues show that federal formula funds exceed capped needs through FY2013. At that time, vehicle needs – such as the BART, Caltrans, and SFMTA trolley car replacements – spike and needs outstrip available revenues. Therefore, staff's recommendation with respect to jumpstarting FPI in Cycle 1 may not have a material impact on transit rehabilitation project delivery.

2. **Spread Out the Climate Initiative Program Funding Commitment:** The Commission has earmarked \$400 million to the Climate Initiative Program in Transportation 2035, which assumes that this campaign would be frontloaded within the initial five years of the T2035 planning horizon. If New Act discretionary funding were to be programmed in lockstep with the Plan, over one third of all funding would be dedicated to this program leaving significantly lower levels of funding to continue the annual programs, to fund other T2035 core programs and to make strategic investments. An alternative approach proposed here is a more gradual ramping up of

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- the Climate Initiative campaign, to provide needed funding capacity to address all-around program needs during the six-year New Act.
3. **Project Delivery:** The continued economic crisis is straining the ability of local jurisdictions, and even Caltrans, to maintain current staffing levels. This could significantly impact the ability of agencies to deliver the additional influx of funding in the near term for some types of projects, such as Local Streets and Roads, Freeway Performance Initiative, and Climate Initiatives. Further, because the Climate Initiative program is new, it will take additional time to ramp up. As noted earlier, transit vehicle needs spike during Cycle 2. The ability for projects to be delivered in a timely manner should factor into the decision of the sequencing of program funding.
  4. **Direct ARRA Backfill Priorities to Non-Core Program Needs:** While supporting T2035 core programs, effective funding decisions need to be strategic, responding to and seizing on opportunities to deliver system-wide improvements as well as to address critical projects that might be postponed during budget crises. For example, the region has directed STP (STIP Backfill) and American Recovery and Reinvestment Act of 2009 (ARRA) funds to jumpstart construction projects when state funds were not immediately available. The latter backfill action will provide the region with funding capacity (STIP, CMIA, and TE) funds during the Cycle 1 time frame to fund “ARRA Strategic Investments.” They address important transportation needs consistent with broader objectives in T2035 by tackling important and pressing transportation problems in the Bay Area.
  5. **PDA Based Funding Decisions:** In Transportation 2035, the Commission’s transportation/land use and climate change policies seek to align “focused growth” land use principles and actual transportation investments. As part of the ARRA program adoption last February, staff was directed to begin developing a priority development area (PDA) investment strategy in advance of a completed Authorization. As it relates to the New Act programming, staff is recommending the following:
    - **Transportation for Livable Communities:** All TLC projects are to be located in priority development areas with additional weighting and scoring depending on whether the projects are in planned or proposed PDAs and based on proposed development intensity.
    - **Climate Change:** The Air District and MTC described several possible elements of a Climate Change Program for the T-2035 Plan; however, details of the program have not yet been fully defined. Possible elements include, but may not be limited to: alternative fuel infrastructure network, Safe Routes to School/Transit, transit priority measures and outreach/incentives programs. Capital projects funded by the Climate Change Program would be given priority if they are in planned PDAs, with additional weight being given to projects that are in higher intensity development and in close proximity to transit.
    - **Rehabilitation – Streets and Roads and Transit:** Based on staff analysis, the current distribution formula already prioritizes funding for local jurisdictions that are considered high-intensity PDAs. As a reminder, the current allocation

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formula contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The latest addition of population and lane mileage to the allocation formula adds additional emphasis for PDAs. However, one proposed change for program administration is that the CMAs be required to use the regional formula for streets and roads distribution within the counties – which tends to favor PDAs – unless they can demonstrate that an alternative distribution is being used to give more preference to PDAs, or there are unique delivery considerations.

### **Program Administration**

Critical to the proposed programming framework is the administration and project selection for the program areas. The staff proposal identifies a lead agency for administration in each program area. In general, MTC is proposing to be the lead for program areas of regional scope or with a network impact and is proposing that the Congestion Management Agencies be the lead for programs with a local/community focus.

Further, in response to stakeholder comments, MTC is proposing to bundle some programs as noted above into “PDA block grants” to allow more flexibility and strategic project delivery on the part of the counties. This framework would allow some flexibility on the part of counties in terms of the final amount programmed within each category, recognizing unique county transportation needs. Discrete program category targets would be established, with allowable margins of deviation, for the bundled programs. The intended result would be a more synergistic approach to CMA project selection and delivery using a variety of T2035 core funded programs. Ultimately it is hoped that this approach would lead to larger, more effective, and multi-modal projects that would promote a wide spectrum of planning goals. Also it is envisioned that CMAs would coordinate their decisions with the MTC managed programs such as the TLC and Climate Initiative programs. Lastly, MTC is proposing that CMAs be required to submit a strategic plan by January 1, 2010 that identifies the milestones for making project selection decisions and how outreach will be accomplished with cities to further priority development area goals.

## Memo to Partnership Board on New Act Programming

June 23, 2009

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The following table summarizes this proposed framework.

<b>Transportation 2035 Core Programs</b>	<b>Manager</b>	<b>PDA Block Grant</b>
Freeway Performance Initiative (FPI) and the Regional Signal Timing Program.	MTC, Caltrans and CMAs	
Climate Initiatives <ul style="list-style-type: none"> <li>▪ Transit Priority Measures</li> <li>▪ Electric Vehicle Infrastructure (EVI)</li> <li>▪ Safe Routes to Schools</li> <li>▪ Safe Routes to Transit</li> <li>▪ Outreach/Incentives</li> </ul>	MTC and Bay Area Air Quality Management District	
Climate Initiatives <ul style="list-style-type: none"> <li>▪ E. Solano CMAQ</li> </ul>	Solano Transportation Authority	Yes
Regional Bicycle Program	CMAs	Yes
Transportation for Livable Communities (TLC) – Regional	MTC	
Transportation for Livable Communities (TLC) – County	CMAs	Yes
Regional Streets and Roads Rehabilitation	CMAs	Yes
Transit Capital Rehabilitation	MTC	

### **Program Category Information**

Attachment D provides information on each of the programming categories.

### **Schedule**

Below is a summary of the schedule for the development of Cycle 1 funding for the New Act. The proposal will be developed in concert with the Bay Area Partnership, MTC advisory committees, and other stakeholders during the summer months. In September, staff expects to take a final proposal to the Programming and Allocations Committee with a recommendation for MTC adoption. Funding would be available for obligation in late October 2009 following the release of FY 2009-10 apportionments.

Memo to Partnership Board on New Act Programming

June 23, 2009

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**New Act STP/CMAQ Cycle Programming Outreach Schedule**

<b>Date</b>	<b>Committee</b>	<b>Action</b>
<b>May</b>		
18	Partnership Technical Advisory Committee	Present Framework
<b>June</b>		
3	Transit Fund Working Group	Present Framework to Advisory Committees and Working Groups leading up to a presentation of a draft proposal to the Partnership Board
4	Elderly and Disabled Advisory Committee	
9	Minority Citizens Advisory Committee	
10	Advisory Council	
12	Local Streets and Roads Working Group	
15	Program Delivery Working Group	
15	Partnership Technical Advisory Committee	
23	Partnership Board	
<b>July</b>		
1	Transit Fund Working Group	Draft Proposal revised as needed. Draft Final Proposal developed after PTAC to be taken to PAC/Commission in September.
2	Elderly and Disabled Advisory Committee	
<b>8</b>	<b>Programming Allocations Committee</b>	
8	Advisory Council	
10	Local Streets and Roads Working Group	
14	Minority Citizens Advisory Committee	
20	Program Delivery Working Group	
20	Partnership Technical Advisory Committee	
<b>September</b>		
<b>9</b>	<b>Programming Allocations Committee</b>	<b>Adoption of Cycle 1 and New Act Framework / TIP Amendment</b>
<b>22</b>	<b>Commission Approval</b>	

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**Attachment A**

**New Transportation Authorization Act-- STP/CMAQ with ARRA Backfill Outlay  
MTC Staff Proposal**  
(amounts in \$ millions)

STP & CMAQ Total	Committed ARRA Programming	ARRA* Backfill	STP/CMAQ Cycle 1	STP/CMAQ Cycle 2	ARRA Backfill & STP/ CMAQ Total
	08/09	08/09	09/10 - 10/11 -11/12	12/13 - 13/14 - 14/15	09/10-14/15
Estimated Apportionment Revenues	662	113	485	546	1,144
<b>Annual Programs</b>					
1 Required SAFETEA OA Carryover			68		68
2 On-Going Regional Planning			23	25	48
3 On-Going Regional Operations			84	74	158
4 On-Going Regional Streets and Roads - PTAP & FAS			22	6	28
<b>T 2035 Core Programs</b>					
5 Focus 1 Freeway Performance Initiative (FPI) (incl ARRA)	19		136	86	222
6 Focus 2 Climate Initiatives (incl ARRA - TE)			32	36	68
7 Focus 2 Regional Bicycle Program	10	8	14	21	42
8 Focus 2 Transportation for Livable Communities (TLC)		15	57	98	169
9 Focus 3 Transit Capital Rehabilitation (incl ARRA Sys Pres)	286			115	115
10 Focus 3 Regional Streets and Roads Rehabilitation (incl ARRA Sys Pres)	145		50	85	135
<b>Total</b>	<b>461</b>	<b>22</b>	<b>485</b>	<b>546</b>	<b>1,053</b>
<b>ARRA Strategic Investments</b>					
11 Safety Projects (Vasco Road and North Bay counties)	13				
12 Express Lane Network (580 and 237/880)	14				
13 Transit Expansion (Oakland Airport Connector)	70				
14 Advance Prop 1B Construction (Caldecott Tunnel)	105				
15 Corridor Mobility (SCL I/C Imps)		32			32
16 MTC Res 3814 Transit Payback Commitment		31			31
17 Transit Efficiency (SFgo)		20			20
18 Trade Corridor (Richmond Rail Connector)		8			8
<b>Total</b>	<b>201</b>	<b>91</b>			<b>91</b>

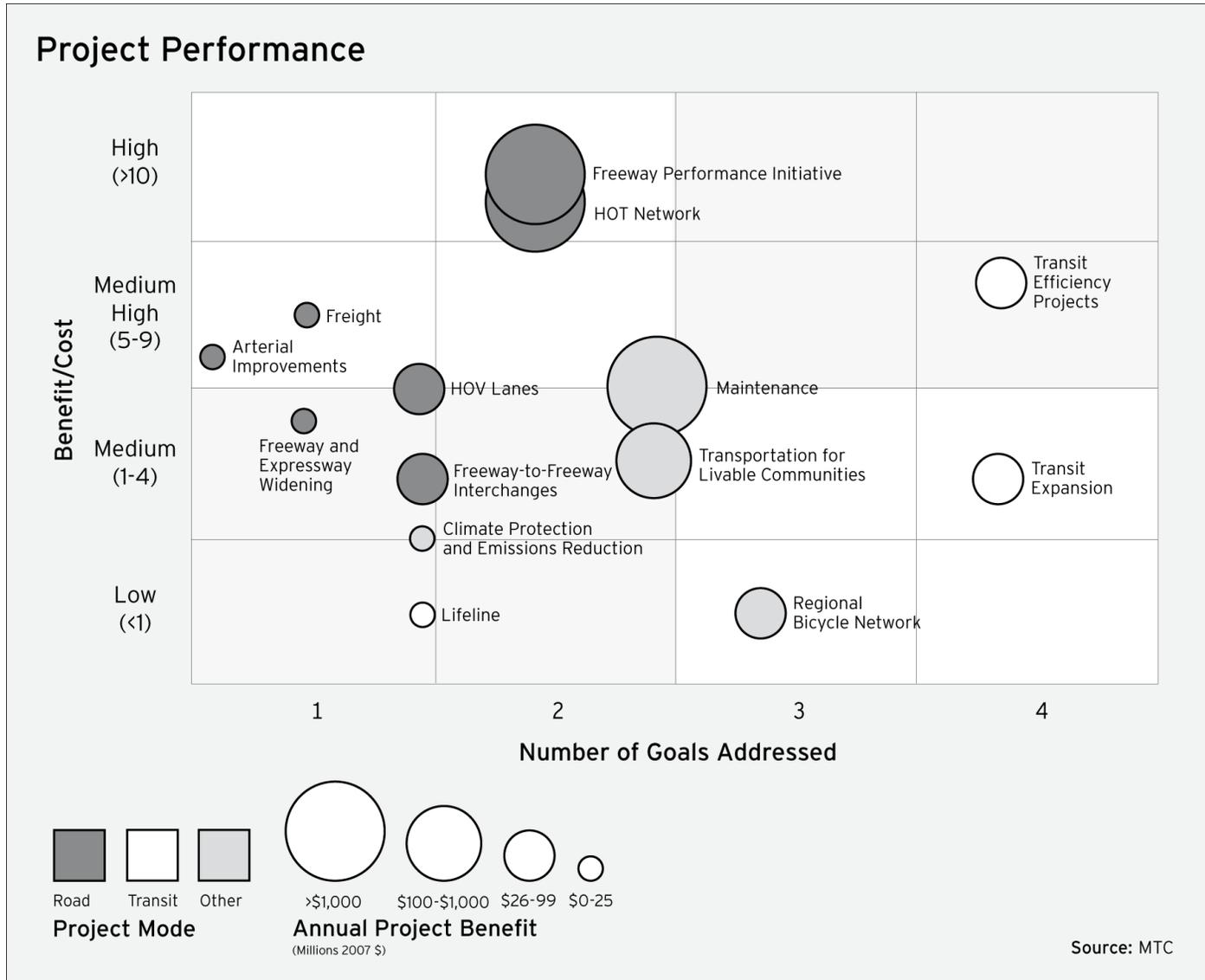
\* \$112.5 M in ARRA Backfill is included within the \$661.9 M ARRA Programming Amount (\$105 M for Caldecott Tunnel and \$7.5M for TE)

<b>Grand Total</b>	<b>662</b>	<b>113</b>	<b>485</b>	<b>546</b>	<b>1,144</b>
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Notes

Note that the proposal does not reflect any adjustments that may be necessary to address funding timing and eligibility restrictions.

### Attachment B: Transportation T 2035 Project Evaluation Results\*



\*Transportation 2035 Performance Assessment Report, December 2008

## Attachment C

## Freeway Performance Initiative Project List

(millions \$)

### PRIOR AARA COMMITMENTS

	Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Committed ARRA	Cumulative ARRA Funds
	15130	SCL 280	SB; Menker to 11th	8 Ramp Meters (RMs)	\$5.0	\$2.0	\$7.0	\$7.0	\$7.0
	15034	SCL 280	NB; Vine to Leland	7 RMs	\$3.4	\$1.6	\$5.0	\$5.0	\$12.0
	15340	SM 280	SB; Route 1 to Route 380	9 RMs	\$4.9	\$2.1	\$7.0	\$7.0	\$19.0

**Committed ARRA Subtotal      \$19.0**

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

#	Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Funding Request *	Cumulative Request
-	-	-	signal timing & performance monitoring					\$4.5	\$4.5
1	15113	ALA 580	Route 880 to SJ co. line	25 RMs + 69 TOS elements	\$13.8	\$6.7	\$20.5	\$17.1	\$21.6
2	15270	CC 4	Route 680 to Route 160	4 RMs + 40 TOS elements	\$7.8	\$4.1	\$11.9	\$9.9	\$31.5
3	15300	ALA 92	EB; SM Bridge to Route 880	7 RMs	\$4.3	\$3.1	\$7.4	\$5.9	\$37.4
4	15320	SCL 680	Route 101 to ALA co. line	32 RMs + 23 TOS elements	\$20.7	\$4.3	\$25.0	\$22.9	\$60.2
5	15310	ALA 680	CC co. line to SCL co. line	30 RMs + 67 TOS elements	\$27.1	\$5.2	\$32.3	\$29.7	\$89.9
6	15148	ALA 880	Davis St to SCL co. line	8 RMs + 60 TOS elements	\$10.0	\$4.8	\$14.8	\$12.4	\$102.4
7	15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	\$19.8	\$5.3	\$25.1	\$22.4	\$124.8
8	15420	SCL 85	Route 280 to Route 101	14 RMs + 14 TOS elements	\$9.5	\$3.8	\$13.3	\$11.4	\$136.2

**Cycle 1 Subtotal      \$136.2**

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

	Caltrans EA	Route	Location	Description	Capital costs	Support costs	Total Cost	Funding Request *	Cumulative Request
-	-	-	signal timing & performance monitoring					\$4.5	\$140.7
9	15160	MRN 101	Golden Gate Bridge to SON co. line	43 RMs	\$23.7	\$4.1	\$27.8	\$25.8	\$166.4
10	TOS22	SOL 80	Carquinez Bridge to Yolo co. line	61 RMs + 150 TOS elements	\$46.9	\$17.4	\$64.3	\$55.6	\$222.0

**Cycle 2 Subtotal      \$85.9**

**GRAND TOTAL      \$241.0**

\* Funding requests for FPI projects include 100% of capital costs and 50% of support costs.

## Attachment D

### Program Category Information

- ***SAFETEA Obligation Authority (OA) Carryover (\$70M)***: This is a required OA payback, which reduces programming capacity to other programs. As the MTC region enters the New Act with a carryover of \$70 million, it remains uncertain how soon this OA payback would be requested by Caltrans, depending on OA used by other regions in the State. It is noteworthy, that MTC's ability to obligate quickly in the earlier years could be viewed as beneficial by Caltrans, allowing later payback of OA. In any event, it is prudent to anticipate payback during Cycle 1. As noted in the SAFETEA summary, the region had to address over \$90 million in OA carryover during the current Act.
- ***Regional Planning (\$48M)***: Provide funding to Congestion Management Agencies (CMAs), Association of Bay Area Governments (ABAG), the San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC to support planning activities in the region. Funding levels reflect the Transportation 2035 commitment level by escalating at 4% per year from the base amount of \$6.9 M in FY 2008-09. There are ongoing discussions regarding higher levels of funding, which will depend on the assignment of additional planning and program management responsibilities over the New Act period.
- ***Regional Operations (\$158M)***: Funding to continue regional operations programs over the New Act period including TransLink®, 511, and Incident Management. In order to compensate for the elimination of STA funding to the Regional Operations Programs, an increment of \$2.5 million has been added, as compared to Transportation 2035 assumptions, to underwrite MTC staff costs through FY 2012/13. However, for the subsequent years Regional Operations program funding needs should be revisited when the Commission considers Cycle 2 commitments, depending on the State of California fiscal situation.
- ***Pavement Technical Assistance Program (PTAP) and Federal Aid System Commitments (\$28M)***: With the passage of ISTEA and the dissolution of the Federal Aid Urban/ Federal Aid Secondary (FAU/FAS) programs, California statutes guarantee the continuation of minimum funding to Counties, covering their prior FAS shares. We are proposing to take this amount of \$15 million off-the-top for the streets and roads rehabilitation program at the outset of Next Act programming. Also, PTAP (\$7 million per cycle), similar to MTC's regional operations programs requires uninterrupted funding to continue the program, which includes \$1.5 million per cycle to underwrite MTC costs to administer the program.
- ***Freeway Performance Initiative (\$222M)***: Attachment C summarizes the specific projects proposed under FPI. Major benefits would accrue to the Bay Area expediting the implementation of the Freeway Performance Initiative, emphasizing the delivery of ramp metering projects on the State Highway System throughout the Bay Area Region. For nearly two years, MTC staff has been working together with Caltrans and the CMAs to develop a list and sequencing of projects, which will be finalized shortly. The performance assessment undertaken during the development of T2035 confirmed that FPI fell into the highest tier of beneficial projects, which include cost effectiveness, congestion relief and air quality reduction. In order for the region to take advantage of this opportunity, other investment categories would generally be deferred to later years, allowing the FPI to be delivered in the first years of the New Act. Also this category includes \$1.5 million per year, for a total of \$9

*Attachment D*

million for performance monitoring activities during the New Act including the Regional Signal Timing Program and TOS.

- ***Climate Initiatives (\$68M)***: Project components include providing a match to the Electric Vehicle (EV) Infrastructure Project and funding the Safe Routes to Schools, Safe Routes to Transit, Transit Priority Measures (TPM), and Outreach/Incentives programs. This initiative also provides \$6 million during the New Act for the Eastern Solano CMAQ Program, to acknowledge CMAQ funds coming to MTC that are within the Sacramento Metropolitan Air Quality Management District's air basin encompassing Eastern Solano County.
- ***Regional Bicycle Program (\$42M)***: This is a continuation of the Regional Bicycle Pedestrian Program which under T2035 will be applied to building the Regional Bicycle Network. This category also includes \$8 million for new projects as a result of advancing previously funded transportation enhancement (TE) funding.
- ***Transportation for Livable Communities (TLC) (\$169M)***: \$72 million is provided in Cycle 1 to allow for a TLC pilot program to launch a new approach based on discussions with our partners and stakeholders. In July, the Planning Committee will be reviewing several elements for the next TLC funding cycle. Areas under consideration include (1) the use of TLC funds to incentivize development in Priority Development Areas, (2) the size of TLC grants, (3) a menu of eligible program categories, including streetscapes (current program eligibility), as well as several new categories: non-transportation infrastructure, transportation demand management, and density incentives such as land banking or site assembly, and (4) the split between the regional and local funding. Following input from the Planning Committee, MTC advisors, and regional stakeholders, staff will return to the Planning Committee in September for approval of the next TLC funding cycle.
- ***Transit Capital Rehabilitation Shortfall (\$115M)***: This program will continue to address transit capital shortfalls in the region as identified in the Transportation 2035. The program objective, as in the past, is to assist transit operators to meet major fleet replacement needs.
- ***Local Regional Streets and Roads Rehabilitation (\$135M)***: This program addresses rehabilitation shortfalls on the regional local streets and roads network. Note that an additional \$28M (See the PTAP/FAS category above) would be applied to regional streets and roads rehabilitation needs as well as this program line item.
- ***Strategic Investments (\$91 million)***: Staff is proposing several strategic investments that take into consideration synergies with other recent and proposed initiatives as well as the current state and local economic realities. Related to recent initiatives, staff is proposing to build on the momentum of the Corridor Mobility and Trade Corridor programs by recommending two additional projects that meet these investment priorities. Further, staff is recommending the restoration of partial funding to transit programs and projects that lost funding as a result of state and federal funding cuts. A brief description of each project as well as the proposed funding amount is included below:
  - *Corridor Mobility (Santa Clara Interstate 280 to Interstate 880 Direct Connector - \$32 million)*: This project will provide a direct freeway connector and interchange improvements to improve traffic operations, safety, and access. This project had been a candidate for Proposition 1B funding, and is now proposed as a strategic investment.
  - *Trade Corridor (Richmond Rail Connector - \$8 million)*: The Richmond Rail Connector is a rail connection between the BNSF Railroad's Stockton Subdivision and

*Attachment D*

Union Pacific Railroad's Martinez Subdivision near San Pablo, CA, just north of Richmond, CA. BNSF and UP, as well as the Capitol Corridor and Amtrak, all operate on the Martinez Subdivision. This project is needed to accommodate and better serve both current and future freight and passenger rail traffic on the Martinez Subdivision rail corridor while reducing the impacts on the local community. The proposed rail connector would eliminate the need for a number of long BNSF trains to continue to travel through downtown Richmond, thereby reducing traffic delays at local grade crossings, as well as vehicle emissions and noise impacts affecting Richmond residents. The estimated project cost is approximately \$35m, with 50 percent of the project costs coming from the state Proposition 1B TCIF program, and additional funds coming from BNSF Railroad.

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

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

- *Transit Efficiency (SFgo -\$20M)*: The SFgo Arterial Traffic Management System project in San Francisco, originally proposed to received federal Urban Partnership Program funding, involves the installation of new communications network and advanced traffic signal control systems on the US 101 /Van Ness and Market Street corridors. This project will decrease traffic congestion and improve transit operations by synchronizing intersections, and furnishing and installing traffic cameras and variable message signs for traffic monitoring and information dissemination.

As presented to the Planning Committee on July 10, 2009



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## *Memorandum*

TO: Planning Committee

DATE: July 10, 2009

FR: Executive Director

RE: Proposed New Transportation for Livable Communities (TLC) Program Guidelines – “TLC 2.0”

### **Background**

For the past ten years, the Transportation for Livable Communities (TLC) program has served as one of the Bay Area’s primary tools for fostering smart growth. By promoting compact, mixed-use development in existing communities, smart growth aims to accommodate a growing population by providing housing options, and reduced automobile dependency, while protecting open space and agricultural resources.

Staff conducted an evaluation of TLC in summer 2007, including completed TLC Planning, Housing Incentive Program (HIP), and the TLC Capital grants. It did not include TLC projects funded through the county Congestion Management Agencies (CMAs) or projects funded in the last cycle (awarded in 2005). Staff presented findings from the evaluation and preliminary recommendations to the Planning Committee in April 2008 (Attachment A).

Based on the TLC program evaluation, Reconnecting America’s Center for Transit Oriented Development (CTOD) completed a white paper (a copy of the Executive Summary is attached) detailing various options and strategies for financing transit-oriented development in the Bay Area. The paper made several recommendations for revising the TLC program, including creating a flexible financing program that responds to different market conditions within the region. Staff presented these materials to the Planning Committee in September 2008.

### **Program Considerations**

Picking up from where the TLC evaluation and TOD white paper left off last year, staff has been discussing proposed program changes with a small working group of Commissioners, our advisory committees, CMAs and other partner agencies. Staff believes the current program of spreading the funds around to various smaller streetscape and bicycle/pedestrian projects has served a useful purpose over the past 10 years to seed infill growth in the region. However, we think the time has come to change the program so that it can have a greater positive impact in those communities that have a demonstrated ability to plan and construct high intensity/quality development and that have taken on increased housing production numbers through the latest Regional Housing Needs Allocation process.

Based on these discussions, we have developed recommendations for four program elements of the TLC 2.0 program:

1. Incentivize development in PDAs
2. Grant size
3. Menu of eligible program categories (see Attachment B for further description)
4. Program structure

All of these program elements are also described in detail in Attachment C to this memorandum.

### **Funding**

The Transportation 2035 Plan recommended a doubling of the current TLC program (about \$27 million/year to about \$60 million/year annualized over the life of the plan) including both Surface Transportation Program/Congestion Mitigation Air Quality (STP/CMAQ) funds and anticipated, unspecified new revenues. Funding levels for the program in the early years of programming will likely be lower due to de-escalation and other programming constraints. Actual TLC funding levels will be determined by federal STP/CMAQ Cycle programming policies to be adopted by the Commission later this year.

### **Next Steps**

Staff will continue to discuss these proposals with our advisory committees and other partner agencies. We seek MTC Planning Committee input at your July meeting and approval in September 2009. We intend to have final guidelines approved by October/November 2009 to solicit Cycle 1 funding projects by the end of this calendar year.

//Steve Heminger//  
Steve Heminger

Attachments: Attachment A: Memo to Planning Committee dated 4/11/08  
Attachment B: Proposed Program Options  
Attachment C: Proposed Program Elements

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**ATTACHMENT A: APRIL 2008 PLANNING COMMITTEE MATERIALS**

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***Memorandum***

TO: Planning Committee

DATE: April 11, 2008

FR: Deputy Executive Director, Operations

W. I.

RE: **Transportation for Livable Communities (TLC) – Program Evaluation and Recommendations**

**Background**

For the past ten years, the Transportation for Livable Communities (TLC) program has served as one of region's primary tools for fostering smart growth. After the adoption of the Transportation/Land Use Connection Policy in 1996, the Commission began funding the TLC planning program in 1997. The program was expanded in 1998 to include a TLC capital grant program and in 2001 to include the Housing Incentive Program (HIP). Since then the program has remained largely unchanged, though a 2004 evaluation prompted changes in the TLC goals and the structure of HIP.

The TLC program is funded with federal Congestion Mitigation and Air Quality (CMAQ) and Transportation Enhancements (TE) dollars at a total of \$27 million annually consistent with the Transportation 2030 Plan. This amount includes \$9 million for each of the following: TLC Capital administered by MTC, TLC Capital administered by the CMAs, and HIP administered by MTC. A timeline of agency policy and funding decisions are outlined in Attachment A.

Staff conducted an evaluation of the TLC programs beginning in summer 2007 (this included TLC planning, HIP and TLC capital grants that have been constructed. It did not include TLC projects funded through the county CMAs). A copy of the report, *Ten Years of TLC: An Evaluation of MTC's Transportation for Livable Communities Program* is included with this memo.

***Program Evaluation Key Findings***

Staff contacted project sponsors, community groups associated with projects, as well as end users for the five case studies to survey their impressions of TLC projects and programs. Response rates for project sponsors and community groups were high, though it proved difficult to get many end-user surveys for the case studies. While specific TLC projects were challenging to evaluate due to their limited size and the way different jurisdictions collect information, it is possible to understand key trends in the program. The following key findings are a subset of those in the complete evaluation report:

### **TLC Planning Program**

- The maximum size of a TLC Planning Grant is \$75,000 and the average has been roughly \$40,000.
- Pedestrian improvements have been the most popular form of capital improvements planned for (87%), while design standards (60%) have been the most common forms of policy changes pursued in TLC planning grants to date.
- TLC planning grant recipients described the community participation aspects of TLC planning grants as one of the most important benefits of the program.
- More than 55 percent of all proposed policy changes identified in TLC plans have also been implemented by the sponsoring jurisdictions.
- Given increased costs over the last ten years, TLC planning grants have more recently been viewed as too small to undertake significant planning processes that require substantial public involvement and project preparation.

### **Housing Incentive Program**

- HIP has provided \$27 million in funding associated with 38 housing projects across 20 jurisdictions in two funding cycles. This translates into rewards for the construction of 11,600 new housing units of which just over one-third are affordable.
- The availability of the HIP grant—according to surveyed sponsors—acted as an incentive in 37% of the projects.
- Roughly 70 % of the proposed housing projects qualified for HIP grants by issuing building permits on the project, the remaining 30 percent failed to meet the HIP deadlines.
- In those cases the grant did not act as an adequate incentive to approve the project, key challenges that could not be overcome include: market forces (35%), developer commitment (32%), developer financing (29%), city permitting (38%) and environmental review (22%).

### **TLC Capital Program**

- TLC Capital projects encompass a wide variety of project types including bike lanes and paths, enhanced sidewalks, street trees, pedestrian scale lighting, bulb-outs, street furniture, bicycle parking, wayfinding signage, and traffic calming. Project sponsors rated TLC capital projects most effective at improving the one TLC goal that is most difficult to quantify – a community's sense of place and quality of life.
- While a majority of project sponsors and co-sponsors also noted that their grants helped improve a range of transportation choices, it was rated the lowest of the five TLC program goals.
- Historically TLC project sponsors have not been asked to provide before and after data that would allow for project evaluations. However, the most successful TLC capital projects appear – at least anecdotally – to have increased local pedestrian activity, created positive impacts on local businesses (as evidenced by lower vacancy rates and higher retail sales volumes in some TLC project areas), and served to facilitate nearby land use changes such as new housing and commercial development.
- Local jurisdictions – required to provide a minimum 11.5 % match under federal law – ultimately provided local funds from numerous sources averaging a 76% local match across all projects surveyed. It is significant to note that TLC funds are often some of the

first funds on the table and thus allow local staff to subsequently generate funding from other sources

### Recommendations

Given the results of the TLC program evaluation, staff seeks input from the Committee and key stakeholders on the following recommendations:

- (1) Tighten the connection between the TLC program and projects that directly support infill housing and transit-oriented development throughout the region by targeting a portion of TLC funds for locally-designated Priority Development Areas under the FOCUS program.
- (2) Discontinue the TLC Planning Program and focus on larger land use planning grants through the Station Area Planning Program, combined with smaller, quick-response technical assistance grants to assist local jurisdictions with specific TOD-related challenges.
- (3) Discontinue the Housing Incentive Program while still incorporating incentives to approve new housing by linking TLC awards to the planning and construction of new transit supportive development.
- (4) Broaden TLC grant eligibility to include other infrastructure improvements including parking garages and local land parcel acquisition in order to maximize future development at key smart growth locations throughout the region.
- (5) Provide larger TLC capital grants at more frequent intervals.

### **Next Steps**

Staff is seeking the Committee's preliminary input on the above recommendations, recognizing that the overall program structure and funding levels for the TLC program will be the subject of the Commission's deliberations on the Transportation 2035 Plan in the coming months. Pending the Transportation 2035 Plan outcomes, staff will revise the TLC program goals, objectives and criteria for Commission approval later this year.

*//Ann Flemer//*

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Ann Flemer

SH:DJ

## Attachment 1: MTC's Smart Growth Timeline

	<b>Adopted Policy</b>	<b>Funding Programs</b>
1996	<ul style="list-style-type: none"> <li>• Transportation/Land Use Connection Policy adopted</li> </ul>	
1997		<ul style="list-style-type: none"> <li>• TLC Planning Program created</li> </ul>
1998		<ul style="list-style-type: none"> <li>• TLC Capital Program created</li> </ul>
2000	<ul style="list-style-type: none"> <li>• ABAG, MTC and partner agencies begin a two-year effort to develop the Bay Area Smart Growth Vision</li> </ul>	<ul style="list-style-type: none"> <li>• Housing Incentives Program (HIP) pilot cycle launched</li> </ul>
2001		<ul style="list-style-type: none"> <li>• 2001 Regional Transportation Plan triples TLC funding to \$27 million annually for HIP, regional TLC, and county-level TLC</li> </ul>
2005	<ul style="list-style-type: none"> <li>• Transit-Oriented Development Policy adopted, requiring that jurisdictions receiving MTC funding for transit extensions plan a minimum number of housing units along new corridors</li> </ul>	<ul style="list-style-type: none"> <li>• Station Area Planning Grant program created to support TOD policy</li> </ul>
2007	<ul style="list-style-type: none"> <li>• ABAG, MTC and partner agencies launch Focusing Our Vision (FOCUS), an effort to prioritize infill, mixed-use development near existing transit and jobs</li> </ul>	<ul style="list-style-type: none"> <li>• Station Area Planning Grant program expanded to include areas under FOCUS program</li> </ul>

## Attachment 2: Existing TLC Program Structure &amp; Staff Recommendations

	<b>Existing Program Structure</b>	<b>Staff Recommendation</b>
TLC Planning Program	\$500,000 per year	Discontinue/ fold into Station Area Planning Program
TLC Capital Program	\$9 million per year distributed by MTC, \$9 million per year distributed by CMAs	Continue TLC program, broaden grant eligibility
Housing Incentive Program	\$9 million per year distributed by MTC	Discontinue/ fold housing emphasis into new elements of TLC capital program
Station Area Planning Program	2 <sup>nd</sup> cycle of grants pending totaling \$7.5 million – program funded through 2012	Continue Program through at least 2012 and re-evaluate
Technical Assistance	n/a	Start quick-response technical assistance program for local jurisdictions

## ATTACHMENT B: TLC 2.0 – Program Options

Program Option	Streetscapes (current program eligibility)	Non-transportation Infrastructure Improvements	Transportation Demand Management (TransLink®, carshare, TOD parking, etc)	Density Incentives (Direct TOD funding Land Banking / Site Assembly)
<b>Grant or Loan</b>	Grant	Grant or Loan	Grant or Loan	Grant or Loan
<b>CMAQ /TE /STP</b>	Yes	No	Yes	Only via transit operator joint development program
<b>Example</b>	Strengthen connection of existing program to new development in need of millions in new streetscapes such as San Jose midtown, Santa Rosa Railroad Sq. Ensure high quality projects.	San Leandro: sewer upgrades required for substantial TOD; fee structures and redevelopment funds are not capable of covering full expense. Plan in place for 2,500+ new housing units.	MacArthur BART: project replaces 300 of 600 surface spaces for BART in a priced parking structure that creates site for 675 new housing units  TransLink® for TOD program expansion pending study results or support for a carshare vehicle for new or recent TOD residents)	Richmond approves 5-story, 60+ units/acre project (230 units) adjacent to BART & the transit village; developer unable to finance above 25 unit/acre project. City under pressure to deliver “something” on critical site  San Bruno is interested in securing land near the re-located Caltrain station but is unable to fund the transaction. Similar stories to be found at numerous future transit stations.
<b>Notes</b>	Demand appears strong for this program element	Funding compatibility, high demand	Parking management is a critical barrier to TOD.	Holding title to land and land re-sale. Critical time to preserve key sites for future development.

## ATTACHMENT C

### Proposed Program Elements

Based on these discussions, we have developed recommendations for four program elements for the TLC 2.0 program:

- (1) **Use of TLC funds to incentivize development in Priority Development Areas** – Tighten the connection between the TLC program and projects that directly support well planned, transit-oriented development throughout the region by targeting TLC funds to high-impact Priority Development Areas (PDAs) under the FOCUS program.

*Staff recommendation:* Only projects in planned or potential PDAs will be eligible for TLC funds. There are over 120 PDAs representing over 60 jurisdictions throughout the Bay Area.

Discussion with Partners: Most of our partners support this recommendation with the understanding that high-impact projects would mostly occur in planned and potential locally-designated PDAs. Over time, resources will be needed to fund planning to advance more PDAs to the “planned” category.

- (2) **Grant size** – Based on the TLC evaluation and feedback from local jurisdictions, larger grants at more frequent intervals are desirable.

*Staff recommendation:* Increase grant awards from the current \$500,000 - \$3 million to a maximum of \$6 million; we propose there be no grant minimum. Local communities would be expected to participate to their maximum extent possible in the funding of all projects.

Discussion with Partners: Comments focused on the possible need for a minimum grant size in order to ensure efficient use of federal funds which require substantial staff time to administer. Staff agrees with this principal and would leave it up to the CMAs to determine minimum grant size for the local TLC program element (see # 4 below).

- (3) **Menu of eligible program categories** - The menu of eligible program categories, developed with input from city staff from planning, redevelopment, and public works, as well as market rate and non-profit developers, were recommended for consideration in the TOD White Paper previously reviewed with the MTC Planning Committee in September 2008. These include streetscapes (current program eligibility), as well as several new categories: non-transportation infrastructure, transportation demand management, and density incentives such as land banking or site assembly, and are illustrated in Attachment B. Not all of these options are eligible for federal funding available through the TLC Program. Funding exchanges would need to be arranged.

*Staff recommendation:* Build flexibility by allowing all categories included in Attachment B to be eligible for funding, with a goal of selecting the highest impact projects, based on intensity of existing and proposed adjacent development, proximity to transit service, and local needs. Project selection would also depend on project eligibility for STP/CMAQ funding or the availability of non-federal or other funding exchanges that could deliver the project.

Discussion with Partners: Most discussion centered on concerns about funding non-transportation infrastructure with transportation funds. Staff pointed out that these needs were identified by cities that are actively pursuing the development of TOD, but cannot fund them fully after participation from developers and city funds. It's difficult for staff to predict the types and number of eligible projects that might be able to take advantage of the expanded program eligibility. In that context, we recommend that the expanded TLC 2.0 program categories be eligible as an initial pilot for 1<sup>st</sup> Cycle funding to support local jurisdictions to implement TODs in a way they need most; based on the 1<sup>st</sup> Cycle outcomes, we would make a recommendation to the Commission on whether to continue the expanded program for the 2<sup>nd</sup> Cycle funding.

- (4) **Program Structure** - Given the increase in program size, the spirit of funds between the regional and county-level programs should be reassessed; the program is currently administered jointly by MTC (2/3) and the CMAs (1/3).

*Staff recommendation:* Keep the current split – 2/3 of the program administered regionally by MTC and 1/3 administered at the county level by the CMAs. In addition, per the April 2008 recommendation, staff proposes to: 1) fold the HIP program into elements of the proposed new TLC capital program; 2) fold the TLC Planning program into the Station Area Planning program; and 3) create a new technical assistance program for TOD, fashioned after the current PTAP program.

Discussion with Partners: Many of the CMAs propose a reverse 2/3 County, 1/3 MTC program based on their closer relationship to cities and counties. MTC believes that in order to create a sufficient number of high impact grants that could approach the proposed \$6 million grant maximum, a larger regional program level should be maintained. As discussed in issue #2 above, staff views the new TLC 2.0 as a regional pilot program, at least for Cycle 1 funding. Staff would revisit the program structure with the CMAs after assessing Cycle 1 outcomes.



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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: July 13, 2009

FR: Sri Srinivasan

RE: TIP Update

### **2009 TIP Revisions**

#### TIP Revision 09-23 - Pending

Revision 09-23 is an all transit TIP amendment that makes revisions to 84 projects with a net increase in funding of approximately \$437.1 million. The amendment programs \$350 million in FTA Section 5307 and FTA Section 5309 Fixed Guideway (FG) funds for FY 2009-10, as adopted by the commission through the San Francisco Bay Area Regional Transit Capital Priorities program. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-23 is on schedule to be approved by the MTC Commission on July 22, 2009 and final federal approval is expected in mid-September 2009.

#### TIP Revision 09-22 - Pending

Revision 09-22 is an amendment that makes revisions to 18 projects with a net increase in funding of approximately \$449.2 million. The amendment adds six new regional projects into the TIP funded with Other Local funds. The significant change in this amendment is the updated funding plan for the Transbay Terminal Project with an updated cost of \$1.2 billion, with the funds being added in FY13 and FY14. The amendment also programs \$70 million in American Recovery and Reinvestment Act (ARRA) funds to the Oakland Airport Connector project in FY09 subject to action by the Commission confirming the project has satisfied certain ARRA conditions. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-22 is on schedule to be approved by the MTC Commission on July 22, 2009 and final federal approval is expected in mid-September 2009.

#### TIP Revision 09-21 - Approved

Revision No. 09-21 is an administrative modification that makes revisions to 13 projects with a net increase in funding of \$2.1 million. Among other changes, the revision updates the back-up lists and costs of four American Recovery and Reinvestment Act (ARRA) grouped listings. The significant change is the revision of the Caltrans managed grouped listing for Emergency Response projects. For six projects in this revision, the fund source is changed from CMAQ funds to STP funds due to the FY 2008-09 Rescission of CMAQ Apportionment. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-21 was approved by the MTC Deputy Executive Director on July 13, 2009 and final Caltrans approval was received on July 13, 2009.

#### TIP Revision 09-20 - Pending

TIP revision Update

July 13, 2009

Page 2 of 5

Revision 09-20 is an amendment that makes revisions to 18 projects with a net decrease in funding of approximately \$5 million. The amendment adds seven new projects into the TIP: three transit projects (scheduled to receive part of the \$15.3 million in American Recovery and Reinvestment Act (ARRA) funds), two new planning projects (funded with Other Local funds), one grade crossing design project (funded with TCSP earmarks funds) and one pavement overlay project (funded with SLPP funds and Other Local funds). The amendment also updates funding plans of the ARRA funded SHOPP projects to reflect actual obligations, at the request of Caltrans and among other changes, the amendment also changes the funding plan for the Doyle Drive Replacement Project as follows: it moves approximately \$35 million from FY 2007-08 to FY 2008-09 for the Doyle Drive Replacement Project and changes the fund source for \$80 million from Other Local funds to AB1171 funds. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-20 was approved by the MTC Commission on June 24, 2009. Caltrans approval was received on July 6, 2009 and final federal approval is expected in early August 2009.

#### TIP Revision 09-19 - Approved

Revision 09-19 is an administrative modification that makes revisions to 24 projects with a net increase in funding of \$12 million. Among other changes, the revision updates the back-up lists and costs of seven American Recovery and Reinvestment Act (ARRA) funded grouped listings. The significant change is the revision of the Caltrans managed grouped listing for Bridge Preservation projects. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements

Revision 09-19 was approved by the MTC director on June 29, 2009. Caltrans approval was received on June 30, 2009.

#### TIP Revision 09-18 - Approved

Revision 09-18 is an amendment that makes revisions to a total of 34 projects with a net change in funding of \$76.5 million. It adds 12 new projects into the TIP, including the SR 12/29/221 Soscol Junction Interchange (Flyover) Study project with \$6.3 million in State funds; 10 regional planning projects; and a new TIP listing for the Pavement Technical Assistance Program (P-TAP). These were split from existing projects to mark the start of the new federal authorization period. One significant change in this amendment is the increase in costs of the Golden Gate Bridge - Suicide Deterrent System project, with \$5 million in FY 2010-11 and \$45 million in uncommitted funds in FY 2012-13. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-18 was approved by the MTC Commission on May 27, 2009. Caltrans approval was received on June 18, 2009 and final federal approval was received on July 8, 2009.

#### TIP Revision 09-17 – Approved

Revision 09-17 is an amendment that makes revisions to a total of 28 projects with a net decrease in funding of \$7.7 million. The amendment is the Annual All Transit or Program of Projects (POP) TIP amendment that makes revisions to transit projects to reflect the FY 2008-09 appropriations that were enacted in March as part of the omnibus appropriations act and the apportionments of the FTA 5307 and 5309 Fixed Guideway programs to urbanized areas that were released by FTA on April 27. One significant change in this amendment is the addition of \$12.6 million to the BART Car Replacement project. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-17 was approved by the MTC Commission on May 27, 2009. Caltrans approval was received on June 17, 2009 and final federal approval was received on June 23, 2009.

#### TIP Revision 09-16 - Approved

Revision 09-16 is an administrative modification that makes revisions to 8 American Recovery and Reinvestment Act (ARRA) funded grouped listings with a net increase in funding of approximately \$6.8 million. The back-up lists and costs of grouped listings are updated with this revision. The changes made with this revision will not affect air quality conformity or conflict with financial constraint requirements.

Revision 09-16 was approved by the MTC Director on May 22, 2009. Final Caltrans approval was received on May 27, 2009.

#### TIP Revision 09-15 – Approved

Revision 09-15 is an administrative modification that makes revisions to 41 projects with a net increase in funding of approximately \$2 million. Among other changes, it updates project lists and costs of three Caltrans managed SHOPP Grouped listings. Most of the modifications reflect adjustments to transit projects reconciling programmed amounts to actual appropriations. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-15 was approved by the Deputy Executive Director on June 3, 2009. Final Caltrans approval was received on June 4, 2009.

#### TIP Revision 09-14 - Approved

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, 2009. Caltrans approval was received on May 28, 2009 and final federal approval was received on June 10, 2009.

#### TIP Revision 09-13 - Approved

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, 2009. Caltrans approval was received on May 27, 2009 and final federal approval was received on June 10, 2009.

#### TIP Revision 09-12 – Approved

Revision 09-12 is an administrative modification that makes revisions to 21 projects receiving American Recovery and Reinvestment Act (ARRA) funds with a net increase in funding of approximately \$1.9 million. One significant change in this revision is the creation of the San Mateo County: Install TMS Elements (SM-090023) project by splitting the project originally listed in the SHOPP – Mobility Grouped Listing in the TIP

(MTC050006) to allow for easier reporting and tracking of ARRA funds. The funding plan for the SR 24 - Caldecott Tunnel 4th Bore project was also updated by adding \$104.957 million in State ARRA funds in FY09 in place of \$31 million in RIP funds and \$73.957 million in CMIA funds programmed in the TIP. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

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

TIP Revision 09-11 – Approved

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

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

TIP Revision 09-10 – Approved

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

TIP Revision 09-09 – Approved

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

TIP Revision 09-08 – Approved

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

TIP Revision 09-07 – 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 09-06 - Approved

Revision 09-06 was approved by the MTC Commission on April 22, 2009. Caltrans approval was received on May 12, 2009 and final federal approval was received on May 29, 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 09-04 - 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 09-03 - Approved

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

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 09-01 - Approved

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

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 or [ssrini@mtc.ca.gov](mailto:ssrini@mtc.ca.gov).

**METROPOLITAN TRANSPORTATION COMMISSION**  
**TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**  
**TENTATIVE 2009 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)**  
**as of July 14, 2009**

REVISION TYPE	REVISION NUMBER	NOTE	TIP REVISION REQUEST SUBMISSION DEADLINE	MTC APPROVAL *	STATE APPROVAL *	FED. APPROVAL *	APPROVAL STATUS
Admin. Modification	09-01	First Admin Mod	September 30, 2008	December 15, 2008	December 16, 2008	N/A	APPROVED
Amendment	09-02	First Amendment	October 31, 2008	December 17, 2008	January 2, 2009	January 30, 2009	APPROVED
Admin. Modification	09-03	Regular	December 31, 2008	January 30, 2009	February 5, 2009	N/A	APPROVED
Amendment	09-04	Expedited	January 16, 2009	February 25, 2009	March 6, 2009	March 17, 2009	APPROVED
Amendment	09-05	ARRA - Revenues	February 20, 2009	February 25, 2009	February 26, 2009	March 17, 2009	APPROVED
Amendment	09-06	RTP AQ Conformity	August 29, 2008	April 22, 2009	May 12, 2009	May 29, 2009	APPROVED
Amendment	09-07	ARRA	January 30, 2009	February 25, 2009	March 2, 2009	March 17, 2009	APPROVED
Admin. Modification	09-08	ARRA	February 28, 2009	March 17, 2009	March 18, 2009	N/A	APPROVED
Admin. Modification	09-09	Regular	February 28, 2009	April 9, 2009	April 13, 2009	N/A	APPROVED
Admin. Modification	09-10	ARRA	March 31, 2009	April 10, 2009	April 13, 2009	N/A	APPROVED
Admin. Modification	09-11	ARRA	April 15, 2009	April 16, 2009	April 16, 2009	N/A	APPROVED
Admin. Modification	09-12	ARRA	April 22, 2009	April 22, 2009	April 24, 2009	N/A	APPROVED
Amendment	09-13	ARRA	February 28, 2009	April 22, 2009	May 27, 2009	June 10, 2009	APPROVED
Amendment	09-14	Regular / UPP	February 28, 2009	April 22, 2009	May 28, 2009	June 10, 2009	APPROVED
Admin. Modification	09-15	Regular	April 10, 2009	June 3, 2009	June 4, 2009	N/A	APPROVED
Admin. Modification	09-16	ARRA	April 10, 2009	May 22, 2009	May 27, 2009	N/A	APPROVED
Amendment	09-17	Annual Transit POP	April 30, 2009	May 27, 2009	June 17, 2009	June 23, 2009	APPROVED
Amendment	09-18	Regular	April 30, 2009	May 27, 2009	June 18, 2009	July 8, 2009	APPROVED
Admin. Modification	09-19	ARRA	May 31, 2009	June 29, 2009	June 30, 2009	N/A	APPROVED
Amendment	09-20	Regular	May 31, 2009	June 24, 2009	July 6, 2009	August 10, 2009	PENDING
Admin. Modification	09-21	STP/CMAQ	July 7, 2009	July 13, 2009	July 13, 2009	N/A	APPROVED
Amendment	09-22	Regular	June 15, 2009	July 22, 2009	July 31, 2009	August 24, 2009	PENDING
Amendment	09-23	Transit Only	June 15, 2009	July 22, 2009	July 31, 2009	August 24, 2009	PENDING
Admin. Modification	09-24	Regular	July 1, 2009	July 24, 2009	July 29, 2009	N/A	PENDING
Admin. Modification	09-25	Regular	July 31, 2009	August 28, 2009	August 31, 2009	N/A	TBD
Admin. Modification	09-26	Regular/STP/CMAQ	August 31, 2009	September 23, 2009	September 30, 2009	N/A	TBD
Amendment	09-27	Regular/STP/CMAQ	July 31, 2009	September 23, 2009	September 30, 2009	October 30, 2009	TBD
Admin. Modification	09-28	ARRA	September 30, 2009	October 23, 2009	October 30, 2009	N/A	TBD
Admin. Modification	09-29	Regular	September 30, 2009	October 23, 2009	October 30, 2009	N/A	TBD
Amendment	09-30	Regular	September 30, 2009	November 25, 2009	December 4, 2009	December 31, 2009	TBD
Admin. Modification	09-31	Regular	November 30, 2009	December 24, 2009	December 31, 2009	N/A	TBD
Amendment	09-32	Regular	October 30, 2009	December 23, 2009	January 8, 2010	February 5, 2010	TBD
Admin. Modification	09-33	Regular	December 30, 2009	January 27, 2010	January 29, 2010	N/A	TBD

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**Kindly Note:**

- \* Future approval dates are expected dates and are subject to change
- \* State approval required for all revision types. Federal approval required only for TIP Amendments



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## *Memorandum*

TO: Partnership Technical Advisory Committee

DATE: July 20, 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 July 14, 2009, approximately \$125.4 million or 74.3% 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 7/14/09)	Obligations through July 14, 2009	% Obligated	Balance Remaining	% Remaining
STP	\$58,459,360	\$64,892,360	\$56,966,146	<b>87.8 %</b>	\$7,926,214	<b>12.2 %</b>
CMAQ	\$108,373,000	\$103,979,827	\$68,447,442	<b>65.8 %</b>	\$35,532,385	<b>34.2 %</b>
Total	\$166,832,360	\$168,872,187	\$125,413,588	<b>74.3 %</b>	\$43,458,599	<b>25.7 %</b>

### **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

July 20, 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 before the State runs out of obligation authority.

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 subject to reprogramming within the region to other projects that can use the OA.**

Project sponsors are reminded that September 30, 2009 marks the end of SAFETEA-LU and as a result, all unobligated funds will be rescinded by FHWA. Any sponsor with funds in the "Balance Remaining" column of the attached Obligation Status Report should contact Ross McKeown at [rmckeown@mtc.ca.gov](mailto:rmckeown@mtc.ca.gov) immediately, if they still want the funds for their projects.

## Attachment

A – FY 2008-09 STP/CMAQ Obligation Status Report, July 14, 2009

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Metropolitan Transportation Commission

STP-CMAQ Obligation Status Report

Fiscal Years: FY 08/09

July 14, 2009

County	Sponsor	Project Name	Phase	TIP ID	Fund Code	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
<b>Alameda County</b>																	
Alameda	AC Transit	Enhanced Bus - Telegraph/Intl/East 14th	CON	ALA050017	CMAQ-T3-3B-3434	FTACML	6002017	08/09	08/09		35,000,000	35,000,000				35,000,000	
Alameda	ACCMA	I-580 San Leandro Estudillo Noise Barrier	CON	ALA010032	STP-T3-3-TCP-SF	STPL	6273052	08/09	08/09	7,262,000		7,262,000	03/30/09	7,262,000		7,262,000	
Alameda	ACCMA	Alameda SMART Corridors Operations &	CON	ALA050036	CMAQ-T3-1-AQ	CML	6273047	08/09	08/09		283,000	283,000	01/28/09		283,000	283,000	
Alameda	ACCMA	I-580 (TriValley) Corridor - EB HOV/HOT Lanes	CON	ALA070020	CMAQ-T3-1-AQ	HPLUL	6204071	08/09	08/09		160,000	160,000	04/09/09		160,000	160,000	
Alameda	ACCMA	I-580 (TriValley) Corridor - EB HOV/HOT Lanes	CON	ALA070020	CMAQ-T3-1-AQ	HPLUL	6204080	08/09	08/09		1,000	1,000	04/09/09		1,000	1,000	
Alameda	ACCMA	I-580 (TriValley) Corridor - EB HOV/HOT Lanes	CON	ALA070020	CMAQ-T3-3B-SYS-SFTY-SWAP	HPLUL	6204071	08/09	08/09		2,000,000	2,000,000	04/09/09		2,000,000	2,000,000	
Alameda	ACCMA	I-580 (TriValley) Corridor - EB HOV/HOT Lanes	CON	ALA070020	CMAQ-T3-3B-SYS-SFTY-SWAP	HPLUL	6204071	08/09	08/09		4,000,000	4,000,000	04/09/09		4,000,000	4,000,000	
Alameda	Alameda	Alameda County - Castro Valley Blvd Rehabilitation	CON	ALA050072	STP-T3-3-LSR-SF			08/09	08/09	758,000		758,000				758,000	
Alameda	Alameda	Hampton Rd Streetscape Improvements	CON	ALA070040	CMAQ-T3-1-AQ	CML	5933092	08/09	08/09		257,000	257,000	06/18/09		257,000	257,000	
Alameda	Alameda	Hampton Rd Streetscape Improvements	CON	ALA070040	CMAQ-T3-1-TROC-LIFE	CML	5933092	08/09	08/09		159,000	159,000	06/18/09		159,000	159,000	
Alameda	Alameda	Hampton Rd Streetscape Improvements	CON	ALA070040	CMAQ-T3-2-TROC-LIFE	CML	5933092	08/09	08/09		1,841,000	1,841,000	06/18/09		1,841,000	1,841,000	
Alameda	Alameda	Hampton Rd Streetscape Improvements	CON	ALA070040	CMAQ-T3-3-RBP-CO	CML	5933092	08/09	08/09		742,000	742,000	06/18/09		742,000	742,000	
Alameda	BART	BART Station Electronic Bike Lockers, Ph. 2	CON	ALA070051	CMAQ-T3-1-AQ	FTACML	6000041	08/09	08/09		130,000	130,000				130,000	
Alameda	Berkeley	Berkeley - University Ave Rehabilitation	CON	ALA050073	STP-T3-3-LSR-SF	STPL	5057030	08/09	08/09	630,000		630,000	02/05/09	630,000		630,000	
Alameda	Caltrans	SR 13 Median Landscaping	CON	ALA050059	STP-T3-2-TLC-SAP	STPL	6204063	08/09	08/09	99,765		99,765	01/13/09	99,765		99,765	
Alameda	Caltrans	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	PE	ALA070042	CMAQ-T3-1-AQ	CML	6273045	08/09	08/09		24,000	24,000	04/18/09		24,000	24,000	
Alameda	Caltrans	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	PE	ALA070042	CMAQ-T3-3B-SYS-SFTY-SWAP	CML	6273045	08/09	08/09		2,757,000	2,757,000	04/18/09		2,757,000	2,757,000	
Alameda	Caltrans	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	PE	ALA070042	STP-T3-3-TCP-SF	CML	6273045	08/09	08/09	198,000		198,000	04/18/09	198,000		198,000	
Alameda	Dublin	E. Dublin BART Station Corridor Bike/Ped Enh.	CON	ALA050082	CMAQ-T3-1-AQ	CML	5432013	08/09	08/09		76,000	76,000	03/10/09		76,000	76,000	
Alameda	Dublin	E. Dublin BART Station Corridor Bike/Ped Enh.	CON	ALA050082	CMAQ-T3-2-TLC-HIP	CML	5432013	08/09	08/09		1,459,000	1,459,000	03/10/09		1,459,000	1,459,000	
Alameda	Dublin	W. Dublin BART Station Corridor Bike/Ped Enh.	CON	ALA050083	CMAQ-T3-2-TLC-HIP	CML	5432013	08/09	08/09		1,052,000	1,052,000	03/10/09		1,052,000	1,052,000	
Alameda	Fremont	Bay Street Streetscape & Parking Project	CON	ALA070037	CMAQ-T3-3-TLC-REG	CML	5322029	08/09	08/09		1,570,000	1,570,000	01/16/09		1,570,000	1,570,000	
Alameda	Livermore	Downtown Livermore Pedestrian Transit	CON	ALA070038	CMAQ-T3-3-TLC-REG	CML	5053016	08/09	08/09		1,060,000	1,060,000	03/31/09		888,309	888,309	
Alameda	Livermore	Livermore Downtown Pedestrian Improvements	CON	ALA070059	CMAQ-T3-3-TLC-HIP	CML	5053017	08/09	08/09		845,000	845,000	04/09/09		845,000	845,000	
Alameda	Oakland	7th Street,W. Oakland Transit Village	CON	ALA050080	STP-T3-3-TLC-HIP	ESPLE	5012100	08/09	08/09	750,000		750,000				750,000	
Alameda	Oakland	7th Street,W. Oakland Transit Village	CON	ALA050080	STP-T3-3-TLC-REG			08/09	08/09	1,580,000		1,580,000				1,580,000	
Alameda	Oakland	66th Avenue Streetscape Improvement Project	CON	ALA070011	CMAQ-T3-2-TLC-HIP	CML	5012087	08/09	08/09		1,230,000	1,230,000	03/31/09		1,230,000	1,230,000	
Alameda	Oakland	Fruitvale Ave Streetscape & Ped. Impovements	CON	ALA070057	CMAQ-T3-3-TLC-HIP	CML	5012088	08/09	08/09		2,320,000	2,320,000	03/11/09		2,320,000	2,320,000	
Alameda	Oakland	Fruitvale Ave Streetscape & Ped. Impovements	CON	ALA070057	CMAQ-T3-3-TLC-HIP	CML	5012088	08/09	08/09		300,000	300,000	03/10/09		300,000	300,000	
Alameda	San Leandro	Bay Trail Bridge at Oyster Bay Slough	CON	ALA050078	CMAQ-T3-3-RBP-CO	HP21L	5041025	08/09	08/09		750,000	750,000	12/20/08		750,000	750,000	
Alameda	Union City	Union City - Alvarado-Niles Road Rehabilitation	CON	ALA050070	STP-T3-3-LSR-SF	STPL	5354024	08/09	08/09	421,000		421,000	01/28/09	421,000		421,000	
<b>Alameda County Totals</b>										<b>11,698,765</b>	<b>58,016,000</b>	<b>69,714,765</b>		<b>8,610,765</b>	<b>22,714,309</b>	<b>31,325,074</b>	<b>38,389,691</b>

Metropolitan Transportation Commission

STP-CMAQ Obligation Status Report

Fiscal Years: FY 08/09

July 14, 2009

County	Sponsor	Project Name	Phase	TIP ID	Fund Code	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
<b>Contra Costa County</b>																	
Contra Costa	BART	Richmond BART Parking Structure	CON	CC-030003	STP-T3-2-BF	FTASTP	6000039	08/09	08/09	4,320,000		4,320,000	01/21/09	4,320,000		4,320,000	
Contra Costa	CC County	Iron Horse Trail Over-crossing at Treat	CON	CC-990046	CMAQ-T3-3-RBP-CO	CML	5928048	08/09	08/09		1,520,000	1,520,000	02/19/09		1,520,000	1,520,000	
Contra Costa	CC County	Iron Horse Trail Over-crossing at Treat	CON	CC-990046	CMAQ-T3-3-TLC-CO	CML	5928048	08/09	08/09		754,000	754,000	02/19/09		754,000	754,000	
Contra Costa	CC County	Iron Horse Trail Over-crossing at Treat	CON	CC-990046	CMAQ-T3-3-TLC-HIP	CML	5928048	08/09	08/09		2,522,000	2,522,000	02/19/09		2,522,000	2,522,000	
Contra Costa	Concord	Concord Blvd. Gap Closure, Phase 2	CON	CC-070030	CMAQ-T3-3-RBP-CO	CML	5135033	08/09	08/09		820,000	820,000	05/28/09		820,000	820,000	
Contra Costa	Concord	Monument Blvd & Meadow Ln Pedestrian	CON	CC-070083	STP-T3-3-TLC-REG	ESPLE	5135038	08/09	08/09	1,200,000		1,200,000				1,200,000	
Contra Costa	El Cerrito	San Pablo Avenue Streetscape	CON	CC-070074	CMAQ-T3-3-TLC-CO	CML	5239010	08/09	08/09		506,000	506,000	01/30/09		506,000	506,000	
Contra Costa	El Cerrito	San Pablo Avenue Streetscape	CON	CC-070074	CMAQ-T3-3-TLC-REG	CML	5239010	08/09	08/09		1,800,000	1,800,000	01/30/09		1,800,000	1,800,000	
Contra Costa	Martinez	Martinez - Marina Vista Streetscape	CON	CC-070085	STP-T3-3-TLC-HIP	ESPLE	5024024	08/09	08/09	1,600,000		1,600,000				1,600,000	
Contra Costa	Moraga	Moraga - Moraga Road Rehabilitation	CON	CC-050069	STP-T3-3-LSR-SF	STPL	5415008	08/09	08/09	375,000		375,000	04/01/09	375,000		375,000	
Contra Costa	Pinole	Pinole - Appian Way Rehab: Phase II	CON	CC-050073	STP-T3-3-LSR-SF	ESPL	5126012	08/09	08/09	540,000		540,000	07/02/09	540,000		540,000	
Contra Costa	Richmond	Central Richmond Greenway (East Segment)	CON	CC-070066	CMAQ-T3-3-RBP-CO	CML	5137035	08/09	08/09		20,000	20,000	03/25/09		20,000	20,000	
Contra Costa	Richmond	Richmond Downtown Bike & Ped Improvements	CON	CC-070080	CMAQ-T3-3-TLC-HIP	CML	5137036	08/09	08/09		1,100,000	1,100,000	07/09/09		1,100,000	1,100,000	
<b>Contra Costa County Totals</b>										<b>8,035,000</b>	<b>9,042,000</b>	<b>17,077,000</b>		<b>5,235,000</b>	<b>9,042,000</b>	<b>14,277,000</b>	<b>2,800,000</b>

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
<b>Marin County</b>																	
Marin	San Rafael	San Rafael Canal Street Pedestrian Access	CON	MRN070016	CMAQ-T3-2-TROC-LIFE	CML	5043029	06/07	08/09		288,000	288,000	07/09/09		288,000	288,000	
<b>Marin County Totals</b>										0	288,000	288,000		0	288,000	288,000	0

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
<b>Napa County</b>																	
Napa	American	American Canyon - Elliott Street Rehabilitation	CON	NAP050011	STP-T3-2-LSR-SF	STPL	5470003	08/09	08/09	48,000		48,000				48,000	
Napa	NCTPA	East Avenue Sidewalk Project	CON	NAP070008	STP-T3-3-RBP-CO			08/09	08/09	284,000		284,000				284,000	
Napa	Napa	Napa - Browns Valley Road Rehabilitation	CON	NAP070003	STP-T3-3-LSR-SF	STPL	5042047	08/09	08/09	664,000		664,000	07/10/09	664,000		664,000	
Napa	Napa	Napa - Soscol Avenue Rehabilitation	CON	NAP070006	STP-T3-3-LSR-SF	STPL	5042047	08/09	08/09	221,000		221,000		221,000		221,000	
Napa	Napa	Napa - Soscol Road Rehabilitation Phase 2	CON	NAP070007	STP-T3-3-LSR-SF	STPL	5042047	08/09	08/09	574,000		574,000	07/10/09	574,000		574,000	
Napa	Napa County	Deer Park Road Rehabilitation	CON	NAP070005	STP-T3-3-LSR-SF			08/09	08/09	46,581		46,581				46,581	
Napa	Various	Grouped Listing - ARRA LS&R Rehab - Napa	CON	REG090028	STP-T3-3-LSR-SF				08/09	281,000		281,000				281,000	
<b>Napa County Totals</b>										<b>2,118,581</b>	<b>0</b>	<b>2,118,581</b>		<b>1,459,000</b>	<b>0</b>	<b>1,459,000</b>	<b>659,581</b>

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July 14, 2009

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
<b>Regional Counties</b>																	
Regional	BART	BART Car Exchange (Preventive Maintenance)	CON	REG050020	STP-T3-3-TCP-SF	FTASTP	6000039	08/09	08/09	22,683,000		22,683,000	01/21/09	22,683,000		22,683,000	
Regional	MTC	Freeway Operations TOS	PE	MTC030003	CMAQ-T3-3-RO	CMLN	6084147	08/09	08/09		266,000	266,000	04/18/09		266,000	266,000	
Regional	MTC	Freeway Operations TOS	CON	MTC030003	STP-T3-3-RO	CML	6084082	08/09	08/09	934,000		934,000				934,000	
Regional	MTC	Station Area Planning Program	PE	REG050008	STP-T3-3-TLC-PL	STPL	6084146	08/09	08/09	855,000		855,000	11/14/08	855,000		855,000	
Regional	MTC	Station Area Planning Program	PE	REG050008	STP-T3-3-TLC-SAP	STPL	6084146	08/09	08/09	9,200,000		9,200,000	11/14/08	9,200,000		9,200,000	
Regional	MTC-SAFE	Incident Management Program	PE	REG050021	CMAQ-T3-3-RO	CML	6084139	08/09	08/09		1,000,000	1,000,000	06/04/09		1,000,000	1,000,000	
<b>Regional Counties Totals</b>										<b>33,672,000</b>	<b>1,266,000</b>	<b>34,938,000</b>		<b>32,738,000</b>	<b>1,266,000</b>	<b>34,004,000</b>	<b>934,000</b>

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
<b>San Francisco County</b>																	
San Francisco	MUNI	SF Muni Third St LRT Phase 2 - New Central	PSE	SF-010037	CMAQ-T3-3-RBP-CO	FTASTP	6328027	08/09	08/09		2,025,000	2,025,000	02/24/09	2,025,000	2,025,000		
San Francisco	SF DPW	Valencia Streetscape Improvements	CON	SF-070031	CMAQ-T3-3-TLC-REG	HPLUL	5934133	08/09	08/09		2,600,000	2,600,000	03/20/09	2,600,000	2,600,000		
San Francisco	SF DPW	Leland Avenue Streetscape Improvements	CON	SF-070032	CMAQ-T3-3-TLC-HIP	RPSTPL	5934140	08/09	08/09		1,640,000	1,640,000	03/20/09	1,640,000	1,640,000		
San Francisco	SF DPW	Divisadero Streetscape and Ped. Improvements	CON	SF-070039	CMAQ-T3-3-TLC-HIP	ESPLCM	5934149	08/09	08/09		2,614,000	2,614,000	06/02/09	2,601,011	2,601,011	12,989	
<b>San Francisco County Totals</b>										0	8,879,000	8,879,000		0	8,866,011	8,866,011	12,989

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
<b>San Mateo County</b>																	
San Mateo	Belmont	Belmont - Old County Road Rehabilitation	CON	SM-050011	STP-T3-2-LSR-SF	STPL	5268014	08/09	08/09	120,000		120,000	12/24/08	120,000		120,000	
San Mateo	CCAG	San Mateo County Traffic Incident Management	PE	SM-070037	CMAQ-T3-3-RO	CML	6419007	08/09	08/09		367,000	367,000	01/28/09		367,000	367,000	
San Mateo	Colma	Colma - 'D' Street Pedestrian Enhancements	CON	SM-070042	CMAQ-T3-3-RBP-CO	CML	5264002	08/09	08/09		235,000	235,000	01/16/09		180,743	180,743	54,257
San Mateo	Colma	Colma - 'D' Street Pedestrian Enhancements	CON	SM-070042	CMAQ-T3-3-TLC-HIP	CML	5264002	08/09	08/09		250,000	250,000	01/16/09		250,000	250,000	
San Mateo	Daly City	Daly City - Mission St. Pedestrian Imps.- Phase I	CON	SM-050046	CMAQ-T3-2-TLC-HIP	CML	5196030	08/09	08/09		47,000	47,000	03/10/09		47,000	47,000	
San Mateo	Daly City	Daly City - Mission St. Pedestrian Imps.- Phase I	CON	SM-050046	CMAQ-T3-3-RBP-CO	CML	5196030	08/09	08/09		499,000	499,000	03/10/09		499,000	499,000	
San Mateo	Daly City	Daly City - Mission St. Pedestrian Imps.- Phase I	CON	SM-050046	CMAQ-T3-3-TLC-CO	CML	5196030	08/09	08/09		293,000	293,000	03/10/09		293,000	293,000	
San Mateo	Daly City	Daly City - Mission St. Pedestrian Imps.- Phase I	CON	SM-050046	CMAQ-T3-3-TLC-HIP	CML	5196030	08/09	08/09		123,000	123,000	03/10/09		123,000	123,000	
San Mateo	Daly City	Daly City - Mission St. Pedestrian Imps.- Phase I	CON	SM-050046	CMAQ-T3-3-TLC-REG	CML	5196030	08/09	08/09		900,000	900,000	03/10/09		900,000	900,000	
San Mateo	Pacifica	San Pedro Terrace Multi-Purpose Trail	CON	SM-070027	CMAQ-T3-3-RBP-CO	CML	5350015	08/09	08/09		150,000	150,000	10/22/08		150,000	150,000	
San Mateo	Pacifica	San Pedro Terrace Multi-Purpose Trail	CON	SM-070027	CMAQ-T3-3-RBP-CO	CML	5350015	08/09	08/09		450,000	450,000	01/13/09		450,000	450,000	
San Mateo	Pacifica	San Pedro Terrace Multi-Purpose Trail	PE	SM-070027	CMAQ-T3-3-RBP-CO	CML	5350015	08/09	08/09		50,000	50,000	10/22/08		50,000	50,000	
San Mateo	Redwood City	Redwood City - El Camino Real/Broadway	CON	SM-070001	CMAQ-T3-2-TLC-HIP	ESPL	5029021	08/09	08/09		8,000	8,000	05/01/09		8,000	8,000	
San Mateo	Redwood City	Redwood City - El Camino Real/Broadway	CON	SM-070001	CMAQ-T3-3-TLC-HIP	ESPL	5029021	08/09	08/09		380,000	380,000	05/01/09		380,000	380,000	
San Mateo	Redwood City	Redwood City - El Camino Real/Broadway	CON	SM-070001	CMAQ-T3-3-TLC-HIP	ESPL	5029021	08/09	08/09		251,000	251,000	05/01/09		251,000	251,000	
San Mateo	San Mateo	San Mateo - Delaware Street Improvement	CON	SM-070026	CMAQ-T3-3-RBP-CO	CML	5102032	08/09	08/09		70,000	70,000	01/16/09		70,000	70,000	
San Mateo	San Mateo Co	Mirada Surf Coastal Bike and Pedestrian Trail	CON	SM-070028	CMAQ-T3-3-RBP-CO	CML	5935044	08/09	08/09		181,000	181,000	02/06/09		181,000	181,000	
San Mateo	San Mateo Co	Menlo Park - Santa Cruz Avenue Pedestrian Imps.	CON	SM-070039	CMAQ-T3-3-RBP-CO	CML	5935046	08/09	08/09		27,000	27,000	01/28/09		27,000	27,000	
San Mateo	San Mateo Co	Westborough Blvd. Bicycle Lanes Improvements	CON	SM-070040	CMAQ-T3-3-RBP-CO	CML	5935045	08/09	08/09		18,000	18,000	01/22/09		15,900	15,900	2,100
San Mateo	San Mateo Co	Install Permanent Traffic Calming Advisory Signs	CON	SM-070046	CMAQ-T3-3-TLC-HIP	CML	5935048	08/09	08/09		40,000	40,000	01/15/09		40,000	40,000	
<b>San Mateo County Totals</b>										<b>120,000</b>	<b>4,339,000</b>	<b>4,459,000</b>		<b>120,000</b>	<b>4,282,643</b>	<b>4,402,643</b>	<b>56,357</b>

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
<b>Santa Clara County</b>																	
Santa Clara	Caltrans	SR 87 Guadalupe Freeway Corridor	CON	SCL030008	STP-T3-2-BF	STPL	6204067	08/09	08/09	208,600		208,600				208,600	
Santa Clara	Caltrans	SR 87 Guadalupe Freeway Corridor	CON	SCL030008	STP-T3-2-BF	STPL	6024067	08/09	08/09	1,211,400		1,211,400	10/23/08	1,211,400		1,211,400	
Santa Clara	Caltrans	SR 87 Guadalupe Freeway Corridor	PSE	SCL030008	STP-T3-2-BF			08/09	08/09	60,000		60,000				60,000	
Santa Clara	Gilroy	Gilroy Pedestrian Improvements	CON	SCL070010	CMAQ-T3-2-TROC-LIFE	CML	5034015	08/09	08/09		323,000	323,000	10/23/08		323,000	323,000	
Santa Clara	Gilroy	Gilroy 6th Street Streetscape West/East	CON	SCL070039	CMAQ-T3-3-TLC-CO	CML	5034017	08/09	08/09		459,000	459,000	01/15/09		459,000	459,000	
Santa Clara	Gilroy	Gilroy 6th Street Streetscape West/East	CON	SCL070039	CMAQ-T3-3-TLC-HIP	CML	5034017	08/09	08/09		515,000	515,000	07/09/09		515,000	515,000	
Santa Clara	Los Altos Hills	Los Altos Hills - El Monte Road Bike/Ped Path	CON	SCL070025	CMAQ-T3-3-RBP-CO	CML	5324004	08/09	08/09		440,000	440,000	10/23/08		440,000	440,000	
Santa Clara	Los Gatos	Los Gatos - Various Streets Rehabilitation	CON	SCL050029	STP-T3-3-LSR-SF	STPL	5067013	08/09	08/09	272,000		272,000	10/22/08	272,000		272,000	
Santa Clara	Milpitas	So. Abel & So. Main Streetscape Imps. - Phase 1	CON	SCL070037	CMAQ-T3-3-TLC-CO	CML	5314006	08/09	08/09		850,000	850,000	05/09/09		850,000	850,000	
Santa Clara	Morgan Hill	Morgan Hill - Third Street Promenade	CON	SCL070014	CMAQ-T3-3-TLC-REG	CML	5152016	08/09	08/09		1,520,000	1,520,000	01/28/09		1,520,000	1,520,000	
Santa Clara	San Jose	San Jose State Univ. / Japantown Pedestrian Imps.	CON	SCL050061	CMAQ-T3-3-TLC-HIP	CML	5005093	08/09	08/09		1,555,000	1,555,000	01/28/09		1,393,654	1,393,654	
Santa Clara	San Jose	Lower Guadalupe River Trail	PSE	SCL050081	CMAQ-T3-3-RBP-CO	HPLUL	5005084	08/09	08/09		1,377,000	1,377,000	01/31/09		1,377,000	1,377,000	
Santa Clara	San Jose	San Jose - Jackson Street Pedestrian Imps.	CON	SCL070040	CMAQ-T3-3-RBP-CO	CML	5005094	08/09	08/09		435,000	435,000	02/05/09		435,000	435,000	
Santa Clara	San Jose	San Jose - Jackson Street Pedestrian Imps.	CON	SCL070040	CMAQ-T3-3-TLC-CO	CML	5005094	08/09	08/09		865,000	865,000	02/05/09		865,000	865,000	
Santa Clara	Santa Clara Co	Santa Clara Co. - Capitol Expwy. Rehabilitation	CON	SCL050072	STP-T3-3-LSR-SF	STPL	5937125	08/09	08/09	819,919		819,919	02/19/09	728,860		728,860	
Santa Clara	Santa Clara Co	Santa Clara Co. - Capitol Expwy. Rehabilitation	PE	SCL050072	STP-T3-3-LSR-SF	STPL	5937125	08/09	08/09	75,081		75,081	10/22/08	75,081		75,081	
Santa Clara	Santa Clara Co	Santa Clara Co. - Oregon/Page Mill Expwy Rehab	CON	SCL050075	STP-T3-3-LSR-SF	STPL	5937126	08/09	08/09	1,180,972		1,180,972	03/05/09	1,181,000		1,181,000	
Santa Clara	Santa Clara Co	Santa Clara Co. - Oregon/Page Mill Expwy Rehab	PE	SCL050075	STP-T3-3-LSR-SF		5937126	08/09	08/09	75,028		75,028	10/22/08	75,028		75,028	
Santa Clara	Santa Clara Co	Santa Clara Co. - Various Non-Expressway Rehab	CON	SCL050076	STP-T3-1A-LSR-SF	STPL	5937131	08/09	08/09	850,000		850,000	04/15/09	850,000		850,000	
Santa Clara	Santa Clara Co	San Tomas Bicycle Shoulder Delineation - Phase 2	CON	SCL070042	CMAQ-T3-1-AQ-SWAP	CML	5937127	08/09	08/09		216,000	216,000	01/28/09		216,000	216,000	
Santa Clara	Santa Clara Co	San Tomas Bicycle Shoulder Delineation - Phase 2	CON	SCL070042	CMAQ-T3-1-AQ-SWAP	CML	5937127	08/09	08/09		34,000	34,000	01/28/09		34,000	34,000	
Santa Clara	Santa Clara Co	Foothill Expressway Loyola Bridge Bicycle Imp.	CON	SCL070051	CMAQ-T3-3-RBP-CO	CML	5937130	08/09	08/09		320,000	320,000	03/10/09		320,000	320,000	
Santa Clara	Saratoga	Saratoga Village Pedestrian Enhancements	CON	SCL070038	CMAQ-T3-3-TLC-CO	CML	5332013	08/09	08/09		425,000	425,000	03/05/09		425,000	425,000	
Santa Clara	Saratoga	Highway 9 Safety Improvements	PE	SCL070050	CMAQ-T3-2-RBP-REG	HSIPL	5332011	08/09	08/09		462,000	462,000	02/27/09		462,000	462,000	
Santa Clara	Sunnyvale	Sunnyvale - Various Streets Rehabilitation	CON	SCL050027	STP-T3-3-LSR-SF	STPL	5213030	08/09	08/09	530,234		530,234	10/22/08	530,234		530,234	
Santa Clara	Sunnyvale	Sunnyvale-Murphy Ave Streetscape Revitalization	CON	SCL070036	CMAQ-T3-3-TLC-CO	CML	5213028	08/09	08/09		397,000	397,000	01/23/09		397,000	397,000	
Santa Clara	Sunnyvale	Sunnyvale-Murphy Ave Streetscape Revitalization	CON	SCL070036	CMAQ-T3-3-TLC-HIP	CML	5213028	08/09	08/09		1,300,000	1,300,000	01/23/09		1,300,000	1,300,000	
Santa Clara	VTA	Grade-Separated Pedestrian Crossing	PSE	SCL090031	CMAQ-T3-1-AQ-SWAP	FTACML	6264039	08/09	08/09		257,827	257,827			257,828	257,828	
Santa Clara	VTA	Grade-Separated Pedestrian Crossing	PSE	SCL090031	CMAQ-T3-3-RBP-CO	FTACML	6264039	08/09	08/09		1,210,000	1,210,000			1,210,000	1,210,000	
Santa Clara	VTA	VTA Preventive Maintenance	CON	SCL990046	STP-T3-3-TCP-SF	FTASTP	6264038	08/09	08/09	1,199,780		1,199,780	01/21/09	1,199,778		1,199,778	
<b>Santa Clara County Totals</b>										<b>6,483,014</b>	<b>12,960,827</b>	<b>19,443,841</b>		<b>6,123,381</b>	<b>12,799,482</b>	<b>18,922,863</b>	<b>520,978</b>

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
<b>Solano County</b>																	
Solano	Benicia	State Park Road Bridge Widening	CON	SOL070045	CMAQ-T3-3-RBP-CO	ESPLE	5003023	08/09	08/09		1,311,000	1,311,000	07/02/09		1,311,000	1,311,000	
Solano	Benicia	State Park Road Bridge Widening	CON	SOL070045	CMAQ-T3-3-TLC-CO	ESPLE	5003023	08/09	08/09		40,000	40,000	07/02/09		40,000	40,000	
Solano	Dixon	SR113 Pedestrian Improvements	CON	SOL070046	CMAQ-T3-3-AQ-SOL	CML	5056015	08/09	08/09		90,000	90,000	04/21/09		90,000	90,000	
Solano	Fairfield	W. Texas St. Gateway Project Phase I & II	CON	SOL070027	STP-T3-3-RBP-CO			06/07	08/09	85,000		85,000					85,000
Solano	STA	Eastern Solano / SNCI Rideshare Program	PE	SOL991066	CMAQ-T3-3-AQ-SOL	CML	6249015	08/09	08/09		195,000	195,000	02/27/09		195,000	195,000	
Solano	Solano County	Vacaville-Dixon Bicycle Route	CON	SOL050024	CMAQ-T3-3-AQ-SOL	CML	5923086	08/09	08/09		337,000	337,000	01/16/09		337,000	337,000	
Solano	Solano County	Old Town Cordelia Enhancements	CON	SOL050046	CMAQ-T3-3-TLC-CO	RPSTPL	5923073	08/09	08/09		500,000	500,000	02/24/09		499,998	499,998	2
Solano	Vacaville	Vacaville Intermodal Station	CON	SOL050013	CMAQ-T3-2-AQ-SOL	CML	5094048	08/09	08/09		900,000	900,000	06/06/09		900,000	900,000	
Solano	Vacaville	Vacaville Intermodal Station	CON	SOL050013	CMAQ-T3-3-TLC-HIP	CML	5094048	08/09	08/09		2,128,000	2,128,000	06/06/09		2,128,000	2,128,000	
Solano	Vacaville	Vacaville Downtown Creekwalk Extension	CON	SOL070028	CMAQ-T3-3-AQ-SOL	CML	5094047	08/09	08/09		694,000	694,000	02/24/09		693,999	693,999	1
Solano	Vacaville	Vacaville Downtown Creekwalk Extension	PSE	SOL070028	CMAQ-T3-3-AQ-SOL	CML	5094047	08/09	08/09		53,000	53,000	01/13/09		53,000	53,000	
Solano	Vacaville	Ulati Creek Bike Path - Allison to I-80	ENV	SOL070029	CMAQ-T3-3-AQ-SOL	CML	5094051	08/09	08/09		169,000	169,000	01/28/09		169,000	169,000	
Solano	Vacaville	Peabody Rd & Marshall Rd Pedestrian	CON	SOL070047	CMAQ-T3-2-AQ-SOL	ESPL	5094049	08/09	08/09		120,000	120,000	05/23/09		120,000	120,000	
Solano	Vacaville	Peabody Rd & Marshall Rd Pedestrian	CON	SOL070047	CMAQ-T3-3-AQ-SOL	ESPL	5094049	08/09	08/09		28,000	28,000	05/23/09		28,000	28,000	
Solano	Vacaville	Peabody Rd & Marshall Rd Pedestrian	CON	SOL070047	CMAQ-T3-3-RBP-CO	ESPL	5094049	08/09	08/09		4,000	4,000	05/23/09		4,000	4,000	
Solano	Vallejo	Vallejo - Lemon Street Rehabilitation	CON	SOL010027	STP-T3-3-LSR-SF	STPL	5030045	08/09	08/09	672,000		672,000	03/05/09	672,000		672,000	
Solano	Vallejo	Downtown Vallejo Pedestrian Enhancements.- Ph I	CON	SOL050048	CMAQ-T3-2-TLC-HIP	ESPL	5030048	08/09	08/09		580,000	580,000	06/16/09		580,000	580,000	
<b>Solano County Totals</b>										<b>757,000</b>	<b>7,149,000</b>	<b>7,906,000</b>		<b>672,000</b>	<b>7,148,997</b>	<b>7,820,997</b>	<b>85,003</b>

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
<b>Sonoma County</b>																	
Sonoma	Healdsburg	Healdsburg Foss Creek Bicycle/Ped Pathway	PE	SON050017	CMAQ-T3-3-RBP-CO	CML	5027013	08/09	08/09		149,000	149,000	04/18/09		149,000	149,000	
Sonoma	Santa Rosa	Santa Rosa - Various Streets Rehabilitation	CON	SON050036	STP-T3-3-LSR-SF	STPL	5028051	08/09	08/09	2,008,000		2,008,000	03/30/09	2,008,000		2,008,000	
Sonoma	Santa Rosa	Santa Rosa Courthouse Square Enhancements	CON	SON070006	CMAQ-T3-3-TLC-HIP	RPSTPL	5028044	08/09	08/09		434,000	434,000	01/16/09		434,000	434,000	
Sonoma	Santa Rosa	Piner Road Pathway/Stony Circle Sidewalk	CON	SON070017	CMAQ-T3-3-RBP-CO	CML	5028052	08/09	08/09		45,000	45,000	07/02/09		45,000	45,000	
Sonoma	Santa Rosa	Piner Road Pathway/Stony Circle Sidewalk	CON	SON070017	CMAQ-T3-3-RBP-CO	CML	5028052	08/09	08/09		235,000	235,000	06/03/09		235,000	235,000	
Sonoma	Sebastopol	Street Smart Sebastopol Phase 2	CON	SON070015	CMAQ-T3-3-RBP-CO	CML	5123013	08/09	08/09		63,000	63,000	07/09/09		63,000	63,000	
Sonoma	Sebastopol	Street Smart Sebastopol Phase 2	CON	SON070015	CMAQ-T3-3-RBP-CO	CML	5123013	08/09	08/09		485,000	485,000	05/27/09		485,000	485,000	
Sonoma	Sonoma County	Western Avenue Bike Ped. Project	CON	SON070018	CMAQ-T3-3-RBP-CO	CML	5920112	08/09	08/09		429,000	429,000	05/09/09		429,000	429,000	
Sonoma	Sonoma County	Western Avenue Bike Ped. Project	CON	SON070018	CMAQ-T3-3-RBP-CO	CML	5920112	08/09	08/09		200,000	200,000	07/02/09		200,000	200,000	
Sonoma County Totals										2,008,000	2,040,000	4,048,000		2,008,000	2,040,000	4,048,000	0
Report totals:										64,892,360	103,979,827	168,872,187		56,966,146	68,447,442	125,413,588	43,458,599