

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

September 21, 2009, 1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Auditorium

101 - 8th Street, Oakland, CA 94607

AGENDA

Estimated Time
for Agenda Item

-
- | | |
|---|------------------|
| 1. Introductions | 1:30 p.m. |
| 2. Minutes of July 20, 2009 PTAC Meeting* | |
| 3. Partnership Reports | |
| • Partnership Board Chair: Rick Ramacier, CCCTA <i>There is currently no Partnership Board meeting scheduled.</i> | |
| • Transit Finance Working Group* Chair: April Chan, Caltrain/SamTrans <i>The Transit Finance Working Group met on September 2, 2009.</i> | |
| • Local Streets and Roads Working Group* Chair: Fernando Cisneros, City/County of San Francisco <i>The Local Streets and Roads Working Group met on September 10, 2009.</i> | |
| • Programming and Delivery Working Group* Chair: Sandy Wong, San Mateo C/CAG <i>The Programming and Delivery Working Group met on September 21, 2009.</i> | |

Discussion Items

1:45 p.m.

- | | |
|--|--|
| 4. Legislative Report (<i>Rebecca Long</i>) (<i>MTC staff will present an update on legislative actions.</i>) | |
| 5. American Recovery and Reinvestment Act 2009 Update* (<i>Craig Goldblatt</i>) (<i>MTC staff will provide an update on the current activities related to the federal American Recovery and Reinvestment Act (ARRA) of 2009.</i>) | |
| a. ARRA LA-ODIS Monthly Reporting | |
| b. ARRA Discretionary Programs Summary | |
| c. Cost Savings Status | |
| d. SB 286 Clarification | |
| 6. New Federal Act – Update on Proposal for Cycle 1 STP/CMAQ Funding* (<i>Craig Goldblatt</i>) (<i>MTC staff will present an update on the proposal for Cycle 1 STP/CMAQ funding.</i>) | |
| a. Alternative proposals for Cycle 1 STP/CMAQ Funding | |
| 7. Overview of 2010 Regional Transportation Improvement Program (RTIP)* (<i>Kenneth Kao</i>) (<i>MTC staff will provide an overview of the 2010 Regional Transportation Improvement Program and schedule.</i>) | |
| 8. P-TAP Scoring Criteria for Round 11 Projects* (<i>Amy Burch</i>) (<i>MTC staff have modified the scoring criteria for the next round of P-TAP, for which applications are due on October 9, 2009.</i>) | |
| 9. Lifeline Cycle II Funding Update* (<i>Jennifer Yeamans</i>) (<i>MTC staff will present an update to Second-Cycle Lifeline Transportation Program Guidelines</i>) | |

and Fund Estimate, including a proposed one-time funding augmentation for FY10.)

10. New Freedom Cycle 3 Update** (Kristen Mazur)
(MTC staff will present an update on the New Freedom Cycle 3.)

Information Items / Other Business

2:40 p.m.

11. TIP Amendment Update* (Sri Srinivasan)
(The current TIP and subsequent TIP Amendments are available online at:
<http://www.mtc.ca.gov/funding/tip>).
- a. Archiving Projects in the TIP
12. STP/CMAQ Program Monitoring Update* (Memo Only)
(MTC staff has submitted a report on the STP/CMAQ Program monitoring status for FFY 2008-09 as well as additional program monitoring issues. The STP/CMAQ obligation deadline was April 30, 2009. All unobligated funds will be rescinded by FHWA on September 30, 2009.)
13. Caltrans Updates* (Memo Only)
- a. DLA-OB 09-05 – Progress Invoice Review
(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)
14. Nominations and election for PTAC Vice Chair for FY 2009-10. (Sandy Wong, Chair)
15. Recommended Future Agenda Items (All)
16. Public Comment

Next meeting on:

Monday, October 19, 2009

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

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland 94607

* Agenda Items attached

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

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

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

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

July 20, 2009

Page 1 of 2

1. Introductions

Margurite Fuller (Vice Chair) requested introductions.

2. Minutes of June 15, 2009 PTAC Meeting

The minutes for the June 15, 2009 PTAC meeting were accepted.

3. Partnership Reports

Transit Finance Working Group (TFWG) – *April Chan, Chair* – The TFWG met on September 2, 2009. The group discussed: TCP programming for FTA funds over the next 3 yrs FY 2010-12. The program has been approved by the Programming and Allocations Committee (PAC) and is ready for Commission approval later in July.

Local Streets and Roads Working Group (LSRWG) – *Ben Tripousis, City of San Jose* - The LSRWG met on September 10, 2009. The group discussed STP/CMAQ – Cycle 1 and plans to come up with a recommended strategy for programming at a special August 7th meeting.

Programming and Delivery Working Group (PDWG) – *Kenneth Kao, MTC* - PDWG met on September 21, 2009. Key topics included: 1) STP/CMAQ; 2) ARRA delivery; 3) the CTC and State budget; 4) TCRP allocation plan; and 5) a 2010 RTIP update.

➤ Subcommittee Report:

Regional Modeling Coordination Working Group (MCWG) – *Bob Macaulay, Solano Transportation Authority* – MCWG had their first meeting and discussed SB 375 – modeling requirements. They will meet on a bi-monthly basis. Chuck Purvis is the MTC staff liaison.

Discussion Items

4. Legislative Update

A legislative update was included as a memo in the meeting agenda packet.

5. American Recovery and Reinvestment Act 2009 Update

Ross McKeown (MTC) and *Anne Richman (MTC)* provided the committee with documents illustrating the Bay Area's delivery of American Recovery and Reinvestment Act of 2009 (ARRA) funds.

- Anne reported on the Transit side: 1) Operators will have to wait to request transfers from Caltrans until the ARRA TIP amendments are approved; 2) the 5311 ARRA grant has been executed and Caltrans will send funding agreements to various operators; 3) September 1st is the Federal Obligation deadline for 50% of funds from each area, and; 4) by September 16th FTA will publish apportionments that are being redistributed to areas that have met that goal.
- Ross reported on the Federal Highway side: 1) There is a September 20th deadline to award contracts for local street and road projects; 2) Obligate remaining FHWA funds from Tier 1 by November 30th; 3) any Federal Highway funds not obligated by January will be taken by the State and used before the March 2nd deadline; 4) there is a June deadline for 50% of state funds

Ross reported that the Commission is taking action on the regional TIGER projects in July.

6. Next Federal Act Cycle Programming – STP/CMAQ

Ross McKeown (MTC) highlighted staff's Cycle 1 proposal. There is strong focus for the first cycle programming to coincide with the T2035 focus – fix it first.

Staff presented the proposal to the Partnership Board at their June 23 meeting and will take the proposal and comments to the Programming and Allocations Committee in September or October.

The Santa Clara Valley Transportation Authority presented an alternative proposal for Cycle 1 programming and the Committee requested that it be sent to the group for review and comment. The Local Streets & Roads Working Group (LSRWG) invited everyone present to attend their August 7th meeting to further discuss the staff proposal.

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

July 20, 2009

Page 2 of 2

Comments from the Committee included incorporating comments received at the various advisory committees and working groups into the proposal to be presented at the next PAC and Commission meetings.

7. Proposed Transportation for Livable Communities (TLC) Guidelines

Doug Johnson (MTC) highlighted four TLC guidelines: 1) funds for TLC would be used in priority development areas, planned or potential; 2) increase maximum grant size to \$6 million; 3) expand the list of eligible program options; and 4) maintain the two-thirds regional and one-third local pot funds for program. Currently the CMAs do not agree with the fourth guideline. TLC will go back to the Planning Committee in September for approval. The deadline to submit comments for the September Planning Committee meeting is August 21.

8. 2010 STIP Proposed Policies and Procedures

Kenneth Kao (MTC) reported on the following policy and programming issues regarding the 2010 RTIP: routine accommodation checklist; ARRA TE backfill programming; prioritization of TE projects utilizing the Conservation Corps; prohibition of multiple phases in the same year; project size minimums; 2010 STIP schedule, and; Transportation Enhancement Reserves. Staff also reported that the CMAs must be notified of all eligible project sponsors within the county of the availability of RTIP funds and Caltrans will notify staff of any anticipated cost increases to currently-programmed RTIP projects by September.

Information Items / Other Business

9. TIP Amendment Update

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

10. STP/CMAQ Program Monitoring Update

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

11. Recommended Future Agenda Items

- Cycle 1 Programming for New Authorization
- 2010 Regional Transportation Improvement Program

Proposed Next Meeting:

Monday, September 21, 2009

1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland, CA 94607



METROPOLITAN
TRANSPORTATION
COMMISSION

TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, SEPTEMBER 2, 2009, 10:00 A.M. – 12:00 P.M.
METROCENTER, 2ND FLOOR, CLAREMONT CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|--|--------|
| 1. Introductions | 3 min |
| 2. Approval of the July 1, 2009 Minutes* | 2 min |
| 3. Legislative Update (<i>Rebecca Long</i>) | 5 min |
| 4. Update on American Recovery and Reinvestment Act* (<i>Anne Richman</i>) | 5 min |
| 5. 2010 RTIP** (<i>Kenneth Kao</i>) | 10 min |
| 6. Regional Transit Capital Inventory* (<i>Glen Tepke</i>) | 10 min |
| 7. ZEB Program Update* (<i>Glen Tepke</i>) | 10 min |
| 8. SRTP Policy Proposal* (<i>Laramie Bowron</i>) | 10 min |

Information Items / Other Items of Business:

- | | |
|---|-------|
| 9. 2009 TIP Updates* (<i>Sri Srinivasan</i>) | 2 min |
| 10. Archiving Old Projects in the TIP* (<i>Sri Srinivasan</i>) | 3 min |
| 11. FY10 Fund Estimate Revision* (<i>Theresa Romell</i>) | 5 min |
| 12. Lifeline Cycle II Funding Update* (<i>Jennifer Yeamans</i>) | 5 min |
| 13. New Federal Transportation Act: Proposal and Schedule for Flexible Programming STP-CMAQ (<i>Craig Goldblatt, MTC</i>) | 5 min |
| 14. Proposition 1B Update: Transit (PTMISEA) and Transit Security* (<i>Amy Burch, MTC</i>) | 2 min |
| 15. Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, October 7, 2009
10:00 a.m. – 12:00 p.m.
Fishbowl Conference Room, MTC MetroCenter

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

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



METROPOLITAN
TRANSPORTATION
COMMISSION

LOCAL STREETS AND ROADS WORKING GROUP
101 - 8th St., 1st Floor, Room 171
Thursday, September 10, 2009
8:30 a.m. – 9:30 a.m. – Strategic Plan Implementation Reform (SPIR)
Subcommittee: “Safety”
9:30 a.m. – 12:00 p.m. - LSRWG

AGENDA

| <u>Topic</u> | <u>Estimated Time</u> |
|---|-----------------------|
| 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.



METROPOLITAN
TRANSPORTATION
COMMISSION

PROGRAMMING AND DELIVERY WORKING GROUP MEETING
Monday, September 21, 2009
10:30 a.m. – 12:30 p.m.
MTC MetroCenter, 2nd Floor, Claremont
101-8th Street, Oakland, CA 94607

AGENDA

| <u>Item</u> | <u>Estimated Time</u> |
|--|-----------------------|
| 1. Introductions and Announcements | 3 min |
| 2. Review of Minutes from the July 20, 2009 Working Group Meeting* | 2 min |
| 3. Working Group Standing Items | |
| A. STP/CMAQ Program Monitoring Update* (<i>Marcella Aranda</i>) (<i>MTC staff will report on the STP/CMAQ Program monitoring status for FFY 2008-09 as well as additional program monitoring issues. The STP/CMAQ obligation deadline was April 30, 2009. All unobligated funds will be rescinded by FHWA on September 30, 2009.</i>) | 10 min |
| B. Federal Inactive Obligations* (<i>Marcella Aranda</i>) (<i>MTC staff will discuss the projects on the federal inactive obligations June 2009 quarterly review as well as the look-ahead reports for the next quarter.</i>) | 3 min |
| C. STIP Project Delivery Monitoring Update* (<i>Kenneth Kao</i>) (<i>MTC staff will report on allocation status of projects programmed in FY 2008-09 and FY 2009-10 of the STIP.</i>) | 5 min |
| D. CTC/ State Budget Update (<i>Kenneth Kao</i>) (<i>MTC staff will report on the latest from the California Transportation Commission (CTC) with regards to new or revised policies, procedures, guidance and direction.</i>) | 10 min |
| E. ARRA Discretionary Programs Summary* (<i>Amy Burch</i>) (<i>MTC staff will provide an update on the 2009 ARRA State Discretionary Programs.</i>) | 5 min |
| 4. Discussion Items | |
| A. American Recovery and Reinvestment Act (ARRA) Update* (<i>Craig Goldblatt/ Sylvia Fung</i>) (<i>MTC staff will provide an update on the current activities related to the federal American Recovery and Reinvestment Act of 2009.</i>) | 15 min |
| i. ARRA LA-ODIS Monthly Reporting* | |
| ii. Cost Savings Proposal* | |
| iii. ARRA SB 286* | |
| B. Overview of 2010 Regional Transportation Improvement Program (RTIP)* (<i>Kenneth Kao</i>) (<i>MTC staff will provide an overview of the 2010 Regional Transportation Improvement Program and schedule.</i>) | 5 min |
| i. Policies and Procedures | |
| ii. TE Update, SB 286 | |
| C. New Federal Act – Update on Proposal for Cycle 1 STP/CMAQ Funding* (<i>Craig Goldblatt</i>) (<i>MTC staff will present a framework for discussion of this upcoming federal programming opportunity.</i>) | 15 min |
| D. CTC Environmental Document Approval* (<i>Kenneth Kao</i>) (<i>MTC staff will brief the Group on new CTC rules that all projects receiving funds from CTC must have their environmental document approved by CTC.</i>) | 5 min |
| 5. Informational Items | |

- A. State-Local Partnership Program Update** (Amy Burch)
(MTC staff will provide an update on the State-Local Partnership Program (SLPP).)
- B. P-TAP Round 11 – Call for Projects (Amy Burch)
(MTC staff will provide an update on the number of P-TAP applications received to date, which are **due to MTC on October 9, 2009.**)
- C. TIP Update* (Sri Srinivasan)
(The current TIP and subsequent TIP Amendments are available online at: <http://www.mtc.ca.gov/funding/tip>)
 - i. Archiving projects in the TIP*
- D. PMP Certification Status* (Memo Only)
(Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)

6. Caltrans Items

- A. Federal Programs Update (Sylvia Fung, Caltrans D4) 10 min
(Caltrans will present updates on various federal program- related changes, including solicitations and announcements.)
- B. Highway Safety Improvement (HSIP) Call for Projects* (Memo Only)
(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.**)
- C. [DLAWUA] Announcement: COIN #3-QUALITY ASSURANCE PROGRAM (QAP)* (Memo Only)
(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>. COIN #3 discusses the need for a Quality Assurance Program prior to construction authorization for federal aid projects.)
- D. [DLAWUA] 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.)
- E. [DLAWUA] Announcement: DLA-OB 09-06 - Use of ARRA Funding For Force Account Work* (Memo Only)
(A new Office Bulletin (DLA-OB 09-06 - Use of ARRA Funding For Force Account Work) has been posted to the Local Assistance "Publications" website. DLA-OB 09-06 precludes the use of Force Account work on ARRA (Recovery Act) projects with only rare exceptions.)

7. Workshop Items

8. Recommended Agenda Items For Future Meetings

The next PDWG meeting:

Monday, October 19, 2009

10:30 a.m. – 12:30 p.m.

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

101 Eighth Street, Oakland 94607

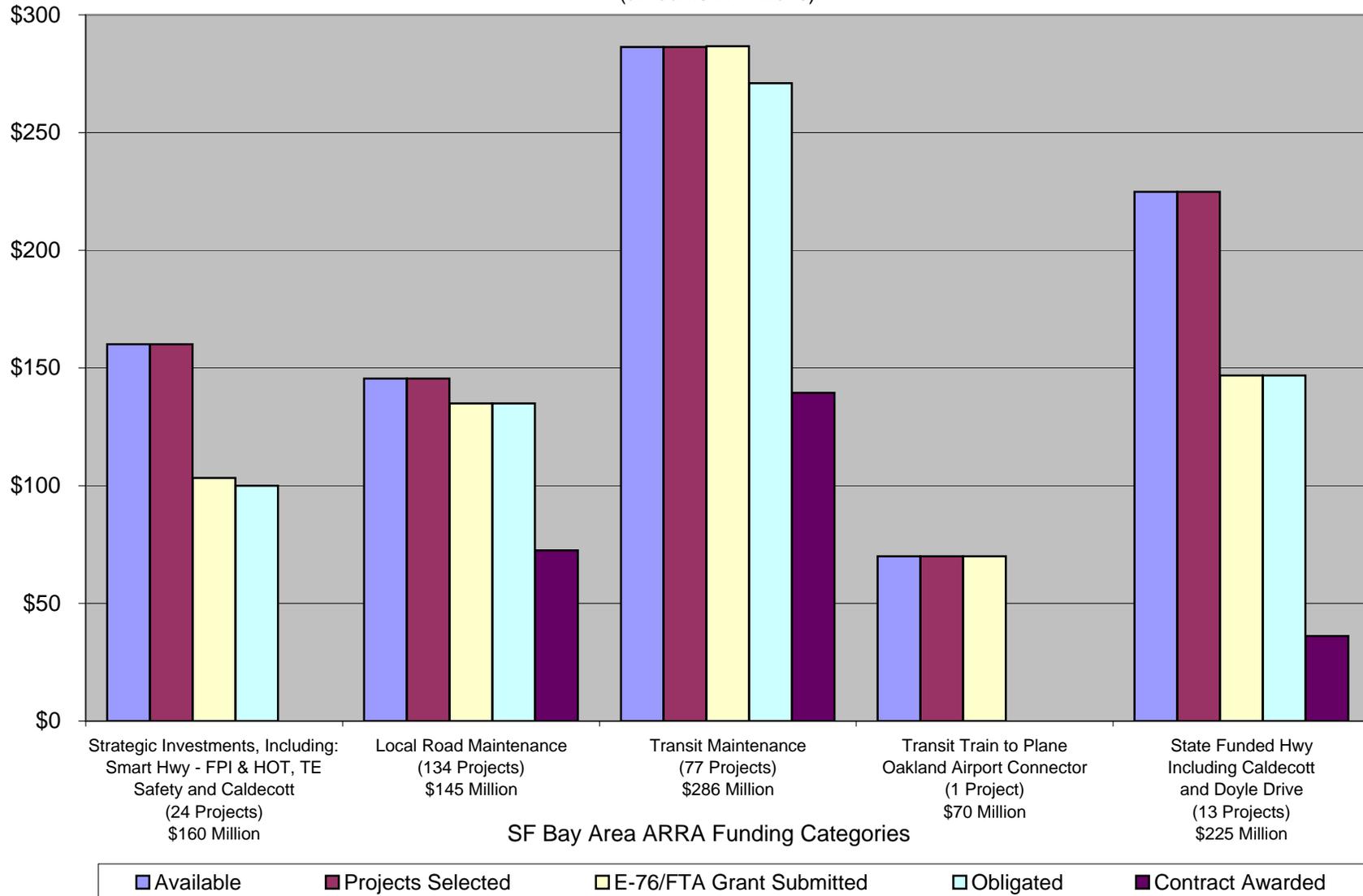
* = Attachment in Packet ** = Handouts Available at Meeting

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



SF Bay Area ARRA Project Status September 9, 2009

(amounts in millions)



Total Available: 249 Projects totalling \$887 Million
 Obligations to Date: 193 Projects totalling \$653 Million (74%)
 Awarded Contracts to Date: 100 Projects totalling \$248 Million (28%)

**SF Bay Area
Metropolitan Transportation Commission (MTC)
American Recovery and Reinvestment Act (ARRA)
Highway Strategic Investments, Prop 1B Backfill, Smart Highways, Safety and Transportation Enhancements
September 9, 2009**

| County | Implementing Agency | Project Title | Project Type | TIP ID No. | 1511 Cert # | 1511 Cert Date | Federal Project ID | Total ARRA Funding | Obligation Amount | Obligation Date | Remaining Balance | Obligation Deadline | Contract Award Amount | Contract Award Date | Contract Award Deadline |
|---|------------------------|---|------------------|------------|-------------|----------------|--------------------|----------------------|---------------------|-----------------|----------------------|---------------------|-----------------------|---------------------|-------------------------|
| 24 MTC - Strategic Investments | | | | | | | | \$160,106,295 | \$99,977,000 | | \$159,746,360 | 2 | \$0 | 0 | |
| MTC - Regional Element ARRA - Highway Strategic Investments - Safety and Smart Hwys | | | | | | | | \$32,000,000 | | | | | | | |
| Contra Costa | County of Contra Costa | Contra Costa County - Vasco Road Safety Imps | Safety | CC-050030 | None | None | ESPL-5928(093) | \$10,000,000 | | | \$10,000,000 | 11/30/2009 | | | 12/31/2009 |
| Napa | Yountville | Yountville - SR 29 Bicycle Safety Improvements | Safety | NAP090001 | None | None | | \$1,000,000 | | | \$1,000,000 | 11/30/2009 | | | 12/31/2009 |
| San Mateo | Caltrans | Caltrans - FPI, San Mateo I-280: I-380 to SR 1 | Smart Hwys | REG090003 | Cert #7 | 7/28/2009 | | \$7,000,000 | | | \$7,000,000 | 11/30/2009 | | | 12/31/2009 |
| Santa Clara | Caltrans | Caltrans - FPI, Santa Clara SB I-280: W of US 101 to E of I-880 | Smart Hwys | REG090003 | Cert #7 | 7/28/2009 | | \$7,000,000 | | | \$7,000,000 | 11/30/2009 | | | 12/31/2009 |
| Santa Clara | Caltrans | Caltrans - FPI, Santa Clara NB I-280: W of US 101 to E of I-880 | Smart Hwys | REG090003 | Cert #7 | 7/28/2009 | | \$5,000,000 | | | \$5,000,000 | 11/30/2009 | | | 12/31/2009 |
| Solano | Fairfield | Solano County - McGary Road Safety Improvements | Safety | SOL090004 | None | None | HPLUL-5132(032) | \$1,000,000 | | | \$1,000,000 | 11/30/2009 | | | 12/31/2009 |
| Sonoma | Santa Rosa | Santa Rosa - Mendocino Avenue ITS Improvements | Safety | SON090006 | Cert #7 | 7/28/2009 | ESPL-5028(054) | \$1,000,000 | | | \$1,000,000 | 11/30/2009 | | | 12/31/2009 |
| SUBTOTAL | | | | | | | | \$32,000,000 | \$0 | | \$32,000,000 | | \$0 | | |
| MTC - State Element ARRA - Highway Strategic Investments - Prop 1B Backfill and Smart Hwys | | | | | | | | \$118,457,000 | | | | | | | |
| ALA/CC | Caltrans | Caltrans - SR-24 Caldecott Tunnel Fourth Bore | Prop 1B Backfill | CC-010002 | 4/28/2009 | 4/28/2009 | SARRA-P024(030) | \$99,657,000 | \$99,657,000 | 5/2/2009 | \$99,617,065 | 6/30/2009 | | | 12/31/2009 |
| Alameda | Caltrans | Caltrans - SR-24 Realignment of WB SR 25 to NB SR 13 | Prop 1B Backfill | CC-010002 | 4/28/2009 | 4/28/2009 | ARRAL-P024(031) | \$4,700,000 | | | \$4,700,000 | 6/30/2009 | | | 12/31/2009 |
| Alameda | Caltrans | Caltrans - SR-24 Kay Street Widening and Signalization | Prop 1B Backfill | CC-010002 | 4/28/2009 | 4/28/2009 | ARRAL-P024(032) | \$600,000 | | | \$600,000 | 6/30/2009 | | | 12/31/2009 |
| Alameda | Alameda County CMA | ACCMA - I-580 EB HOT Lane | Smart Hwys | ALA070020 | Cert #10 | 8/31/2009 | ESPL-6273(056) | \$7,500,000 | | | \$7,500,000 | 11/30/2009 | | | 6/30/2010 |
| Santa Clara | Santa Clara VTA | Santa Clara VTA - SR 237 - I-880 HOT Connector | Smart Hwys | SCL090029 | Cert #6 | 7/17/2009 | | \$2,700,000 | | | \$2,700,000 | 11/30/2009 | | | 6/30/2010 |
| Santa Clara | Santa Clara VTA | Santa Clara VTA - SR 85 Express HOT Lanes | Smart Hwys | SCL090030 | Cert #10 | 8/31/2009 | | \$3,300,000 | | | \$3,300,000 | 11/30/2009 | | | 6/30/2010 |
| SUBTOTAL | | | | | | | | \$118,457,000 | \$99,657,000 | | \$118,417,065 | | \$0 | | |
| MTC - State Element TE ARRA - Transportation Enhancement Projects | | | | | | | | \$9,649,295 | | | | | | | |
| Alameda | Oakland | Oakland - West Oakland 7th Street TOD | TE-Bike/Ped | ALA050080 | Cert #6 | 7/17/2009 | ESPL-5012(100) | \$1,300,000 | | Pending | \$1,300,000 | 6/30/2009 | | | 12/31/2009 |
| Contra Costa | Concord | Concord - Monument Blvd Pedestrian Imps | TE-Bike/Ped | CC-070083 | Cert #5 | 6/11/2009 | ESPL-5135(038) | \$1,000,000 | | Pending | \$1,000,000 | 6/30/2009 | | | 12/31/2009 |
| Contra Costa | Martinez | Martinez - Marina Vista Streetscape | TE-Bike/Ped | CC-070085 | Cert #5 | 6/11/2009 | ESPL-5024(024) | \$127,000 | | Pending | \$127,000 | 6/30/2009 | | | 12/31/2009 |
| San Francisco | SFMTA | San Francisco - Inner Sunset Traffic Calming and Enhancements | TE-Enhancement | SF-070033 | Cert #5 | 6/11/2009 | ESPL-6328(030) | \$343,000 | | Pending | \$343,000 | 6/30/2009 | | | 12/31/2009 |
| San Francisco | SFMTA | San Francisco - Pedestrian Signal Upgrade | TE-Bike/Ped | SF-090029 | Cert #6 | 7/17/2009 | ESPL-6328(029) | \$589,295 | | | \$589,295 | 6/30/2009 | | | 12/31/2009 |
| San Mateo | Belmont | Belmont - US 101 Bike Bridge Overcrossing | TE-Bike/Ped | SM-070005 | Cert #6 | 7/17/2009 | | \$2,100,000 | | | \$2,100,000 | 6/30/2009 | | | 12/31/2009 |
| Santa Clara | Campbell | Campbell - East Campbell Ave Downtown Enhancements | TE-Bike/Ped | SCL070022 | Cert #6 | 7/17/2009 | RPSTPLE-5306(013) | \$2,160,000 | | | \$2,160,000 | 6/30/2009 | | | 12/31/2009 |
| Solano | Benicia | Benicia - I-780 State Park Overcrossing | TE-Bike/Ped | SOL070005 | Cert #5 | 6/11/2009 | STPLE-5003(023) | \$320,000 | \$320,000 | 7/2/2009 | \$0 | 6/30/2009 | | | 12/31/2009 |
| Solano | County of Solano | Solano County - McGary Road Enhancements | TE-Bike/Ped | SOL090004 | None | None | HPLUL-5132(032) | \$640,000 | | | \$640,000 | 6/30/2009 | | | 12/31/2009 |
| Solano | County of Solano | Solano County - Old Town Cordelia Improvements Phase 2 | TE-Bike/Ped | SOL050046 | Cert #6 | 7/17/2009 | ESPL-5923(092) | \$800,000 | | | \$800,000 | 6/30/2009 | | | 12/31/2009 |
| Sonoma | Windsor | Windsor - Old Redwood Hwy Pedestrian Enhancements | TE-Bike/Ped | SON070005 | Cert #5 | 6/11/2009 | RPSTPLE-5472(010) | \$270,000 | | | \$270,000 | 6/30/2009 | | | 12/31/2009 |
| SUBTOTAL | | | | | | | | \$9,649,295 | \$320,000 | | \$9,329,295 | | \$0 | | |
| MTC - Hwy, Safety and TE - TOTAL | | | | | | | | \$160,106,295 | \$99,977,000 | | \$159,746,360 | | \$0 | | |

#N/A

**SF Bay Area
Metropolitan Transportation Commission (MTC)
American Recovery and Reinvestment Act (ARRA)
Local Streets and Roads System Preservation Projects
September 9, 2009**

| County | Implementing Agency | Project Title | Project Type | TIP ID No. | 1511 Cert # | 1511 Cert Date | Federal Project ID | Total ARRA Funding | Obligation Amount | Obligation Date | Remaining Balance | Obligation Deadline | Contract Award Amount | Contract Award Date | Contract Award Deadline | |
|--|------------------------|---|--------------|------------|-------------|----------------|--------------------|----------------------|----------------------|-----------------|---------------------|---------------------|-----------------------|---------------------|-------------------------|--|
| 134 MTC - Local Streets and Roads System Preservation | | | | | | | | \$145,480,410 | \$134,897,842 | | \$10,582,568 | 113 | \$72,525,724 | | 58 | |
| ALAMEDA | | | | | | | | \$29,380,000 | | | | | | | | |
| Alameda | City of Alameda | Alameda City - Various Streets Rehabilitation | Rehab | REG090025 | Cert #1 | 4/10/2009 | ESPL-5014(032) | \$1,304,000 | \$1,304,000 | 6/24/2009 | \$0 | 5/31/2009 | \$1,247,039 | 7/21/2009 | 9/30/2009 | |
| Alameda | City of Alameda | Alameda City - Certain Streets Rehabilitation | Rehab | REG090025 | Cert #7 | 7/28/2009 | ESPL-5014(033) | \$350,000 | | | \$350,000 | 11/30/2009 | | | 6/30/2010 | |
| Alameda | County of Alameda | Alameda County - Various Central County Roadways Rehab | Rehab | REG090025 | Cert #1 | 4/10/2009 | ESPL-5933(098) | \$2,200,000 | \$2,200,000 | 6/18/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Alameda | County of Alameda | Alameda County - Various Eastern County Roadways Rehab | Rehab | REG090025 | Cert #1 | 4/10/2009 | ESPL-5933(099) | \$1,200,000 | \$1,200,000 | 6/24/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Alameda | County of Alameda | Alameda County - Various San Lorenzo/ Ashland Roadways Rehab | Rehab | REG090025 | Cert #10 | 8/31/2009 | ESPL-5933(101) | \$420,000 | | | \$420,000 | 11/30/2009 | | | 6/30/2010 | |
| Alameda | City of Berkeley | Berkeley - University Ave from San Pablo to Sacramento Rehab | Rehab | REG090025 | Cert #1 | 4/10/2009 | ESPL-5057(032) | \$1,619,000 | \$1,619,000 | 4/30/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Alameda | City of Berkeley | Berkeley - University Avenue Paving - Phase 3 | Rehab | REG090025 | Cert #6 | 7/17/2009 | ESPL-5057(033) | \$400,000 | | | \$400,000 | 11/30/2009 | | | 6/30/2010 | |
| Alameda | City of Fremont | Fremont - Pavement Rehabilitation | Rehab | REG090025 | Cert #1 | 4/10/2009 | ESPL-5322(035) | \$6,677,000 | \$6,677,000 | 6/2/2009 | \$0 | 5/31/2009 | \$5,833,856 | 7/14/2009 | 9/30/2009 | |
| Alameda | City of Hayward | Hayward - Local Streets and Roads Pavement Rehabilitation | Rehab | REG090025 | Cert #1 | 4/10/2009 | ESPL-5050(036) | \$2,037,000 | \$2,037,000 | 5/16/2009 | \$0 | 5/31/2009 | \$2,037,000 | 6/30/2009 | 9/30/2009 | |
| Alameda | City of Hayward | Hayward - Industrial Boulevard Pavement Rehabilitation | Rehab | REG090025 | Cert #6 | 7/17/2009 | ESPL-5050(037) | \$475,000 | \$475,000 | 8/6/2009 | \$0 | 11/30/2009 | | | 6/30/2010 | |
| Alameda | City of Livermore | Livermore - Various Arterial Streets Pavement Rehabilitation | Rehab | REG090025 | Cert #1 | 4/10/2009 | ESPL-5053(018) | \$1,479,000 | \$1,479,000 | 6/24/2009 | \$0 | 5/31/2009 | \$1,364,348 | 7/27/2009 | 9/30/2009 | |
| Alameda | City of Livermore | Livermore - Various Arterial Street Resurfacing | Rehab | REG090025 | None | None | ESPL-5053(020) | \$350,000 | | | \$350,000 | 11/30/2009 | | | 6/30/2010 | |
| Alameda | City of Oakland | Oakland - Various Streets and Roads Rehabilitation | Rehab | REG090025 | Cert #1 | 4/10/2009 | ESPL-5012(099) | \$4,774,000 | \$4,774,000 | 5/13/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Alameda | City of Oakland | Oakland - Citywide Curb Ramp and Sidewalk Repair | Bike/Ped | REG090007 | Cert #1 | 4/10/2009 | ESPL-5012(098) | \$1,194,000 | \$1,194,000 | 5/14/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Alameda | City of Oakland | Oakland - Various Streets and Roads Preventive Maintenance | Rehab | REG090025 | Cert #10 | 8/31/2009 | ESPL-5012(101) | \$1,255,000 | | | \$1,255,000 | 11/30/2009 | | | 6/30/2010 | |
| Alameda | City of Pleasanton | Pleasanton - Various City Streets Overlay | Rehab | REG090025 | Cert #1 | 4/10/2009 | ESPL-5101(022) | \$1,588,000 | \$1,588,000 | 6/4/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Alameda | City of Pleasanton | Pleasanton - Bernal Avenue Pavement Rehabilitation | Rehab | REG090025 | Cert #10 | 8/31/2009 | ESPL-5010(023) | \$370,000 | | | \$370,000 | 11/30/2009 | | | 6/30/2010 | |
| Alameda | City of San Leandro | San Leandro - Aladdin Ave and Washington Ave Rehab | Rehab | REG090025 | Cert #1 | 4/10/2009 | ESPL-5041(033) | \$1,338,000 | \$1,338,000 | 6/2/2009 | \$0 | 5/31/2009 | \$1,339,820 | 7/9/2009 | 9/30/2009 | |
| Alameda | City of San Leandro | San Leandro - Springlake Drive Pavement Rehabilitation | Rehab | REG090025 | Cert #7 | 7/28/2009 | ESPL-5041(034) | \$350,000 | | | \$350,000 | 11/30/2009 | | | 6/30/2010 | |
| SUBTOTAL | | | | | | | | \$29,380,000 | \$25,885,000 | | \$3,495,000 | | \$11,822,063 | | | |
| CONTRA COSTA | | | | | | | | \$21,290,000 | | | | | | | | |
| Contra Costa | City of Antioch | Antioch - Hillcrest Pavement Rehabilitation | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5038(021) | \$1,605,000 | \$1,605,000 | 6/6/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | City of Brentwood | Brentwood - Balfour Road Overlay | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5300(008) | \$1,074,000 | \$1,074,000 | 6/2/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | City of Clayton | Clayton - Various Arterials Overlay | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5386(009) | \$554,000 | \$554,000 | 6/4/2009 | \$0 | 5/31/2009 | \$402,125 | 8/4/2009 | 9/30/2009 | |
| Contra Costa | City of Concord | Concord - Clayton Rd from Market St to Oakland Ave Rehab | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5135(036) | \$1,270,000 | \$1,270,000 | 5/28/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | City of Concord | Concord - Clayton Road Intersection Improvements | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5135(037) | \$584,000 | \$584,000 | 6/4/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | County of Contra Costa | Contra Costa County - Vasco Road Overlay, Segments 3, 4 & 5 | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5928(091) | \$2,762,000 | \$2,762,000 | 6/4/2009 | \$0 | 5/31/2009 | \$2,762,000 | 7/21/2009 | 9/30/2009 | |
| Contra Costa | City of El Cerrito | El Cerrito - Various Streets Pavement Rehabilitation Project | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5239(014) | \$678,000 | \$678,000 | 6/4/2009 | \$0 | 5/31/2009 | \$732,032 | 7/31/2009 | 9/30/2009 | |
| Contra Costa | Town of Danville | Danville - Diablo Road/Green Valley Road Rehabilitation | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5434(18) | \$971,000 | \$971,000 | 7/2/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | City of Hercules | Hercules - San Pablo Avenue Pavement Rehabilitation | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5117(008) | \$671,000 | \$671,000 | 7/2/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | City of Lafayette | Lafayette - Various Streets Pavement Rehabilitation | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5404(020) | \$744,000 | \$744,000 | 6/2/2009 | \$0 | 5/31/2009 | \$663,091 | 7/13/2009 | 9/30/2009 | |
| Contra Costa | City of Martinez | Martinez - Various Arterials Pavement Rehabilitation | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5024(23) | \$850,000 | \$850,000 | 7/10/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | Town of Moraga | Morgaga - Moraga Rd Pavement Resurfacing | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5415(010) | \$609,000 | \$609,000 | 6/2/2009 | \$0 | 5/31/2009 | \$541,176 | 7/22/2009 | 9/30/2009 | |
| Contra Costa | City of Oakley | Oakley - Oakley Road Pavement Rehabilitation | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5477(003) | \$402,000 | \$402,000 | 7/2/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | City of Oakley | Oakley - Delta Road Pavement Rehabilitation | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5477(004) | \$403,000 | \$403,000 | 6/12/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | Town of Orinda | Orinda - Charles Hill /Honey Hill /Miner Road Pavement Rehab | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5444(013) | \$694,000 | \$694,000 | 6/4/2009 | \$0 | 5/31/2009 | \$317,261 | 7/21/2009 | 9/30/2009 | |
| Contra Costa | City of Pinole | Pinole - San Pablo Ave Fern/Alvarez/Quinan Crosswalk Safety Imps | Bike/Ped | REG090007 | Cert #1 | 4/10/2009 | ESPL-5126(010) | \$214,000 | \$214,000 | 7/9/2009 | \$0 | 5/31/2009 | \$196,322 | 8/18/2009 | 9/30/2009 | |
| Contra Costa | City of Pinole | Pinole - Appian Way Pavement Overlay | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5126(012) | \$420,000 | \$420,000 | 7/2/2009 | \$0 | 5/31/2009 | \$660,612 | 8/18/2009 | 9/30/2009 | |
| Contra Costa | City of Pittsburg | Pittsburg - Pavement Rehabilitation | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5127(023) | \$1,103,000 | \$1,103,000 | 7/10/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | City of Pleasant Hill | Pleasant Hill - Contra Costa Boulevard Pavement Rehab | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5375(021) | \$842,000 | \$842,000 | 6/4/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | City of Richmond | Richmond - Carlson Boulevard Improvements | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5137(037) | \$1,578,000 | \$1,578,000 | 6/4/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | City of San Pablo | San Pablo - San Pablo Avenue Overlay | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5303(013) | \$694,000 | \$694,000 | 7/17/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | City of San Ramon | San Ramon - San Ramon Valley Blvd: Norris to Bollinger Canyon Rehab | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5437(022) | \$1,122,000 | \$1,122,000 | 6/4/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Contra Costa | City of Walnut Creek | Walnut Creek - Civic Dr. from Arroyo Way to Walden Rd Rehab | Rehab | REG090026 | Cert #1 | 4/10/2009 | ESPL-5225(022) | \$1,446,000 | \$1,446,000 | 6/2/2009 | \$0 | 5/31/2009 | \$1,446,000 | 7/21/2009 | 9/30/2009 | |
| SUBTOTAL | | | | | | | | \$21,290,000 | \$21,290,000 | | \$0 | | \$7,720,619 | | | |
| MARIN | | | | | | | | \$5,730,410 | | | | | | | | |
| Marin | Town of Corte Madera | Corte Madera - Pavement Resurfacing | Rehab | REG090027 | Cert #1 | 4/10/2009 | ESPL-5232(009) | \$174,000 | \$174,000 | 7/10/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Marin | Town of Fairfax | Fairfax - Sir Francis Drake Blvd Resurfacing | Rehab | REG090027 | Cert #1 | 4/10/2009 | ESPL-5277(024) | \$167,000 | \$167,000 | 7/2/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Marin | City of Larkspur | Larkspur - Various Streets Resurfacing | Rehab | REG090027 | Cert #1 | 4/10/2009 | ESPL-5166(022) | \$236,000 | \$236,000 | 7/17/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Marin | County of Marin | Marin County - Various Roads Phase A Pavement Rehabilitation | Rehab | REG090027 | Cert #1 | 4/10/2009 | ESPL-5927(068) | \$2,097,410 | \$2,097,410 | | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Marin | City of Mill Valley | Mill Valley - Edgewood Avenue Rehabilitation | Rehab | REG090027 | Cert #1 | 4/10/2009 | ESPL-5113(010) | \$335,000 | \$335,000 | 7/2/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Marin | City of Novato | Novato - Various Streets Pavement Rehabilitation | Rehab | REG090027 | Cert #1 | 4/10/2009 | ESPL-5361(022) | \$1,062,000 | \$1,062,000 | 7/17/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Marin | Town of San Anselmo | San Anselmo - Saunders Ave Rehabilitation | Rehab | REG090027 | Cert #1 | 4/10/2009 | ESPL-5159(014) | \$267,000 | \$267,000 | 7/2/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Marin | City of San Rafael | San Rafael - Various Streets Resurfacing | Rehab | REG090027 | Cert #1 | 4/10/2009 | ESPL-5043(030) | \$1,188,000 | \$1,188,000 | 7/10/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| Marin | Town of Tiburon | Tiburon - Reed Ranch Road and Ridge Road Overlay | Rehab | REG090027 | Cert #1 | 4/10/2009 | ESPL-5388(008) | \$204,000 | \$204,000 | 7/2/2009 | \$0 | 5/31/2009 | | | 9/30/2009 | |
| SUBTOTAL | | | | | | | | \$5,730,410 | \$5,730,410 | | \$0 | | \$0 | | | |

**SF Bay Area
Metropolitan Transportation Commission (MTC)
American Recovery and Reinvestment Act (ARRA)
Local Streets and Roads System Preservation Projects
September 9, 2009**

| County | Implementing Agency | Project Title | Project Type | TIP ID No. | 1511 Cert # | 1511 Cert Date | Federal Project ID | Total ARRA Funding | Obligation Amount | Obligation Date | Remaining Balance | Obligation Deadline | Contract Award Amount | Contract Award Date | Contract Award Deadline |
|--|-----------------------------|---|--------------|------------|-------------|----------------|--------------------|----------------------|----------------------|-----------------|---------------------|---------------------|-----------------------|---------------------|-------------------------|
| 134 MTC - Local Streets and Roads System Preservation | | | | | | | | \$145,480,410 | \$134,897,842 | | \$10,582,568 | 113 | \$72,525,724 | 58 | |
| NAPA | | | | | | | | \$3,800,000 | | | | | | | |
| Napa | City of American Canyon | American Canyon - Various Streets and Roads Rehabilitation | Rehab | REG090028 | Cert #1 | 4/10/2009 | ESPL-5470(007) | \$320,000 | \$320,000 | | \$0 | 5/31/2009 | | | 9/30/2009 |
| Napa | City of Napa | Napa City - Various Streets and Roads Rehabilitation | Rehab | REG090028 | Cert #1 | 4/10/2009 | ESPL-5042(049) | \$1,600,000 | \$1,600,000 | 7/17/2009 | \$0 | 5/31/2009 | \$1,600,000 | 8/18/2009 | 9/30/2009 |
| Napa | County of Napa | Napa County - Silverado Trail Phase A & B Rehabilitation | Rehab | REG090028 | Cert #1 | 4/10/2009 | ESPL-5921(046) | \$725,000 | \$725,000 | 7/10/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Napa | County of Napa | Napa County - Hardman Ave Rehabilitation | Rehab | REG090028 | Cert #1 | 4/10/2009 | ESPL-5921(045) | \$775,000 | \$775,000 | 7/9/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Napa | County of Napa | Napa County - Silverado Trail Phase C Rehabilitation | Rehab | REG090028 | Cert #5 | 6/11/2009 | ESPL-5921(____) | \$380,000 | | | \$380,000 | 11/30/2009 | | | 6/30/2010 |
| SUBTOTAL | | | | | | | | \$3,800,000 | \$3,420,000 | | \$380,000 | | \$1,600,000 | | |
| SAN FRANCISCO | | | | | | | | \$13,540,000 | | | | | | | |
| San Francisco | San Francisco DPW | San Francisco - Jones Street Pavement Renovation | Rehab | REG090029 | Cert #1 | 4/10/2009 | ESPL-5934(147) | \$2,066,000 | \$2,066,000 | 4/30/2009 | \$0 | 5/31/2009 | \$1,074,180 | 7/20/2009 | 9/30/2009 |
| San Francisco | San Francisco DPW | San Francisco - Turk Street Pavement Renovation | Rehab | REG090029 | Cert #1 | 4/10/2009 | ESPL-5934(148) | \$1,549,000 | \$1,549,000 | 4/30/2009 | \$0 | 5/31/2009 | \$901,457 | 7/21/2009 | 9/30/2009 |
| San Francisco | San Francisco DPW | San Francisco - Divisadero Street Pavement Renovation | Rehab | REG090029 | Cert #1 | 4/10/2009 | ESPLCM-5934(149) | \$3,227,000 | \$3,227,000 | 6/2/2009 | \$0 | 5/31/2009 | \$4,342,442 | 8/10/2009 | 9/30/2009 |
| San Francisco | San Francisco DPW | San Francisco - 7th Ave & Laguna Honda Pavement Renovation | Rehab | REG090029 | Cert #1 | 4/10/2009 | ESPL-5934(150) | \$3,840,000 | \$3,840,000 | 4/30/2009 | \$0 | 5/31/2009 | \$2,082,770 | 8/19/2009 | 9/30/2009 |
| San Francisco | San Francisco DPW | San Francisco - Geary Boulevard Intersections Paving | Rehab | REG090029 | Cert #1 | 4/10/2009 | ESPL-5934(151) | \$668,000 | \$668,000 | 4/30/2009 | \$0 | 5/31/2009 | \$394,990 | 7/15/2009 | 9/30/2009 |
| San Francisco | San Francisco DPW | San Francisco - Bush Street Pavement Renovation | Rehab | REG090029 | Cert #5 | 6/11/2009 | ESPL-5934(152) | \$1,115,000 | | | \$1,115,000 | 11/30/2009 | | | 6/30/2010 |
| San Francisco | San Francisco DPW | San Francisco - Various Curb Ramps Accessibility Improvements | Rehab | REG090029 | Cert #6 | 7/17/2009 | ESPL-5934(153) | \$1,075,000 | | | \$1,075,000 | 11/30/2009 | | | 6/30/2010 |
| SUBTOTAL | | | | | | | | \$13,540,000 | \$11,350,000 | | \$2,190,000 | | \$8,795,838 | | |
| SAN MATEO | | | | | | | | \$13,210,000 | | | | | | | |
| San Mateo | City of Atherton | Atherton - Various Roadways Rehabilitation | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5261(006) | \$468,000 | \$468,000 | 6/2/2009 | \$0 | 5/31/2009 | \$429,291 | 7/15/2009 | 9/30/2009 |
| San Mateo | City of Belmont | Belmont - Various Streets Overlay | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5268(015) | \$464,000 | \$464,000 | 6/12/2009 | \$0 | 5/31/2009 | \$420,743 | 8/14/2009 | 9/30/2009 |
| San Mateo | City of Brisbane | Brisbane - Bayshore Blvd Overlay | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5376(008) | \$131,000 | \$131,000 | 5/28/2009 | \$0 | 5/31/2009 | \$100,032 | 7/6/2009 | 9/30/2009 |
| San Mateo | City of Burlingame | Burlingame - Various Streets Resurfacing | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5171(016) | \$551,000 | \$551,000 | 5/13/2009 | \$0 | 5/31/2009 | \$660,731 | 7/20/2009 | 9/30/2009 |
| San Mateo | City of Colma | Colma - Serramonte Blvd Pavement Rehabilitation | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5264(003) | \$131,000 | \$131,000 | 6/2/2009 | \$0 | 5/31/2009 | \$190,367 | 8/19/2009 | 9/30/2009 |
| San Mateo | City of Daly City | Daly City - Various Streets Resurfacing | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5196(032) | \$1,363,000 | \$1,363,000 | 6/3/2009 | \$0 | 5/31/2009 | \$908,492 | 8/24/2009 | 9/30/2009 |
| San Mateo | City of East Palo Alto | East Palo Alto - Various Streets Rehab and Resurfacing | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5438(008) | \$421,000 | \$421,000 | 6/16/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| San Mateo | City of Foster City | Foster City - Foster City Blvd Resurfacing | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5409(015) | \$440,000 | \$440,000 | 6/2/2009 | \$0 | 5/31/2009 | \$406,634 | 8/3/2009 | 9/30/2009 |
| San Mateo | City of Half Moon Bay | Half Moon Bay - Downtown Streets Rehabilitation | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5357(005) | \$210,000 | \$210,000 | 6/16/2009 | \$0 | 5/31/2009 | | 8/4/2009 | 9/30/2009 |
| San Mateo | City of Hillsborough | Hillsborough - Various Streets Overlay | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5191(004) | \$392,000 | \$392,000 | 6/2/2009 | \$0 | 5/31/2009 | \$460,917 | 8/10/2009 | 9/30/2009 |
| San Mateo | City of Menlo Park | Menlo Park - Various Streets Resurfacing | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5273(020) | \$635,000 | \$635,000 | 6/2/2009 | \$0 | 5/31/2009 | \$582,476 | 8/10/2009 | 9/30/2009 |
| San Mateo | City of Millbrae | Millbrae - Various Streets Rehabilitation | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5299(011) | \$382,000 | \$382,000 | 6/2/2009 | \$0 | 5/31/2009 | | 8/10/2009 | 9/30/2009 |
| San Mateo | City of Pacifica | Pacifica - Various Streets Pavement Rehabilitation | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5350(016) | \$677,000 | \$677,000 | 6/2/2009 | \$0 | 5/31/2009 | \$764,034 | 7/13/2009 | 9/30/2009 |
| San Mateo | City of Portola Valley | Portola Valley - Various Streets Resurfacing | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5390(004) | \$196,000 | \$196,000 | 6/16/2009 | \$0 | 5/31/2009 | \$220,000 | 9/9/2009 | 9/30/2009 |
| San Mateo | City of Redwood City | Redwood City - Various Streets Overlay | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5029(020) | \$736,000 | \$736,000 | 6/2/2009 | \$0 | 5/31/2009 | \$578,096 | 7/27/2009 | 9/30/2009 |
| San Mateo | City of Redwood City | Redwood City - El Camino Real/Broadway Streetscape | Bike/Ped | REG090030 | Cert #1 | 4/10/2009 | ESPL-5029(021) | \$523,000 | \$523,000 | 5/1/2009 | \$0 | 5/31/2009 | \$1,413,583 | | 9/30/2009 |
| San Mateo | City of San Bruno | San Bruno - Various Roadway Resurfacing and Overlays | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5226(016) | \$659,000 | \$659,000 | 7/23/2009 | \$0 | 5/31/2009 | | 8/25/2009 | 9/30/2009 |
| San Mateo | City of San Carlos | San Carlos - Various Streets Pedestrian Improvements | Bike/Ped | REG090030 | Cert #1 | 4/10/2009 | ESPL-5267(013) | \$559,000 | \$559,000 | 6/16/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| San Mateo | City of San Mateo | San Mateo City - Various Streets Rehabilitation | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5102(034) | \$1,545,000 | \$1,545,000 | 5/28/2009 | \$0 | 5/31/2009 | \$989,070 | 7/24/2009 | 9/30/2009 |
| San Mateo | County of San Mateo | San Mateo County - Various Streets Resurfacing | Rehab | REG090030 | Cert #1 | 4/10/2009 | ESPL-5935(054) | \$1,726,000 | \$1,726,000 | 5/28/2009 | \$0 | 5/31/2009 | \$1,691,367 | 8/25/2009 | 9/30/2009 |
| San Mateo | City of South San Francisco | South San Francisco - Various Streets Resurfacing | Rehab | REG090007 | Cert #1 | 4/10/2009 | ESPL-5177(022) | \$1,001,000 | \$1,001,000 | 5/13/2009 | \$0 | 5/31/2009 | \$680,410 | 7/22/2009 | 9/30/2009 |
| SUBTOTAL | | | | | | | | \$13,210,000 | \$13,210,000 | | \$0 | | \$10,496,244 | | |
| SANTA CLARA | | | | | | | | \$31,550,000 | | | | | | | |
| Santa Clara | City of Campbell | Campbell - Citywide Arterials Phase 1 Surfacing | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5306(018) | \$694,000 | \$694,000 | 6/17/2009 | \$0 | 5/31/2009 | \$694,000 | 8/24/2009 | 9/30/2009 |
| Santa Clara | City of Cupertino | Cupertino - Homestead Road Rehabilitation | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5318(025) | \$757,000 | \$757,000 | 6/2/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Santa Clara | City of Gilroy | Gilroy - Citywide Sidewalk Rehabilitation | Bike/Ped | REG090007 | Cert #1 | 4/10/2009 | ESPL-5034(020) | \$663,000 | \$663,000 | 6/12/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Santa Clara | City of Los Altos | Los Altos - San Antonio Road Resurfacing | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5309(013) | \$253,000 | \$253,000 | 6/16/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Santa Clara | Town of Los Altos Hills | Los Altos Hills - Moody Rd and Page Mill Rd Rehabilitation | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5324(005) | \$316,000 | \$316,000 | 5/28/2009 | \$0 | 5/31/2009 | \$311,193 | 7/6/2009 | 9/30/2009 |
| Santa Clara | Town of Los Gatos | Los Gatos - Blossom Hill/University Intersection Imps | Signal | REG090008 | Cert #1 | 4/10/2009 | ESPL-5067(014) | \$529,000 | \$529,000 | 4/24/2009 | \$0 | 5/31/2009 | \$529,000 | 7/9/2009 | 9/30/2009 |
| Santa Clara | Town of Los Gatos | Los Gatos - Prospect Area Street Rehabilitation | Rehab | REG090031 | None | None | | \$102,000 | | | \$102,000 | 11/30/2009 | | | 6/30/2010 |
| Santa Clara | City of Milpitas | Milpitas - South Park Victoria Drive Resurfacing | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5314(007) | \$1,136,000 | \$1,136,000 | 6/4/2009 | \$0 | 5/31/2009 | \$1,136,000 | 8/4/2009 | 9/30/2009 |
| Santa Clara | City of Monte Sereno | Monte Sereno - Daves Avenue Rehabilitation | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5339(001) | \$94,000 | \$94,000 | 6/16/2009 | \$0 | 5/31/2009 | \$99,379 | 8/4/2009 | 9/30/2009 |
| Santa Clara | City of Morgan Hill | Morgan Hill - East Dunne Avenue Resurfacing | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5152(019) | \$556,000 | \$556,000 | 6/2/2009 | \$0 | 5/31/2009 | \$345,408 | 7/22/2009 | 9/30/2009 |
| Santa Clara | City of Morgan Hill | Morgan Hill - Peak Avenue and Church Street Resurfacing | Rehab | REG090031 | None | None | | \$107,000 | | | \$107,000 | 11/30/2009 | | | 6/30/2010 |
| Santa Clara | City of Mountain View | Mountain View - Various Arterials & Collectors Resurfacing | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5124(027) | \$851,000 | \$851,000 | 6/24/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Santa Clara | City of Palo Alto | Palo Alto - San Antonio Avenue Resurfacing | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5100(012) | \$505,000 | \$505,000 | 6/4/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Santa Clara | City of Palo Alto | Palo Alto - Lytton Avenue Resurfacing | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5100(011) | \$580,000 | \$580,000 | 6/18/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |

SF Bay Area
Metropolitan Transportation Commission (MTC)
American Recovery and Reinvestment Act (ARRA)
Local Streets and Roads System Preservation Projects
September 9, 2009

| County | Implementing Agency | Project Title | Project Type | TIP ID No. | 1511 Cert # | 1511 Cert Date | Federal Project ID | Total ARRA Funding | Obligation Amount | Obligation Date | Remaining Balance | Obligation Deadline | Contract Award Amount | Contract Award Date | Contract Award Deadline |
|--|-----------------------|---|--------------|------------|-------------|----------------|--------------------|----------------------|----------------------|-----------------|---------------------|---------------------|-----------------------|---------------------|-------------------------|
| 134 MTC - Local Streets and Roads System Preservation | | | | | | | | \$145,480,410 | \$134,897,842 | | \$10,582,568 | 113 | \$72,525,724 | 58 | |
| Santa Clara | City of Palo Alto | Alma Street Concrete Restoration | Rehab | REG090031 | None | None | | \$209,000 | | | \$209,000 | 11/30/2009 | | | 6/30/2010 |
| Santa Clara | City of San Jose | San Jose - Various Streets Resurfacing and Rehabilitation | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5005(096) | \$12,701,000 | \$12,701,000 | 6/27/2009 | \$0 | 5/31/2009 | \$12,701,000 | 8/6/2009 | 9/30/2009 |
| Santa Clara | City of San Jose | San Jose - Various Streets Resurfacing and Rehabilitation | Rehab | REG090031 | None | None | | \$2,443,000 | | | \$2,443,000 | 11/30/2009 | | | 6/30/2010 |
| Santa Clara | City of Santa Clara | Santa Clara City - Citywide Street Resurfacing | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5019(022) | \$962,000 | \$962,000 | 6/2/2009 | \$0 | 5/31/2009 | \$962,000 | 8/3/2009 | 9/30/2009 |
| Santa Clara | City of Santa Clara | Santa Clara City - Monroe Street Traffic Signal Interconnect | Signal | REG090008 | Cert #1 | 4/10/2009 | ESPL-5019(023) | \$553,000 | \$553,000 | 7/9/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Santa Clara | County of Santa Clara | Santa Clara County - Montague Expressway Phase 3 Rehab | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5937(132) | \$3,054,000 | \$3,054,000 | 5/13/2009 | \$0 | 5/31/2009 | \$2,819,059 | 6/24/2009 | 9/30/2009 |
| Santa Clara | County of Santa Clara | Santa Clara County - Unincorporated Roads Phase 1 Rehab | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5937(133) | \$889,000 | \$889,000 | 6/20/2009 | \$0 | 5/31/2009 | \$883,202 | 8/18/2009 | 9/30/2009 |
| Santa Clara | City of Saratoga | Saratoga - Saratoga Ave Overlay & Rehabilitation | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5332(014) | \$714,000 | \$714,000 | 6/4/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Santa Clara | City of Saratoga | Saratoga - Saratoga Ave and Fruitvale Ave Overlay and Rehab | Rehab | REG090031 | None | None | | \$137,000 | | | \$137,000 | 11/30/2009 | | | 6/30/2010 |
| Santa Clara | City of Sunnyvale | Sunnyvale - Wolfe Road Caltrain Overcrossing Rehabilitation | Rehab | REG090031 | Cert #1 | 4/10/2009 | ESPL-5213(032) | \$2,745,000 | \$2,745,000 | 5/9/2009 | \$0 | 5/31/2009 | \$1,418,959 | 7/14/2009 | 9/30/2009 |
| SUBTOTAL | | | | | | | | \$31,550,000 | \$28,552,000 | | \$2,998,000 | | \$21,899,201 | | |
| SOLANO | | | | | | | | \$11,600,000 | | | | | | | |
| Solano | City of Benicia | Benicia - East 2nd Street Overlay | Rehab | REG090032 | Cert #1 | 4/10/2009 | ESPL-5003(024) | \$400,000 | \$400,000 | 7/14/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Solano | City of Dixon | Dixon - Various Streets and Roads Rehabilitation | Rehab | REG090032 | Cert #1 | 4/10/2009 | ESPL-5056(016) | \$300,000 | \$300,000 | 6/6/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Solano | City of Dixon | Dixon - Stratford Avenue Rehabilitation | Rehab | REG090032 | None | None | | \$218,000 | | | \$218,000 | 11/30/2009 | | | 6/30/2010 |
| Solano | City of Fairfield | Fairfield - Gateway Boulevard Resurfacing | Rehab | REG090032 | Cert #1 | 4/10/2009 | ESPL-5132(033) | \$900,000 | \$900,000 | 6/6/2009 | \$0 | 5/31/2009 | \$628,919 | 8/18/2009 | 9/30/2009 |
| Solano | City of Fairfield | Fairfield - East Tabor Ave Fesurfacing | Rehab | REG090032 | Cert #1 | 4/10/2009 | ESPL-5132(034) | \$900,000 | \$900,000 | 6/18/2009 | \$0 | 5/31/2009 | \$431,248 | 8/18/2009 | 9/30/2009 |
| Solano | City of Fairfield | Fairfield - Suisun Valley Road Rehabilitation | Rehab | REG090032 | None | None | | \$538,000 | | | \$538,000 | 11/30/2009 | | | 6/30/2010 |
| Solano | County of Solano | Solano County - Various Streets Overlay Phase 1 | Rehab | REG090032 | Cert #1 | 4/10/2009 | ESPL-5923(088) | \$2,000,000 | \$2,000,000 | 4/30/2009 | \$0 | 5/31/2009 | \$1,764,021 | 6/16/2009 | 9/30/2009 |
| Solano | County of Solano | Solano County - Various Streets Overlay Phase 2 | Rehab | REG090032 | None | None | | \$360,000 | | | \$360,000 | 11/30/2009 | | | 6/30/2010 |
| Solano | City of Suisun City | Suisun City - Sunset Avenue Road Rehabilitation | Rehab | REG090032 | Cert #1 | 4/10/2009 | ESPL-5032(022) | \$700,000 | \$700,000 | 6/6/2009 | \$0 | 5/31/2009 | \$700,000 | 8/18/2009 | 9/30/2009 |
| Solano | City of Suisun City | Suisun City - Main Street Rehabilitation | Rehab | REG090032 | None | None | | \$170,000 | | | \$170,000 | 11/30/2009 | | | 6/30/2010 |
| Solano | City of Vacaville | Vacaville - Peabody Road/Marshall Rd Pedestrian Safety Imps | Bike/Ped | REG090007 | Cert #1 | 4/10/2009 | ESPL-5094(049) | \$260,000 | \$260,000 | 5/23/2009 | \$0 | 5/31/2009 | \$260,000 | 5/26/2009 | 9/30/2009 |
| Solano | City of Vacaville | Vacaville - Various Streets Overlay | Rehab | REG090032 | Cert #1 | 4/10/2009 | ESPL-5094(052) | \$1,376,000 | \$1,376,000 | 6/4/2009 | \$0 | 5/31/2009 | \$1,376,000 | 8/25/2009 | 9/30/2009 |
| Solano | City of Vacaville | Vacaville - Opticom Pre-emption project | Signal | REG090008 | Cert #1 | 4/10/2009 | ESPL-5094(053) | \$320,000 | \$320,000 | 6/6/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Solano | City of Vallejo | Vallejo - Downtown Vallejo Streetscape | Bike/Ped | REG090007 | Cert #1 | 4/10/2009 | ESPL-5030(048) | \$2,138,000 | \$2,138,000 | 6/16/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Solano | City of Vallejo | Vallejo - Various Streets Overlay | Rehab | REG090032 | Cert #1 | 4/10/2009 | ESPL-5030(049) | \$1,020,000 | \$1,020,000 | 6/24/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| SUBTOTAL | | | | | | | | \$11,600,000 | \$10,314,000 | | \$1,286,000 | | \$5,160,187 | | |
| SONOMA | | | | | | | | \$15,380,000 | | | | | | | |
| Sonoma | City of Cloverdale | Cloverdale - Various Streets Rehabilitation | Rehab | REG090033 | Cert #1 | 4/10/2009 | ESPL-5039(021) | \$500,000 | \$500,000 | 6/3/2009 | \$0 | 5/31/2009 | \$335,572 | 8/4/2009 | 9/30/2009 |
| Sonoma | City of Cotati | Cotati - Old Redwood Highway Rehabilitation - South (Seg 1) | Rehab | REG090033 | Cert #1 | 4/10/2009 | ESPL-5383(007) | \$500,000 | \$500,000 | 6/5/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Sonoma | City of Healdsburg | Healdsburg - Various Streets Pavement Rehabilitation | Rehab | REG090033 | Cert #1 | 4/10/2009 | ESPL-5027(014) | \$500,000 | \$500,000 | 6/3/2009 | \$0 | 5/31/2009 | \$500,000 | 8/17/2009 | 9/30/2009 |
| Sonoma | City of Petaluma | Petaluma - Various Streets Rehabilitation | Rehab | REG090033 | Cert #1 | 4/10/2009 | ESPL-5022(044) | \$1,109,000 | \$1,109,000 | 4/25/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Sonoma | City of Petaluma | Petaluma - McDowell Blvd North Rehabilitation | Rehab | REG090033 | Cert #7 | Pending | | \$233,000 | | | \$233,000 | 11/30/2009 | | | 6/30/2010 |
| Sonoma | City of Rohnert Park | Rohnert Park - Various Streets Rehabilitation | Rehab | REG090033 | Cert #1 | 4/10/2009 | ESPL-5379(017) | \$869,000 | \$869,000 | 6/17/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Sonoma | City of Santa Rosa | Santa Rosa - West College Ave and Summerfield Rd Overlay | Rehab | REG090033 | Cert #1 | 4/10/2009 | ESPL-5028(053) | \$3,696,000 | \$3,696,000 | 6/3/2009 | \$0 | 5/31/2009 | \$3,696,000 | 8/11/2009 | 9/30/2009 |
| Sonoma | City of Sebastopol | Sebastopol - Various Streets Overlays | Rehab | REG090033 | Cert #1 | 4/10/2009 | ESPL-5123(014) | \$500,000 | \$500,000 | 6/6/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Sonoma | City of Sonoma | City of Sonoma - 5th Street West Rehabilitation | Rehab | REG090033 | Cert #1 | 4/10/2009 | ESPL-5114(014) | \$500,000 | \$500,000 | 6/6/2009 | \$0 | 5/31/2009 | \$500,000 | 8/19/2009 | 9/30/2009 |
| Sonoma | County of Sonoma | Sonoma County - Roadway & Bridge Surface Preservation Program | Rehab | REG090033 | Cert #1 | 4/10/2009 | ESPL-5920(116) | \$6,376,000 | \$6,376,000 | 7/2/2009 | \$0 | 5/31/2009 | | | 9/30/2009 |
| Sonoma | Town of Windsor | Windsor - Los Amigos Road Pavement Resurfacing | Rehab | REG090033 | Cert #1 | 4/10/2009 | ESPL-5472(012) | \$597,000 | \$596,432 | 6/4/2009 | \$568 | 5/31/2009 | | | 9/30/2009 |
| SUBTOTAL | | | | | | | | \$15,380,000 | \$15,146,432 | | \$233,568 | | \$5,031,572 | | |
| ARRA - LS&R System Preservation Total | | | | | | | | \$145,480,410 | \$134,897,842 | | \$10,582,568 | | \$72,525,724 | | |

#N/A

**SF Bay Area
Metropolitan Transportation Commission (MTC)
American Recovery and Reinvestment Act (ARRA)
Transit - System Preservation
September 9, 2009**

| County | Implementing Agency | Project Title | Project Type | TIP ID No. | 1511 Cert # | 1511 Cert Date | FTA Grant Number | Total ARRA Funding | FTA Grant Executed Amount | FTA Grant Executed Date | Remaining Balance | FTA Grant Award Deadline | Contract Award Amount | Contract Award Date | Contract Award Deadline | |
|---|---------------------|---|--------------|------------|-------------|----------------|-------------------------|----------------------|---------------------------|-------------------------|----------------------|--------------------------|-----------------------|---------------------|-------------------------|--|
| 77 MTC - Transit System Preservation | | | | | | | | \$286,336,357 | \$271,036,357 | | \$286,336,357 | 68 | \$139,416,574 | 34 | 0 | |
| MTC - State Element ARRA - Transit Preservation | | | | | | | | \$15,300,000 | | | | | | | | |
| Various | BART | Preventive Maintenance | Sys Pres | SM050005 | Cert #9 | 8/31/2009 | CA-66-X004 | \$5,856,326 | | | \$5,856,326 | 11/30/2009 | | | 6/30/2010 | |
| San Francisco | SFMTA | Preventive Maintenance | Sys Pres | SF090031 | Cert #8 | Pending | CA-66-X008-00 | \$4,534,543 | | | \$4,534,543 | 11/30/2009 | | | 6/30/2010 | |
| San Mateo | Caltrain | Preventive Maintenance | Sys Pres | SM090025 | Cert #8 | Pending | CA-66-X011 | \$1,033,836 | | | \$1,033,836 | 11/30/2009 | | | 6/30/2010 | |
| Santa Clara | VTA | Preventive Maintenance | Sys Pres | SCL990046 | Cert #8 | Pending | CA-66-X015 | \$2,677,890 | | | \$2,677,890 | 11/30/2009 | | | 6/30/2010 | |
| Solano | City of Fairfield | GF1 Fareboxes purchase and implementation | Sys Pres | SOL09008 | Cert #8 | Pending | CA-96-X088 | \$172,340 | | | \$172,340 | 11/30/2009 | | | 6/30/2010 | |
| Napa | NCTPA | Preventive Maintenance | Sys Pres | NAP97AM58 | Cert #8 | Pending | CA-66-X012 | \$157,658 | | | \$157,658 | 11/30/2009 | | | 6/30/2010 | |
| Sonoma | Santa Rosa CityBus | Hybrid Bus Purchase | Sys Pres | SON070020 | Cert #8 | Pending | CA-66-X010 | \$312,865 | | | \$312,865 | 11/30/2009 | | | 6/30/2010 | |
| Solano | City of Vacaville | Electronic Fareboxes | Sys Pres | SOL991099 | Cert #8 | Pending | CA-66-X013 | \$115,330 | | | \$115,330 | 11/30/2009 | | | 6/30/2010 | |
| Solano | City of Vallejo | The Vallejo Station Bus Transit Center at York Street | Sys Pres | SOL950035 | Cert #8 | Pending | CA-66-X014 | \$439,212 | | | \$439,212 | 11/30/2009 | | | 6/30/2010 | |
| SUBTOTAL | | | | | | | | \$15,300,000 | \$0 | | \$15,300,000 | | \$0 | | | |
| MTC - Regional Element ARRA - Transit Preservation | | | | | | | | \$25,738,903 | | | | | | | | |
| AC TRANSIT | | | | | | | | | | | | | | | | |
| Various | AC Transit | Preventive Maintenance | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X004 | \$23,165,013 | \$23,165,013 | 6/25/2009 | \$0 | 5/31/2009 | \$23,165,013 | 10/1/2008 | 11/30/2009 | |
| Various | AC Transit | ADA Paratransit Operations | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X004 | \$2,573,890 | \$2,573,890 | 6/25/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| SUBTOTAL | | | | | | | | \$25,738,903 | \$25,738,903 | | \$0 | | \$23,165,013 | | | |
| BART | | | | | | | | | | | | | | | | |
| Various | BART | Preventive Maintenance | Sys Pres | REG090023 | Cert #4 | 4/28/2009 | CA-56-0003 | \$10,000,000 | \$10,000,000 | 5/21/2009 | \$0 | 5/31/2009 | \$10,000,000 | 8/20/2009 | 11/30/2009 | |
| Various | BART | 480V Switchgear Replacement | Sys Pres | REG090023 | Cert #4 | 4/28/2009 | CA-56-0003 | \$20,000,000 | \$20,000,000 | 5/21/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| Various | BART | Pleasant Hill Crossover Project | Sys Pres | REG090023 | Cert #4 | 4/28/2009 | CA-56-0003 | \$13,000,000 | \$13,000,000 | 5/21/2009 | \$0 | 5/31/2009 | \$13,000,000 | 4/23/2009 | 11/30/2009 | |
| Various | BART | Balboa Station Walkway Safety Project | Sys Pres | REG090021 | Cert #4 | 4/28/2009 | CA-96-X001 / CA-56-0003 | \$2,000,000 | \$2,000,000 | 5/21/2009 | \$0 | 5/31/2009 | \$2,000,000 | 4/23/2009 | 11/30/2009 | |
| Various | BART | Replacement of Anodes and Anode Cables on the Transbay Tube | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X001 / CA-56-0003 | \$5,184,119 | \$5,184,119 | 5/21/2009 | \$0 | 5/31/2009 | \$5,184,119 | 8/8/2009 | 11/30/2009 | |
| Various | BART | Third Rail Coverboards Replacement | Sys Pres | REG090020 | Cert #4 | 4/28/2009 | CA-96-X001 | \$4,184,120 | \$4,184,120 | 6/23/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| Various | BART | Capacity Interior Reconfiguration for 105 cars | Sys Pres | REG090020 | Cert #4 | 4/28/2009 | CA-96-X001 | \$1,050,000 | \$1,050,000 | 6/23/2009 | \$0 | 5/31/2009 | \$1,050,000 | 7/23/2009 | 11/30/2009 | |
| Various | BART | Floor and Seat Cushion Replacement for 50 cars | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X001 / CA-56-0003 | \$2,550,000 | \$2,550,000 | 5/21/2009 | \$0 | 5/31/2009 | \$2,550,000 | 8/27/2009 | 11/30/2009 | |
| Various | BART | Replacement of Auxiliary Power Supply Equipment (APSE) on 30 C-1 cars | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X001 | \$4,800,000 | \$4,800,000 | 6/23/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| Various | BART | Between-Car Barriers | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X001 | \$2,300,000 | \$2,300,000 | 6/23/2009 | \$0 | 5/31/2009 | \$2,300,000 | 8/27/2009 | 11/30/2009 | |
| Various | BART | Project Development for Concord Shop Wheel Truing Machine | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X001 | \$300,000 | \$300,000 | 6/23/2009 | \$0 | 5/31/2009 | \$300,000 | 8/15/2009 | 11/30/2009 | |
| SUBTOTAL | | | | | | | | \$65,368,239 | \$65,368,239 | | \$0 | | \$36,384,119 | | | |
| CALTRAIN | | | | | | | | | | | | | | | | |
| Various | Caltrain | Track and Infrastructure Rehabilitation | Sys Pres | REG090011 | Cert #4 | 4/28/2009 | CA-96-X022 / CA-56-006 | \$5,500,000 | \$5,500,000 | 6/19/2009 | \$0 | 5/31/2009 | \$5,500,000 | 7/1/2009 | 11/30/2009 | |
| Various | Caltrain | San Mateo County Railroad Bridge Replacement | Sys Pres | REG090011 | Cert #4 | 4/28/2009 | CA-96-X022 | \$1,809,632 | \$1,809,632 | 6/11/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| Various | Caltrain | Replacement of Operations Control Center System | Sys Pres | REG090011 | Cert #4 | 4/28/2009 | CA-96-X022 | \$2,900,000 | \$2,900,000 | 6/11/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| Various | Caltrain | Bike Racks | Sys Pres | REG090011 | Cert #4 | 4/28/2009 | CA-96-X022 | \$200,000 | \$200,000 | 6/11/2009 | \$0 | 5/31/2009 | \$200,000 | 3/20/2009 | 11/30/2009 | |
| SUBTOTAL | | | | | | | | \$10,409,632 | \$10,409,632 | | \$0 | | \$5,700,000 | | | |
| GGBHTD | | | | | | | | | | | | | | | | |
| Various | GGBHTD | Refurbish One Ferry Boat | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X028 | \$8,566,469 | \$8,566,469 | 6/16/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| SUBTOTAL | | | | | | | | \$8,566,469 | \$8,566,469 | | \$0 | | \$0 | | | |
| MCTD | | | | | | | | | | | | | | | | |
| Various | MCTD | Automated Vehicle Location System | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X028 | \$250,000 | \$250,000 | 6/16/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| Various | MCTD | Mobile Data Terminals for Paratransit Fleet | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X028 | \$360,000 | \$360,000 | 6/16/2009 | \$0 | 5/31/2009 | \$360,000 | 8/17/2009 | 11/30/2009 | |
| Various | MCTD | Data Management System | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X028 | \$250,000 | \$250,000 | 6/16/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| SUBTOTAL | | | | | | | | \$860,000 | \$860,000 | | \$0 | | \$360,000 | | | |
| SFMTA | | | | | | | | | | | | | | | | |
| San Francisco | SFMTA | LRV Doors and Steps Reconditioning | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X014 | \$15,000,000 | \$15,000,000 | 6/15/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| San Francisco | SFMTA | Motor Coach Component Life-Cycle Rehabilitation | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X014 | \$16,055,979 | \$16,055,979 | 6/15/2009 | \$0 | 5/31/2009 | \$16,055,979 | 8/11/2009 | 11/30/2009 | |
| San Francisco | SFMTA | Central Control & Communications Interim Line Management Center | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X014 | \$400,000 | \$400,000 | 6/15/2009 | \$0 | 5/31/2009 | \$400,000 | 7/16/2009 | 11/30/2009 | |
| San Francisco | SFMTA | ATCS Inductive Loop Cable In The Muni Metro Subway | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X014 | \$1,000,000 | \$1,000,000 | 6/15/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| San Francisco | SFMTA | Capital Planning and Grant Management Application | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X014 | \$250,000 | \$250,000 | 6/15/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| San Francisco | SFMTA | Bus Yard Workstation Station Replacement | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X014 | \$100,000 | \$100,000 | 6/15/2009 | \$0 | 5/31/2009 | \$100,000 | 6/26/2009 | 11/30/2009 | |
| San Francisco | SFMTA | Cable Car Kiosks | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X014 | \$350,000 | \$350,000 | 6/15/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| San Francisco | SFMTA | Change Machines | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X014 | \$40,000 | \$40,000 | 6/15/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| San Francisco | SFMTA | Miscellaneous Preventive Maintenance of Track Switches | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X014 | \$1,000,000 | \$1,000,000 | 6/15/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| San Francisco | SFMTA | Replace Fare Collection Equipment | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X014 | \$11,000,000 | \$11,000,000 | 6/15/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| San Francisco | SFMTA | Infrastructure & Facility Enhancement and Maintenance | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X014 | \$4,050,001 | \$4,050,001 | 6/15/2009 | \$0 | 5/31/2009 | \$4,050,001 | 7/13/2009 | 11/30/2009 | |
| San Francisco | SFMTA | Preventive Maintenance | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X014 | \$18,000,000 | \$18,000,000 | 6/15/2009 | \$0 | 5/31/2009 | \$18,000,000 | 10/1/2008 | 11/30/2009 | |
| SUBTOTAL | | | | | | | | \$67,245,980 | \$67,245,980 | | \$0 | | \$38,605,980 | | | |
| SAMTRANS | | | | | | | | | | | | | | | | |
| San Mateo | SamTrans | Replacement of up to 132 buses | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X021 | \$3,090,442 | \$3,090,442 | 6/11/2009 | \$0 | 5/31/2009 | \$3,090,442 | 10/16/2008 | 11/30/2009 | |
| San Mateo | SamTrans | Preventive Maintenance | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X021 | \$4,000,000 | \$4,000,000 | 6/11/2009 | \$0 | 5/31/2009 | \$4,000,000 | 10/1/2008 | 11/30/2009 | |
| San Mateo | SamTrans | ADA Paratransit Set-Aside | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X021 | \$787,827 | \$787,827 | 6/11/2009 | \$0 | 5/31/2009 | \$787,827 | 10/1/2008 | 11/30/2009 | |
| SUBTOTAL | | | | | | | | \$7,878,269 | \$7,878,269 | | \$0 | | \$7,878,269 | | | |
| VTA | | | | | | | | | | | | | | | | |
| Santa Clara | VTA | 107 Hybrid 40' Bus Replacements | Sys Pres | REG090011 | Cert #4 | 4/28/2009 | CA-96-X029 | \$47,152,840 | \$47,152,840 | 7/15/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| Santa Clara | VTA | Bus Stop Enhancements | Sys Pres | REG090011 | Cert #4 | 4/28/2009 | CA-96-X029 | \$351,844 | \$351,844 | 7/15/2009 | \$0 | 5/31/2009 | | | 11/30/2009 | |
| SUBTOTAL | | | | | | | | \$47,504,684 | \$47,504,684 | | \$0 | | \$0 | | | |

**SF Bay Area
Metropolitan Transportation Commission (MTC)
American Recovery and Reinvestment Act (ARRA)
Transit - System Preservation
September 9, 2009**

| County | Implementing Agency | Project Title | Project Type | TIP ID No. | 1511 Cert # | 1511 Cert Date | FTA Grant Number | Total ARRA Funding | FTA Grant Executed Amount | FTA Grant Executed Date | Remaining Balance | FTA Grant Award Deadline | Contract Award Amount | Contract Award Date | Contract Award Deadline |
|--|-----------------------|---|--------------|------------|-------------|----------------|------------------|----------------------|---------------------------|-------------------------|----------------------|--------------------------|-----------------------|---------------------|-------------------------|
| 77 MTC - Transit System Preservation | | | | | | | | \$286,336,357 | \$271,036,357 | | \$286,336,357 | 68 | \$139,416,574 | 34 | 0 |
| ACE | | | | | | | | | | | | | | | |
| Various | ACE | Midlife Overhaul of 5 ACE locomotives | Sys Pres | REG090024 | Cert #4 | 4/28/2009 | CA-56-002 | \$2,954,552 | \$2,954,552 | 6/10/2009 | \$0 | 5/31/2009 | \$2,954,552 | 6/26/2009 | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$2,954,552 | \$2,954,552 | | \$0 | | \$2,954,552 | | |
| CCCTA | | | | | | | | | | | | | | | |
| Contra Costa | CCCTA | Preventive Maintenance | Sys Pres | REG090020 | Cert #4 | 4/28/2009 | CA-96-X036 | \$4,265,594 | \$4,265,594 | 6/11/2009 | \$0 | 5/31/2009 | \$4,265,594 | 7/1/2009 | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$4,265,594 | \$4,265,594 | | \$0 | | \$4,265,594 | | |
| ECCTA | | | | | | | | | | | | | | | |
| Contra Costa | ECCTA | Preventive Maintenance FY09/10 | Sys Pres | REG090021 | Cert #4 | 4/28/2009 | CA-96-X055 | \$2,811,232 | \$2,811,232 | 8/5/2009 | \$0 | 5/31/2009 | \$2,811,232 | 10/1/2008 | 11/30/2009 |
| Contra Costa | ECCTA | Replace Support Vehicles w/Hybrids | Sys Pres | REG090021 | Cert #4 | 4/28/2009 | CA-96-X055 | \$252,000 | \$252,000 | 8/5/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| Contra Costa | ECCTA | IT Structure - Replace all Office Hardware & Software | Sys Pres | REG090021 | Cert #4 | 4/28/2009 | CA-96-X055 | \$1,000,000 | \$1,000,000 | 8/5/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$4,063,232 | \$4,063,232 | | \$0 | | \$2,811,232 | | |
| FAIRFIELD | | | | | | | | | | | | | | | |
| Solano | City of Fairfield | FAST Preventive Maintenance | Sys Pres | REG090018 | Cert #4 | 4/28/2009 | CA-96-X023 | \$550,000 | \$550,000 | 6/25/2009 | \$0 | 5/31/2009 | \$550,000 | 10/1/2008 | 11/30/2009 |
| Solano | City of Fairfield | MCI bus repower (9) | Sys Pres | REG090018 | Cert #4 | 4/28/2009 | CA-96-X023 | \$1,150,000 | \$1,150,000 | 6/25/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| Solano | City of Fairfield | Bus Purchase/replacements (3) | Sys Pres | REG090018 | Cert #4 | 4/28/2009 | CA-96-X023 | \$417,747 | \$417,747 | 6/25/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| Solano | City of Fairfield | GFI Fareboxes/counters for transit vehicles | Sys Pres | REG090018 | Cert #4 | 4/28/2009 | CA-96-X023 | \$1,017,238 | \$1,017,238 | 6/25/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$3,134,985 | \$3,134,985 | | \$0 | | \$550,000 | | |
| LAVTA | | | | | | | | | | | | | | | |
| Alameda | LAVTA | Rehabilitation Projects | Sys Pres | REG090017 | Cert #4 | 4/28/2009 | CA-96-X024 | \$1,023,000 | \$1,023,000 | 6/11/2009 | \$0 | 5/31/2009 | \$1,023,000 | 4/6/2009 | 11/30/2009 |
| Alameda | LAVTA | Preventive Maintenance | Sys Pres | REG090017 | Cert #4 | 4/28/2009 | CA-96-X024 | \$1,678,997 | \$1,678,997 | 6/11/2009 | \$0 | 5/31/2009 | \$1,678,997 | 10/1/2008 | 11/30/2009 |
| Alameda | LAVTA | ADA Paratransit | Sys Pres | REG090020 | Cert #4 | 4/28/2009 | CA-96-X024 | \$300,222 | \$300,222 | 6/11/2009 | \$0 | 5/31/2009 | \$300,222 | 10/1/2008 | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$3,002,219 | \$3,002,219 | | \$0 | | \$3,002,219 | | |
| NCTPA | | | | | | | | | | | | | | | |
| Napa | NCTPA | VINE Capital Rolling Stock | Sys Pres | REG090013 | Cert #4 | 4/28/2009 | CA-96-X069 | \$2,000,000 | \$2,000,000 | 8/4/2009 | \$1,959,971 | 5/31/2009 | \$2,000,000 | 1/18/2008 | 11/30/2009 |
| Napa | NCTPA | Trancas/29 Park & Ride Lot - Napa | Sys Pres | REG090016 | Cert #4 | 4/28/2009 | CA-96-X069 | \$779,727 | \$779,727 | 8/4/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$2,779,727 | \$2,779,727 | | \$1,959,971 | | \$2,000,000 | | |
| SANTA ROSA CITY BUS | | | | | | | | | | | | | | | |
| Sonoma | Santa Rosa City Bus | Hybrid Bus Purchase | Sys Pres | REG090012 | Cert #4 | 4/28/2009 | CA-96-X035 | \$200,851 | \$200,851 | 7/13/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| Sonoma | Santa Rosa City Bus | ADA Paratransit Operations | Sys Pres | REG090012 | Cert #4 | 4/28/2009 | CA-96-X035 | \$428,913 | \$428,913 | 7/13/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| Sonoma | Santa Rosa City Bus | Preventive Maintenance | Sys Pres | REG090012 | Cert #4 | 4/28/2009 | CA-96-X035 | \$3,596,927 | \$3,596,927 | 7/13/2009 | \$0 | 5/31/2009 | \$3,596,927 | 10/1/2008 | 11/30/2009 |
| Sonoma | Santa Rosa City Bus | Transit Enhancements | Sys Pres | REG090012 | Cert #4 | 4/28/2009 | CA-96-X035 | \$62,442 | \$62,442 | 7/13/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$4,289,133 | \$4,289,133 | | \$0 | | \$3,596,927 | | |
| SONOMA COUNTY TRANSIT | | | | | | | | | | | | | | | |
| Sonoma | Sonoma County Transit | Preventive Maintenance | Sys Pres | REG090012 | Cert #4 | 4/28/2009 | CA-96-X031 | \$1,350,000 | \$1,350,000 | 5/27/2009 | \$0 | 5/31/2009 | \$1,350,000 | 7/1/2009 | 11/30/2009 |
| Sonoma | Sonoma County Transit | CNG Bus Purchase | Sys Pres | REG090012 | Cert #4 | 4/28/2009 | CA-96-X031 | \$605,044 | \$605,044 | 5/27/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$1,955,044 | \$1,955,044 | | \$0 | | \$1,350,000 | | |
| UNION CITY | | | | | | | | | | | | | | | |
| Alameda | Union City | Replacement Buses (2) | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X048 | \$297,060 | \$297,060 | 6/22/2009 | \$0 | 5/31/2009 | \$297,060 | 6/30/2009 | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$297,060 | \$297,060 | | \$0 | | \$297,060 | | |
| VACAVILLE | | | | | | | | | | | | | | | |
| Solano | City of Vacaville | Fixed Route bus replacement | Sys Pres | REG090015 | Cert #4 | 4/28/2009 | CA-96-X002 | \$1,734,372 | \$1,734,372 | 6/11/2009 | \$0 | 5/31/2009 | \$1,734,372 | 3/31/2009 | 11/30/2009 |
| Solano | City of Vacaville | Vacaville Intermodal Station | Sys Pres | REG090015 | Cert #4 | 4/28/2009 | CA-96-X002 | \$482,702 | \$482,702 | 6/11/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$2,217,074 | \$2,217,074 | | \$0 | | \$1,734,372 | | |
| VALLEJO | | | | | | | | | | | | | | | |
| Solano | City of Vallejo | Rehab/Preventive Maintenance | Sys Pres | REG090016 | Cert #4 | 4/28/2009 | CA-96-X034 | \$4,000,000 | \$4,000,000 | 6/22/2009 | \$0 | 5/31/2009 | \$4,000,000 | 10/1/2008 | 11/30/2009 |
| Solano | City of Vallejo | Ferry Terminal ADA, Rehab | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X034 | \$800,000 | \$800,000 | 6/22/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| Solano | City of Vallejo | Bus Maintenance Facility | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X034 | \$812,324 | \$812,324 | 6/22/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| Solano | City of Vallejo | Repower Ferry Engines | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X034 | \$2,000,000 | \$2,000,000 | 6/22/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$7,612,324 | \$7,612,324 | | \$0 | | \$4,000,000 | | |
| BENICIA | | | | | | | | | | | | | | | |
| Solano | City of Benicia | Fueling Station Upgrade | Sys Pres | REG090016 | Cert #4 | 4/28/2009 | CA-96-X068 | \$60,000 | \$60,000 | 7/17/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| Solano | City of Benicia | Replace 12 Bus Shelters | Sys Pres | REG090016 | Cert #4 | 4/28/2009 | CA-96-X068 | \$72,000 | \$72,000 | 7/17/2009 | \$0 | 5/31/2009 | | | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$132,000 | \$132,000 | | \$0 | | \$0 | | |
| WESTCAT | | | | | | | | | | | | | | | |
| Contra Costa | WestCat | Preventive Maintenance | Sys Pres | REG090019 | Cert #4 | 4/28/2009 | CA-96-X067 | \$761,237 | \$761,237 | 6/11/2009 | \$0 | 5/31/2009 | \$761,237 | 10/1/2008 | 11/30/2009 |
| SUBTOTAL | | | | | | | | \$761,237 | \$761,237 | | \$0 | | \$761,237 | | |
| MTC - Regional Element ARRA - Transit System Preservation - Total | | | | | | | | \$271,036,357 | \$271,036,357 | | \$1,959,971 | | \$139,416,574 | | |

SF Bay Area
 Metropolitan Transportation Commission (MTC)
 American Recovery and Reinvestment Act (ARRA)
 Transit - System Preservation
 September 9, 2009

| County | Implementing Agency | Project Title | Project Type | TIP ID No. | 1511 Cert # | 1511 Cert Date | FTA Grant Number | Total ARRA Funding | FTA Grant Executed Amount | FTA Grant Executed Date | Remaining Balance | FTA Grant Award Deadline | Contract Award Amount | Contract Award Date | Contract Award Deadline | |
|---|---------------------|-----------------------------|--------------|------------|-------------|----------------|------------------|--------------------|---------------------------|-------------------------|-------------------|--------------------------|-----------------------|---------------------|-------------------------|--|
| 77 | MTC | Transit System Preservation | | | | | | \$286,336,357 | \$271,036,357 | | \$286,336,357 | 68 | \$139,416,574 | 34 | 0 | |
| | | | | | | | | | \$761,237 | | | | | | | |
| | | | | | | | | | \$270,275,120 | | | | | | | |
| MTC - ARRA - Transit System Preservation TOTAL | | | | | | | | \$286,336,357 | \$271,036,357 | | \$17,259,971 | | \$139,416,574 | | | |

#N/A

**SF Bay Area
Metropolitan Transportation Commission (MTC)
American Recovery and Reinvestment Act (ARRA)
Transit - Train to Plane
September 9, 2009**

| County | Implementing Agency | Project Title | Project Type | TIP ID No. | 1511 Cert # | 1511 Cert Date | FTA Grant Number | Total ARRA Funding | FTA Grant Executed Amount | FTA Grant Executed Date | Remaining Balance | FTA Grant Award Deadline | Contract Award Amount | Contract Award Date | Contract Award Deadline |
|--|---------------------|---------------------------------|----------------|------------|-------------|----------------|------------------|---------------------|---------------------------|-------------------------|---------------------|--------------------------|-----------------------|---------------------|-------------------------|
| 1 MTC Transit - Train to Plane | | | | | | | | \$70,000,000 | \$0 | | \$70,000,000 | 0 | \$0 | 0 | 0 |
| Transit - Train to Plane | | | | | | | | \$70,000,000 | | | | | | | |
| Alameda | BART | Oakland Airport Connector (OAC) | Train to Plane | BRT990002 | None | None | CA-96-X087 | \$70,000,000 | | | \$70,000,000 | 11/30/2009 | | | 12/31/2009 |
| SUBTOTAL | | | | | | | | \$70,000,000 | \$0 | | \$70,000,000 | | \$0 | | |
| MTC - ARRA - Transit - Train to Plane TOTAL | | | | | | | | \$70,000,000 | \$0 | | \$70,000,000 | | \$0 | | |

#N/A

**SF Bay Area
Caltrans
American Recovery and Reinvestment Act (ARRA)
State Discretionary Funded Highway Projects
September 9, 2009**

| County | Implementing Agency | Project Title | Project Type | TIP ID No. | 1511 Cert # | 1511 Cert Date | Federal Project ID | Total ARRA Funding | Obligation Amount | Obligation Date | Remaining Balance | Obligation Deadline | Contract Award Amount | Contract Award Date | Contract Award Deadline |
|---|---------------------|---------------|--|-------------|-------------|----------------|--------------------|----------------------|----------------------|-----------------|---------------------|---------------------|-----------------------|---------------------|-------------------------|
| 13 State - Discretionary Projects | | | | | | | | \$224,804,234 | \$155,017,876 | | \$77,938,124 | 10 | \$36,099,409 | | 8 |
| Caltrans State ARRA - Prop 1B Backfill | | | | | | | | \$92,700,000 | | | | | | | |
| 1 | ALA/CC | Caltrans | Caltrans - Alameda/Contra Costa SR-24 - Caldecott Tunnel Fourth Bore | Prop 1B | CC-010002 | 4/28/2009 | 4/28/2009 | SARRA-P024(030) | \$92,700,000 | \$92,700,000 | 5/2/2009 | \$0 | 3/2/2010 | Pending | 8/29/2010 |
| SUBTOTAL | | | | | | | | \$92,700,000 | \$92,700,000 | | \$0 | | \$0 | | |
| Caltrans State ARRA - SHOPP, Hwy Maintenance | | | | | | | | \$127,026,234 | | | | | | | |
| 1 | San Francisco | Caltrans | Caltrans - San Francisco US 101 - Doyle Drive Replacement | SHOPP | SF-991030 | 3/16/2009 | 3/16/2009 | | \$50,000,000 | | \$50,000,000 | 3/2/2010 | | Pending | 8/29/2010 |
| 2 | Alameda | Caltrans | Caltrans - Alameda I-880 in Oakland - Rehabilitate Fruitvale Ave Bridge Deck | SHOPP | ALA090029 | 3/16/2009 | 3/16/2009 | SARRA-8801(058) | \$12,629,000 | \$9,400,494 | \$3,228,506 | 6/30/2009 | \$8,150,000 | 6/15/2009 | 12/27/2009 |
| 3 | Solano | Caltrans | Caltrans - Solano I-80 in Fairfield - Rehabilitate Roadway | SHOPP | SOL050031 | 3/16/2009 | 3/16/2009 | SARRA-0802(356) | \$21,348,234 | \$27,721,900 | \$1,778,100 | 6/30/2009 | \$13,359,460 | 4/21/2009 | 12/27/2009 |
| 4 | Santa Clara | Caltrans | Caltrans - Santa Clara I-280 in San Jose - Rehabilitate Roadway | SHOPP | SCL090033 | 3/16/2009 | 3/16/2009 | SARRA-2801(119) | \$33,019,000 | \$15,008,682 | \$18,010,318 | 6/30/2009 | \$8,270,515 | 6/19/2009 | 12/27/2009 |
| 5 | San Mateo | Caltrans | Caltrans - San Mateo County: Install TMS Elements | SHOPP | SM-090023 | 5/8/2009 | 5/8/2009 | SARRA-2801(122) | \$2,880,000 | \$2,495,500 | \$384,500 | 6/30/2009 | | Pending | 12/27/2009 |
| 6 | Napa | Caltrans | Caltrans - Napa SR 29 near Calistoga - Hwy Maintenance | Hwy Maint | REG090034 | 4/10/2009 | 4/10/2009 | SARRA-P029(105) | \$660,000 | \$690,000 | (\$30,000) | 6/30/2009 | \$509,589 | 6/29/2009 | 12/27/2009 |
| 7 | Sonoma | Caltrans | Caltrans - Sonoma SR 1 near Fort Ross & Gualala - Hwy Maintenance | Hwy Maint | REG090034 | 4/10/2009 | 4/10/2009 | SARRA-P001(540) | \$550,000 | \$575,000 | (\$25,000) | 6/30/2009 | \$369,030 | 7/20/2009 | 12/27/2009 |
| 7 | San Mateo | Caltrans | Caltrans - San Mateo US 101 near South San Francisco - Hwy Maintenance | Hwy Maint | REG090034 | 4/10/2009 | 4/10/2009 | SARRA-Q101(152) | \$4,400,000 | \$2,716,300 | \$1,683,700 | 6/30/2009 | \$2,295,770 | 7/20/2009 | 12/27/2009 |
| 8 | Santa Clara | Caltrans | Caltrans - Santa Clara SR 35 near Los Gatos - Hwy Maintenance | Hwy Maint | REG090034 | 4/10/2009 | 4/10/2009 | SARRA-S035(007) | \$1,540,000 | \$1,610,000 | (\$70,000) | 6/30/2009 | \$1,045,045 | 7/16/2009 | 12/27/2009 |
| SUBTOTAL | | | | | | | | \$127,026,234 | \$60,217,876 | | \$74,960,124 | | \$33,999,409 | | |
| Caltrans State TE ARRA - Transportation Enhancement (TE) | | | | | | | | \$5,078,000 | | | | | | | |
| 1 | Marin | Caltrans | Caltrans - Marin US 101 HOV Gap Closure - Bike Path | TE-Bike/Ped | MRN990001 | 4/20/2009 | 4/20/2009 | SARRA-Q101(155) | \$2,100,000 | \$2,100,000 | \$0 | 3/2/2010 | \$2,100,000 | 8/15/2007 | 8/29/2010 |
| 2 | Marin | Caltrans | Caltrans - Marin US 101 from Golden Gate Bridge to Rodeo Ave - Veg. Mgmt | TE-CCC | MRN050012 | | | STPE-Q101(112) | \$485,000 | | \$485,000 | 3/2/2010 | | | 8/29/2010 |
| 3 | San Mateo | Belmont | Belmont - US 101 Bike Bridge Overcrossing | TE-Bike/Ped | SM-070005 | Cert #6 | 7/17/2009 | ESPLEHP-5268(004) | \$2,493,000 | | \$2,493,000 | 3/2/2010 | | | 8/29/2010 |
| SUBTOTAL | | | | | | | | \$5,078,000 | \$2,100,000 | | \$2,978,000 | | \$2,100,000 | | |
| State Caltrans ARRA - TOTAL | | | | | | | | \$224,804,234 | \$155,017,876 | | \$77,938,124 | | \$36,099,409 | | |

#N/A



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 21, 2009

FR: Amy Burch

RE: ARRA Discretionary Programs Update

Summary

To date, funding awards total approximately \$15 million to Bay Area agencies from ARRA Discretionary Programs. Many programs are expected to announce project selection and awards in the coming months. The Bay Area has received an estimated \$900 million in transportation-related ARRA funding across all categories. The current status of ARRA Discretionary Programs follows.

TIGER Program Update

On July 22, 2009, MTC adopted a list of four projects, totaling \$133 million in TIGER requests, for submittal to Caltrans. Caltrans organized a panel to review TIGER projects from across the state, and established a list totaling \$784 million in TIGER requests. California may only receive up to \$300 million of the \$1.5 billion in TIGER funds. The Caltrans list included the four MTC-recommended projects, as well as two additional Bay Area projects (see Table 1).

Table 1: Bay Area TIGER Projects Included in Caltrans' State-Wide List

| Project | TIGER Requests (\$ millions) |
|---|---|
| BART Oakland Airport Connector | \$5.0 |
| Doyle Drive Replacement Project | \$50.0 |
| BART SVRT Extension: Revenue Vehicle Storage at Hayward Yard | \$50.0 |
| Ports of Oakland, Stockton, West Sacramento Container Barge Project | \$56.0 |
| Highway 101 HOV Lanes in Sonoma County - Central Phase B* | \$27.0 |
| State Route 4 East Transportation Corridor* | \$23.5 |
| Total | \$211.5 |

**Caltrans' TIGER review panel added these two projects to the California list for the Governor's endorsement.*

Currently, the Governor's Office is reviewing Caltrans' recommendations, and is expected to send a letter of support to U.S. DOT before the September 15 deadline. Secretary LaHood has announced that he will release award notices in January 2010 for the TIGER program.

Note: All TIGER project sponsors should have submitted applications directly to U.S. DOT by September 15, 2009 by email to tigergrants@dot.gov.

Program Selections Expected This Fall

Several of the ARRA discretionary program managers expect to announce project selection in the next few months. ARRA discretionary programs' status is summarized in Attachment A, and programs with upcoming selection announcements are listed in Table 2.

Table 2: ARRA Discretionary Programs with Upcoming Awards Announcements

| | Agency | Program | Program Status |
|----|---------------|--|---|
| 1 | DOT | TIGER | Awards expected Jan. 2010 |
| 2 | DOT | High Speed and Intercity Passenger Rail | Project selections expected by Dec. 2009 for Track 2; early fall for all other tracks |
| 4 | DOT | TIGGER | DOT announces selected projects Sept. 2009. Selectees submit formal grant applications directly following selection |
| 10 | EPA | Diesel Emission Reduction - Clean Diesel Emerging Technologies Program | EPA announces selected projects Sept. 2009 |
| 14 | DOE | Energy Efficiency and Conservation Competitive Grants | CA program for small cities/counties - draft guidelines issued; final guidelines expected Sept. 16, 2009 |
| 15 | FEMA | Port Security Grant Program (PSGP) | FEMA announces awards between Oct. and Dec. 2009 |
| 16 | FEMA | Transportation Security Grant Program (TSGP) - Public Transportation and Railroad Security | FEMA announces awards between Oct. and Dec. 2009 |
| 17 | DOT | Public Transportation on Indian Reservations Program (Tribal Transit Program, TTP) | Awards TBA |

EECBG Draft Guidelines Available for Small Cities and Counties

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

Draft guidelines for the formula grant program are now available at:

<http://www.energy.ca.gov/recovery/blockgrant.html>. The CEC is working on final guidelines for adoption on September 16, 2009.

Key elements of the draft EECBG guidelines include:

- Funding – \$25,000 minimum funding awards for small cities; \$50,000 minimum funding awards for small counties
- Population-based Formula – the allocation formula calculates \$5 per capita plus an unemployment component
- Eligible Applicants – small cities and counties within California that did not receive direct EECBG funding from DOE
- Eligible Projects – examples of projects include, but are not limited to:
 - Lighting retrofits and controls
 - Street lighting and traffic signal retrofits
 - Heating, ventilation and air conditioning (HVAC) modifications and controls
 - Automated energy management systems, motors, and variable speed drives

As the first step to receiving EECBG funds, small cities and counties must file a **Statement of Intent**, which is available for download at <http://www.energy.ca.gov/recovery/blockgrant.html>. (Scroll down the page to “BE READY TO RECEIVE ARRA FUNDS” to download the file.)

Feel free to contact me at 510-817-5735 and aburch@mtc.ca.gov with questions.

ARRA Transportation-Related Discretionary Programs
Bay Area Awards Summary

| | Agency | Program | Program Status | Amount Available (millions) | Amount Awarded to Bay Area (millions) | Recipient | Project | Notes |
|-------|--------|---|---|-----------------------------|---------------------------------------|--|---|---|
| 1 | DOT | U.S. DOT Secretary's Discretionary Grant Program - "Transportation Investment Generating Economic Recovery" (TIGER) | Applications due to DOT September 15, 2009 Awards expected Jan. 2010 | 1,500 | TBD | | | |
| 2 | DOT | High Speed and Intercity Passenger Rail | Applications for High Speed Rail Corridor Program (Track 2) due Oct. 2, 2009 Project selections expected by Dec. 2009 for Track 2, early fall for all other tracks | 8,000 | TBD | | | |
| 3 | DOT | New Starts/Capital Investment Grants | Awards announced | 750 | 0.0 | FTA selected projects already under construction | | No Bay Area projects selected |
| 4 | DOT | Transit Energy Efficiency "Recovery Act-Transit Investments for Greenhouse Gas and Energy Reduction" (TIGGER) | DOT announces selected projects Sept. 2009 Selectees submit formal grant applications directly following selection | 100 | TBD | | | |
| 5 | DOT | Ferry Boat Discretionary (FBD) Program | Awards announced | 60 | 3.2 | GGBHTD | Sausalito Ferry Landing Improvements | |
| 6 | DOT | Park Roads and Parkways (PRP) | Internal selection process | 170 | 0.0 | Selected projects in/near National Parks | | No Bay Area projects selected |
| 7 | NPS | National Park Service (including roads) | Internal selection process | 589 | 0.0 | Selected projects in/near National Parks | | No Bay Area projects selected |
| 8 | EPA | Diesel Emission Reduction "Recovery Act Funding for Clean Diesel: National Clean Diesel Funding Assistance Program" | Awards announced | 156 | 2.0 | Bay Area Air Quality Management District (BAAQMD) | Install diesel particulate filters (DPF) on 103 delivery trucks | |
| 9 | EPA | Diesel Emission Reduction "Recovery Act Funding for Clean Diesel: SmartWay Clean Diesel Finance Program" | Awards announced | 30 | 0.0 | Three projects awarded in Kentucky, Oregon, and Texas. | | No Bay Area projects selected |
| 10 | EPA | Diesel Emission Reduction "Recovery Act Funding for Clean Diesel: Clean Diesel Emerging Technologies Program" | EPA announces selected projects Sept. 2009 | 20 | TBD | | | |
| 11 | DOE | Transportation Electrification | Awards announced | 400 | 0.5 | City College of San Francisco | Educational programs | |
| 12 | DOE | Alternative Fuel Vehicles Pilot "Clean Cities FY09 Petroleum Reduction Technologies Projects for the Transportation Sector" | Awards announced Round 2 cancelled as of Aug. 31, 2009 | 300 | 0.0 | 25 projects awarded across U.S.; four in Southern California. | | No Bay Area projects selected |
| 13 | DOE | Energy Efficiency and Conservation Block Grant (EECBG) | Awards announced | 2,700 | 9.0 | Cupertino, Napa, Novato, Petaluma, San Francisco and Santa Rosa received awards. | | |
| 14 | DOE | Energy Efficiency and Conservation Competitive Grants | CA program for small cities/counties - draft guidelines issued; final guidelines expected Sept. 16, 2009 | 455 | TBD | | | Small cities and counties must file a Statement of Intent indicating interest; form available at: http://www.energy.ca.gov/recovery/blockgrant.html |
| 15 | FEMA | Port Security Grant Program (PSGP) | FEMA announces awards between Oct. and Dec. 2009 | 150 | TBD | | | |
| 16 | FEMA | Transportation Security Grant Program (TSGP) - Public Transportation and Railroad Security | FEMA announces awards between Oct. and Dec. 2009 | 150 | TBD | | | |
| 17 | DOT | Public Transportation on Indian Reservations Program (Tribal Transit Program, TTP) | Awards TBA | 17 | TBD | | | |
| Total | | | | 15,547 | 15 | | | |

ARRA Formula Programs
SF Bay Area ARRA Project Status
as of July 26, 2009

| MTC Project Category | Amount Available (millions) |
|------------------------|-----------------------------|
| Strategic Investments | 160 |
| Local Road Maintenance | 145 |
| Transit Maintenance | 286 |
| Transit Train to Plane | 70 |
| State Funded Highway | 225 |
| Total | 887 |

Go to <http://www.mtc.ca.gov/funding/ARRA/> for more information on ARRA Formula Programs.



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 21, 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 TAC\2009 PTAC\09 PTAC Memos\07_Sep 09 - PTAC\05c_cost savings policy.doc

ARRA (FHWA Funds) Delivery Deadlines

| Regional Component | Deadlines |
|--|--------------------|
| Obligation of LSR System Preservation Projects | May 31, 2009 |
| Award of LSR System Preservation Projects | September 30, 2009 |
| Obligation of all non-system preservation projects | November 30, 2009 |
| Award of all non-system preservation projects | December 31, 2009 |

| State Component | Deadlines |
|---|-------------------|
| Obligation of Prop. 1B/RTIP Backfill and TE funds | June 30, 2009 |
| Obligation of all remaining funds (SMART Hwys and LSR | November 30, 2009 |
| Award of Prop. 1B/RTIP Backfill and TE funds | December 31, 2009 |
| Award of all remaining funds (SMART Hwys and LSR) | June 30, 2010 |

| Option A: Cost Savings (Short Term) | Deadlines |
|---|--------------------------|
| Obligation of cost savings to existing "cleared" federal-aid projects | September 30, 2009 |
| Contract Award | December 31, 2009 |
| Option B: Cost Savings (Long Term) | Deadlines |
| CMAAs submit program using cost savings to MTC* | October 30, 2009 |
| Request 1511 certifications, TIP revisions, reso. of local support, Local Assistance field reviews for new projects | November 30, 2009 |
| Deobligation and reobligation of new cost savings projects | March 2 - March 31, 2010 |
| Contract award | June 30, 2010 |

*CMAAs are directed to select only a few projects, none using less than \$500,000 ARRA funds. Smaller projects will be considered if savings are less.

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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PHONE (916) 653-1776

FAX (916) 654-2409

TTY 711

*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



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

**Federal Highway Administration
California Division**

August 12, 2009

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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



**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.

Programming and Allocations Committee Summary Sheet
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



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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

| | T2035 STP/CMAQ 25-Year Assumption | | Staff Proposal: 6-Year | |
|--|--------------------------------------|-------------|------------------------|-------------|
| | Million \$s | % | Millions | % |
| T 2035 Core Programs | | | | |
| 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 | | | |
| | 08/09 | 08/09 | 09/10 - 10/11 -11/12 | 12/13 - 13/14 - 14/15 | 09/10-14/15 | | | |
| Estimated Apportionment Revenues | 662 | 113 | 485 | 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.

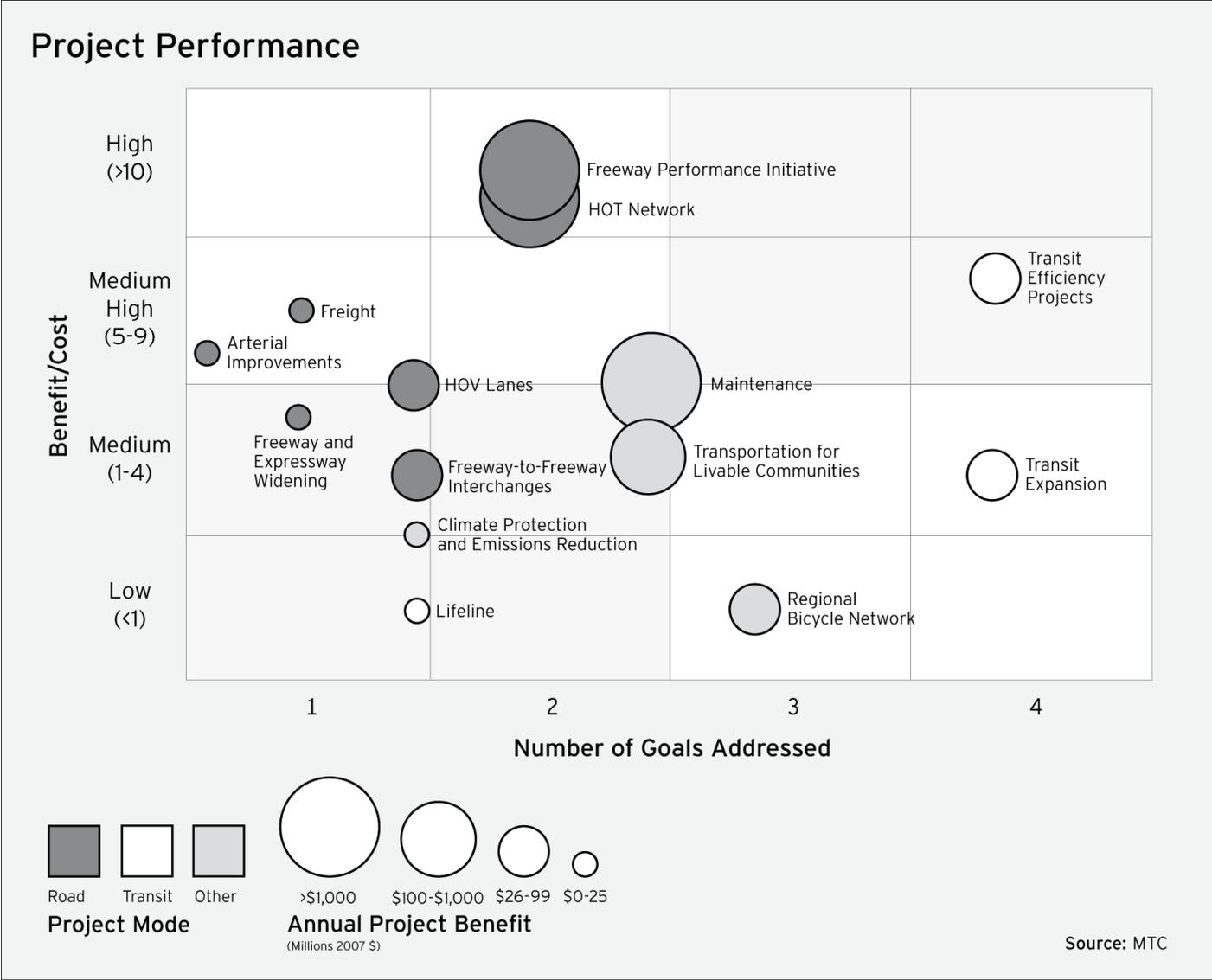
- ***Regional Bicycle Program (\$67M)***: Under T2035, these funds will be applied to building the Regional Bicycle Network. This category also includes \$8 million for new projects as a result of advancing previously funded transportation enhancement (TE) funding.
- ***Transportation for Livable Communities (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

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

Committed ARRA Subtotal \$19.0

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

| Caltrans EA | Route | Location | Description | Capital costs | Support costs | Total Cost | Funding Request* | Cumulative Request |
|-------------|---------|--|--------------------------|---------------|---------------|------------|------------------|--------------------|
| - | - | signal timing & performance monitoring | | | | | \$4.5 | \$4.5 |
| 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)

| Caltrans EA | Route | Location | Description | Capital costs | Support costs | Total Cost | Funding Request* | Cumulative Request |
|-------------|---------|--|---------------------------|---------------|---------------|------------|------------------|--------------------|
| - | - | 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.

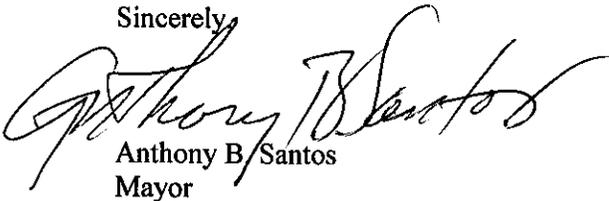
The majority of cities in the region have voluntarily chosen to become part of the FOCUS program by nominating one or more Priority Development Areas. Early allocation of funding for the TLC program, strategically directed to the PDAs, is critically important to ensure continued commitment from these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

Board of Directors

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Greg Young

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.

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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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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,

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



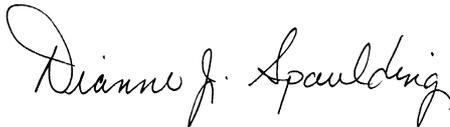
Jeremy Madsen
Executive Director, Greenbelt Alliance

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

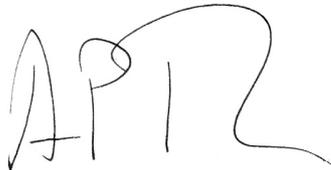
Robert Raburn
Executive Director, East Bay Bicycle Coalition

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.

Comments on MTC Staff STP/CMAQ Proposal (09/09/09):**--Local Streets and Roads Working Group**

1. **Recent Programming Activities** (page 4 of staff's proposal Memo): *"As a reminder, roughly two-thirds of the ARRA funds were committed to transit and local road rehabilitation projects"*.

Comment: Per T2035, 79.8% of "Anticipated/Unspecified" funds should have been committed to transit (36.4%) and local road rehabilitation (43.4%). Of the \$662 million in ARRA funding, \$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 local roads 43% share of "Anticipated/Unspecified" revenues included in the T2035 framework.

2. **Funding Estimate** (page 4 of staff's proposal Memo): *"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)."* **Response to Stakeholder Outreach To-Date** (page 6 of staff's proposal Memo): *"Distribution of these funds would be directed to the core programs (except FPI) using T2035 pro-rata shares."*

Comment: Funding above and beyond what has been projected for the various "defined" funding programs in the RTP should be considered part of the \$12.9 billion that was projected as "Anticipated/Unspecified" funds. The T2035 investment has these anticipated/unspecified funds going 43.4% for LS&R, 36.4% for Transit and 20.2% for other priorities. The staff proposal instead has the \$235 million in "anticipated" funds being split along the STP/CMAQ proportional shares.

3. **Policy Consideration - Accelerate the Freeway Performance Initiative:** (page 6 of staff's proposal Memo). *"... 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"*

Comment: 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—One billion dollars invested = five billion dollars saved to taxpayers and available to spend on other priorities.

4. **Policy Consideration - Accelerate the Freeway Performance Initiative:** (page 6 of staff's proposal Memo). *"...the FPI program has been aligned with state funding for highways, leaving the most flexible dollars for other core programs."*

Comment: FPI is using CMAQ dollars that could be directed in larger proportions to programs uniquely eligible such as TLC. The use of CMAQ funds by FPI instead of TLC reduces the amount of STP funds available for LSR rehabilitation projects necessary to achieve the "Fix it First" goals set forth in T2035.

5. **Policy Consideration – Project Delivery:** (page 7 of staff's proposal) *"...Failure to meet these requirements could result in the redirection of funds to other projects. ... Funds not obligated within established deadlines could be redistributed to other projects at the Commissions discretion."*

Comment: 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 including such components as American with Disability Act curb ramp installations. We support these policies and encourage the Commission to be resolute about redistributing funds from projects / programs that fail to meet MTC deadlines. Furthermore, consideration of Cycle 2 Funding allocations should be based on programs ability to deliver their Cycle 1 projects in a timely manner.

Other Points for Consideration:

1. Maintenance of the existing local streets and roads network is important for all modes of travel including transit, bicycles and pedestrians. Good roads are essential to the economic vitality of Bay Area communities. We cannot have world class goods movement, improved freeway operations, and efficient transit service without appropriate investment in local streets and road maintenance. Maintenance of the *existing system* is also critical for priority development areas and for the support of infill in general.
2. Maximizing the cost effectiveness of enhancement projects requires investment in the maintenance of the existing system. It is unreasonable to promote enhancements and/or expansions of a system with a deteriorating foundation.

(Amounts in Millions)

| | Committed ARRA Programming | MTC Staff Proposal - 06/23/09* | | | | LSRWG Proposal - 08/19/09* | | | |
|---|----------------------------------|--------------------------------|---------------------|---------------------|---|----------------------------|---------------------|---------------------|---|
| | | ARRA Backfill | STP/CMAQ Cycle 1 | STP/CMAQ Cycle 2 | ARRA Backfill & STP/CMAQ Total | ARRA Backfill | STP/CMAQ Cycle 1 | STP/CMAQ Cycle 2 | ARRA Backfill & STP/CMAQ Total |
| Estimated Apportionment Revenues | 662 | 113 | 485 | 546 | 1,144 | 113 | 485 | 546 | 1144 |
| Annual Programs | | | | | | | | | |
| 1 Required SAFETEA OA Carryover | | | 68 | | 68 | | 68 | | 68 |
| 2 On-Going Regional Planning | | | 23 | 25 | 48 | | 23 | 25 | 48 |
| 3 On-Going Regional Operations | | | 84 | 74 | 158 | | 84 | 74 | 158 |
| <i>Subtotal Annual Programs</i> | <i>0</i> | <i>0</i> | <i>175</i> | <i>99</i> | <i>274</i> | <i>0</i> | <i>175</i> | <i>99</i> | <i>274</i> |
| T 2035 Core Programs | | | | | | | | | |
| 4 Focus 1 Freeway Performance Initiative (FPI) | 19 | | 136 | 86 | 222 | 9 | 91 | 86 | 186 |
| 5 Focus 2 Climate Initiative* | | 20 | 32 | 36 | 88 | 20 | 32 | 36 | 88 |
| 6 Focus 2 Regional Bicycle Program | 10 | 8 | 14 | 21 | 43 | 8 | 14 | 21 | 42.5 |
| 7 Focus 2 Transportation for Livable Communities (TLC) | | 15 | 57 | 98 | 169.5 | 15 | 57 | 98 | 169.5 |
| 8 Focus 3 Transit and Rehabilitation | 286 | | 0 | 115 | 115 | | 9 | 115 | 124 |
| 9 Focus 3 Regional Streets and Roads Rehabilitation* | 145 | | 72 | 91 | 163 | | 108 | 91 | 199 |
| <i>Subtotal Core Programs</i> | <i>460</i> | <i>42</i> | <i>311</i> | <i>447</i> | <i>800</i> | <i>51</i> | <i>311</i> | <i>447</i> | <i>809</i> |
| ARRA 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 (Caldecott Tunnel) | 105 | | | | | | | | |
| 14 Corridor Mobility (SCL I/C Imps) | | 32 | | | 32 | 32 | | | 32 |
| 15 MTC Res. 3814 Transit Payback Commitment | | 31 | | | 31 | 22 | | | 22 |
| 16 Trade Corridor (Richmond Rail Connector) | | 8 | | | 8 | 8 | | | 8 |
| <i>Subtotal Strategic Investments</i> | <i>202</i> | <i>71</i> | <i>0</i> | <i>0</i> | <i>71</i> | <i>62</i> | <i>0</i> | <i>0</i> | <i>62</i> |
| Grand Total | 662 | 113 | 486 | 546 | 1,145 | 113 | 486 | 546 | 1145 |

* MTC Staff Proposal 06/23/09 and LSRWG Proposal 08/19/09 revised to reflect MTC's staff funding reconfiguration.

(Amounts in Millions)

| | Committed ARRA Programming | MTC Staff Proposal - 06/23/09* | | | | LSRWG Proposal - 08/19/09* | | | | MTC Staff Proposal - 09/09/09 | | | | Anticipated Revenue ² | Total New Commitment |
|--|----------------------------------|--------------------------------|---------------------|---------------------|---|-------------------------------|---------------------|---------------------|---|-------------------------------|---------------------|------------------------|---|-------------------------------------|-------------------------|
| | | ARRA ¹ Backfill | STP/CMAQ Cycle 1 | STP/CMAQ Cycle 2 | ARRA Backfill & STP/CMAQ Total | ARRA ¹ Backfill | STP/CMAQ Cycle 1 | STP/CMAQ Cycle 2 | ARRA Backfill & STP/CMAQ Total | ARRA ¹ Backfill | STP/CMAQ Cycle 1 | STP/CMAQ/TE Cycle 2 | ARRA Backfill & STP/CMAQ/ TE Total | | |
| Estimated Apportionment Revenues | 662 | 113 | 485 | 546 | 1,144 | 113 | 485 | 546 | 1,144 | 113 | 485 | 568 | 1,166 | 235 | 1,401 |
| Annual Programs | | | | | | | | | | | | | | | |
| 1 Required SAFETEA OA Carryover | | | 68 | | 68 | | 68 | | 68 | | 68 | | 68 | | 68 |
| 2 On-Going Regional Planning | | | 23 | 25 | 48 | | 23 | 25 | 48 | | 23 | 25 | 48 | | 48 |
| 3 On-Going Regional Operations | | | 84 | 74 | 158 | | 84 | 74 | 158 | | 84 | 74 | 158 | | 158 |
| <i>Subtotal Annual Programs</i> | <i>0</i> | <i>0</i> | <i>175</i> | <i>99</i> | <i>274</i> | <i>0</i> | <i>175</i> | <i>99</i> | <i>274</i> | <i>0</i> | <i>175</i> | <i>99</i> | <i>274</i> | | <i>274</i> |
| T 2035 Core Programs | | | | | | | | | | | | | | | |
| 4 Focus 1 Freeway Performance Initiative (FPI) | 19 | | 136 | 86 | 222 | 9 | 91 | 86 | 186 | 74 | 62 | 86 | 222 | | 222 |
| 5 Focus 2 Climate Initiative ³ | | 20 | 32 | 36 | 88 | 20 | 32 | 36 | 88 | | 59 | 34 | 93 | 55 | 148 |
| 6 Focus 2 Regional Bicycle Program | 10 | 8 | 14 | 21 | 43 | 8 | 14 | 21 | 42.5 | 8 | 16 | 20 | 44 | 22 | 66 |
| 7 Focus 2 Transportation for Livable Communities (TLC) | | 15 | 57 | 98 | 169.5 | 15 | 57 | 98 | 169.5 | | 78 | 96 | 174 | 49 | 223 |
| 8 Focus 3 Transit and Rehabilitation | 286 | | 0 | 115 | 115 | | 9 | 115 | 124 | | | 119 | 119 | 45 | 164 |
| 9 Focus 3 Regional Streets and Roads Rehabilitation ⁴ | 145 | | 72 | 91 | 163 | | 108 | 91 | 199 | | 86 | 83 | 169 | 63 | 232 |
| <i>Subtotal Core Programs</i> | <i>460</i> | <i>42</i> | <i>311</i> | <i>447</i> | <i>800</i> | <i>51</i> | <i>311</i> | <i>447</i> | <i>809</i> | <i>82</i> | <i>301</i> | <i>438</i> | <i>821</i> | <i>234</i> | <i>1055</i> |
| ARRA 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 (Caldecott Tunnel) | 105 | | | | | | | | | | | | | | |
| 14 Corridor Mobility (SCL I/C Imps) | | 32 | | | 32 | 32 | | | 32 | 32 | | | 32 | | 32 |
| 15 MTC Res. 3814 Transit Payback Commitment | | 31 | | | 31 | 22 | | | 22 | | | 31 | 31 | | 31 |
| 16 Trade Corridor (Richmond Rail Connector) | | 8 | | | 8 | 8 | | | 8 | | 8 | | 8 | | 8 |
| <i>Subtotal Strategic Investments</i> | <i>202</i> | <i>71</i> | <i>0</i> | <i>0</i> | <i>71</i> | <i>62</i> | <i>0</i> | <i>0</i> | <i>62</i> | <i>32</i> | <i>8</i> | <i>31</i> | <i>71</i> | | <i>71</i> |
| Grand Total | 662 | 113 | 486 | 546 | 1,145 | 113 | 486 | 546 | 1,145 | 114 | 484 | 568 | 1,166 | | 1,400 |

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 TIE)

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

³Includes \$20M for SFgo.

⁴Includes PTAP and FAS of \$28M

* MTC Staff Proposal 06/23/09 and LSRWG Proposal 08/19/09 reconfigured to reflect footnotes 3 and 4 allocations



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 21, 2009

FR: Kenneth Kao

RE: 2010 RTIP 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 and reviewed them at the September 9 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 has delayed 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. Sponsors are encouraged to program new TE projects in FY 2009-10 or FY 2010-11. 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 county share will be reduced by \$29 million, and Alameda’s available county share will be reduced by \$2 million.

- **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. Additionally, the CTC generally gives priority to actual projects rather than TE reserves.

- **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

J:\COMMITTEE\Partnership\Partnership PDWG\2009 PDWG\09 PDWG Memos\07_Sep 09 - PDWG\04b_0_2010_STIP_Development.doc

**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.

77

Sincerely,

DENIX D. ANBIAH
 Chief
 Division of Local Assistance

Attachment D

2010 STIP Fund Estimate County Targets (Draft)

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

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

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

| 100% | Third STIP Share Period 2008-09 through 2011-12 | | | | 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

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WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 21, 2009

FR: Amy Burch

RE: P-TAP Scoring Criteria for Round 11 Projects

Background

The Pavement Management Technical Assistance Program (P-TAP) provides Bay Area jurisdictions with expertise in implementing and maintaining a pavement management program, primarily the MTC StreetSaver® software. MTC has programmed over \$6.2 million in regional Surface Transportation Program (STP) funds during the last ten rounds of P-TAP. In total, MTC has funded 362 projects and assisted all Bay Area jurisdictions with their pavement needs.

MTC is currently soliciting applications for Round 11 projects. Applications are due on **October 9, 2009 by 4:00 p.m.** MTC will notify grant finalists by November 16, 2009. All eligible Bay Area cities and counties are encouraged to apply.

Scoring Criteria for Round 11 Projects

MTC staff have edited the scoring criteria from Round 10 (see Attachment 1), and removed two criteria that are no longer relevant. The first, "Preventative Maintenance," scores jurisdictions based on the presence of a preventative maintenance program (PMP). As all Bay Area jurisdictions should now have PMPs, this measure no longer applies. The second, "Project Delivery Survey," scores jurisdictions based on their record of on-time project delivery. MTC staff determined that this criterion is unnecessarily punitive. Please see Attachments 1 and 2 for the scoring criteria for Rounds 10 and 11, respectively.

Feel free to contact me at 510-817-5735 and aburch@mtc.ca.gov with questions.

SCORING CRITERIA FOR P-TAP 10 PROJECTS

| <u>No.</u> | <u>Description</u> | <u>Score Range</u> |
|------------------------|---|---|
| 1 | <u>Scope of Work Requested</u> <i>Jurisdictions applying for reinspection-type projects will receive higher scores.</i> | <u>5 to 15 points</u> PMS = 15 GIS or PS&E = 5 |
| 2 | <u>Centerline Miles</u> <i>Jurisdictions with fewer centerline miles will receive higher scores.</i> | <u>5 to 15 points</u> <100 = 15 points 100-300 = 10 points >300 = 5 points |
| 3 | <u>Prior P-TAP Recipient</u> <i>Jurisdictions who have never received P-TAP funds in the past will receive higher scores.</i> | <u>0 to 20 points</u> Round 9 = 0 Round 8 = 10 Round 7 and earlier = 20 |
| 4 | <u>Certification Status</u> <i>Jurisdictions without current PMP certification will receive higher scores.</i> | <u>10 to 20 points</u> Currently Expired = 20 Expire by year's end = 15 Certified for 1-2 years = 10 |
| 5 | <u>Preventative Maintenance</u> <i>Jurisdictions with strong preventative maintenance programs in place will receive higher scores.</i> | <u>0 to 10 points</u> If PM Budget not entered = 0 PM Budget > 0 = 10 |
| 6 | <u>Version of StreetSaver</u> <i>Jurisdictions without the online version will receive higher scores.</i> | <u>0 to 20 points</u> Version 7.5 = 20 8.0 desktop = 10 Online = 20 |
| *Added Criteria | | |
| | <u>LS&R Needs and Revenue Survey</u> <i>Jurisdictions who did not turn in their surveys to MTC will not be eligible for PTAP funding</i> | <u>-100 points</u> |
| | <u>Project Delivery Survey</u> <i>Jurisdictions that have consistently not delivered projects on time will have their scores lowered by 25 points.</i> | <u>-25 points</u> |

**METROPOLITAN TRANSPORTATION COMMISSION
PAVEMENT MANAGEMENT TECHNICAL ASSISTANCE PROGRAM (P-TAP)
ROUND 10 APPLICATION FORM**

Deadline: April 25, 2008

1. Name of Jurisdiction: _____
Address: _____

| | |
|-----------------------|--------------------|
| 2. Contact Person #1: | Contact Person #2: |
| Name: _____ | Name: _____ |
| Title: _____ | Title: _____ |
| Phone: _____ | Phone: _____ |
| Fax: _____ | Fax: _____ |
| Email: _____ | Email: _____ |

JURISDICTION INFORMATION

3. Total number of centerline miles within jurisdiction: _____

4. Number of full time engineering staff on payroll: _____

5. Number of staff working with pavement management: _____

a. If using the MTC PMS, have staff attended training & user week mtgs? _____

b. Training classes staff received: _____
When? _____

c. Last User Meeting Attended: _____

6. 2007-2008 Pavement Maintenance Budget (incl. engineering, labor, & materials): \$ _____

Breakdown

a. Sealing and Patching (incl. Crack, Slurry, Chip, and Cape seals): \$ _____

b. Overlays: \$ _____

c. Reconstruction: \$ _____

d. Stop-gap (e.g. pothole patching): \$ _____

7. 2007-2008 Preventive Maintenance Budget (any treatment on a road w/ a PCI>70) \$ _____

PAVEMENT MANAGEMENT SYSTEM

8. Have you acquired MTC Pavement Management System? Yes _____ No _____ (If No, go to #9)

a. What version? (incl. Service release #) _____

b. Last network inspection completed in what year? _____

I. Percent of network inspected? _____ %

II. If a reinspection cycle is established, what is it? _____

c. Level of information revised last in what year? _____

I. Inspection data input (no PCIs determined) _____

II. Applied pavement treatment date in PMS _____

III. PCIs calculated _____

IV. Budget Options Report completed _____

9. If not using MTC PMS, what software are you currently using? _____

10. Have you utilized PMS consultants before? Yes _____ No _____

- If yes, which consultant? _____

- Do you have any preference for your consultant? Yes _____ No _____

- If yes, which consultant? _____

11. Do you have a digital map (e.g. GIS) of your jurisdiction? Yes _____ No _____

- If yes, what format? _____

12. Have you linked your basemap to your PMS database? Yes _____ No _____

SCOPE OF WORK

Please select one or more Projects from No. 12-15. If you are interested in more than one project, To indicate your prioritization place "1-4" in the boxes.

Mail Application to: Sri Srinivasan, MTC, 101 Eighth Street, Oakland, CA 94607-4700
Fax Application to: 510-817-5848

(Jurisdictions interested in Projects No. 14-16 MUST have an updated PMS in place before these projects will be funded)

13. Pavement Management System (PMS) Projects

Project will include ALL tasks listed (items a - h), unless otherwise agreed upon by MTC. A BOR must be completed, either by the consultant or the jurisdiction itself, and submitted to MTC by September 30, 2008.

- a. Break Network into Management Sections (for new PMS implementation only)
- b. Update PMS Road Network (e.g. create new management sections, combine/delete sections)
- c. Inspect Management Sections (visual pavement distress surveys and measurements out in the field)
 - Estimated no. of centerline miles to be inspected:
 _____ No. of centerline miles _____% of network
 _____ No. of pavement management system miles (if different from centerline miles) _____% of network
 Includes (please check all that apply): ___Arterials ___Collectors ___Residentials ___Other
 - Estimated no. of management sections to be inspected: _____No. of Management Sections
 - Estimated no. of inspection units to be inspected: _____No. of Inspection Units
- d. Update Treatment Decision Tree and Unit Costs
- e. Update Maintenance and Repair (M&R) History
- f. Establish Pavement Needs (current PCI, backlog), & Project Future Pavement Condition
- g. Perform Budget Scenarios Analysis
 - Run, at a minimum, the three scenarios required for PMP certification.
- h. Complete a Budget Options Report (Budget Analysis)
- i. Present Report to Management and/or City Council
- j. Provide assistance for federal/state funding requests

14. MTC PMP/Geographical Information System (GIS) Linkage Projects

Current format of digital base map: _____

- a. Create/implement a dynamic linkage between the MTC PMP data and the jurisdiction's centerline map
 - Estimated no. of sections to be linked: _____ No. of sections _____% of network
- b. Deliver and install product/ Provide staff training and Users Guide

15. Pavement Design Projects - Develop Plans, Specifications & Cost Estimates (PS&E)

- a. Provide assistance in developing PS&E design work for specific pavement rehabilitation, and/or reconstruction projects. (Note: PS&E is typically 15-20% of the construction cost)
Please briefly describe the project, including the length and width of the proposed project, as well as the functional classification and current PCI of the streets involved. Please also indicate if there is any work to be done beyond the general pavement rehabilitation and reconstruction work (ie. curbs, etc.)

Please indicate the date you plan for this project to go to construction: _____

Please also list what you anticipate the total project budget will be: \$ _____

16. Other Projects (please specify) _____

PROJECT BUDGET

17. TOTAL PROJECT COST (Sum of lines 18 & 19) \$ _____
 - Calculated at \$300 multiplied by number of centerline miles with \$7,500 Minimum & \$40,000 Maximum.

18. Local contribution (Must be at least 20% of total project cost, Maximum = \$8,000) \$ _____
 Local contribution is due to MTC prior to the start of the project, and no later than August 30, 2007.

19. Have you received P-TAP grants before? Yes _____ No _____

20. Does your jurisdiction have additional funds available to pay for a project whose cost exceeds the P-TAP grant amount? Yes _____ No _____

Signature of Public Works Director: _____

Phone: _____

Name of Public Works Director: _____

E-mail: _____

SCORING CRITERIA FOR P-TAP 11 PROJECTS

| <u>No.</u> | <u>Description</u> | <u>Score Range</u> | <u>Total Points</u> |
|-------------------------------------|---|--|---------------------|
| 1 | <u>Scope of Work Requested</u> | 5 to 20 | 20 |
| | <i>Jurisdictions applying for Pavement Management System (PMS) projects will receive higher scores.</i> | PMS = 20 PS&E = 5 | |
| 2 | <u>Centerline Miles</u> | 5 to 15 | 15 |
| | <i>Jurisdictions with fewer centerline miles will receive higher scores.</i> | <100 = 15 100-300 = 10 >300 = 5 | |
| 3 | <u>Prior P-TAP Recipient</u> | 0 to 25 | 25 |
| | <i>Jurisdictions that have not recently received P-TAP funds will receive higher scores.</i> | Round 8 or earlier = 25 Round 9 = 15 Round 10 = 0 | |
| 4 | <u>Certification Status</u> | 10 to 20 | 20 |
| | <i>Jurisdictions without current PMP certification will receive higher scores.</i> | Currently Expired = 20 Expired by year end = 15 Certified for 1-2 years = 10 | |
| 5 | <u>Version of StreetSaver®</u> | 0 to 20 | 20 |
| | <i>Jurisdictions without the online version will receive higher scores.</i> | Version 7.5 = 20 8.0 desktop = 10 Online = 0 | |
| <u>Total Points Possible</u> | | | <u>100</u> |
| *Additional Criteria | | | |
| | <u>LS&R Needs and Revenue Survey</u> | -100 | -100 |
| | <i>Jurisdictions that did not turn in their surveys to MTC are not eligible for P-TAP funding.</i> | | |



METROPOLITAN
TRANSPORTATION
COMMISSION

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WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 21, 2009

FR: Jennifer Yeamans

RE: Lifeline Cycle II Funding Update

Background

In July 2008, MTC released the second-cycle Lifeline funding program, originally totaling \$66 million over three years. The program is administered by county-level Lifeline Program Administrators (LPAs) and comprises State Transit Assistance (STA), Proposition 1B Transit, and federal Job Access Reverse Commute (JARC) funds.

Because the three-year Lifeline Program included both FY 09 and FY10 STA and Proposition 1B estimates, LPAs had an option of programming their Lifeline funding all at once or in two tiers. Subsequent elimination of STA funding reduced the funding available to the program by approximately \$4 million in Tier 1 and \$13 million in Tier 2, reducing the 3-year overall total Lifeline Program to \$48.7 million as of May 2009, when the Tier 1 program of projects was revised to reflect reduced STA funding.

Currently, the Tier 2 program consists of \$10.4 million in Proposition 1B Transit funds only, and is due to MTC September 30.

Tier 2 Funding Augmentation Proposal

MTC staff is proposing to augment the STA Consolidated Policy Program with a one-time augmentation of \$13.3 million in population-based STA funds; of which \$3.9 million would be available to the Lifeline Program. In addition, MTC anticipates FY10 JARC Large Urbanized Area funds to be available under the SAFETEA extension in an amount roughly equal to the FY09 JARC funds programmed in Tier 1. **Table A**, attached, shows the revised estimated Tier 2 program targets by fund source; **Table B** shows these estimated amounts broken out by county per the Lifeline formula.

MTC staff is proposing that county LPAs work with their local transit agencies and partners to incorporate these additional funds into their Tier 2 programs. In addition, MTC staff is proposing to amend the Lifeline Program Guidelines to reflect the new funding levels and to allow project solicitations that have already occurred to satisfy the competitive selection process. Further, if a county has gone through a competitive process, but chooses to select alternative projects for Tier 2 that sustain existing transit services as a result of recent state budget cuts, that would be acceptable for all funding except JARC funds. Federal rules require projects funded by JARC to be the result of a competitive project selection process.

Due to the one-time-only nature of the STA funds in particular, MTC staff is recommending that counties and transit operators work together to develop a strategic approach for their expenditure. Specifically in the Northern Counties/Small Operators and Lifeline categories, agencies should consider focusing on services that can be sustained with these funds for the next several years rather than spreading the funding across many services that will need to be terminated if no alternative source of revenue becomes available in the next year or two. The use of STA funds as match to JARC funds to sustain services longer should also be considered.

Proposed Timeline

Tier 2 programs including all additional funds would be due to MTC October 30, 2009. This deadline is important because MTC expects applications for Proposition 1B Transit FY10 funds will be due to Caltrans in December.

Please contact me with questions about this proposal. This information is also being provided to Lifeline Program Administrators for each county.

Attachments:

Table A – Lifeline Second Cycle Funding FY 2009-2011

Table B – Estimated Funding Targets by County

Table A
Lifeline Transportation Program
Second Cycle Funding
FY 2009 - FY 2011

| FUND SOURCE | CYCLE II: FY 09 - FY 11 | | | | |
|-----------------------|-----------------------------|--|------------------------|------------------------------|----------------------|
| | Tier I Program ¹ | | | Tier II Program ² | 3-YEAR TOTAL |
| | <i>Year 1</i> Actual | <i>Year 2</i> Feb. 2009 Approved State Budget | <i>Subtotal Tier I</i> | <i>Year 3</i> Estimated | |
| STA ³ | \$ 13,599,855 | \$ 4,718,396 | \$ 18,318,251 | \$ 4,158,139 | \$ 22,476,390 |
| Prop. 1B ⁴ | \$ 6,329,987 | \$ 10,482,412 | \$ 16,812,399 | \$ 10,482,412 | \$ 27,294,811 |
| JARC ⁵ | \$ 289,809 | \$ 2,885,368 | \$ 3,175,177 | \$ 2,808,913 | \$ 5,984,090 |
| TOTAL | \$ 20,219,651 | \$ 18,086,176 | \$ 38,305,827 | \$ 17,449,464 | \$ 55,755,291 |

Notes:

¹ The Tier I Program is due to MTC on November 30, 2008.

² The Tier II Program is due to MTC on October 30, 2009.

³ STA commitments are per MTC Resolution 3837 (including funding from the STA Consolidated Policy, Proposition 1B Swap, Spillover, and interest). The STA Year 2 amount is based on the revised state budget approved in February 2009. The STA Year 3 estimate is based on (1) \$3,888,980 in Res. 3814 Augmentation Transfer funds, (2) \$1,971 in STA funds carried over from FY 2009 (the adopted FY09 budget was \$1,971 higher than anticipated), (3) \$267,188 in FY 2009 interest, and (4) the Governor's Jan. 2009 budget proposal for FY2010, which does not allocate any funds to STA.

⁴ Prop. 1B commitment is per MTC Resolution 3814. Year 2 revised estimate reflects final FY 09 funding amounts from the State Controller. Year 3 (FY 10 funding amount) is estimated to be the same as Year 2 (FY 09 funding amount)

⁵ JARC Year 1 is the difference between the original estimate and actual FY 2008 apportionment. Year 2 is estimated FY 09 large urbanized area (UA) apportionment and small UA targets provided by Caltrans. JARC Year 3 is the difference between the original estimate and actual FY 2009 large UA apportionment, plus the estimated FY 2010 large UA apportionment.

Version 8/26/09

Table B
Estimated Funding Targets by County
Cycle II Program
FY 2009 - FY 2011

| COUNTY & POVERTY POPULATION ¹ | | CYCLE II: FY 09 - FY 11 | | | | | | | | |
|---|----------------|-------------------------|----------------------|---------------------|----------------------|---------------------|----------------------|---------------------|----------------------|----------------------|
| | | Tier I Program | | | | Tier II Program | | | | Total |
| | | STA ⁴ | Prop 1B | JARC ² | Tier I Subtotal | STA ⁵ | Prop 1B | JARC ⁶ | Tier II Subtotal | |
| Alameda - Available | 27.40% | \$ 4,527,210 | \$ - | \$ 786,582 | \$ 5,313,792 | \$ 1,139,330 | \$ 2,872,181 | \$ 851,554 | \$ 4,863,065 | \$ 10,176,857 |
| Alameda - Advanced ³ | | \$ - | \$ 5,098,588 | \$ - | \$ 5,098,588 | \$ - | \$ - | \$ - | \$ - | \$ 5,098,588 |
| Contra Costa | 12.50% | \$ 2,374,491 | \$ 2,016,841 | \$ 358,843 | \$ 4,750,174 | \$ 519,767 | \$ 1,310,302 | \$ 388,485 | \$ 2,218,554 | \$ 6,968,728 |
| Marin | 2.70% | \$ 512,890 | \$ 435,638 | \$ 77,510 | \$ 1,026,038 | \$ 112,270 | \$ 283,025 | \$ 83,913 | \$ 479,208 | \$ 1,505,245 |
| Napa | 1.70% | \$ 322,931 | \$ 274,290 | \$ 84,494 | \$ 681,715 | \$ 70,688 | \$ 178,201 | \$ - | \$ 248,889 | \$ 930,605 |
| San Francisco | 15.10% | \$ 2,868,385 | \$ 2,436,344 | \$ 433,483 | \$ 5,738,211 | \$ 627,879 | \$ 1,582,844 | \$ 469,288 | \$ 2,680,011 | \$ 8,418,222 |
| San Mateo | 7.10% | \$ 1,348,711 | \$ 1,145,565 | \$ 203,823 | \$ 2,698,099 | \$ 295,228 | \$ 744,251 | \$ 220,658 | \$ 1,260,137 | \$ 3,958,236 |
| Santa Clara | 21.70% | \$ 4,122,116 | \$ 3,501,235 | \$ 632,276 | \$ 8,255,627 | \$ 902,316 | \$ 2,274,683 | \$ 647,477 | \$ 3,824,477 | \$ 12,080,104 |
| Solano | 5.50% | \$ 1,044,776 | \$ 887,410 | \$ 416,834 | \$ 2,349,020 | \$ 228,698 | \$ 576,533 | \$ - | \$ 805,230 | \$ 3,154,250 |
| Sonoma | 6.30% | \$ 1,196,743 | \$ 1,016,488 | \$ 181,331 | \$ 2,394,562 | \$ 261,963 | \$ 660,392 | \$ 147,538 | \$ 1,069,893 | \$ 3,464,455 |
| TOTAL | 100.00% | \$ 18,318,251 | \$ 16,812,399 | \$ 3,175,177 | \$ 38,305,827 | \$ 4,158,139 | \$ 10,482,412 | \$ 2,808,913 | \$ 17,449,464 | \$ 55,755,291 |

Notes:

Estimates intended for planning purposes only. Actual allotment of funds may differ than those indicated above.

¹ Poverty percentages by county are based on federal poverty levels reported in 2000 US Census.

² JARC Tier I estimates include small urbanized area funds administered by Caltrans. The small urbanized areas in the region include Livermore, Gilroy, Petaluma, Fairfield, Vacaville, Vallejo and Napa. These funds are subject to Caltrans requirements.

³ The Alameda County – Advanced total reflects \$5.1 million in Prop. 1B programmed in advance under MTC Resolution 3834. Alameda County's share of Tier 1 Prop. 1B funds was \$4.6 million. The difference of \$491,991 is repaid from Alameda County's share of Tier 1 STA, which is distributed proportionately to the remaining counties.

⁴ The STA Tier I amount is equal to the Year 1 amount (\$13,599,855) plus the Year 2 amount (\$4,718,396), which is based on the revised FY09 State Budget approved in February 2009.

⁵ The STA Tier II amount reflects \$3,888,980 in Res. 3814 Augmentation Transfer funds, \$1,971 in STA funds carried over from FY 2009 (the adopted FY09 budget was slightly higher than anticipated), and \$267,188 in FY 2009 interest

⁶ The JARC Tier II estimates include FY 2010 large UA funds only. The small UA funds are administered by Caltrans and are subject to a statewide competition. As of August 2009, Caltrans does not plan to provide small UA target amounts for FY 2010 JARC funds.



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 21, 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



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 21, 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 | | | | | | Pro |
| 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

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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) |
|------------------|---|-----------|----------------|---|---|--|---|
| 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 |
| ACCMA | East Bay Incident & Emergency Mgmt. System | ALA030042 | \$ 400,000 | \$ - | \$ 400,000 | \$ - | \$ 400,000 |
| | ACCMA - 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 | \$ - | \$ - | \$ - |

All Projects in the TIP

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|----------------------|--|-----------|------------------|---|---|--|---|
| | 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 |
| ACCMA 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 | \$ - | \$ - |
| | 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 | \$ - | \$ - |

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|-----------------------|--|-----------|----------------|---|---|--|---|
| 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 |

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|---------------|---|-----------|------------------|---|---|--|---|
| | 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 | \$ - | \$ 39,268,494 |
| | 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 | \$ - | \$ - |
| | 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 | \$ - | \$ - |

All Projects in the TIP

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PROGRAMMED_AMOUNT

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|--|---|---------------|---------------|---|---|--|---|
| 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 | \$ - | \$ - |
| 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 |

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|----------------|--|-----------|------------------|---|---|--|---|
| | 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 | \$ - | \$ - |

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|---------|--|-----------|----------------|---|---|--|---|
| | 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 |
| | 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 | ALA070060 | \$ 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-EI 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 |

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|---------|--|-----------|----------------|---|---|--|---|
| | 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 | \$ - | \$ - | \$ - |

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| | Grouped Listing Local - Highway Bridge Program | VAR991007 | \$ 511,412,000 | \$ 186,017,000 | \$ 175,171,000 | \$ 150,224,000 | \$ 91,862,000 |
| | 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 | \$ - | \$ - |

All Projects in the TIP

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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) |
|------------------|--|-----------|------------------|---|---|--|---|
| | 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 | \$ - | \$ - | \$ - |
| | 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 | \$ - |

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|----------------------|--|-----------|----------------|---|---|--|---|
| | 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 |

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|-----------------------|---|-----------|---------------|---|---|--|---|
| | 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 | \$ - | \$ 140,000 |
| 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 | \$ - | \$ - |
| | 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 | \$ - | \$ - |

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|-------------------|--|-----------|----------------|---|---|--|---|
| | 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 | \$ - | \$ 54,684,000 |
| GGBHTD | Ferry Vessel Replacements | MRN030012 | \$ 12,501,000 | \$ - | \$ 12,501,000 | \$ - | \$ 12,501,000 |
| | Replace (6) 1997 Paratransit Vans | MRN030013 | \$ 440,204 | \$ - | \$ 440,204 | \$ - | \$ - |
| | 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 | \$ - | \$ - |

All Projects in the TIP

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|---------------|---|-----------|----------------|---|---|--|---|
| | 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 | MTC99002B | \$ 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 | \$ - |

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|------------------|---|-----------|----------------|---|---|--|---|
| | 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 | \$ - |
| 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 | \$ - |

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|-----------------------|--|-----------|----------------|---|---|--|---|
| | 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 | \$ - | \$ - | \$ - |

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| | Novato Bus Stop Improvements | MRN070001 | \$ 6,423,000 | \$ 6,273,000 | \$ 150,000 | \$ - | \$ - |
| MCTD Total | | | \$ 16,551,000 | \$ 16,273,000 | \$ 278,000 | \$ - | \$ - |
| 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 | \$ - | \$ - |

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| | 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 | \$ - | \$ 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 |
| 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 |

All Projects in the TIP

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| 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 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. Impovements | 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 | \$ - | \$ - |

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|--|---|-----------|---------------|---|---|--|---|
| Oakland Total | | | \$ 99,846,300 | \$ 15,289,300 | \$ 21,062,000 | \$ 63,495,000 | \$ 2,030,000 |
| 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 | \$ - | \$ - |
| | 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 | | | \$ 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 | \$ - | \$ - | \$ - |

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|---|--|---------------|----------------|---|---|--|---|
| | 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 Improvemen | 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 | \$ - |
| 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 | \$ - | \$ - | |

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|--|---|---------------|----------------|---|---|--|---|
| 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 | \$ - | |

All Projects in the TIP

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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) |
|---------------------------|--|-----------|----------------|---|---|--|---|
| | 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 | \$ 8,434,308 |
| 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 |
| | 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 | \$ - |

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|----------------------|---|-----------|----------------|---|---|--|---|
| | 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 Avenu | SCL090018 | \$ 18,800,000 | \$ 9,400,000 | \$ - | \$ 9,400,000 | \$ - |
| | New SR152 Alignment Study | SCL090016 | \$ 10,615,000 | \$ 10,615,000 | \$ - | \$ - | \$ - |
| 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 |
| SantaRosa 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 |

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|----------------|--|-----------|---------------|---|---|--|---|
| | 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 | \$ - | \$ - | \$ - |
| | SantaRosa Bus Total | | \$ 34,976,237 | \$ 15,569,242 | \$ 19,406,995 | \$ - | \$ 5,797,670 |
| 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 | \$ - |

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|------------------------------|--|-----------|-------------------------|---|---|--|---|
| | 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 | \$ - |
| | 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 |

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|--------------------|---|------------------|------------------|---|---|--|---|
| | 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 | \$ - | \$ - |

All Projects in the TIP

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|------------------------------|--|-----------|----------------|---|---|--|---|
| | | 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 | \$ - |
| | 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 |

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|----------------------|---|-----------|----------------|---|---|--|---|
| | 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 |
| 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 | \$ - | \$ - | \$ - |

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|-----------------|---|-----------|------------------|---|---|--|---|
| 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 | \$ - | \$ - |

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|------------------|--|-----------|---------------|---|---|--|---|
| | 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 | \$ - | \$ 307,000 |
| | 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 | \$ - |
| | 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 | \$ - | \$ - | \$ - |

All Projects in the TIP

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|---------------|--|-----------|----------------|---|---|--|---|
| | 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 | \$ - | \$ - | \$ - |
| | 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 | \$ - | \$ - | \$ - |

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|---------------|--|-----------|----------------|---|---|--|---|
| | 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 | \$ - |

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|---------|--|-----------|----------------|---|---|--|---|
| | 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 Reconst & Road Widening | SCL030006 | \$ 7,139,000 | \$ 7,139,000 | \$ - | \$ - | \$ - |
| | 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 |

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|--------------------|---|-----------|-------------------|---|---|--|---|
| | 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 | \$ - | \$ - |

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) |
|------------------|---|-----------|-------------------|---|---|--|---|
| | 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 | \$ - | \$ - |
| | 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 |



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 21, 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 August 25, 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 8/25/09) | Obligations through August 25, 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 21, 2009

Page 2 of 2

obligation (an E-76 / federal authorization to proceed) by April 30, 2009. Sponsors should continue to work with their Caltrans Local Assistance Engineer to obligate their funds as soon as possible before the State runs out of obligation authority.

Any funding changes to projects in the Plan must be added to FY 2008-09 of the TIP through a TIP Revision approved by MTC, before the change is incorporated into the Obligation Plan. Attached is a listing of the STP/CMAQ funds programmed in FY 2008-09 and should have been submitted to Caltrans Local Assistance by February 1, 2009, and obligated by April 30, 2009. **Funds not obligated by the regional deadlines are subject to reprogramming within the region to other projects that can use the OA.**

Project sponsors are reminded that September 30, 2009 marks the end of SAFETEA-LU and as a result, all unobligated funds will be rescinded by FHWA. Any sponsor with funds in the "Balance Remaining" column of the attached Obligation Status Report should contact Ross McKeown at rmckeown@mtc.ca.gov 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/Intl/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 |

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 |
| 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 |

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 |
| 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 |

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 |
| 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 |

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 |
| 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 |

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 |
| 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 | |
| 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 | |
| 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 |

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 |
| 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 |

Metropolitan Transportation Commission

STP-CMAQ Obligation Status Report

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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 |
| 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

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: September 21, 2009

FR: Marcella Aranda

RE: Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)

Caltrans Division of Local Assistance has posted program updates/announcements to their website at: <http://www.dot.ca.gov/hq/LocalPrograms/>. Jurisdictions are encouraged to review the bulletins for program changes.

If you have any questions regarding the posted bulletins, please contact the Caltrans Local Assistance staff referenced in the respective bulletin(s).

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.

Frank Cao
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ITS Coordinator
Division of Local Assistance, HQ
Sacramento, CA 95814
Phone: 916-653-0341 CALNET 453-0341
Fax: 916-654-2409

DLA-Website-Updates-Announce mailing list
DLA-Website-Updates-Announce@lists.dot.ca.gov
<http://lists.dot.ca.gov/mailman/listinfo/dla-website-updates-announce>

----- Forwarded by Sylvia Fung/D04/Caltrans/CAGov on 09/09/2009 04:08 PM
-----Bakari Akil/D04/Caltrans /CAGov
To Local Assistance - Public Works Directors 09/09/2009 03:48 PM

Subject New Procedure - Invoice Package Submittals

Dear Directors,

As you may be aware of, new procedures were implemented associated with the review and approval of local agency invoices for federal and state funded local transportation projects administered by Caltrans that went into effect September 1, 2009.

The purpose of this communication is to establish the procedure for handling the review and approval of invoices with Caltrans District 4.

There have been no changes to the existing requirements arising from the new procedures for the submittal of your invoices. Please refer to DLA- OB 09-05 (Local Agency Invoice Review) @ http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm for details. Caltrans expects the following procedure to be adhered to by local agencies when submitting invoice packages:

- Effective September 1, 2009, all invoice packages for Caltrans - District 4 are to be submitted to the attn. of Mr. Bakari Akil @ Caltrans - Office of Local Assistance, Mail Station 10-B, P.O. Box 23660, Oakland, CA 94623 - 0660.
- Perform work and/or make progress estimates and payments to contractors/consultant.
- Prepare timely and accurate progress invoices (ensuring support documentation and a certification affirming the accuracy of the invoice package is included).
- Submit an original signed invoice on agency letterhead with 2 copies of the original invoice and 2 copies of your supporting documentation.
- Submit a copy of Exhibit 15-G2 "Local Agency Bidder DBE Information" (Construction Contracts) within 15 days of contract execution. Failure to submit this may result in deobligation of funds for your project.
- Submit a copy of the contract Award Package to DLAE within 60 days of contract award. Failure to submit the Award Package will delay the payment of the first construction invoice. (Please note that invoices that are received prior to or without the submission of an Award Package will be returned).
- Submit a contract Bid Summary/Cost to Date form to verify that the completed work is consistent with the total Federal/State funds invoiced.
- For consultant service contracts, submit a copy of the executed agreement and substantiation of the consultant selection process being in compliance with the requirements stipulated in Chapter 10 "Consultant Selection" of the Local Assistance Procedures Manual along with the first invoice.
- Submit an invoice a minimum of every 6 months to avoid placement on inactive projects list.

Feel free to contact me should you have additional questions or concerns.

Bakari Akil
Office of Local Assistance
510 622-5912
510 286-5240 Fax
bakari_akil@dot.ca.gov