



AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Fernando Cisneros, Chair</i>)	5 min
2. Review of July 10, 2009 Minutes* (<i>Fernando Cisneros, Chair</i>)	5 min
3. Programming Updates:	
A. STP/CMAQ Program Monitoring Update* (<i>Marcella Aranda</i>)	5 min
B. Report of Federal Inactive Obligations* (<i>Marcella Aranda</i>)	10 min
4. Standing Updates:	
A. Legislative Update*	15 min
B. Strategic Plan Implementation – Reform Subcommittee Report (<i>Theresa Romell</i>)	15 min
5. Discussion Items:	
A. American Recovery and Reinvestment Act (ARRA) Update (<i>Craig Goldblatt/Amy Burch</i>)	15 min
1. ARRA LA-ODIS Monthly Reporting**	
2. ARRA Discretionary Programs Summary**	
3. Cost Savings Status*	
4. SB 286 Clarification*	
B. Overview of 2010 Regional Transportation Improvement Program (RTIP)* (<i>Kenneth Kao</i>) (<i>MTC staff will provide an update on the 2010 Regional Transportation Improvement Program policies, guidelines and schedule.</i>)	5 min
C. New Federal Act – Update on Proposal for Cycle 1 STP/CMAQ Funding (<i>Craig Goldblatt</i>)	30 min
1. Updated Staff Proposal* (<i>Craig Goldblatt</i>)	
2. Review of alternative proposals for New Federal Act* (<i>Fernando Cisneros</i>)	
D. User Week Seminar/ Tech Transfer Planning (<i>Theresa Romell</i>)	10 min
E. P-TAP Round 11 Call for Projects** (<i>Amy Burch</i>)	
6. Informational Items:	
A. LS&R 25-Year Needs Calculations* (<i>Theresa Romell</i>)	15 min
B. TIP Update * (<i>Sri Srinivasan</i>) (<i>The current TIP and subsequent TIP Amendments are available online at: http://www.mtc.ca.gov/funding/tip</i>)	
C. PMP Certification Status* (<i>Memo Only</i>) (<i>Current PMP Certification status is available online at: http://www.mtcpms.org/ptap/cert.html</i>)	
D. Article: “Research and rehab in gear for California's rough highways”; dated August 18, 2009* (<i>Memo Only</i>)	
7. Caltrans Items:	
A. Highway Safety Improvement (HSIP) Call for Projects* (<i>Memo Only</i>) (<i>Caltrans Division of Local Assistance has made a call for projects for Cycle 3 of the FFY09-10 Highway Safety Improvement Program. Applications are due to the District Local Assistance Engineer's offices by Thursday, October 8th, 2009.</i>)	
B. [DLAWUA] Announcement: COIN #3-QUALITY ASSURANCE PROGRAM (QAP)* (<i>Memo Only</i>) (<i>A new Construction Oversight Information Notice (COIN) has been posted to the Local Assistance website at:</i>	

<http://www.dot.ca.gov/hq/LocalPrograms/COIN/index.htm>. COIN #3 discusses the need for a Quality Assurance Program prior to construction authorization for federal aid projects.)

- C. DLA[WUA] Announcement: DLA-OB 09-05--Progress Invoice Review* (*Memo Only*)
(A new Office Bulletin (DLA-OB 09-05 - Progress Invoice Review) has been posted to the Local Assistance "Publications" website here: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm. DLA-OB 09-05 establishes a major process change and the approval process of all payment invoices submitted on all Federal and/or State funded projects.)

8. Recommended Agenda Items for Next Meeting: (All)

5 min

Proposed Next Meeting:

Friday, October 2, 2009

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

MetroCenter, 2nd Floor, Claremont

101-8th 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.

LOCAL STREETS & ROADS WORKING GROUP MINUTES

July 10, 2009

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1. Introductions

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

2. Minutes of June 12, 2009 LS&R Working Group Meeting

The minutes of the June 12, 2009 LS&R Working Group meeting were accepted.

3. Programming Updates

a. STP/CMAQ Program Monitoring Update

Marcella Aranda (MTC) provided the STP/CMAQ Program Monitoring status report for FFY 2008-09. As of June 30, 2009, approximately \$119.56 million or 70.8% of the STP/CMAQ funds have been obligated. Sponsors with regional STP/CMAQ funds programmed in FY 2009-09 of the federal TIP were required to submit the obligation/transfer request to Caltrans by February 1, 2009, and to receive obligation (an E-76 / federal authorization to proceed) by April 30, 2009. Funds not obligated by the regional deadlines are subject to reprogramming within the region to other projects within the region. Ross McKeown (MTC) announced that the region is out of CMAQ funds, largely in part due to the \$8.5M CMAQ rescission that occurred in late March/early April 2009; therefore, sponsors interested transferring available STP funds to eligible unobligated CMAQ projects should notify staff as soon as possible. Staff reminded sponsors that September 30, 2009 marks the end of SAFETEA-LU and all unobligated funds will be rescinded by FHWA. Sponsors were advised to assume that projects not currently being processed by Caltrans will lose funds through this rescission.

b. Report of Federal Inactive Obligations

Marcella Aranda (MTC) reported that the March 2009 Inactive List was released on April 17, 2009 and noted that the June and September 2009 Look Ahead reports were included in the packet. Projects on the March list should submit an invoice or justification and appropriate documentation by May 22, 2009. Projects that do not meet these deadlines will be deobligated by FHWA. Project sponsors were advised that if there has been invoicing activity on these projects since March, they may no longer be in jeopardy. MTC staff encourages all CMAs to contact their local agencies to make sure that all inactive obligation justifications and deobligation requests have been submitted to the Caltrans' District Local Assistance Engineer (DLAE) as well as complete justification forms with backup documentation for projects that do not have eligible expenditures. The June 2009 Inactive List is expected to be released by the end of July, and will be distributed via email to the Working Group shortly thereafter. Invoice status can be checked online via LPAMS, <http://lpams.dot.ca.gov>. The Quarterly Review of Inactive Obligations report is online at: <http://www.dot.ca.gov/hq/LocalPrograms/InactiveProjects.htm>.

4. Standing Updates

a. Legislative Update

Rebecca Long (MTC) reported that the Budget Committee followed-up the approved redirection of local gas tax subventions amounting to \$986M in FY 2009-10 and \$745M in FY 2010-11 with a budget package contained in Assembly Bill 39, which includes a package of spending cuts, along with tax and fee increases, designed to close an estimated \$19.5 billion shortfall. This package uses 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.

b. Strategic Plan Implementation Reform (SPIR) Subcommittee Update

Theresa Romell (MTC) provided an update on the SPIR Subcommittee meeting, which included a review of the top 5% locations where fatalities take place. The subcommittee will be reviewing data for Regional locations to identify issues and overlay with a map to determine if pavement is a possible factor, at which time candidate safety locations

LOCAL STREETS & ROADS WORKING GROUP MINUTES

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will be road-shown to various advisory committees with recommendations. Next steps, data gathering, and GIS mapping will be discussed at a possible meeting in August.

5. Discussion Items

a. American Recovery and Reinvestment Act (ARRA)

Ross McKeown (MTC) provided an update on ARRA project delivery, stating that 92% of Tier 1 projects have been delivered as of July 9 (the deadline was May 31) with an award deadline of September 30. It has been proposed that those not meeting the deadlines face a consequence.

Cost savings could be redirected to another project after award by de-obligating ARRA funds and re-obligating to another project; however, consistent with Caltrans policy, no funds may be de-obligated or re-obligated between September 30, 2009 and March 2, 2010. Options for redistribution of cost savings include: 1) the CMA pools together cost savings in its county and reprograms these funds to a new project under the same project category type as the original project (within the LS&R System Preservation category). To minimize the number of projects and workloads on Caltrans Local Assistance during the latter part of the ARRA program time frame, the CMA's are directed to select only a few projects that will each use no less than \$500,000 of ARRA funding. 2) Savings prior to September 30, 2009 may be directed immediately to existing federalized projects that have already gone through the Local Assistance field review and environmental processes, and can re-obligate the funds by September 30, 2009 and award the contract by December 31, 2009. 3) Savings realized between September 30, 2009 and March 2, 2010 will be pooled within the county and held until after March 2, 2010 for de-obligation and re-obligation to new projects. Caltrans policy prohibits de-obligations between December 15, 2009 and March 2, 2010. Cost savings re-obligated to new projects after March 2, 2010, have an obligation deadline of March 31, 2010 and an Award deadline of June 30, 2010. 4) Any additional savings after March 2, 2010, and any funds not obligated by March 31, 2010 or awarded by June 30, 2010 are available at the discretion of MTC to redirect to projects that can quickly obligate the funds prior to the final ARRA deadline of September 30, 2010.

For the non-system preservation projects, including the safety and smart highway projects, obligations must occur no later than November 30, 2009 with the contract award no later than June 30, 2010. There is a small window to address cost savings for these projects. The final federal "drop dead" date for re-obligating cost savings is September 30, 2010; but Caltrans has established a deadline of August 30, 2010 to provide a cushion to ensure flexibility to the State to manage and save any left-over funding. Therefore there will not be sufficient time in most cases to redirect cost savings to multiple small projects. Any funds made available after June 30, 2010 will be at the discretion of MTC to redirect immediately to ready-to-go projects that can quickly obligate the funds prior to the final state and federal deadlines.

Amy Burch (MTC) provided an update on the ARRA Discretionary Programs by explaining the Transportation Investment Generating Economic Recovery (TIGER) Program Call for Projects, a \$1.5 billion national program for significant transportation projects, for which \$300 million is available for California's recommendations. A list of 18 projects for approximately \$500 million will go before the Legislation committee today for review.

It was further reported that a draft plan for using ARRA funds for high-speed rail in the Bay Area was adopted in June by MTC. The plan lays out nearly \$3.4 billion in regional rail projects of which over half of the project funding will come from the ARRA.

b. New Federal Act – Framework and Schedule for Cycle Programming

Craig Goldblatt (MTC) outlined the programming principles for STP/CMAQ and ARRA Backfill proposal as maintaining critical on-going programs; seizing the opportunity to deliver system-wide improvements; funding core T2035 categories; and directing some ARRA backfill capacity to strategic investments and regional commitments. CMA's commented that there should be an emphasis on fix-it-first projects and supported the Freeway Performance Initiative (FPI) but concerned about implementation and sustainability issues. They further commented that there should also be an emphasis on Priority Development Areas (PDAs) and that Transportation for Livable Communities (TLC) should double.

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Staff has identified policy issues including the proposal to accelerate FPI plans, the spread-out of the funding commitment for the Climate Initiative Program. Next steps will include approval from the Commission in September (possibly October).

6. Informational Items

a. LS&R 25-Year Needs Calculations

Theresa Romell (MTC) explained Local Streets and Roads 25-year needs analysis shows a slight increase of needs and looking to complete shortfall by October 2009.

b. Grant Opportunity – Climate Showcase Communities

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) emission.

c. Summer 2009 User Week – July 13-16, 2009

Sui Tan (MTC) reminded the group that the summer 2009 User Week will be held in Oakland CA during the week of July 13-16 and solicited ideas for the Tech Transfer seminar for the fall 2009 User Week being held in November.

d. TIP Update

Sri Srinivasan (MTC) provided a memo outlining 2011 TIP Development and advised there will be an FMS Workshop possibly in November or December of 2009. Anyone interested in attending should contact Sri. Sponsors were advised to review group listings for ARRA. TIP Modification 09-21 is in process.

e. PMP Certification Status

PMP certification status is available online at www.mtcpms.org/ptap/cert.html.

7. Caltrans Items

Informational updates were included in the agenda packet. Group members expressed concerns over Caltrans’ availability to attend rescheduled LSRWG meetings due to the Friday furloughs and proposed that meetings rescheduled from the 1st Friday of each month be rescheduled to a Thursday thereafter instead of another Friday.

8. Recommended Agenda Items for Next Meeting

The Group agreed to hold a special August meeting to discuss MTC’s New Authorization proposal. This session will cover this one item only.

Proposed Next Meeting:

(Special Session: Discussion regarding MTC’s New Authorization proposal)

Friday, August 7, 2009

9:00a.m. – 11:00 a.m.

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland 94607

(Note: The September meeting date has been changed due to the Labor Day holiday weekend)

Thursday, September 3, 2009

8:30 a.m. – 9:30 a.m. – SPIR

9:30 a.m. - 12:00 p.m. – LSRWG

MetroCenter, 1st Floor, Room 171

101-8th Street, Oakland 94607



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Memorandum

TO: Local Streets & Roads Working Group

DATE: September 10, 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 31, 2009, approximately \$167.4 million or 99.1% of the STP/CMAQ funds have been obligated. The obligations by fund source are summarized below.

STP/CMAQ Obligation Status for FY 2008-09

Fund Source	FY 2008-09 Obligation Plan (as submitted)	FY 2008-09 Obligation Plan (as of 7/31/09)	Obligations through July 31, 2009	% Obligated	Balance Remaining	% Remaining
STP	\$58,459,360	\$ 64,892,360	\$ 63,836,146	98.4 %	\$1,056,214	1.6 %
CMAQ	\$108,373,000	\$ 103,979,827	\$ 103,577,442	99.6 %	\$402,385	.4 %
Total	\$166,832,360	\$168,872,187	\$167,413,588	99.1 %	\$1,458,599	.9 %

FY 2008-09 Obligation Status

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

FY 2008-09 STP/CMAQ Obligation Status

September 10, 2009

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obligation (an E-76 / federal authorization to proceed) by April 30, 2009. Sponsors should continue to work with their Caltrans Local Assistance Engineer to obligate their funds as soon as possible 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 immediately, if they still want the funds for their projects.

Attachment

A – FY 2008-09 STP/CMAQ Obligation Status Report, August 25, 2009

J:\COMMITTEE\Partnership\Partnership PDWG\2008 PDWG\08 PDWG Memos\12_December\03a_0_STP-CMAQ_Oblig_Monitoring Memo.doc

Metropolitan Transportation Commission

STP-CMAQ Obligation Status Report

Fiscal Years: FY 08/09

August 25, 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
Alameda County																	
Alameda	AC Transit	Enhanced Bus - Telegraph/Int/East 14th	CON	ALA050017	CMAQ-T3-3B-3434	FTACML	6002017	08/09	08/09		35,000,000	35,000,000	07/14/09		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	STPL	5933088	08/09	08/09	758,000		758,000	07/24/09	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	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	08/05/09	750,000		750,000	
Alameda	Oakland	7th Street,W. Oakland Transit Village	CON	ALA050080	STP-T3-3-TLC-REG	ESPLE	5012100	08/09	08/09	1,580,000		1,580,000	08/05/09	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	07/23/09		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	
Alameda County Totals										11,698,765	58,016,000	69,714,765		11,698,765	57,844,309	69,543,074	171,691

Metropolitan Transportation Commission

STP-CMAQ Obligation Status Report

Fiscal Years: FY 08/09

August 25, 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
Contra Costa County																	
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	08/07/09	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	08/07/09	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	
Contra Costa County Totals										8,035,000	9,042,000	17,077,000		8,035,000	9,042,000	17,077,000	0

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Marin County																	
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	
Marin County Totals										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
Napa County																	
Napa	American	American Canyon - Elliott Street Rehabilitation	CON	NAP050011	STP-T3-2-LSR-SF	STPL	5470003	08/09	08/09	48,000		48,000	07/14/09	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	
Napa County Totals										2,118,581	0	2,118,581		1,507,000	0	1,507,000	611,581

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Regional Counties																	
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	07/24/09	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	
Regional Counties Totals										33,672,000	1,266,000	34,938,000		33,672,000	1,266,000	34,938,000	0

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
San Francisco County																	
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
San Francisco County Totals										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
San Mateo County																	
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	
San Mateo County Totals										120,000	4,339,000	4,459,000		120,000	4,282,643	4,402,643	56,357

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Santa Clara County																	
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	
Santa Clara County Totals										6,483,014	12,960,827	19,443,841		6,123,381	12,799,482	18,922,863	520,978

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Solano County																	
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	
Solano County Totals										757,000	7,149,000	7,906,000		672,000	7,148,997	7,820,997	85,003

Metropolitan Transportation Commission

STP-CMAQ Obligation Status Report

Fiscal Years: FY 08/09

August 25, 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
Sonoma County																	
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		485,000	485,000	05/27/09		485,000	485,000	
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	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		63,836,146	103,577,442	167,413,588	1,458,599



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Local Streets and Roads Working Group

DATE: September 10, 2009

FR: Marcella Aranda

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

Federal regulations require that agencies receiving federal funds invoice against their obligations at least once every six months. Projects that do not have invoicing activity over a six-month period are placed on the Inactive Obligation list, and those projects are at risk of deobligation of federal funds if Caltrans and the Federal Highways Administration (FHWA) do not receive either an invoice or a valid justification for inactivity. A final list of projects to be deobligated as a result of the June 10, 2009 quarterly review meeting is available online at <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>.

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

The June 2009 Inactive List was released on July 30, 2009. An updated list as of August 19, 2009 has been included as Attachment B. Projects on the June list should have submitted an invoice or justification and appropriate documentation by **August 17, 2009**. Projects that did not meet these deadlines will be deobligated by FHWA. The September 2009 Inactive List is expected to be released by the end of October, and will be distributed via email to the Working Group shortly thereafter.

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

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

Attachments:

- A. Letter from Denix Anbiah re: June 2009 Inactive Obligation Listing, July 30, 2009
- B. Bay Area Region Inactive Project Listing for June 2009, rev August 19, 2009
- C. Bay Area Region Inactive Project Listing Look Ahead for September 2009, rev August 19, 2009

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE – M.S. 1

1120 N STREET

P. O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 653-1776

FAX (916) 654-2409

TTY 711



*Flex your power!
Be energy efficient!*

July 30, 2009

To: Metropolitan Planning Organizations
 Regional Transportation Planning Agencies
 Public Works Directors of Cities and Counties
 Alameda County Congestion Management Agency
 California Polytechnic State University
 California State University, Sacramento
 Sacramento Regional Transit District
 Union Pacific Railroad
 United States Forest Service
 University of San Francisco

Dear Director:

Subject: Potential loss of Federal Funds
 Quarterly Review of Inactive Obligations – Quarter Ending June 30, 2009

The California Department of Transportation (Caltrans) has started the quarterly review process of inactive obligations for the quarter period from April 1, 2009 to June 30, 2009 as required under 23CFR 630.106 (http://www.access.gpo.gov/nara/cfr/waisidx_06/23cfr630_06.html). The list of current inactive obligations is available for review on the Division of Local Assistance website at <http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm>. A summary of the inactive projects listed by local agency is enclosed for your reference.

To prevent the deobligation and potential loss of unexpended federal funds for inactive projects with greater than one dollar unexpended balance, local agencies must do one the following:

1. Submit a complete and correct invoice for eligible expenditures to Caltrans' Local Program Accounting (LPA) with an electronic copy to chris_jensen@dot.ca.gov by **August 17, 2009**.
2. Identify unneeded project funds and submit a deobligation request to the District Local Assistance Engineer (DLAE) by **August 17, 2009**. Initiate project closeout.
3. Submit a complete justification form (available on the website) along with all backup documentation to the DLAE by **August 17, 2009**.

To prevent deobligation and potential payback of federal funds for inactive projects with less than one dollar unexpended balance, local agencies must do one of the following:

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 July 30, 2009
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- a. Complete the project closeout documents with enclosures, as per 23 CFR, and submit the complete package to the DLAE for review by **August 17, 2009**. Contact the DLAE for any assistance and guidance you may need to complete this package. Do not submit this package to LPA directly.
- b. Submit a Justification form to the DLAE by **August 17, 2009**, explaining valid reasons in detail why the project shall not be closed out now and when the project will proceed.

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

1. FHWA will only consider justifications in the following categories:
 - Right of way delay
 - Environmental approval
 - Litigation
 - Final invoice
 - Program specific issues that are related to special projects
2. FHWA will direct Caltrans to deobligate unexpended federal funds for any inactive projects that do not have a valid financial transaction, valid invoice, or approved justification.
3. Caltrans shall complete the deobligation of unexpended federal funds within 90 days after the review period. For the current review period, the deobligation of federal funds must be completed by October 31, 2009.

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

In addition to the current inactive local projects, a "Look Ahead Report" is also available on the website. The Look Ahead Report includes projects that will become inactive by the end of September 2009 if an invoice is not processed before September 30, 2009. This report provides an opportunity for local agencies to be proactive in preventing projects from becoming inactive and also prevents the potential loss of federal funds. Projects on the Look Ahead Report are being monitored for financial transactions to reduce the number of projects that would become inactive for the next quarterly review.

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July 30, 2009
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If you have any questions regarding the quarterly review process, please contact your DLAE. A list of the DLAEs is enclosed for your reference.

Sincerely,


DENIX D. ANBIAH
Chief
Division of Local Assistance

Enclosure

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

Summary of Inactive Projects Listed by Local Agency

Review Period - 04/01/09-06/30/09

Responsible Agency	# of Projects	# of Obligations	Federal Funds	Unexpended Funds	% of Agency's Federal Funds Unexpended	% of Total Unexpended Funds
Alameda County	1	4	\$13,820,078.00	\$9,920,078.00	71.8%	5.4%
Alameda County Congestion Management Agency	1	1	\$801,000.00	\$801,000.00	100.0%	0.4%
Alturas	1	1	\$86,301.08	\$0.00	0.0%	0.0%
Amador County Transportation Commission	1	1	\$791,320.00	\$791,320.00	100.0%	0.4%
American Canyon	2	2	\$487,000.00	\$487,000.00	100.0%	0.3%
Antioch	1	2	\$1,100,000.00	\$239,664.22	21.8%	0.1%
Auburn	1	2	\$405,000.00	\$378,000.00	93.3%	0.2%
Beaumont	1	1	\$519,714.00	\$188,696.25	36.3%	0.1%
Belmont	1	2	\$134,000.00	\$134,000.00	100.0%	0.1%
Biggs	1	1	\$66,397.00	\$66,397.00	100.0%	0.0%
Brea	1	1	\$25,917.00	\$25,917.00	100.0%	0.0%
Burbank	1	1	\$1,286,416.00	\$1,286,416.00	100.0%	0.7%
Butte County	1	1	\$35,412.00	\$0.00	0.0%	0.0%
California Polytechnic State University	1	1	\$194,766.00	\$194,766.00	100.0%	0.1%
California State University, Sacramento	1	1	\$691,218.00	\$269,379.81	39.0%	0.1%
Caltrans	9	12	\$118,189,277.24	\$9,512,728.21	8.0%	5.1%
Camarillo	1	1	\$93,679.00	\$93,679.00	100.0%	0.1%
Carpinteria	1	1	\$309,854.00	\$295,773.31	95.5%	0.2%
Clovis	2	2	\$1,280,092.00	\$1,246,795.41	97.4%	0.7%
Coalinga	1	2	\$534,600.00	\$489,298.21	91.5%	0.3%
Compton	1	1	\$3,518,142.00	\$3,189,581.82	90.7%	1.7%
Concord	2	2	\$7,137,000.00	\$122,911.52	1.7%	0.1%
Corcoran	1	1	\$510,281.00	\$55,433.28	10.9%	0.0%
Corona	2	2	\$2,771,000.00	\$2,436,639.59	87.9%	1.3%
Council of Fresno County Governments	2	2	\$398,408.96	\$59,593.06	15.0%	0.0%
Delano	1	3	\$1,199,734.71	\$0.00	0.0%	0.0%
El Cajon	1	1	\$433,797.00	\$246,386.43	56.8%	0.1%
El Dorado County	1	1	\$160,000.00	\$148,204.49	92.6%	0.1%
El Segundo	1	1	\$8,173,975.00	\$335,247.18	4.1%	0.2%
Fairfax	1	1	\$108,157.00	\$108,157.00	100.0%	0.1%
Fairfield	1	1	\$330,000.00	\$330,000.00	100.0%	0.2%
Fremont	1	1	\$312,000.00	\$29,220.55	9.4%	0.0%
Fresno	3	6	\$2,961,354.00	\$1,352,610.56	45.7%	0.7%
Fresno County	3	4	\$905,522.00	\$625,073.13	69.0%	0.3%
Fullerton	1	1	\$240,673.00	\$86,825.46	36.1%	0.0%
Gilroy	1	1	\$2,500,000.00	\$50,000.00	2.0%	0.0%
Glendale	1	1	\$355,000.00	\$93,623.22	26.4%	0.1%
Glendora	1	1	\$184,000.00	\$18,400.00	10.0%	0.0%
Highland	2	3	\$1,020,695.00	\$636,313.55	62.3%	0.3%
Hughson	1	3	\$599,865.00	\$127,489.67	21.3%	0.1%
Imperial County	1	2	\$204,800.00	\$144,458.65	70.5%	0.1%
Indio	1	1	\$553,240.00	\$553,240.00	100.0%	0.3%
Irwindale	1	1	\$88,000.00	\$0.00	0.0%	0.0%

Summary of Inactive Projects Listed by Local Agency

Review Period - 04/01/09-06/30/09

Responsible Agency	# of Projects	# of Obligations	Federal Funds	Unexpended Funds	% of Agency's Federal Funds Unexpended	% of Total Unexpended Funds
Kern County	2	3	\$1,304,754.00	\$504,781.98	38.7%	0.3%
Kingburg	1	2	\$167,406.00	\$57,684.27	34.5%	0.0%
Kings County	1	1	\$11,977.24	\$0.00	0.0%	0.0%
La Puente	1	1	\$207,048.00	\$207,048.00	100.0%	0.1%
Lassen County	4	4	\$191,129.56	\$0.00	0.0%	0.0%
Lemon Grove	1	2	\$460,600.00	\$68,684.85	14.9%	0.0%
Lincoln	1	1	\$1,987,000.00	\$0.00	0.0%	0.0%
Long Beach	2	2	\$2,580,000.00	\$2,576,737.07	99.9%	1.4%
Los Angeles	12	15	\$37,510,208.00	\$6,607,000.22	17.6%	3.6%
Los Angeles County	5	5	\$4,218,162.00	\$3,731,944.94	88.5%	2.0%
Los Angeles County Metropolitan Transportation Authority	1	2	\$2,901,800.00	\$2,901,800.00	100.0%	1.6%
Madera County	3	4	\$832,755.00	\$173,047.52	20.8%	0.1%
Martinez	2	2	\$787,690.00	\$768,690.31	97.6%	0.4%
Monrovia	1	1	\$105,420.00	\$73,373.37	69.6%	0.0%
Monterey Park	1	1	\$88,530.00	\$1,393.01	1.6%	0.0%
Moreno Valley	1	1	\$1,416,000.00	\$1,416,000.00	100.0%	0.8%
Morgan Hill	1	1	\$169,290.00	\$0.01	0.0%	0.0%
Murrieta	1	3	\$1,169,110.00	\$723,958.82	61.9%	0.4%
Napa	2	5	\$7,994,430.00	\$249,212.77	3.1%	0.1%
Norco	1	1	\$66,397.00	\$33,030.28	49.7%	0.0%
Oakland	1	1	\$899,000.00	\$899,000.00	100.0%	0.5%
Orange County	1	1	\$360,000.00	\$360,000.00	100.0%	0.2%
Oxnard	2	3	\$1,465,495.00	\$1,322,495.02	90.2%	0.7%
Palm Springs	1	2	\$641,842.00	\$639,837.19	99.7%	0.3%
Palmdale	1	3	\$6,855,064.00	\$273,057.01	4.0%	0.1%
Pasadena	2	2	\$439,863.00	\$83,515.28	19.0%	0.0%
Placentia	1	1	\$3,542,971.00	\$3,542,971.00	100.0%	1.9%
Placer County	3	5	\$3,734,926.00	\$384,582.88	10.3%	0.2%
Pleasanton	1	2	\$3,223,000.00	\$39,078.97	1.2%	0.0%
Plumas County	1	1	\$32,006.83	\$0.00	0.0%	0.0%
Poway	1	1	\$290,000.00	\$13,786.77	4.8%	0.0%
Redding	1	1	\$166,118.40	\$0.00	0.0%	0.0%
Reedley	2	2	\$424,542.00	\$174,108.36	41.0%	0.1%
Richmond	5	8	\$5,848,469.00	\$2,856,680.26	48.8%	1.5%
Ridgecrest	1	1	\$13,000.00	\$2,402.41	18.5%	0.0%
Riverside	1	3	\$8,977,721.00	\$208,584.22	2.3%	0.1%
Riverside County Transportation Commission	2	2	\$24,221,771.00	\$20,084,435.75	82.9%	10.9%
Roseville	1	1	\$1,091,981.00	\$1,091,981.00	100.0%	0.6%
Sacramento	9	14	\$30,612,707.00	\$8,657,149.66	28.3%	4.7%
Sacramento County	3	8	\$16,164,261.46	\$12,662,224.77	78.3%	6.8%
Sacramento Regional Transit District	1	2	\$786,145.00	\$691,095.93	87.9%	0.4%
San Benito County	1	1	\$10,623.00	\$1,098.61	10.3%	0.0%
San Bernardino Associated Governments	1	1	\$1,929,379.00	\$0.00	0.0%	0.0%

Summary of Inactive Projects Listed by Local Agency

Review Period - 04/01/09-06/30/09

Responsible Agency	# of Projects	# of Obligations	Federal Funds	Unexpended Funds	% of Agency's Federal Funds Unexpended	% of Total Unexpended Funds
San Diego	2	2	\$4,426,094.00	\$4,406,094.00	99.5%	2.4%
San Diego Association of Governments	1	2	\$5,003,145.00	\$835,942.04	16.7%	0.5%
San Diego County	1	1	\$354,120.00	\$354,120.00	100.0%	0.2%
San Fernando	2	2	\$141,346.95	\$41,022.69	29.0%	0.0%
San Francisco County	4	5	\$42,385,099.00	\$42,065,438.90	99.2%	22.7%
San Gabriel	2	2	\$588,251.00	\$588,251.00	100.0%	0.3%
San Juan Capistrano	1	1	\$19,000.00	\$19,000.00	100.0%	0.0%
San Leandro	2	2	\$703,629.00	\$623,629.00	88.6%	0.3%
Santa Barbara County	1	1	\$400,000.00	\$20,015.24	5.0%	0.0%
Santa Clarita	1	1	\$262,934.00	\$7,504.00	2.9%	0.0%
Santa Cruz County	1	1	\$672,828.00	\$641,193.10	95.3%	0.3%
Santa Maria	1	1	\$22,132.00	\$22,132.00	100.0%	0.0%
Sebastopol	1	1	\$150,000.00	\$150,000.00	100.0%	0.1%
Sierra County	2	4	\$698,757.00	\$138,935.65	19.9%	0.1%
Sonoma County	6	8	\$902,303.00	\$737,018.57	81.7%	0.4%
South El Monte	1	1	\$470,575.00	\$107,937.56	22.9%	0.1%
South Pasadena	3	3	\$12,420,414.00	\$11,450,197.05	92.2%	6.2%
Stanislaus County	4	6	\$1,627,923.00	\$1,220,774.76	75.0%	0.7%
Stockton	3	4	\$1,848,330.00	\$47,326.17	2.6%	0.0%
Taft	1	2	\$44,636.00	\$24,748.21	55.4%	0.0%
Tahoe Regional Planning Agency	1	1	\$1,020,000.00	\$1,020,000.00	100.0%	0.6%
Temecula	1	1	\$117,495.00	\$10,000.00	8.5%	0.0%
Tracy	1	1	\$993,500.00	\$667,127.40	67.1%	0.4%
Tulare County	1	1	\$390,417.00	\$159.19	0.0%	0.0%
Union Pacific Railroad	1	3	\$4,831,975.00	\$2,131,221.52	44.1%	1.2%
United States Forest Service	1	1	\$50,050.29	\$0.00	0.0%	0.0%
University of San Francisco	1	1	\$783,000.00	\$783,000.00	100.0%	0.4%
Vacaville	1	1	\$650,000.00	\$10,000.00	1.5%	0.0%
Various	1	2	\$872,000.00	\$153,704.20	17.6%	0.1%
Ventura County	3	4	\$4,646,855.00	\$3,629,844.29	78.1%	2.0%
Ventura County Transportation Commission	1	1	\$2,591,426.92	\$0.00	0.0%	0.0%
Vernon	1	5	\$1,179,330.00	\$994,896.70	84.4%	0.5%
Visalia	2	2	\$471,500.00	\$360,000.00	76.4%	0.2%
Westlake Village	1	1	\$187,040.00	\$23,786.10	12.7%	0.0%
Windsor	1	1	\$208,045.00	\$208,045.00	100.0%	0.1%
Yucaipa	2	3	\$210,944.00	\$210,944.00	100.0%	0.1%
Total:	208	283	\$443,763,373.64	\$184,956,798.43	41.7%	100.0%

District Local Assistance Engineer (DLAE) Phone List

DISTRICT 01 Local Assistance

Suzi Theiss
 1656 Union St. (95501)
 P.O. Box 3700
 Eureka, CA 95502-3770
 Phone (707) 445-6399, FAX (707) 441-2048
 E-Mail Address: Suzanne.Theiss@dot.ca.gov
 Counties: Del Norte, Humboldt, Lake, Mendocino

DISTRICT 02 Local Assistance

Ian Howat
 1657 Riverside Dr. (96001)
 P. O. Box 496073
 Redding, CA 96049-6073
 Phone (530) 225-3484, FAX (530) 225-3020
 E-Mail Address: Ian.Howat@dot.ca.gov
 Counties: Lassen, Modoc, Plumas, Shasta, Siskiyou, Tehama, Trinity

DISTRICT 03 Local Assistance

Ben J. Bramer
 703 B Street (95901)
 P. O. Box 911
 Marysville, CA 95901
 Phone (530) 741-5450, FAX (530) 741-5466
 E-Mail Address: Ben.Bramer@dot.ca.gov
 Counties: Butte, Colusa, El Dorado, Glenn, Nevada, Placer, Sacramento, Sierra, Sutter, Yolo, Yuba

DISTRICT 04 Local Assistance

Sylvia Fung
 111 Grand Avenue (94612)
 P. O. Box 23660
 Oakland, CA 94623-0660
 Phone (510) 286-5226, FAX (510) 286-5229
 E-Mail Address: Sylvia.Fung@dot.ca.gov
 Counties: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma

DISTRICT 05 Local Assistance

Mike Giuliano
 50 Higuera Street
 San Luis Obispo, CA 93401-5415
 Phone (805) 542-4606, FAX (805) 549-3746
 E-Mail Address: Mike.Giuliano@dot.ca.gov
 Counties: Santa Barbara, San Benito, San Luis Obispo, Santa Cruz, Monterey

DISTRICT 06 (District Home Page)

Noel Bucu (Acting)
 855 M Street, Ste.200 (93721)
 P. O. Box 12616
 Fresno, CA 93778-2616
 Phone (559) 445-5417, FAX (559) 445-5425
 E-Mail Address: Noel.Bucu@dot.ca.gov
 Counties: Fresno, Madera, Kings, Kern, Tulare

Inactive List for June 2009 Quarterly Review
(Review Period 04/01/09-06/30/09)

Local and State Administered Locally Funded and Rail Projects - District 4

Project No	Prefix	County	Responsible Agency	Description	Auth Date	Expenditure Date	Total Proj Cost	Federal Funds	Expended	Unexpended Funds	First Qtrly Review Appearance (yyyy-mm)	LPAMS Action I=Invoiced F= In Final Voucher Process R= Rejected Invoice A = Approved Invoice	FMIS Action: C= Closed D=De-Obligated E=FMIS Error I=Invoiced W=Withdrawn	Documentation Received I=Progress Invoice D=De-obligation J=Justification N/A=Docs. not reqd. X=Docs. Needed	Agency Action Required (as of 08/19/09)
5933074	STPL	Ala	Alameda County	VASCO RD BETWEEN LIVERMORE AND CC COUNTY LINE , ROADWAY ALIGNMENT AND ROW.	05/12/05	02/22/08	\$5,400,000.00	\$3,900,000.00	\$3,900,000.00	\$0.00	2009-03	A	N/A	N/A	Invoice approved by State; monitoring for FMIS transaction.
5933074	STPL	Ala	Alameda County	VASCO RD BETWEEN LIVERMORE AND CC COUNTY LINE , ROADWAY ALIGNMENT AND ROW.	05/12/05	02/22/08	\$286,382.00	\$136,876.00	\$0.00	\$136,876.00	2009-03	A	N/A	N/A	Invoice approved by State; monitoring for FMIS transaction.
5933074	STPL	Ala	Alameda County	VASCO RD BETWEEN LIVERMORE AND CC COUNTY LINE , ROADWAY ALIGNMENT AND ROW.	05/12/05	02/22/08	\$19,562,764.00	\$9,350,000.00	\$0.00	\$9,350,000.00	2009-03	A	N/A	N/A	Invoice approved by State; monitoring for FMIS transaction.
5933074	STPL	Ala	Alameda County	VASCO RD BETWEEN LIVERMORE AND CC COUNTY LINE , ROADWAY ALIGNMENT AND ROW.	05/12/05	02/22/08	\$1,190,926.00	\$433,202.00	\$0.00	\$433,202.00	2009-03	A	N/A	N/A	Invoice approved by State; monitoring for FMIS transaction.
6273047	CML	Ala	Alameda County Congestion Management Agency	ALAMEDA AND CONTRA COSTA COUNTIES, OPERATION, MANAGEMENT-SMART CORRID.	06/26/08	01/00/00	\$869,000.00	\$801,000.00	\$0.00	\$801,000.00	2009-06	R	N/A	X	Invoice rejected; correct and return by 8/24/09. Please e-mail Chris Jensen a copy of resubmitted invoice.
5322025	CML	Ala	Fremont	AT VARIOUS SPOT INTERSECTIONS, TRAFFIC SIGNAL CONTROLLERS	07/01/01	01/03/06	\$720,000.00	\$312,000.00	\$282,779.45	\$29,220.55	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5012086	CML	Ala	Oakland	DERBY AVE. TO LANCASTER STR. , BAY TRAIL	04/12/08	01/00/00	\$1,637,039.00	\$899,000.00	\$0.00	\$899,000.00	2009-06	A	I	N/A	Confirmed FMIS transaction; no further action req'd.
5101013	CML	Ala	Pleasanton	I-580 FROM I-238 TO GREENVILLE R. DBLN,PLE,LI , UPRADE INTEGRATION OF FWY & LOCAL	03/26/00	06/19/06	\$2,912,288.00	\$2,167,818.00	\$2,159,635.97	\$8,182.03	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5101013	CML	Ala	Pleasanton	I-580 FROM I-238 TO GREENVILLE R. DBLN,PLE,LI , UPRADE INTEGRATION OF FWY & LOCAL	03/26/00	06/19/06	\$1,201,620.00	\$1,055,182.00	\$1,024,285.06	\$30,896.94	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
6000032	STPLZ	Ala	San Francisco County	BART ROCKRIDGE STATION, SEISMIC RETROFIT-AERIAL STRUCTURES	05/22/08	01/00/00	\$1,980,639.00	\$1,753,458.00	\$0.00	\$1,753,458.00	2009-06	R	N/A	X	Invoice rejected; correct and return by 8/24/09. Please e-mail Chris Jensen a copy of resubmitted invoice.
6000034	STPLZ	Ala	San Francisco County	NORTH OAKLAND AERIAL STRUCTURES, SEISMIC RETROFIT	06/05/08	01/00/00	\$40,505,647.00	\$35,859,648.00	\$0.00	\$35,859,648.00	2009-06	R	N/A	X	Invoice rejected; correct and return by 8/24/09. Please e-mail Chris Jensen a copy of resubmitted invoice.
6000035	STPLZ	Ala	San Francisco County	BART WEST OAKLAND STATION, SEISMIC RETROFIT	06/27/08	01/00/00	\$2,840,734.00	\$2,514,900.00	\$0.00	\$2,514,900.00	2009-06	R	N/A	X	Invoice rejected; correct and return by 8/24/09. Please e-mail Chris Jensen a copy of resubmitted invoice.
5041022	HP21L	Ala	San Leandro	E. 14TH ST. , MEDIAN IMPROVEMENT & LIGHTING	09/12/02	05/25/06	\$100,000.00	\$80,000.00	\$80,000.00	\$0.00	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5041029	HP21L	Ala	San Leandro	E. 14TH ST. , MEDIAN IMPROVEMENT & LIGHTING	11/27/07	01/00/00	\$858,615.00	\$623,629.00	\$0.00	\$623,629.00	2008-12	N/A	N/A	J	Justification form submitted and reviewed, will present to FHWA at Quarterly meeting.
5038011	CML	CC	Antioch	SR4; BAILEY TO SR4/160 I/C & ADJ. ARTERIALS , SR4 CORRIDOR SIGNAL INTERCONNECT	09/05/00	04/26/07	\$285,781.00	\$253,002.00	\$167,429.41	\$85,572.59	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5038011	CML	CC	Antioch	SR4; BAILEY TO SR4/160 I/C & ADJ. ARTERIALS , SR4 CORRIDOR SIGNAL INTERCONNECT	09/05/00	04/26/07	\$956,737.00	\$846,998.00	\$692,906.37	\$154,091.63	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5135003	STPLN	CC	Concord	04-CC-242-R1.2/2.4, CITY OF CONCORD, CONCORD, AVE TO GRANT, MOD. I/C, ADD AUX. LN	03/01/94	10/16/06	\$8,034,920.00	\$6,000,000.00	\$5,899,828.48	\$100,171.52	2008-12	N/A	N/A	J	Justification form submitted and reviewed, will present to FHWA at Quarterly meeting.
5135019	CML	CC	Concord	TREAT BLVD / CYTN RD / CND AVE / GILINDO ST / , WILLOW PASS RD UPGRADE SIGNALS	09/06/00	04/17/06	\$1,287,241.00	\$1,137,000.00	\$1,114,260.00	\$22,740.00	2009-06	N/A	N/A	J	Justification form submitted and reviewed, will present to FHWA at Quarterly meeting.
5024009	FBD	CC	Martinez	MARTINEZ MARINA; FOOT OF NORTH COURT STREET , CONSTRUCT PASSENGER SHELTER.	08/01/96	04/05/07	\$309,613.00	\$247,690.00	\$18,999.69	\$228,690.31	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5024021	STPL	CC	Martinez	ALHAMBRA AVE.-APPROX. HWY 4 TO JOHN MUIR ROAD , ROADWAY REHABILITATION	06/06/08	01/00/00	\$609,964.00	\$540,000.00	\$0.00	\$540,000.00	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.

**Inactive List for June 2009 Quarterly Review
(Review Period 04/01/09-06/30/09)**

Local and State Administered Locally Funded and Rail Projects - District 4

Project No	Prefix	County	Responsible Agency	Description	Auth Date	Expenditure Date	Total Proj Cost	Federal Funds	Expended	Unexpended Funds	First Qtrly Review Appearance (yyyy-mm)	LPAMS Action I=Invoiced F= In Final Voucher Process R= Rejected Invoice A = Approved Invoice	FMIS Action: C= Closed D=De-Obligated E=FMIS Error I=Invoiced W=Withdrawn	Documentation Received I=Progress Invoice D=De-obligation J=Justification N/A=Docs. not reqd. X=Docs. Needed	Agency Action Required (as of 08/19/09)
5137021	CML	CC	Richmond	WESTSIDE OF RICHMOND BART/AMTRAK STATION, CONSTRUCT NEW PEDESTRIAN PLAZA	03/01/00	12/09/05	\$730,000.00	\$646,269.00	\$646,269.00	\$0.00	2007-12	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5137025	STPLHSR	CC	Richmond	VARIOUS LOCATIONS , INSTALL PED. CROSS WALK LIGHT	09/10/02	10/11/06	\$203,000.00	\$182,700.00	\$675.00	\$182,025.00	2008-12	F	I	N/A	Confirmed FMIS transaction; no further action req'd.
5137026	STPLER	CC	Richmond	FILBERT ST. FROM CHESLEY AVE. TO VERNON AVE. , SIDEWALK AND ROADWAY IMPROVEMENT	04/18/03	06/12/07	\$353,081.00	\$275,000.00	\$242,820.53	\$32,179.47	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5137026	STPLER	CC	Richmond	FILBERT ST. FROM CHESLEY AVE. TO VERNON AVE. , SIDEWALK AND ROADWAY IMPROVEMENT	04/18/03	06/12/07	\$1,879,620.00	\$1,431,000.00	\$1,231,959.75	\$199,040.25	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5137026	STPLER	CC	Richmond	FILBERT ST. FROM CHESLEY AVE. TO VERNON AVE. , SIDEWALK AND ROADWAY IMPROVEMENT	04/18/03	06/12/07	\$332,091.00	\$294,000.00	\$155,801.32	\$138,198.68	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5137027	CML	CC	Richmond	RICHMOND TRANSIT STATION/NEVIN PLAZA , CONSTRUCT TRANSIT STATION	09/09/02	02/05/08	\$3,690,250.00	\$1,579,000.00	\$532,701.73	\$1,046,298.27	2009-03	A	I	N/A	Confirmed FMIS transaction; no further action req'd.
5137027	CML	CC	Richmond	RICHMOND TRANSIT STATION/NEVIN PLAZA , CONSTRUCT TRANSIT STATION	09/09/02	02/05/08	\$2,073,750.00	\$575,000.00	\$172,708.41	\$402,291.59	2009-03	A	I	N/A	Confirmed FMIS transaction; no further action req'd.
5137032	STPL	CC	Richmond	RICHMOND BART ST MACDONALD AVE AND 16TH ST. , IMPROVEMENT BUS SHELTER & PARKING	12/14/04	05/13/08	\$977,636.00	\$865,500.00	\$8,853.00	\$856,647.00	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5277018	STPLH	Mfn	Fairfax	SFD BLVD. , MARIN & OAK TREE LANE , INSTALL LIGHTING, BEACONS SIGNINGS	06/27/07	01/00/00	\$120,175.00	\$108,157.00	\$0.00	\$108,157.00	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5470003	STPL	Nap	American Canyon	ELLIOTT ST FR DONALDSON SOUTH TO CITY LIMITS , REHABILITATION	08/23/06	01/00/00	\$619,550.00	\$200,000.00	\$0.00	\$200,000.00	2008-09	A	N/A	N/A	Invoice approved by State; monitoring for FMIS transaction.
5470005	STPL	Nap	American Canyon	AMERICAN CANYON RD FR FLOSDEN TO AM CYN CR BR , REHABILITATION	06/20/07	01/00/00	\$661,058.00	\$287,000.00	\$0.00	\$287,000.00	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
6204065	HPLUL	Nap	Caltrans	IN NAPA & SOLANO CNTYS SR12 BET SR29 & I-80 , REHAB & EXPAND FR TWO TO FOUR LANES	03/18/08	05/28/08	\$9,281,385.00	\$2,500,000.00	\$1,400,000.00	\$1,100,000.00	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5042012	BRLO	Nap	Napa	FIRST ST BRIDGE @ NAPA CRK (BR # 21C-0096) , BRIDGE REPLACEMENT	07/30/96	06/11/07	\$784,514.00	\$627,611.00	\$604,232.58	\$23,378.42	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5042012	BRLO	Nap	Napa	FIRST ST BRIDGE @ NAPA CRK (BR # 21C-0096) , BRIDGE REPLACEMENT	07/30/96	06/11/07	\$186,325.00	\$149,060.00	\$0.00	\$149,060.00	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5042012	BRLO	Nap	Napa	FIRST ST BRIDGE @ NAPA CRK (BR # 21C-0096) , BRIDGE REPLACEMENT	07/30/96	06/11/07	\$8,943,932.00	\$7,095,146.00	\$7,074,587.80	\$20,558.20	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
5042026	STPLX	Nap	Napa	SEMINARY ST. BRIDGE OVER NAPA CREEK., BRIDGE RAIL REPLACEMENT	07/01/00	01/30/07	\$63,500.00	\$56,216.00	\$0.00	\$56,216.00	2009-03	A	I	N/A	Confirmed FMIS transaction; no further action req'd.
5042026	STPLX	Nap	Napa	SEMINARY ST. BRIDGE OVER NAPA CREEK., BRIDGE RAIL REPLACEMENT	07/01/00	01/30/07	\$75,000.00	\$66,397.00	\$66,396.85	\$0.15	2009-03	A	I	N/A	Confirmed FMIS transaction; no further action req'd.
5034012	CML	SCI	Gilroy	MONTEREY STREETScape BETWEEN 4TH & 6TH STREET , STREETSCAPES IMPROVEMENT	08/16/05	01/29/07	\$2,823,902.00	\$2,500,000.00	\$2,450,000.00	\$50,000.00	2009-03	A	I	N/A	Confirmed FMIS transaction; no further action req'd.
5152014	STPLHSR	SCI	Morgan Hill	MONTEREY RD. AND CENTRAL AVE. INTERSECTION, PED SAFETY IMPROVE, RADAR SPEED DIS	07/08/05	05/09/06	\$188,100.00	\$169,290.00	\$169,289.99	\$0.01	2009-06	F	N/A	N/A	In Final Voucher process; awaiting decision if more docs req'd; monitor progress.
5937103	RSTP	SCI	Various	COUNTY NON-EXPRESSWAYS - VARIOUS LOCATIONS , ROAD REHABILITATION & OVERLAY	02/18/06	04/02/07	\$804,247.00	\$712,000.00	\$558,295.80	\$153,704.20	2009-06	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
6003031	HPLUL	SF	San Francisco County	GOLDEN GATE BRIDGE , SEISMIC RETROFIT-PHASE 2	09/08/06	02/26/08	\$1,505,631.00	\$1,505,631.00	\$214,172.26	\$1,291,458.74	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
6003031	HPLUL	SF	San Francisco County	GOLDEN GATE BRIDGE , SEISMIC RETROFIT-PHASE 2	09/08/06	02/26/08	\$751,462.00	\$751,462.00	\$105,487.84	\$645,974.16	2009-03	N/A	N/A	X	No documentation rec'd; submit invoice or justification form IMMEDIATELY.
6342003	RPSTPLE	SF	University of California, San Francisco	STATEWIDE PUBLIC EDUCATIONAL PROGRAM , PEDESTRIAN AND BICYCLE EDUCATION	12/13/07	01/00/00	\$885,000.00	\$783,000.00	\$0.00	\$783,000.00	2008-12	A	I	N/A	Confirmed FMIS transaction; no further action req'd.

**Inactive List for June 2009 Quarterly Review
(Review Period 04/01/09-06/30/09)**

Local and State Administered Locally Funded and Rail Projects - District 4

Project No	Prefix	County	Responsible Agency	Description	Auth Date	Expenditure Date	Total Proj Cost	Federal Funds	Expended	Unexpended Funds	First Qtrly Review Appearance (yyyy-mm)	LPAMS Action I=Invoiced F= In Final Voucher Process R= Rejected Invoice A = Approved Invoice	FMS Action: C= Closed D=De-Obligated E=FMS Error I=Invoiced W=Withdrawn	Documentation Received I=Progress Invoice D=De-obligation J=Justification N/A=Docs. not reqd. X=Docs. Needed	Agency Action Required (as of 08/19/09)
5268014	STPL	SM	Belmont	OLD COUNTY RD.FR. SAMMATEOCO LMT. TO RALSTON , ROAD REHABILITANTION/AC OVERLAY	03/07/07	01/00/00	\$15,814.00	\$14,000.00	\$0.00	\$14,000.00	2009-03	A	I	N/A	Confirmed FMS transaction; no further action req'd.
5268014	STPL	SM	Belmont	OLD COUNTY RD.FR. SAMMATEOCO LMT. TO RALSTON , ROAD REHABILITANTION/AC OVERLAY	03/07/07	01/00/00	\$260,834.00	\$120,000.00	\$0.00	\$120,000.00	2009-03	A	I	N/A	Confirmed FMS transaction; no further action req'd.
6204038	STPLN	SM	Caltrans	SR101 FROM RALSTON AVE TO HILLSDALE BLVD , CONSTRUCT NB AUXILIARY LANE	07/25/00	05/25/07	\$9,350,312.00	\$4,832,422.00	\$4,416,435.79	\$415,986.21	2009-06	F	N/A	N/A	In Final Voucher process; awaiting decision if more docs req'd; monitor progress.
5132029	CML	Sol	Fairfield	LINEAR PARK BETWEEN N. TEXAS ST. & DOVER AVE. , PEDSTRIAN AND BIKE PATH	04/18/07	01/00/00	\$415,824.00	\$330,000.00	\$0.00	\$330,000.00	2009-06	A	I	N/A	Confirmed FMS transaction; no further action req'd.
5094029	CML	Sol	Vacaville	VARIOUS LOCATIONS IN VACAVILLE AND DIXON , LEASING OF ELECTRIC VEHICLES AND **	09/08/02	06/13/06	\$795,000.00	\$650,000.00	\$640,000.00	\$10,000.00	2009-06	I	N/A	N/A	Invoice rec'd by State, awaiting approval; Monitor for FMS transaction.
5123010	STPL	Son	Sebastopol	Sebastopol: asphalt concrete overlay	03/06/07	01/00/00	\$192,799.00	\$150,000.00	\$0.00	\$150,000.00	2009-03	I	N/A	I	Copy of invoice rec'd by Agency; will provide to FHWA at quarterly meeting. Invoice rec'd by State awaiting approval; Monitor for FMS transaction.
4442087	ER	Son	Sonoma County	13 Locations in Sonoma County - Emergency Openings	05/14/08	01/00/00	\$559,393.00	\$534,592.00	\$0.00	\$534,592.00	2009-06	N/A	N/A	I	Copy of invoice rec'd by Agency; will provide to FHWA at quarterly meeting.
5114013	STPL	Son	Sonoma County	ANDRIEUX ST - BROADWAY TO 5TH, PAVEMNT REHAB , ROADWAY REHABILITATION	04/20/07	01/00/00	\$325,221.00	\$150,000.00	\$0.00	\$150,000.00	2009-06	I	N/A	N/A	Invoice rec'd by State, awaiting approval; Monitor for FMS transaction.
5920028	BRLZ	Son	Sonoma County	VARIOUS LOCATIONS (SEE STATE COMMENTS), SEISMIC RETROFIT	09/01/96	05/25/04	\$70,000.00	\$44,265.00	\$44,265.00	\$0.00	2009-06	N/A	N/A	J	Justification form submitted and reviewed, will present to FHWA at Quarterly meeting.
5920034	STPLZ	Son	Sonoma County	VARIOUS LOCATIONS (SEE STATE COMMENTS), SEISMIC RETROFIT	09/01/96	06/07/06	\$50,000.00	\$44,265.00	\$39,838.50	\$4,426.50	2009-06	N/A	N/A	J	Justification form submitted and reviewed, will present to FHWA at Quarterly meeting.
5920036	STPLZ	Son	Sonoma County	SONOMA CREEK (WATMAUGH ROAD) (BR NO 20C-0017) , SEISMIC RETROFIT	09/04/96	12/28/05	\$25,000.00	\$22,132.00	\$22,132.00	\$0.00	2008-12	F	N/A	N/A	In Final Voucher process; awaiting decision if more docs req'd; monitor progress.
5920036	STPLZ	Son	Sonoma County	SONOMA CREEK (WATMAUGH ROAD) (BR NO 20C-0017) , SEISMIC RETROFIT	09/04/96	12/28/05	\$115,000.00	\$92,000.00	\$43,999.99	\$48,000.01	2008-12	F	N/A	N/A	In Final Voucher process; awaiting decision if more docs req'd; monitor progress.
5920043	STPLX	Son	Sonoma County	DUTCHER CREEK RD. ON DUTCHER CREEK, REPLACE BR RAIL & WIDEN(20C-0411)	12/01/97	06/09/06	\$9,000.00	\$7,967.00	\$7,966.94	\$0.06	2009-06	N/A	N/A	J	Justification form submitted and reviewed, will present to FHWA at Quarterly meeting.
5920043	STPLX	Son	Sonoma County	DUTCHER CREEK RD. ON DUTCHER CREEK, REPLACE BR RAIL & WIDEN(20C-0411)	12/01/97	06/09/06	\$8,000.00	\$7,082.00	\$7,082.00	\$0.00	2009-06	N/A	N/A	J	Justification form submitted and reviewed, will present to FHWA at Quarterly meeting.
5920028	HBRR	Son	Various	VARIOUS LOCATIONS (SEE STATE COMMENTS), SEISMIC RETROFIT	09/01/96	05/25/04	\$200,000.00	\$160,000.00	\$160,000.00	\$0.00	2009-06	N/A	N/A	J	Justification form submitted and reviewed, will present to FHWA at Quarterly meeting.
5472008	RPSTPLE	Son	Windsor	MCCLELAND RODATA INTERSECTIONS, WINDSOR ROAD PEDESTRIAN ENHANCEMENT	06/27/07	01/00/00	\$235,000.00	\$208,045.00	\$0.00	\$208,045.00	2009-06	I	N/A	N/A	Invoice rec'd by State awaiting approval; Monitor for FMS transaction.
Regional Total							\$142,110,316.00	\$99,637,612.00	\$36,356,096.51	\$63,281,515.49					

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5933028	STPLZ	Ala	Alameda County	OAKLAND ESTUARY (FRUITVALE AV) BR NO 33C-0147, SEISMIC RETROFIT	07/11/06	09/01/96	\$25,000.00	\$22,132.00	\$16,841.30	\$5,290.70	N/A	N/A
5933030	STPLZ	Ala	Alameda County	VARIOUS LOCATIONS (SEE STATE COMMENTS), SEISMIC RETROFIT	07/07/06	09/01/96	\$50,000.00	\$44,265.00	\$15,664.54	\$28,600.46	N/A	N/A
5050033	CML	Ala	Hayward	2ND. ST. - EAST SIDE OF STREET NEAR SCHOOL . , CONSTRUCT SIDEWALK,GUTTER & CURB .	09/20/07	04/19/08	\$432,436.00	\$337,000.00	\$120,362.31	\$216,637.69	N/A	N/A
5053016	CML	Ala	Livermore	DOWNTOWN LIVERMORE PEDESTRIAN TRANSIT CENTER , LANDSCAPED PED. WALKWAY/ PATH	09/04/08	11/09/07	\$1,161,539.00	\$1,028,309.00	\$16,339.76	\$1,011,969.24	N/A	N/A
6084101	STPL	Ala	Metropolitan Transportation Commission	BAY AREA , CMA PLANNING ACTIVITIES FY 04/05 .	07/03/07	08/12/04	\$3,656,390.00	\$3,237,000.00	\$3,118,019.87	\$118,980.13	N/A	N/A
6084101	STPL	Ala	Metropolitan Transportation Commission	BAY AREA , CMA PLANNING ACTIVITIES FY 04/05 .	07/03/07	08/12/04	\$946,573.00	\$838,000.00	\$806,980.06	\$31,019.94	N/A	N/A
5038006	BHLS	CC	Antioch	WILBUR AVE., EAST OF APOLLO COURT . , WIDEN AND REHAB BRIDGE .	09/20/07	12/01/95	\$445,414.00	\$356,331.00	\$356,331.00	\$0.00	N/A	N/A
5928032	BRLO	CC	Contra Costa County	DELTA ROAD BRIDGE @ ROCK SLOUGH, BRIDGE REPLACEMENT	09/26/06	09/01/97	\$746,000.00	\$596,800.00	\$575,781.95	\$21,018.05	N/A	N/A
5928032	BRLO	CC	Contra Costa County	DELTA ROAD BRIDGE @ ROCK SLOUGH, BRIDGE REPLACEMENT	09/26/06	09/01/97	\$204,000.00	\$163,200.00	\$162,901.76	\$298.24	N/A	N/A
5024016	STPLX	CC	Martinez	BR @ GREEN ST (28C-0370) & WARD ST (28C-0406), BRIDGE RAIL REPLACEMENT	07/28/06	12/01/00	\$17,000.00	\$15,050.00	\$2,145.32	\$12,904.68	N/A	N/A
5375017	HSIP	CC	Pleasant Hill	CONTRA COSTA BLVD , CONSTRUCT 4' PEDESTRIAN WALKWAY	07/31/07	12/19/08	\$163,400.00	\$147,060.00	\$0.00	\$147,060.00	N/A	N/A
5159007	STPLX	Mrn	San Anselmo	SFD BLVD. BRIDGE RAIL REPLACEMENT IN S. ANSEL , BRIDGE RAIL REPLACEMENT	08/08/07	09/02/03	\$212,001.00	\$187,684.00	\$138,187.95	\$49,496.05	N/A	N/A
5043019	STPLER	Mrn	San Rafael	MEDWAY--FRANCISCO E. AND CANAL STREET , BEAUTIFY ST. S.W. PLANT TREES ETC.	08/21/08	04/09/03	\$90,365.00	\$80,000.00	\$69,359.72	\$10,640.28	I	N/A
5043019	STPLER	Mrn	San Rafael	MEDWAY--FRANCISCO E. AND CANAL STREET , BEAUTIFY ST. S.W. PLANT TREES ETC.	08/21/08	04/09/03	\$630,600.00	\$630,600.00	\$0.00	\$630,600.00	I	N/A

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5043019	STPLER	Mrn	San Rafael	MEDWAY--FRANCISCO E. AND CANAL STREET , BEAUTIFY ST. S.W. PLANT TREES ETC.	08/21/08	04/09/03	\$926,240.00	\$820,000.00	\$714,366.27	\$105,633.73	I	N/A
5098009	NMTPL	Mrn	Sausalito	GATE 6 ROAD TO FERRY LANDING IN SAUSALITO , BIKE FACILITY STUDY PSR	09/06/07	07/15/08	\$100,000.00	\$100,000.00	\$0.00	\$100,000.00	I	N/A
5042012	BRLO	Nap	Napa	FIRST ST BRIDGE @ NAPA CRK (BR # 21C-0096) , BRIDGE REPLACEMENT	07/17/07	07/30/96	\$186,325.00	\$149,060.00	\$0.00	\$149,060.00	N/A	N/A
5034017	CML	SCI	Gilroy	GILROY:6TH STREET FROM EIGLEBERRY TO RAILROAD , STREETSCAPE ENHANCEMENTS	09/20/07	01/14/09	\$687,353.00	\$459,000.00	\$0.00	\$459,000.00	N/A	N/A
5937046	BRLO	SCI	Santa Clara County	STEVENS CRK. BR. ON STEVENS CANYON RD.37C-576 , BRIDGE REPLACEMENT	07/23/08	12/11/97	\$75,000.00	\$60,000.00	\$59,999.94	\$0.06	N/A	N/A
5937046	BRLO	SCI	Santa Clara County	STEVENS CRK. BR. ON STEVENS CANYON RD.37C-576 , BRIDGE REPLACEMENT	07/23/08	12/11/97	\$1,915,100.00	\$1,684,435.00	\$0.00	\$1,684,435.00	N/A	N/A
5937046	BRLO	SCI	Santa Clara County	STEVENS CRK. BR. ON STEVENS CANYON RD.37C-576 , BRIDGE REPLACEMENT	07/23/08	12/11/97	\$176,000.00	\$140,800.00	\$140,799.94	\$0.06	N/A	N/A
5937047	BRLO	SCI	Santa Clara County	STEVENS CRK.BR/STEVENS CANYON RD.37C0577 , BRIDGE REPLACEMENT	07/23/08	12/11/97	\$75,000.00	\$60,000.00	\$59,999.90	\$0.10	N/A	N/A
5937047	BRLO	SCI	Santa Clara County	STEVENS CRK.BR/STEVENS CANYON RD.37C0577 , BRIDGE REPLACEMENT	07/23/08	12/11/97	\$2,029,800.00	\$1,783,419.00	\$0.00	\$1,783,419.00	N/A	N/A
5937047	BRLO	SCI	Santa Clara County	STEVENS CRK.BR/STEVENS CANYON RD.37C0577 , BRIDGE REPLACEMENT	07/23/08	12/11/97	\$146,000.00	\$116,800.00	\$116,799.94	\$0.06	N/A	N/A
6003017	DBF	SF	Golden Gate Bridge, Highway And Transportation District	GOLDEN GATE BRIDGE , SEISMIC RETROFIT PHASE III	09/12/08	09/07/01	\$2,609,513.00	\$2,609,513.00	\$2,576,936.83	\$32,576.17	N/A	N/A
6003017	DBF	SF	Golden Gate Bridge, Highway And Transportation District	GOLDEN GATE BRIDGE , SEISMIC RETROFIT PHASE III	09/12/08	09/07/01	\$11,550,000.00	\$11,550,000.00	\$0.00	\$11,550,000.00	N/A	N/A
6003017	DBF	SF	Golden Gate Bridge, Highway And Transportation District	GOLDEN GATE BRIDGE , SEISMIC RETROFIT PHASE III	09/12/08	09/07/01	\$4,013,757.00	\$4,013,757.00	\$0.00	\$4,013,757.00	N/A	N/A
6003017	DBF	SF	Golden Gate Bridge, Highway And Transportation District	GOLDEN GATE BRIDGE , SEISMIC RETROFIT PHASE III	09/12/08	09/07/01	\$2,000,000.00	\$2,000,000.00	\$1,974,346.65	\$25,653.35	N/A	N/A

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5934097	TCSE002	SF	San Francisco County	CIVIC CENTER PLAZA BET. LEAVENWORTH AND HYDE , LANDSCAPING, LIGHTING, ETC.	09/26/06	08/18/00	\$936,325.00	\$936,325.00	\$936,325.00	\$0.00	N/A	N/A
5376001	BRLZ	SM	Brisbane	TUNNEL AVENUE BR (BR. NO. 35C-0124) , BRIDGE REPLACEMENT	07/31/07	05/30/00	\$12,025,000.00	\$9,620,000.00	\$9,620,000.00	\$0.00	N/A	N/A
5376001	BRLZ	SM	Brisbane	TUNNEL AVENUE BR (BR. NO. 35C-0124) , BRIDGE REPLACEMENT	07/31/07	05/30/00	\$960,001.00	\$768,000.00	\$535,588.97	\$232,411.03	N/A	N/A
5376001	BRLZ	SM	Brisbane	TUNNEL AVENUE BR (BR. NO. 35C-0124) , BRIDGE REPLACEMENT	08/17/07	05/30/00	\$1,140,000.00	\$912,000.00	\$911,546.27	\$453.73	N/A	N/A
5376001	BRLZ	SM	Brisbane	TUNNEL AVENUE BR (BR. NO. 35C-0124) , BRIDGE REPLACEMENT	08/27/07	05/30/00	\$60,000.00	\$48,000.00	\$48,000.00	\$0.00	N/A	N/A
5264002	CML	SM	Colma	ON SR82 BTWN F&B STREET CONSTRUCT STAIRS	08/22/07	01/15/09	\$379,507.00	\$335,978.00	\$0.00	\$335,978.00	N/A	N/A
5132026	STPLHSR	Sol	Fairfield	WOOLNER AVE. FROM ENTERPRISE DR. TO SHELDON ES , SIDEWALK IMPROVEMENT	08/14/07	09/12/07	\$65,000.00	\$53,100.00	\$0.00	\$53,100.00	I	N/A
5094037	BHLS	Sol	Vacaville	MONTE VISTA AVENUE AT ULATIS CREEK , BRIDGE WIDENING	07/31/07	01/19/05	\$50,000.00	\$40,000.00	\$40,000.00	\$0.00	N/A	N/A
5094037	BHLS	Sol	Vacaville	MONTE VISTA AVENUE AT ULATIS CREEK , BRIDGE WIDENING	07/31/07	01/19/05	\$2,088,508.00	\$1,848,952.00	\$1,605,814.51	\$243,137.49	N/A	N/A
5094037	BHLS	Sol	Vacaville	MONTE VISTA AVENUE AT ULATIS CREEK , BRIDGE WIDENING	07/31/07	01/19/05	\$572,661.00	\$180,000.00	\$180,000.00	\$0.00	N/A	N/A
5094037	BHLS	Sol	Vacaville	MONTE VISTA AVENUE AT ULATIS CREEK , BRIDGE WIDENING	08/17/07	01/19/05	\$200,000.00	\$160,000.00	\$160,000.00	\$0.00	N/A	N/A
5094040	CML	Sol	Vacaville	CENNTENIAL PARK-BROWNS VLLY PKWY TO ALLISON , CLASS I AND CLASS II BIKE PATH	08/27/07	05/13/05	\$338,869.00	\$300,000.00	\$113,699.84	\$186,300.16	I	N/A
5094040	CML	Sol	Vacaville	CENNTENIAL PARK-BROWNS VLLY PKWY TO ALLISON , CLASS I AND CLASS II BIKE PATH	09/20/07	05/13/05	\$587,396.00	\$520,000.00	\$382,918.85	\$137,081.15	I	N/A
5027009	STPL	Son	Healdsburg	HEALDSBURG AVENUE HEALDSBURG AVENUE REHABILITATION	08/22/07	07/11/07	\$374,080.00	\$240,000.00	\$0.00	\$240,000.00	N/A	N/A
5123010	STPL	Son	Sebastopol	Sebastopol: asphalt concrete overlay	07/31/07	03/06/07	\$192,799.00	\$150,000.00	\$0.00	\$150,000.00	I	N/A
5920048	STPLZ	Son	Sonoma County	RIVERSIDE DRIVE @ SONOMA CRK (BR # 20C-0009) , REPLACE BRIDGE (SEISMIC STRATEGY)	08/17/07	04/24/98	\$100,000.00	\$88,530.00	\$88,530.00	\$0.00	N/A	N/A
5920048	STPLZ	Son	Sonoma County	RIVERSIDE DRIVE @ SONOMA CRK (BR # 20C-0009) , REPLACE BRIDGE (SEISMIC STRATEGY)	08/17/07	04/24/98	\$3,517,178.00	\$2,813,741.00	\$2,813,741.00	\$0.00	N/A	N/A

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5920048	STPLZ	Son	Sonoma County	RIVERSIDE DRIVE @ SONOMA CRK (BR # 20C-0009) , REPLACE BRIDGE (SEISMIC STRATEGY)	08/17/07	04/24/98	\$634,987.00	\$507,989.00	\$432,354.40	\$75,634.60	N/A	N/A
5920048	STPLZ	Son	Sonoma County	RIVERSIDE DRIVE @ SONOMA CRK (BR # 20C-0009) , REPLACE BRIDGE (SEISMIC STRATEGY)	08/17/07	04/24/98	\$360,000.00	\$288,000.00	\$288,000.00	\$0.00	N/A	N/A
5920101	STPLH	Son	Sonoma County	KINLEY DRIVE , UPGRADE METAL BEAM GUARDRAIL	08/17/07	04/04/06	\$170,600.00	\$131,400.00	\$22,500.00	\$108,900.00	N/A	N/A
5920102	BPMP	Son	Sonoma County	VARIOUS LOCATIONS , DEVELOP BPMP	09/13/06	09/08/06	\$15,000.00	\$13,279.00	\$0.00	\$13,279.00	N/A	N/A

From: Rebecca Long
To: Rebecca Long
Date: 07/24/09 10:32 AM
Subject: Local Street & Road Funds Shall be Repaid

Update

Partnership Legislative Committee:

Good news, or at least a silver lining: the version of the budget passed by the Senate made a last-minute change to require that the local gas tax funds, known as HUTA, for Highway Users Tax Account, will now be borrowed rather than simply taken outright. Repayment will be made in equal portions over the next 10 years. It is not known yet whether the agreement requires that the funds be repaid with interest nor when the repayment will begin. The budget provides for a \$985M transfer this year and another \$745M in FY 2010-11.

Click on the URL below for a summary of the Bay Area transportation impacts from the budget agreement.

http://www.mtc.ca.gov/legislation/state_budget_7-09.htm

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Proposed Funding Measures That May Affect Transportation

Implementing a carbon tax would have benefits well beyond the obvious environmental benefits in the form of lower taxes in the future, assuming some revenues go to offset the current budget deficit and pay down debt.

Implementation

A carbon tax on the surface and air transportation sectors has the benefit of being relatively easy to implement from an administrative perspective.

The government sets a price per ton on carbon or carbon dioxide equivalent, then translates it into a tax on gas, diesel and fuel oil. Because the proposed carbon tax makes using dirty transportation fuels more expensive, it will encourage 'carbon-shifting' behavior and, thus, reduce consumption and increase energy-efficient transportation modes (i.e. a shift to mass transit).

Administratively, the proposed carbon tax is essentially a fuels tax and is an easy tax to administer. For surface transport, the tax would be imposed through the same mechanism now used for the state excise tax. For airlines, it would be only slightly more complicated. To minimize leakage, a one to two-person office could monitor flights, passengers, and destinations in order to calculate fuel burn, or to just use fuel "need" documentation that airlines must calculate for every flight in their flight plan or similar documentation.

A carbon tax as proposed herein could be implemented either as a stand alone pollution tax or alongside a carbon tax and trade system (either state or region-wide, or, ideally, a national cap and trade system). The advantage of the proposed tax as a complementary policy is that the expected price on carbon under a cap and trade regime is not going to be high enough to drive change in the transportation sector. Even the proposed carbon tax on its own is probably not high enough to drive significant changes in household transportation decision-making. But a cap and trade system and a carbon tax as proposed on fuels would bring about the kind of changes in household decision-making that would help the nation and state reach its greenhouse gas emission reduction goals.

In California, where transportation represents a much greater percentage of carbon emissions than it does nationwide, this would represent an important step forward in addressing the externalities in the transportation sector. Furthermore, California is not planning to include transportation fuels in the cap and trade system until 2015, so a carbon tax could help fill this gap and drive transportation sector changes in the meantime.

Carbon Tax Revenues

We estimate carbon tax revenues of \$5 to \$10 billion per year with a carbon tax of \$20 per ton of CO₂e. The revenues generated from the carbon tax will go to the General Fund to help offset the state's current budget deficit, with an as-yet undetermined portion dedicated to increasing the earned income tax credit for lower income households.

By using some revenue to offset taxes paid by lower income households and fund the budget deficit, the proposed carbon tax program will address the regressivity issue and create an additional benefit over and above the environmental benefit. Specifically, the carbon tax will reduce the economic cost that income taxes impose on the economy and reduce the deficit. Personal and corporate income taxes and payroll taxes distort, or reduce, the efficiency of an economy, because they reduce incentives to work, save or invest. By reducing the deficit, the carbon tax will pay for reductions in future taxes, because a smaller state deficit lowers the government's future interest costs, resulting in less tax revenue in the future to pay for interest on state debt.

Potential Concerns

Regressivity is a major economic and political concern. Most middle- and low-income households spend a larger percentage of their income on gasoline (and other fuels and electricity) than do wealthy households. The top 20% of U.S. households spend just 2.3% of their after-tax income on gasoline; the percentage for the lowest "quintile," 9.1%, is four times as high. Clearly, imposing a gasoline tax or, by implication, a carbon tax, *without tax-shifting or an earned income tax credit*, would have a disproportionate percentage impact on lower-income families. However, as noted above, this issue can be addressed in part through the targeted use of tax revenues.

From an environmental standpoint, the major concern is over the certainty of emissions reductions. Since a carbon tax relies on a price signal rather than an emissions cap to discourage carbon emissions, the carbon tax program would not provide a guaranteed quantity of emission reductions. Over time, the tax could be increased in order to induce a greater reduction in carbon emissions, but without a high degree of certainty of the actual outcome. Implementing the tax in conjunction with a cap and trade program could help address this issue.

Concerns about 'carbon leakage', the tendency for energy-intensive industries such as energy generation or manufacturing to migrate from states with a carbon tax to those without a carbon tax, would be mitigated under the proposed carbon tax. Transportation is one of the most carbon-intensive sectors, but with the least tendency to cause 'leakage'. The transportation sector cannot be moved to other states or regions with lower energy costs, and fuels for use in California are generally purchased in-state. Air transportation and trucking could cause some problems, as operators could make an effort to purchase fuel outside of California, but this issue can be fairly easily mitigated, monitored and controlled.

Support and Precedents

The carbon tax has the support of a broad array of industry leaders, economists and environmentalists (see Carbon Center website for complete list³). Last December, Rex Tillerson, the CEO of Exxonmobil, supported the idea of a carbon tax. He also said that he hoped that the revenues from a carbon tax would be used to lower other taxes.

Because of the link with global warming, a carbon tax is sometimes assumed to require an international administration, but that is not necessary. The EU considered a carbon tax covering its member states prior to starting its version of cap and trading in 2005, but many EU countries have enacted their own carbon tax programs and other countries are following their lead.⁴

Different forms of gas or fuel taxes, which are a type of carbon tax, exist in many countries and many states in the U.S.

³ <http://www.carboncenter.org>

⁴ Numerous EU countries have a carbon tax. In 1991, Sweden enacted a carbon tax, placing a tax of \$100 per ton on the use of oil, coal, natural gas, and other fossil fuels used in domestic travel. Industrial users paid 25-50% of the rate, and certain high-energy industries such as commercial horticulture, mining, manufacturing, pulp and paper industry were fully exempted. In 1997 Sweden raised the tax to \$150 per ton of CO₂ and raised it again in 2007.

Finland, the Netherlands and Norway also introduced carbon taxes in the 1990s. Finland was the first to introduce the tax, even though it emits only 0.3 per cent of the world's carbon emissions. In 1993, the UK imposed the Fuel Price Escalator, an incrementally-increasing tax on retail petroleum. Italy introduced a carbon tax in 1998.

In February of 2008, British Columbia became the first jurisdiction in North America to implement a carbon tax of 2.4 cents per liter at the pump. Unlike previous proposals, legislation will keep the pending carbon tax revenue neutral by reducing corporate and income taxes at an equivalent rate.

Attachment Six

Memo from Mark Watts Re: Carbon Tax Proposal

Smith, Watts & Company, LLC.

Consulting and Governmental Relations

August 7, 2009

TO: Transportation clients

FROM: Mark Watts

SUBJECT: California Commission on THE 21st Century Economy

The California Commission on the 21st Century Economy has been working since early this year on addressing the volatility in the current state taxation structure that many believe has been at the heart of the recent budget deficits confronting the state. The commission was charged by the Governor (see Executive Order S-03-09, March 2009, and S-15-09, July 2009) to review and suggest changes to the tax structure for state and local taxes that will produce revenue streams that will be more stable and reflective of the California Economy. The Governor has requested that the commission complete its work by September 20; following submittal of the recommendations, the Governor has also announced that he will call a special session of the Legislature to consider the recommended package, on an “up or down” vote by the Legislature.

Through a series of open meetings, the commission has developed two tax structure proposals, the first of which is generally reflective of the sense of the majority of the commission, while the second, the so-called “Blue Plan”, has been offered by a minority group lead by Fred Keeley, former Assembly Member and current Treasurer of Santa Cruz County.

As the commission works to complete its mission, the common approach emerging in both plans is to reduce tax rates or eliminate specific taxes, and on a revenue neutral basis, establish a new tax, referred to as the business net receipts tax (BNRT), which is modeled on the VAT tax approach used in many nations in Europe. However, the “Blue Plan”, put forward by Keeley would also impose a new “pollution tax” on gasoline, at 18 cents per gallon.

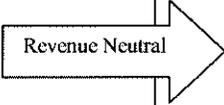
Concerns

There are some very alarming aspects to both plans for the transportation industry as the commissioners continue the tax review process. First, a key component of both packages is the elimination of the state (not local) sales tax. The commission has apparently overlooked the fact that significant resources for California’s transportation funding as it is presently configured rely on the state sales tax:

- Proposition 42 – state sales tax on motor fuels; funds STIP, Local Roads and Transit;
- Public Transportation Account – state sales tax on diesel sales, state sales tax on 9 cents of gas tax;
- Mass transit “spillover” – Sales tax on fuels during gas prices spike episodes;

The other developing concern is that the second tax package, the Blue Plan, would impose a pollution tax on cars that is essentially an 18 cents per gallon new tax on gas, but the revenues would be deposited into the General Fund at a time when it is well documented that our core transportation programs are woefully underfunded.

To provide a simplified overview of how these tax packages would be presented, I have prepared the following chart:

Personal Income Tax	Corporate Tax	State Sales Tax		New Tax	"Blue Plan"
<ul style="list-style-type: none"> • Fewer brackets • Keep standard deduction • Retain other key deductions such as mortgage, property tax 	<ul style="list-style-type: none"> • Eliminate 	<ul style="list-style-type: none"> • Eliminate 	<p>Supplement with:</p> 	<ul style="list-style-type: none"> • Business Net Receipts 	<ul style="list-style-type: none"> • 18 cents gas tax to General fund

Advocacy

To ensure that the Commissioners are fully cognizant of the concerns developing within the transportation industry in reaction to these proposals, I plan to develop a letter to submit to the commission laying out the technical flaws in their unfolding, preferred approach. I have already met with one of the commissioners who saw that clearly the commission had not considered the impacts on transportation funding of what they are developing. That commissioner provided some advice on how to approach the submittal of written testimony.

Additionally, I will be convening a session here in Sacramento of transportation advocacy groups to map out a plan.

Attachment Seven

Email from DeAnn Baker Re: Carbon Tax Proposal

Kiana Buss

From: DeAnn Baker
Sent: Tuesday, August 18, 2009 2:55 PM
To: Legislative Services
Subject: Tax Commission Working Group Update

I wanted to provide you with an update on the Tax Commission Working Group led by Fred Keeley this morning. We moved from a combination of a pollution/severance tax to a straight 18-cent gas tax. The proposal will be drafted by Leg Counsel for consideration at the next meeting scheduled for August 25. This would raise approximately \$3 billion and would be in addition to the existing 18-cent tax. It would be divided as follows:

- \$1 billion State (Caltrans) for Article XIX purposes
- \$1 billion Local for Article XIX purposes
- \$400 million GF relief for GO transportation related debt service of a prospective nature (not retroactive)
- \$600 million for rebates to low-income drivers to reverse the regressive nature of the tax.

I realize this is considered politically DOA, but it was important to be there to shape the outcome of the proposal that will be drafted. Several Senate budget staffers were present (i.e. Gayle Miller, Brian Annis, Carrie Cornwell, etc.), as well as leg counsel. The direction of the Chair was that they were not treading into constitutional changes only statutory.

We also discussed the impact of the shift to the BNRT tax on Prop 42. I raised our concern about the impact on realignment and Prop 172 revenues as well. Apparently, they are talking about eliminating only the State's portion of the sales tax that flows to the general fund, thus it would not have an impact on those programs. Another working group is hashing out the details of that proposal.



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Memorandum

TO: Local Streets & Roads Working Group

DATE: September 10, 2009

FR: Craig Goldblatt

RE: ARRA Cost Savings Proposal for LS&R System Preservation Projects

There have been numerous questions raised by project sponsors regarding how to handle cost savings at the time of awarding an ARRA-funded Local Streets and Roads (LS&R) System Preservation (FHWA) project. These projects have been realizing savings between 10 and 40 percent of the engineer's estimate.

The following approaches have been discussed as ways to address significant cost savings upon the award of a construction contract for projects under the "System Preservation Projects - Local Streets and Roads" category:

1. In the case where the project sponsor is bringing sufficient local funds to the project budget, the sponsor may lower the ratio of local funds to federal funds in order to maintain the full use of the ARRA funds originally assigned to the project. The freed up local funds would need to remain available for local streets and roads preservation purposes.
2. A project sponsor, as a contingency, could include additional project segments or components under its request for authorization and include those as contingencies in the advertisement package (if allowed). If there are sufficient cost savings upon award, additional project components could be included in the contract. Conversely, if there are no cost savings, a number of project components could be deleted. To make use of this option the larger inclusive project scope must have been already included in the project scope that was reviewed per NEPA.
3. Cost savings could be redirected to another project after award by de-obligating ARRA funds and re-obligating to another project. A proposal to do this follows below, with no funds de-obligated or re-obligated between September 30, 2009 and March 2, 2010, consistent with Caltrans policy. It is advisable that a project retain 5-10% of the project cost to address change orders and contingencies. See proposal below for more details on this approach.

Cost Savings for Local Streets and Roads System Preservation:

If the first two approaches are not workable for a project sponsor, MTC proposes redirecting cost savings to other Local Streets and Roads (LS&R) system preservation projects under the following provisions:

- **Pooling of Savings:** The CMA will pool together cost savings in its county and reprogram these funds to a new project under the same project category type as the original project (within the LS&R System Preservation category). To minimize the number of projects and workloads on Caltrans Local Assistance during the latter part of the ARRA program time frame, the CMA's are directed to select only a few projects that will each use no less than \$500,000 of ARRA funding. MTC will provide flexibility in some cases such as when countywide cost savings do not exceed this amount, but every effort must be made to consolidate savings into a handful of projects, rather than spreading to many lower-valued projects.

ARRA Cost Savings Proposal

June 20, 2009

Page 2 of 2

- **Cost Savings Realized prior to September 30, 2009:** Savings prior to September 30, 2009 may be directed immediately to existing federalized projects that have already gone through the Local Assistance field review and environmental processes, and can re-obligate the funds by September 30, 2009 and award the contract by December 31, 2009. To provide flexibility, an extension of the September 30, 2009 re-obligation deadline to November 30, 2009 may be allowed under extenuating circumstances, with concurrence from Caltrans Local Assistance that the obligation could occur by November 30, 2009, and such obligation would not interfere with the delivery of other projects. The contract award deadline would remain at December 31, 2009.
- **Cost Savings Realized between September 30, 2009 and March 2, 2010:** Savings realized between September 30, 2009 and March 2, 2010 will be pooled within the county and held until after March 2, 2010 for de-obligation and re-obligation to new projects. This is partly in response to the Caltrans policy that prohibits de-obligations between December 15, 2009 and March 2, 2010, but more importantly to allow Caltrans local assistance time to assist project sponsors in delivering the last of the ARRA projects before the final regional ARRA obligation deadline of November 30, 2009. Cost savings re-obligated to new projects after March 2, 2010, have an obligation deadline of March 31, 2010 and an Award deadline of June 30, 2010. To meet this expedited timeline, CMAAs are encouraged to identify and reassign pooled savings in the fall of 2009 so that project sponsors can work with Caltrans Local Assistance and have the project cleared and ready for obligation in early March.
- **Cost Savings Realized After March 2, 2010:** Any additional savings after March 2, 2010, and any funds not obligated by March 31, 2010 or awarded by June 30, 2010 are available at the discretion of MTC to redirect to projects that can quickly obligate the funds prior to the final ARRA deadline of September 30, 2010.

Cost Savings for Regional Strategic Investments:

For the non-system preservation projects, including the safety and smart highway projects, obligations must occur no later than November 30, 2009 with the contract award no later than June 30, 2010. There is a small window to address cost savings for these projects. The final federal "drop dead" date for re-obligating cost savings is September 30, 2010; but Caltrans has established a deadline of August 30, 2010 to provide a cushion to ensure flexibility to the State to manage and save any left-over funding. Therefore there will not be sufficient time in most cases to redirect cost savings to multiple small projects. Any funds made available after June 30, 2010 will be at the discretion of MTC to redirect immediately to ready-to-go projects that can quickly obligate the funds prior to the final state and federal deadlines.

J:\COMMITTEE\Partnership\Partnership_LSR\2009_LSR\09_LSR_Memos\08_Sep_09 - LSR\05a.3_cost_savings_policy.doc J:\COMMITTEE\Partnership\Partnership_PDWG\2009_PDWG\09_PDWG_Memos\06_Jul_09 - PDWG\04a.i_cost_savings_policy.doc

From: Kenneth Kao
To: Marcella Aranda
Date: 09/04/09 9:23 AM
Subject: Fwd: [CalRTPA] Fw: SB 286 clarification
Attachments: SB286.pdf

>>> Djenaba Reynolds <djenaba_reynolds@dot.ca.gov> 9/3/2009 4:59 PM >>>

Please distribute. Thank you.

Hello all,

FHWA has given us further clarification on the use of California Conservation Corps or the Local Conservation Corps on Recovery Act funded TE projects.

In short:

Recovery Act TE funding will only be used on contracts awarded through competitive procedures, unless a justification can be provided that the project cannot be awarded by competitive bid and the justification is approved by FHWA.

Denix Anbiah, Chief
Division of Local Assistance
Department of Transportation
916-653-1776 (phone)
916-799-3092 (cell)

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE – M.S. 1

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*Flex your power!
Be energy efficient!*

September 3, 2009

All Regional Transportation Planning Agencies:

Dear Executive Director:

In a July 6, 2009, letter the Division of Local Assistance provided direction on how the California Department of Transportation (Department) will implement senate bill (SB) 286 for Transportation Enhancement (TE) projects. The letter indicated that for projects within the roadway right of way, a project specific cost effectiveness analysis has to be submitted by project sponsors prior to using corps on TE projects. This letter is to communicate to you further guidance we received from Federal Highway Administration (FHWA).

On July 10, 2009, the Department submitted a request to FHWA to use the California Conservation Corps (CCC) on a non-competitive basis for an American Recovery and Reinvestment Act of 2009 (Recovery Act) TE project. In the attached August 12, 2009, response, FHWA concluded it could not authorize the use of Recovery Act funds for TE projects using CCC, citing section 1554 of the Recovery Act which states that, "to the maximum extent possible, contracts funded under the Act shall be awarded ...through the use of competitive procedures."

In summary:

Recovery Act TE funding will only be used on contracts awarded through competitive procedures, unless a justification can be provided that the project cannot be awarded by competitive bid and the justification is approved by FHWA.

For non-recovery act STIP TE projects, the Department will continue to work with FHWA to maximize the use of CCC and local corps. Guidance will be provided upon reaching consensus.

If you have any questions regarding this information please contact our TE Program Coordinator John Haynes at: (916) 653-8077 or his email at: john_haynes@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "Denix Anbiah".

DENIX ANBIAH, Chief
Division of Local Assistance

RTPAs
September 3, 2009
Page 2

Attachments:

August 12, 2009-FHWA letter to Caltrans

cc:

SB 286 Committee Members

Martin Tuttle, Deputy Director, Planning and Model Programs

District Directors

Richard Harmon, Assistant Deputy Director, Division of Legislative Affairs

Rachel Falsetti, Chief, Division of Transportation Programming

Fardad Falakfarsa, Chief, Office of Federal Resources

Division of Local Assistance Office Chiefs

District Local Assistance Engineers

Headquarters Local Assistance Area Engineers

Walter Waidelich, FHWA

Karen Bobo, FHWA



U.S. Department
of Transportation
**Federal Highway
Administration**

**Federal Highway Administration
California Division**

August 12, 2009

650 Capitol Mall, Suite 4-100
Sacramento CA 95814
(916) 498-5001
(916) 498-5008 fax

In Reply Refer To:
HDA-CA
Document #S52928

Mr. Randell Iwasaki, Director
California Department of Transportation
1120 N Street
Sacramento, CA 95814

Dear Mr. Iwasaki:

We have reviewed your July 10, 2009, request to use the California Conservation Corps (Corps), on a non-competitive basis, for planting native trees and shrubs on Interstate 5 from U.S. Highway 50 to the Yolo County Line. Based on our review, we have concluded that we cannot authorize the use of American Recovery and Reinvestment Act of 2009 (Recovery Act, Pub. L. 111-5) funds for this purpose. Section 1554 of the Recovery Act states that, "to the maximum extent possible, contracts funded under this Act shall be awarded ... through the use of competitive procedures." In addition to this near-mandate of the use of competitive bidding, Section 1606 of the Recovery Act requires the application of Davis Bacon prevailing wage rates to all Recovery Act-funded projects, both inside and outside the right-of-way.

In light of these statutory restrictions, and following our discussion on July 24, 2009, we agreed that Recovery Act funds for transportation enhancement projects would be used only on contracts awarded through competitive procedures. However, I am pleased to confirm that we have also agreed that it would be possible for projects of the kind included in your July 10, 2009 request to be funded using regular Federal-aid dollars, provided the State made the required demonstration of cost effectiveness per 23 CFR § 635.204. We look forward to working with you to complete the necessary steps to get these projects moving forward. We will need you to program the projects with regular Federal-aid funds, and for you to submit for our approval the cost effectiveness finding along with the cooperative agreement between Caltrans and the Corps for each project. This solution, we believe, is one that would comply with the law and satisfy both of our agencies' needs.

Please contact me at 916-498-5014 if you have any questions concerning this determination. .

Sincerely,

Walter C. Waidelich, Jr.
Division Administrator



Mr. Randell Iwasaki
August 12, 2009
Page 2

cc (Caltrans): Sri Balasubramanian, Randy Steen, John Haynes
cc (FHWA): Cindy Vigue; Matt Schmitz, Shawn Oliver, Karen Bobo, Brett Gainer,
Christopher Douwes; Michael Harkins



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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

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**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	CMAAs 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		New Programming Need	Total Need	ARRA TE	
	Existing RTIP-TE	RTIP-TE Advance	Regional Project			
	1. Existing Ready-To-Go TE Projects Currently Programmed in the STIP-TE Program					
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
	<i>Totals:</i>	<i>4,560</i>	<i>2,989</i>	<i>0</i>	<i>7,549</i>	<i>7,549</i>
2. Ready-To-Go TE-Eligible Regional Share Projects						
RG	Belmont, US-101 Belmont Bike Bridge			2,100	2,100	2,100
	<i>Totals:</i>	<i>0</i>	<i>0</i>	<i>2,100</i>	<i>2,100</i>	<i>2,100</i>
Totals		4,560	2,989	2,100	9,649	9,649

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.

DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE – M.S. 1

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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:

All Regional Transportation Planning Agencies
 July 6, 2009
 Page 2

- (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:

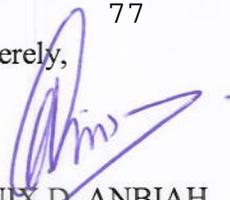
<http://www.consrv.ca.gov/dor/grants/Pages/lccc.aspx>
<http://www.ccc.ca.gov/partner/partners.htm>
www.calcc.org

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) 653-8027 or his email at: john_haynes@dot.ca.gov.

Sincerely,

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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				Fourth STIP Share Period 2012-13 through 2014-15				Actual Programming by Year							
	ENTIRE REGION				ENTIRE REGION				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				Fourth STIP Share Period 2012-13 through 2014-15				Actual Programming by Year							
	COUNTY				COUNTY				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				Fourth STIP Share Period 2012-13 through 2014-15				Actual Programming by Year							
	MTC				MTC				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

Metropolitan Transportation Commission Programming and Allocations Committee

September 9, 2009

Item Number 3a

Subject: New Federal Transportation Act—Proposal for Cycle 1 Programming and Cycle 2 Framework

Background: The current federal surface transportation act (SAFETEA) expires on September 30, 2009, and the region has programmed all of its apportionments. Therefore, the attached proposes an overall architecture to guide upcoming programming decisions for the New Act. Staff estimates that up to \$1.4 billion would be available for programming over six years. The programming action requested is for three years (Cycle 1), given the uncertainties pending the final legislation. The balance of funding (Cycle 2) will be programmed in approximately two years.

Attachment A to the memorandum outlines staff's \$1.4 billion New Act proposal, targeting funding as noted in the principles below:

- Required payback of Obligation Authority (\$68 million)
- Maintain on-going programs (\$206 million)
- Deliver early system-wide freeway improvements (\$222 million)
- Fund other core Transportation 2035 categories (\$834 million)
- Fund strategic investments and regional commitments (\$71 million)

Several policy considerations are outlined in the memorandum, in particular, the acceleration of the Freeway Performance Initiative and a more gradual ramp up of the Climate Initiatives Program than contemplated in Transportation 2035.

The proposal also includes an investment strategy for priority development areas (PDAs) and a program management structure for counties that bundles programs into "PDA block grants" to allow more flexibility and strategic project delivery on their part.

The proposal reflects a number of revisions to a version of this funding proposal made available to stakeholders on June 23, 2009, and it attempts to respond to discussions with the Bay Area Partnership, MTC advisory committees, and other stakeholders during the summer months. In particular, staff has revised the proposal in response to the following input:

- More funding advanced into Cycle 1 for many core T2035 programs.

September 9, 2009

Page 2 of 2

- Higher overall funding levels to core programs (with the exception of the Freeway Performance Initiative). This is accomplished by adding \$22 million of Transportation Enhancement Program funding and pre-committing “anticipated” funding.
- Project delivery deadlines to ensure that ready-to-go programs receive funding when needed.

The next step is the continuation of discussions with stakeholders throughout September. In October staff plans to bring a draft final proposal to the Programming and Allocations Committee and to the full Commission for approval.

Issues: See attached memorandum

Recommendation: For information only

Attachment: Executive Director Memorandum



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Programming and Allocations Committee

DATE: September 9, 2009

FR: Executive Director

RE: New Federal Transportation Act—Proposal for Cycle 1 Programming and Cycle 2 Framework

Introduction

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, we recommend that the Commission provide an overall architecture to guide upcoming programming decisions for the new federal surface transportation act funding (New Act).

Attached for your information is staff's proposal for the use of these flexible federal highway funds, which are at the discretion of the Commission, over the next six fiscal years. This item is presented this month for information only, and will return to the Commission for action in October.

Background

While the exact fund program categories in the new authorization act are not yet known, we anticipate 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. We also expect that the next one or two years of funding will be authorized through an extension of the current act and its programs.

The starting point for making New Act funding decisions is the strategic delivery of investments described in Transportation 2035 (T2035). In particular, T2035 identifies investments for federal Surface Transportation Program and Congestion Mitigation and Air Quality (STP/CMAQ) funding in the following areas:

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

Recent Programming Activities

Under the American Recovery and Reinvestment Act of 2009 (ARRA) MTC programmed roughly \$660 million to fund critical transportation needs in the Bay Area, which could be implemented quickly with the objective of jumpstarting the economy. To provide a necessary context for decisions on the next federal fund programming, these ARRA investments are listed in Attachment A along with the proposed STP/CMAQ programming. As a reminder, roughly two-thirds of the ARRA funds were committed to transit and local road rehabilitation projects.

Funding Estimate

Staff estimates that STP/CMAQ and Transportation Enhancements (TE) revenue will be \$1.1 billion over the next six-year authorization, assuming a 4% annual growth rate, consistent with projections for T2035.

The region will also have \$105 million in Regional Transportation Improvement Program/ Corridor Mobility Improvement Account (RTIP/CMIA) bond funding capacity as well as \$7.5 million in TE for programming consideration as a result of recent ARRA programming activities. Attachment A presents both this ARRA “backfill” programming as well as the estimated funding to be discussed as part of the New Act programming. All told, roughly \$1.2 billion is assumed to be available for Commission programming through FY 2014-15.

Further, \$235 million is identified as “anticipated” over the six year period, which represents the additional increment of funding consistent with the House Transportation and Infrastructure Committee \$500 billion proposal for authorization (10% growth rate). Staff recommends programming the first three years of this amount (up to \$60 million) under Cycle 1 on a contingency basis should apportionments come in higher. Staff believes this is a reasonable assumption considering past experience. For example, during SAFETEA, roughly \$180 million was programmed in bonus funding rounds – akin to “anticipated” revenues in that it was funding above original estimates. Thus, the total 6-year amount of funding contemplated in this proposal is \$1.4 billion.

While staff will seek the Commission’s approval for an overall framework for this \$1.4 billion in new funding in October, we will be requesting that the Commission adopt only the first three-year period of funding (Cycle 1, ARRA Backfill, and initial contingency priorities for “anticipated” revenues). This will give the region the opportunity to revisit the final three years of programming approximately two years from now, in order to consider changes in revenue estimates and any change to project eligibility.

New Act Proposal

Attachment A presents staff’s proposal for the use of STP/CMAQ, ARRA Backfill, and “Anticipated” funds during the New Act six-year period. Attachment B provides additional program category information.

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

- **Required payback of Obligation Authority (\$68 million)**
- **Maintain on-going programs (\$206 million)**
- **Seize opportunity to deliver system-wide improvements (\$222 million)**

- **Fund other core Transportation 2035 categories (\$834 million)**
- **Fund strategic investments and regional commitments (\$71 million)**

The Climate Initiatives program is unique in that T2035 assumed front loading in the first five years. Also, staff has assigned first priority for funding to on-going and statutorily required programs. This includes repaying Caltrans' advance of additional obligation authority to the MTC region during SAFETEA, which permitted the delivery of more projects earlier than anticipated.

Keeping in mind that T2035 is not a strict programming document, the Commission's programming policies should provide flexibility to address changing funding constraints and opportunities. For reference, the chart below shows the assumed T2035 percentage investments to the core programs as compared to the staff proposal. The percentages are based on the STP/CMAQ funding level assumptions only. As a reminder, a significant amount of T2035 funding for the core programs was assumed to come from "anticipated" revenues." The difference between staff's proposal and the T2035 STP/CMAQ in relative funding percentages is discussed in the "Policy Considerations" section below.

Comparison of Staff Proposal and Transportation 2035 Investment Assumptions

T 2035 Core Programs	T2035 STP/CMAQ 25-Year Assumption		Staff Proposal: 6-Year	
	Million \$s	%	Millions	%
Freeway Performance Initiative (FPI)	825	16%	222	27%
Climate Initiatives	225	4%	93	11%
Regional Bicycle Program	525	10%	44	5%
Transportation for Livable Communities (TLC)	1,125	22%	174	21%
Transit Capital Rehabilitation	1,000	20%	119	15%
Local Streets and Roads Rehabilitation	1,400	27%	169	21%
Total	5,100	100%	821	100%

Response to Stakeholder Outreach To-Date

Attachment A reflects a number of revisions to a version of this funding proposal made available to stakeholders on June 23, 2009, and it attempts to respond to discussions with the Bay Area Partnership, MTC advisory committees, and other stakeholders during the summer months. In particular, staff has revised the proposal in response to the following input:

- **Advance more funding for core T2035 programs:** Staff recommends moving some strategic investments into Cycle 2 to free up \$31 million of programming capacity to advance a larger share of the Climate Initiatives, Regional Bicycle, TLC and the Local Streets and Roads Rehabilitation Shortfall programs into Cycle 1.
- **Frontload funding for Climate Initiatives:** In addition to advancing funding from Cycle 2 to Cycle 1 as discussed above, the overall funding capacity in Cycle 1 has been increased by \$20 million to establish a stronger jump start for the new Climate Initiatives Program. We propose to assign this new climate funding to the SFGO project as a transit priority project. Staff also notes that the other core programs in the proposal provide greenhouse gas (GHG) emission reductions, consistent with the objectives of the Climate Initiatives program, as discussed further under "Policy Considerations."

- **Higher funding levels for T2035 core programs:** Staff recommends two adjustments that increase revenues for all core programs except FPI: 1) add \$22 million in available regional TE funding to Cycle 2; and 2) pre-commit “anticipated” revenues that could be available if the authorization results in higher apportionments. Distribution of these funds would be directed to the core programs (except FPI) using T2035 pro-rata shares.
- **Ensure project delivery deadlines:** Staff recommends the establishment of delivery deadlines to ensure timely use of federal funds and ready-to-go projects be given priority. This allows the MTC region to remain in a position to obtain additional federal funding from other regions in California as well as from other states, if the opportunity arises.
- **More planning support for CMAs:** Staff recommends that the CMAs be given the option to use up to \$9 million (4%) of core county program grants for planning activities.
- **Reconsider priorities within FPI category:** Staff recommends adding the San Mateo 101 project to the FPI project list and dropping the Alameda I-880 project in the Fremont/Dumbarton Bridge area.

Appendix 1 summarizes comments received to-date.

Policy Considerations

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

1. **Accelerate the Freeway Performance Initiative (FPI):** T2035 established that FPI preserves and optimizes the use of the existing capacity on the state highway system, enhances mobility and reduces 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 among the highest marks in areas such as the benefit/cost ratio in reducing congestion and CO2 emissions. See Attachment C for an illustration of T2035 investments and their relative evaluation outcomes, and Attachment D for a list of proposed FPI projects.

Staff recommends a larger share of funding for advancing FPI in Cycle 1, so that traffic management systems can be implemented in time to address expected higher levels of congestion, once the economy begins to recover and to realize the benefits of these lower cost and quick delivery projects. The trade-off for this strategy is a smaller share of funding for other core program categories. However, to the extent possible, the FPI program has been aligned with state funding for highways, leaving the most flexible dollars for other core programs. Staff has worked closely with Caltrans to develop detailed schedules and resource allocation plans, and is confident that the FPI corridor improvements identified can be delivered on schedule.

2. **Climate Initiative Program Funding:** The Commission has identified \$400 million for the Climate Initiative Program in T2035, of which \$225 million is assumed to be underwritten with STP/CMAQ funding. T2035 assumed that the balance would be provided by “anticipated” funds. While staff has estimated “anticipated” revenue for the purpose of the New Act proposal based on higher federal transportation authorization levels, other federal revenue opportunities are expected to become available, such as a carbon cap and trade program and the Livable Communities Act being considered by Congress. Staff will pursue funding from these and other sources for the Climate Initiatives, TLC and Regional Bicycle programs.

The Commission further intended that this initiative would be implemented within the initial five years of the T2035 planning horizon. If New Act funding were programmed to deliver \$225 million in five years, dramatically less funding would be available to continue the annual programs, fund other T2035 core programs, and make strategic investments. To that point, it is important to consider the synergies and overlap of the core programs in achieving the objective of reducing GHGs and other air pollutants.

More than 75% of the \$32 billion in total discretionary funding identified in T2035 is directly or indirectly aimed at reducing GHGs. For example, the Commission's commitments to complete the Regional Bicycle Network and to promote focused growth through the TLC program encourage more bicycling and pedestrian travel. Also, the fix-it-first policy supports GHG emission reductions by improving the reliability of transit service and supporting bicycle and pedestrian travel as required by the Commission's "complete streets" policy. Lastly, staff's analysis suggests that the FPI program is also a key GHG emission reduction strategy and could prove to be more cost-effective than the Climate Initiatives Program itself. To strike a balance among various transportation needs over the next six years and considering cost-effectiveness, staff's recommendation results in a more gradual ramp up of the Climate Initiative.

3. **Project Delivery:** All STP/CMAQ funding is subject to the Regional Project Funding Delivery Policy (MTC Resolution No. 3606 revised) which establishes fund obligation, contract award, expenditure, invoicing and reimbursement deadlines among other requirements. Failure to meet these requirements could result in the redirection of funds to other projects. Funds must be obligated in the fiscal year programmed in the TIP, with all Cycle 1 funds to be obligated no later than April 30, 2012. Per Resolution 3606, an annual obligation plan will be developed each year to determine the specific projects to meet the April 30 deadline of that fiscal year. Funds not obligated within established deadlines could be redistributed to other projects at the Commission's discretion.
4. **Direct Some Capacity to Strategic Investments:** Effective programming decisions need to be strategic, responding to 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. Staff recommends supplementary funding for Corridor Mobility and Trade Corridor projects, as well as restoring funds for regional transit commitments that are not available as a result of the state budget.
5. **Priority Development Areas (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 transportation investments. As part of the ARRA program adoption last February, the Commission directed staff to begin developing a PDA investment strategy in advance of the new federal authorization. As it relates to the New Act programming, staff recommends the following:
 - **Transportation for Livable Communities:** All TLC projects must be located in priority development areas with additional weight given in project

evaluation depending on whether the projects are in planned or proposed PDAs and based on proposed development intensity.

- ***Climate Initiatives:*** Consistent with the broad framework for the Climate Initiative program in T2035, Attachment B outlines a near-term proposal for Cycle 1 developed jointly by MTC and Air District staff. This proposal is subject to refinement through October to ensure the most deliverable and cost-effective programs are pursued. Capital projects funded by the Climate Initiative 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 proximity to transit.
- ***Rehabilitation – Streets and Roads and Transit:*** The current distribution formula prioritizes funding for local jurisdictions that are considered high-intensity PDAs. The allocation formula for streets and roads rehabilitation contains four factors, weighted 25% each, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The population and lane mileage factors result in an emphasis on PDAs. Staff recommends a change from current practice by requiring that the CMAs use the same allocation formula for streets and roads distribution within the counties.

Program Management

Staff proposes that program management be split between MTC and the CMAs as outlined in Table 1 on the next page. This would focus MTC management on program areas of regional scope or with a network impact. Congestion management agencies would manage programs with a local/community focus.

Further, in response to stakeholder comments, staff proposes to bundle some programs into “PDA block grants” to allow more flexibility and strategic project delivery on the part of the 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 which we hope will lead to larger, more effective, and multi-modal projects that promote a wide spectrum of planning goals. The CMAs would coordinate their decisions with the MTC managed programs such as TLC and Climate Initiatives. Lastly, staff proposes that CMAs be required to submit a strategic plan by January 1, 2010, that identifies the milestones for making project selection decisions and how stakeholder outreach will be accomplished to further priority development area goals.

Table 1

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

Schedule

Attachment E is the proposed outreach schedule for the development of Cycle 1 funding. The next step is the continuation of discussions with stakeholders throughout September. In October staff plans to bring a draft final proposal to the Programming and Allocations Committee and to the full Commission for approval.

Steve Heminger

Attachments

J:\COMMITTEE\PAC\2009 PAC Meetings\09_Sep09_PAC\3a_New Act Memo.doc

Attachment A

New Transportation Authorization Act-- STP/CMAQ with ARRA Backfill Outlay
MTC Revised Proposal, September 9, 2009
 (amounts in millions \$)

Program and Project Investments Described in attached summary	Committed ARRA Programming	New Commitments					Anticipated Revenue ²	Total New Commitment
		ARRA ¹ Backfill	STP/CMAQ Cycle 1	STP/CMAQ/TE Cycle 2	ARRA Backfill & STP/ CMAQ/TE Total	09/10-14/15		
Estimated Apportionment Revenues	662	113	485	568	1,166	235	1,401	
Annual Programs								
1 Required SAFETEA OA Carryover			68		68		68	
2 On-Going Regional Planning			23	25	48		48	
3 On-Going Regional Operations			84	74	158		158	
Total			175	99	274		274	
T 2035 Core Programs								
4 Focus 1 Freeway Performance Initiative (FPI)	19	74	62	86	222		222	
5 Focus 2 Climate Initiatives ³			59	34	93	55	148	
6 Focus 2 Regional Bicycle Program	10	8	16	20	44	22	67	
7 Focus 2 Transportation for Livable Communities (TLC)			78	96	174	49	223	
8 Focus 3 Transit Capital Rehabilitation	286			119	119	45	164	
9 Focus 3 Regional Streets and Roads Rehabilitation ⁴	145		86	83	169	63	232	
Total	461	82	302	438	821	235	1,056	
Strategic Investments								
10 Safety Projects (Vasco Road and North Bay counties)	13							
11 Express Lane Network (580 and 237/880)	14							
12 Transit Expansion (Oakland Airport Connector)	70							
13 Advance Prop 1B Construction (Caldecott Tunnel)	105							
14 Corridor Mobility (SCL I/C Imps)		32			32		32	
15 MTC Res 3814 Transit Payback Commitment				31	31		31	
16 Trade Corridor (Richmond Rail Connector)			8		8		8	
Total	201	32	8	31	71		71	
Grand Total	662	114	485	568	1,166	235	1,401	

¹ \$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)

² Anticipated revenues are based on a 10% annual authorization increase as compared to the assumed 4% in the base proposal over six years. Portion available for Cycle 1 programming is \$60 million from apportionments over the first three years.

³ Includes \$20M for SFgo

⁴ Includes PTAP and FAS of \$28M

Attachment B

Program Category Information

- ***SAFETEA Obligation Authority (OA) Carryover (\$68M)***: 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 \$68 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 (\$48 - \$57M)***: 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. The \$48M funding level reflects the Transportation 2035 commitment level by escalating at 4% per year from the base amount of \$6.9M in FY 2008-09. In addition, the CMAs have the ability to use up to 4% of their respective block grants to supplement their planning revenues.
- ***Regional Operations (\$158M)***: Funding to continue regional operations programs over the New Act period including TransLink®, 511, and Incident Management. In response to 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 for MTC project staff costs through FY 2012/13. Funding for this purpose in Cycle 2 will depend on the State of California fiscal situation.
- ***Freeway Performance Initiative (\$222M)***: Attachment D lists 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 with Caltrans and the CMAs to develop a list and sequencing of projects. This category includes \$1.5 million per year, for a total of \$9 million for performance monitoring activities, Regional Signal Timing Program and TOS.
- ***Climate Initiatives (\$148M)***: Project components would include, but are not limited to, funding the Safe Routes to Schools, Safe Routes to Transit, Transit Priority Measures (TPM), Outreach/Incentives programs, and Showcase Innovation projects. Subject to continued discussion with the Air District and stakeholders, specific amounts by category and an updated approach to using these funds will be presented in October. This initiative includes \$20 million to SFgo for Transit Priority Measures. 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. Lastly there is \$6 million 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.

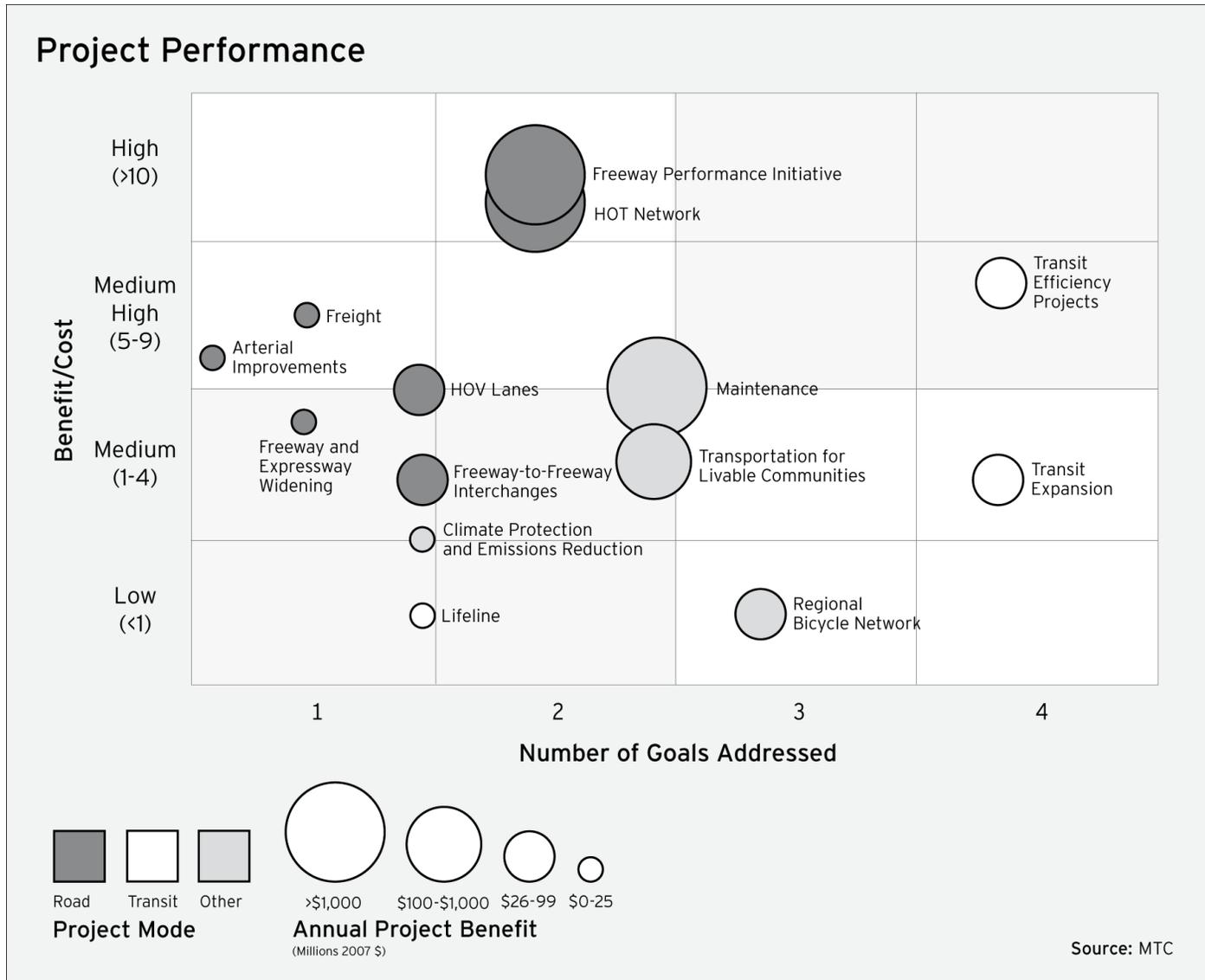
- ***Regional Bicycle Program (\$67M)***: Under T2035, these funds will be applied to building the Regional Bicycle Network. This category also includes \$8 million for new projects as a result of advancing previously funded transportation enhancement (TE) funding.
- ***Transportation for Livable Communities (TLC) (\$223M)***: \$78 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 reviewed 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 (\$164M)***: 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 Streets and Roads Rehabilitation (\$232M)***: This program addresses rehabilitation shortfalls on the regional local streets and roads network. Note that the amount includes \$28 million for the Pavement Technical Assistance Program (PTAP) and Federal Aid System Commitments. 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. The proposal includes \$15 million to address this 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.
- ***Strategic Investments (\$71 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 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
Total	\$ 62,000,000	100%	\$ 6,376,158	\$ 55,623,842	\$ 30,951,976	\$ 24,671,865

Attachment C: Transportation T 2035 Project Evaluation Results*



*Transportation 2035 Performance Assessment Report, December 2008

Attachment D

Freeway Performance Initiative Project List

(millions\$)

PRIOR AARA COMMITMENTS

<i>Caltrans EA</i>	<i>Route</i>	<i>Location</i>	<i>Description</i>	<i>Capital costs</i>	<i>Support costs</i>	<i>Total Cost</i>	<i>Committed ARA</i>	<i>Cumulative ARA Funds</i>
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 ARA Subtotal \$19.0

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

<i>Caltrans EA</i>	<i>Route</i>	<i>Location</i>	<i>Description</i>	<i>Capital costs</i>	<i>Support costs</i>	<i>Total Cost</i>	<i>Funding Request*</i>	<i>Cumulative Request</i>
-	-	signal timing & performance monitoring					\$4.5	\$4.5
15270	CC 4	Route 680 to Route 160	4 RMs + 40 TOS elements	\$7.8	\$4.1	\$11.9	\$9.9	\$14.4
15300	ALA 92	EB; SM Bridge to Route 880	7 RMs	\$4.3	\$3.1	\$7.4	\$5.9	\$20.2
2A790	SM 101	SF co. line to SCL co. line	29 RMs	\$9.6	\$4.0	\$13.6	\$12.1	\$32.3
15420	SCL 85	Route 280 to Route 101	14 RMs + 14 TOS elements	\$9.5	\$3.8	\$13.3	\$11.4	\$43.7
15320	SCL 680	Route 101 to ALA co. line	32 RMs + 23 TOS elements	\$20.7	\$4.3	\$25.0	\$22.9	\$66.6
15310	ALA 680	CC co. line to SCL co. line	30 RMs + 67 TOS elements	\$27.1	\$5.2	\$32.3	\$29.7	\$96.3
15113	ALA 580	Route 880 to SJ co. line	25 RMs + 69 TOS elements	\$13.8	\$6.7	\$20.5	\$17.1	\$113.4
15330	SCL 101	101/85 IC south to SBT co. line	27 RMs + 46 TOS elements	\$19.8	\$5.3	\$25.1	\$22.4	\$135.9

Cycle 1 Subtotal \$135.9

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

<i>Caltrans EA</i>	<i>Route</i>	<i>Location</i>	<i>Description</i>	<i>Capital costs</i>	<i>Support costs</i>	<i>Total Cost</i>	<i>Funding Request*</i>	<i>Cumulative Request</i>
-	-	signal timing & performance monitoring					\$4.5	\$48.2
15160	MRN 101	Golden Gate Bridge to SON co. line	43 RMs	\$23.7	\$4.1	\$27.8	\$25.8	\$74.0
TOS22	SOL 80	Carquinez Bridge to Yolo co. line	61 RMs + 150 TOS elements	\$46.9	\$17.4	\$64.3	\$55.6	\$129.6

Cycle 2 Subtotal \$85.9

GRAND TOTAL \$240.7

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

New Act STP/CMAQ Cycle Programming Outreach Schedule

Date	Committee	Action
May		
18	Partnership Technical Advisory Committee	Present Framework
June		
3	Transit Finance 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	Programming and Delivery Working Group	
15	Partnership Technical Advisory Committee	
23	Partnership Board	
July		
1	Transit Finance 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	
8	Advisory Council	
10	Local Streets and Roads Working Group	
14	Minority Citizens Advisory Committee	
20	Programming and Delivery Working Group	
20	Partnership Technical Advisory Committee	
August		
12	Advisory Council	Same as above.
20	Regional Bicycle Working Group & Regional Pedestrian Committee joint meeting	
September		
2	Transit Finance Working Group	Update Advisory Committees and Working Groups on any proposal revisions on an ongoing basis for comment. Staff to present proposal and issues to Programming Advisory Committee for information only and to receive further direction.
4	Local Streets and Roads Working Group	
9	Programming Allocations Committee	
9	Advisory Council	
21	Programming and Delivery Working Group	
21	Partnership Technical Advisory Committee	
October		
1	Elderly and Disabled Advisory Committee	Continuation of September outreach
13	Minority Citizens Advisory Committee	
14	Programming Allocations Committee	Final Draft Proposal reviewed and adopted by the Commission.
28	Commission	

Appendix 1 – Summary of Comments Received To-date

The following is an example of a letter received from numerous individuals in response to stakeholder outreach. The individual letters were provided directly to the Commission and are not included here to conserve paper; however the individual names and organizations are listed on the following page.

Subject: Protect MTC's Transportation Climate Action Program

I urge you to stand up for the commitments you made to fund a Transportation Climate Action Campaign.

When MTC adopted the 2009 Regional Transportation Plan (RTP), I was proud to know that it included programs that will help our region curb global warming pollution and improve quality of life in the Bay Area. I was particularly supportive of the \$80 million per year Transportation Climate Action Campaign that you said would be funded during the first five years of the RTP, as well as funding for livable communities and the regional bicycle network.

I was deeply disappointed to learn that MTC is threatening to go back on these funding commitments. The current staff proposal recommends just \$11 million per year for the climate program, in large part because of the tremendous amount going to freeway ramp meters. The Regional Bicycle Network and Transportation for Livable Communities should programs should also get at least as much funding as previous years.

Please let me know what you plan to do to ensure that the Transportation Climate Action Program gets funded in the first years of the RTP. It's critically important to stand up now for climate protection.

Thank you.

Appendix 1

Page 2

- *Alice Mosley*
- *Andrew Casteel (Bay Area Bicycle Coalition)*
- *Andrew Chance*
- *Andy Thornley (San Francisco Bicycle Coalition)*
- *Ann Ceglia*
- *Ariana Jostad-Laswell*
- *Autumn Buss*
- *Barbara Moulton*
- *Bay Area Regional Health Inequities Initiative (BARHII)*
- *Bob Allen (Urban Habitat)*
- *Bob Prentice (BARHII)*
- *Brandon Kitagawa*
- *Brian Cavagnolo*
- *Brit Harvey*
- *Bruce Ohlson*
- *Camille Guiriba*
- *Carrie Harvilla*
- *Charles Harris*
- *Charles Malarkey*
- *Charlie Cronk*
- *Cheryl Brown*
- *Cheryl Longinotti*
- *Corinne Winter (Silicon Valley Bicycle Coalition)*
- *Christine Culver (Sonoma County Bicycle Coalition)*
- *Christopher Pederson*
- *City of San Leandro*
- *Courtney Miller*
- *Craig Hagelin*
- *Daniel Schulamn*
- *David Favello*
- *David Rosen*
- *Deb Hubsmith (Safe Routes to School National Partnership)*
- *Dennis Rosatti*
- *Diane Spaulding (Non-Profit Housing Association of Northern California)*
- *Edith Cabuslay (BARHII)*
- *Elaine Booth*
- *Eleanor Guerin*
- *Elizabeth Wampler*
- *Erkki KochKetola*
- *Frima Stewart (Marin County Health and Human Services Agency)*
- *Geoffrey Holton*
- *Hal Keenan*
- *Hans Fallant*
- *Harry Chomsky*
- *Howard Strassner*
- *Howard Wong*
- *Ian Kim (Ella Baker Center for Human Rights)*
- *Irvin Dawid*
- *Janet Arnold*
- *Jean Fraser*
- *Jeff Brown*
- *Jenna Brager*
- *Jennifer Stanley*
- *Jeremy Madsen (Greenbelt Alliance)*
- *Jessica DiCamillo*
- *Jody Zaitlin*
- *John Holtzclaw*
- *John 'Sal' Bednarz*
- *John Schlag*
- *Joseph Ostrow*
- *Joshua Switzky*
- *Judith Bell (PolicyLink)*
- *Judith Newton*
- *Judith Smith*
- *Julia Prange*
- *Kara Vuicich*
- *Kari Binley (Sustainable San Mateo County)*
- *Kim Baenisch (Marin Bicycle Coalition)*
- *Laurie-Ann Barbour*
- *Leadership Institute for Ecology and the Economy*
- *Lena Moman*
- *Leonard Conly*
- *Linda Rudolph (City of Berkeley)*
- *Lionel Gambill*
- *Manish Champsee (Walk San Francisco)*
- *Marie Rose Taruc*
- *Mark Birnbaum*
- *Mark Bruckner*
- *Mark Shaw*
- *Mateo Nube*
- *Megan Shaughnessy-Mogill*
- *Michael Allen (Accountable Development Coalition)*
- *Michael Klinger*
- *Michael Laurie Bishow*
- *Mike Cluster*
- *Mike Daly (TransForm)*
- *Mike Kahn*
- *Mike Samuels*
- *Miriam Sorell*
- *Mitch Katz (San Francisco Department of Public Health)*
- *Nabeel Al-Shamma*
- *Nancy Weninger*
- *Neal Patel*
- *Nick Caston*
- *Nina Bellak*
- *Paula Zerzan*
- *Phil Morton*
- *Polly Amrein*
- *Ramkumar Sridharan*
- *Remi Tan*
- *Robert Bregoff*
- *Robert Raburn (East Bay Bicycle Coalition)*
- *Rocky Birdsey (Marin Center for Independent Living)*
- *Ron Bishop*
- *Ron Chapman (Solano County Health and Human Services Agency)*
- *Ryan Van Lenning*
- *Sabrino Merlo*
- *Sandra Johnson*
- *Sassan Ebadi*
- *Scott Klimo*
- *Scott Morrow (San Mateo County Health Services Agency)*
- *Seth Goddard*
- *Sherman Lewis*
- *Steven Plunkett*
- *Stuart Cohen (TransForm)*
- *Susan McDonough*

- *Sustainable Pacific Rim Cities Pacific Rim Cities*
- *Tad Veltrop*
- *Ted Fehlhaber*
- *Timothy Rood*
- *Tom Boss*
- *Tom Helm*
- *Tony Iton (Alameda County)*
- *Wafaa Aborashed*
- *Wendi Kallins*
- *Wendy Hilberman (Napa County Bicycle Coalition)*
- *Wendel Brunner (Contra Costa County)*
- *Wendy Krupnick*
- *Xinyuan Yang*
- *Zeno Swijtink*

City of San Leandro
 Civic Center, 835 E. 14th Street
 San Leandro, California 94577



Office of the Mayor 510-577-3356
 FAX 510-577-3340

August 27, 2009

The Honorable Scott Haggerty
 The Honorable Steve Kinsey
 Members of the Metropolitan Transportation Commission
 101 Eight Street
 Oakland, CA 94607

Dear MTC Chair Haggerty, Programming and Allocations Chair Kinsey and Commissioners:

I am writing to express strong concerns with the MTC proposed funding allocations for the Transportation 2035 "Core Programs" under STP/CMAQ Cycles 1 and 2, as were put forth in the June 23, 2009 staff report. I feel that these recommendations short-change the Bay Area's commitment to climate protection.

The Transportation 2035 Regional Transportation Plan (RTP), which MTC adopted in April 2009 recognizes the enormity of the climate challenge our region faces and clearly shows that infrastructure investments alone will not meet the region's climate goals; focused growth and creative demand management solutions are also needed.

The T2035 plan, developed over more than two years with much publicity and an extensive public process which resulted in input from thousands of Bay Area residents, calls for:

- Fully funding the Transportation Climate Action Campaign for \$400 million in the first five years of the plan,
- Increasing funding for the Regional Bicycle Network to \$1 billion over the course of the plan, and
- More than doubling funding for the Transportation for Livable Communities (TLC) program to \$2.2 billion over the course of the plan.

Yet the proposed STP/CMAQ funding allocations provide only 17% of funding for the well-publicized, popular, and needed Transportation Climate Action Campaign and funds the popular Regional Bicycle Network and TLC programs at levels lower than previous years.

The Transportation Climate Action Campaign was originally submitted to MTC by the Joint Policy Committee (JPC), comprised of the JPC's four regional agencies. There was wide support from MTC Commissioners and the public for this program during the development of the Regional Transportation Plan. In particular, it should be noted that the Transportation Climate Action Campaign was proposed as a five-year program due to the urgency to be proactive about addressing the significant contribution that the transportation sector makes to climate change and the interest in pursuing a number of efforts to reduce greenhouse gas emissions and evaluate the relative effectiveness so that there might be additional focused investments in climate programs in the 2013 RTP.

Under SB 375, the region will need to achieve ambitious greenhouse gas emission reductions from transportation. Therefore, it is critical that we move forward with the Climate program now, during Cycles 1 and 2 of the STP/CMAQ programming. I understand that due to funding constraints it is not feasible to allocate funds at the levels anticipated in the RTP at this time. However, since revenue projections have not changed substantially, I am very concerned that the current proposal does not reflect the intention of the Commission to fund a five-year Transportation Climate Action Campaign at the beginning of the RTP.

As such, I support the proposal that the Commission:

1. Prioritize investment in the Transportation Climate Action Campaign by investing as many STP/CMAQ dollars as possible in this program after meeting basic commitments to other programs as described in recommendations 2-4 below. I believe that a minimum of \$200 million should be invested within the six-year STP/CMAQ cycle.
2. Provide at least the same level of funding as in previous years for the Regional Bicycle Network (\$8 million/year) and Transportation for Livable Communities (\$27 million/year) programs.
3. Maintain the June 23 staff recommendation for Transit Capital Rehabilitation and Regional Streets and Roads Rehabilitation.
4. Fund the Freeway Performance Initiative proportionally as compared with the other regional programs as described in the RTP and use the Prop 1B loan repayment to fund the Freeway Performance Initiative, freeing up \$70 million in STP/CMAQ funds for other uses.

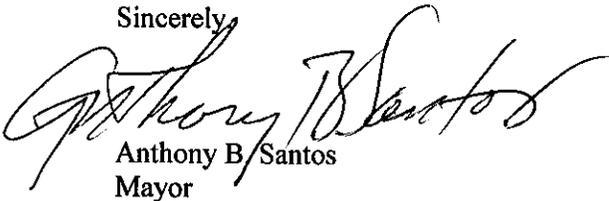
The majority of cities in the region have voluntarily chosen to become part of the FOCUS program by nominating one or more Priority Development Areas. Early allocation of funding for the TLC program, strategically directed to the PDAs, is critically important to ensure continued commitment from these cities to the focused growth program. Focused growth is a long-term strategy for reducing vehicle trips and associated greenhouse gas emissions. Therefore, early investments in land use such as those included in the TLC program are critical for enabling our region to meet the long-term state greenhouse gas reduction goals of bringing emissions to 80% below 1990 levels by 2050.

STP/CMAQ funds are limited but provide flexibility that other funding sources do not. Therefore, they must be allocated strategically. I urge the Commission to identify other funding sources for projects that may be funded through other revenue sources. That is why I support the proposal that the Freeway Performance Initiative could be partially paid for through the repayment of MTC's \$70 million loan of ARRA funds to the Proposition 1B program.

MTC has been praised for its public outreach process, and its commitment to climate protection. Now is the time to move forward with fulfilling the commitments in the RTP.

Thank you for your consideration of this important matter.

Sincerely,



Anthony B. Santos
Mayor

cc: City Council



Bay Area Regional Health Inequities Initiative

Alameda County | City of Berkeley | Contra Costa County | Marin County | City and County of San Francisco | San Mateo County | Santa Clara County | Solano County

August 28, 2009

Steve Heminger
Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Mr. Heminger:

As public health officials from the nine Bay Area counties (and beyond) that make up the region served by the Metropolitan Transportation Commission, we have a keen interest in the Regional Transportation Plan (RTP), as we communicated in our June 25, 2008, letter supporting some of your proposed investments (attached). That letter outlined some of the significant public health consequences of decisions affecting the built environment, and we applauded your proposed investments in projects such as Safe Routes to Schools, Safe Routes to Transit and Transit Oriented Development.

Like many others who were encouraged by some of the components of the RTP, we were dismayed to learn that the investment in many of the programs we enthusiastically endorsed will receive substantially less funding than originally proposed. As public officials, we understand the imperfect decisions we are often forced to make because the resources to do all that is important are not available. With our still-limited understanding of transportation planning, we can't even imagine the tough trade-offs you must be considering. As we understand one of the issues, for example, metering lights on freeway ramps can not only reduce congestion, but reduce idling and associated emissions, which we would most certainly support. On the other hand, if the price is to under-invest in programs like Safe Routes to Schools or Safe Routes to Transit, how do we begin to reduce Vehicle Miles Traveled (VMTs), encourage transit use and re-incorporate physical activity into people's day-to-day lives? A recent health impact assessment of Safe Routes to Schools in Sacramento, for example, indicated that, on average, children would spend an additional 30 minutes per day in physical activity, with a corresponding reduction in their Body Mass Index (a measure of overweight and obesity).

And, of course, there is SB 375 and its profound implications for future RTPs, especially the emphasis on reducing VMTs and a Sustainable Communities Strategy. It seems to us that anticipating the long-term goals of SB 375 in current transportation priorities serves a dual

purpose of getting an advance on climate change mitigation and defining the future direction of public health improvement.

We are in no position to second-guess your decisions. However, we think it is incumbent on us to articulate what we believe to be the public health considerations in those decisions. Especially since transportation planning is so important to the health of communities, we look forward to a growing and productive dialogue with you.

Thank you for your consideration. Please contact Bob Prentice at (510) 302-3321 if you have any questions or would like to discuss this matter further.

On behalf of Bay Area public health officials,

A handwritten signature in blue ink that reads "Edith Cabuslay".

Edith Cabuslay, MPH
Co-chair, BARHII

Bob Prentice, PhD
Director, BARHII



Bay Area Regional Health Inequities Initiative

Alameda County | City of Berkeley | Contra Costa County | Marin County | City and County of San Francisco | San Mateo County | Santa Clara County | Solano County

June 25, 2008

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Dear Commissioners:

We know that, after many months of research, planning and discussion, you are preparing to make investment decisions based on the Regional Transportation Plan (RTP). As public health officials from eight bay area jurisdictions, we have a keen interest in those decisions and hope you will take our comments into consideration.

As you know, there has been a renaissance of interest in the relationship of public health to the built environment. Roughly 90% of preventable illness and death is now associated with chronic diseases and injuries, many of which have their roots in our physical environment. One-third of our kids are overweight, which makes them prime candidates to join the two-thirds of adults who are overweight and obese, and at risk for diabetes, heart disease, stroke and other chronic conditions. An article in the *Journal of the American Medical Association*, for example, projected that, unless we do something differently, one out of three babies born in the year 2000 can expect to develop diabetes at some point in their lifetimes. More generally, this could be the first generation in over a century that can expect to live shorter lives than their parents. As important as they are, the stakes are greater than better access to health care or smarter choices about what we eat. Much of what shapes our health today is the result of the physical and social conditions in which we live, so public health is increasingly focused on how we can improve those living conditions.

Although we are still relative novices in transportation planning, there are some elements in the RTP that strike us as being particularly important for supporting good community health. We therefore urge you to include them in your priorities for investment.

- **Safe routes to schools.** If we are ever able to reverse the health-threatening weight gain in children, we must figure out how to get physical activity back into their day-to-day lives. If kids once again walk or ride bikes to school, that will be an important contribution. The creation of grant programs to fund projects that promote children walking and biking to school would be a great boost to this public health campaign.
- **Safe routes to transit.** The more we can encourage everyone, not just kids, to walk and bike, the better off we will all be. Making it easier and safer to bike or walk to transit stations and stops will expand the

universe of people who have incorporated physical activity back into their daily lives. We know that you currently invest in safe routes to transit, but we also understand that it is oversubscribed. Any additional investments will be a great asset in our efforts to improve community health.

- **Prioritize transportation needs in low-income communities.** As we documented in our report, *Health Inequities in the Bay Area* (www.barhii.org), the neighborhood where people live can mean a decade or more difference in life expectancy compared with living in another neighborhood. It is important that we focus our investments in those low-income communities where a multitude of factors combine to create comparatively poor health status. Making transportation widely available and affordable would be an important contribution to improving those neighborhood conditions associated with poor health.
- **Prioritize projects that improve air quality.** Asthma hospitalization rates in neighborhoods like West Oakland, Bayview/Hunters Point and Richmond are much greater than those for other bay area communities. Recent studies by the California Air Resources Board have documented higher rates of respiratory illness and certain cancers associated with exposures to particulate matter. It is essential that transportation policies help reduce the burden of air pollution in those communities with high exposures and related illnesses.
- **Transit oriented development.** We support your efforts to use transportation investments to encourage smarter land use decisions through transit oriented development projects. While we are sometimes accused of dreaming that we can reverse over a half century of urban planning as a major factor in contemporary patterns of disease, it is through innovative approaches like transit oriented development that we see hope that it is indeed possible. We encourage you to continue supporting those projects in your investment priorities.
- **Climate change.** The specter looming over all of us is climate change. It is essential not only for our health, but for our survival, that we do whatever we can to reduce dependency on the automobile and promote public transportation, biking and walking. You are in a unique position to contribute to that Herculean task. We stand ready to help you in any way we can to advance that goal.

Thank you for considering our recommendations. As we indicated at the beginning of this letter, transportation planning is new to many of us in public health. However, we realize that it could be more important to improving overall community health than many of the things we do in our clinics and programs. Accordingly, we look forward to working with you as you make your investment decisions, now and in the future.

On behalf of Bay Area public health officials,

Bob Prentice, PhD
 Director
 Bay Area Regional Health Inequities Initiative (BARHII)

Tony Iton, MD, JD, MPH
 Public Health Director and Health Officer
 Alameda County

Linda Rudolph, MD, MPH
 Public Health Director and Health Officer
 City of Berkeley

Wendel Brunner, MD, PhD, MPH
Public Health Director
Contra Costa County

Frima Stewart, MSW
Director, Public Health Division
Marin County Health and Human Services Agency

Mitch Katz, MD
Director
San Francisco Department of Public Health

Scott Morrow, MD, MPH, MBA
Health Officer
San Mateo County Health Services Agency

Ron Chapman, MD, MPH
Health Officer and Deputy Director
Solano County Health and Human Services Agency



Tanya Narath
Executive Director

September 2, 2009

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Dear MTC Chair Haggerty, Programming and Allocations Chair Kinsey and Commissioners,

We are writing to express our strong concerns with the MTC proposed funding allocations for the Transportation 2035 “Core Programs” under STP/CMAQ Cycles 1 and 2, as were put forth in the June 23, 2009 staff report. We feel that these recommendations short-change the Bay Area’s commitment to climate protection.

The Transportation 2035 Regional Transportation Plan (RTP), which MTC adopted in April 2009, recognizes the enormity of the climate challenge we face and clearly shows that infrastructure investments alone will not meet the region’s climate goals; focused growth and creative demand management solutions are also needed.

The T2035 plan, developed over more than two years with much publicity and an extensive public process which resulted in input from thousands of Bay Area residents, calls for:

- Fully funding the Transportation Climate Action Campaign for \$400 million in the first five years of the plan,
- Increasing funding for the Regional Bicycle Network to \$1 billion over the course of the plan, and
- More than doubling funding for the Transportation for Livable Communities (TLC) program to \$2.2 billion over the course of the plan.

Yet the proposed STP/CMAQ funding allocations provide only 17% of funding for the well-publicized, popular, and needed Transportation Climate Action Campaign and funds the popular Regional Bicycle Network and TLC programs at levels lower than previous years.

Inspiring leaders
to create public
policy that is
environmentally
friendly and
socially equitable
for a healthy
economy and a
sustainable
community

INSPIRING LEADERS *for* SUSTAINABLE COMMUNITIES

555 Fifth Street, 300A • Santa Rosa, CA 95401 • T 707.578.9133 • F 707.578.9134 • www.ecoleader.org

The Transportation Climate Action Campaign was originally submitted to MTC by the Joint Policy Committee (JPC), comprised of the JPC's four regional agencies. There was wide support from MTC Commissioners and the public for this program during the development of the Regional Transportation Plan. In particular, we wish to remind you that the Transportation Climate Action Campaign was proposed as a five-year program due to the urgency to be proactive about addressing the significant contribution that the transportation sector makes to climate change and the interest in pursuing a number of efforts to reduce greenhouse gas emissions and evaluate the relative effectiveness so that there might be additional focused investments in climate programs in the 2013 RTP.

Under SB 375, the region will need to achieve ambitious greenhouse gas emission reductions from transportation. Therefore, it is critical that we move forward with the Climate program now, during Cycles 1 and 2 of the STP/CMAQ programming. We understand that due to funding constraints it is not feasible to allocate funds at the levels anticipated in the RTP at this time. However, since revenue projections have not changed substantially, we are very concerned that the current proposal does not reflect the intention of the Commission to fund a five-year Transportation Climate Action Campaign at the beginning of the RTP.

As such, we propose that the Commission:

1. Prioritize investment in the Transportation Climate Action Campaign by investing as many STP/CMAQ dollars as possible in this program after meeting basic commitments to other programs as described in recommendations 2-4 below. We believe that a minimum of \$200 million should be invested within the six-year STP/CMAQ cycle.
2. Provide at least the same level of funding as in previous years for the Regional Bicycle Network (\$8 million/year) and Transportation for Livable Communities (\$27 million/year) programs.
3. Maintain the June 23 staff recommendation for Transit Capital Rehabilitation and Regional Streets and Roads Rehabilitation.
4. Fund the Freeway Performance Initiative proportionally as compared with the other regional programs as described in the RTP and use the Prop 1B loan repayment to fund the Freeway Performance Initiative, freeing up \$70 million in STP/CMAQ funds for other uses.

The majority of cities in the region have voluntarily chosen to become part of the FOCUS program by nominating one or more Priority Development Areas. Early allocation of funding for the TLC program, strategically directed to the PDAs, is critically important to ensure continued commitment from these cities to the focused growth

program. Focused growth is a long-term strategy for reducing vehicle trips and associated greenhouse gas emissions and for creating affordable transportation choices for all, including low-income residents and communities of color. Therefore, early investments in land use such as those included in the TLC program are critical for enabling our region to meet the long-term state greenhouse gas reduction goals of bringing emissions to 80% below 1990 levels by 2050.

STP/CMAQ funds are limited but provide flexibility that other funding sources do not. Therefore, we must allocate them strategically. We urge the Commission to identify other funding sources for projects that may be funded through other revenue sources. That is why we propose that the Freeway Performance Initiative could be partially paid for through the repayment of MTC's \$70 million loan of ARRA funds to the Proposition 1B program.

The Leadership Institute for Ecology and the Economy has trained over 250 local leaders on the creation of more sustainable public policies for the North Bay region. We believe that achieving our ambitious climate protection goals will require a transformation in our thinking about how we transport people and goods in California. We encourage the MTC to support the policies that will enable this transformation by providing the necessary funding as recommended previously in this letter.

MTC has been praised for its public outreach process, and its commitment to climate protection. Now is the time to move forward with fulfilling the commitments in the RTP.

Sincerely,

A handwritten signature in cursive script that reads "Tanya Narath".

Tanya Narath
Executive Director

September 1, 2009

Scott Haggerty
Chair, Metropolitan Transportation Commission
101 Eighth St
Oakland, CA 94607

Re: STP/CMAQ funding allocations

Dear MTC Chair Haggerty, Programming and Allocations Committee Chair Kinsey and Commissioners:

We are writing to express our strong concerns with the MTC proposed funding allocations for the Transportation 2035 "Core Programs" under STP/CMAQ Cycles 1 and 2, as were put forth in the June 23, 2009 staff report. We feel that these recommendations short-change the Bay Area's commitment to climate protection.

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Sincerely,

Bob Allen
Transportation & Housing Program Director, Urban Habitat



Michael Allen
Chair, Accountable Development Coalition



Kim Baenisch
Executive Director, Marin County Bicycle Coalition



Judith Bell
President, PolicyLink



Kari Binley
Executive Director, Sustainable San Mateo County



Rocky Birdsey
Advocacy Director, Marin Center for Independent Living



Andrew Casteel
Executive Director, Bay Area Bicycle Coalition



Manish Champsee
President, Walk San Francisco



Stuart Cohen
Executive Director, TransForm



Christine Culver
Executive Director, Sonoma County Bicycle Coalition



Mike Daly
Sierra Club Representative, TransForm



Wendy Hilberman
Executive Director, Napa County Bicycle Coalition



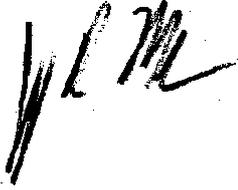
Deb Hubsmith
Director, Safe Routes to School National Partnership



Ian Kim
Green-Collar Jobs Campaign Director, Ella Baker Center for Human Rights



Jeremy Madsen
Executive Director, Greenbelt Alliance

Handwritten signature of Jeremy Madsen, consisting of stylized initials 'JM'.

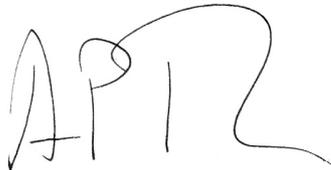
Robert Raburn
Executive Director, East Bay Bicycle Coalition

Handwritten signature of Robert Raburn in cursive script.

Diane Spaulding
Executive Director, Non-Profit Housing Association of Northern California

Handwritten signature of Diane Spaulding in cursive script.

Andy Thornley
Executive Director, San Francisco Bicycle Coalition

Handwritten signature of Andy Thornley, consisting of stylized initials 'AT'.

Corinne Winter
Executive Director, Silicon Valley Bicycle Coalition

Handwritten signature of Corinne Winter in cursive script.

STP/CMAQ Cycle 1 and 2 Programming Proposal Local Streets and Roads Working Group

MTC has requested that the region's transportation stakeholders serving in the various working groups that advise the Partnership Board develop proposals that reflect their preferred options for the programming of STP and CMAQ funding over the next six years.

Existing resources to fund the maintenance of the existing street and road network in the Bay Area fall short by more than \$200 million per year. The California Assembly's reversal of the recent proposed raid of local gas tax subvention funds to help cover the State budget deficit—while a welcome turn of events—merely keeps the region's local street and road network at the same place it was at the time *Transportation 2035* (T2035) was developed—underfunded by 50% of what is needed to bring conditions up to a pavement condition index (PCI) of 75 over the next 25 years. Without additional funding, the street and road network in the Bay Area is projected to deteriorate from the current PCI of 64, to 42 by the year 2032.

Transportation 2035

MTC Commissioners recognized that it makes no sense to spend limited regional transportation resources to enhance or expand on an existing foundation that will continue to deteriorate if not addressed. The “Fix-it-First” philosophy that was made prominent in T2035 reflects that recognition.

During the T2035 investment trade-off discussions, local public works representatives stressed the need to invest *early* if the \$7 billion dollar regional commitment to street and road maintenance were to be effective in preventing further deterioration of the region's average street and road condition over the course of the Plan period. Early investment in street and road maintenance has been found to have a benefit to cost ratio of five to one. While other strategic investments in the Plan may have a higher calculated benefit cost ratio than maintenance of the existing system, the scale of the savings that can be realized by investing early in the existing infrastructure far exceeds anything else. The existing street and road capital maintenance funding shortfall is \$18 billion. Every billion dollars that is invested in preservation of the system will save five billion in long-term costs associated with deferring needed maintenance. In addition to the enormous savings this represents for the region's taxpayers, it also impacts the level of regional resources that will be available to invest in other transportation priorities.

While it has been said many times by MTC staff and it is understood that T2035 is a plan and not a programming document, it is difficult to see the point of such a plan when right out of the starting gate the priorities and actual funding streams deviate sharply from the framework established.

Also understood is the fact that funding sources often come with restrictions and will not necessarily flex to conform neatly to the goals and commitments outlined in the Plan. This is why it is critical that where flexible funding sources are available, that they are applied appropriately according to the priorities that the region has set and with consideration of the types of fund sources that are likely to be available in the future. To this end, the Congestion Management / Air Quality Program (CMAQ) funds currently being proposed in MTC Staff's Plan for the Freeway Performance Initiative (FPI) should be directed in larger proportions to programs uniquely eligible for these funds, such as the Transportation for Livable Communities

(TLC) Program. This would allow the Surface Transportation Program (STP) funds to be spent on Local Streets and Roads Maintenance to achieve the “Fix-it-First” goal. Because, outside of the recent American Recovery and Reinvestment Act (ARRA) program, *known* regional discretionary revenue sources that can be applied against the local streets and roads maintenance shortfall consist of exactly one: Surface Transportation Program (STP) funds. Therefore, it is our position that these funds be used to prioritize the “Fix it First” goals set forth in T2035, as opposed to programming funds into a strategic investment such as the Freeway Performance Initiative which is more rightly viewed as a long range goal.

Project Delivery

The Bay Area Region, through MTC’s leadership, has been successful in meeting “timely use of funds” requirements by delivering street and road system preservation projects ahead of Federal deadlines. These efforts provided opportunities for our region to secure additional STP/CMAQ funding from other parts of the state that did not deliver their projects in a timely manner. The end results were additional streets and roads rehabilitation projects that provided Bay Area residents with pavement and safety improvements which includes such components as American with Disability Act curb ramp installations. We encourage that these policies continue and that Cycle 2 Funding allocations be conditioned on programs ability to deliver their projects in a timely manner.

Regional Investments since the Adoption of T2035

Prior to approval of the federal economic stimulus act, local jurisdictions submitted a list of approximately \$1 billion “shovel-ready” projects that were deemed deliverable within the time frames being considered for the legislation. Of the \$662 million in ARRA funding that was or will be at MTC’s discretion to distribute, \$145 million has been obligated for street and road maintenance and rehabilitation. That amount is less than 22% of the total and far less than the 43% share of “anticipated” revenues that T2035 said would be going to fund the local street and road maintenance shortfall. While not all the region’s share of the ARRA funding was eligible for street and road maintenance expenditure, there were clearly opportunities to fund streets and roads at a far greater level than what has been achieved.

In addition to the ARRA funding, MTC staff’s proposal for the first and second cycles of STP/CMAQ funding falls short of targets identified in T2035.

Following is a comparison of the T2035 investment framework and the actual investment practice that has been applied with the ARRA funding and is being proposed by MTC staff for the ARRA backfill funding from the State in combination with the STP/CMAQ Cycles 1 & 2 program. Further detail on the determination of the above percentages is contained in Attachment A.

Transportation 2035 vs. Actual / Planned Investment Comparison

Funding Source	T2035*	Actual / Planned	Diff. In Dollars (Billions)
Anticipated / Unspecified	43.4%	21.9%	\$ 0.142
STP/CMAQ*	25.5%	21.5%	\$ 0.030
<i>Total Amount Behind / Needed to be On Par with Plan:</i>			\$ 0.172

*Does not assume the front-loading of climate initiative funding

To reiterate, it is understood that T2035 is a 25-year plan; however, it is also no secret that the current plan is only valid for the next four years. Therefore, if T2035 is to have any significance at all, actual funding practice should more closely resemble its investment framework. To illustrate how far the region has strayed, the calculated difference between the investments identified in the Plan and the actual percentages that have been received or are being proposed for local streets and roads is shown in the table above.

Attachment B contains an alternate proposal (s) for the 1st and 2nd Cycles of STP/CMAQ programming that we hope will be considered. A summary of the main differences between the local street and road proposal and the MTC staff proposal and the reasoning for them is provided below.

LSRWG Proposal:

- Reduce funding for Freeway Performance Initiative (FPI) from \$136 million to \$91 million in Cycle 1 and keep MTC staff's proposed \$86 million in Cycle 2. Add \$9 million from a reduction in "MTC Res 3814 Transit Payback". This revision results in \$186 million allocation to FPI.

Rationale

- The program consists of multiple IT projects at multiple, widely separated locations. While reducing the program in the first cycle, the \$100 million investment still demonstrates a significant regional commitment.
- Increase Transit Capital Rehabilitation from \$0 to \$9 million in Cycle 1 and keep MTC staff proposal \$115 million in Cycle 2. This revision results in \$124 million allocation to Transit Capital Rehabilitation.

Rationale

- Supports "Fix-it-First" philosophy.
- Although MTC staff's analysis shows that a significant transit capital shortfall will result in Cycle 2, it may be prudent to start programming now to ensure project delivery.
- Increase funding for Regional Streets and Roads Rehabilitation from \$50 million to \$86 million in Cycle 1 and keep MTC staff's proposed \$85 million in Cycle 2. This revision plus the RSRP annual program allocation of \$22 million in Cycle 1 and \$6 million in Cycle 2 results in \$199 million allocation to LSR Rehabilitation.

Rationale

- Supports "Fix-it-First" philosophy.
- Recognizes need for early investment to maximize investment savings and minimize further deterioration of the region's local streets and roads conditions.

August 19, 2009

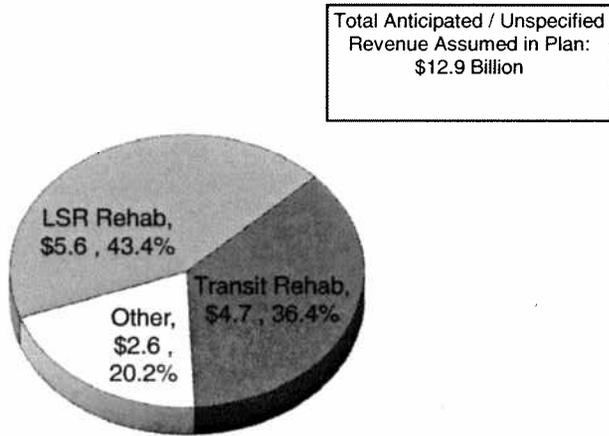
- Recognizes a higher cost benefit through early investment
 - Recognizes proven track record of ability to deliver projects in a timely manner
 - Local Roads maintenance / rehabilitation did not receive a proportional share of ARRA funding
- Reduce “MTC Res 3814 Transit Payback” from \$31 million to \$22 million. Use the \$9 million reduction to fund FPI.

Rationale

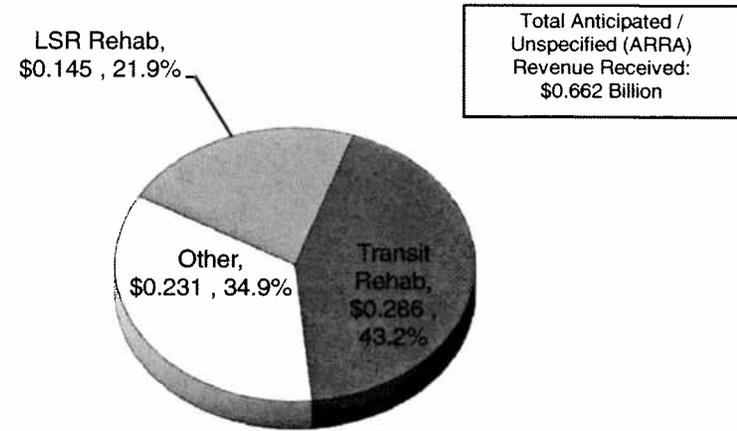
- There is a very good likelihood that the so-far successful legal challenge will require the State to re-pay diverted STA funds that could be used to settle this commitment in the near future.
- FPI qualifies for the ARRA backfill funding (restricted to CMIA-type projects). The \$9 million reduction would free-up funding that could be used for rehabilitation projects.

Attachment A – T2035 vs. Actual / Proposed Funding

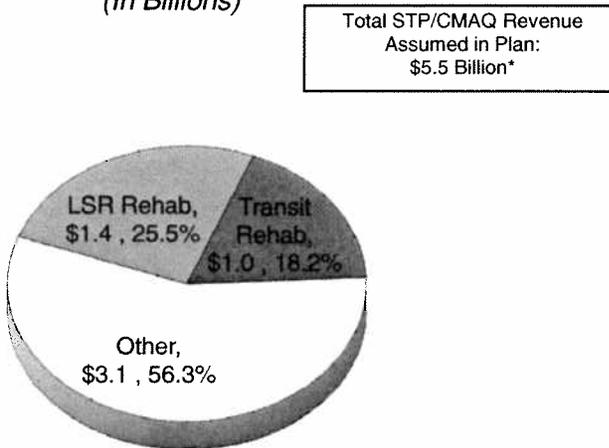
Transportation 2035 Regional Investment
Anticipated / Unspecified Revenue
(In Billions)



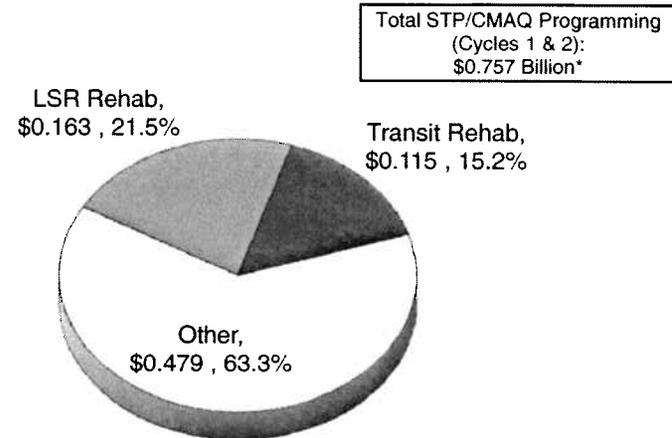
Actual / MTC Staff Proposed Investments
Anticipated / Unspecified (ARRA) Revenue
(In Billions)



Transportation 2035 Regional Investment
STP/CMAQ
(In Billions)



Actual / MTC Staff Proposed Investments
STP / CMAQ Staff Proposal
(In Billions)



Total revenue does not include off the top funding for annual programs and OA payback .

*Total programming does not includes \$274 million in "off the top" funding for annual programs and OA payback and is not reflected in the proportional investments shown above.

(Amounts in Millions)

	Committed ARRA Programming	MTC Staff Proposal -- 06/23/2009				LSRWG Proposal			
		ARRA Backfill*	STP/CMA Q Cycle 1	STP/CMA Q Cycle 2	Total -- ARRA Backfill & STP/CMAQ	ARRA Backfill*	STP/CMAQ Cycle 1	STP/CMAQ Cycle 2	Total -- ARRA Backfill & STP/CMAQ
Estimated Apportionment Revenues	662	113	485	546	1144	113	485	546	1144
Annual Programs					0				0
OA Carryover			68		68		68		68
Regional Planning			23	25	48		23	25	48
Regional Operations			84	74	158		84	74	158
RSRP--PTAP & FAS			22	6	28		22	6	28
<i>Subtotal Annual Programs</i>	0	0	197	105	302	0	197	105	302
T 2035 Core Programs									
FPI	19		136	86	222	9	91	86	186
Climate Initiative			32	36	68		32	36	68
Regional Bikes	10	8	14	21	42.5	8	14	21	42.5
TLC		15	57	98	169.5	15	57	98	169.5
Transit Capital Rehab	286		0	115	115		9	115	124
LS&R Rehab	145		50	85	135		86	85	171
<i>Subtotal Core Programs</i>	460	22	289	441	752	31	289	441	761
ARRA Strategic Investments					0				0
Safety Projects	13				0				0
Express Lanes (580 and 237/880)	14				0				0
Transit Expansion -- OAC	70				0				0
Advance Prop 1B (Caldecott)	105				0				0
Corridor Mobility (SCL I/C Imps)		32			32	32			32
MTC Res. 3814 Transit Payback Commitment		31			31	22			22
Transit Efficiency (SFgo)		20			20	20			20
Trade Corridor (Richmond Rail Connector)		8			8	8			8
<i>Subtotal Strategic Investments</i>	202	91	0	0	91	82	0	0	82
Grand Total	662	113	486	546	1145	113	486	546	1145



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Oakland, CA 94607-4700
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E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Local Streets and Roads Working Group

DATE: September 10, 2009

FR: Amit Raiker / Theresa Romell

RE: 2009 Non-Pavement Needs Analysis

MTC Regional Streets and Roads Program staff completed the draft calculation of the 25-year Bay Area Non-Pavement maintenance needs. Attached is a comparison of the current “2009” versus those calculated several years ago for the Regional Transportation Plan— *Transportation 2035* (T2035). The attached chart included total non-pavement need as well as non-pavement need on the Metropolitan Transportation System (MTS). As a reminder, the MTS is federal-aid eligible arterial and collector roadways. A summary of the methodology used to calculate the non-pavement needs for the current analysis is provided below.

Non-Pavement Need Estimate Methodology

MTC contracted with Nichols Consulting Engineers to develop a model for estimating non-pavement need based on non-pavement asset survey information provided by local jurisdictions. The result of their work was a mathematical model that uses the inventory of curb and gutter and streetlights to predict the total regional non-pavement asset replacement costs. The total regional non-pavement asset replacement cost is then divided by the weighted average useful life for the combined major non-pavement assets in order to estimate an annual maintenance cost. The regional totals are then divided into city non-pavement need and county non-pavement need. The city need is distributed across all jurisdictions based on relative population share and the county need is distributed across the unincorporated jurisdictions based on total lane mileage. San Francisco is considered as a city only.

Results of Current Analysis

The calculated 25-year need for the region is \$14.4 billion, a 12% decrease for the region as a whole from what was calculated T2035. The primary reason for this is an adjustment that was made to the formula that is used to calculate the non-pavement need. For the current analysis, the assumed useful lives of the major non-pavement assets were changed in order to be consistent with those assumed in calculation of the Non-pavement needs in the recently conducted Statewide Local Street and Road Needs Analysis. The table below illustrates the adjustment that was made to the non-pavement assets useful life values.

Asset	% Share of Replacement Cost	2009 Useful Life	T2035 Useful Life
Storm Drain	38%	50	50
Curb & Gutter	23%	35	20
Sidewalk	18%	35	25
Traffic Signals	5%	40	30
Street Lights	3%	30	30
Other	13%	30	30
Total	100%		
Weighted Average Useful Life:		40.07	34.34

Jurisdiction representatives wishing to discuss the results of their Non-Pavement needs estimate should contact Theresa Romell at (510) 817-5772, tromell@mtc.ca.gov. Adjustments to these figures will be considered through October 2, 2009.

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DRAFT 2009 LS&R 25-YEAR NON-PAVEMENT NEEDS -- Sept. 1, 2009

Jurisdiction	2009 Total Need	2009 MTS
County of Alameda	\$ 123,495,922	\$ 70,389,311
Alameda	\$ 148,032,637	\$ 83,788,183
Albany	\$ 33,466,559	\$ 15,944,586
Berkeley	\$ 212,442,484	\$ 92,662,266
Dublin	\$ 94,988,418	\$ 56,728,939
Emeryville	\$ 19,993,910	\$ 17,433,693
Fremont	\$ 427,422,115	\$ 282,236,751
Hayward	\$ 299,062,280	\$ 117,865,857
Livermore	\$ 167,310,993	\$ 67,223,114
Newark	\$ 87,283,815	\$ 66,474,619
Oakland	\$ 842,546,993	\$ 395,180,388
Piedmont	\$ 22,130,664	\$ 7,630,064
Pleasanton	\$ 138,942,514	\$ 92,935,099
San Leandro	\$ 163,471,575	\$ 72,539,003
Union City	\$ 146,633,242	\$ 105,072,902
COUNTY TOTAL	\$ 2,927,224,122	\$ 1,544,104,775

T2035 Total Need	T2035 MTS
\$ 154,861,443	\$ 81,009,232
\$ 179,466,533	\$ 108,319,418
\$ 39,978,964	\$ 18,428,238
\$ 253,617,447	\$ 88,182,130
\$ 104,049,284	\$ 65,792,957
\$ 21,852,019	\$ 19,569,202
\$ 504,773,769	\$ 326,604,850
\$ 352,582,315	\$ 150,374,161
\$ 197,569,629	\$ 66,699,033
\$ 104,199,527	\$ 80,946,148
\$ 990,869,702	\$ 450,806,448
\$ 26,364,081	\$ 9,358,162
\$ 163,967,649	\$ 110,122,280
\$ 194,280,976	\$ 80,836,278
\$ 172,414,648	\$ 99,711,921
\$ 3,460,847,985	\$ 1,756,760,458

% Change	% Change
-20%	-13%
-18%	-23%
-16%	-13%
-16%	5%
-9%	-14%
-9%	-11%
-15%	-14%
-15%	-22%
-15%	1%
-16%	-18%
-15%	-12%
-16%	-18%
-15%	-16%
-16%	-10%
-15%	5%
-15%	-12%

Jurisdiction	2009 Total Need	2009 MTS
County of Contra Costa	\$ 172,170,117	\$ 86,904,448
Antioch	\$ 200,111,551	\$ 81,766,781
Brentwood	\$ 102,889,254	\$ 41,452,856
Clayton	\$ 21,534,038	\$ 8,488,434
Concord	\$ 246,973,455	\$ 100,615,311
Danville	\$ 85,317,526	\$ 22,905,756
El Cerrito	\$ 46,461,511	\$ 16,593,829
Hercules	\$ 48,522,943	\$ 24,018,738
Lafayette	\$ 47,743,960	\$ 21,874,571
Martinez	\$ 72,047,056	\$ 29,723,065
Moraga	\$ 32,118,700	\$ 20,620,726
Oakley	\$ 68,320,621	\$ 32,314,030
Orinda	\$ 35,022,544	\$ 13,406,159
Pinole	\$ 38,419,943	\$ 15,164,401
Pittsburg	\$ 126,403,456	\$ 60,208,392
Pleasant Hill	\$ 66,495,064	\$ 19,778,830
Richmond	\$ 207,160,064	\$ 136,386,424
San Pablo	\$ 63,048,112	\$ 36,351,566
San Ramon	\$ 125,224,079	\$ 55,083,491
Walnut Creek	\$ 130,544,160	\$ 74,848,862
COUNTY TOTAL	\$ 1,936,528,154	\$ 898,506,672

T2035 Total Need	T2035 MTS
\$ 213,870,443	\$ 125,138,021
\$ 226,363,832	\$ 111,033,132
\$ 110,541,946	\$ 58,143,134
\$ 24,367,733	\$ 11,355,605
\$ 279,183,566	\$ 137,961,428
\$ 96,288,823	\$ 43,773,089
\$ 52,424,191	\$ 23,618,017
\$ 54,189,445	\$ 33,397,893
\$ 54,139,719	\$ 25,339,188
\$ 81,773,511	\$ 34,540,918
\$ 36,536,908	\$ 26,194,173
\$ 72,115,471	\$ 39,280,749
\$ 39,592,763	\$ 22,104,696
\$ 43,473,609	\$ 22,034,283
\$ 142,404,662	\$ 88,634,739
\$ 74,852,631	\$ 36,326,217
\$ 234,677,024	\$ 179,199,088
\$ 69,988,578	\$ 46,250,897
\$ 131,173,490	\$ 67,073,938
\$ 147,784,052	\$ 72,779,054
\$ 2,185,742,397	\$ 1,204,178,259

% Change	% Change
-19%	-31%
-12%	-26%
-7%	-29%
-12%	-25%
-12%	-27%
-11%	-48%
-11%	-30%
-10%	-28%
-12%	-14%
-12%	-14%
-12%	-21%
-5%	-18%
-12%	-39%
-12%	-31%
-11%	-32%
-11%	-46%
-12%	-24%
-10%	-21%
-5%	-18%
-12%	3%
-11%	-25%

Jurisdiction	2009 Total Need	2009 MTS
County of Marin	\$ 108,890,551	\$ 30,836,933
Belvedere	\$ 4,277,472	\$ 817,672
Corte Madera	\$ 19,304,123	\$ 6,120,595
Fairfax	\$ 14,735,276	\$ 9,286,678
Larkspur	\$ 24,291,204	\$ 3,002,807
Mill Valley	\$ 27,761,942	\$ 13,756,827
Novato	\$ 104,897,168	\$ 45,969,343
Ross	\$ 4,759,133	\$ 1,900,087
San Anselmo	\$ 25,062,259	\$ 13,728,776
San Rafael	\$ 115,684,009	\$ 46,351,351
Sausalito	\$ 14,929,526	\$ 14,912,519
Tiburon	\$ 17,722,371	\$ 8,236,142
COUNTY TOTAL	\$ 482,315,034	\$ 194,919,730

T2035 Total Need	T2035 MTS
\$ 135,911,481	\$ 64,220,131
\$ 4,880,513	\$ 996,591
\$ 21,495,604	\$ 8,196,046
\$ 16,749,084	\$ 10,076,392
\$ 27,527,546	\$ 2,798,810
\$ 31,390,623	\$ 15,839,961
\$ 119,062,710	\$ 55,239,155
\$ 5,402,857	\$ 2,328,124
\$ 28,429,157	\$ 14,704,398
\$ 131,828,351	\$ 63,764,105
\$ 16,928,498	\$ 12,102,444
\$ 20,171,575	\$ 7,986,639
\$ 559,777,998	\$ 258,252,797

% Change	% Change
-20%	-52%
-12%	-18%
-10%	-25%
-12%	-8%
-12%	7%
-12%	-13%
-12%	-17%
-12%	-18%
-12%	-7%
-12%	-27%
-12%	23%
-12%	3%
-14%	-25%

Jurisdiction	2009 Total Need	2009 MTS
County of Napa	\$ 115,610,941	\$ 60,061,700
American Canyon	\$ 32,711,362	\$ 14,650,955
Calistoga	\$ 10,566,822	\$ 4,980,806
Napa	\$ 154,272,434	\$ 56,514,776
St. Helena	\$ 11,813,592	\$ 6,869,949
Yountville	\$ 6,467,744	\$ 2,524,595
COUNTY TOTAL	\$ 331,442,895	\$ 145,602,780

T2035 Total Need	T2035 MTS
\$ 144,103,517	\$ 67,991,453
\$ 36,357,947	\$ 14,419,487
\$ 12,024,817	\$ 5,854,242
\$ 174,627,461	\$ 66,857,907
\$ 13,591,989	\$ 7,779,054
\$ 7,461,646	\$ 2,960,624
\$ 388,167,376	\$ 165,862,767

% Change	% Change
-20%	-12%
-10%	2%
-12%	-15%
-12%	-15%
-13%	-12%
-13%	-15%
-15%	-12%

Jurisdiction	2009 Total Need	2009 MTS
San Francisco	\$ 1,676,021,702	\$ 868,982,186
COUNTY TOTAL	\$ 1,676,021,702	\$ 868,982,186

T2035 Total Need	T2035 MTS
\$ 1,841,633,063	\$ 1,166,250,199
\$ 1,841,633,063	\$ 1,166,250,199

% Change	% Change
-9%	-25%
-9%	-25%

Jurisdiction	2009 Total Need	2009 MTS
County of San Mateo	\$ 82,110,146	\$ 31,021,947
Atherton	\$ 14,802,669	\$ 3,289,977
Belmont	\$ 52,031,342	\$ 20,208,020
Brisbane	\$ 7,805,692	\$ 4,983,504
Burlingame	\$ 57,601,173	\$ 36,607,906
Colma	\$ 3,217,024	\$ 3,217,024
Daly City	\$ 212,285,894	\$ 99,532,819
East Palo Alto	\$ 65,755,724	\$ 21,300,159
Foster City	\$ 60,314,732	\$ 33,031,890
Half Moon Bay	\$ 26,180,189	\$ 6,190,351
Hillsborough	\$ 22,586,558	\$ 12,896,143
Menlo Park	\$ 63,161,094	\$ 16,122,565
Millbrae	\$ 42,687,504	\$ 20,075,215
Pacifica	\$ 79,275,944	\$ 22,915,158
Portola Valley	\$ 9,258,606	\$ 4,834,356
Redwood City	\$ 154,248,648	\$ 75,742,604
San Bruno	\$ 86,839,815	\$ 39,688,879
San Carlos	\$ 57,163,119	\$ 9,773,975
San Mateo	\$ 191,390,107	\$ 59,134,393
So. San Francisco	\$ 128,879,157	\$ 78,196,959
Woodside	\$ 11,230,841	\$ 2,306,575
COUNTY TOTAL	\$ 1,428,825,979	\$ 601,070,420

T2035 Total Need	T2035 MTS
\$ 102,955,700	\$ 37,064,052
\$ 16,808,547	\$ 4,209,654
\$ 58,640,836	\$ 20,651,194
\$ 8,579,763	\$ 5,997,642
\$ 64,913,189	\$ 34,708,869
\$ 3,607,169	\$ 3,481,176
\$ 240,387,350	\$ 116,801,393
\$ 73,886,956	\$ 20,774,317
\$ 68,540,737	\$ 42,184,591
\$ 29,237,768	\$ 7,451,963
\$ 25,184,515	\$ 13,992,652
\$ 70,526,605	\$ 16,242,394
\$ 47,472,879	\$ 23,807,099
\$ 88,879,464	\$ 26,348,177
\$ 10,456,940	\$ 5,006,416
\$ 174,414,427	\$ 89,410,411
\$ 95,432,600	\$ 46,172,205
\$ 64,849,786	\$ 13,374,067
\$ 216,271,626	\$ 71,116,711
\$ 141,782,343	\$ 79,320,005
\$ 12,599,051	\$ 2,143,960
\$ 1,615,428,251	\$ 680,258,948

% Change	% Change
-20%	-16%
-12%	-22%
-11%	-2%
-9%	-17%
-11%	5%
-11%	-8%
-12%	-15%
-11%	3%
-12%	-22%
-10%	-17%
-10%	-8%
-10%	-1%
-10%	-16%
-11%	-13%
-11%	-3%
-12%	-15%
-9%	-14%
-12%	-27%
-12%	-17%
-9%	-1%
-11%	8%
-12%	-12%

Jurisdiction	2009 Total Need	2009 MTS
County of Santa Clara	\$ 176,836,262	\$ 100,699,818
Campbell	\$ 80,118,356	\$ 38,566,199
Cupertino	\$ 110,683,053	\$ 39,157,118
Gilroy	\$ 102,096,395	\$ 54,439,230
Los Altos	\$ 56,407,921	\$ 10,274,787
Los Altos Hills	\$ 17,619,299	\$ 8,727,784
Los Gatos	\$ 60,449,518	\$ 18,166,504
Milpitas	\$ 140,369,659	\$ 76,346,868
Monte Sereno	\$ 7,173,388	\$ 87,641
Morgan Hill	\$ 78,917,176	\$ 39,401,363
Mountain View	\$ 148,189,227	\$ 61,812,730
Palo Alto	\$ 127,816,726	\$ 45,037,616
San Jose	\$ 1,995,807,322	\$ 680,100,002
Santa Clara	\$ 232,390,805	\$ 124,835,556
Saratoga	\$ 62,792,415	\$ 22,654,908
Sunnyvale	\$ 275,173,452	\$ 113,943,497
COUNTY TOTAL	\$ 3,672,840,975	\$ 1,434,251,621

T2035 Total Need	T2035 MTS
\$ 220,718,350	\$ 90,365,188
\$ 90,270,425	\$ 49,747,541
\$ 125,276,672	\$ 40,913,422
\$ 112,756,272	\$ 60,215,669
\$ 63,826,105	\$ 15,707,943
\$ 19,547,085	\$ 8,784,617
\$ 66,785,307	\$ 23,918,030
\$ 151,180,478	\$ 70,532,281
\$ 8,096,359	\$ 157,777
\$ 87,249,904	\$ 48,546,745
\$ 166,383,009	\$ 72,335,778
\$ 142,202,945	\$ 51,935,203
\$ 2,211,275,661	\$ 681,109,295
\$ 259,442,306	\$ 131,287,357
\$ 71,313,817	\$ 27,809,692
\$ 308,231,667	\$ 132,599,876
\$ 4,104,556,363	\$ 1,505,966,415

% Change	% Change
-20%	11%
-11%	-22%
-12%	-4%
-9%	-10%
-12%	-35%
-10%	-1%
-9%	-24%
-7%	8%
-11%	-44%
-10%	-19%
-11%	-15%
-10%	-13%
-10%	0%
-10%	-5%
-12%	-19%
-11%	-14%
-11%	-5%

Jurisdiction	2009 Total Need	2009 MTS
County of Solano	\$ 152,758,539	\$ 139,999,230
Benicia	\$ 55,454,509	\$ 16,596,178
Dixon	\$ 34,832,258	\$ 12,757,423
Fairfield	\$ 210,979,660	\$ 91,583,372
Rio Vista	\$ 16,297,207	\$ 7,292,404
Suisun City	\$ 57,196,816	\$ 35,463,806
Vacaville	\$ 191,178,017	\$ 100,622,942
Vallejo	\$ 239,948,729	\$ 90,783,184
COUNTY TOTAL	\$ 958,645,735	\$ 495,098,539

T2035 Total Need	T2035 MTS
\$ 190,659,844	\$ 87,098,862
\$ 63,397,191	\$ 15,837,968
\$ 40,069,496	\$ 14,123,363
\$ 239,410,921	\$ 103,579,362
\$ 17,766,020	\$ 8,657,488
\$ 63,542,535	\$ 37,817,615
\$ 219,126,364	\$ 122,766,946
\$ 275,755,980	\$ 93,058,698
\$ 1,109,728,351	\$ 482,940,302

% Change	% Change
-20%	61%
-13%	5%
-13%	-10%
-12%	-12%
-8%	-16%
-10%	-6%
-13%	-18%
-13%	-2%
-14%	3%

Jurisdiction	2009 Total Need	2009 MTS
County of Sonoma	\$ 359,721,135	\$ 309,784,225
Cloverdale	\$ 17,036,548	\$ 6,604,602
Cotati	\$ 14,685,722	\$ 5,736,705
Healdsburg	\$ 23,353,649	\$ 12,855,305
Petaluma	\$ 114,447,149	\$ 58,094,911
Rohnert Park	\$ 85,271,937	\$ 47,462,731
Santa Rosa	\$ 320,108,710	\$ 162,851,579
Sebastopol	\$ 15,329,920	\$ 7,829,049
Sonoma	\$ 19,761,999	\$ 8,239,748
Windsor	\$ 52,875,737	\$ 24,578,603
COUNTY TOTAL	\$ 1,022,592,506	\$ 644,037,458

T2035 Total Need	T2035 MTS
\$ 449,290,534	\$ 237,486,263
\$ 19,355,797	\$ 9,405,316
\$ 17,124,096	\$ 7,522,446
\$ 26,603,141	\$ 15,972,676
\$ 129,529,528	\$ 64,131,673
\$ 97,628,938	\$ 49,846,304
\$ 359,037,869	\$ 174,360,468
\$ 17,635,433	\$ 10,280,998
\$ 22,601,080	\$ 12,072,951
\$ 60,069,557	\$ 22,690,941
\$ 1,198,875,974	\$ 603,770,039

% Change	% Change
-20%	30%
-12%	-30%
-14%	-24%
-12%	-20%
-12%	-9%
-13%	-5%
-11%	-7%
-13%	-24%
-13%	-32%
-12%	8%
-15%	7%

Region	2009 Total Need	2009 MTS
Alameda	\$ 2,927,224,122	\$ 1,544,104,775
Contra Costa	\$ 1,936,528,154	\$ 898,506,672
Marin	\$ 482,315,034	\$ 194,919,730
Napa	\$ 331,442,895	\$ 145,602,780
San Francisco	\$ 1,676,021,702	\$ 868,982,186
San Mateo	\$ 1,428,825,979	\$ 601,070,420
Santa Clara	\$ 3,672,840,975	\$ 1,434,251,621
Solano	\$ 958,645,735	\$ 495,098,539
Sonoma	\$ 1,022,592,506	\$ 644,037,458
Total	\$ 14,436,437,102	\$ 6,826,574,181

T2035 Total Need	T2035 MTS
\$ 3,460,847,985	\$ 1,501,336,234
\$ 2,185,742,397	\$ 1,198,842,401
\$ 559,777,998	\$ 423,056,369
\$ 388,167,376	\$ 382,689,583
\$ 1,841,633,063	\$ 1,089,417,520
\$ 1,615,428,251	\$ 570,863,806
\$ 4,104,556,363	\$ 1,494,360,956
\$ 1,109,728,351	\$ 630,730,819
\$ 1,198,875,974	\$ 1,194,302,521
\$ 16,464,757,757	\$ 8,485,600,210

% Change	% Change
-15%	3%
-11%	-25%
-14%	-54%
-15%	-62%
-9%	-20%
-12%	5%
-11%	-4%
-14%	-22%
-15%	-46%
-12%	-20%



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Local Streets and Roads Working Group

DATE: September 10, 2009

FR: Sri Srinivasan

RE: TIP Update

2009 TIP Revisions

TIP Revision 09-27 – Pending

TIP Amendment 09-27 revises 16 projects with a net decrease in funding of approximately \$57.7 million. Among other changes, the amendment:

- Adds four new projects into the TIP (two planning projects, one bike project and one local road rehabilitation project)
- Deletes two projects from the TIP: The Grand/MacArthur Blvd Corridor Improvements project because the funds are being used for the new Study Contra Flow Lanes on Bay Bridge project; and the Alameda-Oakland Ferry Main Street Barge project because the listing was a duplicate of an existing project.
- Updates the back-up list and project costs of four Caltrans managed SHOPP Grouped Listings.
 - Collision Reduction increases by \$62.9 million with the addition of several projects, including safety projects on SR84 and SR152.
 - Emergency Response increases by \$43.2 million with the addition of several projects, including a safety project on Route 580.
 - Bridge Preservation decreases by \$151.2 million to remove duplicate programming in the back-up listing.
 - Roadway Preservation decreases by \$18.5 million.
- Updates the back-up list and project cost of the Grouped Listing funded with FTA 5307 ARRA funds for the Concord Urbanized Area to add operating assistance projects.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-27 is on schedule to be approved by the MTC Commission on September 23, 2009 and final federal approval is expected in October 2009.

TIP Revision 09-26 - Approved

Revision No. 09-26 is an administrative modification that revises 17 projects with a net decrease in funding of approximately \$3.6 million. Among other changes, the revision updates six Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings. The revision also updates six Caltrans managed Grouped Listings. Another significant change in this revision is the update to the funding plan of the Sonoma Marin Area Rail Corridor project by removing \$5 million in FTA section 5309 funds that were not allocated. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-26 was approved by the MTC Deputy Executive Director on August 20, 2009 and final Caltrans approval was received on August 20, 2009.

TIP Revision 09-25 - Approved

Revision No. 09-25 is an administrative modification that makes revisions to 16 projects with a net increase in funding of approximately \$6.2 million. Among other changes, the revision updates the project costs of thirteen regional planning projects to include STP or CMAQ funds and updates the local matching funds. The funding plan of AC Transit's Preventive Maintenance program was updated to include \$1.8 million in FTA 5307 funds transferred in from the AC Transit Facilities Upgrade project. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-25 was approved by the MTC Executive Director on August 6, 2009 and final Caltrans approval was received on August 10, 2009.

TIP Revision 09-24 - Approved

Revision No. 09-24 is an administrative modification that makes revisions to 10 projects with a net decrease in funding of approximately \$1.5 million. Among other changes, the revision updates the back-up list for the American Recovery and Reinvestment Act (ARRA) funded - San Mateo Local Streets and Roads Rehabilitation Projects Grouped Listing with a net decrease in funding of \$4.4 million. The revision updates the project cost of the Santa Rosa Bus: Operating Assistance project to include \$1.6 million in additional funds and updates the funding plan of the Doyle Drive project to reprogram \$17.5 million in SHOPP Funds from FY 2006-07 to FY 2008-09. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-24 was approved by the MTC Executive Director on June 23, 2009 and final Caltrans approval was received on June 23, 2009.

TIP Revision 09-23 – Approved

Revision 09-23 is an all transit TIP amendment that makes revisions to 85 projects with a net increase in funding of approximately \$437.9 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 was approved by the MTC Commission on July 22, 2009 and final federal approval was received on August 14, 2009.

TIP Revision 09-22 - Approved

Revision 09-22 is an amendment that makes revisions 19 projects with a net increase in funding of approximately \$449.1 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. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-22 was approved by the MTC Commission on July 22, 2009 and final federal approval was received on August 21, 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 - Approved

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 was received on July 21, 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.

**METROPOLITAN TRANSPORTATION COMMISSION
 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
 TENTATIVE 2009 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)
 as of August 21, 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	July 21, 2009	APPROVED
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	August 5, 2009	August 21, 2009	APPROVED
Amendment	09-23	Transit Only	June 15, 2009	July 22, 2009	August 10, 2009	August 14, 2009	APPROVED
Admin. Modification	09-24	Regular	July 1, 2009	July 23, 2009	July 23, 2009	N/A	APPROVED
Admin. Modification	09-25	Regular	July 31, 2009	August 6, 2009	August 10, 2009	N/A	APPROVED
Admin. Modification	09-26	Regular/ARRA	August 19, 2009	August 20, 2009	August 20, 2009	N/A	APPROVED
Amendment	09-27	Regular/ARRA	July 31, 2009	September 23, 2009	September 30, 2009	October 30, 2009	PENDING
Admin. Modification	09-28	ARRA	September 15, 2009	September 23, 2009	September 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



METROPOLITAN
TRANSPORTATION
COMMISSION

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Memorandum

TO: Local Streets and Roads Working Group

DATE: September 10, 2009

FR: Sri Srinivasan

RE: Archiving Old Projects from the TIP

Background:

The Transportation Improvement Program (TIP) is a comprehensive listing of all Bay Area surface transportation projects that are to receive federal funding or are subject to a federally required action, or are considered regionally significant for Air Quality Conformity purposes, during the four-year period from FY 2008-09 through FY 2011-12. MTC is required to prepare and adopt an updated TIP every two years.

In order to make the TIP development process easier, we are looking to "clean up" the TIP in advance of the 2011 TIP development process that will take place next year. This process will involve several steps; the first step is to archive projects from the TIP.

Generally projects are retained in the TIP when the project

1. has funds in the four year TIP period (2008-09 through FY 2011-12) and later
2. has phases that are still being worked on – for example the project has been awarded but the construction has yet to be completed (in such cases sponsors are advised to update the project schedule in the TIP).
3. is a phased project – for example, phase one is land acquisition for a intermodal facility and phase two is the construction of bus shelters and phase three is the construction of parking facility; sponsors may choose to leave phases one and two for informational purposes (to allow the public to view the entire project in the TIP).
4. continues to have earmark funds that have not been obligated or put into a grant (in such cases sponsors are advised to update the project schedule, make the appropriate funding changes in the TIP).
5. has FTA funds which were apportioned in FY06 or later, because transit funds can be programmed for three years after the year of apportionment.
6. scope is being expanded – for example, for an existing a local road rehabilitation project, the plan is to add a bike path because of availability of additional funds
7. or the project has been delayed (in such cases sponsors are advised to update the project schedule in the TIP)

Generally projects are archived from the TIP when the project or program

1. has been completed and open to traffic.
2. has no funding left for three common reasons
 - because the funds were transferred to another project (in such cases sponsors are advised to update the project cost to zero and add the name of the project that received the funds)

- the expected funds were never received (in such cases sponsors are advised to update the project cost to zero)
- or the project was never started (for locally funded projects) (in such cases sponsors are advised to update the project cost to zero)

Attached is a list of all the projects in the TIP. Projects in the TIP with no funds in the four-year TIP period (2008-09 through FY 2011-12) are highlighted in blue and those that have funds in FY05 or earlier have been highlighted in yellow.

Next Steps:

We are asking project sponsors to review all the projects and for the highlighted projects either 1) process a revision request to archive the project or 2) provide adequate justification for retaining the project in the TIP.

For archiving the project, the steps to follow are listed below.

- 1) Log into FMS and go to the Universal Application Page
- 2) Click on the "Create Revision" button
- 3) Select the project you want to archive or remove from the TIP
- 4) If the project was completed please use this in the "Reason for Revision" area - Archive project from the TIP because the project has been completed and is open to traffic. If the project was not completed but the funds were transferred to a different project, please use - Archive project from the TIP because the funds were transferred to project (and kindly add name the project).
- 5) Submit the revision by October 30, 2009

This process will help remove all the old projects in the TIP and reduce the number of projects you need to review at the time of TIP development. If you choose to leave the projects in the TIP, provide justification as to why the project needs to be retained in the TIP.

It is important to remember that projects with no funding in the four-year TIP period are only for informational purposes and any change requires a formal amendment. Thank you for your continued efforts with the TIP. If you have any questions, please contact Sri Srinivasan at (510) 817-5793 or ssrini@mtc.ca.gov.

Attachment: List of all the projects in the TIP.

General Information		Description	Location	Funding	Delivery Milestones	Screening Criteria	C Int
TIP ID	BRT975004						Pr
County	San Mateo						I
Project name	San Francisco Airport Extension						
General Information - Step 1 of 7							
<input type="button" value="Next"/> <input type="button" value="Save"/> <input type="button" value="Cancel"/>							
*Project Name (Not to exceed 50 characters)	San Francisco Airport Extension						Proj
*Primary Program Being Modified	FTA Earmarks						Prim
*County	San Mateo						Cou
*Sponsor	Bay Area Rapid Transit District (BART)						Spo
*Implementing Agency	Bay Area Rapid Transit District (BART)						Impl
*Reason for Revision (Not to exceed 255 characters)	Archive project from the TIP because the project has been completed and is open to traffic						Rea cost
*Description of Change (Not to exceed 2000 characters)	Archive project from the TIP because the project has been completed and is open to traffic						Des
*Is project completed/open for traffic	Yes						
RTP Cycle	T2035 - Current RTP Cycle						
View Projects and RTP Ids in the T-2035 Plan							
*RTP ID	22424						
RTP Title	WARNING: This project is not part of the T-2035 RTP						
RTP Project Cost	\$0						
RTP Page Number							
* These fields must be inputted before the application can be submitted							
<input type="button" value="Next"/> <input type="button" value="Save"/> <input type="button" value="Cancel"/>							

All Projects in the TIP

1) For Projects highlighted in Yellow - Have they been completed and can they be archived/removed from the TIP? If they should remain in the TIP, please provide adequate justification

2) Please review the projects highlighted in blue as well?

LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)	
AC Transit	Replace 61 1991 30 foot Gillig Buses	ALA030036	\$ 25,489,836	\$ -	\$ 25,489,836	\$ -	\$ 21,054,000	
	AC Transit Bus Component Preventive Maintenance	ALA030001	\$ 16,238,000	\$ -	\$ 16,238,000	\$ -	\$ 4,000,000	
	AC Transit Welfare to Work Program	ALA010060	\$ 22,800,000	\$ -	\$ 22,800,000	\$ -	\$ 20,800,000	
	Berkeley/Oakland/S.Leandro Corr MIS Study	ALA010036	\$ 3,050,847	\$ -	\$ 3,050,847	\$ -	\$ -	
	Bike Racks for New Buses	ALA070055	\$ 120,000	\$ -	\$ 120,000	\$ -	\$ -	
	Express Bus Demonstration Service	ALA030034	\$ 3,489,996	\$ -	\$ 3,489,996	\$ -	\$ 1,501,000	
	Grand/MacArthur Blvd Corridor Improvements	ALA070058	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ -	
	Information Systems Upgrade	ALA050041	\$ 2,823,677	\$ -	\$ 2,823,677	\$ -	\$ -	
	Transit Security Project	ALA050064	\$ 9,031,897	\$ -	\$ 9,031,897	\$ -	\$ 1,000,000	
	TravelChoice-Berkeley	ALA070047	\$ 477,000	\$ -	\$ 477,000	\$ -	\$ -	
	Zero Emission Bus Advanced Demonstration	ALA070046	\$ 22,900,000	\$ -	\$ 22,900,000	\$ -	\$ -	
	Emeryville Intermodal Transfer Station	ALA030004	\$ 1,044,077	\$ 282,720	\$ 761,357	\$ -	\$ -	
	AC Transit SATCOM Expansion	ALA010035	\$ 4,182,500	\$ 312,500	\$ 3,870,000	\$ -	\$ 2,870,000	
	Environmental Sustainability Program	CC-090029	\$ 6,070,000	\$ 700,000	\$ -	\$ 5,370,000	\$ -	
	Procure New Express Buses for I-80 HOV	CC-090012	\$ 10,000,000	\$ 1,000,000	\$ -	\$ 9,000,000	\$ -	
	Repl 71 1997 40" NABI buses w/ 50 VHools	ALA070019	\$ 15,300,000	\$ 1,300,000	\$ 14,000,000	\$ -	\$ -	
	I-680 Express Bus Service	ALA090011	\$ 10,400,000	\$ 2,000,000	\$ -	\$ 8,400,000	\$ -	
	AC Transit Facilities Upgrade	ALA010034	\$ 25,603,463	\$ 2,255,518	\$ 23,347,945	\$ -	\$ 1,775,000	
	AC Transit: Paratransit Van Leasing	ALA990052	\$ 8,779,310	\$ 4,141,000	\$ 4,638,310	\$ -	\$ 823,200	
	Safety and Security Enhancements	CC-090030	\$ 4,200,000	\$ 4,200,000	\$ -	\$ -	\$ -	
	Zero Emission Buses & Infrastructure Improvements	CC-090028	\$ 30,000,000	\$ 6,000,000	\$ -	\$ 24,000,000	\$ -	
	AC Transit: Over-the-Road Coach Replacements	ALA090033	\$ 11,122,914	\$ 11,122,914	\$ -	\$ -	\$ -	
	San Pablo Dam Road Transit Priority Measures	CC-090031	\$ 12,000,000	\$ 12,000,000	\$ -	\$ -	\$ -	
	AC Transit: ADA Paratransit Assistance	ALA990076	\$ 78,019,797	\$ 13,658,635	\$ 64,361,162	\$ -	\$ 42,873,774	
	Enhanced Bus - San Pablo Corridor	CC-090014	\$ 17,500,000	\$ 17,500,000	\$ -	\$ -	\$ -	
	Expand WCCC Transit Facilities	CC-090027	\$ 20,000,000	\$ 20,000,000	\$ -	\$ -	\$ -	
	AC Transit: NABI Bus Replacement	ALA090034	\$ 28,058,579	\$ 28,058,579	\$ -	\$ -	\$ -	
	AC Transit: Preventive Maintenance Program	ALA991070	\$ 260,172,275	\$ 34,584,288	\$ 225,587,987	\$ -	\$ 164,625,224	
	Enhanced Bus - Telegraph/Intl/East 14th	ALA050017	\$ 207,967,693	\$ 82,201,800	\$ 60,765,893	\$ 65,000,000	\$ 8,950,000	
	AC Transit Total			\$ 857,241,861	\$ 241,317,954	\$ 504,153,907	\$ 111,770,000	\$ 270,272,198
	ACCCA	East Bay Incident & Emergency Mgmt. System	ALA030042	\$ 400,000	\$ -	\$ 400,000	\$ -	\$ 400,000
		ACCCA - CMA Planning Activities	ALA979001	\$ 7,624,500	\$ -	\$ 7,624,500	\$ -	\$ 4,723,500
		Grand/MacArthur Bus Improvements	ALA050018	\$ 5,697,000	\$ 80,000	\$ 4,617,000	\$ 1,000,000	\$ 800,000
Alameda SMART Corridors Operations & Management		ALA050036	\$ 2,646,000	\$ 303,000	\$ 2,343,000	\$ -	\$ 744,000	
I-880/Maritime Street Ramp Modification		ALA070045	\$ 6,000,000	\$ 420,000	\$ 580,000	\$ 5,000,000	\$ -	
I-680 SMART Carpool Lane		ALA050029	\$ 25,619,000	\$ 515,000	\$ 25,104,000	\$ -	\$ 894,000	
Ardenwood Blvd Park & Ride Lot		ALA050033	\$ 8,200,000	\$ 750,000	\$ 7,450,000	\$ -	\$ 300,000	
I-580 WB Auxiliary Lane, First to Isabel		ALA090025	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	
Webster Street SMART Corridor Management Project		ALA090024	\$ 1,234,000	\$ 1,234,000	\$ -	\$ -	\$ -	
Planning, Programming and Monitoring		ALA99SA01	\$ 3,453,000	\$ 1,409,000	\$ 2,044,000	\$ -	\$ 512,000	
AB3090 Replacement Project 880/Mission Landscape		ALA030026	\$ 2,049,000	\$ 2,049,000	\$ -	\$ -	\$ -	
I-580 (TriValley) Corridor - WB Aux Lanes		ALA050011	\$ 4,500,000	\$ 4,500,000	\$ -	\$ -	\$ -	
Corridor Mobility Program & Adaptive Ramp Metering		ALA090019	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	
I-580/I-680 Interchange HOV direct connectors		ALA090005	\$ 15,000,000	\$ 5,000,000	\$ -	\$ 10,000,000	\$ -	
Truck Parking Facilities in North County (Phase I)		ALA090018	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -	
I-580 San Leandro Estudillo Noise Barrier		ALA010032	\$ 10,735,000	\$ 8,205,000	\$ 2,530,000	\$ -	\$ 2,210,000	
I-580 (TriValley) Right of Way Preservation		ALA050006	\$ 12,700,000	\$ 9,700,000	\$ 3,000,000	\$ -	\$ -	
I-880 North, Safety Improvements		ALA050019	\$ 96,987,000	\$ 19,887,000	\$ 4,100,000	\$ 73,000,000	\$ 1,100,000	
I-580 HOT Corridor Project		ALA090004	\$ 30,000,000	\$ 30,000,000	\$ -	\$ -	\$ -	
I-580/I-680 Improvements		ALA090003	\$ 392,500,000	\$ 30,000,000	\$ -	\$ 362,500,000	\$ -	
I-580 (TriValley) Corridor - EB HOV/HOT Lanes		ALA070020	\$ 198,203,000	\$ 62,586,000	\$ 135,617,000	\$ -	\$ 7,000,000	
I-80 Integrated Corridor Mobility Project		ALA070041	\$ 84,800,000	\$ 80,039,000	\$ 4,761,000	\$ -	\$ -	
I-580 (TriValley) Corridor - WB HOV & Connectors		ALA070018	\$ 129,608,000	\$ 120,108,000	\$ 9,500,000	\$ -	\$ -	
I-680 Sunol Grade - Alameda SB HOV Final Phase		ALA991084	\$ 203,056,000	\$ 126,896,000	\$ 76,160,000	\$ -	\$ 9,917,000	
ACCCA Total				\$ 1,252,011,500	\$ 514,681,000	\$ 285,830,500	\$ 451,500,000	\$ 28,600,500
ACTIA		I-880/Broadway-Jackson Interchange	ALA070009	\$ 28,000,000	\$ -	\$ 2,400,000	\$ 25,600,000	\$ 2,400,000
		I-580 Castro Valley Interchange Improvements	ALA050009	\$ 34,938,000	\$ 6,060,000	\$ 28,878,000	\$ -	\$ 1,310,000
	SR 84 Expressway Widening	ALA050014	\$ 90,300,000	\$ 65,500,000	\$ 24,800,000	\$ -	\$ 3,000,000	
ACTIA Total			\$ 153,238,000	\$ 71,560,000	\$ 56,078,000	\$ 25,600,000	\$ 6,710,000	
Alameda	Signal Coordination: 8th St, Otis Dr, & Park St.	ALA070049	\$ 169,000	\$ -	\$ 169,000	\$ -	\$ -	
	Tinker Avenue Reconfiguration	ALA990054	\$ 18,661,000	\$ -	\$ 18,661,000	\$ -	\$ -	

All Projects in the TIP

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2) Please review the projects highlighted in blue as well?

LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	Park St Streetscape	ALA070022	\$ 1,193,000	\$ 993,000	\$ 200,000	\$ -	\$ -
	Fruitvale Avenue Rail Bridge Seismic Retrofit	ALA090017	\$ 2,600,000	\$ 2,600,000	\$ -	\$ -	\$ -
Alameda Total			\$ 22,628,352	\$ 3,593,000	\$ 19,035,352	\$ -	\$ 5,352
Alameda County	E. Castro Valley Blvd /Dublin Canyon Rd Rehab	ALA050052	\$ 701,000	\$ -	\$ 701,000	\$ -	\$ 50,000
	Lewelling Blvd Widening	ALA070008	\$ 12,100,000	\$ -	\$ 12,100,000	\$ -	\$ 500,000
	Crow Canyon Safety Improvements	ALA010003	\$ 4,950,000	\$ -	\$ 950,000	\$ 4,000,000	\$ 500,000
	Alameda: Vasco Road Safety Improvements	ALA030002	\$ 34,035,000	\$ 160,000	\$ 33,875,000	\$ -	\$ 4,897,000
	Alameda County - Castro Valley Blvd Rehabilitation	ALA050072	\$ 955,000	\$ 856,000	\$ 99,000	\$ -	\$ -
	Sidewalk Improv. in Cherryland/Ashland/CV	ALA050035	\$ 3,528,000	\$ 3,233,000	\$ 295,000	\$ -	\$ -
	Estuary Bridges Seismic Retrofit and Repairs	ALA090022	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ -
	Fruitvale Avenue Roadway Bridge Seismic Retrofit	ALA090023	\$ 8,000,000	\$ 5,000,000	\$ -	\$ 3,000,000	\$ -
	Hampton Rd Streetscape Improvements	ALA070040	\$ 5,550,000	\$ 5,075,000	\$ 475,000	\$ -	\$ -
	E. 14th St/Mission Blvd Streetscape Improvements	ALA991077	\$ 15,569,000	\$ 12,688,000	\$ 2,881,000	\$ -	\$ 2,881,000
Alameda County Total			\$ 89,388,000	\$ 31,012,000	\$ 51,376,000	\$ 7,000,000	\$ 8,828,000
Alameda Cty TA	East-West Connector in Fremont & Union City	ALA978004	\$ 80,300,000	\$ 70,300,000	\$ 10,000,000	\$ -	\$ -
Alameda Cty TA Total			\$ 80,300,000	\$ 70,300,000	\$ 10,000,000	\$ -	\$ -
American Canyon	American Canyon - Elliott Street Rehabilitation	NAP050011	\$ 311,000	\$ 48,000	\$ 263,000	\$ -	\$ -
	West American Canyon Road Rehabilitation	NAP070004	\$ 347,000	\$ 281,000	\$ 66,000	\$ -	\$ -
	Wetlands Edge Bay Trail Segment	NAP070002	\$ 966,000	\$ 872,000	\$ 94,000	\$ -	\$ -
American Canyon Total			\$ 1,624,000	\$ 1,201,000	\$ 423,000	\$ -	\$ -
AMTRAK	Martinez At Grade Connector	CC-090032	\$ 35,000,000	\$ 35,000,000	\$ -	\$ -	\$ -
AMTRAK Total			\$ 35,000,333	\$ 35,000,000	\$ 333	\$ -	\$ -
Antioch	Somersville Road Bridge Widening	CC-050001	\$ 1,686,000	\$ -	\$ 1,686,000	\$ -	\$ -
	Empire Road Widening	CC-070007	\$ 1,500,000	\$ 1,200,000	\$ 300,000	\$ -	\$ 300,000
	Slatten Ranch Road	CC-070009	\$ 1,350,000	\$ 1,300,000	\$ 50,000	\$ -	\$ -
	Wild Horse Road Extension	CC-070010	\$ 2,200,000	\$ 2,200,000	\$ -	\$ -	\$ -
	Hillcrest Ave Extension	CC-070005	\$ 2,350,000	\$ 2,300,000	\$ 50,000	\$ -	\$ -
	Sand Creek Road Extension	CC-070006	\$ 2,350,000	\$ 2,300,000	\$ 50,000	\$ -	\$ -
	Hillcrest Avenue Widening	CC-070002	\$ 2,500,000	\$ 2,450,000	\$ 50,000	\$ -	\$ -
	L Street Widening	CC-070003	\$ 3,600,000	\$ 3,600,000	\$ -	\$ -	\$ -
	Laurel Road Extension	CC-070008	\$ 5,900,000	\$ 5,600,000	\$ 300,000	\$ -	\$ -
	Construct new interchange at Route 4/Phillips Lane	CC-090013	\$ 50,100,000	\$ 6,000,000	\$ -	\$ 44,100,000	\$ -
	Fitzuren Road Widening & Realignment	CC-090011	\$ 10,000,000	\$ 10,000,000	\$ -	\$ -	\$ -
	Somersville Road Widening	CC-070004	\$ 10,700,000	\$ 10,700,000	\$ -	\$ -	\$ -
	Antioch - Wilbur Ave Bridge Widening	CC-050002	\$ 16,397,000	\$ 14,802,000	\$ 1,595,000	\$ -	\$ 1,054,000
Antioch Total			\$ 110,633,000	\$ 62,452,000	\$ 4,081,000	\$ 44,100,000	\$ 1,354,000
Atherton	Atherton - Valparaiso Avenue Rehabilitation	SM-050021	\$ 1,082,000	\$ -	\$ 1,082,000	\$ -	\$ -
	Atherton Channel Trail and Bridge	SM-050045	\$ 132,000	\$ 132,000	\$ -	\$ -	\$ -
Atherton Total			\$ 1,214,000	\$ 132,000	\$ 1,082,000	\$ -	\$ -
BAAQMD	Spare the Air Program	MTC990015	\$ 14,981,038	\$ -	\$ 14,981,038	\$ -	\$ 10,722,038
BAAQMD Total			\$ 14,981,038	\$ -	\$ 14,981,038	\$ -	\$ 10,722,038
BART	AFC Modernization/Translink Implementation	MTC950001	\$ 110,277,750	\$ -	\$ 110,277,750	\$ -	\$ 110,277,750
	BART: ADA Paratransit Capital Accessibility Improv	BRT99T001	\$ 12,946,765	\$ -	\$ 12,946,765	\$ -	\$ 12,946,765
	BART: Core System Rehabilitation Program	BRT050004	\$ 7,805,458	\$ -	\$ 7,805,458	\$ -	\$ 7,805,458
	BART: Platform Edge Tile Replacement Program	BRT050001	\$ 8,100,653	\$ -	\$ 8,100,653	\$ -	\$ 8,100,653
	BART: Rail, Way and Structures Program	BRT971001	\$ 24,702,883	\$ -	\$ 24,702,883	\$ -	\$ 24,702,883
	Estuary Crossing Transit Study	ALA030041	\$ 613,130	\$ -	\$ 613,130	\$ -	\$ 613,130
	L-Line Intrusion Barriers	BRT030007	\$ 1,147,000	\$ -	\$ 1,147,000	\$ -	\$ 1,147,000
	Richmond Transit Village Transit & Ped Improv.	CC-010021	\$ 1,150,000	\$ -	\$ 1,150,000	\$ -	\$ 1,150,000
	Alameda County BART Station Renovations	REG070002	\$ 3,248,000	\$ -	\$ 3,248,000	\$ -	\$ -
	Ashby BART Station/Ed Roberts Campus	ALA070034	\$ 2,606,000	\$ -	\$ 2,606,000	\$ -	\$ -
	Balboa Park Walkway & Access Improv.	SF-050021	\$ 2,011,000	\$ -	\$ 2,011,000	\$ -	\$ 928,000
	BART Lake Merritt Channel Subway Repair	ALA010040	\$ 2,700,000	\$ -	\$ 2,700,000	\$ -	\$ 2,500,000
	BART Pittsburg-Bay Point Terminal Zone	CC-010027	\$ 1,800,000	\$ -	\$ 1,800,000	\$ -	\$ -
	BART SFO Extension Bicycle/Ped Path	SM-010005	\$ 3,651,000	\$ -	\$ 3,651,000	\$ -	\$ 1,531,000
	BART Stations Bicycle Pavilions	CC-030009	\$ 450,000	\$ -	\$ 450,000	\$ -	\$ -
	BART/MUNI Direct Connection Platform	SF-050014	\$ 4,200,000	\$ -	\$ 4,200,000	\$ -	\$ -
	BART: System Wide Safety Project	BRT030009	\$ 7,022,213	\$ -	\$ 7,022,213	\$ -	\$ 3,547,986
	BART: Wayside Train Control Rehab	BRT990003	\$ 39,319,056	\$ -	\$ 39,319,056	\$ -	\$ -
	Central Contra Costa BART Crossover	CC-050004	\$ 25,000,000	\$ -	\$ 25,000,000	\$ -	\$ 750,000
	Daly City BART Station Improvements	SM-070030	\$ 1,290,000	\$ -	\$ 1,290,000	\$ -	\$ -

All Projects in the TIP

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2) Please review the projects highlighted in blue as well?

LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	High Priority Security Project	REG050011	\$ 39,920,475	\$ -	\$ 39,920,475	\$ -	\$ -
	San Francisco Airport Extension	BRT975004	\$ 1,483,200,110	\$ -	\$ 1,483,200,110	\$ -	\$ 1,400,544,430
	St. Charles St. Ped & Bike Project	SF-050012	\$ 1,037,000	\$ -	\$ 1,037,000	\$ -	\$ 512,000
	TransLink Fare Collection System	BRT030006	\$ 19,880,000	\$ -	\$ 19,880,000	\$ -	\$ 12,980,000
	Oakland Bay Trail	ALA050076	\$ 984,456	\$ 253,935	\$ 730,521	\$ -	\$ -
	BART Station Electronic Bike Lockers, Ph. 2	ALA070051	\$ 543,000	\$ 543,000	\$ -	\$ -	\$ -
	BART Intermodal St Improv for Bus Safety & Access	ALA070063	\$ 824,100	\$ 824,100	\$ -	\$ -	\$ -
	City of Alameda Intermodal Facility	ALA050077	\$ 2,767,091	\$ 949,258	\$ 1,817,833	\$ -	\$ 404,119
	BART Station Streetscape Improvements	ALA050075	\$ 1,985,857	\$ 1,235,150	\$ 750,707	\$ -	\$ -
	ADA Paratransit Capital Accessibility Improve	BRT99T01B	\$ 14,913,186	\$ 3,759,119	\$ 11,154,067	\$ -	\$ -
	BART: ADA Operating Set-aside	REG050007	\$ 6,621,343	\$ 4,910,282	\$ 1,711,061	\$ -	\$ -
	Strategic Maintenance Program	REG050006	\$ 36,434,974	\$ 5,217,654	\$ 31,217,320	\$ -	\$ -
	BART: Preventive Maintenance	SM-050005	\$ 14,689,326	\$ 5,856,326	\$ 8,833,000	\$ -	\$ 8,833,000
	Ed Roberts Campus	ALA050065	\$ 46,290,197	\$ 10,437,286	\$ 35,852,911	\$ -	\$ -
	BART: General Mainline Renovation	REG050010	\$ 70,226,609	\$ 12,226,638	\$ 57,999,971	\$ -	\$ -
	Railcar Replacement Program	REG090037	\$ 15,707,777	\$ 15,707,777	\$ -	\$ -	\$ -
	Richmond BART Parking Structure	CC-030003	\$ 29,547,386	\$ 24,145,600	\$ 5,401,786	\$ -	\$ 1,580,000
	BART Car Exchange (Preventive Maintenance)	REG050020	\$ 102,484,000	\$ 25,623,000	\$ 76,861,000	\$ -	\$ -
	BART Train Control Renovation	BRT030004	\$ 123,727,289	\$ 29,417,000	\$ 94,310,289	\$ -	\$ 41,553,604
		BRT97100B	\$ 87,650,000	\$ 29,945,000	\$ 57,705,000	\$ -	\$ 8,205,000
	BART: Traction Power System Renovation	BRT030005	\$ 98,325,000	\$ 33,450,000	\$ 64,875,000	\$ -	\$ 15,375,000
	BART Transbay Tube Seismic Retrofit	BRT050003	\$ 325,378,000	\$ 71,199,000	\$ 254,179,000	\$ -	\$ 20,363,000
	BART Seismic Retrofit Program	BRT991003	\$ 1,168,198,000	\$ 124,136,000	\$ 1,021,972,000	\$ 22,090,000	\$ 40,021,000
	BART - Warm Springs Extension	ALA050015	\$ 889,833,000	\$ 362,700,000	\$ 285,433,000	\$ 241,700,000	\$ 65,115,000
	E-BART - East Contra Costa Rail Extension	CC-050025	\$ 487,250,000	\$ 436,250,000	\$ 32,000,000	\$ 19,000,000	\$ 18,750,000
	BART Oakland Airport Connector	BRT990002	\$ 539,862,999	\$ 489,631,000	\$ 50,231,999	\$ -	\$ 25,232,000
BART Total			\$ 5,868,322,083	\$ 1,688,417,125	\$ 3,897,114,958	\$ 282,790,000	\$ 1,874,737,272
Belmont	Belmont - Old County Road Rehabilitation	SM-050011	\$ 175,000	\$ 145,000	\$ 30,000	\$ -	\$ -
	US 101 Belmont Bike/Ped Bridge	SM-070005	\$ 8,378,000	\$ 8,378,000	\$ -	\$ -	\$ -
Belmont Total			\$ 8,553,000	\$ 8,523,000	\$ 30,000	\$ -	\$ -
Benicia	Install Diesel Particulate Devices	SOL070024	\$ 253,400	\$ -	\$ 253,400	\$ -	\$ -
	Rehabilitation of Seven Buses	SOL070023	\$ 288,400	\$ -	\$ 288,400	\$ -	\$ -
	Van Replacement: Purchase (2) Cut-Aways	SOL050035	\$ 167,625	\$ -	\$ 167,625	\$ -	\$ -
	Benicia Intermodal Transportation Station	SOL010031	\$ 3,000,000	\$ -	\$ -	\$ 3,000,000	\$ -
	Preventive Maintenance	SOL070032	\$ 26,261	\$ 26,261	\$ -	\$ -	\$ -
	Purchase of Administrative Car	SOL070034	\$ 27,119	\$ 27,119	\$ -	\$ -	\$ -
	Radio Equipment	SOL070039	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ -
	Shop Truck Replacement	SOL070035	\$ 40,000	\$ 40,000	\$ -	\$ -	\$ -
	GFI Genfare Fare Collection System	SOL070038	\$ 65,000	\$ 65,000	\$ -	\$ -	\$ -
	Purchase Bus Shelters	SOL070022	\$ 78,854	\$ 72,400	\$ 6,454	\$ -	\$ -
	Replacement of One Cutaway Vehicle	SOL070030	\$ 73,463	\$ 73,463	\$ -	\$ -	\$ -
	Security Cameras on Buses	SOL070037	\$ 90,000	\$ 90,000	\$ -	\$ -	\$ -
	Shop Equipment	SOL070033	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -
	Replacement of Two Minivans	SOL070031	\$ 100,130	\$ 100,130	\$ -	\$ -	\$ -
	Benicia Breeze Maintenance Facility	SOL070036	\$ 550,000	\$ 550,000	\$ -	\$ -	\$ -
	State Park Road Bridge Widening	SOL070045	\$ 2,513,000	\$ 2,513,000	\$ -	\$ -	\$ -
Benicia Total			\$ 7,413,252	\$ 3,697,373	\$ 715,879	\$ 3,000,000	\$ -
Berkeley	San Pablo Ave. Corridor Bicycle Path	ALA990078	\$ 2,119,250	\$ -	\$ 2,119,250	\$ -	\$ 950,250
	Berkeley - University Ave Rehabilitation	ALA050073	\$ 952,000	\$ 942,000	\$ 10,000	\$ -	\$ -
	Ed Roberts Intermodal Transit Center	ALA050081	\$ 6,529,000	\$ 1,900,000	\$ 4,629,000	\$ -	\$ -
	I-80 Gilman Interchange Reconfiguration	ALA050079	\$ 6,962,000	\$ 6,962,000	\$ -	\$ -	\$ -
Berkeley Total			\$ 21,096,472	\$ 9,804,000	\$ 11,292,472	\$ -	\$ 950,250
Brentwood	Central Boulevard Widening	CC-070016	\$ 1,870,286	\$ 1,770,286	\$ 100,000	\$ -	\$ -
	SR4 (Brentwood Boulevard) Widening	CC-070012	\$ 3,830,702	\$ 3,677,702	\$ 153,000	\$ -	\$ -
	Central Blvd Widening	CC-070015	\$ 4,185,156	\$ 4,185,156	\$ -	\$ -	\$ -
	Brentwood Boulevard North	CC-090021	\$ 23,536,000	\$ 4,536,000	\$ -	\$ 19,000,000	\$ -
	John Muir Parkway Extension	CC-070077	\$ 5,389,000	\$ 5,269,000	\$ 120,000	\$ -	\$ -
	Sand Creek Road Widening - Phase II	CC-070001	\$ 5,548,000	\$ 5,548,000	\$ -	\$ -	\$ -
	John Muir Parkway Extension: Ph. II	CC-070078	\$ 6,996,000	\$ 6,788,000	\$ 208,000	\$ -	\$ -
	Lone Tree Way Undercrossing	CC-070013	\$ 14,611,797	\$ 14,611,797	\$ -	\$ -	\$ -
	Lone Tree Way Widening	CC-070014	\$ 14,979,516	\$ 14,873,516	\$ 106,000	\$ -	\$ -

All Projects in the TIP

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LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	SR4/Brentwood Boulevard Widening - North	CC-070011	\$ 18,810,173	\$ 18,610,173	\$ 200,000	\$ -	\$ -
Brentwood Total			\$ 99,756,630	\$ 79,869,630	\$ 887,000	\$ 19,000,000	\$ -
Brisbane	US 101/Candlestick Interchange	SM-090004	\$ 15,000,000	\$ 3,500,000	\$ -	\$ 11,500,000	\$ -
Brisbane Total			\$ 15,000,000	\$ 3,500,000	\$ -	\$ 11,500,000	\$ -
Burlingame	Burlingame - Various Streets Rehabilitation	SM-070013	\$ 583,000	\$ -	\$ 583,000	\$ -	\$ -
Burlingame Total			\$ 583,000	\$ -	\$ 583,000	\$ -	\$ -
Caltrain	Diridon Stn:Track/Signal/Term Rehab Upgrade	JPB991001	\$ 12,740,000	\$ -	\$ 12,740,000	\$ -	\$ 12,740,000
	Palo Alto ADA Crossing Improvements	SM-030026	\$ 8,200,606	\$ -	\$ 8,200,606	\$ -	\$ 1,000,817
	Caltrain Stations - Safety Improvement Program	SM-030020	\$ 29,704,687	\$ -	\$ 29,704,687	\$ -	\$ 16,729,001
	Caltrain Systemwide Station Improvements	SM-070034	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ -
	Caltrain: Install Crossovers & Control Points	SM-050004	\$ 7,875,192	\$ -	\$ 7,875,192	\$ -	\$ 4,450,682
	Caltrain: N/S Terminal Track Upgrades	JPB990004	\$ 32,589,843	\$ -	\$ 32,589,843	\$ -	\$ 32,122,665
	Caltrain: Systemwide Security	SM-030010	\$ 9,459,604	\$ -	\$ 9,459,604	\$ -	\$ 3,051,028
	Downtown SF Bikestation Operations	SF-050022	\$ 339,000	\$ -	\$ 339,000	\$ -	\$ -
	Installation of Fixed Fuel Facility	SCL050065	\$ 4,299,600	\$ -	\$ 4,299,600	\$ -	\$ -
	North Terminal Operational Improvements Phase II	SF-070038	\$ 1,500,000	\$ -	\$ 1,500,000	\$ -	\$ -
	Rapid Rail Related Projects Pt. II	SM-030014	\$ 16,995	\$ -	\$ 16,995	\$ -	\$ -
	Signal Replacement and Upgrade Program	SM-070033	\$ 1,847,561	\$ -	\$ 1,847,561	\$ -	\$ -
	Systemwide Security Operating Support	SM-050050	\$ 623,006	\$ -	\$ 623,006	\$ -	\$ 550,000
	Train Tracking Information System	SM-030035	\$ 3,631,500	\$ -	\$ 3,631,500	\$ -	\$ 937,500
	VMS-PA Systems Integration	SM-070032	\$ 1,100,000	\$ -	\$ 1,100,000	\$ -	\$ -
	Narrow Banding Project	SM-090001	\$ 1,287,000	\$ -	\$ 440,000	\$ 847,000	\$ -
	Wide Spectrum Radio ATCS Sec. Chan. Implementation	SM-090002	\$ 2,075,000	\$ 415,000	\$ 1,660,000	\$ -	\$ -
	Caltrain/ACE Santa Clara Train Station	SCL991060	\$ 6,083,439	\$ 509,183	\$ 5,574,256	\$ -	\$ 3,501,000
	Caltrain Bridge Rehabilitation Program	SM-070047	\$ 1,031,645	\$ 1,031,645	\$ -	\$ -	\$ -
		SM-090025	\$ 1,033,836	\$ 1,033,836	\$ -	\$ -	\$ -
	Caltrain: Preventive Maintenance	REG090053	\$ 1,179,292	\$ 1,179,292	\$ -	\$ -	\$ -
	Accessible Capital Enhancement	JPB991004	\$ 7,707,095	\$ 1,300,996	\$ 6,406,099	\$ -	\$ 6,204,034
	Caltrain: ADA Operating Set-aside	SM-050040	\$ 2,800,626	\$ 1,357,980	\$ 1,442,646	\$ -	\$ -
	Caltrain: Revenue Vehicle Rehab Program	REG090051	\$ 1,804,051	\$ 1,804,051	\$ -	\$ -	\$ -
	Caltrain: Signal/Communication Rehab. & Upgrades	SM-050041	\$ 28,130,013	\$ 14,164,703	\$ 13,965,310	\$ -	\$ -
	South SF Station Improvement Project	SM-030030	\$ 138,021,000	\$ 19,203,000	\$ 118,818,000	\$ -	\$ 114,261,916
	Tilton-Poplar Grade Separation	SM-010054	\$ 25,725,962	\$ 20,385,962	\$ 5,340,000	\$ -	\$ 440,000
	Caltrain: Systemwide Track Rehab & Related Struct.	SM-03006B	\$ 72,235,040	\$ 20,866,154	\$ 51,368,886	\$ -	\$ -
	San Jose to Santa Clara - 4th Main Track	SCL010013	\$ 27,140,000	\$ 23,940,000	\$ 3,200,000	\$ -	\$ 3,200,000
	Caltrain Express: Phase 2	SM-070008	\$ 139,000,000	\$ 139,000,000	\$ -	\$ -	\$ -
	Caltrain grade separation program	SM-090021	\$ 165,000,000	\$ 165,000,000	\$ -	\$ -	\$ -
	Caltrain Electrification	SF-010028	\$ 629,320,000	\$ 389,109,000	\$ 30,975,000	\$ 209,236,000	\$ 26,975,000
Caltrain Total			\$ 1,365,001,593	\$ 800,300,802	\$ 354,617,791	\$ 210,083,000	\$ 226,163,643
Caltrans	Bay Trail (Union City Segment)	ALA990091	\$ 1,161,500	\$ -	\$ 1,161,500	\$ -	\$ 1,161,500
	Grouped Listing SHOPP - Transportation Enh. (TE)	MTC050012	\$ 3,700,000	\$ -	\$ 3,700,000	\$ -	\$ 3,700,000
	I-80 Berkeley Aquatic Park Noise Barrier	ALA978015	\$ 237,000	\$ -	\$ 237,000	\$ -	\$ 237,000
	Benicia/Martinez Bridge Env. Mitigation	B-B030001	\$ 14,266,500	\$ -	\$ 14,266,500	\$ -	\$ 12,543,500
	Benicia-Martinez Bridge	B-B970001	\$ 762,494,933	\$ -	\$ 762,494,933	\$ -	\$ 701,690,766
	Carquinez Bridge Demolition	B-C030001	\$ 23,677,000	\$ -	\$ 23,677,000	\$ -	\$ 17,813,000
	Elderly & Persons with Disability Program	VAR030001	\$ 18,497,597	\$ -	\$ 18,497,597	\$ -	\$ 7,293,000
	Grouped Listing- Seismic Retrofit	VAR991008	\$ 172,000,000	\$ -	\$ 172,000,000	\$ -	\$ 152,000,000
	I-80/I-680 Mitigation Landscaping	SOL070014	\$ 50,000	\$ -	\$ 50,000	\$ -	\$ -
	I-880 Fifth Avenue Bridge Retrofit/Replacement	ALA070003	\$ 185,703,000	\$ -	\$ 185,703,000	\$ -	\$ -
	Richmond-San Rafael Bridge Deck Resurfacing	B-R990003	\$ 25,900,000	\$ -	\$ 25,900,000	\$ -	\$ -
	Rt 280/380 I/C Local Access Improvements	SM-991118	\$ 3,825,110	\$ -	\$ 3,825,110	\$ -	\$ 3,121,110
	Son 101 HOV - SR 12 to Steele Lane	SON990001	\$ 133,822,000	\$ -	\$ 133,822,000	\$ -	\$ 24,255,000
	SR 12 Truck Climbing Lane	SOL050005	\$ 25,013,000	\$ -	\$ 25,013,000	\$ -	\$ -
	SR 152 Runoff Pollution Control	SCL050011	\$ 821,000	\$ -	\$ 821,000	\$ -	\$ 100,000
	SR 29 - Trancas Street I/C Mitigation Planting	NAP050001	\$ 827,000	\$ -	\$ 827,000	\$ -	\$ -
	SR 37 - Napa River to SR 29 Planting Mitigation	SOL991103	\$ 1,041,000	\$ -	\$ 1,041,000	\$ -	\$ 600,000
	SR 37 Planting Mitigation	SOL050004	\$ 172,000	\$ -	\$ 172,000	\$ -	\$ -
	Traffic Operating System Improvements	SCL991023	\$ 434,000	\$ -	\$ 434,000	\$ -	\$ 390,000
	US 101 / Woodside Interchange Improvement	SM-050027	\$ 56,000,000	\$ -	\$ 56,000,000	\$ -	\$ -
	Mark West Creek Bridge	SON050001	\$ 6,617,000	\$ -	\$ 1,616,000	\$ 5,001,000	\$ 300,000
	SR 12 - Suisun Valley Rd Bridge Replacement	SOL050006	\$ 3,572,000	\$ -	\$ 571,000	\$ 3,001,000	\$ 369,000

All Projects in the TIP

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LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	SR 84 WB HOV Lane Extension	ALA010006	\$ 39,965,000	\$ -	\$ 9,965,000	\$ 30,000,000	\$ 655,000
	Mandela Parkway Extension Phase II	ALA030003	\$ 180,000	\$ 20,000	\$ 160,000	\$ -	\$ 160,000
	King Ridge Rd. Bridge Rehab. Project	SON070026	\$ 1,790,100	\$ 35,100	\$ 251,000	\$ 1,504,000	\$ -
	SR 13 Median Landscaping	ALA050059	\$ 565,000	\$ 99,765	\$ 465,235	\$ -	\$ -
	Grouped Listing Local - HES	VAR991010	\$ 41,905,000	\$ 113,000	\$ 41,792,000	\$ -	\$ 29,110,000
	I-880/SR92 Interchange Reconstruction	B-H970002	\$ 135,846,533	\$ 238,000	\$ 135,608,533	\$ -	\$ 26,573,800
	SR 1 Devils Slide Bypass	SM-979013	\$ 322,866,000	\$ 750,000	\$ 322,116,000	\$ -	\$ 10,998,000
	US 101 - Golden Gate Botanical Area Revegetation	MRN050012	\$ 870,000	\$ 835,000	\$ 35,000	\$ -	\$ -
	Grouped Listing - Railroad Crossings	VAR991009	\$ 16,791,848	\$ 1,726,848	\$ 15,065,000	\$ -	\$ 11,400,000
	US 101 / SR 87-Trimble Road Landscaping	SCL050013	\$ 2,390,000	\$ 2,197,000	\$ 193,000	\$ -	\$ 193,000
	I-580 Oakland Horton/Hollis St. Widening	ALA070005	\$ 2,252,000	\$ 2,252,000	\$ -	\$ -	\$ -
	I-80/I-680 Aux Lanes Improvement Landscaping	SOL050003	\$ 2,544,000	\$ 2,544,000	\$ -	\$ -	\$ -
	Son 101 HOV - SR 12 to Steele & Steele Lane I/C	SON010001	\$ 5,116,000	\$ 2,580,000	\$ 2,536,000	\$ -	\$ 2,536,000
	SR 12/29/221 Intersection Improvements	NAP010001	\$ 19,300,000	\$ 2,600,000	\$ 3,700,000	\$ 13,000,000	\$ -
	Double rail track btw Oakley & Port Chicago	CC-090010	\$ 28,071,000	\$ 2,621,000	\$ -	\$ 25,450,000	\$ -
	US 101 Auxiliary Lanes - 3rd to Millbrae	SM-010031	\$ 188,240,000	\$ 2,864,000	\$ 185,376,000	\$ -	\$ 16,550,000
	Grouped Listing: ARRA - FTA 5311	REG090010	\$ 3,101,483	\$ 3,101,483	\$ -	\$ -	\$ -
	I-880 SB Auxiliary Lane at Oak Street	ALA070006	\$ 3,325,000	\$ 3,325,000	\$ -	\$ -	\$ -
	San Mateo County: Install TMS Elements	SM-090023	\$ 3,338,000	\$ 3,338,000	\$ -	\$ -	\$ -
	Son 101 HOV - Santa Rosa Bike/Ped Beautification	SON050002	\$ 5,694,000	\$ 3,350,000	\$ 2,344,000	\$ -	\$ -
	SR 37/29 Interchange Landscaping	SOL030006	\$ 4,527,000	\$ 3,769,000	\$ 758,000	\$ -	\$ -
	Grouped Listing - Emergency Response (ER) State	VAR991004	\$ 202,250,000	\$ 3,850,000	\$ 198,400,000	\$ -	\$ 195,400,000
	I-80 Alamo Creek On-Ramp and Bridge Widening	SOL070002	\$ 3,924,000	\$ 3,924,000	\$ -	\$ -	\$ -
	I-238 Widening Replacement Planting	ALA070006	\$ 4,059,000	\$ 4,059,000	\$ -	\$ -	\$ -
	Grouped Listing: FTA Non-Urbanized Formula Program	VAR030002	\$ 19,472,322	\$ 4,895,345	\$ 14,576,977	\$ -	\$ 3,947,160
	SR 82-El Camino Real Signal Coordination	SM-070003	\$ 6,224,000	\$ 5,485,000	\$ 739,000	\$ -	\$ -
	SR 87 Guadalupe Freeway Corridor	SCL030008	\$ 6,716,000	\$ 6,466,000	\$ 250,000	\$ -	\$ -
	Grouped Listing - ARRA - Highway Maintenance	REG090034	\$ 7,150,000	\$ 7,150,000	\$ -	\$ -	\$ -
	I-680 Sunol Grade SouthBound HOV Lanes - SCL Final	SCL991077	\$ 8,308,000	\$ 8,308,000	\$ -	\$ -	\$ -
	Marin US 101 HOV Gap Closure	MRN990001	\$ 173,802,774	\$ 9,300,000	\$ 164,502,774	\$ -	\$ 81,799,774
	I-880 Fruitvale Avenue Bridge Rehab in Oakland	ALA090029	\$ 11,550,494	\$ 11,550,494	\$ -	\$ -	\$ -
	SR 152 Truck Passing Lane - Part A	SCL970002	\$ 14,760,000	\$ 12,075,000	\$ 2,685,000	\$ -	\$ 2,685,000
	SR 92 Truck Climbing Lane	SM-990003	\$ 26,571,000	\$ 12,540,000	\$ 14,031,000	\$ -	\$ 14,031,000
	Grouped Listing - High Risk Rural Roads (HR3) Prog	REG070008	\$ 21,965,150	\$ 13,942,150	\$ 8,023,000	\$ -	\$ -
	Grouped Listing Local - SRTS	REG090001	\$ 20,155,140	\$ 14,151,140	\$ 6,004,000	\$ -	\$ -
	Grouped Listing - ARRA SHOPP - Bridge Preservation	REG090036	\$ 14,779,000	\$ 14,779,000	\$ -	\$ -	\$ -
	I-580 WB to US 101 NB Aux Lanes	MRN070007	\$ 20,000,000	\$ 15,300,000	\$ 4,700,000	\$ -	\$ -
	Grouped Listing:Highway Safety Improvement Program	REG070009	\$ 23,532,000	\$ 18,130,000	\$ 5,402,000	\$ -	\$ -
	US 101/East Washington I/C Reconfiguration	SON050015	\$ 23,000,000	\$ 20,760,000	\$ 2,240,000	\$ -	\$ -
	I-280 Roadway Rehabilitation in San Jose	SCL090033	\$ 20,760,682	\$ 20,760,682	\$ -	\$ -	\$ -
	I-238 Widening	ALA990013	\$ 109,235,000	\$ 26,735,000	\$ 82,500,000	\$ -	\$ 56,500,000
	I-880/SR 262 I/C and HOV lanes	ALA978027	\$ 178,778,000	\$ 27,474,000	\$ 151,304,000	\$ -	\$ 105,999,000
	I-680 Sunol Grade NB HOV Lane	ALA010014	\$ 52,922,000	\$ 28,107,000	\$ 8,440,000	\$ 16,375,000	\$ 8,440,000
	US 101 / Willow Road Interchange Reconstruction	SM-010047	\$ 50,483,000	\$ 28,471,000	\$ 22,012,000	\$ -	\$ 18,921,000
	I-80 Rehabilitate Roadway in Fairfield	SOL090005	\$ 30,296,000	\$ 30,296,000	\$ -	\$ -	\$ -
	Mathilda Avenue Bridge Replacement.	SCL050006	\$ 33,388,000	\$ 30,312,000	\$ 3,076,000	\$ -	\$ -
	Grouped Listing SHOPP - Roadside Preservation	MTC050008	\$ 58,610,000	\$ 31,082,000	\$ 27,528,000	\$ -	\$ 11,600,000
	US 101 / Broadway Interchange Improvement	SM-050028	\$ 43,300,000	\$ 32,000,000	\$ 11,300,000	\$ -	\$ -
	I-80 EB HOV Lane - SR 4 to Carquinez Bridge	CC-050026	\$ 50,000,000	\$ 44,740,000	\$ 5,260,000	\$ -	\$ -
	Grouped Listing SHOPP - Mobility	MTC050006	\$ 213,428,000	\$ 59,731,000	\$ 153,697,000	\$ -	\$ 57,225,000
	Eastbound Truck Climbing Lane	ALA090028	\$ 64,265,000	\$ 64,265,000	\$ -	\$ -	\$ -
	I-680 South Contra Costa Roadway Rehabilitation	CC-070017	\$ 68,884,000	\$ 68,884,000	\$ -	\$ -	\$ -
	Grouped Listing ARRA SHOPP - Roadway Preservation	REG090035	\$ 69,067,000	\$ 69,067,000	\$ -	\$ -	\$ -
	Son 101 HOV - Rohnert Park Expwy to Santa Rosa Av	SON950005	\$ 89,715,000	\$ 69,870,000	\$ 19,845,000	\$ -	\$ 6,368,000
	I-880 SB HOV Lanes - Marina Blvd to Hegenberger	ALA070042	\$ 109,395,000	\$ 104,875,000	\$ 4,520,000	\$ -	\$ -
	US 101 Auxiliary Lanes - Marsh Road to SCL County	SM-030001	\$ 111,231,000	\$ 106,031,000	\$ 5,200,000	\$ -	\$ -
	Grouped Listing - SHOPP - Mandated and Prop IB	VAR991003	\$ 266,217,000	\$ 115,217,000	\$ 151,000,000	\$ -	\$ 111,000,000
	SR 12 (Jamieson Canyon Road) Widening	NAP010008	\$ 138,941,000	\$ 116,006,000	\$ 22,935,000	\$ -	\$ 4,500,000
	Grouped Listing for SHOPP - Emergency Response	REG070001	\$ 261,325,000	\$ 121,397,000	\$ 139,928,000	\$ -	\$ -
	I-880 High Street Bridge Retrofit/Replacement	ALA070007	\$ 152,730,000	\$ 152,730,000	\$ -	\$ -	\$ -
	Grouped Listing Local - Highway Bridge Program	VAR991007	\$ 511,412,000	\$ 186,017,000	\$ 175,171,000	\$ 150,224,000	\$ 91,862,000

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LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	Grouped Listing SHOPP - Roadway Preservation	MTC050009	\$ 1,211,140,000	\$ 347,121,000	\$ 864,019,000	\$ -	\$ 199,400,000
	Grouped Listing - SHOPP - Collision Reduction	MTC050011	\$ 619,844,600	\$ 361,550,000	\$ 258,294,600	\$ -	\$ 81,242,000
	SR 24 - Caldecott Tunnel 4th Bore	CC-010002	\$ 420,510,000	\$ 368,210,000	\$ 52,300,000	\$ -	\$ 19,000,000
	Grouped Listing SHOPP - Bridge Preservation	VAR991005	\$ 2,100,266,000	\$ 493,648,000	\$ 1,606,618,000	\$ -	\$ 1,423,720,000
	San Francisco-Oakland Bay Bridge	ALA977038	\$ 5,665,800,000	\$ 636,430,000	\$ 5,029,370,000	\$ -	\$ 2,602,000,000
Caltrans Total			\$ 15,578,671,766	\$ 3,966,051,007	\$ 11,368,065,759	\$ 244,555,000	\$ 6,119,389,610
Campbell	Campbell - Various Streets Rehabilitation	SCL050067	\$ 368,000	\$ -	\$ 368,000	\$ -	\$ -
	East Campbell Avenue Master Plan Project	SCL070022	\$ 3,707,859	\$ 3,437,859	\$ 270,000	\$ -	\$ -
Campbell Total			\$ 4,075,859	\$ 3,437,859	\$ 638,000	\$ -	\$ -
CC County	Camino Tassajara Bikeway Shoulders	CC-030010	\$ 1,733,000	\$ -	\$ 1,733,000	\$ -	\$ 10,000
	Contra Costa Co. - San Pablo Dam Rd Rehabilitation	CC-050065	\$ 707,000	\$ -	\$ 707,000	\$ -	\$ -
	Contra Costa Co.- Stone Valley Road Rehabilitation	CC-050062	\$ 653,000	\$ -	\$ 653,000	\$ -	\$ -
	Delta DeAnza Trail Gap Closure	CC-010031	\$ 372,000	\$ 251,000	\$ 121,000	\$ -	\$ -
	Illuminated Advanced Warning Traffic Signs	CC-070097	\$ 270,000	\$ 260,000	\$ 10,000	\$ -	\$ -
	Montalvin Manor Ped and Transit Access Improvement	CC-070087	\$ 1,477,000	\$ 1,477,000	\$ -	\$ -	\$ -
	Byron - Armstrong Road Extension	CC-070081	\$ 2,500,000	\$ 2,190,000	\$ 310,000	\$ -	\$ -
	Camino Tassajara Rd Widening: Windemere Pkwy	CC-090022	\$ 13,020,000	\$ 3,020,000	\$ -	\$ 10,000,000	\$ -
	Port Costa-Martinez Bike/Ped Trail	CC-070020	\$ 3,450,000	\$ 3,450,000	\$ -	\$ -	\$ -
	N. Richmond Truck Route	CC-090003	\$ 22,100,000	\$ 4,725,000	\$ -	\$ 17,375,000	\$ -
	Byron Hwy Extension	CC-070079	\$ 7,200,000	\$ 7,200,000	\$ -	\$ -	\$ -
	Iron Horse Trail Over-crossing at Treat	CC-990046	\$ 12,751,000	\$ 10,604,000	\$ 2,147,000	\$ -	\$ 1,500,000
	Pacheco Blvd Widening	CC-070018	\$ 15,100,000	\$ 15,100,000	\$ -	\$ -	\$ -
	SR 239 Construction	CC-070019	\$ 15,537,474	\$ 15,537,474	\$ -	\$ -	\$ -
	Kirker Pass Road Truck Climbing Lanes	CC-070075	\$ 20,000,000	\$ 16,000,000	\$ 4,000,000	\$ -	\$ -
	Vasco Road Safety Improvements - Contra Costa	CC-050030	\$ 31,496,000	\$ 29,596,000	\$ 1,900,000	\$ -	\$ -
	Widen Dougherty Road to 6 lanes from Red Willow	CC-090024	\$ 47,755,000	\$ 47,755,000	\$ -	\$ -	\$ -
CC County Total			\$ 196,121,474	\$ 157,165,474	\$ 11,581,000	\$ 27,375,000	\$ 1,510,000
CCAG	SMCCAG - CMA Planning Activities	SM-979033	\$ 5,200,500	\$ -	\$ 5,200,500	\$ -	\$ 3,321,500
	Planning, Programming and Monitoring	SM-030015	\$ 1,061,000	\$ 460,000	\$ 601,000	\$ -	\$ -
	Dumbarton Bridge to US101 Connection Study	SM-070029	\$ 558,000	\$ 558,000	\$ -	\$ -	\$ -
	San Mateo Countywide ITS Improvements	SM-070002	\$ 1,977,000	\$ 1,977,000	\$ -	\$ -	\$ -
	San Mateo County Traffic Incident Management	SM-070037	\$ 20,467,000	\$ 20,467,000	\$ -	\$ -	\$ -
CCAG Total			\$ 29,263,500	\$ 23,462,000	\$ 5,801,500	\$ -	\$ 3,321,500
CCCTA	4 Paratransit & 5 Van Purchase	CC-010044	\$ 473,931	\$ -	\$ 473,931	\$ -	\$ 473,931
	Automated Fuel and Lube Island Replacement	CC-030033	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ 150,000
	CCCTA: Paratransit Van Replacement	CC-99T005	\$ 146,000	\$ -	\$ 146,000	\$ -	\$ 146,000
	APC and AVA with Security Upgrades	CC-050046	\$ 496,149	\$ -	\$ 496,149	\$ -	\$ -
	Basic Security Awareness Training	CC-070099	\$ 85,000	\$ -	\$ 85,000	\$ -	\$ -
	Facility Access Control Systems	CC-070096	\$ 410,000	\$ -	\$ 410,000	\$ -	\$ -
	Install 103 Bus Catalyst Devices	CC-030016	\$ 2,584,072	\$ -	\$ 2,584,072	\$ -	\$ 2,490,676
	On-Board Security Cameras	CC-050052	\$ 220,771	\$ -	\$ 220,771	\$ -	\$ -
	Operations Facility Security System	CC-050053	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -
	Pacheco Transit Hub	CC-050010	\$ 1,982,000	\$ -	\$ 1,982,000	\$ -	\$ 130,000
	Diablo Valley College Bus Transit Center	CC-050058	\$ 3,192,511	\$ 423,225	\$ 2,769,286	\$ -	\$ -
	Martinez Intermodal Facility Restoration	CC-050059	\$ 1,830,519	\$ 651,359	\$ 1,179,160	\$ -	\$ -
	Replace 11 Gasoline Paratransit Vans	CC-070093	\$ 808,088	\$ 808,088	\$ -	\$ -	\$ -
	CCCTA: Preventive Maintenance Program	CC-030034	\$ 11,734,289	\$ 1,155,314	\$ 10,578,975	\$ -	\$ 4,497,000
	CCCTA: ADA Paratransit Assistance	CC-99T001	\$ 8,459,806	\$ 1,721,767	\$ 6,738,039	\$ -	\$ 4,271,841
	CCCTA: Replace 38 LINK vans and 12 Flex vans	CC-050038	\$ 9,270,117	\$ 4,619,160	\$ 4,650,957	\$ -	\$ -
	Replace 40 Diesel 40' Buses	CC-070094	\$ 18,986,499	\$ 18,860,499	\$ 126,000	\$ -	\$ -
CCCTA Total			\$ 60,929,752	\$ 28,239,412	\$ 32,690,340	\$ -	\$ 12,159,448
CCJPA	Capitol Corridor - Bahia Viaduct Track Upgrade	SOL010030	\$ 4,940,000	\$ -	\$ 4,940,000	\$ -	\$ -
	Capitol Corridor Rail Improvements	ALA070016	\$ 5,260,000	\$ -	\$ 5,260,000	\$ -	\$ -
	Benicia Siding Extension	SOL050028	\$ 4,009,000	\$ 1,254,000	\$ 2,755,000	\$ -	\$ -
CCJPA Total			\$ 14,209,000	\$ 1,254,000	\$ 12,955,000	\$ -	\$ -
CCTA	CCTA - CMA Planning Activities	CC-979042	\$ 5,157,500	\$ -	\$ 5,157,500	\$ -	\$ 2,881,500
	SR4 E widening from Loveridge to Somersville: Ph 1	CC-070068	\$ 3,450,000	\$ -	\$ 3,450,000	\$ -	\$ -
	Planning, Programming and Monitoring	CC-070021	\$ 1,765,000	\$ 1,358,000	\$ 407,000	\$ -	\$ -
	I-680 HOV Southbound Lane Extension	CC-070090	\$ 3,000,000	\$ 2,850,000	\$ 150,000	\$ -	\$ -
	I-680 NB HOV Gap Closure	CC-070022	\$ 43,000,000	\$ 6,000,000	\$ -	\$ 37,000,000	\$ -
	I-680 SB HOV Lane Gap Closure	CC-050028	\$ 14,000,000	\$ 14,000,000	\$ -	\$ -	\$ -

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PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	I-680 / SR 4 I/C Reconstruction - Phases 1-5	CC-010023	\$ 297,546,000	\$ 15,136,000	\$ 3,100,000	\$ 279,310,000	\$ 3,100,000
	I-680 Auxiliary Lanes	CC-030005	\$ 40,260,000	\$ 40,240,000	\$ 20,000	\$ -	\$ -
	SR 4 East Widen Loveridge to Somersville Ph 2	CC-010009	\$ 169,154,000	\$ 132,952,000	\$ 36,202,000	\$ -	\$ 12,100,000
	SR 4 East Widening from Somersville to SR 160	CC-030028	\$ 464,450,000	\$ 386,550,000	\$ 77,900,000	\$ -	\$ -
CCTA Total			\$ 1,041,782,500	\$ 599,086,000	\$ 126,386,500	\$ 316,310,000	\$ 18,081,500
Cloverdale	Cloverdale - Jefferson Street Reconstruction	SON050031	\$ 435,000	\$ -	\$ 435,000	\$ -	\$ -
Cloverdale Total			\$ 435,000	\$ -	\$ 435,000	\$ -	\$ -
Colma	Colma - 'D' Street Pedestrian Enhancements	SM-070042	\$ 570,000	\$ 550,000	\$ 20,000	\$ -	\$ -
Colma Total			\$ 570,000	\$ 550,000	\$ 20,000	\$ -	\$ -
Concord	Concord - Clayton Road Rehabilitation	CC-050064	\$ 801,000	\$ -	\$ 801,000	\$ -	\$ -
	Concord Blvd. Bike/Ped Gap Closure, Phase 1	CC-050037	\$ 911,000	\$ -	\$ 911,000	\$ -	\$ -
	Concord Blvd. Gap Closure, Phase 2	CC-070030	\$ 1,220,000	\$ 1,010,000	\$ 210,000	\$ -	\$ -
	Improve Clayton Road/Treat Boulevard intersection	CC-090023	\$ 2,091,000	\$ 2,091,000	\$ -	\$ -	\$ -
	SR 242 / Concord Ave Off-Ramp Widening	CC-070029	\$ 2,200,000	\$ 2,200,000	\$ -	\$ -	\$ -
	Monument Blvd & Meadow Ln Pedestrian Improvements	CC-070083	\$ 2,940,000	\$ 2,425,000	\$ 515,000	\$ -	\$ -
	SR4/Willow Pass Interchange Improvements	CC-070025	\$ 31,000,000	\$ 3,000,000	\$ -	\$ 28,000,000	\$ -
	Commerce Avenue Extension	CC-070026	\$ 6,966,873	\$ 5,332,873	\$ 1,634,000	\$ -	\$ -
	SR 242 / Clayton Road Interchange Improvements	CC-070024	\$ 31,000,000	\$ 7,500,000	\$ -	\$ 23,500,000	\$ -
	Ygnacio Valley/Kirker Pass Roads Widening	CC-090026	\$ 8,172,000	\$ 8,172,000	\$ -	\$ -	\$ -
	Waterworld Parkway Bridge	CC-070027	\$ 12,500,000	\$ 11,700,000	\$ 800,000	\$ -	\$ -
Panoramic Drive Extension	CC-070028	\$ 12,000,000	\$ 12,000,000	\$ -	\$ -	\$ -	
Concord Total			\$ 111,801,873	\$ 55,430,873	\$ 4,871,000	\$ 51,500,000	\$ -
Cotati	Cotati - West Sierra / East Cotati Ave Rehab	SON050005	\$ 722,000	\$ -	\$ 722,000	\$ -	\$ -
Cotati Total			\$ 722,000	\$ -	\$ 722,000	\$ -	\$ -
Cupertino	Cupertino - Various Street Rehabilitation	SCL050056	\$ 969,000	\$ -	\$ 969,000	\$ -	\$ -
Cupertino Total			\$ 969,000	\$ -	\$ 969,000	\$ -	\$ -
Daly City	Daly City - Mission Street Rehabilitation	SM-050009	\$ 621,000	\$ -	\$ 621,000	\$ -	\$ -
	East Market & Hillside Blvd Rehabilitation	SM-070009	\$ 396,000	\$ -	\$ 396,000	\$ -	\$ -
	Lake Merced Blvd. Bicycle Lane Project	SM-050035	\$ 608,000	\$ -	\$ 608,000	\$ -	\$ -
	Daly City - Mission St. Pedestrian Imps.- Phase I	SM-050046	\$ 2,631,000	\$ 2,167,000	\$ 464,000	\$ -	\$ -
Daly City Total			\$ 4,256,000	\$ 2,167,000	\$ 2,089,000	\$ -	\$ -
Danville	Green Valley Road Street Repair	CC-090007	\$ 425,000	\$ 425,000	\$ -	\$ -	\$ -
	Sycamore Valley Road East Improvement	CC-070031	\$ 659,583	\$ 565,022	\$ 94,561	\$ -	\$ -
	Sycamore Valley Road West Improvement	CC-070089	\$ 705,332	\$ 580,000	\$ 125,332	\$ -	\$ -
	Crow Canyon/Camino Tassajara Intersection Improve.	CC-050075	\$ 8,097,000	\$ 1,199,000	\$ 6,898,000	\$ -	\$ -
	Diablo Rd Improve, Green Valley to Avenida Neuva	CC-090001	\$ 4,160,000	\$ 4,160,000	\$ -	\$ -	\$ -
San Ramon Valley Bus Program	CC-090004	\$ 8,000,000	\$ 6,000,000	\$ -	\$ 2,000,000	\$ -	
Danville Total			\$ 22,046,915	\$ 12,929,022	\$ 7,117,893	\$ 2,000,000	\$ -
Dept Parks&Rec	South Burma Trail Enhancement	SON070010	\$ 116,000	\$ -	\$ 116,000	\$ -	\$ -
	Hood Mountain - Lower Johnson Ridge Trail	SON070027	\$ 162,000	\$ 162,000	\$ -	\$ -	\$ -
Dept Parks&Rec Total			\$ 278,000	\$ 162,000	\$ 116,000	\$ -	\$ -
Dixon	SR113 Pedestrian Improvements	SOL070046	\$ 105,000	\$ 105,000	\$ -	\$ -	\$ -
	I-80/Pitt School Road Interchange	SOL970009	\$ 12,910,000	\$ 860,000	\$ 50,000	\$ 12,000,000	\$ -
	Four Signals on SR-113	SOL970020	\$ 860,000	\$ 860,000	\$ -	\$ -	\$ -
	I-80 / West A Street Interchange Reconfiguration	SOL050011	\$ 22,220,000	\$ 895,000	\$ 325,000	\$ 21,000,000	\$ -
	Parkway Blvd/UPRR Grade Separation	SOL050009	\$ 14,159,000	\$ 1,823,000	\$ 12,336,000	\$ -	\$ 680,000
	I-80 / Pedrick Road Interchange Modification	SOL050007	\$ 20,240,000	\$ 2,890,000	\$ 350,000	\$ 17,000,000	\$ -
	Dixon Multimodal Transp. Center	SOL030001	\$ 14,948,000	\$ 12,000,000	\$ 2,948,000	\$ -	\$ 1,075,000
	SR 113 / I-80 Interchange Reconstruction	SOL050010	\$ 22,145,000	\$ 21,820,000	\$ 325,000	\$ -	\$ -
Dixon Total			\$ 107,587,000	\$ 41,253,000	\$ 16,334,000	\$ 50,000,000	\$ 1,755,000
Dublin	Dougherty Road Widening	ALA050007	\$ 16,958,000	\$ -	\$ 16,958,000	\$ -	\$ 9,582,000
	I-580/Fallon Road Interchange Improvements	ALA050008	\$ 16,600,000	\$ -	\$ 16,600,000	\$ -	\$ 4,700,000
	W. Dublin BART Station Corridor Bike/Ped Enh.	ALA050083	\$ 1,421,000	\$ 1,216,000	\$ 205,000	\$ -	\$ -
	E. Dublin BART Station Corridor Bike/Ped Enh.	ALA050082	\$ 2,431,000	\$ 1,920,000	\$ 511,000	\$ -	\$ -
Dublin Total			\$ 37,410,000	\$ 3,136,000	\$ 34,274,000	\$ -	\$ 14,282,000
East Palo Alto	East Palo Alto - Bay Road Rehabilitation	SM-050019	\$ 759,000	\$ 619,000	\$ 140,000	\$ -	\$ 140,000
	US 101 University Ave Overpass Bike/Ped Facility	SM-070006	\$ 2,399,000	\$ 2,383,000	\$ 16,000	\$ -	\$ -
	Bay Rd Improvement Phase II & III	SM-070004	\$ 5,377,000	\$ 5,377,000	\$ -	\$ -	\$ -
East Palo Alto Total			\$ 8,535,000	\$ 8,379,000	\$ 156,000	\$ -	\$ -
EB Reg Park Dis	Bay Trail (Baumberg Track Trail seg)	ALA990093	\$ 1,001,378	\$ -	\$ 1,001,378	\$ -	\$ 102,400
	Oakley - Big Break Regional Trail	CC-070069	\$ 532,000	\$ -	\$ 532,000	\$ -	\$ -

All Projects in the TIP

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LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	Roberts Reg. Rec. Area Trail	ALA070002	\$ 113,000	\$ -	\$ 113,000	\$ -	\$ -
	Temescal Regional Recreation Area	ALA070001	\$ 157,000	\$ -	\$ 157,000	\$ -	\$ -
	Bike/Ped Trail Improvements in CC Parks	CC-070033	\$ 954,768	\$ 904,768	\$ 50,000	\$ -	\$ -
	Atlas Road Bridge	CC-070063	\$ 1,930,000	\$ 1,480,000	\$ 450,000	\$ -	\$ -
EB Reg Park Dis Total			\$ 4,688,146	\$ 2,384,768	\$ 2,303,378	\$ -	\$ 102,400
ECCTA	Acquire 62 Bus Catalyst Devices	CC-030017	\$ 1,379,964	\$ -	\$ 1,379,964	\$ -	\$ 1,219,964
	Bus Security Monitoring Systems	CC-050042	\$ 54,068	\$ -	\$ 54,068	\$ -	\$ -
	Capitalized Facility Repairs	CC-050044	\$ 125,000	\$ -	\$ 125,000	\$ -	\$ -
	Luminator Demonstration Project	CC-050048	\$ 1,250,000	\$ -	\$ 1,250,000	\$ -	\$ -
	Replace 6 1995 40" Gillig buses	CC-050043	\$ 2,664,032	\$ -	\$ 2,664,032	\$ -	\$ -
	Security Equip. & Farebox Replacement	CC-050045	\$ 44,735	\$ -	\$ 44,735	\$ -	\$ -
	Tri-Delta: Install Translink Fareboxes	CC-090039	\$ 83,055	\$ 83,055	\$ -	\$ -	\$ -
	Preventive Maintenance Program	CC-030037	\$ 2,117,962	\$ 406,300	\$ 1,711,662	\$ -	\$ 602,000
	Tri-Delta: Park and Ride Facility Land Purchase	CC-050029	\$ 1,776,198	\$ 593,049	\$ 1,183,149	\$ -	\$ 582,524
	Tri-Delta: ADA Operating Assistance	CC-030035	\$ 3,676,261	\$ 1,251,631	\$ 2,424,630	\$ -	\$ 707,025
	E. Leland Park and Ride Lot	CC-070061	\$ 7,656,975	\$ 2,000,000	\$ 5,656,975	\$ -	\$ -
	ECCTA: 1997 Transit Bus Replacement	CC-070092	\$ 14,084,788	\$ 14,084,788	\$ -	\$ -	\$ -
ECCTA Total			\$ 34,913,038	\$ 18,418,823	\$ 16,494,215	\$ -	\$ 3,111,513
El Cerrito	El Cerrito/Albany Ohlone Greenway Project	CC-070034	\$ 460,000	\$ -	\$ 460,000	\$ -	\$ -
	Fairview Dr. Ganges Av & Navallier St Pave Rehab	CC-050067	\$ 950,000	\$ -	\$ 950,000	\$ -	\$ -
	El Cerrito 2009 RAC Pavement Overlay	CC-090037	\$ 1,440,000	\$ 1,440,000	\$ -	\$ -	\$ -
	San Pablo Avenue Streetscape	CC-070074	\$ 4,516,000	\$ 3,816,000	\$ 700,000	\$ -	\$ -
	Del Norte Area TOD	CC-070046	\$ 6,875,000	\$ 6,875,000	\$ -	\$ -	\$ -
El Cerrito Total			\$ 14,241,000	\$ 12,131,000	\$ 2,110,000	\$ -	\$ -
Emeryville	Emeryville Intermodal Transfer Station: Phase 1	ALA070015	\$ 4,200,000	\$ 4,200,000	\$ -	\$ -	\$ -
	I-80 Eastbound Off-ramp Widening at Powell Street	ALA090014	\$ 1,800,000	\$ 400,000	\$ -	\$ 1,400,000	\$ -
Emeryville Total			\$ 6,000,000	\$ 4,600,000	\$ -	\$ 1,400,000	\$ -
Fairfax	Fairfax: Center Blvd Streetscape Improvements	MRN070005	\$ 500,000	\$ -	\$ 500,000	\$ -	\$ -
	Fairfax - Non-motorized Transp. Pilot Program	MRN070014	\$ 305,000	\$ 110,000	\$ 195,000	\$ -	\$ -
	Fairfax: Sir Francis Drake Blvd Resurfacing	MRN090018	\$ 297,000	\$ 297,000	\$ -	\$ -	\$ -
Fairfax Total			\$ 1,102,000	\$ 407,000	\$ 695,000	\$ -	\$ -
Fairfield	Downtown Fairfield Pedestrian Project	SOL050055	\$ 463,800	\$ -	\$ 463,800	\$ -	\$ -
	Fairfield - Hilborn Road Rehabilitation	SOL010023	\$ 854,000	\$ -	\$ 854,000	\$ -	\$ -
	Fairfield Transit: Automatic Vehicle Locator	SOL990028	\$ 3,392,633	\$ -	\$ 3,392,633	\$ -	\$ 2,802,817
	Fairfield Transit: Replace Fixed Route Buses	SOL991027	\$ 1,715,000	\$ -	\$ 1,715,000	\$ -	\$ 1,223,000
	I-80 North Texas St. I/C Restoration - Phase 1 & 2	SOL990023	\$ 28,520,000	\$ -	\$ 28,520,000	\$ -	\$ -
	Rockville Hill Reg. Park Trail	SOL030009	\$ 47,600	\$ -	\$ 47,600	\$ -	\$ -
	Fairfield - Fareboxes Purchase & Implementation	SOL090008	\$ 172,340	\$ 172,340	\$ -	\$ -	\$ -
	W. Texas St. Gateway Project Phase I & II	SOL070027	\$ 235,000	\$ 210,000	\$ 25,000	\$ -	\$ -
	McGary Road Safety Improvements Project	SOL090004	\$ 2,540,000	\$ 2,540,000	\$ -	\$ -	\$ -
	Fairfield Transportation Center-Phase II	SOL991068	\$ 14,765,000	\$ 5,352,000	\$ 9,413,000	\$ -	\$ 3,163,000
	Fairfield Transit: Operating Assistance	SOL010006	\$ 29,582,392	\$ 6,693,683	\$ 22,888,709	\$ -	\$ 11,657,162
	Fairfield/Vacaville Intermodal Rail Station	SOL030002	\$ 34,163,437	\$ 26,801,000	\$ 7,362,437	\$ -	\$ 2,086,437
Fairfield Total			\$ 116,451,202	\$ 41,769,023	\$ 74,682,179	\$ -	\$ 20,932,416
FHWA	San Pablo Bay Entrance Rehabilitation	SOL030015	\$ 625,000	\$ -	\$ 625,000	\$ -	\$ -
	West Bunker & Mitchell Rd Rehab	MRN050016	\$ 6,502,313	\$ -	\$ 6,502,313	\$ -	\$ 5,502,313
	Stinson Beach Access Road	MRN050020	\$ 2,803,000	\$ 2,688,000	\$ 115,000	\$ -	\$ -
	Chimney Rock Lighthouse Rehabilitation.	MRN030007	\$ 6,054,789	\$ 5,804,789	\$ 250,000	\$ -	\$ -
FHWA Total			\$ 15,985,102	\$ 8,492,789	\$ 7,492,313	\$ -	\$ 5,502,313
Foster City	Foster City / Shell Boulevard Rehabilitation	SM-070010	\$ 1,018,000	\$ -	\$ 1,018,000	\$ -	\$ -
	Foster City Boulevard Resurfacing	SM-090022	\$ 646,000	\$ 646,000	\$ -	\$ -	\$ -
	Triton Drive Widening	SM-090005	\$ 850,000	\$ 850,000	\$ -	\$ -	\$ -
	State Route 92/Chess Drive - Ramp Widening Project	SM-090006	\$ 2,500,000	\$ 1,000,000	\$ -	\$ 1,500,000	\$ -
Foster City Total			\$ 5,014,000	\$ 2,496,000	\$ 1,018,000	\$ 1,500,000	\$ -
Fremont	Fremont - Various Streets Rehabilitation	ALA050022	\$ 6,215,000	\$ -	\$ 6,215,000	\$ -	\$ 101,000
	Mowry Ave Arterial Management	ALA070050	\$ 689,000	\$ -	\$ 689,000	\$ -	\$ -
	Washington Blvd/Paseo Padre Grade Separation	ALA990014	\$ 96,083,000	\$ -	\$ 96,083,000	\$ -	\$ 54,583,000
	Bay Street Streetscape & Parking Project	ALA070037	\$ 3,550,000	\$ 2,450,000	\$ 1,100,000	\$ -	\$ -
Fremont Total			\$ 106,537,000	\$ 2,450,000	\$ 104,087,000	\$ -	\$ 101,000
GGBHTD	Ferry Vessel Replacements	MRN030012	\$ 12,501,000	\$ -	\$ 12,501,000	\$ -	\$ 12,501,000
	Replace (6) 1997 Paratransit Vans	MRN030013	\$ 440,204	\$ -	\$ 440,204	\$ -	\$ -

ALL Projects in the TIP

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LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	4 Replacement Express Buses	MRN050015	\$ 1,600,000	\$ -	\$ 1,600,000	\$ -	\$ -
	Facilities Rehabilitation	MRN050025	\$ 850,000	\$ -	\$ 850,000	\$ -	\$ -
	GGBHTD Radio Communications System	MRN010035	\$ 16,799,848	\$ -	\$ 16,799,848	\$ -	\$ 9,409,101
	Preventive Maintenance Program.	MRN010034	\$ 13,732,197	\$ -	\$ 13,732,197	\$ -	\$ 10,520,000
	Replace (40) 1994 40ft Flexible Buses	MRN050021	\$ 18,647,219	\$ -	\$ 18,647,219	\$ -	\$ -
	Replace 29 - 1991 40' TMC buses	MRN050022	\$ 10,830,040	\$ -	\$ 10,830,040	\$ -	\$ -
	Replace 34 - 1991 40" TMC	MRN050023	\$ 10,367,439	\$ -	\$ 10,367,439	\$ -	\$ -
	Transit Safety and Security Improvements	MRN030005	\$ 10,965,555	\$ -	\$ 10,965,555	\$ -	\$ 1,753,305
	GGBHTD: Replace 2 - 2001 Cutaway Paratransit Vans	MRN090021	\$ 155,085	\$ 155,085	\$ -	\$ -	\$ -
	Golden Gate Transit Station Bicycle Improvements	MRN090012	\$ 163,000	\$ 163,000	\$ -	\$ -	\$ -
		MRN090022	\$ 204,435	\$ 204,435	\$ -	\$ -	\$ -
	San Rafael Transit Center Improvements	MRN070008	\$ 365,000	\$ 265,000	\$ 100,000	\$ -	\$ -
	TransLink Fare Collection System	MTCC99002B	\$ 30,383,000	\$ 286,000	\$ 30,097,000	\$ -	\$ 20,897,000
	GGBHTD San Francisco Ferry Facilities	SF-030001	\$ 1,915,500	\$ 415,500	\$ 1,500,000	\$ -	\$ 500,000
	GGBHTD: Replace 6 2002 Cutaway Paratransit vans	MRN090026	\$ 465,255	\$ 465,255	\$ -	\$ -	\$ -
	Larkspur Ferry Terminal Parking Improvements	MRN070018	\$ 16,475,000	\$ 475,000	\$ 16,000,000	\$ -	\$ -
	Management Information System	MRN991039	\$ 5,009,839	\$ 940,447	\$ 4,069,392	\$ -	\$ 2,804,029
	GGBHTD: Replacement of Ferry Propulsion Systems	MRN090025	\$ 2,075,000	\$ 2,075,000	\$ -	\$ -	\$ -
	Fixed Guideway Connectors	MRN030010	\$ 13,920,922	\$ 2,146,500	\$ 11,774,422	\$ -	\$ 5,865,060
	Golden Gate Transit: ADA Paratransit Assistance	MRN99T001	\$ 2,922,111	\$ 2,922,111	\$ -	\$ -	\$ -
	Golden Gate Transit: SF Bus Lot Modifications	REG090052	\$ 3,835,486	\$ 3,835,486	\$ -	\$ -	\$ -
	Golden Gate Bridge - Suicide Deterrent System	MRN050019	\$ 52,000,000	\$ 5,000,000	\$ 2,000,000	\$ 45,000,000	\$ 150,000
	Ferry channel & berth dredging.	MRN990017	\$ 20,894,027	\$ 5,658,371	\$ 15,235,656	\$ -	\$ 7,735,656
	GGBHTD: Ferry Major Components Rehabilitation	MRN030011	\$ 11,250,583	\$ 7,339,000	\$ 3,911,583	\$ -	\$ 3,621,583
	Golden Gate Bridge Seismic Retrofit, Ph: 1-3A	MRN970016	\$ 272,057,373	\$ 8,272,000	\$ 263,785,373	\$ -	\$ 253,160,373
	Replace MS Sonoma Ferry Vessel	MRN050026	\$ 13,455,000	\$ 13,455,000	\$ -	\$ -	\$ -
	GGBHTD: Replace 30 - 1998 40' Transit Buses	MRN090024	\$ 14,723,870	\$ 14,723,870	\$ -	\$ -	\$ -
	Golden Gate Bridge - Moveable Median Barrier	SF-070037	\$ 25,950,000	\$ 25,400,000	\$ 550,000	\$ -	\$ -
	Golden Gate Bridge Seismic Retrofit, Phase 3B	MRN050018	\$ 96,561,000	\$ 37,500,000	\$ -	\$ 59,061,000	\$ -
GGBHTD Total			\$ 681,514,988	\$ 131,697,060	\$ 445,756,928	\$ 104,061,000	\$ 328,917,107
Gilroy	Camino Arroyo Bridge and Gap Closure	SCL070006	\$ 7,900,000	\$ -	\$ 7,900,000	\$ -	\$ -
	Gilroy - Forest Street Overlay	SCL050051	\$ 137,000	\$ -	\$ 137,000	\$ -	\$ -
	Gilroy - Forest Street Rehabilitation	SCL050070	\$ 351,000	\$ -	\$ 351,000	\$ -	\$ -
	Gilroy - Rossi Lane and Murray Ave Rehabilitation	SCL050017	\$ 352,000	\$ -	\$ 352,000	\$ -	\$ -
	Monterey Streetscape - 4th to 6th St.	SCL050032	\$ 3,035,000	\$ -	\$ 3,035,000	\$ -	\$ 2,749,000
	Gilroy Pedestrian Improvements	SCL070010	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ -
	Gilroy - Railroad Ave. Streetscape	SCL070043	\$ 638,000	\$ 638,000	\$ -	\$ -	\$ -
	Gilroy 6th Street Streetscape West/East	SCL070039	\$ 1,274,000	\$ 1,226,000	\$ 48,000	\$ -	\$ -
Gilroy Total			\$ 14,287,000	\$ 2,464,000	\$ 11,823,000	\$ -	\$ 2,749,000
Half Moon Bay	SR 92 / Half Moon Bay Main Street Widening	SM-970008	\$ 18,920,000	\$ -	\$ 18,920,000	\$ -	\$ 2,420,000
Half Moon Bay Total			\$ 18,920,000	\$ -	\$ 18,920,000	\$ -	\$ 2,420,000
Hayward	Hayward - Various Streets Rehabilitation	ALA050071	\$ 999,000	\$ -	\$ 999,000	\$ -	\$ -
	Second Street New Sidewalk Construction	ALA070052	\$ 425,000	\$ -	\$ 425,000	\$ -	\$ -
	I-880 NB and SB Auxiliary lanes	ALA090021	\$ 32,500,000	\$ 1,300,000	\$ -	\$ 31,200,000	\$ -
	I-880 Auxiliary lanes at Industrial Parkway	ALA090020	\$ 19,500,000	\$ 5,500,000	\$ -	\$ 14,000,000	\$ -
	Rt 92/Clawiter/Whitesell Interchange Improvements	ALA090016	\$ 51,900,000	\$ 23,600,000	\$ -	\$ 28,300,000	\$ -
	Route 238 Corridor Improvement Project	ALA977007	\$ 111,000,000	\$ 108,000,000	\$ 3,000,000	\$ -	\$ -
Hayward Total			\$ 216,324,000	\$ 138,400,000	\$ 4,424,000	\$ 73,500,000	\$ -
Healdsburg	Healdsburg - Matheson Street Rehabilitation	SON050033	\$ 207,500	\$ -	\$ 207,500	\$ -	\$ -
	Healdsburg Avenue Rehabilitation	SON050006	\$ 271,000	\$ -	\$ 271,000	\$ -	\$ -
	Healdsburg Foss Creek Bicycle/Ped Pathway	SON050017	\$ 2,507,500	\$ 772,500	\$ 1,735,000	\$ -	\$ 1,735,000
Healdsburg Total			\$ 2,986,000	\$ 772,500	\$ 2,213,500	\$ -	\$ 1,735,000
Hercules	Construct Phase 2 of Hercules Intermodal Station	CC-090009	\$ 13,400,000	\$ 2,400,000	\$ -	\$ 11,000,000	\$ -
	Develop Concept for W-BART	CC-070052	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -
	Refugio Bridge - Bike, Ped & Vehicle Connectivity	CC-070086	\$ 3,512,000	\$ 3,502,000	\$ 10,000	\$ -	\$ -
	Central Hercules Arterial Improvements	CC-090008	\$ 7,736,000	\$ 3,736,000	\$ -	\$ 4,000,000	\$ -
	SR4/Willow Avenue Ramps	CC-070051	\$ 7,350,000	\$ 7,050,000	\$ 300,000	\$ -	\$ -
	TOD Arterials in Hercules	CC-070055	\$ 7,350,000	\$ 7,050,000	\$ 300,000	\$ -	\$ -
	Hercules Transit Center Relocation	CC-070040	\$ 12,288,000	\$ 10,288,000	\$ 2,000,000	\$ -	\$ -
	Hercules Intercity Rail Station	CC-030002	\$ 30,997,000	\$ 27,797,000	\$ 3,200,000	\$ -	\$ -
Hercules Total			\$ 85,133,000	\$ 64,323,000	\$ 5,810,000	\$ 15,000,000	\$ -

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LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
Lafayette	Lafayette - Mt. Diablo Blvd Rehabilitation	CC-050063	\$ 820,000	\$ 280,000	\$ 540,000	\$ -	\$ -
	Lafayette Carpool Lots	CC-070039	\$ 257,399	\$ 257,399	\$ -	\$ -	\$ -
Lafayette Total			\$ 1,077,399	\$ 537,399	\$ 540,000	\$ -	\$ -
Larkspur	E. Sir Francis Drake Wooden Bridge Rehab	MRN050032	\$ 98,000	\$ 90,000	\$ 8,000	\$ -	\$ -
	Larkspur - Non-motorized Transpo. Pilot Program	MRN070015	\$ 1,056,875	\$ 896,844	\$ 160,031	\$ -	\$ -
Larkspur Total			\$ 1,154,875	\$ 986,844	\$ 168,031	\$ -	\$ -
LAVTA	Replace (2) 1983 RTS buses w/29' Hybrid Buses	ALA030038	\$ 1,191,863	\$ -	\$ 1,191,863	\$ -	\$ 1,191,863
	Operating Assistance	ALA030029	\$ 1,254,000	\$ -	\$ 1,254,000	\$ -	\$ 1,254,000
	Replace (9) 24" Medium Duty Cutaway Vans	ALA030040	\$ 1,214,670	\$ -	\$ 1,214,670	\$ -	\$ 1,214,670
	Bus Catalyst Devices	ALA030015	\$ 795,803	\$ -	\$ 795,803	\$ -	\$ 495,803
	LAVTA Facilities Security Program	ALA050050	\$ 11,338	\$ -	\$ 11,338	\$ -	\$ -
	LAVTA: Bus Repl. (12) 40" Alt. Fuel Vehicles	ALA050048	\$ 7,830,119	\$ -	\$ 7,830,119	\$ -	\$ -
	Replace 3 2000 24" Paratransit Vehicles	ALA050051	\$ 658,861	\$ -	\$ 658,861	\$ -	\$ -
	Replace Paratransit Vehicles	ALA050049	\$ 547,085	\$ -	\$ 547,085	\$ -	\$ -
	LAVTA - Replace 3 Paratransit Vehicles	ALA090035	\$ 441,975	\$ 441,975	\$ -	\$ -	\$ -
	LAVTA: ADA Paratransit Operating Subsidy	ALA990077	\$ 3,536,748	\$ 748,122	\$ 2,788,626	\$ -	\$ 1,743,686
	LAVTA: Preventive Maintenance	ALA030030	\$ 9,112,820	\$ 1,862,356	\$ 7,250,464	\$ -	\$ 1,994,000
	Satellite Bus Operating Facility Expan. Ph. 1 & 2	ALA99SA09	\$ 32,018,896	\$ 4,507,870	\$ 7,811,026	\$ 19,700,000	\$ 2,972,364
	Bus Replacement (12) 30' Alt Fuel Vehicles	ALA070061	\$ 7,286,585	\$ 7,286,585	\$ -	\$ -	\$ -
	LAVTA Bus Rapid Transit (BRT) System Ph. 1 & 2	ALA070021	\$ 13,694,358	\$ 8,747,443	\$ 4,946,915	\$ -	\$ -
LAVTA Total			\$ 79,595,121	\$ 23,594,351	\$ 36,300,770	\$ 19,700,000	\$ 10,866,386
Livermore	Livermore Downtown Pedestrian Improvements	ALA070059	\$ 1,094,000	\$ 1,094,000	\$ -	\$ -	\$ -
	Downtown Livermore Pedestrian Transit Connection	ALA070038	\$ 1,357,000	\$ 1,198,000	\$ 159,000	\$ -	\$ -
	I-580/Vasco Road Interchange Modification	ALA010013	\$ 15,124,000	\$ 2,999,000	\$ 12,125,000	\$ -	\$ 12,000,000
	I-580/First Street Interchange Improvements	ALA090007	\$ 37,000,000	\$ 5,500,000	\$ -	\$ 31,500,000	\$ -
	North Canyons Parkway Widening	ALA050012	\$ 10,000,000	\$ 10,000,000	\$ -	\$ -	\$ -
	I-580/Greenville Road Interchange Improvements	ALA090008	\$ 43,000,000	\$ 14,000,000	\$ -	\$ 29,000,000	\$ -
	W. Jack London Blvd. Extension	ALA090006	\$ 18,000,000	\$ 18,000,000	\$ -	\$ -	\$ -
	I-580/Isabel Ave/SR 84/Portola Ave I/C Mod.	ALA990072	\$ 157,255,000	\$ 117,682,000	\$ 39,573,000	\$ -	\$ 6,992,000
Livermore Total			\$ 282,830,000	\$ 170,473,000	\$ 51,857,000	\$ 60,500,000	\$ 18,992,000
Los Altos	Los Altos Adobe Creek Bike/Ped Bridge Replacement	SCL070028	\$ 310,410	\$ -	\$ 310,410	\$ -	\$ -
Los Altos Total			\$ 310,410	\$ -	\$ 310,410	\$ -	\$ -
Los Altos Hills	Los Altos Hills - Fremont Road Rehabilitation	SCL050068	\$ 252,000	\$ -	\$ 252,000	\$ -	\$ -
	Los Altos Hills - El Monte Road Bike/Ped Path	SCL070025	\$ 634,000	\$ 574,000	\$ 60,000	\$ -	\$ -
Los Altos Hills Total			\$ 886,000	\$ 574,000	\$ 312,000	\$ -	\$ -
Los Gatos	SR 9 Bicycle and Pedestrian Improvements	SCL050042	\$ 1,307,173	\$ 60,000	\$ 1,247,173	\$ -	\$ -
	Los Gatos - Various Streets Rehabilitation	SCL050029	\$ 630,000	\$ 272,000	\$ 358,000	\$ -	\$ -
	Los Gatos Creek Bridge	SCL070001	\$ 3,728,000	\$ 3,435,000	\$ 293,000	\$ -	\$ -
Los Gatos Total			\$ 5,665,173	\$ 3,767,000	\$ 1,898,173	\$ -	\$ -
Marin County	Bicycle Guide Signing	MRN050028	\$ 150,000	\$ -	\$ 150,000	\$ -	\$ -
	Carson Falls Trail Restoration	MRN070004	\$ 195,000	\$ -	\$ 195,000	\$ -	\$ -
	Olema Bolinas Pathway	MRN050029	\$ 418,000	\$ -	\$ 418,000	\$ -	\$ -
	Marin Parklands Visitor Access Improvements	MRN990035	\$ 7,648,186	\$ 180,000	\$ 7,468,186	\$ -	\$ 6,987,186
	Tennessee Valley Bridge	MRN010006	\$ 911,000	\$ 611,000	\$ 300,000	\$ -	\$ -
	Marin Co.: Pavement Rehabilitation Program - Ph. A	MRN090017	\$ 1,747,000	\$ 1,747,000	\$ -	\$ -	\$ -
	Marin Parklands Visitor Access, Phase 2	MRN070019	\$ 4,446,000	\$ 3,900,000	\$ 546,000	\$ -	\$ -
	Cal-Park Hill Tunnel Improvements	MRN030003	\$ 25,116,000	\$ 4,772,000	\$ 20,344,000	\$ -	\$ 640,000
	Non-motorized Transp. Pilot Program - Marin County	MRN050033	\$ 13,483,902	\$ 6,975,902	\$ 6,508,000	\$ -	\$ -
Marin County Total			\$ 54,115,088	\$ 18,185,902	\$ 35,929,186	\$ -	\$ 7,627,186
Martinez	Alhambra Avenue Widening	CC-070037	\$ 6,195,000	\$ -	\$ 6,195,000	\$ -	\$ 315,000
	Martinez - Alhambra Avenue Rehabilitation	CC-050061	\$ 698,000	\$ -	\$ 698,000	\$ -	\$ -
	Martinez - Marina Vista Streetscape	CC-070085	\$ 3,259,000	\$ 3,021,000	\$ 238,000	\$ -	\$ -
	I-680/Marina Vista I/C Improvements	CC-070038	\$ 8,500,000	\$ 7,500,000	\$ 1,000,000	\$ -	\$ -
	Martinez Intermodal Station Parking Expansion	CC-030004	\$ 13,400,000	\$ 7,500,000	\$ 5,900,000	\$ -	\$ -
	Court Street Overcrossing, Phase 1	CC-090005	\$ 9,700,000	\$ 9,700,000	\$ -	\$ -	\$ -
	Construct Martinez Intermodal Station (Phase 3)	CC-090016	\$ 14,200,000	\$ 14,200,000	\$ -	\$ -	\$ -
Martinez Total			\$ 55,952,000	\$ 41,921,000	\$ 14,031,000	\$ -	\$ 315,000
MCTD	Bus Stop Enhancements	MRN050030	\$ 128,000	\$ -	\$ 128,000	\$ -	\$ -
	Expand Marin County local bus service	MRN090001	\$ 10,000,000	\$ 10,000,000	\$ -	\$ -	\$ -
	Novato Bus Stop Improvements	MRN070001	\$ 6,423,000	\$ 6,273,000	\$ 150,000	\$ -	\$ -
MCTD Total			\$ 16,551,000	\$ 16,273,000	\$ 278,000	\$ -	\$ -

ALL Projects in the TIP

1) For Projects highlighted in Yellow - Have they been completed and can they be archived/removed from the TIP? If they should remain in the TIP, please provide adequate justification

2) Please review the projects highlighted in blue as well?

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
Menlo Park	Menlo Park - Oak Grove Avenue Rehab	SM-070019	\$ 242,000	\$ -	\$ 242,000	\$ -	\$ -
Menlo Park Total			\$ 242,000	\$ -	\$ 242,000	\$ -	\$ -
Mill Valley	Mill Valley - Non-motorized Transp. Pilot Program	MRN070020	\$ 983,800	\$ 836,230	\$ 147,570	\$ -	\$ -
	Mill Valley - Miller Avenue Rehabilitation	MRN070002	\$ 5,200,000	\$ 4,200,000	\$ 1,000,000	\$ -	\$ -
Mill Valley Total			\$ 6,183,800	\$ 5,036,230	\$ 1,147,570	\$ -	\$ -
Millbrae	Millbrae - Skyline Boulevard Rehabilitation	SM-070020	\$ 530,000	\$ -	\$ 530,000	\$ -	\$ -
	El Camino Real & Victoria Ave Pedestrian Crossing	SM-090017	\$ 405,000	\$ 405,000	\$ -	\$ -	\$ -
	US 101 Millbrae Ave Bike/Ped Bridge	SM-050053	\$ 11,345,000	\$ 11,345,000	\$ -	\$ -	\$ -
Millbrae Total			\$ 12,280,000	\$ 11,750,000	\$ 530,000	\$ -	\$ -
Milpitas	Midtown Transportation & Streetscape Improvements	SCL070021	\$ 8,843,000	\$ -	\$ 8,843,000	\$ -	\$ -
	So. Abel & So. Main Streetscape Imps. - Phase 1	SCL070037	\$ 1,300,000	\$ 1,200,000	\$ 100,000	\$ -	\$ -
	SR 237 - Calaveras Blvd Widening	SCL050077	\$ 4,500,000	\$ 2,000,000	\$ 500,000	\$ 2,000,000	\$ -
	Tasman LRT Landscaping	SCL070034	\$ 2,800,000	\$ 2,800,000	\$ -	\$ -	\$ -
Milpitas Total			\$ 17,443,000	\$ 6,000,000	\$ 9,443,000	\$ 2,000,000	\$ -
Moraga	Moraga - Moraga Road Rehabilitation	CC-050069	\$ 799,000	\$ 611,000	\$ 188,000	\$ -	\$ -
Moraga Total			\$ 799,000	\$ 611,000	\$ 188,000	\$ -	\$ -
Morgan Hill	Morgan Hill - Main Street Rehabilitation	SCL050074	\$ 324,000	\$ -	\$ 324,000	\$ -	\$ -
	Morgan Hill - Various Streets Rehabilitation	SCL050059	\$ 238,000	\$ -	\$ 238,000	\$ -	\$ -
	West Little Llagas Creek Trail Phase II	SCL070027	\$ 697,000	\$ -	\$ 697,000	\$ -	\$ -
	Morgan Hill - Third Street Promenade	SCL070014	\$ 2,188,000	\$ 1,810,000	\$ 378,000	\$ -	\$ -
	US 101 / Tennant Ave Interchange Modifications	SCL070020	\$ 15,640,000	\$ 15,640,000	\$ -	\$ -	\$ -
Morgan Hill Total			\$ 19,087,000	\$ 17,450,000	\$ 1,637,000	\$ -	\$ -
Mountain View	Mountain View - California Street Rehab Phase II	SCL050069	\$ 468,000	\$ -	\$ 468,000	\$ -	\$ -
Mountain View Total			\$ 468,000	\$ -	\$ 468,000	\$ -	\$ -
MUNI	Bayview Connections Project.	SF-991031	\$ 4,002,651	\$ -	\$ 4,002,651	\$ -	\$ 4,002,651
	Potrero Paint & Body Shop Rehabilitation	SF-991005	\$ 4,838,314	\$ -	\$ 4,838,314	\$ -	\$ 4,838,314
	SF Muni Rail Replacement Program 1998-20	SF-950037	\$ 107,629,954	\$ -	\$ 107,629,954	\$ -	\$ 107,629,954
	SF MUNI Trolley Bus Replacement Program	SF-950005	\$ 199,414,912	\$ -	\$ 199,414,912	\$ -	\$ 199,414,912
	3rd St LRT: Ph 1 & Metro E. Rail Facility	SF-970105	\$ 600,070,265	\$ -	\$ 600,070,265	\$ -	\$ 553,632,514
	Bus Repl: 5 40" & 30 30" Alt Fuel Vehicles	SF-030011	\$ 37,859,519	\$ -	\$ 37,859,519	\$ -	\$ 12,007,486
	Compound Fuel Cell Hybrid Bus for 2010	SF-070018	\$ 10,700,000	\$ -	\$ 10,700,000	\$ -	\$ -
	Motor Coach Rehab - 45 NABIs/Neoplans	SF-030009	\$ 5,931,000	\$ -	\$ 5,931,000	\$ -	\$ 4,701,000
	Potrero-Presidio Fall Protection System	SF-050036	\$ 750,000	\$ -	\$ 750,000	\$ -	\$ -
	Replacement Paratransit Accessible Vans	SF-950023	\$ 7,570,822	\$ -	\$ 7,570,822	\$ -	\$ 6,778,497
	SF Downtown Parking Pricing	SF-070040	\$ 24,000,000	\$ -	\$ 24,000,000	\$ -	\$ -
	SF Muni: Facility Safety Improvements	SF-050028	\$ 2,049,065	\$ -	\$ 2,049,065	\$ -	\$ -
	SF Muni: Geneva Historic Car Enclosure	SF-030007	\$ 11,550,000	\$ -	\$ 11,550,000	\$ -	\$ 4,050,000
	SF Muni: Motor coach repl 455 - 51 40" new flyers	SF-030010	\$ 49,113,511	\$ -	\$ 49,113,511	\$ -	\$ 44,382,102
	SF Muni: Repl.10 1998 and 24 2001 Mini Vans	SF-030012	\$ 4,082,078	\$ -	\$ 4,082,078	\$ -	\$ 1,159,214
	SF Muni: Replace Miscellaneous Equipment	SF-050035	\$ 375,000	\$ -	\$ 375,000	\$ -	\$ -
	SF Muni: Trolley Coach Rebuild	SF-050027	\$ 7,903,906	\$ -	\$ 7,903,906	\$ -	\$ -
	Subway Fire Alarm & Detection Systems	SF-050037	\$ 1,875,000	\$ -	\$ 1,875,000	\$ -	\$ -
	Historic Streetcar Extension to Fort Mason	SF-070003	\$ 1,500,000	\$ -	\$ 500,000	\$ 1,000,000	\$ -
	Misc Security Improvements & Graffiti Prevention	SF-030004	\$ 26,456,221	\$ 121,000	\$ 26,335,221	\$ -	\$ 5,648,000
	Radio Comm/Computer Aided Dispatch	SF-070008	\$ 84,049,875	\$ 1,000,000	\$ 83,049,875	\$ -	\$ 7,266,377
	SF Muni - Treasure Island Permanent Ferry Terminal	SF-010036	\$ 4,586,845	\$ 1,850,000	\$ 2,736,845	\$ -	\$ 2,736,845
	Potrero/Presidio - Trolley Coach Lifts	SF-050038	\$ 5,625,000	\$ 2,500,000	\$ 3,125,000	\$ -	\$ -
	SFMTA: Cable Car Vehicle Renovation Program	SF-970073	\$ 17,129,812	\$ 2,836,500	\$ 14,293,312	\$ -	\$ 9,529,633
	Flynn Facility Ventilation	SF-050025	\$ 11,308,929	\$ 3,170,000	\$ 8,138,929	\$ -	\$ -
	Light Rail Vehicle Overhaul Program	SF-050034	\$ 25,710,990	\$ 3,290,422	\$ 22,420,568	\$ -	\$ -
	Mission Bay Trolley Coach Extension	SF-070006	\$ 14,500,000	\$ 3,500,000	\$ 1,000,000	\$ 10,000,000	\$ -
	SFGO-Corridor Management	SF-070030	\$ 21,546,000	\$ 5,920,000	\$ 15,626,000	\$ -	\$ -
	Cable Car Traction Power & Guideway Rehab	SF-99T002	\$ 67,145,416	\$ 12,125,000	\$ 55,020,416	\$ -	\$ 25,363,048
	SFMTA: TEP Capital Implementation Program	SF-090032	\$ 14,874,064	\$ 14,874,064	\$ -	\$ -	\$ -
	Overhead Lines Facility Rehab/Replacement	SF-010024	\$ 38,802,732	\$ 17,040,000	\$ 21,762,732	\$ -	\$ 14,060,000
	SFMTA:Train Control & Trolley Signal Rehab/Replace	SF-050024	\$ 30,957,452	\$ 18,750,000	\$ 12,207,452	\$ -	\$ -
	SFMTA: Trolley Overhead Recon. Program	SF-970170	\$ 142,663,375	\$ 26,300,000	\$ 116,363,375	\$ -	\$ 59,320,375
	SF Muni Rail Replacement Program. Part B	SF-95037B	\$ 79,071,228	\$ 28,300,000	\$ 50,771,228	\$ -	\$ -
	Central Control - Facility Replacement	SF-070007	\$ 79,229,820	\$ 77,967,284	\$ 1,262,536	\$ -	\$ -
	SF Muni Third St LRT Phase 2 - New Central Subway	SF-010037	\$ 976,280,874	\$ 334,660,000	\$ 86,376,874	\$ 555,244,000	\$ 46,114,374
MUNI Total			\$ 2,721,154,630	\$ 554,204,270	\$ 1,600,706,360	\$ 566,244,000	\$ 1,113,897,832

All Projects in the TIP

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2) Please review the projects highlighted in blue as well?

LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
Napa	Napa - 3rd Street Rehabilitation	NAP050002	\$ 1,407,000	\$ -	\$ 1,407,000	\$ -	\$ -
	Napa - Jefferson Street Rehabilitation	NAP050003	\$ 430,000	\$ -	\$ 430,000	\$ -	\$ -
	Napa - Soscol Avenue Rehabilitation	NAP070006	\$ 368,000	\$ 321,000	\$ 47,000	\$ -	\$ -
	Napa - Soscol Road Rehabilitation Phase 2	NAP070007	\$ 686,000	\$ 649,000	\$ 37,000	\$ -	\$ -
	Napa - Browns Valley Road Rehabilitation	NAP070003	\$ 750,000	\$ 728,000	\$ 22,000	\$ -	\$ -
Napa Total			\$ 3,641,000	\$ 1,698,000	\$ 1,943,000	\$ -	\$ -
Napa Co TA	NCTPA - CMA Planning Activities	NAP970004	\$ 3,932,000	\$ -	\$ 3,932,000	\$ -	\$ 2,097,000
Napa Co TA Total			\$ 3,932,000	\$ -	\$ 3,932,000	\$ -	\$ 2,097,000
Napa County	Napa - Las Amigas Class II Bicycle Lane	NAP070001	\$ 512,000	\$ -	\$ 512,000	\$ -	\$ -
	Deer Park Road Rehabilitation	NAP070005	\$ 1,437,000	\$ 53,581	\$ 1,383,419	\$ -	\$ -
Napa County Total			\$ 1,949,000	\$ 53,581	\$ 1,895,419	\$ -	\$ -
Napa Vine	Bus Stop Improvements	NAP030005	\$ 54,500	\$ -	\$ 54,500	\$ -	\$ 19,000
	Napa Vine: On-board Equipment	NAP050013	\$ 19,779	\$ -	\$ 19,779	\$ -	\$ -
	ADA Operating Assistance	NAP030004	\$ 245,973	\$ 60,241	\$ 185,732	\$ -	\$ 27,235
	Preventive Maintenance	NAP97AM58	\$ 1,316,954	\$ 379,409	\$ 937,545	\$ -	\$ 119,000
	Park & Ride Lots in Napa County	NAP050009	\$ 7,380,000	\$ 2,400,000	\$ 4,980,000	\$ -	\$ 10,000
	Napa Vine: Operating Assistance	NAP970010	\$ 19,176,427	\$ 3,383,043	\$ 15,793,384	\$ -	\$ 4,985,417
Napa Vine Total			\$ 28,193,633	\$ 6,222,693	\$ 21,970,940	\$ -	\$ 5,160,652
Natl Park Svc	Design Accessible Bus Stop and Link to Transit	SF-090027	\$ 193,750	\$ 193,750	\$ -	\$ -	\$ -
	Implement Parking System to Fund Shuttle & Transit	SF-090026	\$ 360,000	\$ 360,000	\$ -	\$ -	\$ -
	Prepare an EIS	SF-090024	\$ 490,000	\$ 490,000	\$ -	\$ -	\$ -
	Grouped Listing: US 206 Recreational Grants	REG070014	\$ 1,896,000	\$ 1,896,000	\$ -	\$ -	\$ -
	Reconstruct Point Bonita Lighthouse bridge	MRN090016	\$ 2,080,000	\$ 2,080,000	\$ -	\$ -	\$ -
	Trails & Bikeways	SF-050045	\$ 10,924,000	\$ 4,968,000	\$ 5,956,000	\$ -	\$ 992,000
	Golden Gate National Park Road Rehab	SF-030002	\$ 33,119,500	\$ 20,500,000	\$ 12,619,500	\$ -	\$ 2,706,000
Natl Park Svc Total			\$ 49,063,250	\$ 30,487,750	\$ 18,575,500	\$ -	\$ 3,698,000
NBFS	Ferry Service to Port Sonoma	SON070013	\$ 23,171,000	\$ 6,000,000	\$ 17,171,000	\$ -	\$ -
NBFS Total			\$ 23,171,000	\$ 6,000,000	\$ 17,171,000	\$ -	\$ -
NCTPA	Relocate existing Downtown Terminal	NAP990011	\$ 1,937,000	\$ -	\$ 1,937,000	\$ -	\$ 1,237,000
	Vallejo Ferry Express Commuter Service	NAP050008	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -
	Planning, Programming and Monitoring	NAP010009	\$ 210,000	\$ 24,000	\$ 186,000	\$ -	\$ 120,000
	East Avenue Sidewalk Project	NAP070008	\$ 587,000	\$ 504,000	\$ 83,000	\$ -	\$ -
	SR 12/29/221 Soscol Junction Interchange Study	NAP090003	\$ 6,300,000	\$ 6,300,000	\$ -	\$ -	\$ -
NCTPA Total			\$ 11,034,000	\$ 6,828,000	\$ 4,206,000	\$ -	\$ 1,357,000
Newark	Central Avenue Railroad Overpass at UPRR	ALA010052	\$ 1,581,000	\$ 713,000	\$ 868,000	\$ -	\$ 868,000
Newark Total			\$ 1,581,000	\$ 713,000	\$ 868,000	\$ -	\$ 868,000
Novato	Novato - Non-motorized Transp. Pilot Program	MRN070011	\$ 1,700,000	\$ 1,700,000	\$ -	\$ -	\$ -
	Novato Boulevard Improvements, Diablo to Grant	MRN070006	\$ 11,898,484	\$ 11,898,484	\$ -	\$ -	\$ -
Novato Total			\$ 13,598,484	\$ 13,598,484	\$ -	\$ -	\$ -
Oakland	De Anza Historic Core Linkage	ALA070056	\$ 900,000	\$ -	\$ 900,000	\$ -	\$ -
	MacArthur Blvd Bikeway	ALA070004	\$ 200,000	\$ -	\$ 200,000	\$ -	\$ -
	MacArthur Transit Hub Improvement Project	ALA050039	\$ 2,639,000	\$ -	\$ 2,639,000	\$ -	\$ -
	Oakland - Various Streets Rehabilitation	ALA050023	\$ 4,654,000	\$ -	\$ 4,654,000	\$ -	\$ -
	W. Oakland Bay Trail: Mandela Pkwy & 8th St.	ALA070027	\$ 872,000	\$ -	\$ 872,000	\$ -	\$ -
	42nd Ave. & High St. I-880 Access Improv.	ALA991081	\$ 19,285,000	\$ -	\$ 7,790,000	\$ 11,495,000	\$ 1,800,000
	Oakland Waterfront Bay Trail	ALA070039	\$ 54,026,000	\$ -	\$ 2,026,000	\$ 52,000,000	\$ 230,000
	Oakland Coliseum TOD	ALA070012	\$ 885,000	\$ 885,000	\$ -	\$ -	\$ -
	66th Avenue Streetscape Improvement Project	ALA070011	\$ 1,492,000	\$ 1,423,000	\$ 69,000	\$ -	\$ -
	Fruitvale Ave Streetscape & Ped. Improvements	ALA070057	\$ 3,816,000	\$ 3,516,000	\$ 300,000	\$ -	\$ -
	7th Street, W. Oakland Transit Village Improvements	ALA050080	\$ 4,294,000	\$ 3,812,000	\$ 482,000	\$ -	\$ -
	Oakland - Latham & Telegraph Pedestrian Imps.	ALA050061	\$ 6,783,300	\$ 5,653,300	\$ 1,130,000	\$ -	\$ -
	Oakland Total			\$ 99,846,300	\$ 15,289,300	\$ 21,062,000	\$ 63,495,000
Oakley	SR4 Realignment in Oakley	CC-070065	\$ 10,498,000	\$ 10,213,000	\$ 285,000	\$ -	\$ -
	Widen Main Street to 6 lanes from State Route 160	CC-090015	\$ 12,630,000	\$ 3,130,000	\$ -	\$ 9,500,000	\$ -
Oakley Total			\$ 23,128,000	\$ 13,343,000	\$ 285,000	\$ 9,500,000	\$ -
Orinda	Orinda - Moraga Way Rehab: Phase I	CC-050020	\$ 950,000	\$ -	\$ 950,000	\$ -	\$ -
	Orinda - Moraga Way Rehab: Phase II	CC-050070	\$ 989,000	\$ -	\$ 989,000	\$ -	\$ -
Orinda Total			\$ 1,939,000	\$ -	\$ 1,939,000	\$ -	\$ -
Pacifica	Pacifica - Oddstad Boulevard Rehabilitation	SM-070017	\$ 321,000	\$ -	\$ 321,000	\$ -	\$ -
	Pacifica - Palmetto Avenue Rehabilitation	SM-050010	\$ 1,045,000	\$ -	\$ 1,045,000	\$ -	\$ -
	Pacifica - Sharp Park Road Rehabilitation	SM-070015	\$ 341,000	\$ -	\$ 341,000	\$ -	\$ -

All Projects in the TIP

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LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
Pacifica	Pacifica - Terra Nova Blvd. Rehabilitation	SM-070016	\$ 369,000	\$ -	\$ 369,000	\$ -	\$ -
	San Pedro Terrace Multi-Purpose Trail	SM-070027	\$ 1,112,000	\$ 1,112,000	\$ -	\$ -	\$ -
	SR1 San Pedro Creek Bridge Replacement	SM-050052	\$ 9,322,443	\$ 3,232,443	\$ 6,090,000	\$ -	\$ -
	SR 1 - Fassler to West Port Drive Widening	SM-050001	\$ 21,900,000	\$ 13,900,000	\$ 8,000,000	\$ -	\$ 7,750,000
Pacifica Total			\$ 34,410,443	\$ 18,244,443	\$ 16,166,000	\$ -	\$ 7,750,000
Palo Alto	Palo Alto - Page Mill Rd & Univ. Ave. Rehab	SCL050021	\$ 706,000	\$ -	\$ 706,000	\$ -	\$ -
	Citywide Traffic Signal upgrade	SCL050091	\$ 458,000	\$ 458,000	\$ -	\$ -	\$ -
	El Camino Real/Stanford Ave Intersection Imps.	SCL070023	\$ 1,668,000	\$ 1,513,000	\$ 155,000	\$ -	\$ -
Palo Alto Total			\$ 2,832,000	\$ 1,971,000	\$ 861,000	\$ -	\$ -
Petaluma	Petaluma - East Washington and 6th Street Rehab	SON050030	\$ 1,081,000	\$ -	\$ 1,081,000	\$ -	\$ -
	Petaluma - S. McDowell and Bodega Ave Rehab	SON050008	\$ 1,630,000	\$ -	\$ 1,630,000	\$ -	\$ 355,000
	Petaluma Blvd. Pedestrian Enhancements	SON070007	\$ 548,023	\$ -	\$ 548,023	\$ -	\$ -
	Cutaway - 24'	SON070022	\$ 87,520	\$ 87,520	\$ -	\$ -	\$ -
	Petaluma Transit: Preventive Maintenance	SON090009	\$ 95,222	\$ 95,222	\$ -	\$ -	\$ -
	Petaluma Transit: Van Replacement	SON090011	\$ 109,980	\$ 109,980	\$ -	\$ -	\$ -
	Bus - 30' Diesel	SON070023	\$ 897,293	\$ 897,293	\$ -	\$ -	\$ -
	Petaluma Transit: Bus Replacement	SON090010	\$ 928,030	\$ 928,030	\$ -	\$ -	\$ -
	Improve U.S. 101/Old Redwood Highway interchange	SON090003	\$ 27,000,000	\$ 8,610,000	\$ 600,000	\$ 17,790,000	\$ -
Petaluma Total			\$ 32,377,068	\$ 10,728,045	\$ 3,859,023	\$ 17,790,000	\$ 355,000
Pinole	Pinole - Appian Way Rehab: Phase I	CC-050011	\$ 806,000	\$ -	\$ 806,000	\$ -	\$ -
	Pinole - Appian Way Rehab: Phase II	CC-050073	\$ 750,000	\$ 675,000	\$ 75,000	\$ -	\$ -
	Widen Pinole Valley Road ramps at I-80	CC-090017	\$ 787,000	\$ 787,000	\$ -	\$ -	\$ -
Pinole Total			\$ 2,343,000	\$ 1,462,000	\$ 881,000	\$ -	\$ -
Pittsburg	Pittsburg - Harbor Street Rehabilitation	CC-050071	\$ 874,000	\$ -	\$ 874,000	\$ -	\$ -
	Bailey Road Transit Access Improvement	CC-070084	\$ 2,197,506	\$ 1,969,000	\$ 228,506	\$ -	\$ -
	Pittsburg-Antioch Highway Widening	CC-070044	\$ 11,000,000	\$ 11,000,000	\$ -	\$ -	\$ -
	West Leland Extension, Phase II	CC-070043	\$ 11,600,000	\$ 11,600,000	\$ -	\$ -	\$ -
	California Avenue Widening	CC-070041	\$ 16,700,000	\$ 16,700,000	\$ -	\$ -	\$ -
	James Donlon Extension (Buchanan Rd Bypass)	CC-070045	\$ 33,500,000	\$ 33,500,000	\$ -	\$ -	\$ -
Pittsburg Total			\$ 75,871,506	\$ 74,769,000	\$ 1,102,506	\$ -	\$ -
Pleasant Hill	Pleasant Hill - Contra Costa Blvd Rehabilitation	CC-050072	\$ 1,261,000	\$ -	\$ 1,261,000	\$ -	\$ -
	Buskirk Avenue Widening	CC-090002	\$ 8,950,000	\$ 8,950,000	\$ -	\$ -	\$ -
Pleasant Hill Total			\$ 10,211,000	\$ 8,950,000	\$ 1,261,000	\$ -	\$ -
Pleasanton	I-680/Bernal Avenue interchange improvements	ALA090010	\$ 16,000,000	\$ 2,000,000	\$ -	\$ 14,000,000	\$ -
	I-580 / Foothill Road interchange improvements	ALA090013	\$ 2,100,000	\$ 2,100,000	\$ -	\$ -	\$ -
	PSR: SR 84 Widening from Pigeon Pass to I-680	ALA090009	\$ 2,100,000	\$ 2,100,000	\$ -	\$ -	\$ -
Pleasanton Total			\$ 20,200,000	\$ 6,200,000	\$ -	\$ 14,000,000	\$ -
Port of Oakland	LNG Infrastructure Implementation	MTC050019	\$ 3,027,000	\$ -	\$ 3,027,000	\$ -	\$ -
	California Inter-regional Rail Intermodal Study	ALA070054	\$ 984,000	\$ 984,000	\$ -	\$ -	\$ -
	Port of Oakland 7th Street Grade Separation	ALA070023	\$ 70,000,000	\$ 67,000,000	\$ 3,000,000	\$ -	\$ -
	Port of Oakland Outer Harbor Intermodal Terminal	ALA070024	\$ 88,000,000	\$ 83,000,000	\$ 5,000,000	\$ -	\$ -
	Outer Harbor Intermodal Terminals (OHIT)	ALA090026	\$ 220,000,000	\$ 118,000,000	\$ 7,000,000	\$ 95,000,000	\$ 3,000,000
	7th Street Grade Separation and Roadway Improvem	ALA090027	\$ 350,000,000	\$ 127,000,000	\$ -	\$ 223,000,000	\$ -
Port of Oakland Total			\$ 732,011,000	\$ 395,984,000	\$ 18,027,000	\$ 318,000,000	\$ 3,000,000
Port of SF	Downtown Ferry Terminal Public Pier	SF-050018	\$ 2,234,000	\$ -	\$ 2,234,000	\$ -	\$ 1,482,000
	Illinois St. Bridge Bike/Ped Improvements	SF-050023	\$ 991,000	\$ -	\$ 991,000	\$ -	\$ -
	Illinois St Bicycle Improvements	SF-090001	\$ 6,200,000	\$ 700,000	\$ -	\$ 5,500,000	\$ -
	Illinois St Inter-modal Bridge	SF-010007	\$ 28,285,710	\$ 3,020,000	\$ 25,265,710	\$ -	\$ 23,633,710
	Embarcadero Corridor Transportation Improvements	SF-070009	\$ 5,350,000	\$ 5,000,000	\$ 350,000	\$ -	\$ -
	Mission Bay Shoreline Park Bike/Ped Improvements	SF-070015	\$ 6,000,000	\$ 5,600,000	\$ 400,000	\$ -	\$ -
	Freight Rail Tunnel Modifications	SF-070013	\$ 7,000,000	\$ 6,800,000	\$ 200,000	\$ -	\$ -
	Cargo Way Bay Trail Improvements	SF-070011	\$ 7,250,000	\$ 7,000,000	\$ 250,000	\$ -	\$ -
	Fishermans Wharf Ferry Terminal Improvements	SF-070012	\$ 8,000,000	\$ 7,500,000	\$ 500,000	\$ -	\$ -
	San Francisco Downtown Ferry Terminal	SF-070010	\$ 20,000,000	\$ 19,200,000	\$ 800,000	\$ -	\$ -
Pier 70 Shoreline Open Space Improvements	SF-070014	\$ 35,000,000	\$ 33,000,000	\$ 2,000,000	\$ -	\$ -	
Port of SF Total			\$ 126,310,710	\$ 87,820,000	\$ 32,990,710	\$ 5,500,000	\$ 25,115,710
Presidio	PresidiGo Shuttle CNG Buses	SF-090025	\$ 840,000	\$ 840,000	\$ -	\$ -	\$ -
Presidio Total			\$ 840,000	\$ 840,000	\$ -	\$ -	\$ -
Redwood City	Redwood City - Alameda de Las Pulgas/Bay Rd. Rehab	SM-070021	\$ 1,830,000	\$ -	\$ 1,830,000	\$ -	\$ -
	Redwood City - El Camino Real/Broadway Streetscape	SM-070001	\$ 742,000	\$ 722,000	\$ 20,000	\$ -	\$ -
	Blomquist Street Extension	SM-090007	\$ 5,000,000	\$ 1,100,000	\$ -	\$ 3,900,000	\$ -

ALL Projects in the TIP

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LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
Redwood City Total			\$ 7,572,000	\$ 1,822,000	\$ 1,850,000	\$ 3,900,000	\$ -
Richmond	Central Richmond Greenway (East Segment)	CC-070066	\$ 2,133,000	\$ 23,000	\$ 2,110,000	\$ -	\$ -
	Griffin Drive Railroad At-Grade Crossing	CC-070047	\$ 2,500,000	\$ 900,000	\$ -	\$ 1,600,000	\$ -
	Richmond Downtown Bike & Ped Improvements	CC-070080	\$ 2,805,000	\$ 2,385,000	\$ 420,000	\$ -	\$ -
	Carlson Blvd Improvements, Tehama to San Jose	CC-090006	\$ 5,000,000	\$ 4,750,000	\$ 250,000	\$ -	\$ -
	Marina Bay Parkway Grade Separation	CC-090018	\$ 37,770,000	\$ 10,000,000	\$ -	\$ 27,770,000	\$ -
	Richmond Prkwy Transit Center Parking	CC-030001	\$ 30,500,000	\$ 12,700,000	\$ 16,075,000	\$ 1,725,000	\$ 775,000
	East Side Improvements Richmond Intermodal Station	CC-090025	\$ 16,087,000	\$ 16,087,000	\$ -	\$ -	\$ -
	I-80/Central Ave Interchange Modification	CC-050076	\$ 27,719,000	\$ 25,844,000	\$ 1,875,000	\$ -	\$ -
Richmond Total			\$ 124,514,000	\$ 72,689,000	\$ 20,730,000	\$ 31,095,000	\$ 775,000
Rio Vista	SR12 - Rio Vista Bridge Study	SOL050062	\$ 520,000	\$ -	\$ 520,000	\$ -	\$ -
	Rio Vista - Signage Improvement Program	SOL070019	\$ 203,000	\$ 150,000	\$ 53,000	\$ -	\$ -
Rio Vista Total			\$ 723,000	\$ 150,000	\$ 573,000	\$ -	\$ -
Rohnert Park	Rohnert Park - City Center Plaza Pedestrian Imps	SON070001	\$ 1,829,000	\$ -	\$ 1,829,000	\$ -	\$ 200,000
	Rohnert Park - Various Streets Rehabilitation	SON050034	\$ 766,000	\$ -	\$ 766,000	\$ -	\$ -
Rohnert Park Total			\$ 2,595,000	\$ -	\$ 2,595,000	\$ -	\$ 200,000
Ross	Ross - Non-motorized Transp. Pilot Program	MRN070013	\$ 200,000	\$ 170,000	\$ 30,000	\$ -	\$ -
Ross Total			\$ 200,000	\$ 170,000	\$ 30,000	\$ -	\$ -
SamTrans	SamTrans: Replace Minivans	SM-010048	\$ 996,832	\$ -	\$ 996,832	\$ -	\$ 996,832
	Admin. & Maint./Operating Facilities Improvements	SM-070035	\$ 350,000	\$ -	\$ 350,000	\$ -	\$ -
	Maintenance & Op. Equipment Rehab & Replacement	SM-030027	\$ 1,456,718	\$ -	\$ 1,456,718	\$ -	\$ 584,224
	Park & Ride Lots Rehabilitation	SM-050048	\$ 298,074	\$ -	\$ 298,074	\$ -	\$ -
	Replacement of Fare Collection Equipment	SM-050047	\$ 9,741,633	\$ -	\$ 9,741,633	\$ -	\$ -
	SamTrans: Replace (10) 2001 El Dorados	SM-050039	\$ 1,625,430	\$ -	\$ 1,625,430	\$ -	\$ -
	Systemwide Security Operating Support	SM-070044	\$ 415,000	\$ -	\$ 415,000	\$ -	\$ -
	Facility/Equipment Rehabilitation/Replacement	SM-070049	\$ 300,280	\$ 47,844	\$ 252,436	\$ -	\$ -
	Systemwide Security	SM-070045	\$ 246,000	\$ 111,000	\$ 135,000	\$ -	\$ -
	SAMTRANS: Service Support Vehicles	SM-090019	\$ 322,000	\$ 322,000	\$ -	\$ -	\$ -
	Schedule & Database Software Enhancements	SM-090018	\$ 352,968	\$ 352,968	\$ -	\$ -	\$ -
	SAMTRANS: ADA Paratransit Operating Subsidy	SM-990026	\$ 2,105,196	\$ 1,955,196	\$ 150,000	\$ -	\$ 150,000
	SR 82 - El Camino Real Grand Boulevard Initiative	SM-050051	\$ 3,993,791	\$ 3,493,791	\$ 500,000	\$ -	\$ -
	SAMTRANS: Preventive Maintenance	SM-030023	\$ 20,095,730	\$ 7,265,461	\$ 12,830,269	\$ -	\$ 9,013,000
	Replacement of up to 73-40 ft and 64-35 ft buses	SM-050036	\$ 71,002,054	\$ 45,972,521	\$ 25,029,533	\$ -	\$ -
SamTrans Total			\$ 113,301,706	\$ 59,520,781	\$ 53,780,925	\$ -	\$ 10,744,056
San Anselmo	San Anselmo - Non-motorized Transp. Pilot Program	MRN070010	\$ 300,000	\$ 255,000	\$ 45,000	\$ -	\$ -
San Anselmo Total			\$ 300,000	\$ 255,000	\$ 45,000	\$ -	\$ -
San Bruno	SR 82 El Camino Real: Grand Boulevard Initiative	SM-070031	\$ 1,079,000	\$ 1,079,000	\$ -	\$ -	\$ -
San Bruno Total			\$ 1,079,000	\$ 1,079,000	\$ -	\$ -	\$ -
San Carlos	San Carlos - Alameda de las Pulgas Road Rehab	SM-050020	\$ 555,000	\$ -	\$ 555,000	\$ -	\$ -
	US101/Holly Interchange modification	SM-090008	\$ 3,000,000	\$ 3,000,000	\$ -	\$ -	\$ -
San Carlos Total			\$ 3,555,000	\$ 3,000,000	\$ 555,000	\$ -	\$ -
San Jose	Silicon Valley Smart Corridor	SCL976002	\$ 3,930,704	\$ -	\$ 3,930,704	\$ -	\$ 3,930,704
	San Jose - Various Streets Rehabilitation	SCL050028	\$ 18,413,000	\$ -	\$ 18,413,000	\$ -	\$ -
	Stevens Creek Blvd/Winchester Blvd ITS	SCL991007	\$ 5,445,193	\$ -	\$ 5,445,193	\$ -	\$ 4,503,604
	Almaden Expressway Ped. Bridge	SCL050039	\$ 492,000	\$ 492,000	\$ -	\$ -	\$ -
	Branham Ln/Monterey Hwy Grade Crossing Design	SCL090036	\$ 570,000	\$ 570,000	\$ -	\$ -	\$ -
	Silicon Valley TIMC	SCL050079	\$ 10,153,000	\$ 1,280,000	\$ 8,873,000	\$ -	\$ -
	Bay Trail Reach 9	SCL050082	\$ 2,378,000	\$ 1,500,000	\$ 878,000	\$ -	\$ -
	San Jose - Jackson Street Pedestrian Imps.	SCL070040	\$ 1,546,000	\$ 1,546,000	\$ -	\$ -	\$ -
	San Jose State Univ. / Japantown Pedestrian Imps.	SCL050061	\$ 2,357,000	\$ 2,357,000	\$ -	\$ -	\$ -
	Old Oakland Road Improvements	SCL090006	\$ 10,000,000	\$ 2,800,000	\$ -	\$ 7,200,000	\$ -
	North San Jose Intersection Improvements	SCL090007	\$ 61,000,000	\$ 3,000,000	\$ -	\$ 58,000,000	\$ -
	San Jose: Various Intersection Improvements	SCL090008	\$ 29,000,000	\$ 6,000,000	\$ -	\$ 23,000,000	\$ -
	Coyote Creek Trail	SCL050083	\$ 8,769,020	\$ 7,120,020	\$ 1,649,000	\$ -	\$ -
	Charcot Avenue Extension over I-880	SCL090003	\$ 34,000,000	\$ 9,200,000	\$ -	\$ 24,800,000	\$ -
	Lower Guadalupe River Trail	SCL050081	\$ 13,296,000	\$ 12,736,000	\$ 560,000	\$ -	\$ -
	Coleman Avenue Widening from I-880 to Taylor Stree	SCL090005	\$ 13,000,000	\$ 13,000,000	\$ -	\$ -	\$ -
		Downtown Couplet Conversion Projects	SCL090004	\$ 22,000,000	\$ 22,000,000	\$ -	\$ -
San Jose Total			\$ 236,349,917	\$ 83,601,020	\$ 39,748,897	\$ 113,000,000	\$ 494,304
San Leandro	I-880/ Washington Ave. I/C Reconfiguration	ALA050001	\$ 2,453,500	\$ -	\$ 2,453,500	\$ -	\$ 2,453,500
	E. 14th St. Median Improvements	ALA990074	\$ 1,003,000	\$ -	\$ 1,003,000	\$ -	\$ 52,000

All Projects in the TIP

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LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	San Leandro - Traffic Signal System Improvements	ALA070030	\$ 341,000	\$ -	\$ 341,000	\$ -	\$ -
	San Leandro ATMS Upgrade	ALA070048	\$ 563,000	\$ -	\$ 563,000	\$ -	\$ -
	SR 185- E. 14th St/ Hesperian Blvd/150th Ave	ALA050002	\$ 2,933,800	\$ -	\$ 2,933,800	\$ -	\$ 633,800
	Washington Ave Rehab: San Lorenzo Crk to I-880	ALA050069	\$ 555,000	\$ -	\$ 555,000	\$ -	\$ -
	I-880/SR 112 Overcrossing Replacement	ALA070014	\$ 9,900,000	\$ 750,000	\$ 150,000	\$ 9,000,000	\$ 37,500
	Bay Trail Bridge at Oyster Bay Slough	ALA050078	\$ 3,801,000	\$ 1,328,000	\$ 2,473,000	\$ -	\$ 321,000
	I-880/Marina Blvd Interchange and Overcrossing Rep	ALA090012	\$ 33,000,000	\$ 5,072,000	\$ -	\$ 27,928,000	\$ -
San Leandro Total			\$ 54,550,300	\$ 7,150,000	\$ 10,472,300	\$ 36,928,000	\$ 3,497,800
San Mateo	San Mateo - J. Hart Clinton Rehabilitation	SM-070018	\$ 1,174,000	\$ -	\$ 1,174,000	\$ -	\$ -
	San Mateo - Poplar Avenue Rehabilitation	SM-070011	\$ 680,000	\$ -	\$ 680,000	\$ -	\$ -
	San Mateo - Delaware Street Improvement	SM-070026	\$ 454,000	\$ 80,000	\$ 374,000	\$ -	\$ -
San Mateo Total			\$ 2,308,000	\$ 80,000	\$ 2,228,000	\$ -	\$ -
San Mateo Co	Caltrain Peninsula Grade Separation	SM-030002	\$ 2,350,000	\$ -	\$ 2,350,000	\$ -	\$ 1,350,000
	Middlefield Rd. and Barney Ave. Lighted Crosswalks	SM-070041	\$ 155,000	\$ -	\$ 155,000	\$ -	\$ -
	US 101 San Mateo Ramp Metering	SM-050044	\$ 295,266	\$ -	\$ 295,266	\$ -	\$ -
	Westborough Blvd. Bicycle Lanes Improvements	SM-070040	\$ 120,000	\$ 20,000	\$ 100,000	\$ -	\$ -
	Menlo Park - Santa Cruz Avenue Pedestrian Imps.	SM-070039	\$ 282,000	\$ 31,000	\$ 251,000	\$ -	\$ -
	Install Permanent Traffic Calming Advisory Signs	SM-070046	\$ 58,000	\$ 46,000	\$ 12,000	\$ -	\$ -
	Install Crosswalks, Ped Signals, and Sidewalks	SM-090020	\$ 185,000	\$ 185,000	\$ -	\$ -	\$ -
	San Mateo County - Bay Road Rehabilitation	SM-070014	\$ 529,000	\$ 250,000	\$ 279,000	\$ -	\$ -
	Mirada Surf Coastal Bike and Pedestrian Trail	SM-070028	\$ 971,000	\$ 950,000	\$ 21,000	\$ -	\$ -
San Mateo Co Total			\$ 4,945,266	\$ 1,482,000	\$ 3,463,266	\$ -	\$ 1,350,000
San Pablo	San Pablo Ave Rehabilitation	CC-050066	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -	\$ -
	I-80/San Pablo Dam Rd I/C Modifications	CC-070035	\$ 118,000,000	\$ 30,700,000	\$ 2,250,000	\$ 85,050,000	\$ -
San Pablo Total			\$ 120,500,000	\$ 30,700,000	\$ 4,750,000	\$ 85,050,000	\$ -
San Rafael	San Rafael - Various Streets Rehabilitation	MRN050005	\$ 779,000	\$ -	\$ 779,000	\$ -	\$ -
	San Rafael Canal Street Pedestrian Access	MRN070016	\$ 381,000	\$ 326,000	\$ 55,000	\$ -	\$ -
	San Rafael - Non-motorized Transp. Pilot Program	MRN070009	\$ 2,840,600	\$ 1,090,000	\$ 1,750,600	\$ -	\$ -
San Rafael Total			\$ 4,000,600	\$ 1,416,000	\$ 2,584,600	\$ -	\$ -
San Ramon	San Ramon Valley Blvd Rehabilitation	CC-050068	\$ 1,264,000	\$ 610,000	\$ 654,000	\$ -	\$ -
	Widen and extend Bollinger Canyon Road to 6 lanes	CC-090020	\$ 4,670,000	\$ 4,670,000	\$ -	\$ -	\$ -
	Bollinger Canyon Road Widening (Alcosta to SRVB)	CC-090019	\$ 21,900,000	\$ 10,900,000	\$ -	\$ 11,000,000	\$ -
	I-680/Norris Canyon Bus Ramps	CC-070036	\$ 101,600,000	\$ 42,000,000	\$ 2,000,000	\$ 57,600,000	\$ -
San Ramon Total			\$ 129,434,000	\$ 58,180,000	\$ 2,654,000	\$ 68,600,000	\$ -
Santa Clara	San Tomas Aquino Creek Trail - Reach 3	SCL050010	\$ 2,000,000	\$ -	\$ 2,000,000	\$ -	\$ -
	Santa Clara - Tasman Dr. and Homestead Rd. Rehab	SCL050073	\$ 738,000	\$ -	\$ 738,000	\$ -	\$ -
Santa Clara Total			\$ 2,738,000	\$ -	\$ 2,738,000	\$ -	\$ -
Santa Clara Co	Santa Clara Co - Montague Expwy Rehab Phase I & II	SCL050025	\$ 4,789,000	\$ -	\$ 4,789,000	\$ -	\$ -
	Santa Clara County - Non-Expressway Rehabilitation	SCL050053	\$ 807,000	\$ -	\$ 807,000	\$ -	\$ -
	San Tomas Bicycle Shoulder Delineation - Phase 2	SCL070042	\$ 400,000	\$ 275,000	\$ 125,000	\$ -	\$ -
	Foothill Expressway Loyola Bridge Bicycle Imp.	SCL070051	\$ 465,000	\$ 465,000	\$ -	\$ -	\$ -
	Central Expressway widening: Lawrence to San Tomas	SCL090013	\$ 13,600,000	\$ 500,000	\$ -	\$ 13,100,000	\$ -
	Harvey Bear Ranch Trail Development: Ph 2	SCL070013	\$ 600,000	\$ 600,000	\$ -	\$ -	\$ -
	San Tomas Expressway Box Culvert Repair - Phase 1	SCL090032	\$ 613,000	\$ 613,000	\$ -	\$ -	\$ -
	San Tomas Expressway Box Culvert Repair - Phase 1	SCL090002	\$ 613,000	\$ 613,000	\$ -	\$ -	\$ -
	Santa Clara Co. - Various Non-Expressway Rehab	SCL050076	\$ 1,973,000	\$ 986,000	\$ 987,000	\$ -	\$ -
	Widen Montague Expwy to 8 lanes from Trade Zone to	SCL090017	\$ 13,000,000	\$ 1,000,000	\$ -	\$ 12,000,000	\$ -
	Santa Clara Co. - Capitol Expwy. Rehabilitation	SCL050072	\$ 1,012,000	\$ 1,005,000	\$ 7,000	\$ -	\$ -
	San Tomas Expressway I/C Improvements	SCL070007	\$ 2,296,000	\$ 1,176,000	\$ 1,120,000	\$ -	\$ -
	Santa Clara Co. - Oregon/Page Mill Expwy Rehab	SCL050075	\$ 1,422,000	\$ 1,422,000	\$ -	\$ -	\$ -
	US 101/Montague Expressway Interchange	SCL090027	\$ 12,000,000	\$ 2,000,000	\$ -	\$ 10,000,000	\$ -
	Almaden Expressway widening: Coleman-Blossom Hill	SCL090014	\$ 10,500,000	\$ 2,100,000	\$ -	\$ 8,400,000	\$ -
	Realign existing curve on DeWitt Avenue	SCL090011	\$ 2,500,000	\$ 2,500,000	\$ -	\$ -	\$ -
	Widen Montague Exp between Lick Mill-Trade Zone	SCL090010	\$ 13,500,000	\$ 2,500,000	\$ -	\$ 11,000,000	\$ -
	Central Expressway Auxiliary Lanes	SCL070049	\$ 17,000,000	\$ 2,687,000	\$ 613,000	\$ 13,700,000	\$ -
	Almaden Expressway Improvements	SCL070005	\$ 5,429,000	\$ 3,214,000	\$ 2,215,000	\$ -	\$ -
	Oregon-Page Mill Expwy Improvements	SCL050080	\$ 4,295,000	\$ 3,695,000	\$ 600,000	\$ -	\$ -
	Montague Expressway/Trimble interchange improvement	SCL090009	\$ 32,000,000	\$ 5,000,000	\$ -	\$ 27,000,000	\$ -
	Lawrence Expressway Widening	SCL090012	\$ 5,200,000	\$ 5,200,000	\$ -	\$ -	\$ -
	Butterfield Boulevard Extension from Tennant Avenue	SCL090018	\$ 18,800,000	\$ 9,400,000	\$ -	\$ 9,400,000	\$ -
	New SR152 Alignment Study	SCL090016	\$ 10,615,000	\$ 10,615,000	\$ -	\$ -	\$ -

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LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
Santa Clara Co Total			\$ 173,429,000	\$ 57,566,000	\$ 11,263,000	\$ 104,600,000	\$ -
Santa Rosa	Santa Rosa ITS Implementation	SON050024	\$ 516,950	\$ -	\$ 516,950	\$ -	\$ 516,950
	Aston Avenue Pathway and traffic signal	SON070016	\$ 581,000	\$ -	\$ 581,000	\$ -	\$ -
	Santa Rosa/Sebastopol - Various Streets Rehab	SON050004	\$ 3,672,000	\$ -	\$ 3,672,000	\$ -	\$ -
	SMART Corridor Bike/Ped Trail: Phase 1	SON050018	\$ 72,000	\$ -	\$ 72,000	\$ -	\$ -
	Piner Road Pathway/Stony Circle Sidewalk	SON070017	\$ 292,000	\$ 292,000	\$ -	\$ -	\$ -
	Mendocino Avenue ITS Improvements	SON090006	\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	\$ -
	Santa Rosa Courthouse Square Enhancements	SON070006	\$ 1,728,000	\$ 1,703,000	\$ 25,000	\$ -	\$ -
	Santa Rosa - Various Streets Rehabilitation	SON050036	\$ 2,710,000	\$ 2,610,000	\$ 100,000	\$ -	\$ -
	Farmers Lane Extension	SON090004	\$ 36,400,000	\$ 18,500,000	\$ -	\$ 17,900,000	\$ -
Santa Rosa Total			\$ 47,071,950	\$ 24,205,000	\$ 4,966,950	\$ 17,900,000	\$ 516,950
Santa Rosa Bus	Downtown Transit Mall Connectivity Improvements	SON070012	\$ 1,548,387	\$ -	\$ 1,548,387	\$ -	\$ -
	Santa Rosa City Bus: Bus Stop Enhancements	SON030012	\$ 257,310	\$ 92,022	\$ 165,288	\$ -	\$ 58,502
	Automated Vehicle Location System	SON090007	\$ 360,174	\$ 360,174	\$ -	\$ -	\$ -
	Santa Rosa Bus: Preventive Maintenance	SON050026	\$ 7,098,868	\$ 2,695,062	\$ 4,403,806	\$ -	\$ -
	Santa Rosa City Bus Hybrid Electric Bus Purchase	SON070011	\$ 6,412,346	\$ 2,816,000	\$ 3,596,346	\$ -	\$ -
	Santa Rosa Bus: Operating Assistance	SON030011	\$ 13,976,881	\$ 4,283,713	\$ 9,693,168	\$ -	\$ 5,739,168
	Hybrid Electric Bus Purchase (Replacement)	SON070020	\$ 5,322,271	\$ 5,322,271	\$ -	\$ -	\$ -
	Santa Rosa Bus Total			\$ 34,976,237	\$ 15,569,242	\$ 19,406,995	\$ -
Saratoga	Saratoga - DeAnza Bike/Ped Trail	SCL070026	\$ 1,992,000	\$ -	\$ 1,992,000	\$ -	\$ -
	Saratoga Village Pedestrian Enhancements	SCL070038	\$ 678,000	\$ 648,000	\$ 30,000	\$ -	\$ -
	Highway 9 Safety Improvements	SCL070050	\$ 1,622,000	\$ 1,622,000	\$ -	\$ -	\$ -
Saratoga Total			\$ 4,292,000	\$ 2,270,000	\$ 2,022,000	\$ -	\$ -
Sausalito	Sausalito - Non-motorized Transp. Pilot Program	MRN070012	\$ 640,000	\$ 484,000	\$ 156,000	\$ -	\$ -
Sausalito Total			\$ 640,000	\$ 484,000	\$ 156,000	\$ -	\$ -
Sebastopol	Sebastopol - Various Streets Rehabilitation	SON050035	\$ 172,000	\$ -	\$ 172,000	\$ -	\$ -
	Street Smart Sebastopol Phase 2	SON070015	\$ 605,000	\$ 548,000	\$ 57,000	\$ -	\$ -
Sebastopol Total			\$ 777,000	\$ 548,000	\$ 229,000	\$ -	\$ -
SF City/County	Pine Lake Trail Improvement Project	SF-050029	\$ 408,000	\$ -	\$ 408,000	\$ -	\$ 98,000
SF City/County Total			\$ 408,000	\$ -	\$ 408,000	\$ -	\$ 98,000
SF County TA	S.F. Value Pricing Study & Pilot	SF-050044	\$ 1,300,000	\$ -	\$ 1,300,000	\$ -	\$ -
	SFCTA - CMA Planning Activities	SF-990015	\$ 4,704,000	\$ -	\$ 4,704,000	\$ -	\$ 2,736,000
	Congestion Pricing Study and Coordination	SF-090028	\$ 516,374	\$ 103,275	\$ 413,099	\$ -	\$ -
	Planning, Programming and Monitoring	SF-010008	\$ 1,306,000	\$ 541,000	\$ 765,000	\$ -	\$ 169,000
	Oakdale Caltrain Station	SF-090011	\$ 50,000,000	\$ 7,930,000	\$ -	\$ 42,070,000	\$ -
	SF Integrated Mobility Account	SF-070041	\$ 14,000,000	\$ 14,000,000	\$ -	\$ -	\$ -
	Van Ness Bus Rapid Transit	SF-070005	\$ 89,596,000	\$ 17,596,000	\$ 2,000,000	\$ 70,000,000	\$ -
	Geary Bus Rapid Transit	SF-070004	\$ 33,000,000	\$ 33,000,000	\$ -	\$ -	\$ -
	Yerba Buena Island Ramp Improvements	SF-070027	\$ 215,450,000	\$ 36,500,000	\$ 8,950,000	\$ 170,000,000	\$ -
	US 101 Doyle Drive Replacement	SF-991030	\$ 954,847,000	\$ 852,805,000	\$ 43,842,000	\$ 58,200,000	\$ 22,192,000
SF County TA Total			\$ 1,364,719,374	\$ 962,475,275	\$ 61,974,099	\$ 340,270,000	\$ 25,097,000
SF Dept of Park	Ped. Safety & Education Prog.	SF-050030	\$ 303,000	\$ -	\$ 303,000	\$ -	\$ -
	Shared Lane Pavement Marking	SF-050019	\$ 478,000	\$ -	\$ 478,000	\$ -	\$ 110,000
	Addison and Digby Traffic Circle	SF-010020	\$ 240,000	\$ 220,000	\$ 20,000	\$ -	\$ -
	Phelan Ave. Crosswalk & Traffic Calming	SF-010023	\$ 353,380	\$ 303,000	\$ 50,380	\$ -	\$ -
	San Francisco Bicycle Route Improvements	SF-070036	\$ 615,000	\$ 500,000	\$ 115,000	\$ -	\$ -
	Golden Gate Park Ped Access Improvements	SF-070035	\$ 886,000	\$ 723,000	\$ 163,000	\$ -	\$ -
	Inner Sunset Traffic Calming & Transit Enhancemnt	SF-070033	\$ 1,258,000	\$ 945,000	\$ 313,000	\$ -	\$ -
	Tenderloin/UN Plaza/Civic Center Ped Improvements	SF-070034	\$ 1,505,000	\$ 1,052,000	\$ 453,000	\$ -	\$ -
	Oak and Fell Streets ITMS Project	SF-010018	\$ 1,271,000	\$ 1,135,000	\$ 136,000	\$ -	\$ -
SF Dept of Park Total			\$ 6,909,380	\$ 4,878,000	\$ 2,031,380	\$ -	\$ 110,000
SF DPW	4th St Bridge Seismic Retrofit & Rehab	SF-010004	\$ 40,408,000	\$ -	\$ 40,408,000	\$ -	\$ 35,908,000
	Broadway Streetscape Improvements, Phase II	SF-050013	\$ 2,260,000	\$ -	\$ 2,260,000	\$ -	\$ 221,000
	San Francisco - 16th Street Rehabilitation	SF-050010	\$ 3,568,000	\$ -	\$ 3,568,000	\$ -	\$ -
	San Francisco - Cortland Avenue Rehabilitation	SF-050040	\$ 1,595,000	\$ -	\$ 1,595,000	\$ -	\$ -
	San Francisco - Valencia Street Rehabilitation	SF-050011	\$ 4,572,000	\$ -	\$ 4,572,000	\$ -	\$ -
	San Francisco - Various Streets Rehabilitation	SF-050020	\$ 2,373,000	\$ -	\$ 2,373,000	\$ -	\$ 1,695,000
	South of Market Various Streets Rehab.	SF-050041	\$ 6,223,000	\$ -	\$ 6,223,000	\$ -	\$ -
	Stockton Tunnel Lighting & Ped. Imprv.	SF-050031	\$ 882,000	\$ -	\$ 882,000	\$ -	\$ -
	US 101 - Van Ness Avenue Enhancements	SF-050032	\$ 1,130,000	\$ -	\$ 1,130,000	\$ -	\$ -
	Widen Illinois St. Bridge over Islais Creek	SF-090008	\$ 25,000,000	\$ 1,000,000	\$ -	\$ 24,000,000	\$ -

All Projects in the TIP

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2) Please review the projects highlighted in blue as well?

LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	SR 1 - 19th Avenue Streetscape Improvements	SF-070025	\$ 1,240,000	\$ 1,240,000	\$ -	\$ -	\$ -
	Widen Cesar Chavez/ Evans Structure	SF-090007	\$ 17,000,000	\$ 1,804,000	\$ -	\$ 15,196,000	\$ -
	Divisadero Streetscape and Ped. Improvements	SF-070039	\$ 3,389,000	\$ 2,952,750	\$ 436,250	\$ -	\$ -
	Leland Avenue Streetscape Improvements	SF-070032	\$ 4,078,000	\$ 3,588,000	\$ 490,000	\$ -	\$ -
	US 101 Aux Lanes Southbound from Silver to San Mat	SF-090010	\$ 48,000,000	\$ 4,300,000	\$ -	\$ 43,700,000	\$ -
	Valencia Streetscape Improvements	SF-070031	\$ 4,660,000	\$ 4,600,000	\$ 60,000	\$ -	\$ -
	San Francisco Street Improvements Program	SF-050042	\$ 7,478,400	\$ 7,478,400	\$ -	\$ -	\$ -
	Bayview Transportation Improvements	SF-010038	\$ 128,000,000	\$ 10,915,000	\$ 11,085,000	\$ 106,000,000	\$ 10,005,000
	Widen Harney Way	SF-090004	\$ 22,000,000	\$ 11,700,000	\$ 300,000	\$ 10,000,000	\$ -
	BRT-Ped-Bike Bridge over Yosemite Slough	SF-090006	\$ 58,000,000	\$ 18,700,000	\$ 300,000	\$ 39,000,000	\$ -
	Hunters Pt. Shipyard Ferry Terminal	SF-090009	\$ 20,000,000	\$ 19,900,000	\$ 100,000	\$ -	\$ -
	Arterial from Harney Way & Jamestown Ave. to Crisp	SF-090002	\$ 57,000,000	\$ 54,343,000	\$ 200,000	\$ 2,457,000	\$ -
SF DPW Total			\$ 458,856,400	\$ 142,521,150	\$ 75,982,250	\$ 240,353,000	\$ 47,829,000
SF Int Airport	Shuttle Bus Clean Air Retrofits	SF-070017	\$ 565,000	\$ -	\$ 565,000	\$ -	\$ -
SF Int Airport Total			\$ 565,000	\$ -	\$ 565,000	\$ -	\$ -
SFMTA	Motor Coach Replacement Program (455)	SF-970075	\$ 169,265,757	\$ -	\$ 169,265,757	\$ -	\$ 169,265,757
	Trolley Coach Extension Program	SF-090022	\$ 5,560,000	\$ 100,000	\$ -	\$ 5,460,000	\$ -
	Woods Maintenance Facility Rehab	SF-991001	\$ 22,630,757	\$ 150,000	\$ 22,480,757	\$ -	\$ 19,980,757
	C3-Subway PA and Passenger Display Systems Replace	SF-070047	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
	Urban Partnership Program Evaluation	SF-070042	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -
	Pedestrian Signal Upgrades	SF-090029	\$ 589,295	\$ 589,295	\$ -	\$ -	\$ -
	Global Positioning System	SF-990003	\$ 19,426,594	\$ 677,160	\$ 18,749,434	\$ -	\$ 15,795,000
	Transit Center in Candlestick Point	SF-090015	\$ 6,000,000	\$ 700,000	\$ -	\$ 5,300,000	\$ -
	Express/Ltd Bus Service into Hunters Point (north)	SF-090017	\$ 22,000,000	\$ 800,000	\$ -	\$ 21,200,000	\$ -
	Additional Light Rail Vehicles to Expand Muni Rail	SF-090012	\$ 44,473,000	\$ 1,200,000	\$ -	\$ 43,273,000	\$ -
	Glen Park Inter-modal Facility	SF-050039	\$ 4,388,694	\$ 1,249,869	\$ 3,138,825	\$ -	\$ -
	Islais Creek Motor Coach Facility	SF-990004	\$ 76,833,892	\$ 1,354,320	\$ 75,479,572	\$ -	\$ 51,127,865
	Extended Trolleybus Service into Hunters Point	SF-090019	\$ 51,000,000	\$ 2,700,000	\$ -	\$ 48,300,000	\$ -
	Palou Transit Preferential Streets Corridor	SF-090005	\$ 22,000,000	\$ 3,000,000	\$ 2,500,000	\$ 16,500,000	\$ -
	Transit Center in Hunters Point	SF-090016	\$ 22,000,000	\$ 4,300,000	\$ -	\$ 17,700,000	\$ -
	SF Muni - Preventive Maintenance	SF-090031	\$ 4,534,543	\$ 4,534,543	\$ -	\$ -	\$ -
	Geneva-Harney BRT to Hunters Point - Geneva Extn	SF-090020	\$ 34,000,000	\$ 4,600,000	\$ -	\$ 29,400,000	\$ -
	Traffic Signals and Management Center	SF-090003	\$ 54,000,000	\$ 10,000,000	\$ -	\$ 44,000,000	\$ -
	SFMTA: Escalator Rehabilitation	SF-050026	\$ 18,300,000	\$ 10,800,000	\$ 7,500,000	\$ -	\$ -
	SFMTA: Rehab 170 Neoplans	SF-070046	\$ 12,289,978	\$ 12,289,978	\$ -	\$ -	\$ -
	SFMTA: Historic Rail Car rehabilitation	SF-99T005	\$ 58,460,500	\$ 14,750,000	\$ 43,710,500	\$ -	\$ 29,402,900
	SFMTA: Wayside Fare Collection Equipment	SF-030013	\$ 38,265,741	\$ 17,436,000	\$ 20,829,741	\$ -	\$ 12,278,500
	Oakdale-Palou Interim High-Capacity Bus Corridor	SF-090018	\$ 23,000,000	\$ 23,000,000	\$ -	\$ -	\$ -
	Geneva/Harney Limited/Express Bus Service	SF-090013	\$ 28,000,000	\$ 28,000,000	\$ -	\$ -	\$ -
	Geneva-Harney BRT to Hunters Point - Harney Way Po	SF-090023	\$ 178,000,000	\$ 32,300,000	\$ -	\$ 145,700,000	\$ -
	SFMTA: Trolley Coach Replacement	SF-070045	\$ 44,250,000	\$ 44,250,000	\$ -	\$ -	\$ -
	SFMTA: ADA Paratransit operating support	SF-990022	\$ 169,432,167	\$ 47,476,994	\$ 121,955,173	\$ -	\$ 71,848,929
	Geneva-Harney BRT to Hunters Point - Geneva Portio	SF-090021	\$ 53,000,000	\$ 53,000,000	\$ -	\$ -	\$ -
SFMTA Total			\$ 1,182,700,918	\$ 320,258,159	\$ 485,609,759	\$ 376,833,000	\$ 369,699,708
SJRC	GPS Train Tracking & Reporting System	ALA050067	\$ 456,307	\$ -	\$ 456,307	\$ -	\$ 200,000
	ACE Track Improvements.	ALA010015	\$ 6,350,000	\$ -	\$ 6,350,000	\$ -	\$ 4,350,000
	Ped Underpass & Platform Improvements	SCL050043	\$ 174,067	\$ -	\$ 174,067	\$ -	\$ -
	San Joaquin Rail Corridor: ADA Operating Set-aside	ALA050042	\$ 1,193,090	\$ 815,090	\$ 378,000	\$ -	\$ -
	Signal Upgrade Project (Stockton to Lathrop)	ALA050066	\$ 5,285,019	\$ 1,291,599	\$ 3,993,420	\$ -	\$ -
	ACE Signal System Rehabilitation	ALA050043	\$ 4,579,000	\$ 2,000,000	\$ 2,579,000	\$ -	\$ -
		ALA010056	\$ 14,830,802	\$ 4,259,236	\$ 10,571,566	\$ -	\$ 8,613,692
SJRC Total			\$ 32,868,285	\$ 8,365,925	\$ 24,502,360	\$ -	\$ 13,163,692
SMART	SMART Extn to Larkspur (Phase 1 - PE)	SON070025	\$ 2,987,500	\$ 1,027,500	\$ 1,960,000	\$ -	\$ -
	SMART Extension to Larkspur or San Quentin	SON050014	\$ 64,600,000	\$ 27,600,000	\$ 37,000,000	\$ -	\$ 7,700,000
	Sonoma Marin Area Rail Corridor	SON090002	\$ 646,000,000	\$ 444,403,000	\$ -	\$ 201,597,000	\$ -
SMART Total			\$ 713,587,500	\$ 473,030,500	\$ 38,960,000	\$ 201,597,000	\$ 7,700,000
SMCTA	Construct WB lane on Rte 92	SM-090003	\$ 57,500,000	\$ 1,300,000	\$ -	\$ 56,200,000	\$ -
	Replace San Pedro Creek Bridge over Hwy 1	SM-090012	\$ 2,700,000	\$ 1,500,000	\$ -	\$ 1,200,000	\$ -
	US 101 Aux lanes from Sierra Point to SF Cnty Line	SM-090009	\$ 6,000,000	\$ 1,500,000	\$ -	\$ 4,500,000	\$ -
	Widen Woodside Rd from 4 to 6 lanes btw ECR and BW	SM-090011	\$ 6,650,000	\$ 1,800,000	\$ -	\$ 4,850,000	\$ -
	Improve US 101 operations near Rte 92	SM-090014	\$ 20,000,000	\$ 2,900,000	\$ -	\$ 17,100,000	\$ -

All Projects in the TIP

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LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	Route 1 improvements in Half Moon Bay	SM-090015	\$ 10,000,000	\$ 3,800,000	\$ -	\$ 6,200,000	\$ -
	Improve Rte 92 from SM Bridge to I-280	SM-090013	\$ 80,000,000	\$ 4,200,000	\$ -	\$ 75,800,000	\$ -
	I-280/Route 1 interchange safety improvements	SM-090010	\$ 83,900,000	\$ 4,600,000	\$ -	\$ 79,300,000	\$ -
	SR 92 Shoulder Widening & Curve Correction	SM-010002	\$ 10,867,000	\$ 5,629,000	\$ 5,238,000	\$ -	\$ -
	US 101 Aux lanes from San Bruno Ave to Grand Ave	SM-090016	\$ 46,000,000	\$ 7,940,000	\$ -	\$ 38,060,000	\$ -
	Dumbarton Rail Service	SM-050002	\$ 335,845,800	\$ 125,524,000	\$ 171,321,800	\$ 39,000,000	\$ 4,024,500
SMCTA Total			\$ 659,462,800	\$ 160,693,000	\$ 176,559,800	\$ 322,210,000	\$ 4,024,500
Solano County	Vacaville-Dixon Bicycle Route	SOL050024	\$ 1,316,000	\$ 381,000	\$ 935,000	\$ -	\$ 226,000
	Travis AFB: North Gate Impr. Project	SOL070048	\$ 4,607,424	\$ 557,424	\$ -	\$ 4,050,000	\$ -
	Old Town Cordelia Enhancements	SOL050046	\$ 1,630,000	\$ 1,365,000	\$ 265,000	\$ -	\$ -
	I-80 HOV Lanes Turner Overcrossing	SOL050061	\$ 2,975,000	\$ 1,775,000	\$ 1,200,000	\$ -	\$ -
	Cordelia Hill Sky Valley Enhancement Project	SOL070012	\$ 2,772,000	\$ 2,553,000	\$ 219,000	\$ -	\$ -
	Travis AFB: South Gate Improvement Project	SOL070021	\$ 2,969,000	\$ 2,969,000	\$ -	\$ -	\$ -
Solano County Total			\$ 16,269,424	\$ 9,600,424	\$ 2,619,000	\$ 4,050,000	\$ 226,000
Son Co Reg Park	Santa Rosa Creek Trail Reach F	SON070002	\$ 800,000	\$ -	\$ 800,000	\$ -	\$ -
	Bodega Bay Trail Segments 1B and 1C	SON070008	\$ 817,000	\$ 698,000	\$ 119,000	\$ -	\$ -
Son Co Reg Park Total			\$ 1,617,000	\$ 698,000	\$ 919,000	\$ -	\$ -
Son Co TA	SCTA - CMA Planning Activities	SON970081	\$ 3,932,000	\$ -	\$ 3,932,000	\$ -	\$ 2,097,000
	Planning, Programming and Monitoring	SON010017	\$ 2,186,000	\$ 607,000	\$ 1,579,000	\$ -	\$ 235,000
	Airport OC/IC - US 101	SON090005	\$ 46,700,000	\$ 28,480,000	\$ -	\$ 18,220,000	\$ -
	US 101 Marin/Sonoma Narrows (Sonoma)	SON070004	\$ 372,700,000	\$ 46,069,000	\$ 16,913,000	\$ 309,718,000	\$ 6,600,000
	Son 101 HOV - Redwood Hwy to Rohnert Park Expwy	SON010024	\$ 125,825,000	\$ 95,875,000	\$ 23,950,000	\$ 6,000,000	\$ 3,000,000
	Son 101 HOV - Steele Lane to Windsor (North)	SON010019	\$ 119,804,000	\$ 102,744,000	\$ 17,060,000	\$ -	\$ 3,000,000
Son Co TA Total			\$ 671,147,000	\$ 273,775,000	\$ 63,434,000	\$ 333,938,000	\$ 14,932,000
Son Co Transit	Sonoma County Transit: CNG Bus Purchase	SON030015	\$ 996,723	\$ -	\$ 996,723	\$ -	\$ 996,723
	Two CNG Bus Purchase	SON030016	\$ 792,000	\$ -	\$ 792,000	\$ -	\$ 792,000
	CNG Bus Purchase	SON050016	\$ 4,321,019	\$ -	\$ 4,321,019	\$ -	\$ 426,000
	Sonoma County Transit: Bus Stop Improvement	SON050021	\$ 66,662	\$ 30,728	\$ 35,934	\$ -	\$ -
	Sonoma County Transit: Replacement Bus Purchase	SON070024	\$ 1,939,247	\$ 1,939,247	\$ -	\$ -	\$ -
	Sonoma Co Transit :Preventive Maintenance Program	SON030005	\$ 7,863,123	\$ 2,663,436	\$ 5,199,687	\$ -	\$ 3,745,070
Son Co Transit Total			\$ 15,978,774	\$ 4,633,411	\$ 11,345,363	\$ -	\$ 5,959,793
Sonoma City	Sonoma - Andrieux Street Rehabilitation	SON050029	\$ 175,000	\$ -	\$ 175,000	\$ -	\$ -
	Sonoma - East Napa Street Rehabilitation	SON050012	\$ 248,000	\$ -	\$ 248,000	\$ -	\$ -
Sonoma City Total			\$ 423,000	\$ -	\$ 423,000	\$ -	\$ -
Sonoma County	Stony Point Road - Stage 5A	SON991023	\$ 1,900,000	\$ -	\$ 1,900,000	\$ -	\$ 1,900,000
	Old Redwood Highway Bicycle Lanes	SON050019	\$ 725,000	\$ -	\$ 725,000	\$ -	\$ -
	Sonoma County - Various Streets Rehabilitation	SON050011	\$ 16,559,000	\$ 1,000,000	\$ 15,559,000	\$ -	\$ 4,099,000
	Western Avenue Bike Ped. Project	SON070018	\$ 1,004,000	\$ 1,004,000	\$ -	\$ -	\$ -
	Replace Four Sonoma County One-Lane Bridges	SON090001	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -
Sonoma County Total			\$ 22,188,000	\$ 4,004,000	\$ 18,184,000	\$ -	\$ 5,999,000
SSF	San Bruno - S. San Francisco BART Linear Park	SM-050026	\$ 6,531,000	\$ -	\$ 6,531,000	\$ -	\$ -
	South San Francisco - Grand Ave Rehabilitation	SM-050018	\$ 490,000	\$ -	\$ 490,000	\$ -	\$ -
SSF Total			\$ 7,021,000	\$ -	\$ 7,021,000	\$ -	\$ -
St. Rte. 4 BA	Route 4 Bypass - Segment 3	CC-970050	\$ 53,500,000	\$ -	\$ 53,500,000	\$ -	\$ 6,000,000
	Mokelumne Trail Bike/Ped Overcrossing	CC-070067	\$ 5,500,000	\$ 5,500,000	\$ -	\$ -	\$ -
	SR4 Bypass: Laurel Rd to Sand Creek Ph II	CC-070076	\$ 9,000,000	\$ 9,000,000	\$ -	\$ -	\$ -
	SR4 Bypass: Sand Creek to Balfour Rd	CC-070048	\$ 22,400,000	\$ 22,400,000	\$ -	\$ -	\$ -
	SR4 /SR160 Interchange and Connectors	CC-070054	\$ 25,000,000	\$ 25,000,000	\$ -	\$ -	\$ -
	SR4 Bypass: Laurel Rd to Sand Creek Ph I	CC-070049	\$ 34,300,000	\$ 30,500,000	\$ 3,800,000	\$ -	\$ -
	SR4 Bypass: Sand Creek Interchange (Phase 1)	CC-070057	\$ 38,600,000	\$ 35,000,000	\$ 3,600,000	\$ -	\$ -
	SR4 Bypass: Balfour Interchange	CC-070053	\$ 43,400,000	\$ 43,400,000	\$ -	\$ -	\$ -
St. Rte. 4 BA Total			\$ 231,700,000	\$ 170,800,000	\$ 60,900,000	\$ -	\$ 6,000,000
STA	Park/Industrial Park and Ride Facility	SOL050030	\$ 1,600,000	\$ -	\$ 1,600,000	\$ -	\$ 350,000
	STA - CMA Planning Activities	SOL970033	\$ 7,537,060	\$ -	\$ 7,537,060	\$ -	\$ 3,862,060
	Eastern Solano / SNCI Rideshare Program	SOL991066	\$ 936,000	\$ 195,000	\$ 741,000	\$ -	\$ 274,000
	Planning, Programming and Monitoring	SOL010002	\$ 1,929,000	\$ 589,000	\$ 1,340,000	\$ -	\$ 410,000
	I-80/I-680/SR12 North Connector	SOL030003	\$ 36,464,000	\$ 11,412,000	\$ 25,052,000	\$ -	\$ 3,000,000
	I-80 Reliever Route: Jepson Parkway	SOL090007	\$ 105,065,290	\$ 37,187,264	\$ 67,878,026	\$ -	\$ 67,878,026
	I-80 HOV lanes in Solano County	SOL050031	\$ 113,329,900	\$ 43,878,900	\$ 69,451,000	\$ -	\$ -
	I-80/I-680/SR 12 Interchange Project	SOL070020	\$ 262,948,000	\$ 55,448,000	\$ 22,500,000	\$ 185,000,000	\$ 9,000,000
	EB I-80 Cordelia Truck Scales Relocation Project	SOL090003	\$ 100,900,000	\$ 99,600,000	\$ 1,300,000	\$ -	\$ 1,300,000

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PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
STA Total			\$ 630,709,250	\$ 248,310,164	\$ 197,399,086	\$ 185,000,000	\$ 86,074,086
Suisun City	Central County Bike Gap Closure	SOL070018	\$ 1,026,000	\$ -	\$ 1,026,000	\$ -	\$ 162,000
Suisun City Total			\$ 1,026,000	\$ -	\$ 1,026,000	\$ -	\$ 162,000
Sunnyvale	Borregas Ave/US 101/SR 237 Bike/Ped Bridges	SCL991063	\$ 8,403,000	\$ -	\$ 8,403,000	\$ -	\$ 2,043,000
	Tasman/Fair Oaks Area Enhancements	SCL070015	\$ 2,317,320	\$ -	\$ 2,317,320	\$ -	\$ -
	Mary Avenue Extension	SCL050089	\$ 49,005,000	\$ 5,000	\$ 1,000,000	\$ 48,000,000	\$ -
	Sunnyvale - Various Streets Rehabilitation	SCL050027	\$ 2,677,000	\$ 600,234	\$ 2,076,766	\$ -	\$ -
	Sunnyvale-Murphy Ave Streetscape Revitalization	SCL070036	\$ 4,768,000	\$ 4,768,000	\$ -	\$ -	\$ -
Sunnyvale Total			\$ 67,170,320	\$ 5,373,234	\$ 13,797,086	\$ 48,000,000	\$ 2,043,000
TAM	Larkspur Sir Francis Drake Blvd Widening	MRN050013	\$ 1,050,000	\$ -	\$ 1,050,000	\$ -	\$ 330,000
	TAM - CMA Planning Activities	MRN970034	\$ 4,010,000	\$ -	\$ 4,010,000	\$ -	\$ 2,175,000
	TAM - Non-motorized Transportation Pilot Program	MRN070017	\$ 100,000	\$ -	\$ 100,000	\$ -	\$ -
	San Raphael: Street Resurfacing Program - SLPP	MRN090015	\$ 415,000	\$ 415,000	\$ -	\$ -	\$ -
	Planning, Programming and Monitoring	MRN050002	\$ 1,022,000	\$ 450,000	\$ 572,000	\$ -	\$ -
	Marin Bike/Ped Facility North of Atherton Ave.	MRN070003	\$ 610,000	\$ 610,000	\$ -	\$ -	\$ -
	U.S. 101/Miller Creek Road Signalization	MRN090003	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ -
	Marin County: Street Resurfacing Program - SLPP	MRN090014	\$ 2,512,200	\$ 2,512,200	\$ -	\$ -	\$ -
	Local Arterial Improvements on U.S. 101	MRN090010	\$ 10,000,000	\$ 3,500,000	\$ -	\$ 6,500,000	\$ -
	Park and Ride Lots	MRN090005	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -
	U.S. 101 Auxiliary Lanes	MRN090004	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -
	Central Marin Ferry Access Improvements	MRN050014	\$ 10,360,000	\$ 8,360,000	\$ 2,000,000	\$ -	\$ -
	Intermodal Transit Hubs	MRN090009	\$ 11,000,000	\$ 11,000,000	\$ -	\$ -	\$ -
	U.S. 101 NB to I 580 EB	MRN090002	\$ 11,000,000	\$ 11,000,000	\$ -	\$ -	\$ -
	U.S. 101/Tiburon Boulevard Interchange	MRN090006	\$ 20,000,000	\$ 20,000,000	\$ -	\$ -	\$ -
	US 101 / Greenbrae Interchange Improvements	MRN050001	\$ 48,723,000	\$ 38,634,000	\$ 10,089,000	\$ -	\$ 3,533,000
	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	MRN050034	\$ 372,700,000	\$ 129,100,000	\$ 28,622,000	\$ 214,978,000	\$ 5,600,000
TAM Total			\$ 504,702,200	\$ 236,781,200	\$ 46,443,000	\$ 221,478,000	\$ 11,638,000
TBJPA	Transbay Terminal/Caltrain Downtown Ext: Ph. 2	SF-050002	\$ 525,634,000	\$ -	\$ 10,750,000	\$ 514,884,000	\$ 10,750,000
	Transbay Transit Center - TIFIA Loan Debt Service	SF-070029	\$ 1,235,560,000	\$ -	\$ -	\$ 1,235,560,000	\$ -
	Transbay Term/Caltrain Downtown Ext - Ph.1	SF-010015	\$ 1,188,775,833	\$ 197,023,082	\$ 258,751,751	\$ 733,001,000	\$ 28,631,000
TBJPA Total			\$ 2,949,969,833	\$ 197,023,082	\$ 269,501,751	\$ 2,483,445,000	\$ 39,381,000
Tiburon	Pine Terrace Multiuse Path	MRN050031	\$ 27,000	\$ -	\$ 27,000	\$ -	\$ -
	Tiburon: Reed Ranch Road and Ridge Road Overlay	MRN090019	\$ 170,000	\$ 170,000	\$ -	\$ -	\$ -
	Tiburon: Non-motorized Transp. Pilot Program	MRN070021	\$ 350,000	\$ 297,500	\$ 52,500	\$ -	\$ -
Tiburon Total			\$ 547,000	\$ 467,500	\$ 79,500	\$ -	\$ -
TriDelta	Tri Delta Transit Park and Ride Lots	CC-090036	\$ 801,563	\$ 801,563	\$ -	\$ -	\$ -
TriDelta Total			\$ 801,563	\$ 801,563	\$ -	\$ -	\$ -
Union City	Bus Repl: Purchase (1) 35" Bus	ALA050046	\$ 399,510	\$ -	\$ 399,510	\$ -	\$ -
	Preventive Maintenance	ALA050044	\$ 88,404	\$ -	\$ 88,404	\$ -	\$ -
	Replace (2) 1998 and (2) 1999 Paratransit Vans	ALA050047	\$ 678,671	\$ -	\$ 678,671	\$ -	\$ -
	Replacement of One 35 foot Bus	ALA050062	\$ 428,837	\$ -	\$ 428,837	\$ -	\$ -
	Three CNG Powered Replacement Trucks	ALA070053	\$ 140,000	\$ -	\$ 140,000	\$ -	\$ -
	Van Repl: Purchase Paratransit Van	ALA050045	\$ 54,109	\$ -	\$ 54,109	\$ -	\$ -
	Union City Transit: Replace Two 35' Buses	ALA090031	\$ 22,000	\$ 22,000	\$ -	\$ -	\$ -
	Union City Transit: Repave Bus Parking Area	ALA030031	\$ 167,056	\$ 49,056	\$ 118,000	\$ -	\$ 118,000
	Union City - Alvarado-Niles Road Rehabilitation	ALA050070	\$ 482,000	\$ 476,000	\$ 6,000	\$ -	\$ -
	Union City Transit: Purchase Six (6) CNG Buses	ALA070062	\$ 3,155,121	\$ 3,155,121	\$ -	\$ -	\$ -
		ALA990015	\$ 57,776,442	\$ 4,149,310	\$ 53,627,132	\$ -	\$ 10,075,614
	Union City Intermodal Station Infrastructure	ALA090015	\$ 21,000,000	\$ 6,000,000	\$ -	\$ 15,000,000	\$ -
Union City Total			\$ 84,392,150	\$ 13,851,487	\$ 55,540,663	\$ 15,000,000	\$ 10,193,614
Vacaville	Vallejo Transit: AVL/Annunciator Technology	SOL010035	\$ 1,209,000	\$ -	\$ 1,209,000	\$ -	\$ 1,209,000
	Vacaville: Bus maintenance facility upgrades	SOL950024	\$ 1,698,708	\$ -	\$ 1,698,708	\$ -	\$ 1,698,708
	Alternative Fuel Vehicle (AFV) Incentive Program	SOL050060	\$ 487,000	\$ -	\$ 487,000	\$ -	\$ -
	CNG Fuel Facility Upgrade	SOL991101	\$ 811,548	\$ -	\$ 811,548	\$ -	\$ 795,548
	Nob Hill Bike Path	SOL050059	\$ 441,000	\$ -	\$ 441,000	\$ -	\$ -
	Replace (7) 1995 30' Gillig Phantom Buses	SOL050037	\$ 2,972,856	\$ -	\$ 2,972,856	\$ -	\$ -
	Ulatis Creek Bicycle Path	SOL050025	\$ 700,000	\$ -	\$ 700,000	\$ -	\$ 200,000
	Vacaville - Centennial Bikeway	SOL050027	\$ 990,000	\$ -	\$ 990,000	\$ -	\$ 400,000
	Vacaville - Southside Bikeway	SOL050026	\$ 607,000	\$ -	\$ 607,000	\$ -	\$ -
	Purchase Transit Equipment - Fareboxes and Tools	SOL991099	\$ 298,238	\$ 115,330	\$ 182,908	\$ -	\$ 182,908
	Davis Street Widening	SOL090002	\$ 1,530,000	\$ 230,000	\$ -	\$ 1,300,000	\$ -

All Projects in the TIP

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2) Please review the projects highlighted in blue as well?

LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	Jepson Parkway Gateway Enhancements	SOL050057	\$ 350,000	\$ 350,000	\$ -	\$ -	\$ -
	Peabody Rd & Marshall Rd Pedestrian Improvements	SOL070047	\$ 396,000	\$ 396,000	\$ -	\$ -	\$ -
	Ulatis Creek Bike Path (Ulatis to Leisure Town)	SOL070026	\$ 1,001,000	\$ 845,000	\$ 156,000	\$ -	\$ -
	Vacaville Downtown Creekwalk Extension	SOL070028	\$ 929,000	\$ 854,000	\$ 75,000	\$ -	\$ -
	Ulatis Creek Bike Path - Allison to I-80	SOL070029	\$ 1,200,000	\$ 1,200,000	\$ -	\$ -	\$ -
	I-505/Vaca Valley Off-Ramp and Intersection Imprv.	SOL090001	\$ 1,800,000	\$ 1,300,000	\$ -	\$ 500,000	\$ -
	Vacaville Transit: Operating Assistance	SOL010007	\$ 8,481,518	\$ 4,940,605	\$ 3,540,913	\$ -	\$ 562,500
	Vacaville Intermodal Station	SOL050013	\$ 12,779,750	\$ 11,169,750	\$ 1,610,000	\$ -	\$ -
	Vacaville: Purchase bus shelters	SOL97AM70	\$ 382,000	\$ -	\$ 382,000	\$ -	\$ 142,000
Vacaville Total			\$ 39,064,618	\$ 21,400,685	\$ 15,863,933	\$ 1,800,000	\$ 5,497,664
Vallejo	Vallejo Transit: Replace 3 1995 Paratransit Vans	SOL030026	\$ 221,800	\$ -	\$ 221,800	\$ -	\$ 221,800
	Vallejo Transit: Ferry Fixed Guideway Connectors	SOL030023	\$ 1,724,094	\$ -	\$ 1,724,094	\$ -	\$ 1,724,094
	Vallejo Transit: Ferry Fueling Facility	SOL030021	\$ 2,500,000	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000
	Ferry Terminal Maintenance Dredging	SOL070025	\$ 900,000	\$ -	\$ 900,000	\$ -	\$ -
	Replacement - Rolling Stock Diesel Electric	SOL050047	\$ 1,278,821	\$ -	\$ 1,278,821	\$ -	\$ -
	Vallejo Station Pedestrian Links	SOL050023	\$ 2,340,000	\$ -	\$ 2,340,000	\$ -	\$ -
	Vallejo Transit: 54 Catalyst Devices Acquisitions	SOL010033	\$ 1,868,000	\$ -	\$ 1,868,000	\$ -	\$ 1,058,000
	Vallejo Transit: Bus Shelters	SOL050050	\$ 125,000	\$ -	\$ 125,000	\$ -	\$ -
	Vallejo Transit: Operating Assistance	SOL030011	\$ 10,789,308	\$ -	\$ 10,789,308	\$ -	\$ 8,289,308
	Vallejo Transit: Replace 5 1983 40' RTS buses	SOL050038	\$ 2,365,895	\$ -	\$ 2,365,895	\$ -	\$ -
	Service Vehicles	SOL070041	\$ 60,000	\$ 60,000	\$ -	\$ -	\$ -
	Vallejo: Bus Maintenance Facility Rehab	SOL991055	\$ 2,024,601	\$ 70,000	\$ 1,954,601	\$ -	\$ 977,995
	Vallejo Transit: Replace Supervisor Vehicles	REG090048	\$ 81,000	\$ 81,000	\$ -	\$ -	\$ -
	Office Equipment	SOL070040	\$ 168,000	\$ 168,000	\$ -	\$ -	\$ -
	Vallejo Transit: Replace Maintenance Vehicles	REG090049	\$ 189,200	\$ 189,200	\$ -	\$ -	\$ -
	Ferry Major Components Rehabilitation	SOL030022	\$ 2,155,269	\$ 380,000	\$ 1,775,269	\$ -	\$ 434,773
	Fixed/Heavy Equipment	SOL070042	\$ 392,000	\$ 392,000	\$ -	\$ -	\$ -
	Revenue Vehicle Rehabilitation	SOL070044	\$ 410,000	\$ 410,000	\$ -	\$ -	\$ -
	Vallejo Transit: Replace 10 Paratransit Vans	SOL050039	\$ 1,170,296	\$ 445,278	\$ 725,018	\$ -	\$ -
	Maintenance/Operating Facilities	SOL070043	\$ 682,725	\$ 682,725	\$ -	\$ -	\$ -
	Vallejo - Lemon Street Rehabilitation	SOL010027	\$ 788,000	\$ 759,000	\$ 29,000	\$ -	\$ -
	SR 37 / Mare Island North Gate Interchange Imps.	SOL990019	\$ 1,514,000	\$ 1,514,000	\$ -	\$ -	\$ -
	Vallejo Transit: ADA Paratransit Operating Subsidy	SOL990040	\$ 8,151,689	\$ 1,579,313	\$ 6,572,376	\$ -	\$ 4,413,448
	Vallejo Transit: Preventive Maintenance	SOL030019	\$ 11,102,606	\$ 3,525,752	\$ 7,576,854	\$ -	\$ 3,212,979
	Downtown Vallejo Pedestrian Enhancements.- Ph I	SOL050048	\$ 4,995,000	\$ 4,231,000	\$ 764,000	\$ -	\$ -
	Vallejo Transit: Replace Buses	SOL050040	\$ 10,646,886	\$ 4,606,000	\$ 6,040,886	\$ -	\$ -
	Broadway Widening: Highway 37 to Mini Drive	SOL990017	\$ 4,897,000	\$ 4,857,000	\$ 40,000	\$ -	\$ -
	Vallejo Ferry Maintenance Facility	SOL991032	\$ 7,794,707	\$ 5,156,462	\$ 2,638,245	\$ -	\$ 2,213,245
	I-80 / American Canyon Rd overpass Improvements	SOL990018	\$ 5,230,000	\$ 5,230,000	\$ -	\$ -	\$ -
	Mare Island - Azuar Drive improvements	SOL990021	\$ 9,000,000	\$ 9,000,000	\$ -	\$ -	\$ -
	Vallejo Curtola Transit Center	SOL050012	\$ 12,000,000	\$ 11,294,725	\$ 705,275	\$ -	\$ -
	Vallejo: Ferry Mid-Life Rehab	SOL090011	\$ 14,080,000	\$ 14,080,000	\$ -	\$ -	\$ -
	Vallejo Ferry Terminal Inter-modal Facility	SOL950035	\$ 77,120,128	\$ 25,783,312	\$ 51,336,816	\$ -	\$ 33,301,041
Vallejo Total			\$ 198,766,025	\$ 94,494,767	\$ 104,271,258	\$ -	\$ 58,346,683
Various	Group Listing-ARRA Transit Rehab (Petaluma 5307)	REG090014	\$ 1,392,821	\$ 1,392,821	\$ -	\$ -	\$ -
	Group Listing-ARRA Transit Rehab (Gilroy-MH 5307)	REG090022	\$ 1,598,470	\$ 1,598,470	\$ -	\$ -	\$ -
	Grouped Listing- ARRA Safety Projects	REG090008	\$ 1,751,000	\$ 1,751,000	\$ -	\$ -	\$ -
	Group Listing-ARRA Transit Rehab (Livermore 5307)	REG090017	\$ 1,859,406	\$ 1,859,406	\$ -	\$ -	\$ -
	Group Listing-ARRA Transit Rehab (Napa 5307)	REG090013	\$ 1,905,158	\$ 1,905,158	\$ -	\$ -	\$ -
	Group Listing-ARRA Transit Rehab (Vacaville 5307)	REG090015	\$ 2,217,074	\$ 2,217,074	\$ -	\$ -	\$ -
	Group Listing-ARRA Transit Rehab (Fairfield 5307)	REG090018	\$ 3,134,985	\$ 3,134,985	\$ -	\$ -	\$ -
	Group Listing-ARRA Transit Rehab (San Jose 5309)	REG090024	\$ 4,086,004	\$ 4,086,004	\$ -	\$ -	\$ -
	Group Listing-ARRA Transit Rehab (Vallejo 5307)	REG090016	\$ 4,649,082	\$ 4,649,082	\$ -	\$ -	\$ -
	Group Listing-ARRA Transit Rehab (Antioch 5307)	REG090021	\$ 5,807,799	\$ 5,807,799	\$ -	\$ -	\$ -
	Group Listing-ARRA Transit Rehab (Santa Rosa 5307)	REG090012	\$ 6,244,177	\$ 6,244,177	\$ -	\$ -	\$ -
	Grouped Listing - ARRA LS&R Rehab - Napa	REG090028	\$ 6,387,000	\$ 6,387,000	\$ -	\$ -	\$ -
	Major Roads Rehabilitation	MRN090008	\$ 30,000,000	\$ 8,000,000	\$ -	\$ 22,000,000	\$ -
	Grouped Listing - ARRA LS&R Bike/Ped Projects	REG090007	\$ 8,058,000	\$ 8,058,000	\$ -	\$ -	\$ -
	Transit Priority Measures on Transit Corridors	MRN090007	\$ 27,300,000	\$ 9,500,000	\$ -	\$ 17,800,000	\$ -
	Grouped Listing - ARRA LS&R Rehab - Marin	REG090027	\$ 11,652,627	\$ 11,652,627	\$ -	\$ -	\$ -
	Group Listing-ARRA Transit Rehab (Concord 5307)	REG090020	\$ 11,850,809	\$ 11,850,809	\$ -	\$ -	\$ -

All Projects in the TIP

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LS&RWG - 09/10/09: Item 6B

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	Grouped Listing - ARRA LS&R Rehab - Solano	REG090032	\$ 12,203,000	\$ 12,203,000	\$ -	\$ -	\$ -
	Grouped Listing - ARRA LS&R Rehab - Sonoma	REG090033	\$ 16,767,000	\$ 16,767,000	\$ -	\$ -	\$ -
	Grouped Listing - ARRA LS&R Rehab - San Francisco	REG090029	\$ 18,614,000	\$ 18,614,000	\$ -	\$ -	\$ -
	Grouped Listing - ARRA LS&R Rehab - San Mateo	REG090030	\$ 19,768,000	\$ 19,768,000	\$ -	\$ -	\$ -
	Grouped Listing - ARRA LS&R Rehab - Alameda	REG090025	\$ 33,504,000	\$ 33,504,000	\$ -	\$ -	\$ -
	Grouped Listing - ARRA LS&R Rehab -Contra Costa	REG090026	\$ 33,785,000	\$ 33,785,000	\$ -	\$ -	\$ -
	Grouped Listing - ARRA LS&R Rehab - Santa Clara	REG090031	\$ 34,086,000	\$ 34,086,000	\$ -	\$ -	\$ -
	Group Listing-ARRA Transit Rehab (SF-Oak 5309)	REG090023	\$ 48,263,671	\$ 48,263,671	\$ -	\$ -	\$ -
	Group Listing - ARRA Transit Rehab (San Jose 5307)	REG090011	\$ 55,184,394	\$ 55,184,394	\$ -	\$ -	\$ -
	Group Listing-ARRA Transit Rehab (SF-Oak 5307)	REG090019	\$ 122,842,507	\$ 122,842,507	\$ -	\$ -	\$ -
	Grouped Listing - ARRA LS&R Rehab Projects	REG090006	\$ 199,868,000	\$ 199,868,000	\$ -	\$ -	\$ -
	Grouped Listing - ARRA Transit Rehab Projects	REG090009	\$ 250,000,000	\$ 250,000,000	\$ -	\$ -	\$ -
Various Total			\$ 974,779,984	\$ 934,979,984	\$ -	\$ 39,800,000	\$ -
VTA	Bus Signal Priority Project	SCL050037	\$ 912,000	\$ -	\$ 912,000	\$ -	\$ 912,000
	Francis St. Corridor Enhancement	SCL030020	\$ 304,429	\$ -	\$ 304,429	\$ -	\$ 304,429
	Sunnyvale Transit Center Enhancement	SCL030015	\$ 759,000	\$ -	\$ 759,000	\$ -	\$ 759,000
	Tamien Caltrain Station Enhancements	SCL030022	\$ 152,156	\$ -	\$ 152,156	\$ -	\$ 152,156
	Transit Enhancement Projects	SCL070047	\$ -	\$ -	\$ -	\$ -	\$ -
	VTA: Purchase 228 Bus Catalyst Devices	SCL030021	\$ 3,189,000	\$ -	\$ 3,189,000	\$ -	\$ 3,189,000
	VTA: Satellite Phones	SCL050066	\$ 15,000	\$ -	\$ 15,000	\$ -	\$ 15,000
	Caltrain Service Improvement Project in SCL	SCL050035	\$ 35,000,000	\$ -	\$ 35,000,000	\$ -	\$ 4,243,000
	CCTV/Video/Laser Intrusion. Detect. Systems	SCL050048	\$ 1,423,276	\$ -	\$ 1,423,276	\$ -	\$ -
	Chaboya Division Bus wash	SCL070031	\$ 996,294	\$ -	\$ 996,294	\$ -	\$ -
	De Anza Transit Center Enhancements	SCL050047	\$ 4,833,233	\$ -	\$ 4,833,233	\$ -	\$ -
	FY2006 VPP Program - Studies	SCL070035	\$ 951,000	\$ -	\$ 951,000	\$ -	\$ -
	Palo Alto Intermodal Transit Center	JPB010001	\$ 2,589,990	\$ -	\$ 2,589,990	\$ -	\$ 2,097,990
	Procure Paratransit Vehicles	SCL050062	\$ 3,295,000	\$ -	\$ 3,295,000	\$ -	\$ -
	SCVTA - CMA Planning Activities	SCL978008	\$ 7,997,479	\$ -	\$ 7,997,479	\$ -	\$ 4,904,479
	Small Bus Operating Facility Upgrades	SCL070033	\$ 2,016,000	\$ -	\$ 2,016,000	\$ -	\$ -
	SR 87 - Branham Lane to Julian Street Landscaping	SCL070041	\$ 4,620,000	\$ -	\$ 4,620,000	\$ -	\$ -
	Transit Security Program	SCL070029	\$ 942,050	\$ -	\$ 942,050	\$ -	\$ 742,050
	Upgrade Light Rail Station Public Address System	SCL070032	\$ 1,506,854	\$ -	\$ 1,506,854	\$ -	\$ -
	VTA: Transit Security Enhancements	SCL070030	\$ 2,086,349	\$ -	\$ 2,086,349	\$ -	\$ -
	I-880 - SR 237/Dixon Landing Replacement Planting	SCL990002	\$ 1,336,000	\$ -	\$ -	\$ 1,336,000	\$ -
	US 101 / Capitol-Yerba Buena I/C Modifications	SCL050034	\$ 63,115,000	\$ -	\$ -	\$ 63,115,000	\$ -
	BRT Strategic Plan	SCL070044	\$ 907,500	\$ 120,000	\$ 787,500	\$ -	\$ -
	Guaranteed Ride Home Program	SCL990053	\$ 6,769,782	\$ 297,000	\$ 6,472,782	\$ -	\$ 6,172,782
	Zero Emission Bus Demonstration Project	SCL010023	\$ 17,941,913	\$ 392,000	\$ 17,549,913	\$ -	\$ 9,996,913
	Cameras on Buses	SCL070048	\$ 527,428	\$ 527,428	\$ -	\$ -	\$ -
	Planning, Programming and Monitoring	SCL010004	\$ 2,595,000	\$ 547,000	\$ 2,048,000	\$ -	\$ 499,000
	VTA: LRT Crossovers & Switches	SCL050050	\$ 630,000	\$ 630,000	\$ -	\$ -	\$ -
	Paratransit Vehicles	SCL070046	\$ 746,213	\$ 746,213	\$ -	\$ -	\$ -
	Guadalupe OCS Rehab. & Replacement Program	SCL090034	\$ 925,000	\$ 925,000	\$ -	\$ -	\$ -
	I-880 Coleman Avenue I/C Reconfiguration.	SCL010019	\$ 77,846,150	\$ 977,000	\$ 76,869,150	\$ -	\$ 75,341,000
	SR 17 SB/Hamilton Avenue off ramp Widening	SCL090028	\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -
	SR 87/Capitol/Narvaez Interchange Improvements	SCL090020	\$ 10,000,000	\$ 1,000,000	\$ -	\$ 9,000,000	\$ -
	VTA: ADA Bus Stop Improvements	SCL050045	\$ 2,082,546	\$ 1,103,633	\$ 978,913	\$ -	\$ -
	Abatement of light Rail Left-hand Turn and Intrusi	SCL070045	\$ 1,510,176	\$ 1,510,176	\$ -	\$ -	\$ -
	US 101 / Mabury New Interchange	SCL070004	\$ 20,000,000	\$ 1,900,000	\$ 350,000	\$ 17,750,000	\$ -
	SR 237/North 1st Street Interchange Improvements	SCL090023	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ -
	US101/4th St overpass & 4th /Zanker/Skyport	SCL050085	\$ 7,000,000	\$ 2,000,000	\$ -	\$ 5,000,000	\$ -
	WB SR 237 on-ramp widening	SCL090024	\$ 9,000,000	\$ 2,000,000	\$ -	\$ 7,000,000	\$ -
	SR-152/SR-156 Interchange Improvements.	SCL010040	\$ 45,052,531	\$ 2,384,000	\$ 42,668,531	\$ -	\$ 4,993,000
	I-880 Soundwall	SCL010038	\$ 2,618,000	\$ 2,618,000	\$ -	\$ -	\$ -
	I-880/Montague Expressway interchange Improvements	SCL090015	\$ 58,000,000	\$ 3,000,000	\$ -	\$ 55,000,000	\$ -
	I-680 Soundwall -Capitol Expwy to Mueller	SCL010037	\$ 3,860,000	\$ 3,860,000	\$ -	\$ -	\$ -
	I-280 Soundwall	SCL010035	\$ 3,944,000	\$ 3,944,000	\$ -	\$ -	\$ -
	VTA - Rail Replacement Program	SCL050002	\$ 8,606,751	\$ 4,886,251	\$ 3,720,500	\$ -	\$ -
	SR 85/Cottle Road Interchange Improvements	SCL090022	\$ 5,000,000	\$ 5,000,000	\$ -	\$ -	\$ -
	SR 85 NB to SR 237 EB Connector Ramp Improvements	SCL090021	\$ 26,000,000	\$ 6,000,000	\$ -	\$ 20,000,000	\$ -
	US 101 / Blossom Hill I/C Reconstr & Road Widening	SCL030006	\$ 7,139,000	\$ 7,139,000	\$ -	\$ -	\$ -

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PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	VTA: Rail Substation Rehab/Replacement	SCL050049	\$ 8,555,352	\$ 7,762,500	\$ 792,852	\$ -	\$ -
	US 101 SB Trimble Road/De La Cruz Boulevard/Centra	SCL090025	\$ 34,000,000	\$ 7,800,000	\$ -	\$ 26,200,000	\$ -
	SR 237/I-880 Express Connectors	SCL090029	\$ 7,960,000	\$ 7,960,000	\$ -	\$ -	\$ -
	I-880 Corridor Improvement Project	SCL070008	\$ 9,208,000	\$ 8,708,000	\$ 500,000	\$ -	\$ -
	Blossom Hill Rd/Monterey Hwy Ped O/C	SCL070019	\$ 10,500,000	\$ 9,270,000	\$ 1,230,000	\$ -	\$ -
	Grade-Separated Pedestrian Crossing	SCL090031	\$ 9,350,000	\$ 9,350,000	\$ -	\$ -	\$ -
	VTA: ADA Operating Set Aside	SCL050046	\$ 22,167,497	\$ 9,418,825	\$ 12,748,672	\$ -	\$ -
	Replace Bus Fareboxes	SCL050044	\$ 10,513,776	\$ 10,513,776	\$ -	\$ -	\$ -
	SR 85 Express Lanes	SCL090030	\$ 60,800,000	\$ 10,800,000	\$ -	\$ 50,000,000	\$ -
	SR 25/Santa Teresa Blvd/US 101 IC	SCL070003	\$ 233,000,000	\$ 19,900,000	\$ 4,500,000	\$ 208,600,000	\$ -
	Santa Clara County HOT Lane Project	SCL070018	\$ 34,000,000	\$ 30,000,000	\$ 4,000,000	\$ -	\$ -
	Guadalupe Corridor LRT Platform Rehab & Retrofit	SCL030005	\$ 64,209,108	\$ 32,077,953	\$ 32,131,155	\$ -	\$ 773,364
	San Jose International Airport People Mover	SCL090019	\$ 512,000,000	\$ 47,000,000	\$ -	\$ 465,000,000	\$ -
	US 101 / Tully Road Interchange Modifications	SCL050033	\$ 62,975,000	\$ 53,105,000	\$ 9,870,000	\$ -	\$ 3,220,000
	Garvee Debt. Srv. - SCL010019, SCL990030-31	SCL030012	\$ 173,966,631	\$ 63,650,000	\$ 62,016,631	\$ 48,300,000	\$ 14,615,350
	VTA - Standard & Small Bus Replacement	SCL050001	\$ 105,871,784	\$ 86,130,784	\$ -	\$ 19,741,000	\$ -
	I-880 Widening - SR237 to US101	SCL070016	\$ 95,000,000	\$ 89,500,000	\$ 5,500,000	\$ -	\$ -
	VTA: Preventive Maintenance	SCL990046	\$ 382,007,476	\$ 94,121,187	\$ 287,886,289	\$ -	\$ 183,544,350
	US 101 Aux/HOT Lanes - SR 85 to SM County Line	SCL070024	\$ 102,300,000	\$ 98,724,000	\$ 3,534,000	\$ 42,000	\$ -
	I-880/I-280/Stevens Creek I/C Improvements	SCL070002	\$ 108,685,000	\$ 100,685,000	\$ 8,000,000	\$ -	\$ -
	Santa Clara/Alum Rock Transit Improvement/BRT	SCL090001	\$ 114,817,190	\$ 102,278,500	\$ 12,538,690	\$ -	\$ -
	Capitol Expressway LRT Ext: Downtown to E. Valley	SCL050009	\$ 334,256,000	\$ 256,517,000	\$ 77,739,000	\$ -	\$ 52,166,000
	BART - Warm Springs to San Jose Extension	BRT030001	\$ 7,587,000,000	\$ 727,679,400	\$ 420,592,546	\$ 6,438,728,054	\$ 4,693,896
VTA Total			\$ 10,542,884,914	\$ 1,939,458,626	\$ 1,168,614,234	\$ 7,434,812,054	\$ 373,334,759
Walnut Creek	Walnut Creek - Treat Blvd Rehabilitation	CC-050060	\$ 1,490,000	\$ -	\$ 1,490,000	\$ -	\$ -
	Ygnacio Valley Road Ped/Bike Trail.	CC-050031	\$ 1,076,000	\$ 1,076,000	\$ -	\$ -	\$ -
	Geary Rd Widening Ph. 3	CC-070050	\$ 7,950,000	\$ 7,950,000	\$ -	\$ -	\$ -
Walnut Creek Total			\$ 10,516,000	\$ 9,026,000	\$ 1,490,000	\$ -	\$ -
WCCTA	Replace (2) 1999 Medium DR Vehicles	CC-030042	\$ 66,393	\$ -	\$ 66,393	\$ -	\$ 66,393
	WCCTA: Addition of Electronic Fareboxes	CC-070088	\$ 119,509	\$ -	\$ 119,509	\$ -	\$ 119,509
	CARB Filter Mitigation	CC-050051	\$ 275,000	\$ -	\$ 275,000	\$ -	\$ -
	Preventive Maintenance Program	CC-030025	\$ 1,781,443	\$ -	\$ 1,781,443	\$ -	\$ 783,000
	Replace (6) 1988 35" revenue vehicles	CC-050050	\$ 2,681,243	\$ -	\$ 2,681,243	\$ -	\$ -
	Replace 10 2002 Paratransit Vehicles	CC-050039	\$ 917,395	\$ -	\$ 917,395	\$ -	\$ -
	Site Security Upgrade	CC-070095	\$ 75,949	\$ 75,949	\$ -	\$ -	\$ -
	WCCTA - Replace Mobile Column Bus Lifts	CC-090038	\$ 77,665	\$ 77,665	\$ -	\$ -	\$ -
	WCCTA: ADA Paratransit Operating Subsidy	CC-990045	\$ 901,524	\$ 279,687	\$ 621,837	\$ -	\$ 207,524
	Hercules Intermodal Station Improvements	CC-050074	\$ 1,613,895	\$ 473,225	\$ 1,140,670	\$ -	\$ -
	Purchase of Fully Validating Fareboxes	CC-070091	\$ 501,120	\$ 501,120	\$ -	\$ -	\$ -
WCCTA Total			\$ 9,011,136	\$ 1,407,646	\$ 7,603,490	\$ -	\$ 1,176,426
WCCTAC	Bay Trail Gap Closure	CC-070060	\$ 1,510,000	\$ 1,510,000	\$ -	\$ -	\$ -
	San Pablo Ave Corridor Improvements	CC-070058	\$ 1,650,000	\$ 1,000,000	\$ 650,000	\$ -	\$ -
WCCTAC Total			\$ 3,160,000	\$ 2,510,000	\$ 650,000	\$ -	\$ -
Windsor	US 101/Arata Lane Interchange Modifications	SON970101	\$ 10,617,000	\$ -	\$ 10,617,000	\$ -	\$ 7,338,000
	Windsor - Conde Lane and Hembree Lane Rehab	SON050028	\$ 362,600	\$ -	\$ 362,600	\$ -	\$ -
	Windsor - Old Redwood Highway Rehabilitation	SON050013	\$ 633,000	\$ -	\$ 633,000	\$ -	\$ -
	Windsor Road Pedestrian Enhancements	SON070003	\$ 270,000	\$ -	\$ 270,000	\$ -	\$ -
	Windsor - Old Redwood Hwy Pedestrian Linkages	SON070005	\$ 428,000	\$ 350,000	\$ 78,000	\$ -	\$ -
Windsor Total			\$ 12,310,600	\$ 350,000	\$ 11,960,600	\$ -	\$ 7,338,000
WTA	Ferry Service - Alameda	MTC050026	\$ 12,641,250	\$ -	\$ 12,641,250	\$ -	\$ -
	Spare Vessels	MTC050031	\$ 12,001,000	\$ -	\$ 12,001,000	\$ -	\$ 12,000,000
	WTA Ferry Expansion Studies.	MTC050028	\$ 11,000,000	\$ -	\$ 11,000,000	\$ -	\$ 7,000,000
	WETA: Harbor Bay Dredging Survey	REG090054	\$ 75,000	\$ 75,000	\$ -	\$ -	\$ -
	WETA: Preventative Maintenance	REG090050	\$ 183,050	\$ 183,050	\$ -	\$ -	\$ -
	WETA: Ferry Major Component Replacement	REG090057	\$ 540,000	\$ 540,000	\$ -	\$ -	\$ -
	WETA: Clay St. Float Replacement	REG090056	\$ 970,000	\$ 970,000	\$ -	\$ -	\$ -
	Ferry Service for South San Francisco	MTC050030	\$ 45,937,867	\$ 1,341,170	\$ 44,596,697	\$ -	\$ -
	Main Street Barge Replacement	ALA090032	\$ 2,063,000	\$ 2,063,000	\$ -	\$ -	\$ -
	WETA: Ferry Propulsion System Replacement	REG090055	\$ 3,030,000	\$ 3,030,000	\$ -	\$ -	\$ -
	Ferry Infrastructure btw Treasure Island and SF	SF-090014	\$ 57,130,000	\$ 6,130,000	\$ -	\$ 51,000,000	\$ -
	Ferry Service - Berkeley/Albany	MTC050027	\$ 31,994,000	\$ 15,875,000	\$ 16,119,000	\$ -	\$ -

All Projects in the TIP

- 1) For Projects highlighted in Yellow - Have they been completed and can they be archived/removed from the TIP? If they should remain in the TIP, please provide adequate justification
 2) Please review the projects highlighted in blue as well?

PROGRAMMED_AMOUNT

SPONSOR	PROJECT NAME	TIP ID	Grand Total	2009 TIP Total (FY2009, FY2010, FY2011, FY2012)	Prior Year Total (All Funding Prior to FY 2009)	Later Year Total (All Funding after FY 2012)	Prior Year Total (All Funding Prior to FY 2005)
	Treasure Island Ferry Service	REG070003	\$ 19,250,000	\$ 19,250,000	\$ -	\$ -	\$ -
	Richmond Ferry Service	CC-070062	\$ 22,000,000	\$ 22,000,000	\$ -	\$ -	\$ -
	SF Ferry Terminal/Berthing Facilities	MTC050029	\$ 25,000,000	\$ 24,000,000	\$ 1,000,000	\$ -	\$ -
	Hercules Ferry Service	CC-070064	\$ 31,000,000	\$ 31,000,000	\$ -	\$ -	\$ -
WTA Total			\$ 274,815,167	\$ 126,457,220	\$ 97,357,947	\$ 51,000,000	\$ 19,000,000
Yountville	Yountville SR 29 Bicycle Safety Improvements	NAP090001	\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	\$ -
Yountville Total			\$ 1,100,000	\$ 1,100,000	\$ -	\$ -	\$ -
Grand Total			\$ 56,710,131,457	\$ 17,766,117,155	\$ 22,959,565,248	\$ 15,984,449,054	\$ 11,481,535,897



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

Pavement Management Program Certification Listing

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

Section 2108.1 of the Streets and Highway Codes says:

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

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

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

To be certified please submit the following to MTC:

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

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

Temporary exemptions from the certification process

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

** A jurisdiction, whose certification is expiring, may apply for pending status if it is in the process of inspecting its network. You must notify the MTC in writing of your request for pending status, and include a reasonable date when inspections will be completed, or your certification will be considered expired. Jurisdictions who received a pending status because of their

participation with the **P-TAP project (Rounds 7 & 8) had until February 15, 2008** to submit their documentation or be considered expired. **Round-9 participants had until December 31, 2008** to submit their documentation or be considered expired. **Round-10 participants have until September 30, 2009** to submit their documentation or be considered expired.

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

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

Last Updated: September 1, 2009

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

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

Note: An *italicized* status represents a certification expected to expire in ~ 60 days.

Alameda County

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
County of Alameda	12/31/2005	Pending	P-TAP 10
Alameda*	03/31/2007	Yes	04/01/2010*
Albany*	07/31/2004	Pending	Under contract*
Berkeley	10/31/2008	Yes	11/01/2010
<i>Dublin</i>	<i>09/30/2007</i>	Yes	<i>10/01/2009</i>
Emeryville	01/31/2000	No	02/01/2002
Fremont	10/31/2006	Pending	P-TAP 10
Hayward	01/31/2009	Yes	02/01/2011
Livermore	04/30/2008	Yes	05/01/2010
Newark*	05/30/2007	Yes	06/01/2010*
Oakland	07/31/2008	Yes	08/01/2010
Piedmont	03/31/2009	Yes	04/01/2010
Pleasanton*	12/31/2006	Yes	01/01/2010*
San Leandro	02/28/2009	Yes	03/01/2011
Union City	11/30/2007	Yes	12/01/2009

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Contra Costa County

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
Contra Costa County	10/31/2006	Pending	P-TAP 10
Antioch	07/31/2008	Yes	08/01/2010
Brentwood*	03/31/2007	Yes	04/01/2010*
Clayton	04/30/2008	Yes	05/01/2010
Concord	02/28/2009	Yes	03/01/2011
Danville	12/31/2008	Yes	01/01/2011
El Cerrito	12/31/2007	Yes	01/01/2010
<i>Hercules</i>	<i>09/30/2007</i>	Yes	<i>10/01/2009</i>
Lafayette	01/31/2008	Yes	02/01/2010
Martinez	07/31/2007	No	08/01/2009
Moraga	06/30/2007	No	07/01/2009
Oakley*	06/30/2007	Yes	07/01/2010*
Orinda	07/31/2008	Yes	08/01/2010
Pinole	03/31/2008	Yes	04/01/2010
<i>Pittsburg</i>	<i>09/30/2007</i>	Yes	<i>10/01/2009</i>
Pleasant Hill	01/31/2008	Pending	P-TAP 10
Richmond	03/31/2008	Yes	04/01/2010
San Pablo	12/31/2007	Yes	01/01/2010
San Ramon	09/30/2007	Pending	P-TAP 10
Walnut Creek	06/30/2006	Pending	P-TAP 10

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Marin County

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
Marin County	03/31/2009	Yes	04/01/2011
Belvedere	06/30/2009	Yes	07/01/2011
Corte Madera	09/30/2008	Yes	10/01/2010
Fairfax	04/30/2007	No	05/01/2009
Larkspur	06/30/2006	Pending	P-TAP 10
Mill Valley	12/31/2007	Yes	01/01/2010
Novato	12/31/2008	Yes	01/01/2011
Ross	04/30/2007	Pending	P-TAP 10
San Anselmo*	02/28/2007	Yes	03/01/2010*
San Rafael	02/28/2009	Yes	03/01/2011
Sausalito	09/30/2008	Yes	10/01/2010
Tiburon	09/30/2008	Yes	10/01/2010

» [Back to Top](#)**Napa County**

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
Napa County	12/31/2008	Yes	01/01/2011
American Canyon*	01/31/2007	Yes	02/01/2010*
Calistoga	12/31/2008	Yes	01/01/2011
Napa	07/31/2009	Yes	08/01/2011
St. Helena	06/30/2007	No	07/01/2009
Yountville	03/31/2009	Yes	04/01/2011

» [Back to Top](#)**San Francisco County**

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
San Francisco	08/31/2009	Yes	09/01/2011
Presidio Trust		Pending	P-TAP 10

» [Back to Top](#)**San Mateo County**

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
San Mateo County	11/30/2008	Yes	12/01/2010
Atherton	09/30/2008	Yes	10/01/2010
Belmont*	07/31/2007	Yes	08/01/2010*
Brisbane	01/31/2008	Yes	02/01/2010
Burlingame	09/30/2008	Yes	10/01/2010
Colma	03/31/2008	Yes	04/01/2010
Daly City	04/30/2009	Yes	05/01/2011
East Palo Alto	06/30/2007	No	07/01/2009
Foster City	10/31/2008	Yes	11/01/2010
Half Moon Bay	04/30/2008	Yes	05/01/2010
Hillsborough	08/31/2007	No	09/01/2009
Menlo Park	04/30/2007	Pending	P-TAP 10
Millbrae	11/30/2003	Pending	P-TAP 10
Pacifica	12/31/2008	Yes	01/01/2011
Portola Valley*	05/31/2006	Pending	Under contract*
Redwood City	09/30/2008	Yes	10/01/2010
San Bruno	12/31/2005	Pending	P-TAP 10
San Carlos	08/31/2008	Yes	09/01/2010
San Mateo	04/30/2008	Yes	05/01/2010
South San Francisco	08/31/2008	Yes	09/01/2010
Woodside	07/31/2007	No	08/01/2009

» [Back to Top](#)**Santa Clara County**

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
Santa Clara County*	05/31/2007	Yes	06/01/2010*
Campbell	04/30/2009	Yes	05/01/2011
Cupertino	04/30/2008	Yes	05/01/2010
Gilroy	10/31/2008	Yes	11/01/2010
Los Altos	10/31/2007	Pending	P-TAP 10
Los Altos Hills	01/31/2008	Yes	02/01/2010
Los Gatos	07/31/2009	Yes	08/01/2011
Milpitas	09/30/2007	Yes	10/01/2009
Monte Sereno	08/31/2008	Yes	09/01/2010
Morgan Hill	09/30/2008	Yes	10/01/2010
Mountain View	05/31/2008	Yes	06/01/2010
Palo Alto	11/30/2008	Yes	12/01/2010
San Jose	12/31/2007	Yes	01/01/2010
Santa Clara	07/31/2008	Yes	08/01/2010
Saratoga	06/30/2007	No	07/01/2009
Sunnyvale	05/31/2009	Yes	06/01/2011

» [Back to Top](#)**Solano County**

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
Solano County*	09/30/2007	Yes	10/01/2010*
Benicia	04/30/2008	Yes	05/01/2010
Dixon*	05/30/2007	Yes	06/01/2010*
Fairfield	03/31/2008	Yes	04/01/2010
Rio Vista	03/31/2006	Pending	Under contract*
Suisun City*	03/31/2007	Yes	04/01/2010*
Vacaville	02/28/2009	Yes	03/01/2011
Vallejo	09/30/2008	Yes	10/01/2010

» [Back to Top](#)**Sonoma County**

Jurisdiction	Last Major Inspection	Certified	Certification Expiration Date
Sonoma County	05/25/2005	Pending	Under contract*
Cloverdale	07/31/2008	Yes	07/31/2010
Cotati	11/30/2008	Yes	12/01/2010
Healdsburg	01/31/2008	Yes	02/01/2010
Petaluma	04/30/2009	Yes	05/01/2011
Rohnert Park	02/28/2008	Yes	03/01/2010
Santa Rosa	05/31/2007	Pending	P-TAP 10
Sebastopol	06/30/2007	No	07/01/2009
Sonoma	06/30/2009	Yes	07/01/2011
Windsor	09/30/2008	Yes	10/01/2010

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(*) Indicates Extended Date

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This story is taken from Sacbee / Our Region / Top Stories

Research and rehab in gear for California's rough highways

jdowning@sacbee.com

Published Tuesday, Aug. 18, 2009

The pavement on California's highways is hard to ignore.

After decades of heavy traffic and a chronically low-maintenance budget, some stretches can be a teeth-rattling, axle-bending nightmare.

More than a quarter of our highway miles are in poor condition and 18 percent are in need of serious repair, the state Department of Transportation says. By one national transportation group's calculations, the state's major urban roads are the country's roughest.

At the University of California's Pavement Research Center in Davis, director John Harvey spends his days figuring out what to do about it.

Now, Harvey and Caltrans officials are about to launch a strategy they hope will pull the state's highway system out of crisis and set it on a course for long-term health.

Starting later this year, vans equipped with cameras, lasers and ground-penetrating radar will drive every lane of the state's highways, cataloging cracks and bumps and building a database of the layers of pavement beneath the surface of the road.

The system should help target repairs where they can do the most good for the least money.

"If we can pick our projects based on that engineering data, then we do the right project at the right time," said Michael Miles, Caltrans deputy director for maintenance and operations.

The point, he said, is to "predict when the pavement is failing. That way, (highways) won't get to the condition where they need a full rehab. Once they get there, it becomes very, very expensive."

In 2007, doing preventive maintenance on one lane of California highway over one mile cost an average of \$60,000, according to Caltrans' latest "State of the Pavement" report. Major rehabilitation work on the same amount of pavement, by contrast, costs an average of \$1.1 million.

By doing more quick and inexpensive repairs – re-sealing asphalt when small cracks appear, grinding down rough edges between concrete slabs – the state could cut the lifetime cost of a given stretch of road by as much as 20 percent, Harvey estimates. At the same time, fewer of the state's highways would fall into major disrepair.

"It's basically changing their whole philosophy," Harvey said.

To some degree, the shift is already under way. Caltrans more than doubled its annual spending on preventive maintenance from 2005 to 2008, to around \$250 million. The agency also managed to secure a total of \$6.1 million in new funding over the most recent two budget years for a "pavement management system" – including hiring the data-collection vans – to monitor conditions and coordinate maintenance on the 50,000 lane-miles the agency oversees.

Part of the reason maintenance has become so important is simply that California's highways are old. About 90 percent of the state's major routes were built between 1955 and 1975. Most were designed to last 20 years.

"There was a baby boom of pavement," Harvey said. "And now its health care costs are really high."

The UC Pavement Research Center was founded in the late 1940s at UC Berkeley to advise the state on the construction and maintenance of the highway network. The center now is headquartered at UC Davis, with a small team of staff researchers assisted by students.

Some of the center's work involves helping to devise road materials that last longer or cost less, but in recent years helping the state to manage maintenance and repairs has become a central focus.

Preventive maintenance, of course, doesn't address the thousands of highway miles already in need of major repairs.

In recent years, the state has spent less than half of the more than \$2 billion a year needed for serious highway repair, according to the California Transportation Commission. Federal stimulus funding for major highway repair – \$191 million to date – will close only a fraction of the gap.

Funding for highway maintenance and rehabilitation comes primarily from the state fuel tax, which hasn't been raised for more than a decade. Highway funding did get a boost under Proposition 42, passed in 2002, which allocated some of the sales tax on gasoline to road projects. Proposition 1B, which passed in 2006, allocated \$20 billion in bond funding to transportation but only \$750 million to highway rehabilitation.

Increased funding for preventive work will likely mean delays to repairs on some bad stretches of road, Miles said. But by keeping thousands of highway miles from deteriorating each year, the agency hopes it will be able to chip away at the backlog of failed pavement.

"You try to get ahead of it," Miles said.

Water and weather both break down pavement, but on major freeways truck traffic does the most damage. By contrast, "Cars on a highway are like people on a sidewalk," said Tom

Pyle, chief of Caltrans' Office of Rigid Pavement and Structural Concrete.

The beatings administered by trucks have gotten roughly twice as hard since the 1970s, mainly because trucks have switched to narrower, higher-pressure tires, Harvey said. The harder tires improve fuel efficiency, but concentrate the load on a smaller patch of rubber – increasing the pressure on the pavement.

If surface cracks in asphalt are caught early enough, Harvey said, a thin seal over the top can cheaply revive the road. Left untreated, they'll get wider and deeper, leading to more damage.

With concrete, a common problem is what's known as "slab curl." It happens when a slab begins to rock, creating a gap underneath and a height difference with its neighbors. Eventually, under pounding from heavy trucks, the compacted bed beneath the slab erodes and the concrete cracks.

That's the kind of serious damage below the surface that leads to potholes. Patching them doesn't fix the deeper problems, which is part of the reason patches don't last very long.

"It's like combing the hair on a cadaver," Harvey said.

Bringing a heavily damaged highway back to life takes serious work of the sort under way on long stretches of Interstate 80 this summer. Over Donner Pass, most of the concrete-slab roadway will be completely rebuilt over four summers, with the new roadway designed to last until 2050.

A major addition will be steel dowels connecting adjacent slabs, which helps prevent curl.

Most of the major resurfacing work in the Fairfield- Vacaville corridor is scheduled to be done by this fall, with work from Vacaville to Dixon set to start in 2012. Crews have been laying asphalt and high-strength fabric over the notoriously rough concrete pavement, which is 60 years old in places. The asphalt overlays should hold up for two decades.

ShareThis

Call The Bee's Jim Downing, (916) 321-1065.

From: Frank Cao <frank_cao@dot.ca.gov>
To: <dla-website-updates-announce@lists.dot.ca.gov>
Date: 07/23/09 7:05 AM
Subject: [DLAWUA] Announcement: DLA-OB 09-04 - Highway Safety ImprovementProgram (HSIP)

Announcement:

A new Office Bulletin (DLA-OB 09-04 - Highway Safety Improvement Program (HSIP) has been posted to the Local Assistance "Publications" website here:

http://www.dot.ca.gov/hq/LocalPrograms/DLA%20OB/DLA_OB.htm

Change:

This Office Bulletin updates Chapter 9 - Highway Safety Improvement Program (HSIP) of the Local Assistance Program Guidelines (LAPG) for the Cycle 3 call for projects. The "Traffic Data" funding category and "Status Report" requirement have been removed. "Work Type" rating factors were modified and now include rating rubrics. Also, specific attachments to the application are required and all attachments will be rated.

Impacts:

This Office Bulletin supersedes Chapter 9 of the LAPG in its entirety and is applicable to all HSIP Cycle 3 projects.

Contact:

Questions or comments regarding this change should be directed to: Randy Ronning at randy.ronning@dot.ca.gov or (916) 653-4727.

Frank Cao
Sr. Transportation Engineer, Ph.D.
ITS Coordinator
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<http://lists.dot.ca.gov/mailman/listinfo/dla-website-updates-announce>

From: Frank Cao <frank_cao@dot.ca.gov>
To: <dla-website-updates-announce@lists.dot.ca.gov>
Date: 08/26/09 1:46 PM
Subject: [DLAWUA] Announcement: COIN #3-QUALITY ASSURANCE PROGRAM (QAP)

Announcement:

A new Construction Oversight Information Notice (COIN) has been posted to the Local Assistance website at: <http://www.dot.ca.gov/hq/LocalPrograms/COIN/index.htm>

Change:

COIN #3 discusses the need for a Quality Assurance Program prior to construction authorization for federal aid projects.

Impacts:

Applicable to all local agency Federal-aid construction projects.

Contact:

Questions or comments regarding this change should be directed to: Eugene Shy at (916) 651-8911 or eugene.shy@dot.ca.gov.

Eugene R. Shy, PE
Process Review Engineer, Sr. TE
Division of Local Assistance, Caltrans HQ
Tel. (916) 651-6552
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From: Frank Cao <frank_cao@dot.ca.gov>
To: <dla-website-updates-announce@lists.dot.ca.gov>
CC: Bill Sandoval <bill_sandoval@dot.ca.gov>
Date: 08/28/09 11:32 AM
Subject: [DLAWUA] Announcement: DLA-OB 09-05--Progress Invoice Review

Announcement:

A new Office Bulletin (DLA-OB 09-05 - Progress Invoice Review) has been posted to the Local Assistance "Publications" website here:

http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm

Change:

DLA-OB 09-05 establishes a major process change. It requires Local Agencies to submit payment invoices directly to the District Local Assistance Engineer (DLAE) on all Federal and/or State funded projects. The DLAE must review and approve the invoices prior to forwarding them to Accounting for payment.

Impacts:

This Office Bulletin impacts the approval process of all payment invoices submitted on all Federal and/or State funded projects.

Contact:

Questions or comments regarding this change should be directed to: Bill Sandoval at bill.sandoval@dot.ca.gov or (916) 653-4231.

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