METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Local Streets & Roads Working Group DATE: September 10, 2009

FR: Kenneth Kao

RE: 2010 STIP Development Policies and Guidelines

Background

As the Regional Transportation Planning Agency for the nine-county Bay Area, the Metropolitan Transportation Commission (MTC) is responsible for developing and submitting the region's proposed projects for the upcoming 2010 Regional Transportation Improvement Program. In cooperation with the Congestion Management Agencies (CMAs), MTC will discuss the schedule and Policies and Procedures for the 2010 RTIP at various September working group meetings.

Fund Estimate and Schedule

Caltrans and the California Transportation Commission (CTC) released the Draft 2010 STIP Fund Estimate and county share targets at their August 12 meeting. Due to declining tax revenues, budgetary changes, and existing programming, the 2010 STIP will not have any new programmable Transportation Investment Funds (TIF) or Public Transportation Account (PTA) funds. Only federal Transportation Enhancement (TE) funds will be available to program. The 2010 STIP identifies about $193 million in new TE programming capacity statewide, which translates to about $26 million for the Bay Area. In comparison, the Bay Area received about $160 million in the 2008 STIP, and over $270 million in the 2006 STIP Augmentation.

The CTC is expected to delay adoption of the Fund Estimate until the October CTC meeting. Due to this delay, MTC will adopt the 2010 RTIP Policies and Procedures in October. The schedule calls for the CMAs to submit their final listing of RTIP projects to MTC by December 16. MTC will present the 2010 RTIP for adoption in January 2010, and submit the 2010 RTIP to CTC by the February 2010 deadline. The CTC is expected to adopt the 2010 STIP in May 2010. Please refer to the draft 2010 RTIP Schedule in Attachment A for more details.

Some of the proposed changes to the 2010 RTIP Policies and Procedures include the following:

- **Delay and Reprogramming of Currently Programmed Projects**
  The 2010 STIP Fund Estimate identifies a shortfall of TIF and PTA funds over the six year period starting in the current fiscal year (FY 09-10). The draft 2010 STIP Guidelines dictate that about 31% of the projects statewide programmed with TIF funds from FY 09-10 through FY 12-13 will need to be delayed (reprogrammed) to FY 13-14 and FY 14-15. Currently programmed PTA-eligible projects and TE projects can remain in the year they are currently programmed. Additionally, the 2010 STIP Guidelines allow projects programmed in FY 09-10 (the current year of the STIP), and projects from prior years with allocation extensions, to

be reprogrammed to a later year. This is an exception to the general STIP policy of no changes in programming year in the year of programming.

- **Complete Streets ("Routine Accommodation") Checklist**
  MTC's Resolution No. 3765 requires project sponsors to complete a checklist that considers the needs of bicycles and pedestrians for applicable projects. All projects programmed during the RTIP must consider the impact to bicycle transportation, pedestrians and persons with disabilities. Project sponsors are required to complete the checklist when the draft RTIP project lists are due to MTC (see attached schedule). The Checklist is available from the Congestion Management Agencies and at the MTC website at http://www.mtc.ca.gov/planning/bicyclespedestrians/routine_accommodations.htm.

- **ARRA TE Backfill Programming**
  The American Recovery and Reinvestment Act of 2009 (ARRA) provided the region with $9.6 million in ARRA Transportation Enhancement funds. Of that amount, $2.1 million ARRA TE funds were used to fund a regionally significant project, while the remaining $7.5 million was distributed to each county based on STIP county share formula. Given the short timeframe for the use of ARRA funds, the region selected projects that were already programmed in the STIP TE program that were ready for construction (see MTC Resolution No. 3896, Revised). The STIP TE funds that were freed up by the ARRA TE funds returned to that county's STIP share. Since some counties received more than their county share of ARRA TE funds than other counties, those counties that received less than their county share will be able to program freed up STIP TE funds from those counties that received more than their county share. The distribution of freed up STIP TE funds resulting from ARRA TE is detailed in Attachment B.

- **ARRA RTIP Backfill Programming**
  In order to expedite obligation and expenditure of ARRA funds, and to address the State's lack of funding, MTC programmed $31 million in ARRA funds to backfill unavailable STIP funds for the Caldecott Tunnel Fourth Bore project. Of the $31 million, $29 million came from Contra Costa's county share, and $2 million from Alameda's county share. In the 2010 RTIP, MTC will have discretion to program the $31 million in freed up RTIP capacity from these two counties. Further, this capacity is assumed as part of the New Act programming proposal currently under discussion. Therefore, Contra Costa's available programming capacity will be reduced by $29 million, and Alameda's available programming capacity will be reduced by $2 million in FY 2009-10.

- **Prioritization of TE Projects Utilizing the Conservation Corps**
  In an effort to increase Conservation Corps participation on Transportation Enhancement projects, the Legislature approved SB 286 (2008, Lowenthal), which directs regional agencies to prioritize TE projects that partner with the Conservation Corps. Caltrans, in consultation with state and local Conservation Corps, CTC, and regional agencies, developed criteria for the prioritization of such projects (letter from Denix Anbiah dated July 6, 2009). Regional agencies are now required to select TE projects based on the following criteria:
    1. TE eligible projects whose sponsor is partnering with or has agreed to employ the services of the state or local conservation corps, shall be selected first for funding;
    2. After all TE eligible projects described in paragraph (1) have been selected for funding, the remaining eligible TE projects may be selected.

TE project candidates that meet the following specific categories are exempt from the above selection criteria and may compete on an equal basis with all project candidates in category (1) above:

a. Projects that have been selected and programmed in an RTIP prior to June 25, 2009.
b. Projects for which no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE application with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps. The application must indicate that the sponsor notified both organizations about the available project, but that no corps in the state was prepared to serve as a partner or provide services.

Note that a TE application is required for any new TE project as the PSR equivalent. Congestion Management Agencies are required to consider the above criteria and exemptions when selecting projects for inclusion into the RTIP.

Refer to Attachment C for additional information from Caltrans.

- **Frontloading of TE Funds**
  While the new TE capacity in the 2010 STIP generally represents programming available in the last two years of the STIP, MTC is recommending front loading the STIP with TE projects in the first two years of the STIP. CTC may disallow advancement of TE projects and funding, depending on statewide TE programming. Historically, however, the CTC has had excess TE programming capacity in any given fiscal year, which may encourage them to advance certain TE projects.

- **Transportation Enhancement Reserves**
  In previous RTIPs, half of the Transportation Enhancement (TE) funds were used for the CMA's discretionary Transportation for Livable Communities (TLC) program, while the remaining half was programmed at the full discretion of the CMAs. The region's New Act proposal identifies half of the TE funds the region receives (with the 2008 and 2010 RTIPs, about $22 million total) to be used for TLC projects, consistent with past actions. Refer to Attachment D for the new TE targets available to each county, along with MTC's TLC share and the County's discretionary share.

- **Planning, Programming, and Monitoring**
  Due to limited new STIP county shares available in the 2010 STIP, each county's 5% Planning, Programming, and Monitoring (PPM) limitation did not significantly increase. As agreed with the CMAs, MTC will program a portion of each county's PPM for regional PPM activities each year. With the addition of two new STIP years, but limited increase in the PPM limitation, certain counties may need to deprogram some PPM in FY 2012-13 and spread their PPM programming if they wish to have PPM in each fiscal year. Details of PPM will be covered in Attachment E.

- **Prohibition of Multiple Phases in the Same Year**
  Unless substantially justified, no project may program more than one project phase in a single fiscal year. Caltrans-sponsored projects are exempt from this prohibition. Additionally, right of way (ROW) funds may be programmed in the same year as final design

(PS&E) if the environmental document is approved. ROW funds may be programmed in the same year as construction (CON) only if the project does not have significant right of way acquisition or construction costs that require more than a simple Categorical Exemption or basic permitting approvals.

- **Project Size Minimums**
  New projects or the sum of all project components per project cannot be programmed for less than $500,000 for counties with a population over 1 million (from 2008 California Department of Finance estimates: Alameda, Contra Costa, and Santa Clara Counties), and $200,000 for counties with a population under 1 million (Marin, Napa, San Francisco, San Mateo, Solano, and Sonoma Counties). Exceptions are detailed in the Policies and Procedures document, but include PPM and landscaping/soundwall projects.

Given the limited new funding capacity, the following two points may be applicable if new projects or revisions to current priorities are being proposed:

- **MTC Resolution No. 3434 Programming Commitments**
  MTC Resolution No. 3434 establishes specific funding commitments for regional transit expansion projects. Attachment C to Resolution 3434 details the funding commitments for each project, including $385 million from RTIP funds. CMAs are required to consider these projects as a priority for funding from the 2010 RTIP to the extent that the funding years in the 2010 RTIP match that project's cash flow needs. MTC will review each county's RTIP project submissions to ensure consistency with the Resolution 3434 funding commitments and related subsequent actions. MTC will work with the affected CMAs on specific expectations regarding these projects as it relates to joint funding contributions for transit project delivery.

- **Freeway Performance Initiative and Express Lane (HOT) Network**
  All projects on the state highway system must demonstrate a scope and funding plan that includes Traffic Operations System (TOS) elements, consistent with the section titled "Traffic Operations System Policy for Major New Freeway Projects" in the 2010 RTIP Policies and Procedures. Projects must also include any additional traffic operations recommendations resulting from the Freeway Performance Initiative (FPI). Additionally, projects on the state highway system proposed for programming in the 2010 RTIP should be consistent with the planned Regional Express Lane (High-Occupancy Toll) Network and the FPI. For new RTIP funding commitments on the Regional Express Lane Network, the CMAs should work with MTC to determine the appropriateness of advance construction elements (such as structures and conduit) to support the future conversion of HOV lanes to express lanes if identified.

Additionally, CMAs and Caltrans are reminded of two important policies for the development of the 2010 RTIP:

- **CMAs Notification of All Eligible Project Sponsors**
  The CMAs are reminded that they must notify all eligible project sponsors within the county of the availability of RTIP funds. Eligible project sponsors include cities, counties, and transit operators. Notification can be in the form of a call for projects to all eligible project

sponsors. Prior board action committing RTIP funds to a specific set of projects may also be sufficient to meet this requirement.

- **Caltrans Notification of Cost Increases**
  Caltrans should notify the CMAs and MTC of any anticipated cost increases to currently-programmed RTIP projects by September. This will allow sufficient time to ensure these cost increases are programmed in the RTIP or addressed another way in consultation with Caltrans and the CMA. Ideally, Caltrans should notify the CMAs and MTC of cost increases prior to the call for projects.

Any questions regarding these policy and programming issues should be directed to Kenneth Kao at (510) 817-5768, or kkao@mtc.ca.gov.

Attachments
A – Tentative 2010 RTIP Schedule
B – ARRA TE Programming and Share Reconciliation
C – SB 286 Letter from D. Anbiah (dated July 6, 2009)
D – Draft 2010 STIP Fund Estimate County TE Targets, with Regional and County Splits
E – Planning, Programming, and Monitoring Draft Programming

METROPOLITAN TRANSPORTATION COMMISSION
2010 Regional Transportation Improvement Program
Draft Development Schedule
August 10, 2009

April 15, 2009	Caltrans presentation of draft STIP Fund Estimate Assumptions (CTC Meeting – Sacramento)
June 10, 2009	CTC adoption of STIP Fund Estimate Assumptions (CTC Meeting – Sacramento)
July 8, 2009	CTC defers presentation of the draft STIP Fund Estimate and draft STIP Guidelines (CTC Meeting – San Jose)
July 20, 2009	Partnership Technical Advisory Committee (PTAC) / Programming and Delivery Working Group (PDWG) discussion and review of initial issues and schedule for 2010 RTIP
August 12, 2009	CTC reviews draft STIP Fund Estimate and STIP Guidelines (CTC Meeting – Sacramento)
September 2, 2009	Transit Finance Working Group (TFWG) review of proposed RTIP Policies and Procedures
September 3, 2009	Local Streets and Roads Working Group (LS&RWG) review of proposed RTIP Policies and Procedures
September 9, 2009	CTC conducts workshop on draft STIP Fund Estimate and STIP Guidelines (CTC Meeting – Long Beach)
September 21, 2009	PTAC and PDWG review of proposed RTIP Policies and Procedures
October 14, 2009	CTC adopts final STIP Fund Estimate and STIP Guidelines (CTC Meeting – San Diego)
October 14, 2009	MTC Programming and Allocations Committee (PAC) review and recommendation of final proposed RTIP Policies and Procedures
October 28, 2009	MTC Commission adopts RTIP Policies and Procedures
December 1, 2009	CMAs submit to MTC, RTIP projects summary listings and identification of projects requiring project-level performance measure analysis. Deadline to submit Complete Streets ("Routine Accommodations") Checklist for new projects.
December 16, 2009	Final Project Programming Request (PPR) forms due to MTC. Final RTIP project listing and performance measure analysis due to MTC. Final PSR (or PSR Equivalent), Resolution of Local Support and Certification of Assurances due to MTC (**Final Complete Applications due**)
December 21, 2009	PTAC review of draft RTIP
January 6, 2009	Draft RTIP available for public review
January 13, 2010	PAC review of RTIP and referral to Commission for approval
January 27, 2010	MTC Commission approves 2010 RTIP
February 12, 2010	2010 RTIP due to CTC
March 2010	CTC 2010 STIP Hearing – Northern California (CTC Meeting - Sacramento)
March 2010	CTC 2010 STIP Hearing – Southern California (Los Angeles)
April 29, 2010	CTC Staff Recommendations on 2010 STIP released
May 19, 2010	CTC adopts 2010 STIP (CTC Meeting – Sacramento)

Shaded Area – Actions by Caltrans or CTC

American Recovery and Reinvestment Act

Attachment B

Transportation Enhancement State ARRA Funding Prioritization

(All numbers in thousands)

	Project	Current Programming Need: Existing RTIP-TE	Current Programming Need: RTIP-TE Advance	New Programming Need: Regional Project	Total Need	ARRA TE
	1. Existing Ready-To-Go TE Projects Currently Programmed in the STIP-TE Program					
AL	Oakland, 7th St / West Oakland TOD	1,300			1,300	1,300
CC	Concord, Monument Blvd Pedestrian Improvements	1,000			1,000	1,000
CC	Martinez, Marina Vista Streetscape	127			127	127
SF	MTA, Inner Sunset Traffic Calming, Transit Enhancements	343			343	343
SF	MTA, Pedestrian Signal Upgrade		589		589	589
SC	Campbell, E Campbell Ave Downtown Enhancements	1,200	960		2,160	2,160
SL	Benicia, State Park Overcrossing of I-780	320			320	320
SL	Solano Co., McGary Road Enhancements		640		640	640
SL	Solano Co., Old Town Cordelia Improvements, Ph 2		800		800	800
SN	Windsor, Old Redwood Hwy Pedestrian Enhancements	270			270	270
	Totals:	*4,560*	*2,989*	*0*	*7,549*	*7,549*
	2. Ready-To-Go TE-Eligible Regional Share Projects					
RG	Belmont, US-101 Belmont Bike Bridge			2,100	2,100	2,100
	Totals:	*0*	*0*	*2,100*	*2,100*	*2,100*
	Totals	**4,560**	**2,989**	**2,100**	**9,649**	**9,649**

STP Suballocation Reconciliation

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

ARRA TE County/Regional Split Reconciliation

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

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

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY
ARNOLD SCHWARZENEGGER, Governor

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

Flex your power!
Be energy efficient!

July 6, 2009

All Regional Transportation Planning Agencies:

Dear Executive Director:

Senate Bill (SB) 286 requires that the California Department of Transportation (Department), in consultation with Community Conservation Corps and the California Conservation Corps (collectively referred to as corps), the California Transportation Commission (CTC), Regional Transportation Planning Agencies (RTPA), county transportation commissions or authorities, and congestion management agencies, shall develop criteria that give priority in the selection of projects to the sponsors of eligible projects that partner with, or commit to employ, the services of a corps to construct or undertake the project.

Furthermore, Section 1108(g) of the Transportation Equity Act for the 21st Century (TEA-21) states that "the Secretary shall encourage the States to enter into contracts and cooperative agreements with qualified youth conservation or service corps to perform appropriate transportation enhancement activities under Chapter 1 of Title 23, United States Code."

The Department, in consultation with the other entities as required by SB 286, has developed Transportation Enhancement (TE) project selection criteria to implement SB 286.

RTPAs are required to use the following criteria in prioritizing and selecting TE projects for programming in the Regional Transportation Improvement Programs (RTIP):

(1) TE eligible projects whose sponsor is partnering with or has agreed to employ the services of a corps, shall be selected first for funding (the scope of the work performed by the corps will be identified in page 6 of the enclosed revised TE application);

(2) After all TE eligible projects described in paragraph (1) have been selected for funding, the remaining eligible TE projects may be selected.

TE project candidates that meet the following specific categories are exempt from the above selection criteria and may compete on an equal basis with all project candidates in category (1) above:

(a) Projects that have been selected and programmed in an RTIP prior to June 25, 2009.

(b) Projects for which no corps will partner with the sponsor or agree to provide services. A project sponsor can request this exemption only by certifying on the TE application with the concurrence of the California Conservation Corps and the California Association of Local Conservation Corps. The application must indicate that the sponsor notified both organizations about the available project, but that no corps in the state was prepared to serve as a partner or provide services.

Projects that have been selected and programmed in an RTIP prior to June 25, 2009 shall be evaluated by the RTPA to determine if the project sponsor can partner with or agree to obtain the services of a corps.

The Department will work with the CTC to update the State Transportation Improvement Program guidelines to be consistent with the requirements of SB 286 and its criteria.

SB 286 specifies that "Community Conservation Corps" shall have the same meaning as defined in Section 14507.5 of the Public Resources Code. Information regarding these organizations is available on the internet at:

http://www.consrv.ca.gov/dor/grants/Pages/lccc.aspx
http://www.ccc.ca.gov/partner/partners.htm
www.calcc.org

The Department is committed to revisit the requirements set forth in this letter at a later date and will consider future suggested improvements to the implementation of SB 286.

Please note that the Federal Highway Administration (FHWA) has indicated that for projects within the roadway right of way, a project specific cost effectiveness analysis has to be submitted by project sponsors and approved by FHWA prior to utilizing the corps on TE projects. Projects sponsors are directed to use the enclosed Request for Approval of Cost-Effectiveness/Public Interest Finding to submit this analysis.

If you have any questions please contact our TE Program Coordinator John Haynes at: (916) 653-80~~27~~ or his email at: john_haynes@dot.ca.gov.

77

Sincerely,

DENIX D. ANBIAH
Chief
Division of Local Assistance

Attachment D

2010 STIP Fund Estimate County Targets (Draft)

	New TE Share	MTC 50% TLC Share	CMA 50% Discretion
Alameda	**5,259**	2,630	2,629
Contra Costa	**3,408**	1,704	1,704
Marin	**996**	498	498
Napa	**616**	308	308
San Francisco	**2,687**	1,343	1,344
San Mateo	**2,801**	1,400	1,401
Santa Clara	**6,161**	3,081	3,080
Solano	**1,611**	805	806
Sonoma	**1,992**	996	996
Bay Area Totals	**25,531**	**12,765**	**12,766**

Note: 2010 STIP FE identifies only TE targets. There are no new TIF or PTA targets.

METROPOLITAN TRANSPORTATION COMMISSION
REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)
PLANNING, PROGRAMMING AND MONITORING (PPM)
PPM Capacity through 2010 STIP (5% of Regional County Share)
as of September 1, 2009

100%	Third STIP Share Period 2008-09 through 2011-12 ENTIRE REGION				Fourth STIP Share Period 2012-13 through 2014-15 ENTIRE REGION				Actual Programming by Year ENTIRE REGION							
	Available	Programmed	Percent Programmed	Remaining	Available	Programmed	Percent Programmed	Remaining	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
Entire Region	**100%**															
Alameda	$6,966	$5,281	76%	$1,685	$2,311	$1,354	59%	$957	$1,522	$1,322	$1,323	$1,114	$1,114	$118	$122	
Contra Costa	$4,513	$4,314	96%	$199	$1,497	$1,577	105%	($80)	$1,432	$1,631	$1,177	$74	$1,421	$77	$79	
Marin	$1,319	$1,319	100%		$438	$460	105%	($22)	$471	$320	$264	$264	$415	$22	$23	
Napa	$818	$123	15%	$695	$271	$40	15%	$231	$37	$37	$36	$13	$13	$13	$14	
San Francisco	$3,564	$2,288	64%	$1,276	$1,182	$710	60%	$472	$599	$558	$558	$573	$588	$60	$62	
San Mateo	$3,698	$2,310	62%	$1,388	$1,227	$876	71%	$351	$520	$520	$520	$750	$750	$62	$64	
Santa Clara	$8,158	$2,720	33%	$5,438	$2,706	$962	36%	$1,744	$680	$680	$680	$680	$681	$138	$143	
Solano	$2,136	$2,136	100%		$709	$337	48%	$372	$624	$624	$624	$264	$264	$36	$37	
Sonoma	$2,602	$2,599	100%	$3	$864	$907	105%	($43)	$650	$650	$650	$649	$819	$43	$45	
Total	$33,774	$23,090	68%	$10,684	$11,205	$7,223	64%	$3,982	$6,535	$6,342	$5,832	$4,381	$6,065	$569	$589	
											Annual Average:	$5,773	Annual Average (3 years):			$2,408

75%	Third STIP Share Period 2008-09 through 2011-12 COUNTY				Fourth STIP Share Period 2012-13 through 2014-15 COUNTY				Actual Programming by Year COUNTY							
	Available	Programmed	Percent Programmed	Remaining	Available	Programmed	Percent Programmed	Remaining	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
County	**93%**	**90%**														
Alameda	$6,513	$4,828	69%	$1,685	$1,957	$1,000	43%	$957	$1,409	$1,209	$1,210	$1,000	$1,000			
Contra Costa	$4,217	$4,018	89%	$199	$1,267	$1,347	90%	($80)	$1,358	$1,557	$1,103		$1,347			
Marin	$1,235	$1,235	94%		$372	$394	90%	($22)	$450	$299	$243	$243	$394			
Napa	$766	$71	9%	$695	$231			$231	$24	$24	$23					
San Francisco	$3,332	$2,056	58%	$1,276	$1,002	$530	45%	$472	$541	$500	$500	$515	$530			
San Mateo	$3,458	$2,070	56%	$1,388	$1,041	$690	56%	$351	$460	$460	$460	$690	$690			
Santa Clara	$7,626	$2,188	27%	$5,438	$2,292	$548	20%	$1,744	$547	$547	$547	$547	$548			
Solano	$1,996	$1,996	93%		$601	$229	32%	$372	$589	$589	$589	$229	$229			
Sonoma	$2,431	$2,428	93%	$3	$734	$777	90%	($43)	$607	$607	$607	$607	$777			
Total	$31,574	$20,890	62%	$10,684	$9,497	$5,515	49%	$3,982	$5,985	$5,792	$5,282	$3,831	$5,515			
											Annual Average:	$5,223	Annual Average (3 years):			$1,838

25%	Third STIP Share Period 2008-09 through 2011-12 MTC				Fourth STIP Share Period 2012-13 through 2014-15 MTC				Actual Programming by Year MTC							
	Available	Programmed	Percent Programmed	Remaining	Available	Programmed	Percent Programmed	Remaining	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16
MTC	**7%**	**10%**										**1.63%**	**9.08%**			
Alameda	$453	$453	7%		$354	$354	15%		$113	$113	$113	$114	$114	$118	$122	
Contra Costa	$296	$296	7%		$230	$230	15%		$74	$74	$74	$74	$74	$77	$79	
Marin	$84	$84	6%		$66	$66	15%		$21	$21	$21	$21	$21	$22	$23	
Napa	$52	$52	6%		$40	$40	15%		$13	$13	$13	$13	$13	$13	$14	
San Francisco	$232	$232	7%		$180	$180	15%		$58	$58	$58	$58	$58	$60	$62	
San Mateo	$240	$240	6%		$186	$186	15%		$60	$60	$60	$60	$60	$62	$64	
Santa Clara	$532	$532	7%		$414	$414	15%		$133	$133	$133	$133	$133	$138	$143	
Solano	$140	$140	7%		$108	$108	15%		$35	$35	$35	$35	$35	$36	$37	
Sonoma	$171	$171	7%		$130	$130	15%		$43	$43	$43	$42	$42	$43	$45	
Total	$2,200	$2,200	7%		$1,708	$1,708	15%		$550	$550	$550	$550	$550	$569	$589	
											Annual Average:	$550	Annual Average (3 years):			$569

NOTE: MTC may lump its PPM share into two year cycles for more efficient project delivery.

J:\PROJECT\Funding\STIP\STIP PPM\PPM MTC Programming\[PPM Programming 2010 RTIP 08-14-09.xls]2010 RTIP 081409