

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

October 19, 2009, **1:30 p.m. – 3:30 p.m.**

MetroCenter, 1st Floor, Auditorium

101 - 8th Street, Oakland, CA 94607

AGENDA

Estimated Time
for Agenda Item

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- | | |
|--|------------------|
| 1. Introductions | 1:30 p.m. |
| 2. Nomination and election for PTAC Vice Chair for FY 2009-10 | |
| 3. Minutes of September 21, 2009 PTAC Meeting* | |
| 4. Partnership Reports | |
| • Partnership Board
Chair: Rick Ramacier, CCCTA
<i>The Partnership Board is scheduled to meet on December 1, 2009.</i> | |
| • Transit Finance Working Group*
Chair: April Chan, Caltrain/SamTrans
<i>The Transit Finance Working Group met on October 7, 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 October 2, 2009.</i> | |
| • Programming and Delivery Working Group*
Chair: Sandy Wong, San Mateo C/CAG
<i>The Programming and Delivery Working Group met on October 19, 2009.</i> | |

DISCUSSION ITEMS

1:45 p.m.

- | | |
|--|--|
| 5. Legislative Report (<i>Rebecca Long</i>)
<i>(MTC staff will present an update on legislative actions.)</i> | |
| 6. 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 Reporting* (<i>Memo Only</i>) | |
| b. ARRA Discretionary Programs Summary* (<i>Amy Burch</i>) | |
| 7. New Federal Act – Update on Proposal for Cycle 1 STP/CMAQ Funding* (<i>Craig Goldblatt</i>)
<i>(MTC staff will provide an update on the October 14th PAC meeting and seek additional PTAC input on the proposal for Cycle 1 STP/CMAQ funding.)</i> | |
| 8. Transportation for Livable Communities (TLC) Program Next Steps* (<i>Therese Trivedi</i>)
<i>(MTC staff will present an update on the TLC program scoring and evaluation.)</i> | |
| 9. BART Car Replacement Policy Commitment and update to Transit Capital Priorities Vehicle Procurement Reserve Policy and Program* (<i>Glen Tepke</i>)
<i>(MTC staff will provide an overview of the proposed policy commitment of approximately \$780 million in FTA formula funds (Section 5307/5309) and federal Surface Transportation Program (STP) funds to BART over the next ten years to support their rail car replacement project, and associated amendments to the policy and program for FY 2010 to FY 2012 FTA funds to program the \$150 million Vehicle Procurement Reserve to BART and Caltrain for their railcar replacement projects.)</i> | |

INFORMATION ITEMS / OTHER BUSINESS

2:40 p.m.

10. TIP Amendment Update* (*Sri Srinivasan*)
(*The current TIP and subsequent TIP Amendments are available online at: <http://www.mtc.ca.gov/funding/tip> .*)
11. 2011 TIP Development (*Sri Srinivasan*)
 - 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 were rescinded by FHWA on September 30, 2009.*)
13. Recommended Future Agenda Items (*All*)
14. Public Comment

Next meeting on:

Monday, November 16, 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

September 21, 2009

Page 1 of 2

1. Introductions

Kenneth Folan (MTC Staff Liaison) announced that Margurite Fuller (SFMTA) has stepped down immediately as PTAC Chair and Sandy Wong (San Mateo C/CAG, PTAC Vice-Chair) will replace her immediately as PTAC Chair. As Sandy Wong was unavailable, Kenneth Folan announced that former PTAC Chair, Ben Tripousis (City of San Jose), volunteered to step in as interim chair for the September meeting. It was proposed and seconded that a recommendation for Vice-Chair would come from the Transit Finance Working Group with the final election being deferred to the October PTAC meeting.

2. Minutes of July 20, 2009 PTAC Meeting

The minutes for the July 20, 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: TCIP – MTC has announced its Phase III Request for Proposal; ZEB Demo update – the State has delayed the 15% purchase requirement indefinitely; and the SRTP policy for operators who wish to opt out.

Local Streets and Roads Working Group (LSRWG) – *Ben Tripousis, City of San Jose* - The LSRWG met on September 10, 2009. The group discussed the New Act STP/CMAQ – Cycle 1 staff proposal and worked to develop a response.

Programming and Delivery Working Group (PDWG) – *Kenneth Kao, MTC* - PDWG met on September 21, 2009. Key topics of discussion included: 1) STIP shortfall and the potential CTC allocation plan; and 2) Caltrans Local Assistance updates.

Discussion Items

4. Legislative Update

Rebecca Long (MTC) provided a legislative update. Updates on Federal legislation included: 1) FY10 Appropriations, action was expected soon, including earmarks; 2) End of SAFETEA-LU, Chairman Oberstar is expected to introduce a proposed 3-month extension to the Act; the deadline to take action is October 11. Rebecca reported on the end of SAFETEA rescission and added that if the rescission remains as it is currently, the region will not be impacted; 3) SB 83 (Hancock) allows the CMAs to ballotize a \$10 VRF; 4) SB 406 (Desaunier) would be a funding source for the sustainable community strategy and would result in a \$1 VRF (not voter-approved) and could increase to \$2. 5) AB744 – the HOT lane bill has turned into a 2-yr bill; and 6) AB 672 the Letter of No Prejudice (LONP) bill is currently on the Governor's desk and applies to Prop 1B projects. If signed, the bill would be effective 1/1/10, but can be retroactive for past expenditures.

On the State side, Rebecca reported that the General Obligation Bond sale may be delayed to sometime before December.

5. American Recovery and Reinvestment Act 2009 Update

Craig Goldblatt (MTC) provided the committee with an update on the Bay Area's delivery of American Recovery and Reinvestment Act of 2009 (ARRA) funds and summarized the cost savings proposal and schedule for local streets and roads system preservation projects. Amy Burch (MTC) provided an update on the ARRA Discretionary funds, stating that AC Transit was awarded a \$6.4M TIGGER grant.

6. New Federal Act – Update on Proposal for Cycle 1 STP/CMAQ Funding

Craig Goldblatt (MTC) summarized the revisions to the new staff proposal along with comments received to date. Based on comments and questions raised at the September Programming and Allocations Committee meeting, the Committee requested more time to review programming and policy issues. The Committee also agreed to convene a climate initiative working group including two MTC Commissioners to define the overall framework of the climate initiative program so as to better inform the final program and policy. The Committee recommended final adoption of the proposal be postponed to November. Final adoption in November may result in a lapse of program funding for regional operations programs; therefore, staff will seek action on those programs only at the October PAC meeting. Comments received from the Committee members questioned the categorization of Safe Routes to School (SRTS), why the CMAs are not listed as climate initiative managers and some felt that Solano County's Cordelia

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

September 21, 2009

Page 2 of 2

Junction project should be considered for ARRA backfill (CMIA). Representatives for the Local Streets and Roads Working Group announced that they are in the process of developing an alternative proposal and intends to present it at the October PAC meeting. The Committee requested that this item be agendaized as an action item for the October PTAC meeting.

7. Overview of 2010 Regional Transportation Improvement Program (RTIP)

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

The CTC is expected to delay adoption of the Fund Estimate until the October CTC meeting. As a result of this delay, MTC will adopt the 2010 RTIP Policies and Procedures in October. Staff provided an overview of the proposed 2010 RTIP Policies and Procedures and program schedule. 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.

8. P-TAP Scoring Criteria for Round 11 Projects

Amy Burch (MTC) announced that a call for projects has been announced for its Pavement Technical Assistance Program (P-TAP) Round 11. Applications are due to MTC electronically by October 9, 2009. Staff summarized the changes in the scoring criteria from past rounds.

9. Lifeline Cycle II Funding Update

Jennifer Yeamans (MTC) provided an update on Tier II/ Cycle II programming guidelines. The deadline to submit projects is October 30, 2009.

10. New Freedom Cycle 3 Update

Kristen Mazur (MTC) provided an update on Cycle 3 New Freedom programming. There is currently a call for projects for small UA/rural areas, which will be administered by Caltrans. In October, MTC staff will discuss the recommended program of projects with the Transit Finance Working Group (TFWG)/ Elderly and Disabled Advisory Committee (EDAC). The program of projects will then be presented for action at the October 14th Programming and Allocations Committee meeting.

Information Items / Other Business

11. TIP Amendment Update

Sri Srinivasan (MTC) reported that TIP Amendment 09-28 has been approved and announced that the 2011 TIP development will be starting soon. Staff requested that all sponsors review their projects currently in the TIP and archive those that do not have to be in there. The deadline to archive projects is October 30, 2009. The current TIP and subsequent TIP Amendments are available online at: <http://www.mtc.ca.gov/funding/tip>.

12. STP/CMAQ Program Monitoring Update

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

13. Recommended Future Agenda Items

- Nomination and Election of PTAC Vice-Chair
- Action on Cycle 1 Programming for New Authorization

Proposed Next Meeting:

Monday, October 19, 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, OCTOBER 7, 2009, 10:00 A.M. – 12:00 P.M.
METROCENTER, 3RD FLOOR, FISHBOWL CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|---|--------|
| 1. Introductions | 3 min |
| 2. Approval of the September 2, 2009 Minutes* | 2 min |
| 3. Selection of PTAC Vice Chair (<i>Kenneth Folan</i>) | 5 min |
| 4. Bus Emission Filter Upgrades* (<i>Glen Tepke</i>) | 10 min |
| 5. Legislative Update (<i>Rebecca Long</i>) | 5 min |
| a) CTA State Transit Funding Lawsuit* | 5 min |
| 6) ARRA Discretionary Programs Update* (<i>Amy Burch</i>) | 5 min |
| 7) Regional Transit Capital Inventory** (<i>Glen Tepke</i>) | 10 min |
| 8) BART Car Replacement Phase 1 Funding Plan/TCP Vehicle Procurement Reserve Program* (<i>Glen Tepke</i>) | 10 min |
| 9) SRTP Policy Proposal Update* (<i>Laramie Bowron</i>) | 10 min |
| 10) SRTP Projections** (<i>Mathew Adamo</i>) | 10 min |
| 11) New Freedom Cycle 3 Proposed Program of Projects** (<i>Kristen Mazur</i>) | 10 min |

Information Items / Other Items of Business:

- | | |
|--|-------|
| 12) 2009 TIP Updates* (<i>Sri Srinivasan</i>) | 2 min |
| 13) Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Amy Burch</i>) | 5 min |
| 14) State-Local Partnership Program Update* (<i>Amy Burch</i>) | 5 min |
| 15) Proposed Revisions to Guidance for FTA Section 5307 Program* (<i>Glen Tepke</i>) | 5 min |
| 16) 1512 Reporting* (<i>Glen Tepke</i>) | 3 min |
| 17) Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, November 4, 2009
1:00 p.m. – 3:00 p.m.
Claremont Conference Room, MTC MetroCenter

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

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



METROPOLITAN
TRANSPORTATION
COMMISSION

LOCAL STREETS AND ROADS WORKING GROUP
101 - 8th St., 2nd Floor, Claremont
Friday, October 2, 2009
9:00 a.m. – 11:00 a.m. - LSRWG

AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Fernando Cisneros, Chair</i>)	5 min
2. Review of September 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>)	5 min
4. Standing Updates:	
A. Legislative Update	10 min
B. American Recovery and Reinvestment Act (ARRA) Update (<i>Craig Goldblatt/Amy Burch</i>)	15 min
1. ARRA LA-ODIS Reporting (Monthly/Weekly)*	
2. ARRA Discretionary Programs Summary*	
3. ARRA Cost Savings	
5. Discussion Items:	
A. New Federal Act – Review of alternative proposals for New Federal Act* (<i>Fernando Cisneros</i>)	30 min
B. Discussion on proposal to change LSRWG meeting dates to accommodate Friday furloughs	5 min
C. Local Streets & Roads representation for the Bay Area Partnership (<i>Ben Tripousis</i>)	5 min
6. Informational Items:	
A. TIP Update * (<i>Sri Srinivasan</i>) (The current TIP and subsequent TIP Amendments are available online at: http://www.mtc.ca.gov/funding/tip)	5 min
B. 2011 TIP Development (<i>Sri Srinivasan</i>)	10 min
1. Archiving Old Projects in the TIP*	
2. Data Cleanup**	
C. P-TAP Round 11 Call for Projects (<i>Amy Burch</i>) (MTC has announced a call for projects for Round 11 of its Pavement Technical Assistance Program (P-TAP). Applications are due electronically to Amy Burch at aburch@mtc.ca.gov by October 9, 2009 .)	
D. Strategic Plan Implementation – Reform Subcommittee Report (<i>Theresa Romell</i>)	10 min
E. PMP Certification Status* (<i>Memo Only</i>) (Current PMP Certification status is available online at: http://www.mtcpms.org/ptap/cert.html)	
7. Caltrans Items:	
A. Highway Safety Improvement (HSIP) Call for Projects* (<i>Memo Only</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 DLAE offices by Thursday, October 8th, 2009 .)	
8. Recommended Agenda Items for Next Meeting: (<i>All</i>)	5 min

Proposed Next Meeting:

Friday, November 6, 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.

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

MTC Staff Liaison: *Theresa Romell*



METROPOLITAN
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COMMISSION

PROGRAMMING AND DELIVERY WORKING GROUP MEETING
Monday, October 19, 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 September 21, 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 were 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. 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 Reporting*	
ii. Cost Savings	
iii. ARRA Discretionary Programs Summary * (<i>Amy Burch</i>)	
4. Discussion Items	
A. 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	
B. New Federal Act – Update on Proposal for Cycle 1 STP/CMAQ Funding* (<i>Craig Goldblatt</i>) (<i>MTC staff will provide an update on the October 14th PAC meeting and seek additional PTAC input on the proposal for Cycle 1 STP/CMAQ funding.</i>)	15 min
5. Informational Items	
A. 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>)	
B. 2011 TIP Development* (<i>Sri Srinivasan</i>) i. Archiving projects in the TIP* ii. Data Cleanup	10 min
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. PDWG Meeting Schedule (*Kenneth Kao*)

(Staff proposes to combine the November and December PDWG meetings as well as the January and February 2010 meetings to mutually agreed upon dates to accommodate the upcoming holiday season.)

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. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)*
(Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.)
- i. [DLAWUA] Announcement: Local Agency Allocation Request Letters for the Proposition 1B State Local Partnership Programs (SLPP) "Formula" and "Competitive"
(Caltrans has posted the final Local Agency Allocation Request Letters for the Proposition 1B State Local Partnership Programs (SLPP), "Formula" and "Competitive".)
 - ii. [DLAWUA] Announcement: AASHTO Draft Uniform Audit & Accounting Guide
(The final draft version of the American Association of State Highway Officials (AASHTO) September 2009 Uniform Audit and Accounting Guide (Audit Guide) is available for your information at this link: <http://audit.transportation.org/?siteid=43>)
 - iii. [DLAWUA] Announcement: Bridge and Safety Programs - New Web Page Announcement
(The Office of Bridge and Safety Programs has developed new Safety Program Delivery Status Reports for the HSIP and HR3 programs. These reports are available on the Local Assistance website.)

7. Workshop Items**8. Recommended Agenda Items for Future Meetings****The Next PDWG Meeting:**

TBD

10:30 a.m. – 12:30 p.m.

MTC MetroCenter, *Room TBD*

101 Eighth Street, Oakland 94607

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

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



**METROPOLITAN
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: October 19, 2009

FR: Amy Burch

RE: ARRA Discretionary Programs Update

Summary

To date, funding awards total approximately \$37 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 \$924 million in transportation-related ARRA funding across all categories. The current status of ARRA Discretionary Programs follows.

TIGER Program Update

The U.S. Department of Transportation recently announced that nearly 1,400 grants totaling \$57 billion were submitted for the TIGER Program. Attachment A provides an overview of the applications received. Below is a summary of the DOT announcement.

- Grants Submitted: 1,381
- Requests: \$57 Billion
- Available Funding: \$1.5 Billion
- Maximum Award per State: \$300 Million
- Award Announcements: January 2010

Governor Schwarzenegger, in conjunction with Caltrans and the Business, Transportation and Housing Agency, is expected to submit an advocacy letter for California projects, including up to seven of the following Bay Area projects.

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

Project	TIGER Requests (\$ millions)
BART Oakland Airport Connector (TIFIA)	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
NUMMI Container Transfer	20.0
Total	231.5

High Speed and Intercity Passenger Rail (HSIPR) Program

In September, the California High Speed Rail Authority approved an application for over \$4.5 billion in ARRA funds for the engineering, design and construction of the state's high-speed rail system. This Track 2 application includes \$1.28 billion in Bay Area projects, listed below in Table 2.

Table 2: Bay Area HSIPR Projects Included in California's Track 2 Grant Application

Project	HSIPR Request (YOES\$ in millions)	Total Cost (YOES\$ in millions)
Transbay Terminal Rail Platform Extensions	102.5	205
4 th and King Station Improvements (Phase I)	50.0	100
San Bruno Grade Separations	150.0	300
High-Priority Grade Separations	344.5	689
Corridor Electrification	442.5	885
Positive Train Control	115.5	231
Diridon Station Phase I	75.0	150
Total	1,280.0	2,560

HSIPR Application and Awards Schedule

The Track 2 application is due to the Federal Railroad Administration (FRA) by October 2, 2009. The Governor submitted Track 1, 3, and 4 grant applications to the FRA in August. Awards decisions are expected as soon as October 2009 for Tracks 1, 3, and 4 and in December 2009 for Track 2.

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.

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

<http://www.energy.ca.gov/recovery/blockgrant.html>. The revised guidelines will be considered for adoption on October 7, 2009 at the Energy Commission Business Meeting. The final application process for small cities and counties has yet to be determined.

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.)

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 B, and programs with upcoming selection announcements are listed in Table 3.

Table 3: 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
10	EPA	Diesel Emission Reduction - Clean Diesel Emerging Technologies Program	EPA announces selected projects early fall 2009
14	DOE	Energy Efficiency and Conservation Competitive Grants	FOA expected in early Oct. 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

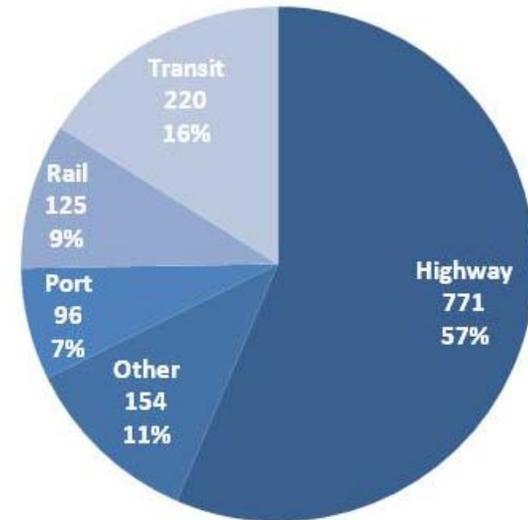
Feel free to contact me at 510-817-5735 and aburch@mtc.ca.gov with questions.

TIGER Discretionary Grants (TDG)

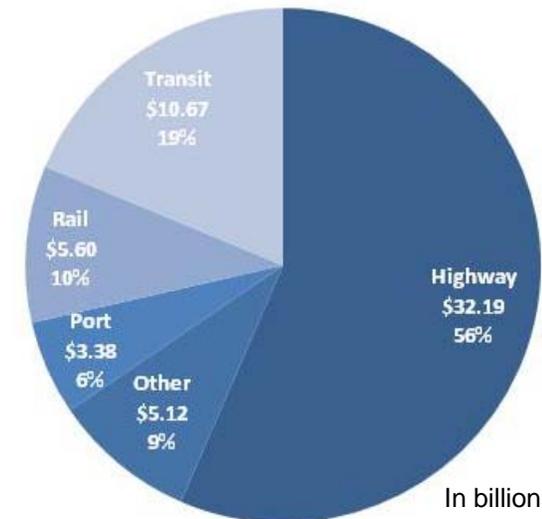
Applications Overview

1381	• Number Received
\$56.9 b	• Amount of Funds Requested
50 (+DC & 3 terr.)	• States Represented
512	• Number under \$20 m *
\$5.5 b	• Amount under \$20 m
781	• Number \$20 m - \$100 m
\$35.1 b	• Amount \$20 m - \$100 m
83	• Number over \$100 m
\$16.4 B	• Amount over \$100 m

Volume of Applications by Type



Amount Requested by Type



Data presented is preliminary, based on initial review. It is subject to change after further review and analysis. The total number above represents all applications received. Analysis may exclude a small number of applications where information was not complete.

**ARRA Transportation-Related Discretionary Programs
Bay Area Awards Summary**

Attachment B
Updated 9/25/09

	Agency	Program	Program Status	Amount Available (millions)	Amount Awarded to Bay Area (millions)	Recipient(s)	Project	Notes
1	DOT	U.S. DOT Secretary's Discretionary Grant Program - "Transportation Investment Generating Economic Recovery" (TIGER)	Awards expected Jan. 2010	1,500	TBD			
2	DOT	High Speed and Intercity Passenger Rail	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)	Awards announced Selectees submit formal grant applications directly following selection	100	6.4	AC Transit	Install photovoltaic modules at Central Maintenance Facility in Hayward	
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 early fall 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 on weekly basis	2,700	25.3	31 Bay Area jurisdictions have received awards to date.		DOE updates awards info weekly. For more info, go to: http://www.eecbg.energy.gov/grantees/default.html
14	DOE	Energy Efficiency and Conservation Competitive Grants	DOE to issue funding opportunity announcement (FOA) in early October 2009.	454	TBD			
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				15,546	37			

**ARRA Formula Programs
SF Bay Area ARRA Project Status
as of September 16, 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: October 19, 2009

FR: Marcella Aranda

RE: New Federal Act – Update on Proposal for Cycle 1 STP/CMAQ Funding

MTC staff presented an initial funding proposal to the Programming and Allocations Committee at its September meeting with a tentative October final approval for Cycle 1 programming and the overall policy framework. At the October 14, 2009 PAC meeting, Committee recommended initial programming of on-going programs only and recommended that the Cycle 1 STP/CMAQ funding proposal be considered in November.

Attached are the initial funding proposal as presented at the September PAC meeting as well as Resolution 3925, New Federal Surface Transportation Act—Cycle 1 Initial Programming and Program Update.

If you have any questions regarding the proposal, please contact Craig Goldblatt, STP-CMAQ Program Manager at cgoldblatt@mtc.ca.gov.

Attachments:

- A- New Federal Transportation Act - Proposal for Cycle 1 Programming and Cycle 2 Framework
- B- Resolution 3925, New Federal Surface Transportation Act – Cycle 1 Initial Programming and Program Update

**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**Agenda Item 3a**

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.

Memo to PAC on New Act Programming
 September 9, 2009
 Page 4 of 10

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.

Memo to PAC on New Act Programming
 September 9, 2009
 Page 9 of 10

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

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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.

Attachment B

- ***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,

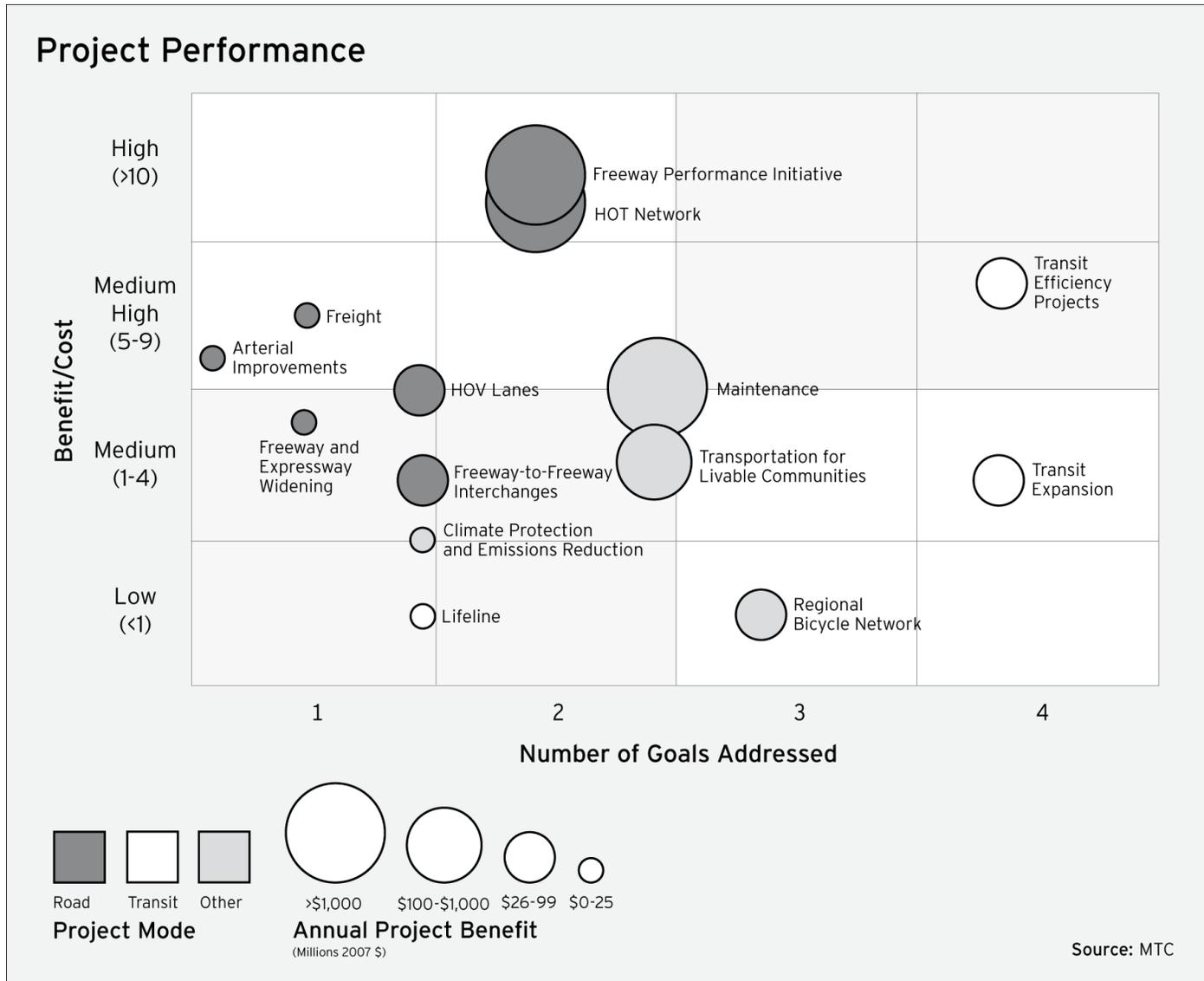
Attachment B

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.

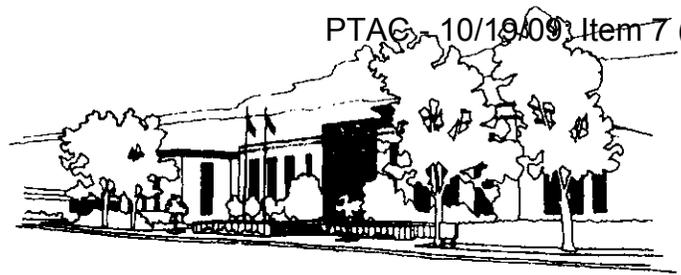
Appendix 1

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.

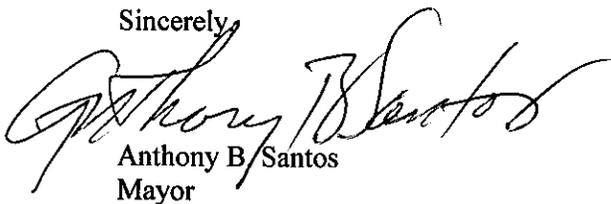
The majority of cities in the region have voluntarily chosen to become part of the FOCUS program by nominating one or more Priority Development Areas. Early allocation of funding for the TLC program, strategically directed to the PDAs, is critically important to ensure continued commitment from these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

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Inspiring leaders
to create public
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INSPIRING LEADERS *for* SUSTAINABLE COMMUNITIES

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

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

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

As such, we propose that the Commission:

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

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

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

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

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

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

Sincerely,

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

Tanya Narath
Executive Director

September 1, 2009

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

Re: STP/CMAQ funding allocations

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

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

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

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

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

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

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.

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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



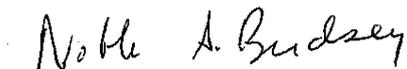
Judith Bell
President, PolicyLink



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



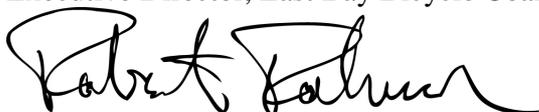
Ian Kim
Green-Collar Jobs Campaign Director, Ella Baker Center for Human Rights



Jeremy Madsen
Executive Director, Greenbelt Alliance

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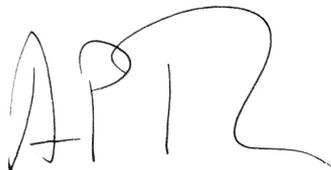
Robert Raburn
Executive Director, East Bay Bicycle Coalition

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.

Appendix 1 (Updated) – Summary of Comments Received To-date

Additional letters were received since the publication/ mailing of the September 9, 2009 Programming and Allocations packet. An example of one of the letters can be found below as well as additional individual names and organizations listed on the following pages (in bold).

Example Letter:

Commissioners and Staff
Metropolitan Transportation Commission

Through years of public process, details of the transportation plan were decided by the public, and they asked to fund programs and infrastructure that will reduce dependence on automobiles.

It is undemocratic and unethical to back pedal on those decisions to now reduce that funding. I strongly urge you to stand up for the commitments you made to fund a Transportation Climate Action Campaign and Bicycle and Walking Programs. 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 (Updated)

Page 2 of 3

- **Afam Agbodike**
- **Alex Pennock**
- **Alex Zeh**
- Alice Mosley
- **Alison Sant**
- **Andrea Owen**
- Andrew Casteel (Bay Area Bicycle Coalition)
- Andrew Chance
- Andy Thornley (San Francisco Bicycle Coalition)
- Ann Ceglia
- **Anson Smith**
- **Antonio D'souza**
- Ariana Jostad-Laswell
- Autumn Buss
- Barbara Moulton
- Bay Area Regional Health Inequities Initiative (BARHII)
- **Beth Power**
- **Bob Agnew**
- Bob Allen (Urban Habitat)
- Bob Prentice (BARHII)
- **Bob Strayer**
- **Brad Borevitz**
- **Brad Morrison**
- Brandon Kitagawa
- Brian Cavagnolo
- **Brian Stanke**
- Brit Harvey
- Bruce Ohlson
- Camille Guiriba
- Carrie Harvilla
- Charles Harris
- Charles Malarkey
- **Charles Peltz**
- Charlie Cronk
- **Chelsea Souter**
- Cheryl Brown
- Cheryl Longinotti
- Corinne Winter (Silicon Valley Bicycle Coalition)
- **Chris Colvin**
- Christine Culver (Sonoma County Bicycle Coalition)
- Christopher Pederson
- **Christopher DiSalvio**
- City of San Leandro
- Courtney Miller
- Craig Hagelin
- **Curt Hayden**
- **Dan Connelly**
- Daniel Schulamn
- **Dave Campbell**
- **David Blake**
- David Favello
- **David Loeb**
- David Rosen
- **David Seaborg**
- **Dayton Crites**
- Deb Hubsmith (Safe Routes to School National Partnership)
- **Deirdra Rogers**
- Dennis Rosatti
- Diane Spaulding (Non-Profit Housing Association of Northern California)
- **Dylan MacDonald**
- Edith Cabuslay (BARHII)
- **Eileen Maloy**
- Elaine Booth
- Eleanor Guerin
- Elizabeth Wampler
- **Erika Helene**
- Erkki KochKetola
- **Eve Diamond**
- **Frankie Ridolfi**
- Frima Stewart (Marin County Health and Human Services Agency)
- **Gabriella Condie**
- Geoffrey Holton
- **Greg Janess**
- Hal Keenan
- Hans Fallant
- Harry Chomsky
- **Heather Houser**
- **Henry Schwan**
- Howard Strassner
- Howard Wong
- Ian Kim (Ella Baker Center for Human Rights)
- Irvin Dawid
- **Jaime Sanchez**
- **James Finn**
- **Janas Page**
- **Janel Sterbentz**
- Janet Arnold
- **Janet Bookey**
- Jean Fraser
- Jeff Brown
- Jenna Brager
- Jennifer Stanley
- Jeremy Madsen (Greenbelt Alliance)
- Jessica DiCamillo
- **Jillian Woods**
- **Jim Shissler**
- **Jiro Yamamoto**
- Jody Zaitlin
- **Joel Gartland**
- **John Angelico**
- John Holtzclaw
- John 'Sal' Bednarz
- John Schlag
- **Jonathan Kaufman Scher**
- **Jonathan Schuppert**
- **Joseph Merschdorf**
- Joseph Ostrow
- **Josh Wright**
- Joshua Switzky
- Judith Bell (PolicyLink)
- Judith Newton
- Judith Smith
- **Julia Gilden**
- Julia Prange
- **Justin Fraser**
- Kara Vuicich
- Kari Binley (Sustainable San Mateo County)
- **Kelleigh Trowbridge**
- **Kevin Dalley**
- 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
- **Lisa Foster**
- **Lisa Roth**
- **Lynne Howe**
- **Magnus Barber**
- Manish Champsee (Walk San Francisco)
- Marie Rose Taruc
- Mark Birnbaum

Appendix 1 (Updated)

Page 3 of 3

- *Mark Bruckner*
- **Mark Sapiro**
- *Mark Shaw*
- **Mary Ellen Hasbrouck**
- **Matthew Brill**
- *Mateo Nube*
- *Megan Shaughnessy-Mogill*
- *Michael Allen (Accountable Development Coalition)*
- **Michael Ferro**
- *Michael Klinger*
- *Michael Laurie Bishow*
- **Michele Samuels**
- *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*
- **Nik Kaestner**
- *Nina Bellak*
- **Olivia Teter**
- *Paula Zerzan*
- **Peter Guerrero**
- **Peter Klosterman**
- **Peter Monteleone**
- *Phil Morton*
- *Polly Amrein*
- **Rachael Brown**
- **Rachel Fenn**
- **Rachel Roseman**
- *Ramkumar Sridharan*
- *Remi Tan*
- **Richard Hawley**
- **Richard Lowden**
- **Rick Rickard**
- *Robert Bregoff*
- **Robert Johnston**
- *Robert Raburn (East Bay Bicycle Coalition)*
- *Rocky Birdsey (Marin Center for Independent Living)*
- *Ron Bishop*
- *Ron Chapman (Solano County Health and Human Services Agency)*
- **Ruth Tretbar**
- *Ryan Van Lenning*
- *Sabrino Merlo*
- *Sandra Johnson*
- **Sandra Lupien**
- **Sara Sherman**
- **Sarah Karpman**
- *Sassan Ebadi*
- *Scott Klimo*
- *Scott Morrow (San Mateo County Health Services Agency)*
- *Seth Goddard*
- **Sharon Morris**
- *Sherman Lewis*
- **Stephen Weitz**
- *Steven Plunkett*
- *Stuart Cohen (TransForm)*
- **Stuart Matthews**
- **Sue Blankman**
- **Sue Castle**
- *Susan McDonough*
- **Susan Trivisonno**
- *Sustainable Pacific Rim Cities Pacific Rim Cities*
- *Tad Veltrop*
- *Ted Fehlhaber*
- **Teri Meadows**
- **Terra Curtis**
- **Theresa Currie**
- **Thomas Mitchell**
- *Timothy Rood*
- *Tom Boss*
- *Tom Helm*
- *Tony Iton (Alameda County)*
- **Tony Thomson**
- **Trevor Tubelle**
- *Wafaa Aborashed*
- *Wendi Kallins*
- **Wendy Alfsen**
- *Wendy Hilberman (Napa County Bicycle Coalition)*
- *Wendel Brunner (Contra Costa County)*
- *Wendy Krupnick*
- *Xinyuan Yang*
- *Zeno Swijti*

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



Metropolitan
Transportation
Commission

Programming and Allocations Committee
September 9, 2009

Alix Bockelman, Director
Programming and Allocations

New Federal Transportation Act Timing

- Current Act (SAFETEA) expires on September 30, 2009
- Programming New Act funds (FY 2010 and beyond) will allow projects and programs to proceed
- New legislation approval expected within 18 months
- Pending new legislation, assume current federal programs will be extended
- Transportation 2035 adopted last April provides general framework

Slide 2



Metropolitan
Transportation
Commission

Fund Estimate and Distribution

- **Estimated funding available for programming (\$1.2 billion)**
 - STP/CMAQ/TE assumed at 4% increase each year (\$1.1 billion)
 - ARRA Backfill (\$113 million for region in state CMIA and RTIP)
- **Establish priorities for “anticipated” STP/CMAQ revenue priorities (\$0.2 billion)**
 - Anticipated funding of \$235 million resulting from a more robust 10% growth assumption
 - Reasonable given House proposal and SAFETEA experience of \$180 million
- **Two 3-year programming cycles over 6 year period**
 - Cycle 1 proposed for approval in October; Cycle 2 will be addressed after the New Transportation Act is enacted, in approximately two years

Slide 3



New Act Proposal and Principles

Staff Proposal: \$1.4 Billion

- **Required payback of Obligation Authority (\$68 million)**
- **Maintain on-going programs (\$206 million)**
 - TransLink, 511, Freeway Service Patrol, Regional Planning
- **Deliver early system-wide improvements (\$222 million)**
 - Advance Freeway Performance Initiative
- **Fund core Transportation 2035 categories (\$834 million)**
 - Climate Initiatives, Regional Bicycle, Transportation for Livable Communities, Transit Capital Rehabilitation Shortfall, Regional Streets and Roads Shortfall
- **Fund strategic investments/commitments (\$71 million)**
 - Corridor Mobility, Trade Corridor, and MTC Resolution 3814 Transit Payback

Slide 4



Stakeholder Outreach To-Date

- **Initial Working Draft Released to Stakeholders in June 2009**
- **Advisory Committees**
 - Elderly and Disabled Advisory Committee, Advisory Council, Minority Citizens Advisory Committee
- **Partnership**
 - Transit Finance Working Group, Local Streets and Roads Working Group, Program Delivery Working Group, Partnership Technical Advisory Committee, Partnership Board

Slide 5



Feedback on Initial Proposal and Staff Response

- **Request: More funding for core programs in Cycle 1 and overall**
 - Advanced \$31 million into Cycle 1
 - Increased funding by \$22 million (TE capacity)
 - Pre-committed \$235 million in “anticipated” revenues
- **Request: Frontload funding for Climate Initiatives per T2035**
 - \$27 million more in Cycle 1 (including \$20 million for SFgo)
 - \$80 million increase overall (including “anticipated” revenues)
 - Consider contribution of all programs to reduce greenhouse gas emissions
- **Request: More planning support for CMAs**
 - CMAs could use up to \$9 million (4%) of core county program block grant for planning activities

Slide 6



Revised Program Summary (millions \$)

Programs	Committed ARRA Program	ARRA Backfill & STP/CMAQ/TE Total	Anticipated Funds
Annual Programs (i.e. TransLink, 511, Regional Planning Activities)		274	0
Freeway Performance Initiative	19	222	0
Climate Initiatives/Regional Bicycle/TLC	10	311	127
Rehabilitation Needs (incl. PTAP/FAS)	432	288	108
Strategic Investments	201	71	0
TOTAL	662	1166	235

Detail next page

Metropolitan Transportation Commission

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Revised Program Details (millions \$)

Program and Project Investments		ARRA Backfill	STP/CMAQ/TE Cycle 1	STP/CMAQ/TE Cycle 2	TOTAL	Anticipated Revenue
On-going	SAFETEA OA Carryover		68		68	
	Regional Planning		23	25	48	
	Regional Operations		84	74	158	
Core Programs	Freeway Performance Initiative	74	62	86	222	
	Climate Initiatives (includes SFgo)		59	34	93	55
	Regional Bicycle Program	8	16	20	44	22
	Transportation for Livable Communities		78	96	174	49
	Transit Capital Rehabilitation			119	119	45
Regional Streets and Roads Rehabilitation			86	83	169	63
Strategic Investments	Corridor Mobility (SCL I/C Imps)	32			32	
	MTC Reso. 3814 Transit Payback Commitment			31	31	
	Trade Corridor (Richmond Rail Connector)		8		8	
TOTAL		114	485	568	1,166	235

For action in October

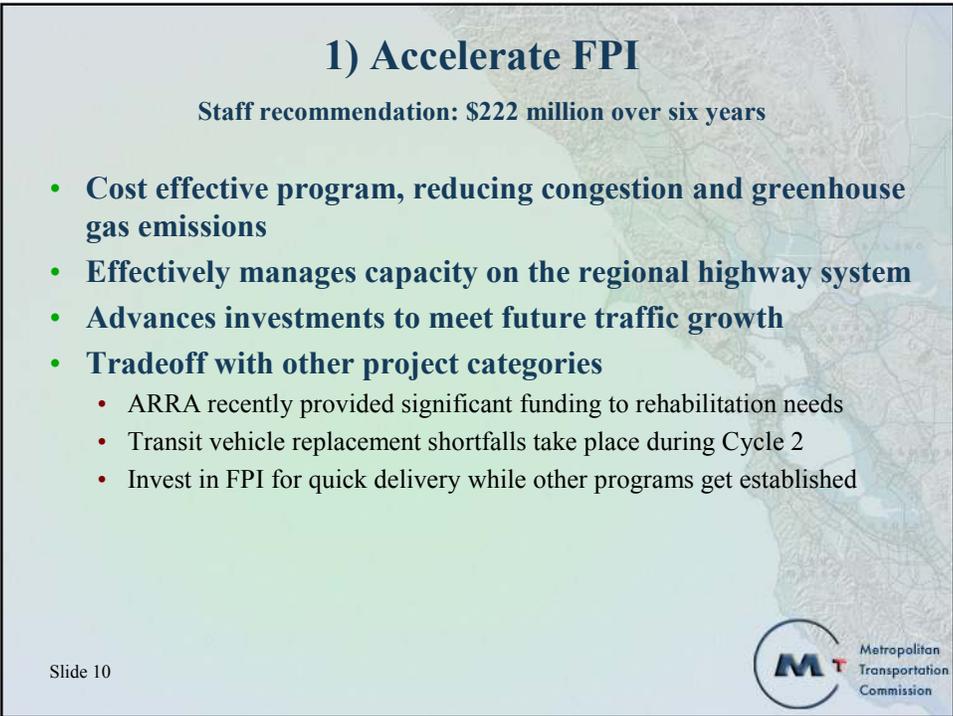
Metropolitan Transportation Commission

Slide 8



Policy Considerations

Slide 9



1) Accelerate FPI

Staff recommendation: \$222 million over six years

- **Cost effective program, reducing congestion and greenhouse gas emissions**
- **Effectively manages capacity on the regional highway system**
- **Advances investments to meet future traffic growth**
- **Tradeoff with other project categories**
 - ARRA recently provided significant funding to rehabilitation needs
 - Transit vehicle replacement shortfalls take place during Cycle 2
 - Invest in FPI for quick delivery while other programs get established

Slide 10



2) Climate Initiatives Program

Staff recommendation: \$148 million over six years

- **Transportation 2035 assumed \$400 million in first 5 years**
 - \$225 million from STP/CMAQ funding; remainder “anticipated” revenues
- **Recommended programming approach**
 - More gradual ramping up of Climate Initiatives Program
 - Includes SFgo project (\$20 million)
 - Proceed with climate benefits of Freeway Performance Initiative, TLC, and Regional Bicycle programs while Climate Initiative Program delivery gets underway
- **Includes Priority for Anticipated Funds**
 - Goal is to leverage anticipated funding opportunities proposed in upcoming legislation which address the reductions of green house gases and other emissions
- **Recommend further discussion with Air District and stakeholders to better define investment program**

Slide 11



3) Project Delivery

- **Sequencing of funding commitments should reflect ability to deliver projects**
- **Funding subject to Regional Project Funding Delivery Policy (MTC Resolution 3606)**

Slide 12



4) Fund Strategic Investments

Staff recommendation: \$71 million over six years

- **Strategic response to opportunities and unforeseen needs**
- **Regional Projects that achieve T2035 objectives but face delay due to budget crisis:**
 - Corridor Mobility– Santa Clara Interchange Improvements (\$32 million)
 - Trade Corridors– Richmond Rail Connector (\$8 million)
 - MTC Reso. 3814 Transit Payback Commitment (\$31 million)

Slide 13



5) Priority Development Area (PDA) Priorities

- **Align transportation investments and “focused growth”**
- **Commission directed staff to develop a PDA investment strategy**
- **Project selection dependent on PDA status for following programs:**
 - Transportation for Livable Communities, Climate Initiatives
 - Current transit and streets & roads rehabilitation distribution formula policies align with PDAs

Slide 14



Program Administration

- **MTC administers programs with a regional scope**
- **Congestion management agencies administer programs with a local/community focus**
- **“PDA block grants”**
 - Flexibility to bundle funding programs
 - Goal is larger, multi-modal, and more effective project delivery

 Metropolitan Transportation Commission

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Program Administration (cont.)

Transportation 2035 Core Programs	Manager	PDA Block Grant
Freeway Performance Initiative	MTC, Caltrans, and CMAs	
Climate Initiatives	MTC and Air District	
Climate Initiatives (E. Solano CMAQ)	Solano Transp. Authority	Yes
Regional Bicycle Program	CMAs	Yes
TLC – Regional	MTC	
TLC – County	CMAs	Yes
Local Streets and Roads Rehabilitation	CMAs	Yes
Transit Capital Rehabilitation	MTC	

 Metropolitan Transportation Commission

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Schedule

- **September:**
 - Continued discussions with Advisors and the Partnership about investment proposal and policies
 - Climate Initiatives Program discussion with Air District and stakeholders

- **October:**
 - 10/14: Programming Allocations Committee review
 - 10/28: Commission approval

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**Metropolitan Transportation Commission
Programming and Allocations Committee**

October 14, 2009

Item Number 3a

Resolution No. 3925

Subject: New Federal Surface Transportation Act—Cycle 1 Initial Programming and Program Update.

Background: The current federal surface transportation act, Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) expires on September 30, 2009, and the region has programmed and delivered all of its apportionments. Staff estimates that up to \$1.4 billion will be available for programming over six years under the new federal surface transportation act.

Staff presented an initial funding proposal to the Programming and Allocations Committee at its September meeting with a tentative October final approval for Cycle 1 programming and the overall policy framework. However, based on comments and questions raised at the September meeting, the Committee requested more time to further explore programming and policy issues. Further, the Committee agreed to convene a climate initiative working group including two MTC Commissioners to define the overall framework of the climate initiative program so as to better inform the final program and policy. Commissioners Kinsey and Haggerty will be participating on the working group, the first of which will occur before the October Committee meeting.

1) Initial Programming:

To mitigate any negative consequences of postponing the Cycle 1 program adoption, staff is recommending the Commission program ongoing activities and contracts at this time.

The public comment received and Committee discussions involved tradeoffs and issues related to funding levels within the Transportation 2035 core program and Strategic Investments categories. In contrast, the annual program categories, many of which have immediate funding needs, appeared to be uncontroversial. Staff therefore requests that the Commission approve an increment of Cycle 1 Surface Transportation Program / Congestion Mitigation and Air Quality Improvement Program (STP/CMAQ) funding this month. This will allow critical on-going programs to be funded in a timely manner while the discussion of the balance of programming issues continues into November.

Recommended action includes:

- Regional Planning Program, funding planning base-level support functions for the county Congestion Management Agencies (CMAs), Association of Bay Area Governments (ABAG), San Francisco Bay Area Conservation and Development Commission (BCDC), and MTC (\$23 million)

Programming and Allocations Committee Summary Sheet**Agenda Item 3a**

October 14, 2009

Page 2 of 2

- MTC Regional Operations Programs including TransLink[®], 511, Regional Transportation Marketing, and Freeway Service Patrol (FSP) /Incident Management. (\$84 million)

General programming policies which will apply to every program category under the Cycle 1 STP/CMAQ program, including the categories listed above, will be brought back to PAC for further revision once the remaining programming issues are further clarified and resolved.

2) Proposition 1B Program Information:

Given the interdependency of recent bond programming actions and the New Act proposal, Commissioner Cortese asked us to provide a comprehensive list of Bay Area projects that were funded as part of the statewide competitive selection process. Attachment A includes a list of requested and approved Proposition 1B Corridor Mobility Improvement Account (CMIA) and Trade Corridor Investment Funds (TCIF) projects.

Issues:

This action approves initial programming of on-going programs only. Remaining issues involve the determination of funding commitments to the Transportation 2035 core programs and Strategic Investments which will be brought back to the Commission in November for consideration.

Recommendation:

Refer MTC Resolution 3925 to the Commission for approval.

Attachments:

Attachment A - Proposition 1B Program Summary project List
Resolution No. 3925

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Proposition 1B Project Requests vs. Approved Amounts

(all funding in thousands)

Proj. No.	County	Project	CMIA Requested Amounts, Jan 2007	Approved Proposition 1B Amounts by CTC
			CMIA	CMIA / SHOPP
Corridor Mobility Improvement Account (CMIA)				
State Route 4 Corridor: Contra Costa				
1	CC	SR4-East HOV Extension from Somersville Rd to SR 160	\$ 85,000	\$ 85,000
State Route 12 Corridor: Napa/Solano				
2	NAP SOL	SR 12 Jameson Canyon Widening from 2 to 4 Lanes	\$ 88,600	\$ 73,990
State Route 24/I-680 Corridor: Contra Costa/Alameda				
3	ALA CC	SR 24 Caldecott Tunnel 4th Bore	\$ 175,000	\$ 175,000
4	CC	I-680 NB HOV Extension from North Main Street in Walnut Creek to SR 242	\$ 10,500	\$ -
I-80 Corridor: Alameda/Contra Costa/Solano				
5	SOL	I-80/I-680/SR 12 Interchange (Second Phase) and I-80 HOV Extension	\$ 150,000	\$ 56,210
6	ALA CC	I-80 Integrated Corridor Mobility	\$ 63,300	\$ 55,300
US 101 Corridor: San Mateo/Santa Clara				
7	SM SCL	US 101 Additional lanes from Marsh Rd to SR 85, including Willow I/C	\$ 194,426	\$ 144,930
8	SCL	US 101 Widening and Interchanges from Yerba Buena to I-280/I-680	\$ 30,000	\$ 30,000
US 101 Corridor: San Francisco/Marin/Sonoma				
9	SF	US 101 South Access to Golden Gate Bridge: Doyle Drive Replacement (Prop 1B SHOPP Commitment)	\$ 175,000	\$ 405,000
10	MRN	I-580 WB to US 101 NB Auxiliary Lane	\$ 20,000	\$ 20,000
11	MRN SON	US 101 Marin-Sonoma Narrows: HOV Extension from Atherton Ave in Novato to south of Petaluma River Bridge and HOV Lane Conversion through Novato	\$ 170,000	\$ 82,400
12	SON	US 101 HOV Extension from Railroad Ave to Santa Rosa Ave	\$ 85,848	\$ 87,648
13	SON	US 101 HOV Extension from Steele Lane to Windsor River Road (North Phase A and B)	\$ 95,000	\$ 68,360
I-580/I-238 Corridor: Alameda				
14	ALA	I-580 HOV Lanes from Hacienda/Foothill to Greenville Including Isabel / SR 84/I-580 I/C Improvements	\$ 294,100	\$ 241,900
I-880 Corridor: Alameda/Santa Clara				
15	SCL	I-880 HOV Extension from SR 237 in Milpitas to US 101 in San Jose	\$ 127,700	\$ 71,600
16	SCL	I-880/280 Interchange (Stevens Creek Boulevard and Winchester Off-ramps)	\$ 50,000	\$ -
17	ALA	I-880 SB HOV Extension from 98th Ave to Marina Ave (includes TSM components)	\$ 108,000	\$ 94,600
Regional System Management				
18	REG	Regionwide System Management	\$ 101,900	\$ -
Total				
Total:			\$ 2,024,374	\$ 1,691,938

Proposition 1B Project Requests vs. Approved Amounts

(all funding in thousands)

Proj. No.	County	Project	TCIF Requested Amounts, 2008	Approved Proposition 1B Amounts by CTC (adjusted)
			TCIF	TCIF
Trade Corridor Investment Fund (TCIF)				
Anchor				
19	Port	7th Street Grade Separation	\$ 175,000	\$ 175,000
20	Port	Martinez Subdivision Improvements (pending amendment)	\$ 107,500	\$ 74,000
21	Port	Construct Outer Harbor Intermodal Terminal	\$ 162,500	\$ 110,000
22	CC	Marina Bay Grade Separation (pending amendment)	\$ -	\$ -
Central Corridor				
23	SOL	I-80 Eastbound Cordelia Truck Scales Relocation	\$ 49,800	\$ 49,800
Altamont Corridor				
24	ALA	I-880 Operational and Safety Improvements at 23rd and 29th Ave	\$ 73,000	\$ 73,000
25	ALA/Ct	I-580 Eastbound Truck Climbing Lane	\$ 64,300	\$ 64,265
Total				
		Total:	\$ 632,100	\$ 546,065

J:\PROJECT\Funding\Infrastructure Bond\I-Bond\CMIA - Corridor Mobility Improvement Account_CMIA Implementation\{Applic v Apprd incl TCIF.xls}Attachment B

Date: October 28, 2009

W.I.: 1512

Referred by: PAC

ABSTRACT

Resolution No. 3925

This resolution adopts the Project Selection Criteria, policies and programming for the Surface Transportation Authorization Act, following the Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA), and any extensions of SAFETEA in the interim, for the Cycle 1, Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement (CMAQ) Program. The Project Selection Criteria contains the project categories that are to be funded with FY 2009-10 and FY 2010-11 STP/CMAQ funds to be amended into the currently adopted 2009 Transportation Improvement Program (TIP) and subsequent TIP update.

The resolution includes the following attachments:

Attachment A – Cycle 1 STP/CMAQ Project Selection Criteria, and Programming Policies -
(To be brought to the Commission at a future meeting)

Attachment B – Cycle 1 Project List

Further discussion of the Cycle 1 STP/CMAQ Project Selection Criteria and Program is contained in the memorandum to the Programming and Allocations Committee dated October 14, 2009.

Date: October 28, 2009
W.I.: 1512
Referred By: PAC

RE: New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12)
Cycle 1 STP/CMAQ Program: Project Selection Criteria, Policy, Procedures and
Programming

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO. 3925

WHEREAS, the Metropolitan Transportation Commission (MTC) is the regional transportation planning agency for the San Francisco Bay Area pursuant to Government Code Section 66500 et seq.; and

WHEREAS, MTC is the designated Metropolitan Planning Organization for the nine-county San Francisco Bay Area region (the region) and is required to prepare and endorse a Transportation Improvement Program (TIP) which includes a list of Surface Transportation Planning (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funded projects; and

WHEREAS, MTC is the designated recipient for regional STP and CMAQ funds for the San Francisco Bay Area; and

WHEREAS, MTC has developed policies and procedures to be used in the selection of projects to be funded with STP and CMAQ funds for the Cycle 1 STP/CMAQ Program (23 U.S.C. Section 133), as set forth in Attachment A of this Resolution, incorporated herein as though set forth at length; and

WHEREAS, using the procedures and criteria set forth in Attachment A of this Resolution, MTC, in cooperation with the Bay Area Partnership, have or will develop a program of projects to be funded with STP and CMAQ funds in Cycle 1 for inclusion in the 2009 Transportation Improvement Program (TIP) including the subsequent TIP update, as set forth in Amendment B of this Resolution, incorporated herein as though set forth at length; and

WHEREAS the 2009 TIP and the subsequent TIP update will be subject to public review and comment; now therefore be it

MTC Resolution No. 3925

Page 2

RESOLVED that MTC approves the Project Selection Criteria, Policies, Procedures and Programming for the New Federal Surface Transportation Act (FY 2009-10, FY 2010-11 and FY 2011-12) Cycle 1 STP/CMAQ funding, as set forth in Attachments A and B of this Resolution; and be it further

RESOLVED that the regional STP and CMAQ funding shall be pooled and redistributed on a regional basis for implementation of Cycle 1 STP/CMAQ Project Selection Criteria, Policies, Procedures and Programming, consistent with the Regional Transportation Plan (RTP); and be it further

RESOLVED that the projects will be amended into in the 2009 TIP and the subsequent TIP update, subject to the final federal approval; and be it further

RESOLVED that the Executive Director is authorized to revise Attachment B as necessary to reflect the programming of projects as the projects are identified and amended in the TIP; and be it further

RESOLVED that the Executive Director shall make available a copy of this resolution, and such other information as may be required, to the Governor, Caltrans, and to other such agencies as may be appropriate.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at the regular meeting of the Commission held in Oakland, California, on October 28, 2009

**Attachment B
T4 New Federal Transportation Act FIRST CYCLE STP/CMAQ Programming
Initial Project List ***

Project Category and Title	County	Implementing Agency	First Cycle Total Funding (thousands \$) Fiscal Years (FYs) 09-10, 10-11, 11-12
T4 STP/CMAQ FIRST CYCLE PROGRAMMING			
1. REGIONAL PLANNING ACTIVITIES			
Regional Agency Planning			
ABAG Planning	Region-Wide	ABAG	\$1,786
BCDC Planning	Region-Wide	BCDC	\$893
MTC Planning	Region-Wide	MTC	\$1,786
SUBTOTAL			\$4,465
County CMA Regional Planning **			
CMA Planning - Alameda	Alameda	ACCMCA	\$2,566
CMA Planning - Contra Costa	Contra Costa	CCTA	\$2,029
CMA Planning - Marin	Marin	TAM	\$1,786
CMA Planning - Napa	Napa	NCTPA	\$1,786
CMA Planning - San Francisco	San Francisco	SFCTA	\$1,867
CMA Planning - San Mateo	San Mateo	SMCCAG	\$1,786
CMA Planning - Santa Clara	Santa Clara	VTA	\$2,840
CMA Planning - Solano	Solano	STA	\$1,786
CMA Planning - Sonoma	Sonoma	SCTA	\$1,786
SUBTOTAL			\$18,232
1. REGIONAL PLANNING ACTIVITIES			TOTAL: \$22,697
2. REGIONAL OPERATIONS PROGRAMS			
TransLink®	Region-Wide	MTC	\$28,900
511	Region-Wide	MTC	\$34,500
Regional Transportation Marketing	Region-Wide	MTC	\$2,100
SUBTOTAL			\$65,500
FSP/Incident Management	Region-Wide	MTC	\$18,400
SUBTOTAL			\$18,400
2. REGIONAL OPERATIONS PROGRAMS			TOTAL: \$83,900
TOTAL First Cycle Initial Programming			TOTAL: \$106,597

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 New Act - Cycle Programming\T4 First Cycle\First Cycle Programming\[Res3925 Attach-B 10-01-09.xls]T4 First Cycle Attach B

* All funds are subject to applicable regional, state and federal requirements and deadlines. Funds that miss established deadlines are considered lapsed and no longer available for the project.

** CMA Planning amounts represent the base amount. Any additional planning funds associated with administering the proposed block grants will be added once the program funding amounts are determined.



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: October 19, 2009

FR: Therese Trivedi, TLC Program Manager

RE: Proposed New Transportation for Livable Communities (TLC) Program Framework, Draft Scoring Criteria

Background – Program Framework

In September, staff presented several recommendations to MTC's Planning Committee for the Transportation for Livable Communities (TLC) Program. These recommendations were based on (1) the results of a program evaluation beginning in summer 2007, which included a review of completed TLC Planning, Housing Incentive Program (HIP), and the TLC Capital grants, and (2) a white paper completed by Reconnecting America's Center for Transit Oriented Development (CTOD). The white paper detailed various options and strategies for financing transit-oriented development in the Bay Area, and made several recommendations for revising the TLC program, including creating a flexible financing program that responds to different market conditions within the region.

The four elements for the TLC program framework approved by the Planning Committee include:

1. Incentivize development in PDAs
2. Increase maximum grant size to \$6 million, no grant minimum.
3. Expand eligible program categories
4. Establish Regional/County shares – 2/3 regional, 1/3 local

Additional information about each element is contained in Attachment A.

Draft TLC Scoring Criteria

Also attached, is a matrix containing draft scoring criteria for the upcoming TLC funding cycle. The scoring criteria are designed to support the TLC program goals as noted in the matrix.

Staff will be discussing the scoring criteria and seeking input from PTAC, as well as MTC's advisory committees in the coming weeks.

We look forward to your input at your October 19th meeting.

ATTACHMENT A

TLC Program Framework

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

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

- (2) **Grant size** – Based on the TLC evaluation and feedback from local jurisdictions, award larger grants at more frequent intervals by awarding grants up to \$6 million with no grant minimum. Local communities are expected to participate to their maximum extent possible in the funding of all projects.
- (3) **Eligible program categories** - Eligible program categories include streetscapes, non-transportation infrastructure, transportation demand management, and density incentives such as land banking or site assembly, (see Attachment B). If any of these options are not eligible for federal funding available through the TLC Program, funding exchanges would need to be arranged.

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

- (4) **Program Structure** –Maintain split of funds between regional (2/3) and county (1/3) programs.

In addition, 1) fold the HIP program into elements of the proposed new TLC capital program; 2) fold the TLC Planning program into the Station Area Planning program; and 3) create a new technical assistance program for TOD, fashioned after the current Pavement Technical Assistance Program (PTAP).

ATTACHMENT B
Expanded Program Categories

Program Categories	Streetscapes (current program eligibility)	Non-transportation Infrastructure Improvements	Transportation Demand Management (TransLink[®], carshare, TOD parking, etc)	Density Incentives (Direct TOD funding Land Banking / Site Assembly)
Grant or Loan	Grant	Grant or Loan	Grant or Loan	Grant or Loan
CMAQ /TE /STP Eligible	Yes	No	Yes	Only via transit operator joint development program
Example	Strengthen connection of existing program to new development in need of millions in new streetscapes such as San Jose midtown, Santa Rosa Railroad Sq. <u>Ensure high quality projects and maximum access for all users.</u>	San Leandro: sewer upgrades required for 2,500 new units in approved TOD plan; fee structures and redevelopment funds are not capable of covering full expense.	Oakland MacArthur BART: project replaces 300 of 600 surface parking spaces in a <u>priced</u> parking structure that creates site for 675 new housing units. TransLink [®] for TOD program expansion pending study results and/or support for a carshare vehicle for new or recent TOD residents)	Richmond approves 5-story, 70+ units/acre project (230 units) adjacent to BART & the transit village; developer unable to finance above 25 unit/acre project. City under pressure to deliver “something” on critical site, once in a generation opportunity site. San Bruno is interested in securing land near the re-located Caltrain station but is unable to fund the transaction. Similar stories to be found at numerous future transit stations.
Notes	Demand remains strong for this program element	Funding compatibility a challenge, high demand. <u>Directly leverages creation of TOD.</u>	Parking management is a critical component of a successful TOD. <u>Funded projects required to have priced parking and to employ other policies</u> (e.g. Carshare, shared parking, parking maximums)	<u>Holding title to land and land re-sale in cooperation with cities and/or transit agencies.</u> Critical time to preserve key sites for future development.

DRAFT Regional TLC Goals and Scoring Criteria, 10/7/09

TLC Goals	TLC Scoring Criteria	Goal/s Addressed	Points Available
(1) Support projects developed through a collaborative and inclusive planning process that includes broad partnerships among a variety of stakeholders such as public agencies, community-based organizations and community stakeholders, and outreach to a diversity of participants.	(A) Location of project in <i>planned</i> PDA	1	20
(2) Improve a range of transportation choices by adding or improving pedestrian, transit, and/or bicycle facilities, and by improving the links between these facilities and activity nodes.	(B) Project Impact <ul style="list-style-type: none"> • Demonstrated ability to plan and construct high intensity/quality development with increased housing production • Extent to which project/project area improves transportation choices – i.e. produces fewer vehicle trips/VMT, increases current/future transit ridership and reduces walking distance to transit, shops, employment and services (mixed-use development) • Consistency with TLC design principles 	1, 3, 4	20
		2, 4, 5	20
		1, 5	15
(3) Support well-designed, high-density housing and mixed use developments that are well served by transit, or will help build the capacity for future transit investment and use.	(C) Housing near Supportive Services <ul style="list-style-type: none"> • Demonstrated ability of the project/project area to help meet current RHNA allocation (as percentage and total number of units). Extent to which project/project area exceeds standards for affordable housing. • Presence of California Department of Housing and Community Development-approved adopted housing element (move to screening criteria?) 	1, 3	15
(4) Support a community's infill or transit-oriented development and neighborhood revitalization activities	(D) Parking <ul style="list-style-type: none"> • Extent to which project/project area incorporates innovative parking management strategies, including car-sharing <p>* If project is requesting funds for parking structures: Extent to which <i>prior analysis</i> on the costs and benefits of alternative access modes, including the construction of the parking structure using pricing, unbundling/cash-out, shared parking, and other locally appropriate TDMs have been completed. Funding of parking structures requires implementation of best practices parking strategies/TDMs, to be developed in concert with MTC.</p>	2, 3, 4	10
		1, 3	10
(5) Enhance a community's sense of place and quality of life.	(E) Accessibility <ul style="list-style-type: none"> • Extent to which project exceeds standards for ADA access, including both habitability of housing units in the project/project area and path of access to transit 	1, 3	10

	(F) Greenhouse Gas Reduction <ul style="list-style-type: none"> • Extent to which project/project area minimizes the environmental footprint and incorporates green building practices 	2, 3	5
	(G) Project delivery track record		10
	(H) Amount of local matching funds committed to the project – this criterion may be used to determine whether funding request is allocated in the form of a grant or a loan		5
		TOTAL	135

DRAFT

PTAC Item X



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: October 19, 2009

FR: Glen Tepke

RE: BART Car Replacement Policy Commitment / Transit Capital Priorities Vehicle Procurement Reserve Policy and Program

The attached memo, which was presented to the Transit Finance Working Group at their October 7 meeting, provides an overview of the proposed policy commitment of approximately \$780 million in FTA formula funds (Section 5307/5309) and federal Surface Transportation Program (STP) funds to BART over the next ten years to support their rail car replacement project, and associated amendments to the policy and program for FY 2010 to FY 2012 FTA funds to program the \$150 million Vehicle Procurement Reserve to BART and Caltrain for their railcar replacement projects.

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TFWG Item 8

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Memorandum

TO: Transit Finance Working Group

DATE: October 7, 2009

FR: Glen Tepke

RE: BART Car Replacement Phase 1 Funding Plan/TCP Vehicle Procurement Reserve Program

This item provides an overview of the Phase 1 Funding Plan for BART's Railcar Replacement Program, and a proposed program for the \$150 million Vehicle Procurement Reserve included in the FY10 to FY12 Transit Capital Priorities (TCP) program.

Background

Since first briefing the Partnership Board in late 2004, BART and MTC staff have been working together over the last several years to develop a plan for funding the replacement of BART's 669 railcars. The project is currently projected to cost approximately \$3.2 billion in year-of-expenditure dollars, with expenditures extending from FY 2008 to FY 2028. BART plans to make an initial order for 200 cars, with options for the remaining 469 replacement cars, and up to 331 expansion cars. The funding plan focuses on the first 200 cars, which are projected to cost about \$1.0 billion (escalated \$), while BART and MTC develop a framework and funding alternatives for the remaining replacement cars. BART issued an RFP for the procurement on September 16, 2009, and plans to award a contract in September 2010. In order to issue a contract, BART needs a policy-level commitment of regional funding for the project beyond the \$90 million in STP Transit Capital Shortfall funds and \$12.6 million in FTA formula funds previously programmed to the project.

Transportation 2035, the region's long-term transportation plan, established replacement of revenue vehicles as the highest priority for regional funds, followed by fixed guideway and other Score 16 needs. As part of the development of the FY 2010 to FY 2012 TCP program, MTC staff, working with the members of the TFWG, developed a 10-year regional capital improvement program (CIP) to project high-priority transit capital replacement and rehabilitation needs over the FY10 to FY19 period. In addition to the BART car replacement project, major upcoming vehicle procurements include replacement of most of Caltrain's locomotives and railcars, and all of SFMTA's electric trolleys.

The CIP projections showed that if TCP programming for fixed guideway needs was capped at \$115 million per year, projected regional funds should be sufficient to cover projected vehicle replacement costs, including the first 200 BART cars. However, while FTA revenues are forecast to increase steadily at 4% per year, projected expenditures are very uneven, with a peak

TFWG Item 8

between FY15 and FY18. Accordingly, the FY10 – FY12 TCP program includes a Vehicle Procurement Reserve (VPR) that sets aside \$150 million - \$55 million in FY11 and \$95 million in FY12 – when the demand for Score 16 projects is relatively low, to be programmed to help meet the peak expenditures for the major vehicle replacement projects later in the decade.

BART Car Replacement Phase 1 Funding Plan

The proposed Phase 1 Funding Plan for the BART Car Replacement Program is summarized in the attached table. The funding plan is intended to cover the costs of the first 200 cars. Consistent with the regional 10-year CIP, the region would program about \$717 million in FTA formula funds to the project between FY11 and FY19, including some programming from the VPR.

Any FTA funds not needed for direct project expenditures in the year of programming would be subject to the same funding exchange agreement developed for the previously programmed \$90 million in STP funds. Under this agreement, funding is programmed to BART's preventive maintenance program, and BART deposits an equal amount of local funds into a special account that generates investment earnings, providing additional funding for the project. The BART funds and the earnings will be drawn down to cover future project expenditures.

The funding plan also calls for \$50 million to come from a combination of earnings on the funding exchange account and additional programming of STP funds or other discretionary funds designated for the T2035 transit capital shortfall. Under current projections, earnings would provide the majority of the \$50 million. Any additional STP funds would be subject to the exchange agreement.

BART would dedicate \$150 million of its share of state High Speed Rail (HSR) connectivity funds to the project, which would cover the local match requirements for the federal funds. BART funds spent to match federal funds programmed to preventive maintenance under the exchange agreement would be in addition to the HSR funds.

MTC and BART staff are currently developing a joint resolution that adopts the Phase 1 Funding Plan, as well as a more general framework and principles for the funding plan for the remainder of the project. The framework calls for the region to fund between 70% and 80% of the total project costs, while BART provides between 20% and 30%. The resolution would provide BART with the policy-level funding commitment needed to issue a contract for the cars.

The proposed resolution limits the regional commitment for Phase 1 to the amounts listed in the table; BART would be responsible for any cost increases beyond current projections. The regional funding would be subject to Congressional authorization and appropriation, availability of funds, and the ability to meet other critical regional transit capital needs. The resolution also allows the region to substitute other funding sources for the federal funds specified in the table.

BART staff currently plans to take the joint resolution to the BART Board on October 22. MTC staff tentatively plans to take the resolution, as well as related revisions to the funding exchange agreement, to the Programming and Allocations Committee and the full Commission in November.

TFWG Item 8**Proposed Vehicle Procurement Reserve Program**

In order to develop a proposed program for the \$150 million VPR, MTC has meet with staff from BART, Caltrain and SFMTA to review the plans, schedules and projected expenditures for their respective vehicle replacement projects.

BART. As noted above, the proposed Phase 1 Funding Plan for the BART project calls for \$717 million in FTA funds between FY11 and FY19. MTC is proposing to program the first \$80 million of this commitment from the VPR - \$40 million in FY11 and \$40 million in FY12.

Projected expenditures for the project do not exceed the \$40 million level until FY14, so the bulk of the VPR funds would be programmed to BART's preventive maintenance program, and, subject to the funding exchange agreement, BART would provide an equal amount of local funds to the exchange account for future expenditure on the car project.

Caltrain. Caltrain is currently developing a procurement to replace 20 diesel locomotives and 73 railcars with a fleet of 98 Electric Multiple Units (EMUs) at a projected cost of \$456 million in escalated dollars, with an 80% federal share of \$365 million. The total seating of the EMU fleet is comparable to that of the current railcars. Under the current procurement schedule, the bulk of the funds – approximately \$150 million per year – would be required in FY13, FY14 and FY15. However, the switch to EMUs is contingent on completion of Caltrain's electrification program, which could result in significant revisions to the schedule.

In order to begin to meet the peak funding need for the Caltrain project, MTC is proposing to program the remaining \$70 million of the VPR - \$15 million in FY11 and \$55 million in FY12. MTC staff will continue to work with Caltrain to determine if a funding exchange agreement similar to that established for BART would be advantageous, and to develop financing plans that address timing issues between future programming for the project and the peak project expenditures.

SFMTA. SFMTA is currently developing a procurement for 60 60-foot electric trolleys at an estimated cost of \$104 million, with an 80% federal share of \$83 million. The FY10 to FY12 TCP program (apart from the VPR) includes \$75 million for this project -- \$35 million in FY10, \$20 million in FY11 and \$20 million in FY12 – leaving just \$8 million remaining to be funded. The additional \$8 million could be accommodated within the regular FY13 FTA program, without any need to tap the VPR. The remainder of SFMTA's trolley procurements – another 33 60-foot trolleys and 240 40-foot trolleys – will not be eligible for funding until FY17 and FY18, which is too far in the future to make use of VPR funds, which have an FTA three-year timely use requirement. Accordingly, MTC is not proposing to program any of the VPR funds to SFMTA. SFMTA staff has indicated its agreement with this recommendation.

The proposed VPR program is summarized in the table below.

TFWG Item 8**Proposed Vehicle Procurement Reserve Program**

\$ millions

<u>Operator</u>	<u>FY11</u>	<u>FY12</u>	<u>Total</u>
BART	\$40	\$40	\$80
Caltrain	15	55	70
SFMTA	-	-	-
Total	\$55	\$95	\$150

MTC staff plans to take amendments to the FY10 – FY12 TCP policy (MTC Resolution 3908) and program (MTC Resolution 3916) to program the VPR to the Programming and Allocations Committee and the full Commission at the same time as the BART car policy Commitment, tentatively set for November. The VPR programming would not be added to the regional TIP until the rest of the FY11 and FY12 TCP program is added to the TIP in 2010, after review of updated revenue and cost projections, and potential revisions to the program. This timing will allow for potential revisions to the proposed VPR program if the schedules or projected expenditure plans for the vehicle procurement projects change. MTC staff will continue to work with the staff of BART, Caltrain and SFMTA to refine the funding plans for the vehicle replacement projects, including appropriate levels of local match.

MTC staff seeks the concurrence of the TFWG with the proposed BART Car Replacement Phase 1 Funding Plan, and the proposed TCP Vehicle Procurement Reserve Program.

DRAFT for Discussion**PHASE 1 FUNDING PLAN FOR
BART CAR REPLACEMENT PROGRAM**

\$000

<u>Funding Source</u>	<u>Prior to FY10</u>	<u>FY10 - FY19</u>	<u>Total</u>
MTC Funding			
FTA Formula Programs	12,565	717,435	730,000
FHWA Regional Discretionary Programs*	90,000	50,000	140,000
Subtotal MTC Funding	102,565	767,435	870,000
BART Funding			
BART High Speed Rail Funds		150,000	150,000
Other BART Funds	4,600		4,600
Subtotal BART Funding	4,600	150,000	154,600
Total Funding	107,165	917,435	1,024,600

* Funding from FHWA Regional Discretionary Programs includes BART funds deposited and earnings credited to the BART Car Replacement Funding Exchange Account.



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: October 19, 2009

FR: Sri Srinivasan

RE: TIP Update

2009 TIP Revisions

TIP Revision 09-30 – In-Process

Revision No. 09-30 is an amendment that revises 48 projects with a net increase in funding of approximately \$4.8 million. Among these changes, the amendment:

- Deletes thirty completed projects from the TIP (twenty local streets and roads projects & ten transit projects) and the Golden Gate Transit project to replace 34 - 1991 40' TMC buses (MRN050023) because all the funds (\$8,293,951 in FY 2009 Section 5307 funds and \$2,073,488 of corresponding local match) are being transferred to the Facilities Rehabilitation Project (MRN050025).
- Adds one new Caltrans managed SHOPP Grouped Listing for Highway Maintenance with four projects totaling \$19.1 million.
- Updates the back-up list and project costs of four Caltrans managed SHOPP Grouped Listings.
 - Mandates and Prop 1B decreases by \$52.9 million to remove a state cash funded project from the TIP, because it does not need federal reimbursement).
 - Emergency response increases by \$23.9 million due increase in construction costs for various projects.
 - Collision Reduction increases by \$17.9 million.
 - Mobility decreases by \$6.3 million.

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

Revision 09-30 is on schedule to be approved by the MTC Commission on October 28, 2009 and final federal approval is expected in November 2009

TIP Revision 09-29 is In-process.

TIP Revision 09-28 - Approved

Revision No. 09-28 is an administrative modification that revises 25 projects with a net increase in funding of approximately \$1.7 million. Among other changes, the revision updates 11 Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and use the recent FTA operations flexibility. The revision also updates the funding plans of various projects including changes in the US 101 Doyle Drive Replacement project (\$12.2M in CON phase funds being reprogrammed to ROW phase to address corresponding change in cost for the phases) and I-580 TriValley Corridor - EB HOV/HOT Lanes project (\$7.5M in CON phase funds being reprogrammed to PE phase). The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 09-28 was approved by the MTC Deputy Executive Director on September 16, 2009 and final Caltrans approval was received on September 17, 2009.

TIP Revision 09-27 - Pending

Revision No. 09-27 is an amendment that revises 15 projects with a net decrease in funding of approximately \$58.5 million. Among other changes, the amendment:

- Adds three new projects into the TIP (two planning projects 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 totaling \$60 million.
 - Emergency Response increases by \$43.2 million with the addition of several projects including a \$16 million safety project on Route 580.
 - Bridge Preservation decreases by \$151.1 million to remove duplicate programming in the back-up listing of about \$140 million;
 - 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 was approved by the MTC Commission on September 23, 2009, Caltrans approval was received on September 28, 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 09-23 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.

All prior revisions have been approved and 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
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Memorandum

TO: Partnership Technical Advisory Committee

DATE: October 19, 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)

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.

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



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: October 19, 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 October 8, 2009, approximately \$167.7 million or 99.3% of the STP/CMAQ funds have been obligated. The obligations by fund source are summarized below.

STP/CMAQ Obligation Status for FY 2008-09

Fund Source	FY 2008-09 Obligation Plan (as submitted)	FY 2008-09 Obligation Plan (as of 10/08/09)	Obligations through 10/08/09	% Obligated	Balance Remaining	% Remaining
STP	\$58,459,360	\$ 64,892,360	\$ 64,108,479	98.8 %	\$783,881	1.2 %
CMAQ	\$108,373,000	\$ 104,046,969	\$ 103,577,442	99.5 %	\$469,527	.5 %
Total	\$166,832,360	\$168,939,329	\$167,685,921	99.3 %	\$1,253,408	.7 %

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

October 19, 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 marked the end of SAFETEA-LU and as a result, all unobligated funds have been rescinded by FHWA.

Attachment

A – FY 2008-09 STP/CMAQ Obligation Status Report, October 8, 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

October 08, 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	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-T3-1-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-T3-3B-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	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	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	07/14/09		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

October 08, 2009

County	Sponsor	Project Name	Phase	TIP ID	Fund Code	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Contra Costa County																	
Contra Costa	BART	Richmond BART Parking Structure	CON	CC-030003	STP-T3-2-BF	FTASTP	6000039	08/09	08/09	4,320,000		4,320,000	01/21/09	4,320,000		4,320,000	
Contra Costa	CC County	Iron Horse Trail Over-crossing at Treat	CON	CC-990046	CMAQ-T3-3-RBP-CO	CML	5928048	08/09	08/09		1,520,000	1,520,000	02/19/09		1,520,000	1,520,000	
Contra Costa	CC County	Iron Horse Trail Over-crossing at Treat	CON	CC-990046	CMAQ-T3-3-TLC-CO	CML	5928048	08/09	08/09		754,000	754,000	02/19/09		754,000	754,000	
Contra Costa	CC County	Iron Horse Trail Over-crossing at Treat	CON	CC-990046	CMAQ-T3-3-TLC-HIP	CML	5928048	08/09	08/09		2,522,000	2,522,000	02/19/09		2,522,000	2,522,000	
Contra Costa	Concord	Concord Blvd. Gap Closure, Phase 2	CON	CC-070030	CMAQ-T3-3-RBP-CO	CML	5135033	08/09	08/09		820,000	820,000	05/28/09		820,000	820,000	
Contra Costa	Concord	Monument Blvd & Meadow Ln Pedestrian	CON	CC-070083	STP-T3-3-TLC-REG	ESPLE	5135038	08/09	08/09	1,200,000		1,200,000	08/07/09	1,200,000		1,200,000	
Contra Costa	El Cerrito	San Pablo Avenue Streetscape	CON	CC-070074	CMAQ-T3-3-TLC-CO	CML	5239010	08/09	08/09		506,000	506,000	01/30/09		506,000	506,000	
Contra Costa	El Cerrito	San Pablo Avenue Streetscape	CON	CC-070074	CMAQ-T3-3-TLC-REG	CML	5239010	08/09	08/09		1,800,000	1,800,000	01/30/09		1,800,000	1,800,000	
Contra Costa	Martinez	Martinez - Marina Vista Streetscape	CON	CC-070085	STP-T3-3-TLC-HIP	ESPLE	5024024	08/09	08/09	1,600,000		1,600,000	08/07/09	1,600,000		1,600,000	
Contra Costa	Moraga	Moraga - Moraga Road Rehabilitation	CON	CC-050069	STP-T3-3-LSR-SF	STPL	5415008	08/09	08/09	375,000		375,000	04/01/09	375,000		375,000	
Contra Costa	Pinole	Pinole - Appian Way Rehab: Phase II	CON	CC-050073	STP-T3-3-LSR-SF	ESPL	5126012	08/09	08/09	540,000		540,000	07/02/09	540,000		540,000	
Contra Costa	Richmond	Central Richmond Greenway (East Segment)	CON	CC-070066	CMAQ-T3-3-RBP-CO	CML	5137035	08/09	08/09		20,000	20,000	03/25/09		20,000	20,000	
Contra Costa	Richmond	Richmond Downtown Bike & Ped Improvements	CON	CC-070080	CMAQ-T3-3-TLC-HIP	CML	5137036	08/09	08/09		1,100,000	1,100,000	07/09/09		1,100,000	1,100,000	
Contra Costa County Totals										8,035,000	9,042,000	17,077,000		8,035,000	9,042,000	17,077,000	0

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

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Napa County																	
Napa	American	American Canyon - Elliott Street Rehabilitation	CON	NAP050011	STP-T3-2-LSR-SF	STPL	5470003	08/09	08/09	48,000		48,000	07/14/09	48,000		48,000	
Napa	American	West American Canyon Road Rehabilitation	CON	NAP070004	STP-T3-3-LSR-SF	ESPLST	5470007	08/09	08/09	281,000		281,000	08/26/09	272,333		272,333	8,667
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	07/10/09	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 County Totals										2,118,581	0	2,118,581		1,779,333	0	1,779,333	339,248

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Regional Counties																	
Regional	BART	BART Car Exchange (Preventive Maintenance)	CON	REG050020	STP-T3-3-TCP-SF	FTASTP	6000039	08/09	08/09	22,683,000		22,683,000	01/21/09	22,683,000		22,683,000	
Regional	MTC	Freeway Operations TOS	PE	MTC030003	CMAQ-T3-3-RO	CMLN	6084147	08/09	08/09		266,000	266,000	04/18/09		266,000	266,000	
Regional	MTC	Freeway Operations TOS	CON	MTC030003	STP-T3-3-RO	CML	6084082	08/09	08/09	934,000		934,000	07/24/09	934,000		934,000	
Regional	MTC	Station Area Planning Program	PE	REG050008	STP-T3-3-TLC-PL	STPL	6084146	08/09	08/09	855,000		855,000	11/14/08	855,000		855,000	
Regional	MTC	Station Area Planning Program	PE	REG050008	STP-T3-3-TLC-SAP	STPL	6084146	08/09	08/09	9,200,000		9,200,000	11/14/08	9,200,000		9,200,000	
Regional	MTC-SAFE	Incident Management Program	PE	REG050021	CMAQ-T3-3-RO	CML	6084139	08/09	08/09		1,000,000	1,000,000	06/04/09		1,000,000	1,000,000	
Regional Counties Totals										33,672,000	1,266,000	34,938,000		33,672,000	1,266,000	34,938,000	0

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

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
San Mateo County																	
San Mateo	Belmont	Belmont - Old County Road Rehabilitation	CON	SM-050011	STP-T3-2-LSR-SF	STPL	5268014	08/09	08/09	120,000		120,000	12/24/08	120,000		120,000	
San Mateo	CCAG	San Mateo County Traffic Incident Management	PE	SM-070037	CMAQ-T3-3-RO	CML	6419007	08/09	08/09		367,000	367,000	01/28/09		367,000	367,000	
San Mateo	Colma	Colma - 'D' Street Pedestrian Enhancements	CON	SM-070042	CMAQ-T3-3-RBP-CO	CML	5264002	08/09	08/09		235,000	235,000	01/16/09		180,743	180,743	
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

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Santa Clara County																	
Santa Clara	Caltrans	SR 87 Guadalupe Freeway Corridor	CON	SCL030008	STP-T3-2-BF	STPL	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	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	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		5152016	08/09	08/09		1,587,142	1,587,142	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	04/02/09		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	04/02/09		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	13,027,969	19,510,983		6,123,381	12,799,482	18,922,863	588,120

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						Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Solano County																	
Solano	Benicia	State Park Road Bridge Widening	CON	SOL070045	CMAQ-T3-3-RBP-CO	ESPLE	5003023	08/09	08/09		1,311,000	1,311,000	07/02/09		1,311,000	1,311,000	
Solano	Benicia	State Park Road Bridge Widening	CON	SOL070045	CMAQ-T3-3-TLC-CO	ESPLE	5003023	08/09	08/09		40,000	40,000	07/02/09		40,000	40,000	
Solano	Dixon	SR113 Pedestrian Improvements	CON	SOL070046	CMAQ-T3-3-AQ-SOL	CML	5056015	08/09	08/09		90,000	90,000	04/21/09		90,000	90,000	
Solano	Fairfield	W. Texas St. Gateway Project Phase I & II	CON	SOL070027	STP-T3-3-RBP-CO			06/07	08/09	85,000		85,000					85,000
Solano	STA	Eastern Solano / SNCI Rideshare Program	PE	SOL991066	CMAQ-T3-3-AQ-SOL	CML	6249015	08/09	08/09		195,000	195,000	02/27/09		195,000	195,000	
Solano	Solano County	Vacaville-Dixon Bicycle Route	CON	SOL050024	CMAQ-T3-3-AQ-SOL	CML	5923086	08/09	08/09		337,000	337,000	01/16/09		337,000	337,000	
Solano	Solano County	Old Town Cordelia Enhancements	CON	SOL050046	CMAQ-T3-3-TLC-CO	RPSTPL	5923073	08/09	08/09		500,000	500,000	02/24/09		499,998	499,998	2
Solano	Vacaville	Vacaville Intermodal Station	CON	SOL050013	CMAQ-T3-2-AQ-SOL	CML	5094048	08/09	08/09		900,000	900,000	06/06/09		900,000	900,000	
Solano	Vacaville	Vacaville Intermodal Station	CON	SOL050013	CMAQ-T3-3-TLC-HIP	CML	5094048	08/09	08/09		2,128,000	2,128,000	06/06/09		2,128,000	2,128,000	
Solano	Vacaville	Vacaville Downtown Creekwalk Extension	CON	SOL070028	CMAQ-T3-3-AQ-SOL	CML	5094047	08/09	08/09		694,000	694,000	02/24/09		693,999	693,999	1
Solano	Vacaville	Vacaville Downtown Creekwalk Extension	PSE	SOL070028	CMAQ-T3-3-AQ-SOL	CML	5094047	08/09	08/09		53,000	53,000	01/13/09		53,000	53,000	
Solano	Vacaville	Ulatis 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

October 08, 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		235,000	235,000	06/03/09		235,000	235,000	
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	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	104,046,969	168,939,329		64,108,479	103,577,442	167,685,921	1,253,408