

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

December 7, 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. Minutes of October 19, 2009 PTAC Meeting* | |
| 3. Partnership Reports | |
| • Partnership Board* | |
| Chair: Rick Ramacier, CCCTA | |
| <i>The Partnership Board met on December 1, 2009.</i> | |
| • Transit Finance Working Group* | |
| Chair: April Chan, Caltrain/SamTrans | |
| <i>The Transit Finance Working Group met on December 2, 2009.</i> | |
| • Local Streets and Roads Working Group* | |
| Chair: Fernando Cisneros, City/County of San Francisco | |
| <i>The Local Streets and Roads Working Group met on December 3, 2009.</i> | |
| • Programming and Delivery Working Group* | |
| Chair: Sandy Wong, San Mateo C/CAG | |
| <i>The Programming and Delivery Working Group met on December 7, 2009.</i> | |

DISCUSSION ITEMS

1:45 p.m.

- | | |
|--|--|
| 4. Legislative Report (<i>Rebecca Long</i>)
(<i>MTC staff will present an update on legislative actions.</i>) | |
| 5. American Recovery and Reinvestment Act 2009 Update* (<i>Craig Goldblatt</i>)
(<i>MTC staff will provide an update on the current activities related to the federal American Recovery and Reinvestment Act (ARRA) of 2009.</i>) | |
| a. ARRA LA-ODIS Reporting Update* (<i>Memo Only</i>) | |
| b. ARRA Cost Savings Update* (<i>Memo Only</i>) | |
| 6. New Federal Act –Proposed for Cycle 1 STP/CMAQ Funding* (<i>Craig Goldblatt</i>)
(<i>MTC staff will present the proposal for Cycle 1 STP/CMAQ funding, slated for review and approval by the Commission in December.</i>) | |
| 7. New Act Regional Bikeway Program* (<i>Sean Co</i>)
(<i>MTC staff will present proposed funding of bicycle projects as part of the Regional Bikeway Network in Cycle 1 and 2</i>) | |
| 8. SB1474 Transit Coordination Plan Update* (<i>Pierce Gould</i>)
(<i>MTC is updating the region's SB1474 Transit Coordination Plan (currently MTC Res. 3055). The Plan identifies coordination requirements with which transit operators must comply or risk MTC withholding funds. Staff will summarize the process and schedule for the update.</i>) | |
| 9. Tier 2 Lifeline Transportation Program of Projects* (<i>Jennifer Yeamans</i>)
(<i>Staff will present the program of projects for Tier 2 of the Lifeline Transportation Program.</i>) | |

10. AC Transit Proposed Redirect of CMAQ to Operating (*Kenneth Folan*)
(MTC staff will provide an update on the redirection of \$35 million in CMAQ funding between an AC Transit capital project and operating service, scheduled for consideration at the Dec. 9 Programming and Allocations meeting.)
11. FY 2008-09 Annual Listing of Federally Obligated Projects Report** (*Kenny Kao*)
(MTC staff seeks comments on the draft FY 2008-09 Annual Listing of Federally Obligated Projects Report.)

INFORMATION ITEMS / OTHER BUSINESS

2:40 p.m.

12. TIP Amendment Update* (*Sri Srinivasan*)
(The current TIP and subsequent TIP Amendments are available online at:
<http://www.mtc.ca.gov/funding/tip>).
13. 2011 TIP Development* (*Sri Srinivasan*)
 - a. Data Clean-Up
14. RM2 Program Update* (*Shruti Hari*)
(Staff will provide an update on the RM2 program administration.)
15. Draft CY 2010 Partnership Technical Advisory Committee Meeting Schedule* (*Kenneth Folan*)
16. 2010 Summer High School Internship Program* (*Memo Only*)
(MTC will be sponsoring its High School Internship Program for 2010. Agencies willing to participate in this educational program may download the Intern Request Form at http://www.mtc.ca.gov/jobs/high_school and email it to Ann Macaulay at amacaulay@mtc.ca.gov by Thursday, December 10, 2009.)
17. Recommended Future Agenda Items (*All*)
18. Public Comment

Next meeting on:

(Due to the Martin Luther King, Jr. and Presidents' Day holidays, staff is proposing to hold the next PTAC meeting on Monday, February 1)

TBD

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

MetroCenter, TBD

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

October 19, 2009

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1. Introductions

2. Nomination and Election for PTAC Vice-Chair

Kenneth Folan (MTC Staff Liaison) announced that the Transit Finance Working Group nominated Joel Goldberg (SFMTA) to fill the vacant position of PTAC Vice-Chair and requested the Committee concurrence. The Committee concurred.

3. Minutes of September 21, 2009 PTAC Meeting

The minutes for the September 21, 2009 PTAC meeting were accepted.

4. Partnership Reports

Transit Finance Working Group (TFWG) – *April Chan, Chair* – The TFWG met on October 7, 2009. The group discussed bus filter replacements and the potential financial impacts; a survey is being designed to assist in the determination of funding implications. The group also discussed the Regional Transit Capital Inventory and the opt in/ opt out provision of the Short Range Transit Plan policy.

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 formal position on the LSRWG proposal for the New Act.

Programming and Delivery Working Group (PDWG) – *Kenneth Kao, MTC* - PDWG met on October 19, 2009. Key topics of discussion included: 1) CTC update; 2) State bonds and the General Obligation Bond sale, Caltrans can only fund projects currently under construction; there is no capacity for new allocations. The next sale is dependent upon the budget. 3) AB672 passed (LONP for I-Bond projects); 4) 2010 RTIP including TE shares increases and upcoming countywide calls for projects.

Discussion Items

4. 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 Programs, including: 1) TIGER, applications were due in September, award information is expected in January 2010; and, 2) HSRP is proceeding on four tracks. HSRP Track 2 award information is expected in December. There will be an EECBG workshop on October 22, 2009. More information is available on the ARRA Discretionary Program Summary sheet, and at: <http://www.afdc.energy.gov/cleancities/progs/solicitations.php#recovery>.

5. 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 (later postponed to December). Since final adoption in November or December may result in a lapse of program funding for regional operations programs, staff sought action on those programs only at the October PAC meeting. The Committee requested advanced notice that PTAC and the Partnership be aware of the Climate Initiative Subcommittee findings and its impact to the New Act proposal as well as have opportunity to weigh in with comments prior to action on the final plan. The Committee also formally requested that adoption of the New Act Cycle programming be deferred to December to allow time for the Partnership Board to weigh in on the proposal.

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

October 19, 2009

Page 2 of 2

6. Transportation for Livable Communities (TLC) Program Next Steps

Therese Trivedi (MTC) summarized changes to the Transportation for Livable Communities (TLC) framework. Changes included: 1) provide incentives for development in Priority Development Areas (PDA), only projects in planned PDAs will be eligible for TLC funds; 2) award larger grants at more frequent intervals, with grants up to \$6M with no minimum; 3) expand program eligibility to include streetscapes, non-transportation infrastructure, transportation demand management, and density incentives such as land banking or site assembly; 4) 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). Projects sponsors would have to complete analysis for other alternatives (shuttles) before being eligible to apply for parking structures. Staff summarized the goals and scoring criteria and solicited feedback on the criteria. Committee members commented that the affordable housing elements are not clear and should not be a part of the scoring criteria. Others expressed concerns about using transportation funds for non-transportation infrastructure projects and suggested either reciprocity with interest with non-transportation sources or some sort of funds swap with local funds.

7. BART Car Replacement Policy Commitment and Update to Transit Capital Priorities Vehicle Procurement Reserve Policy and Program

Glen Tepke (MTC) provided an overview of the proposed funding plan for the BART car replacement. BART issued an RFP for car replacement, but cannot award without a regional commitment. Glen summarized the proposed Phase I funding plan.

Information Items / Other Business

8. TIP Amendment Update

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

9. STP/CMAQ Program Monitoring Update

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

10. Recommended Future Agenda Items

- Action on Cycle 1 Programming for New Authorization

Proposed Next Meeting:

Monday, December 7, 2009

1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor, Room 171

101-8th Street, Oakland, CA 94607

THE BAY AREA PARTNERSHIP

Tuesday, December 1, 2009
3:00 p.m. – 5:00 p.m.

MetroCenter Auditorium, 101 Eighth Street, Oakland

AGENDA

Item 1: 3:00 p.m. **Call to Order / Introductions (Chair Rick Ramacier¹)**

Item 2: 3:05 p.m. **Approval of Meeting Minutes of June 23, 2009***

DISCUSSION/ACTION ITEMS

Item 3: 3:10 p.m. **Election of Officers**

Item 4: 3:15 p.m. **Board Administration (Rick Ramacier)***

Request by the Marin Transit District for membership. Request to add Hans Larsen, City of San Jose Public Works Director, to the Partnership Board in place of Jim Helmer.

Item 5: 3:45 p.m. **New Federal Transportation Funding Act Proposal (Alix Bockelman)***

Staff will present the recommendation for \$1.4 billion in federal funding for the six-year New Act period. The proposal is scheduled for Commission action in December.

Item 6: 4:05 p.m. **Transit Sustainability Project (Alix Bockelman)***

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

Item 7: 4:35 p.m. **Joint Policy Committee (JPC) Policies for the Bay Area's Implementation of SB 375 (Doug Kimsey / Ted Droettboom)***

The JPC adopted the SB 375 policies in September 2009 and has referred them to each of its member regional agencies for adoption.

Item 8: 4:50 p.m. **Other / Public Comment**

Item 9: 5:00 p.m. **Adjourn /Next meeting**

* Item is available to view on the MTC website.

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



METROPOLITAN
TRANSPORTATION
COMMISSION

TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, DECEMBER 2, 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 November 4, 2009 Minutes* | 2 min |
| 3. Elections for TFWG 2010 Chair and Vice Chair | 3 min |
| 4. TFWG Work Plan for 2010 and Tentative Meeting Schedule* (<i>Glen Tepke</i>) | 5 min |
| 5. Legislative Update (<i>Rebecca Long</i>) | 10 min |
| 6. Update on American Recovery and Reinvestment Act* (<i>Anne Richman</i>) | 5 min |
| 7. Transit Sustainability Project* (<i>Theresa Romell and Kenneth Folan</i>) | 15 min |
| 8. New Act STP/CMAQ Programming** (<i>Craig Goldblatt</i>) | 15 min |
| 9. SB 1474 Transit Coordination Plan Update* (<i>Pierce Gould</i>) | 10 min |
| 10. FTA's Capital Project Management ANPRM* (<i>Glen Tepke</i>) | 5 min |
| 11. FY10 TCP Apportionments and POP Amendment** (<i>Glen Tepke</i>) | 5 min |
| 12. AC Transit Request to Redirect CMAQ from Capital to Operating (<i>Kenneth Folan</i>) | 5 min |
| 13. Minimum Useful Life for Medium-Duty Buses* (<i>Glen Tepke</i>) | 5 min |

Information Items / Other Items of Business:

- | | |
|--|--------|
| 14. 2009 TIP Updates* (<i>Sri Srinivasan</i>) | 3 min |
| 15. Tier 2 Lifeline Transportation Program of Projects** (<i>Jennifer Yeamans</i>) | 10 min |
| 16. Toll Increase BATA Presentation* (<i>TBD</i>) | 10 min |
| 17. Impact of Bridge Closure** (<i>TBD</i>) | 5 min |
| 18. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Amy Burch</i>) | 5 min |
| 19. Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, January 6, 2009
10:00 a.m. – 12:00 p.m.
Claremont Conference Room, MTC MetroCenter

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

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



METROPOLITAN
TRANSPORTATION
COMMISSION

LOCAL STREETS AND ROADS WORKING GROUP
101 - 8th St., 1st Floor, Room 171
Thursday, December 3, 2009
8:30 a.m. – 9:30 a.m. - SPIR
9:30 a.m. – 12:00 p.m. - LSRWG

AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Fernando Cisneros, Chair</i>)	5 min
2. Review of November 5, 2009 Minutes* (<i>Fernando Cisneros, Chair</i>)	5 min
3. Programming Updates:	
A. Report of Federal Inactive Obligations – September 2009 Quarterly Review* (<i>Marcella Aranda</i>)	5 min
4. Standing Updates:	
A. Legislative Update (<i>Rebecca Long</i>)	5 min
B. American Recovery and Reinvestment Act (ARRA) Update	30 min
1. ARRA LA-ODIS Reporting and Delivery Update (Monthly/Weekly)* (<i>Ross McKeown</i>)	
2. ARRA Cost Savings Update (<i>Ross McKeown/ Craig Goldblatt</i>)	
3. LAO Report - Using Federal Economic Stimulus Funds for Transportation* (<i>Theresa Romell</i>)	
4. ARRA Considerations (<i>Jean Mazur, FHWA</i>)	30 min
5. Discussion Items:	
A. New Federal Act –	30 min
1. Updated Staff Proposal* (<i>Craig Goldblatt</i>)	
2. LSRWG Proposal* (<i>Fernando Cisneros</i>)	
3. Funds Distribution Policy* (<i>Craig Goldblatt</i>)	
B. Draft 2008/2009 Regional Pavement Condition Report* (<i>Sui Tan</i>)	
C. Draft Local Streets and Roads Shortfall Projections* (<i>Theresa Romell</i>)	15 min
D. P-TAP Round 11 Conditional Grant Awards List** (<i>Amy Burch</i>)	10 min
6. Informational Items:	
A. TIP Update* (<i>Sri Srinivasan</i>)	5 min
(<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>)	10 min
1. Data Cleanup	
C. Strategic Plan Implementation Subcommittee Report (<i>Theresa Romell</i>)	10 min
D. 2010 Summer High School Internship Program* (<i>Memo Only</i>)	
(<i>MTC will be sponsoring its High School Internship Program for 2010. Agencies willing to participate in this educational program may download the Intern Request Form at http://www.mtc.ca.gov/jobs/high school and email it to Ann Macaulay at amacaulay@mtc.ca.gov by Thursday, December 10, 2009.</i>)	
E. CY 2010 - January - June Tentative LSRWG Meeting Schedule* (<i>Memo Only</i>)	
F. PMP Certification Status* (<i>Memo Only</i>)	
(<i>Current PMP Certification status is available online at: http://www.mtcpms.org/ptap/cert.html</i>)	
7. CALTRANS ITEMS:	
A. [CalRTPA] Letter re: Delivery and Reporting Changes to the Local Bridge Seismic Retrofit Program* (<i>Memo Only</i>)	
B. [DLAWUA] Announcement: New COIN #4--Do Not Use Local Hiring Preferences* (<i>Memo Only</i>)	

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

MTC Staff Liaison: *Theresa Romell*

C. [DLAWUA] Announcement: FHWA/Caltrans Local Oversight Action Plan FFY2009 (LOAP)* (*Memo Only*)

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

5 min

Proposed Next Meeting:

Thursday, January 7, 2009

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

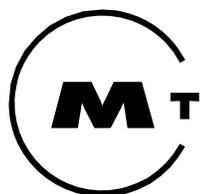
MetroCenter, 3rd Floor, Fishbowl

101-8th Street, Oakland 94607

* = Attachment in Packet

** = Handouts Available at Meeting

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



METROPOLITAN
TRANSPORTATION
COMMISSION

PROGRAMMING AND DELIVERY WORKING GROUP MEETING
Monday, December 7, 2009
10:30 a.m. – 12:30 p.m.
MTC MetroCenter, 1st Floor, Room 171
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 October 19, 2009 Working Group Meeting*	2 min
3. Working Group Standing Items	
A. Federal Inactive Obligations* (<i>Marcella Aranda</i>) (<i>MTC staff will discuss the projects on the federal inactive obligations September 2009 quarterly review as well as the look-ahead reports for the next quarter.</i>)	3 min
B. 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
C. 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
D. 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*	
4. Discussion Items	
A. 2010 Regional Transportation Improvement Program (RTIP) (<i>Kenneth Kao</i>) (<i>MTC staff will answer any questions related to the development of the 2010 Regional Transportation Improvement Program. Final submissions are due to MTC on December 16.</i>)	5 min
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 Nov4 PAC and Dec 1 Partnership Board meetings and seek additional PDWG input on the proposal for Cycle 1 STP/CMAQ funding.</i>)	15 min
C. New Act STP/CMAQ Regional Bikeway Program* (<i>Sean Co</i>) (<i>MTC staff will present proposed funding of bicycle projects as part of the Regional Bikeway Network in Cycle 1 and 2</i>)	
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>)	10 min
i. Data Cleanup	
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. [CalRTPA] Letter re: Delivery and Reporting Changes to the Local Bridge Seismic Retrofit Program* (<i>Memo Only</i>)	

- E. 2010 Summer High School Internship Program* (*Memo Only*)
(MTC will be sponsoring its High School Internship Program for 2010. Agencies willing to participate in this educational program may download the Intern Request Form at [http://www.mtc.ca.gov/jobs/high school](http://www.mtc.ca.gov/jobs/high%20school) and email it to Ann Macaulay at amacaulay@mtc.ca.gov by Thursday, December 10, 2009.)
- F. CY 2010 Tentative 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: New COIN #4--Do Not Use Local Hiring Preferences
(A new Construction Oversight Information Notice (COIN) has been posted to the Local Assistance website at: <http://www.dot.ca.gov/hq/LocalPrograms/COIN/index.htm>. COIN #4 "DO NOT USE LOCAL HIRING PREFERENCES" alerts local agencies that local hiring practices cannot be used on Federal-aid projects.)
 - ii. [DLAWUA] Announcement: FHWA/Caltrans Local Oversight Action Plan FFY2009 (LOAP)
(The FHWA/Caltrans Local Oversight Action Plan FFY2009 (LOAP) has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/Reports_db.htm. The purpose of the LOAP(FFY2009) is to identify and consolidate significant Caltrans and Local Agency activities, roles, and responsibilities using the Local Assistance Procedures Manual(LAPM) as a guide. In FFY2010, the remaining chapters of the LAPM, not included in LOAP(FFY2009), will be addressed.)

7. Workshop Items

8. Recommended Agenda Items for Future Meetings

The Next PDWG Meeting:

(Due to the Martin Luther King, Jr. and Presidents' Day holidays, staff is proposing to hold the next PTAC meeting on Monday, February 1)

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
TRANSPORTATION
COMMISSION

PTAC - 12/07/09: Item 5A

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November 17, 2009

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Sperring
Solano County and Cities

Amy Rein Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

To: CMA Executive Directors

RE: ARRA Delivery

I want to bring to your attention three critical issues related to the American Recovery and Reinvestment Act (ARRA).

De-Obligation of ARRA Award Savings

As you may be aware, Caltrans has been processing award savings from ARRA projects, even when project sponsors have not requested de-obligations. This is a departure from MTC's understanding of the process at the time the Regional Cost Savings Policy was developed in July and therefore requires a quick change in direction.

As background, current federal procedures require jurisdictions to submit award packages to Caltrans within 60 days of award. Caltrans then has 90 days to process a de-obligation of any savings above \$250,000. As a result of the economy, we have been experiencing significant savings that are now in the process of being de-obligated. While cost savings are good news overall, the de-obligations come at a rather inopportune time considering the tight deadlines for delivering the ARRA program.

In response to the upcoming federal March 2nd deadline, Caltrans has established a December 15th deadline for submittal of completed ARRA E-76 requests to the Districts (including field reviews, NEPA clearance, R/W certifications, full design package, etc). Final complete E-76 Request For Authorizations (RFAs) must be in Caltrans Headquarters by December 31st. Any regional funds remaining after this date are subject to redirection by the state. Attached for your information are the Caltrans ARRA Fund Management Guidelines and Timelines.

We strongly encourage you to contact project sponsors and request they process any projects that can use ARRA cost savings by submitting their E-76 requests to Caltrans by December 15th rather than waiting until March 2nd. This way we will have a large shelf of projects that can use the funds de-obligated prior to the December deadlines. Any unobligated regional ARRA funds remaining after December 31st will have to be redirected to other projects to ensure funds are not lost to the region. The ARRA cost savings projects identified by the CMAs have all been added into the TIP, which should allow project sponsors to move forward with these projects.

ARRA Reporting and Federal-Aid Documents

Although ARRA project sponsors are responsible for submitting the required reporting information, Caltrans has recently requested assistance in encouraging the local agencies to provide timely submittal of all obligation packages, award information, Project Supplemental Agreements (PSAs) and invoices. This is in response to a perceived poor reporting of ARRA delivery information, which is making California's ARRA delivery rate appear rather poor. Although the San Francisco Bay Area has obligated an outstanding 94% and awarded 79% of the Local Streets and Road System Preservation ARRA regional funding, this information is not getting reported to Congress. Attached for your information is a list of projects that have not yet submitted their PSAs.

CMA Executive Directors
ARRA Delivery
November 17, 2009
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Regional ARRA Obligation Deadline

We are approaching the regional November 30th obligation deadline for the remaining ARRA funding. Some projects have not yet submitted their E-76 requests to Caltrans, with the deadline only two weeks away. To meet the Caltrans timelines, any regional funds remaining unobligated after the regional obligation deadline are subject to redirection to other projects to ensure funds are not lost to the region.

We are asking for your assistance to remind project sponsors in your counties of the upcoming regional deadlines as well as the requirement to submit the required federal-aid documentation and reporting information to Caltrans in a timely manner. We appreciate all of your hard work and that of your staff to ensure that the region maintains its strong delivery record. If you have questions, feel free to contact me at 510.817.5850 or Ross McKeown at 510.817.5842.

Sincerely,



Alix A. Bockelman
Director, Programming and Allocations

Attachments: Caltrans ARRA Fund Management Guidelines and Timelines
List of ARRA projects with outstanding PSAs
List of remaining unobligated regional ARRA projects.

cc: Denix Anbiah, Caltrans HQ
Sylvia Fung, Caltrans District 4

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DIVISION OF LOCAL ASSISTANCE
Guidelines and Timelines for Managing Local Assistance
American Recovery and Reinvestment Act (Recovery Act) Funding
August 12, 2009

BACKGROUND

On February 17, 2009, President Obama signed The American Recovery and Reinvestment Act of 2009 (Recovery Act). Among its many provisions, Recovery Act provides California approximately \$2.57 billion in federal apportionments for its Highway Infrastructure Investment Program.

Recovery Act specifies a sub-allocation of 30 percent of these funds to the regional planning agencies (Regions) through the Surface Transportation Program (STP) process which is “based on population”, and does not require sub-allocation of the remaining 70 percent (“any area” funds) designated to the State. The State had 120 days from the date of apportionment by Federal Highway Administration (FHWA) to obligate half of the “any area” funds. Any funds not obligated within the first 120 days were to be redistributed to states that were able to meet the deadline. California had approximately \$900 million subject to the federal 120-day requirement that was required to be obligated by June 30, 2009.

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

Description of Recovery Act Apportionments:

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

“Based on Population”

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

“Any Area”

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

The federal reimbursement rate for projects using Recovery Act funds can be up to 100 percent, at the discretion of the Regions receiving the funding.

DEADLINES

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

- **June 30, 2009** – Marks 120 days from March 2, 2009, the apportionment date of the Recovery Act funding by FHWA. A minimum and aggregate total of 50 percent of apportionments in “any area” must be obligated by the Regions and the State by this date.
 - **California met this requirement by May 2009.**
 - Following the June 30, 2009, deadline, there were no Recovery Act funds redistributed from the other states to California.
- **March 2, 2010** – All remaining funding in Recovery Act apportionments “based on population” and the “any area” funds must be obligated by the Regions and the State.
 - **Recovery Act funds not obligated by this deadline will be lost by that state and redistributed to other states that are able to obligate all of their Recovery Act funds.**
- **September 30, 2010** – Recovery Act funds not obligated by this date will lapse.
 - **Recovery Act funds can not be obligated after September 30, 2010.**
 - This date applies to Recovery Act funds that are redistributed, as well as Recovery Act funds deobligated from projects.
- **September 30, 2015** – Final Recovery Act fund deadline.
 - **Recovery Act funds not expended by this time will expire.**

RESPONSIBILITIESDepartment:

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

Regions (MPOs/RTPAs):

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

Local Agencies:

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

GUIDELINES

These guidelines will be implemented effective March 2, 2009.

Obligating Recovery Act Funding:

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

Any additional funding received by California will be redistributed per timeline below.

TIMELINES**June 30, 2009**

- The 120th day from the receipt of the Recovery Act apportionments from FHWA. At this mark, a minimum of 50% of “any area” apportionments to states must be obligated or lost.
 - ▶ Goal achieved by California as of May 4, 2009.
 - ▶ Following the June 30, 2009, deadline, there were no Recovery Act funds redistributed from the other states to California.

November 1, 2009

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

December 1, 2009

- Local Agencies **MUST** submit “Draft” RFA to DLAEs.

December 15, 2009

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

December 31, 2009

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

January 1, 2010

- The Department's DLA will redistribute any local Recovery Act funds that will not be used by Regions based on the "Final" RFAs.
- Recovery Act funds will be distributed to:
 - Regions that will obligate 100 percent of their Recovery Act funds including the "Final" RFAs.
 - Regions that have back-up projects identified and programmed in the FTIPs (see November 1, 2009, of these timelines).
- The redistribution will:
 - Be based on the ratio of the obligated funds of the eligible Region to the total obligated amount of all eligible Regions, depending on the amount of available funds to redistribute, if sufficient.
 - Ensure that DLA will use these funds on Local Assistance funded projects and continue to compete for and receive Recovery Act funds during the federal redistribution of Recovery Act funds.

January 2010

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

February 1, 2010

- The Department's DLA notifies the Department's Federal Resources Office of any Recovery Act funds that will not be obligated by DLA.

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

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

March 2010

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

If additional Recovery Act funds are received from FHWA:

- Recovery Act funds will be split between the Regions and State per the same ratio in ABx3 20.
- Recovery Act funds will be distributed to:
 - Regions that obligated 100 percent of their Recovery Act funds by the March 2, 2010, deadline.
 - The redistribution will be based on the ratio of the obligated funds of the eligible Region to the total obligated amount of all eligible Regions on March 2, 2010.
- The Department's Division of Transportation Programming will update Distribution Sheets, if necessary.

July 1, 2010

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

July 31, 2010

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

August 2010

- The Department's DLA Headquarters submits all timely and complete electronic RFAs (E76s) to FHWA.

September 1, 2010

- The Department's DLA notifies the Department's Federal Resources Office of any Recovery Act funds that will not be obligated by DLA.

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

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

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

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**Program Supplement Sent to Local Agency but not Received Back As of 04-NOV-09
SF Bay Area
November 4, 2009**

District No.	County	Agency Name	Project Title	Prefix	Project Number	Sent To Local Agency	ARRA Amnt
04	Alameda	Alameda County	Alameda County - Various Central County Roadways Rehab	ESPL	5933(098)	07/15/09	1,496,782
04	Alameda	Alameda County	Alameda County - Various Eastern County Roadways Rehab	ESPL	5933(099)	09/14/09	2,200,000
04	Alameda	Berkeley	Berkeley - University Avenue Paving - Phase 3	ESPL	5057(033)	10/21/09	1,200,000
04	Alameda	San Leandro	San Leandro - Springlake Drive Pavement Rehabilitation	ESPL	5041(034)	09/28/09	559,000
04	Contra Costa	Concord	Concord - Monument Blvd Pedestrian Imps	ESPLE	5135(038)	09/09/09	4,002,427
04	Contra Costa	Martinez	Martinez - Various Arterials Pavement Rehabilitation	ESPL	5024(023)	08/10/09	663,000
04	Contra Costa	Martinez	Martinez - Marina Vista Streetscape	ESPLE	5024(024)	09/09/09	157,000
04	San Mateo	Redwood City	Redwood City - El Camino Real/Broadway Streetscape	ESPL	5029(021)	10/26/09	728,000
04	San Mateo	San Bruno	San Bruno - Various Roadway Resurfacing and Overlays	ESPL	5226(016)	08/18/09	523,000
04	San Mateo	San Carlos	San Carlos - Various Streets Pedestrian Improvements	ESPL	5267(013)	07/15/09	659,000
04	Santa Clara	Campbell	Campbell - East Campbell Ave Downtown Enhancements	ESPLE	5306(013)	10/30/09	289,053
04	Santa Clara	Gilroy	Gilroy - Citywide Sidewalk Rehabilitation	ESPL	5034(020)	07/08/09	218,000
04	Santa Clara	Palo Alto	Palo Alto - Lytton Avenue Resurfacing	ESPL	5100(011)	07/08/09	850,000
04	Solano	Dixon	Dixon - Stratford Avenue Rehabilitation	ESPL	5056(017)	10/15/09	500,000
04	Solano	Vallejo	Vallejo - Downtown Vallejo Streetscape	ESPL	5030(048)	07/01/09	350,000
04	Sonoma	Cotati	Cotati - Old Redwood Highway Rehabilitation - South (Seg 1)	ESPL	5383(007)	07/01/09	400,000
04	Sonoma	Petaluma	Petaluma - McDowell Blvd North Rehabilitation	ESPL	5022(045)	10/15/09	580,000

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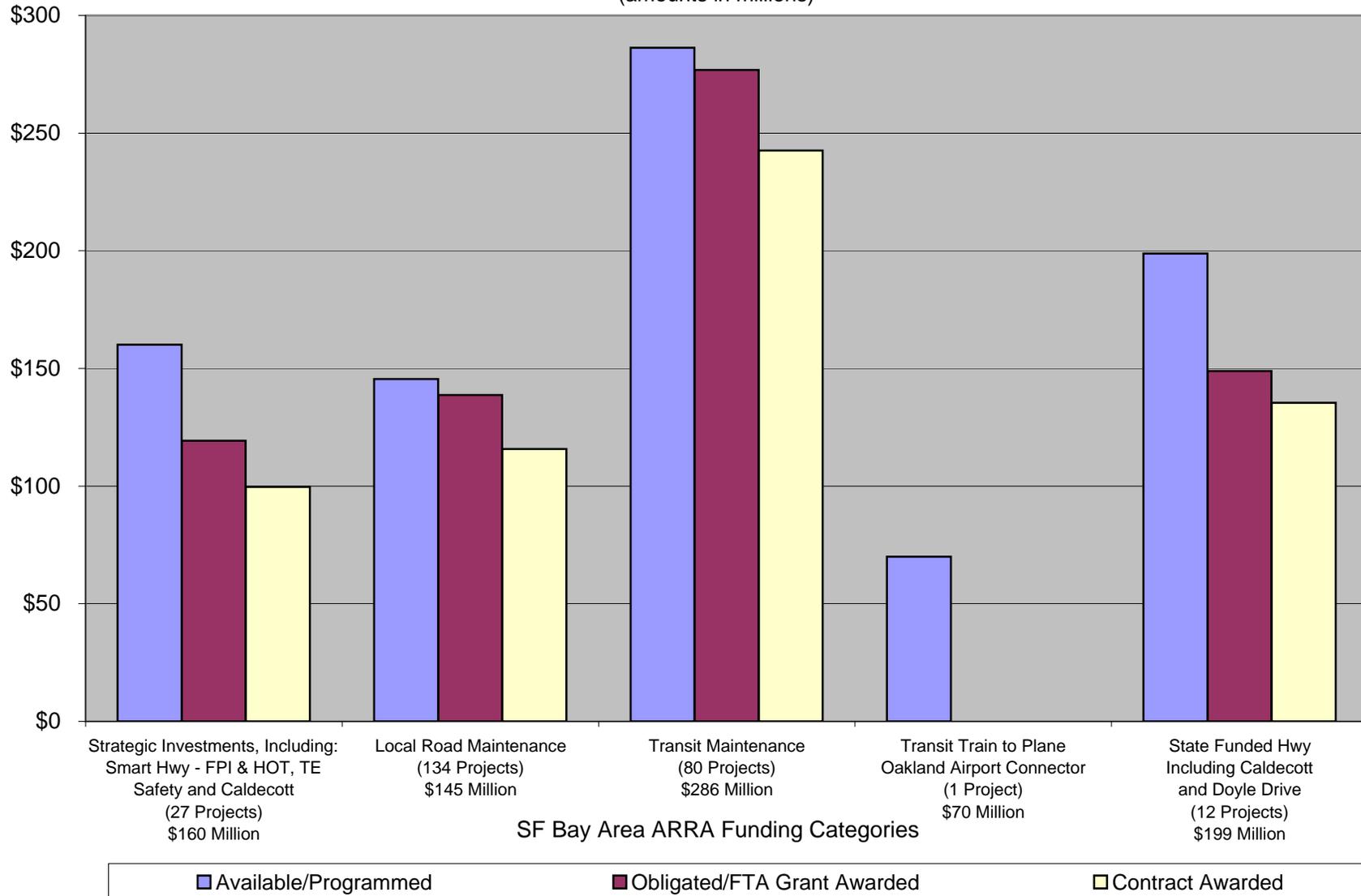
METROPOLITAN TRANSPORTATION COMMISSION
Remaining ARRA Funds without Obligations
December 2, 2009

County	Local Agency	Project Name	Project Number	Obligation Status	Regional Obligation Deadline	ARRA Amount Remaining	Comments
Regional ARRA FHWA Projects							
Alameda	Alameda County CMA	ACCMA - I-580 EB HOT Lane	ESPL-6273(056)	Pending - FHWA	11/30/2009	\$7,500,000	Submitted to FHWA on November 5, 2009
Alameda	Caltrans	Caltrans - SR-24 Realignment of WB SR 25 to NB SR 13	ARRAL-P024(031)	Obligated	6/30/2009	\$97,000	Project Obligated - Program Savings
Alameda	Caltrans	Caltrans - SR-24 Kay Street Widening and Signalization	ARRAL-P024(032)	Obligated	6/30/2009	\$67,000	Project Obligated - Program Savings
Alameda	City of Alameda	Alameda City - Certain Streets Rehabilitation	ESPL-5014(033)	Pending - FHWA	11/30/2009	\$350,000	Submitted to FHWA on November 5, 2009
Alameda	City of Pleasanton	Pleasanton - Bernal Avenue Pavement Rehabilitation	ESPL-5010(023)	CT-D4	11/30/2009	\$370,000	Awaiting DBE. Requested Extension to 12/31/09
Alameda	County of Alameda	Alameda County - Various San Lorenzo/ Ashland Roadways Rehab	ESPL-5933(101)	Pending - FHWA	11/30/2009	\$420,000	Submitted to FHWA on November 30, 2009
Contra Costa	County of Contra Costa	Contra Costa County - Vasco Road Safety Imps	ESPL-5928(093)	Pending - FHWA	11/30/2009	\$11,179,083	Submitted to FHWA on November 5, 2009
Napa	County of Napa	Napa County - Silverado Trail Phase C Rehabilitation	ESPL-5921(048)	Pending - FHWA	11/30/2009	\$380,000	Submitted to FHWA on December 1, 2009
Napa	Yountville	Yountville - SR 29 Bicycle Safety Improvements	ESPL-5395(001)	CT-D4	12/31/2009	\$1,000,000	Awaiting ENV. Obligation Deadline Extended to 12/31/09
San Francisco	San Francisco MTA	San Francisco - Pedestrian Signal Upgrade	ESPL-6328(029)	CT-HQ	12/31/2009	\$289,295	Force Account Denied. Deadline Extended to 12/31/09
San Francisco	San Francisco MTA	San Francisco - Inner Sunset Traffic Calming and Enhancements	ESPL-6328(030)	CT-D4	6/30/2009	\$300,000	Status Unconfirmed
San Mateo	Caltrans	Caltrans - FPI, San Mateo I-280: I-380 to SR 1 (CON)	ARRAL-2801(129)	Pending - FHWA	12/31/2009	\$6,317,500	Submitted to FHWA on November 30, 2009
San Mateo	City of Belmont	Belmont - US 101 Bike Bridge Overcrossing	ESPL-5268(004)	Obligated	6/30/2009	\$147,806	Project Obligated - Program Savings
Santa Clara	Caltrans	Caltrans - FPI, Santa Clara SB I-280: W of US 101 to E of I-880(CON)	ARRAL-2801(124)	Pending - FHWA	12/31/2009	\$6,350,000	Submitted to FHWA on November 30, 2009
Santa Clara	Caltrans	Caltrans - FPI, Santa Clara NB I-280: W of US 101 to E of I-880 (CON)	ARRAL-2801(123)	Pending - FHWA	12/31/2009	\$4,480,000	Submitted to FHWA on November 30, 2009
Santa Clara	City of Morgan Hill	Morgan Hill - Peak Avenue and Church Street Resurfacing	ESPI-5152(020)	CT-D4	11/30/2009	\$107,000	Status Unconfirmed
Santa Clara	City of Palo Alto	Palo Alto - Alma Street Concrete Restoration	ESPL-5100(013)	Pending - FHWA	11/30/2009	\$209,000	Submitted to FHWA on December 1, 2009
Santa Clara	City of San Jose	San Jose - Various Streets Resurfacing and Rehabilitation	ESPL-5005(099)	Pending - FHWA	11/30/2009	\$2,443,000	Submitted to FHWA on December 2, 2009
Santa Clara	City of Saratoga	Saratoga - Saratoga Ave and Fruitvale Ave Overlay and Rehab	ESPL-5332(015)	Pending - FHWA	11/30/2009	\$137,000	Submitted to FHWA on December 1, 2009
Santa Clara	Santa Clara VTA	Santa Clara VTA - SR 85 Express HOT Lanes	ESPL-6264(044)	Pending - FHWA	11/30/2009	\$3,300,000	Submitted to FHWA on November 25, 2009
Santa Clara	Town of Los Gatos	Los Gatos - Prospect Area Street Rehabilitation	ESPL-5067(015)	Pending - FHWA	11/30/2009	\$102,000	Submitted to FHWA on November 30, 2009
Solano	City of Fairfield	Fairfield - Suisun Valley Road Rehabilitation	ESPL-5132(036)	CT-D4	11/30/2009	\$538,000	Awaiting ENV. Requested Extension to 12/31/09
Solano	City of Fairfield	Fairfield - GFI Fareboxes purchase and implementation	FTAESPL-5132(037)	Pending - FHWA	11/30/2009	\$172,340	Submitted to FHWA on October 15, 2009
Solano	City of Suisun City	Suisun City - Main Street Rehabilitation	ESPL-5032(024)	Pending - FHWA	11/30/2009	\$170,000	Submitted to FHWA on November 25, 2009
Solano	County of Solano	Solano County - Various Streets Overlay Phase 2	ESPL-5923(093)	Pending - FHWA	11/30/2009	\$360,000	Submitted to FHWA on November 10, 2009
Sonoma	City of Santa Rosa	Santa Rosa - Mendocino Avenue ITS Improvements	ESPL-5028(054)	CT-HQ	11/30/2009	\$1,000,000	In Caltrans HQ - Pending Review and Approval.
SubTotal Regional FHWA Funds						\$47,786,024	
J:\PROJECT\Funding\ARRA\ARRA Obligations and Project Delivery\MTC ARRA Unobligated Projects - 11-24-09.xls]Remaining ARRA 12-02-09							
State ARRA FHWA Projects - Not programmed by MTC							
Ala/CC	Caltrans	San Francisco US 101 - Doyle Drive Replacement	ESPL-5032(024)	CT-D4	N/A	\$50,000,000	Preparing E-76 for Submittal
SubTotal State FHWA Funds						\$50,000,000	
SubTotal - FHWA Funds						\$97,786,024	
Regional ARRA FTA Projects							
Alameda	BART	Oakland Airport Connector	ESPL-5032(024)	BART	N/A	\$70,000,000	Awaiting BART Action
SubTotal Regional FTA Funds						\$70,000,000	
GRAND TOTAL						\$167,786,024	



SF Bay Area ARRA Project Status November 18, 2009

(amounts in millions)



Total Available: 254 Projects totalling \$861 Million
 Obligations to Date: 223 Projects totalling \$682 Million (79%)
 Awarded Contracts to Date: 177 Projects totalling \$593 Million (69%)

**SF Bay Area
Metropolitan Transportation Commission (MTC)
American Recovery and Reinvestment Act (ARRA)
Highway Strategic Investments, Prop 1B Backfill, Smart Highways, Safety and Transportation Enhancements
November 18, 2009**

County	Implementing Agency	Project Title	Project Type	TIP ID No.	1511 Cert #	1511 Cert Date	Federal Project ID	Total ARRA Funding	Obligation Amount	Obligation Date	Remaining Balance	Obligation Deadline	Contract Award Amount	Contract Award Date	Contract Award Deadline
27 MTC - Strategic Investments								\$160,106,295	\$119,257,694		\$40,848,601	18	\$99,657,000	1	
MTC - Regional Element ARRA - Highway Strategic Investments - Safety and Smart Hwys								\$32,000,000							
Contra Costa	County of Contra Costa	Contra Costa County - Vasco Road Safety Imps	Safety	CC-050030	Cert #11	9/14/2009	ESPLDEMO-5928(093)	\$10,000,000		Pending - HQ	\$10,000,000	11/30/2009			12/31/2009
Napa	Yountville	Yountville - SR 29 Bicycle Safety Improvements	Safety	NAP090001	Cert #11	9/14/2009	ESPL-5395(001)	\$1,000,000			\$1,000,000	11/30/2009			12/31/2009
San Mateo	Caltrans	FPI, San Mateo - I-280 PM 20.3 TO 27.3, Install Ramp Metering Elements (PE)	Smart Hwys	REG090003	Cert #7	7/28/2009	ARRAL-2801(125)	\$682,500	\$682,500	9/2/2009	\$0	11/30/2009			12/31/2009
San Mateo	Caltrans	Caltrans - FPI, San Mateo I-280: I-380 to SR 1 (CON)	Smart Hwys	REG090003	Cert #7	7/28/2009	ARRAL-2801(125)	\$6,317,500			\$6,317,500	11/30/2009			12/31/2009
Santa Clara	Caltrans	FPI, Santa Clara - I-280 From PM 1.0 TO PM 4.5, New TOS & Ramp Metering Equipment (PE)	Smart Hwys	REG090003	Cert #7	7/28/2009	ARRAL-2801(124)	\$650,000	\$650,000	8/29/2009	\$0	11/30/2009			12/31/2009
Santa Clara	Caltrans	Caltrans - FPI, Santa Clara I-280: I-280 From PM 1.0 TO PM 4.5 (CON)	Smart Hwys	REG090003	Cert #7	7/28/2009	ARRAL-2801(124)	\$6,350,000			\$6,350,000	11/30/2009			12/31/2009
Santa Clara	Caltrans	FPI, Santa Clara - I-280 From PM 2 TO PM 5, New TOS & Ramp Metering Equipment (PE)	Smart Hwys	REG090003	Cert #7	7/28/2009	ARRAL-2801(123)	\$520,000	\$520,000	8/29/2009	\$0	11/30/2009			12/31/2009
Santa Clara	Caltrans	Caltrans - FPI, Santa Clara I-280 From PM 2 TO PM 5 (CON)	Smart Hwys	REG090003	Cert #7	7/28/2009	ARRAL-2801(123)	\$4,480,000			\$4,480,000	11/30/2009			12/31/2009
Solano	Fairfield	Solano County - McGary Road Safety Improvements	Safety	SOL090004	Cert #11	9/14/2009	ESPL-5132(032)	\$1,000,000	\$1,000,000	9/24/2009	\$0	11/30/2009			12/31/2009
Sonoma	Santa Rosa	Santa Rosa - Mendocino Avenue ITS Improvements	Safety	SON090006	Cert #7	7/28/2009	ESPL-5028(054)	\$1,000,000		Pending - HQ	\$1,000,000	11/30/2009			12/31/2009
SUBTOTAL								\$32,000,000	\$2,852,500		\$29,147,500		\$0		
MTC - State Element ARRA - Highway Strategic Investments - Prop 1B Backfill and Smart Hwys								\$118,457,000							
ALA/CC	Caltrans	Caltrans - SR-24 Caldecott Tunnel Fourth Bore	Prop 1B Backfill	CC-010002	4/28/2009	4/28/2009	SARRA-P024(030)	\$99,657,000	\$99,657,000	5/2/2009	\$0	6/30/2009	\$99,657,000	11/10/2009	12/31/2009
Alameda	Caltrans	Caltrans - SR-24 Realignment of WB SR 25 to NB SR 13	Prop 1B Backfill	CC-010002	4/28/2009	4/28/2009	ARRAL-P024(031)	\$4,700,000	\$4,603,000	9/24/2009	\$97,000	6/30/2009			12/31/2009
Alameda	Caltrans	Caltrans - SR-24 Kay Street Widening and Signalization	Prop 1B Backfill	CC-010002	4/28/2009	4/28/2009	ARRAL-P024(032)	\$600,000	\$533,000	9/24/2009	\$67,000	6/30/2009			12/31/2009
Alameda	Alameda County CMA	ACCMA - I-580 EB HOT Lane	Smart Hwys	ALA070020	Cert #10	8/31/2009	ESPL-6273(056)	\$7,500,000		Pending - HQ	\$7,500,000	11/30/2009			6/30/2010
Santa Clara	Santa Clara VTA	Santa Clara VTA - SR 237 - I-880 HOT Connector	Smart Hwys	SCL090029	Cert #6	7/17/2009	ESPL-6264(042)	\$2,700,000	\$2,700,000	9/22/2009	\$0	11/30/2009			6/30/2010
Santa Clara	Santa Clara VTA	Santa Clara VTA - SR 85 Express HOT Lanes	Smart Hwys	SCL090030	Cert #10	8/31/2009	ESPL-6264(044)	\$3,300,000			\$3,300,000	11/30/2009			6/30/2010
SUBTOTAL								\$118,457,000	\$107,493,000		\$10,964,000		\$99,657,000		
MTC - State Element TE ARRA - Transportation Enhancement Projects								\$9,649,295							
Alameda	Oakland	Oakland - West Oakland 7th Street TOD	TE-Bike/Ped	ALA050080	Cert #6	7/17/2009	ESPL-5012(100)	\$1,300,000	\$1,300,000	8/4/2009	\$0	6/30/2009			12/31/2009
Contra Costa	Concord	Concord - Monument Blvd Pedestrian Imps	TE-Bike/Ped	CC-070083	Cert #5	6/11/2009	ESPL-5135(038)	\$1,000,000	\$1,000,000	8/7/2009	\$0	6/30/2009			12/31/2009
Contra Costa	Martinez	Martinez - Marina Vista Streetscape	TE-Bike/Ped	CC-070085	Cert #5	6/11/2009	ESPL-5024(024)	\$127,000	\$127,000	8/7/2009	\$0	6/30/2009			12/31/2009
San Francisco	SFMTA	San Francisco - Inner Sunset Traffic Calming and Enhancements	TE-Enhancement	SF-070033	Cert #5	6/11/2009	ESPL-6328(030)	\$632,295	\$343,000	9/9/2009	\$289,295	6/30/2009			12/31/2009
San Francisco	SFMTA	San Francisco - Pedestrian Signal Upgrade	TE-Bike/Ped	SF-090029	Cert #6	7/17/2009	ESPL-6328(029)	\$300,000			\$300,000	6/30/2009			12/31/2009
San Mateo	Belmont	Belmont - US 101 Bike Bridge Overcrossing	TE-Bike/Ped	SM-070005	Cert #6	7/17/2009	ESPL-5268(004)	\$2,100,000	\$1,952,194	9/3/2009	\$147,806	6/30/2009			12/31/2009
Santa Clara	Campbell	Campbell - East Campbell Ave Downtown Enhancements	TE-Bike/Ped	SCL070022	Cert #6	7/17/2009	ESPL-5306(013)	\$2,160,000	\$2,160,000	8/22/2009	\$0	6/30/2009			12/31/2009
Solano	Benicia	Benicia - I-780 State Park Overcrossing	TE-Bike/Ped	SOL070005	Cert #5	6/11/2009	STPL-5003(023)	\$320,000	\$320,000	7/2/2009	\$0	6/30/2009			12/31/2009
Solano	City of Fairfield	Fairfield - McGary Road Enhancements	TE-Bike/Ped	SOL090004	Cert #11	9/14/2009	ESPL-5132(032)	\$640,000	\$640,000	9/24/2009	\$0	6/30/2009			12/31/2009
Solano	County of Solano	Solano County - Old Town Cordelia Improvements Phase 2	TE-Bike/Ped	SOL050046	Cert #6	7/17/2009	ESPL-5923(092)	\$800,000	\$800,000	8/5/2009	\$0	6/30/2009			12/31/2009
Sonoma	Windsor	Windsor - Old Redwood Hwy Pedestrian Enhancements	TE-Bike/Ped	SON070005	Cert #5	6/11/2009	ESPL-5472(014)	\$270,000	\$270,000	8/22/2009	\$0	6/30/2009			12/31/2009
SUBTOTAL								\$9,649,295	\$8,912,194		\$737,101		\$0		
MTC - Hwy, Safety and TE - TOTAL								\$160,106,295	\$119,257,694		\$40,848,601		\$99,657,000		

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**SF Bay Area
Metropolitan Transportation Commission (MTC)
American Recovery and Reinvestment Act (ARRA)
Local Streets and Roads System Preservation Projects
November 18, 2009**

County	Implementing Agency	Project Title	Project Type	TIP ID No.	1511 Cert #	1511 Cert Date	Federal Project ID	Total ARRA Funding	Obligation Amount	Obligation Date	Remaining Balance	Obligation Deadline	Anticipated Contract Award + Contingencies + Support	Anticipated Contract Award Date	Contract Award Deadline
134 MTC - Local Streets and Roads System Preservation								\$145,480,410	\$139,893,842		\$5,586,568	122	\$115,728,171	111	
ALAMEDA								\$29,380,000							
Alameda	City of Alameda	Alameda City - Various Streets Rehabilitation	Rehab	REG090025	Cert #1	4/10/2009	ESPL-5014(032)	\$1,304,000	\$1,304,000	6/24/2009	\$0	5/31/2009	\$1,304,000	7/21/2009	9/30/2009
Alameda	City of Alameda	Alameda City - Certain Streets Rehabilitation	Rehab	REG090025	Cert #7	7/28/2009	ESPL-5014(033)	\$350,000		Pending - HQ	\$350,000	11/30/2009			6/30/2010
Alameda	County of Alameda	Alameda County - Various Central County Roadways Rehab	Rehab	REG090025	Cert #1	4/10/2009	ESPL-5933(098)	\$2,200,000	\$2,200,000	6/18/2009	\$0	5/31/2009	\$1,488,903	9/29/2009	9/30/2009
Alameda	County of Alameda	Alameda County - Various Eastern County Roadways Rehab	Rehab	REG090025	Cert #1	4/10/2009	ESPL-5933(099)	\$1,200,000	\$1,200,000	6/24/2009	\$0	5/31/2009	\$1,200,000	9/15/2009	9/30/2009
Alameda	County of Alameda	Alameda County - Various San Lorenzo/ Ashland Roadways Rehab	Rehab	REG090025	Cert #10	8/31/2009	ESPL-5933(101)	\$420,000			\$420,000	11/30/2009			6/30/2010
Alameda	City of Berkeley	Berkeley - University Ave from San Pablo to Sacramento Rehab	Rehab	REG090025	Cert #1	4/10/2009	ESPL-5057(032)	\$1,619,000	\$1,619,000	4/30/2009	\$0	5/31/2009	\$1,619,000	9/17/2009	9/30/2009
Alameda	City of Berkeley	Berkeley - University Avenue Paving - Phase 3	Rehab	REG090025	Cert #6	7/17/2009	ESPL-5057(033)	\$400,000	\$400,000	9/19/2009	\$0	11/30/2009			6/30/2010
Alameda	City of Fremont	Fremont - Pavement Rehabilitation	Rehab	REG090025	Cert #1	4/10/2009	ESPL-5322(035)	\$6,677,000	\$6,677,000	6/2/2009	\$0	5/31/2009	\$5,907,000	7/14/2009	9/30/2009
Alameda	City of Hayward	Hayward - Local Streets and Roads Pavement Rehabilitation	Rehab	REG090025	Cert #1	4/10/2009	ESPL-5050(036)	\$2,037,000	\$2,037,000	5/16/2009	\$0	5/31/2009	\$2,037,000	6/30/2009	9/30/2009
Alameda	City of Hayward	Hayward - Industrial Boulevard Pavement Rehabilitation	Rehab	REG090025	Cert #6	7/17/2009	ESPL-5050(037)	\$475,000	\$475,000	8/6/2009	\$0	11/30/2009			6/30/2010
Alameda	City of Livermore	Livermore - Various Arterial Streets Pavement Rehabilitation	Rehab	REG090025	Cert #1	4/10/2009	ESPL-5053(018)	\$1,479,000	\$1,479,000	6/24/2009	\$0	5/31/2009	\$1,479,000	7/27/2009	9/30/2009
Alameda	City of Livermore	Livermore - Various Arterial Street Resurfacing	Rehab	REG090025	Cert #11	9/14/2009	ESPL-5053(020)	\$350,000			\$350,000	11/18/2009			6/30/2010
Alameda	City of Oakland	Oakland - Various Streets and Roads Rehabilitation	Rehab	REG090025	Cert #1	4/10/2009	ESPL-5012(099)	\$4,774,000	\$4,774,000	5/13/2009	\$0	5/31/2009	\$3,857,444	9/22/2009	9/30/2009
Alameda	City of Oakland	Oakland - Citywide Curb Ramp and Sidewalk Repair	Bike/Ped	REG090007	Cert #1	4/10/2009	ESPL-5012(098)	\$1,194,000	\$1,194,000	5/14/2009	\$0	5/31/2009	\$1,118,831	9/22/2009	9/30/2009
Alameda	City of Oakland	Oakland - Various Streets and Roads Preventive Maintenance	Rehab	REG090025	Cert #10	8/31/2009	ESPL-5012(101)	\$1,255,000	\$1,255,000	11/18/2009	\$0	11/30/2009			6/30/2010
Alameda	City of Pleasanton	Pleasanton - Various City Streets Overlay	Rehab	REG090025	Cert #1	4/10/2009	ESPL-5101(022)	\$1,588,000	\$1,588,000	6/4/2009	\$0	5/31/2009	\$1,216,711	8/18/2009	9/30/2009
Alameda	City of Pleasanton	Pleasanton - Bernal Avenue Pavement Rehabilitation	Rehab	REG090025	Cert #10	8/31/2009	ESPL-5101(023)	\$370,000			\$370,000	11/30/2009			6/30/2010
Alameda	City of San Leandro	San Leandro - Aladdin Ave and Washington Ave Rehab	Rehab	REG090025	Cert #1	4/10/2009	ESPL-5041(033)	\$1,338,000	\$1,338,000	6/2/2009	\$0	5/31/2009	\$1,131,021	7/9/2009	9/30/2009
Alameda	City of San Leandro	San Leandro - Springlake Drive Pavement Rehabilitation	Rehab	REG090025	Cert #7	7/28/2009	ESPL-5041(034)	\$350,000	\$350,000	9/9/2009	\$0	11/30/2009			6/30/2010
SUBTOTAL								\$29,380,000	\$28,240,000		\$1,140,000		\$22,358,910		
CONTRA COSTA								\$21,290,000							
Contra Costa	City of Antioch	Antioch - Hillcrest Pavement Rehabilitation	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5038(021)	\$1,605,000	\$1,605,000	6/6/2009	\$0	5/31/2009	\$1,605,000	9/8/2009	9/30/2009
Contra Costa	City of Brentwood	Brentwood - Balfour Road Overlay	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5300(008)	\$1,074,000	\$1,074,000	6/2/2009	\$0	5/31/2009	\$1,074,000	7/28/2009	9/30/2009
Contra Costa	City of Clayton	Clayton - Various Arterials Overlay	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5386(009)	\$554,000	\$554,000	6/4/2009	\$0	5/31/2009	\$508,687	8/4/2009	9/30/2009
Contra Costa	City of Concord	Concord - Clayton Rd from Market St to Oakland Ave Rehab	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5135(036)	\$1,270,000	\$1,270,000	5/28/2009	\$0	5/31/2009	\$1,270,000	9/14/2009	9/30/2009
Contra Costa	City of Concord	Concord - Clayton Road Intersection Improvements	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5135(037)	\$584,000	\$584,000	6/4/2009	\$0	5/31/2009	\$584,000	7/27/2009	9/30/2009
Contra Costa	County of Contra Costa	Contra Costa County - Vasco Road Overlay, Segments 3, 4 & 5	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5928(091)	\$2,762,000	\$2,762,000	6/4/2009	\$0	5/31/2009	\$1,945,770	7/21/2009	9/30/2009
Contra Costa	Town of Danville	Danville - Diablo Road/Green Valley Road Rehabilitation	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5434(18)	\$971,000	\$971,000	7/2/2009	\$0	5/31/2009	\$971,000	9/1/2009	9/30/2009
Contra Costa	City of El Cerrito	El Cerrito - Various Streets Pavement Rehabilitation Project	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5239(014)	\$678,000	\$678,000	6/4/2009	\$0	5/31/2009	\$678,000	7/31/2009	9/30/2009
Contra Costa	City of Hercules	Hercules - San Pablo Avenue Pavement Rehabilitation	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5117(008)	\$671,000	\$671,000	7/2/2009	\$0	5/31/2009	\$671,000	9/8/2009	9/30/2009
Contra Costa	City of Lafayette	Lafayette - Various Streets Pavement Rehabilitation	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5404(020)	\$744,000	\$744,000	6/2/2009	\$0	5/31/2009	\$744,000	7/9/2009	9/30/2009
Contra Costa	City of Martinez	Martinez - Various Arterials Pavement Rehabilitation	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5024(23)	\$850,000	\$850,000	7/10/2009	\$0	5/31/2009	\$850,000	9/2/2009	9/30/2009
Contra Costa	Town of Moraga	Morgaga - Moraga Rd Pavement Resurfacing	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5415(010)	\$609,000	\$609,000	6/2/2009	\$0	5/31/2009	\$609,000	7/22/2009	9/30/2009
Contra Costa	City of Oakley	Oakley - Oakley Road Pavement Rehabilitation	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5477(003)	\$402,000	\$402,000	7/2/2009	\$0	5/31/2009	\$402,000	9/8/2009	9/30/2009
Contra Costa	City of Oakley	Oakley - Delta Road Pavement Rehabilitation	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5477(004)	\$403,000	\$403,000	6/12/2009	\$0	5/31/2009	\$380,352	9/8/2009	9/30/2009
Contra Costa	Town of Orinda	Orinda - Charles Hill /Honey Hill /Miner Road Pavement Rehab	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5444(013)	\$694,000	\$694,000	6/4/2009	\$0	5/31/2009	\$399,108	7/21/2009	9/30/2009
Contra Costa	City of Pinole	Pinole - San Pablo Ave Fern/Alvarez/Quinan Crosswalk Safety Imps	Bike/Ped	REG090007	Cert #1	4/10/2009	ESPL-5126(010)	\$214,000	\$214,000	7/9/2009	\$0	5/31/2009	\$214,000	8/18/2009	9/30/2009
Contra Costa	City of Pinole	Pinole - Applan Way Pavement Overlay	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5126(012)	\$420,000	\$420,000	7/2/2009	\$0	5/31/2009	\$420,000	8/18/2009	9/30/2009
Contra Costa	City of Pittsburg	Pittsburg - Pavement Rehabilitation	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5127(023)	\$1,103,000	\$1,103,000	7/10/2009	\$0	5/31/2009	\$1,103,000	9/21/2009	9/30/2009
Contra Costa	City of Pleasant Hill	Pleasant Hill - Contra Costa Boulevard Pavement Rehab	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5375(021)	\$842,000	\$842,000	6/4/2009	\$0	5/31/2009	\$842,000	7/31/2009	9/30/2009
Contra Costa	City of Richmond	Richmond - Carlson Boulevard Improvements	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5137(037)	\$1,578,000	\$1,578,000	6/4/2009	\$0	5/31/2009	\$1,578,000	9/22/2009	9/30/2009
Contra Costa	City of San Pablo	San Pablo - San Pablo Avenue Overlay	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5303(013)	\$694,000	\$694,000	7/17/2009	\$0	5/31/2009	\$694,000	9/8/2009	9/30/2009
Contra Costa	City of San Ramon	San Ramon - San Ramon Valley Blvd. Norris to Bollinger Canyon Rehab	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5437(022)	\$1,122,000	\$1,122,000	6/4/2009	\$0	5/31/2009	\$1,122,000	7/28/2009	9/30/2009
Contra Costa	City of Walnut Creek	Walnut Creek - Civic Dr. from Arroyo Way to Walden Rd Rehab	Rehab	REG090026	Cert #1	4/10/2009	ESPL-5225(022)	\$1,446,000	\$1,446,000	6/2/2009	\$0	5/31/2009	\$1,009,136	7/21/2009	9/30/2009
SUBTOTAL								\$21,290,000	\$21,290,000		\$0		\$19,674,053		
MARIN								\$5,730,410							
Marin	Town of Corte Madera	Corte Madera - Pavement Resurfacing	Rehab	REG090027	Cert #1	4/10/2009	ESPL-5232(009)	\$174,000	\$174,000	7/10/2009	\$0	5/31/2009	\$125,100	9/15/2009	9/30/2009
Marin	Town of Fairfax	Fairfax - Sir Francis Drake Blvd Resurfacing	Rehab	REG090027	Cert #1	4/10/2009	ESPL-5277(024)	\$167,000	\$167,000	7/2/2009	\$0	5/31/2009	\$167,000	9/3/2009	9/30/2009
Marin	City of Larkspur	Larkspur - Various Streets Resurfacing	Rehab	REG090027	Cert #1	4/10/2009	ESPL-5166(022)	\$236,000	\$236,000	7/17/2009	\$0	5/31/2009	\$236,000	9/2/2009	9/30/2009
Marin	County of Marin	Marin County - Various Roads Phase A Pavement Rehabilitation	Rehab	REG090027	Cert #1	4/10/2009	ESPL-5927(068)	\$2,097,410	\$2,097,410	8/6/2009	\$0	5/31/2009	\$1,993,435	9/25/2009	9/30/2009
Marin	City of Mill Valley	Mill Valley - Edgewood Avenue Rehabilitation	Rehab	REG090027	Cert #1	4/10/2009	ESPL-5113(010)	\$335,000	\$335,000	7/2/2009	\$0	5/31/2009	\$286,439	9/8/2009	9/30/2009
Marin	City of Novato	Novato - Various Streets Pavement Rehabilitation	Rehab	REG090027	Cert #1	4/10/2009	ESPL-5361(022)	\$1,062,000	\$1,062,000	7/17/2009	\$0	5/31/2009	\$1,062,000	9/8/2009	9/30/2009
Marin	Town of San Anselmo	San Anselmo - Saunders Ave Rehabilitation	Rehab	REG090027	Cert #1	4/10/2009	ESPL-5159(014)	\$267,000	\$267,000	7/2/2009	\$0	5/31/2009	\$242,000	9/8/2009	9/30/2009
Marin	City of San Rafael	San Rafael - Various Streets Resurfacing	Rehab	REG090027	Cert #1	4/10/2009	ESPL-5043(030)	\$1,188,000	\$1,188,000	7/10/2009	\$0	5/31/2009	\$1,188,000	9/10/2009	9/30/2009
Marin	Town of Tiburon	Tiburon - Reed Ranch Road and Ridge Road Overlay	Rehab	REG090027	Cert #1	4/10/2009	ESPL-5388(008)	\$204,000	\$204,000	7/2/2009	\$0	5/31/2009	\$204,000	8/19/2009	9/30/2009
SUBTOTAL								\$5,730,410	\$5,730,410		\$0		\$5,503,974		
NAPA								\$3,800,000							
Napa	City of American Canyon	American Canyon - Various Streets and Roads Rehabilitation	Rehab	REG090028	Cert #1	4/10/2009	ESPLSTP-5470(007)	\$320,000	\$320,000	8/26/2009	\$0	5/31/2009			9/30/2009
Napa	City of Napa	Napa City - Various Streets and Roads Rehabilitation	Rehab	REG090028	Cert #1	4/10/2009	ESPL-5042(049)	\$1,600,000	\$1,600,000	7/17/2009	\$0	5/31/2009	\$1,600,000	8/19/2009	9/30/2009
Napa	County of Napa	Napa County - Silverado Trail Phase A & B Rehabilitation	Rehab	REG090028	Cert #1	4/10/2009	ESPL-5921(046)	\$725,000	\$725,000	7/10/2009	\$0	5/31/2009	\$570,905	9/15/2009	9/30/2009
Napa	County of Napa	Napa County - Hardman Ave Rehabilitation	Rehab	REG090028	C										

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134 MTC - Local Streets and Roads System Preservation								\$145,480,410	\$139,893,842		\$5,586,568	122	\$115,728,171	111	
San Francisco	San Francisco DPW	San Francisco - Bush Street Pavement Renovation	Rehab	REG090029	Cert #5	6/11/2009	ESPL-5934(152)	\$1,115,000	\$1,115,000	9/24/2009	\$0	11/30/2009			6/30/2010
San Francisco	San Francisco DPW	San Francisco - Various Curb Ramps Accessibility Imps #1	Rehab	REG090029	Cert #6	7/17/2009	ESPL-5934(153)	\$1,075,000	\$1,075,000	9/24/2009	\$0	11/30/2009			6/30/2010
SUBTOTAL								\$13,540,000	\$13,540,000		\$0		\$8,313,079		
SAN MATEO								\$13,210,000							
San Mateo	City of Atherton	Atherton - Various Roadways Rehabilitation	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5261(006)	\$468,000	\$468,000	6/2/2009	\$0	5/31/2009	\$463,000	7/15/2009	9/30/2009
San Mateo	City of Belmont	Belmont - Various Streets Overlay	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5268(015)	\$464,000	\$464,000	6/12/2009	\$0	5/31/2009	\$464,000	8/14/2009	9/30/2009
San Mateo	City of Brisbane	Brisbane - Bayshore Blvd Overlay	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5376(008)	\$131,000	\$131,000	5/28/2009	\$0	5/31/2009	\$131,000	7/6/2009	9/30/2009
San Mateo	City of Burlingame	Burlingame - Various Streets Resurfacing	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5171(016)	\$551,000	\$551,000	5/13/2009	\$0	5/31/2009	\$551,000	7/20/2009	9/30/2009
San Mateo	City of Colma	Colma - Serramonte Blvd Pavement Rehabilitation	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5264(003)	\$131,000	\$131,000	6/2/2009	\$0	5/31/2009	\$131,000	8/19/2009	9/30/2009
San Mateo	City of Daly City	Daly City - Various Streets Resurfacing	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5196(032)	\$1,363,000	\$1,363,000	6/3/2009	\$0	5/31/2009	\$1,045,000	8/24/2009	9/30/2009
San Mateo	City of East Palo Alto	East Palo Alto - Various Streets Rehab and Resurfacing	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5438(008)	\$421,000	\$421,000	6/16/2009	\$0	5/31/2009	\$421,000	9/22/2009	9/30/2009
San Mateo	City of Foster City	Foster City - Foster City Blvd Resurfacing	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5409(015)	\$440,000	\$440,000	6/2/2009	\$0	5/31/2009	\$440,000	8/3/2009	9/30/2009
San Mateo	City of Half Moon Bay	Half Moon Bay - Downtown Streets Rehabilitation	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5357(005)	\$210,000	\$210,000	6/16/2009	\$0	5/31/2009	\$210,000	8/4/2009	9/30/2009
San Mateo	City of Hillsborough	Hillsborough - Various Streets Overlay	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5191(004)	\$392,000	\$392,000	6/2/2009	\$0	5/31/2009	\$392,000	8/10/2009	9/30/2009
San Mateo	City of Menlo Park	Menlo Park - Various Streets Resurfacing	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5273(020)	\$635,000	\$635,000	6/2/2009	\$0	5/31/2009	\$635,000	7/24/2009	9/30/2009
San Mateo	City of Millbrae	Millbrae - Various Streets Rehabilitation	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5299(011)	\$382,000	\$382,000	6/2/2009	\$0	5/31/2009	\$382,000	8/10/2009	9/30/2009
San Mateo	City of Pacifica	Pacifica - Various Streets Pavement Rehabilitation	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5350(016)	\$677,000	\$677,000	6/2/2009	\$0	5/31/2009	\$677,000	7/14/2009	9/30/2009
San Mateo	City of Portola Valley	Portola Valley - Various Streets Resurfacing	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5390(004)	\$196,000	\$196,000	6/16/2009	\$0	5/31/2009	\$196,000	9/17/2009	9/30/2009
San Mateo	City of Redwood City	Redwood City - Various Streets Overlay	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5029(020)	\$736,000	\$736,000	6/2/2009	\$0	5/31/2009	\$736,000	7/27/2009	9/30/2009
San Mateo	City of Redwood City	Redwood City - El Camino Real/Broadway Streetscape	Bike/Ped	REG090030	Cert #1	4/10/2009	ESPL-5029(021)	\$523,000	\$523,000	5/1/2009	\$0	5/31/2009	\$523,000	9/14/2009	9/30/2009
San Mateo	City of San Bruno	San Bruno - Various Roadway Resurfacing and Overlays	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5226(016)	\$659,000	\$659,000	7/23/2009	\$0	5/31/2009	\$659,000	9/8/2009	9/30/2009
San Mateo	City of San Carlos	San Carlos - Various Streets Pedestrian Improvements	Bike/Ped	REG090030	Cert #1	4/10/2009	ESPL-5267(013)	\$559,000	\$559,000	6/16/2009	\$0	5/31/2009	\$559,000	9/14/2009	9/30/2009
San Mateo	City of San Mateo	San Mateo City - Various Streets Rehabilitation	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5102(034)	\$1,545,000	\$1,545,000	5/28/2009	\$0	5/31/2009	\$1,196,775	7/30/2009	9/30/2009
San Mateo	City of South San Francisco	South San Francisco - Various Streets Resurfacing	Rehab	REG090007	Cert #1	4/10/2009	ESPL-5177(022)	\$1,001,000	\$1,001,000	5/13/2009	\$0	5/31/2009	\$816,451	8/25/2009	9/30/2009
San Mateo	County of San Mateo	San Mateo County - Various Streets Resurfacing	Rehab	REG090030	Cert #1	4/10/2009	ESPL-5935(054)	\$1,726,000	\$1,726,000	5/28/2009	\$0	5/31/2009	\$1,726,000	7/22/2009	9/30/2009
SUBTOTAL								\$13,210,000	\$13,210,000		\$0		\$12,059,226		
SANTA CLARA								\$31,550,000							
Santa Clara	City of Campbell	Campbell - Citywide Arterials Phase 1 Surfacing	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5306(018)	\$694,000	\$694,000	6/17/2009	\$0	5/31/2009	\$594,000	8/17/2009	9/30/2009
Santa Clara	City of Cupertino	Cupertino - Homestead Road Rehabilitation	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5318(025)	\$757,000	\$757,000	6/2/2009	\$0	5/31/2009	\$707,000	9/1/2009	9/30/2009
Santa Clara	City of Gilroy	Gilroy - Citywide Sidewalk Rehabilitation	Bike/Ped	REG090007	Cert #1	4/10/2009	ESPL-5034(020)	\$663,000	\$663,000	6/12/2009	\$0	5/31/2009	\$663,000	9/21/2009	9/30/2009
Santa Clara	City of Los Altos	Los Altos - San Antonio Road Resurfacing	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5309(013)	\$253,000	\$253,000	6/16/2009	\$0	5/31/2009	\$100,000	9/8/2009	9/30/2009
Santa Clara	Town of Los Altos Hills	Los Altos Hills - Moody Rd and Page Mill Rd Rehabilitation	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5324(005)	\$316,000	\$316,000	5/28/2009	\$0	5/31/2009	\$316,000	7/6/2009	9/30/2009
Santa Clara	Town of Los Gatos	Los Gatos - Blossom Hill/University Intersection Imps	Signal	REG090008	Cert #1	4/10/2009	ESPL-5067(014)	\$529,000	\$529,000	4/24/2009	\$0	5/31/2009	\$453,295	7/9/2009	9/30/2009
Santa Clara	Town of Los Gatos	Los Gatos - Prospect Area Street Rehabilitation	Rehab	REG090031	Cert #11	9/14/2009	ESPL-5067(015)	\$102,000			\$102,000	11/30/2009		6/30/2010	
Santa Clara	City of Milpitas	Milpitas - South Park Victoria Drive Resurfacing	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5314(007)	\$1,136,000	\$1,136,000	6/4/2009	\$0	5/31/2009	\$772,000	8/4/2009	9/30/2009
Santa Clara	City of Monte Sereno	Monte Sereno - Daves Avenue Rehabilitation	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5339(001)	\$94,000	\$94,000	6/16/2009	\$0	5/31/2009	\$94,000	8/4/2009	9/30/2009
Santa Clara	City of Morgan Hill	Morgan Hill - East Dunne Avenue Resurfacing	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5152(019)	\$556,000	\$556,000	6/2/2009	\$0	5/31/2009	\$456,000	7/22/2009	9/30/2009
Santa Clara	City of Morgan Hill	Morgan Hill - Peak Avenue and Church Street Resurfacing	Rehab	REG090031	Cert #11	9/14/2009	ESPL-5152(020)	\$107,000			\$107,000	11/30/2009		6/30/2010	
Santa Clara	City of Mountain View	Mountain View - Various Arterials & Collectors Resurfacing	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5124(027)	\$851,000	\$851,000	6/24/2009	\$0	5/31/2009	\$724,814	8/19/2009	9/30/2009
Santa Clara	City of Palo Alto	Palo Alto - San Antonio Avenue Resurfacing	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5100(012)	\$505,000	\$505,000	6/4/2009	\$0	5/31/2009	\$505,000	9/14/2009	9/30/2009
Santa Clara	City of Palo Alto	Palo Alto - Lytton Avenue Resurfacing	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5100(011)	\$580,000	\$580,000	6/18/2009	\$0	5/31/2009	\$580,000	9/14/2009	9/30/2009
Santa Clara	City of Palo Alto	Alma Street Concrete Restoration	Rehab	REG090031	Cert #11	9/14/2009	ESPL-5100(013)	\$209,000			\$209,000	11/30/2009		6/30/2010	
Santa Clara	City of San Jose	San Jose - Various Streets Resurfacing and Rehabilitation	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5005(096)	\$12,701,000	\$12,701,000	6/27/2009	\$0	5/31/2009	\$9,302,466	8/24/2009	9/30/2009
Santa Clara	City of San Jose	San Jose - Various Streets Resurfacing and Rehabilitation	Rehab	REG090031	Cert #11	9/14/2009	ESPL-5005(099)	\$2,443,000			\$2,443,000	11/30/2009		6/30/2010	
Santa Clara	City of Santa Clara	Santa Clara City - Citywide Street Resurfacing	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5019(022)	\$962,000	\$962,000	6/2/2009	\$0	5/31/2009	\$962,000	8/3/2009	9/30/2009
Santa Clara	City of Santa Clara	Santa Clara City - Monroe Street Traffic Signal Interconnect	Signal	REG090008	Cert #1	4/10/2009	ESPL-5019(023)	\$553,000	\$553,000	7/9/2009	\$0	5/31/2009	\$404,585	8/18/2009	9/30/2009
Santa Clara	County of Santa Clara	Santa Clara County - Montague Expressway Phase 3 Rehab	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5937(132)	\$3,054,000	\$3,054,000	5/13/2009	\$0	5/31/2009	\$2,684,000	6/24/2009	9/30/2009
Santa Clara	County of Santa Clara	Santa Clara County - Unincorporated Roads Phase 1 Rehab	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5937(133)	\$889,000	\$889,000	6/20/2009	\$0	5/31/2009	\$889,000	8/18/2009	9/30/2009
Santa Clara	City of Saratoga	Saratoga - Saratoga Ave Overlay & Rehabilitation	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5332(014)	\$714,000	\$714,000	6/4/2009	\$0	5/31/2009	\$714,000	9/16/2009	9/30/2009
Santa Clara	City of Saratoga	Saratoga - Saratoga Ave and Fruitvale Ave Overlay and Rehab	Rehab	REG090031	Cert #11	9/14/2009	ESPL-5332(015)	\$137,000			\$137,000	11/30/2009		6/30/2010	
Santa Clara	City of Sunnyvale	Sunnyvale - Wolfe Road Caltrain Overcrossing Rehabilitation	Rehab	REG090031	Cert #1	4/10/2009	ESPL-5213(032)	\$2,745,000	\$2,745,000	5/9/2009	\$0	5/31/2009	\$1,225,635	7/14/2009	9/30/2009
SUBTOTAL								\$31,550,000	\$28,552,000		\$2,998,000		\$22,146,795		
SOLANO								\$11,600,000							
Solano	City of Benicia	Benicia - East 2nd Street Overlay	Rehab	REG090032	Cert #1	4/10/2009	ESPL-5003(024)	\$400,000	\$400,000	7/14/2009	\$0	5/31/2009	\$290,200	9/15/2009	9/30/2009
Solano	City of Dixon	Dixon - Various Streets and Roads Rehabilitation	Rehab	REG090032	Cert #1	4/10/2009	ESPL-5056(016)	\$300,000	\$300,000	6/6/2009	\$0	5/31/2009	\$300,000	8/25/2009	9/30/2009
Solano	City of Dixon	Dixon - Stratford Avenue Rehabilitation	Rehab	REG090032	Cert #11	9/14/2009	ESPL-5056(017)	\$218,000	\$218,000	9/24/2009	\$0	11/30/2009			6/30/2010
Solano	City of Fairfield	Fairfield - Gateway Boulevard Resurfacing	Rehab	REG090032	Cert #1	4/10/2009	ESPL-5132(033)	\$900,000	\$900,000	6/6/2009	\$0	5/31/2009	\$692,900	8/18/2009	9/30/2009
Solano	City of Fairfield	Fairfield - East Tabor Ave Resurfacing	Rehab	REG090032	Cert #1	4/10/2009	ESPL-5132(034)	\$900,000	\$900,000	6/18/2009	\$0	5/31/2009	\$475,400	8/18/2009	9/30/2009
Solano	City of Fairfield	Fairfield - Suisun Valley Road Rehabilitation	Rehab	REG090032	Cert #11	9/14/2009	ESPL-5132(036)	\$538,000			\$538,000	11/30/2009		6/30/2010	
Solano	County of Solano	Solano County - Various Streets Overlay Phase 1	Rehab	REG090032	Cert #1	4/10/2009	ESPL-5923(088)	\$2,000,000	\$2,000,000	4/30/2009	\$0	5/31/2009	\$2,000,000	6/16/2009	9/30/2009
Solano	County of Solano	Solano County - Various Streets Overlay Phase 2	Rehab	REG090032	Cert #11	9/14/2009	ESPL-5923(093)	\$360,000			\$360,000	11/30/2009		6/30/2010	
Solano	City of Suisun City	Suisun City - Sunset Avenue Road Rehabilitation	Rehab	REG090032											

**SF Bay Area
Metropolitan Transportation Commission (MTC)
American Recovery and Reinvestment Act (ARRA)
Local Streets and Roads System Preservation Projects
November 18, 2009**

County	Implementing Agency	Project Title	Project Type	TIP ID No.	1511 Cert #	1511 Cert Date	Federal Project ID	Total ARRA Funding	Obligation Amount	Obligation Date	Remaining Balance	Obligation Deadline	Anticipated Contract Award + Contingencies + Support	Anticipated Contract Award Date	Contract Award Deadline
134 MTC - Local Streets and Roads System Preservation								\$145,480,410	\$139,893,842		\$5,586,568	122	\$115,728,171	111	
SONOMA								\$15,380,000							
Sonoma	City of Cloverdale	Cloverdale - Various Streets Rehabilitation	Rehab	REG090033	Cert #1	4/10/2009	ESPL-5039(021)	\$500,000	\$500,000	6/3/2009	\$0	5/31/2009	\$467,400	7/22/2009	9/30/2009
Sonoma	City of Cotati	Cotati - Old Redwood Highway Rehabilitation - South (Seg 1)	Rehab	REG090033	Cert #1	4/10/2009	ESPL-5383(007)	\$500,000	\$500,000	6/5/2009	\$0	5/31/2009	\$500,000	9/18/2009	9/30/2009
Sonoma	City of Healdsburg	Healdsburg - Various Streets Pavement Rehabilitation	Rehab	REG090033	Cert #1	4/10/2009	ESPL-5027(014)	\$500,000	\$500,000	6/3/2009	\$0	5/31/2009	\$500,000	8/17/2009	9/30/2009
Sonoma	City of Petaluma	Petaluma - Various Streets Rehabilitation	Rehab	REG090033	Cert #1	4/10/2009	ESPL-5022(044)	\$1,109,000	\$1,109,000	4/25/2009	\$0	5/31/2009	\$614,000	7/20/2009	9/30/2009
Sonoma	City of Petaluma	Petaluma - McDowell Blvd North Rehabilitation	Rehab	REG090033	Cert #11	9/14/2009	ESPL-5022(045)	\$233,000	\$233,000	9/24/2009	\$0	11/30/2009			6/30/2010
Sonoma	City of Rohnert Park	Rohnert Park - Various Streets Rehabilitation	Rehab	REG090033	Cert #1	4/10/2009	ESPL-5379(017)	\$869,000	\$869,000	6/17/2009	\$0	5/31/2009	\$869,000	7/28/2009	9/30/2009
Sonoma	City of Santa Rosa	Santa Rosa - West College Ave and Summerfield Rd Overlay	Rehab	REG090033	Cert #1	4/10/2009	ESPL-5028(053)	\$3,696,000	\$3,696,000	6/3/2009	\$0	5/31/2009	\$3,088,142	8/11/2009	9/30/2009
Sonoma	City of Sebastopol	Sebastopol - Various Streets Overlays	Rehab	REG090033	Cert #1	4/10/2009	ESPL-5123(014)	\$500,000	\$500,000	6/6/2009	\$0	5/31/2009	\$500,000	9/1/2009	9/30/2009
Sonoma	City of Sonoma	City of Sonoma - 5th Street West Rehabilitation	Rehab	REG090033	Cert #1	4/10/2009	ESPL-5114(014)	\$500,000	\$500,000	6/6/2009	\$0	5/31/2009	\$500,000	8/19/2009	9/30/2009
Sonoma	County of Sonoma	Sonoma County - Roadway & Bridge Surface Preservation Program	Rehab	REG090033	Cert #1	4/10/2009	ESPL-5920(116)	\$6,376,000	\$6,376,000	7/2/2009	\$0	5/31/2009	\$6,376,000	8/31/2009	9/30/2009
Sonoma	Town of Windsor	Windsor - Los Amigos Road Pavement Resurfacing	Rehab	REG090033	Cert #1	4/10/2009	ESPL-5472(012)	\$597,000	\$596,432	6/4/2009	\$568	5/31/2009			9/30/2009
SUBTOTAL								\$15,380,000	\$15,379,432		\$568		\$13,414,542		
ARRA - LS&R System Preservation Total								\$145,480,410	\$139,893,842		\$5,586,568		\$115,728,171		

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**SF Bay Area
Metropolitan Transportation Commission (MTC)
American Recovery and Reinvestment Act (ARRA)
Transit - System Preservation
November 18, 2009**

County	Implementing Agency	Project Title	Project Type	TIP ID No.	1511 Cert #	1511 Cert Date	FTA Grant Number	Total ARRA Funding	FTA Grant Executed Amount	FTA Grant Executed Date	Remaining Balance	FTA Grant Award Deadline	Contract Award Amount	Contract Award Date	Remaining Balance	Contract Award Deadline
80 MTC - Transit System Preservation								\$287,097,589	\$276,802,655		\$287,097,589	74	\$242,664,657	55	\$34,137,998	0
CCCTA																
Contra Costa	CCCTA	Preventive Maintenance	Sys Pres	REG090020	Cert #4	4/28/2009	CA-96-X036	\$4,265,594	\$4,265,594	6/11/2009	\$0	5/31/2009	\$4,265,594	7/1/2009	\$0	11/30/2009
SUBTOTAL								\$4,265,594	\$4,265,594		\$0		\$4,265,594		\$0	
ECCTA																
Contra Costa	ECCTA	Preventive Maintenance FY09/10	Sys Pres	REG090021	Cert #4	4/28/2009	CA-96-X055	\$2,811,232	\$2,811,232	8/5/2009	\$0	5/31/2009	\$2,811,232	10/1/2008	\$0	11/30/2009
Contra Costa	ECCTA	Replace Support Vehicles w/Hybrids	Sys Pres	REG090021	Cert #4	4/28/2009	CA-96-X055	\$252,000	\$252,000	8/5/2009	\$0	5/31/2009			\$252,000	11/30/2009
Contra Costa	ECCTA	IT Structure - Replace all Office Hardware & Software	Sys Pres	REG090021	Cert #4	4/28/2009	CA-96-X055	\$1,000,000	\$1,000,000	8/5/2009	\$0	5/31/2009	\$1,000,000	10/30/2009	\$0	11/30/2009
SUBTOTAL								\$4,063,232	\$4,063,232		\$0		\$3,811,232		\$252,000	
FAIRFIELD																
Solano	City of Fairfield	FAST Preventive Maintenance	Sys Pres	REG090018	Cert #4	4/28/2009	CA-96-X023	\$826,080	\$826,080	6/25/2009	\$0	5/31/2009	\$826,080	10/1/2008	\$0	11/30/2009
Solano	City of Fairfield	Bus Purchase/replacements (3)	Sys Pres	REG090018	Cert #4	4/28/2009	CA-96-X023	\$417,747	\$417,747	6/25/2009	\$0	5/31/2009			\$417,747	11/30/2009
Solano	City of Fairfield	GFI Fareboxes/counters for transit vehicles	Sys Pres	REG090018	Cert #4	4/28/2009	CA-96-X023	\$1,577,660	\$1,577,660	6/25/2009	\$0	5/31/2009			\$1,577,660	11/30/2009
Solano	City of Fairfield	Operating Assistance	Sys Pres				CA-96-X023	\$313,498	\$313,498	6/25/2009	\$0	5/31/2009	\$313,498	10/1/2008	\$0	11/30/2009
SUBTOTAL								\$3,134,985	\$3,134,985		\$0		\$1,139,578		\$1,995,407	
LAVTA																
Alameda	LAVTA	Rehabilitation Projects	Sys Pres	REG090017	Cert #4	4/28/2009	CA-96-X024	\$1,023,000	\$1,023,000	6/11/2009	\$0	5/31/2009	\$1,023,000	4/6/2009	\$0	11/30/2009
Alameda	LAVTA	Preventive Maintenance	Sys Pres	REG090017	Cert #4	4/28/2009	CA-96-X024	\$1,678,997	\$1,678,997	6/11/2009	\$0	5/31/2009	\$1,678,997	10/1/2008	\$0	11/30/2009
Alameda	LAVTA	ADA Paratransit	Sys Pres	REG090020	Cert #4	4/28/2009	CA-96-X024	\$300,222	\$300,222	6/11/2009	\$0	5/31/2009	\$300,222	10/1/2008	\$0	11/30/2009
SUBTOTAL								\$3,002,219	\$3,002,219		\$0		\$3,002,219		\$0	
NCTPA																
Napa	NCTPA	VINE Capital Rolling Stock	Sys Pres	REG090013	Cert #4	4/28/2009	CA-96-X069	\$2,000,000	\$2,000,000	8/4/2009	\$1,959,971	5/31/2009	\$2,000,000	9/16/2009	\$0	11/30/2009
Napa	NCTPA	Trancas/29 Park & Ride Lot - Napa	Sys Pres	REG090016	Cert #4	4/28/2009	CA-96-X069	\$779,727	\$779,727	8/4/2009	\$0	5/31/2009			\$779,727	11/30/2009
SUBTOTAL								\$2,779,727	\$2,779,727		\$1,959,971		\$2,000,000		\$779,727	
SANTA ROSA CITY BUS																
Sonoma	Santa Rosa City Bus	Operating Assistance	Sys Pres	REG090012	Cert #4	4/28/2009	CA-96-X035	\$200,851	\$624,418	7/13/2009	(\$423,567)	5/31/2009	\$624,418	10/1/2008	\$0	11/30/2009
Sonoma	Santa Rosa City Bus	ADA Paratransit Operations	Sys Pres	REG090012	Cert #4	4/28/2009	CA-96-X035	\$428,913	\$428,913	7/13/2009	\$0	5/31/2009	\$428,913	10/1/2008	\$0	11/30/2009
Sonoma	Santa Rosa City Bus	Preventive Maintenance	Sys Pres	REG090012	Cert #4	4/28/2009	CA-96-X035	\$3,596,927	\$3,173,360	7/13/2009	\$423,567	5/31/2009	\$3,173,360	10/1/2008	\$0	11/30/2009
Sonoma	Santa Rosa City Bus	Transit Enhancements	Sys Pres	REG090012	Cert #4	4/28/2009	CA-96-X035	\$62,442	\$62,442	7/13/2009	\$0	5/31/2009			\$62,442	11/30/2009
SUBTOTAL								\$4,289,133	\$4,289,133		\$0		\$4,226,691		\$62,442	
SONOMA COUNTY TRANSIT																
Sonoma	Sonoma County Transit	Preventive Maintenance	Sys Pres	REG090012	Cert #4	4/28/2009	CA-96-X031	\$1,350,000	\$1,350,000	5/27/2009	\$0	5/31/2009	\$1,350,000	7/1/2009	\$0	11/30/2009
Sonoma	Sonoma County Transit	CNG Bus Purchase	Sys Pres	REG090012	Cert #4	4/28/2009	CA-96-X031	\$605,044	\$605,044	5/27/2009	\$0	5/31/2009			\$605,044	11/30/2009
SUBTOTAL								\$1,955,044	\$1,955,044		\$0		\$1,350,000		\$605,044	
UNION CITY																
Alameda	Union City	Replace Buses (2)	Sys Pres	REG090019	Cert #4	4/28/2009	CA-96-X048	\$297,060	\$297,060	6/22/2009	\$0	5/31/2009	\$297,060	6/30/2009	\$0	11/30/2009
SUBTOTAL								\$297,060	\$297,060		\$0		\$297,060		\$0	
VACAVILLE																
Solano	City of Vacaville	Fixed Route bus replacement	Sys Pres	REG090015	Cert #4	4/28/2009	CA-96-X002	\$1,734,372	\$1,734,372	6/11/2009	\$0	5/31/2009	\$1,734,372	3/31/2009	\$0	11/30/2009
Solano	City of Vacaville	Vacaville Intermodal Station	Sys Pres	REG090015	Cert #4	4/28/2009	CA-96-X002	\$482,702	\$482,702	6/11/2009	\$0	5/31/2009	\$482,702	11/1/2009	\$0	11/30/2009
SUBTOTAL								\$2,217,074	\$2,217,074		\$0		\$2,217,074		\$0	
VALLEJO																
Solano	City of Vallejo	Rehab/Preventative Maintenance	Sys Pres	REG090016	Cert #4	4/28/2009	CA-96-X034	\$4,000,000	\$4,000,000	6/22/2009	\$0	5/31/2009	\$4,000,000	10/1/2008	\$0	11/30/2009
Solano	City of Vallejo	Ferry Terminal ADA, Rehab	Sys Pres	REG090019	Cert #4	4/28/2009	CA-96-X034	\$800,000	\$800,000	6/22/2009	\$0	5/31/2009			\$800,000	11/30/2009
Solano	City of Vallejo	Bus Maintenance Facility	Sys Pres	REG090019	Cert #4	4/28/2009	CA-96-X034	\$812,324	\$812,324	6/22/2009	\$0	5/31/2009			\$812,324	11/30/2009
Solano	City of Vallejo	Repower Ferry Engines	Sys Pres	REG090019	Cert #4	4/28/2009	CA-96-X034	\$2,000,000	\$2,000,000	6/22/2009	\$0	5/31/2009			\$2,000,000	11/30/2009
Solano	City of Vallejo	Operating Assistance	Sys Pres				CA-96-X034	\$761,232	\$761,232	7/13/2009	\$0	5/31/2009	\$761,232	10/1/2008	\$0	11/30/2009
SUBTOTAL								\$8,373,556	\$8,373,556		\$0		\$4,761,232		\$3,612,324	
BENICIA																
Solano	City of Benicia	Fueling Station Upgrade	Sys Pres	REG090016	Cert #4	4/28/2009	CA-96-X068	\$57,000	\$57,000	7/17/2009	\$0	5/31/2009			\$57,000	11/30/2009
Solano	City of Benicia	Replace 12 Bus Shelters	Sys Pres	REG090016	Cert #4	4/28/2009	CA-96-X068	\$68,400	\$68,400	7/17/2009	\$0	5/31/2009			\$68,400	11/30/2009
Solano	City of Benicia	Operating Assistance	Sys Pres				CA-96-X068	\$6,600	\$6,600	7/13/2009	\$0	5/31/2009	\$6,600	10/1/2008	\$0	11/30/2009
SUBTOTAL								\$132,000	\$132,000		\$0		\$6,600		\$125,400	
WESTCAT																
Contra Costa	WestCat	Preventive Maintenance	Sys Pres	REG090019	Cert #4	4/28/2009	CA-96-X067	\$761,237	\$761,237	6/11/2009	\$0	5/31/2009	\$761,237	10/1/2008	\$0	11/30/2009
SUBTOTAL								\$761,237	\$761,237		\$0		\$761,237		\$0	
MTC - Regional Element ARRA - Transit System Preservation - Total								\$271,797,589	\$271,797,589		\$1,959,971		\$242,664,657		\$29,132,932	
MTC - ARRA - Transit System Preservation TOTAL								\$287,097,589	\$276,802,655		\$12,254,905		\$242,664,657		\$34,137,998	

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SF Bay Area
 Metropolitan Transportation Commission (MTC)
 American Recovery and Reinvestment Act (ARRA)
 Transit - Train to Plane
 November 18, 2009

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

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**SF Bay Area
Caltrans
American Recovery and Reinvestment Act (ARRA)
State Discretionary Funded Highway Projects
November 18, 2009**

County	Implementing Agency	Project Title	Project Type	TIP ID No.	1511 Cert #	1511 Cert Date	Federal Project ID	Total ARRA Funding	Obligation Amount	Obligation Date	Remaining Balance	Obligation Deadline	Anticipated Contract Award + Contingencies + Support	Anticipated Contract Award Date	Contract Award Deadline	
12 State - Discretionary Projects								\$224,319,234	\$157,510,876		\$75,451,423	11	\$135,403,900	10		
Caltrans State ARRA - Prop 1B Backfill								\$92,700,000								
1	ALA/CC	Caltrans	Caltrans - Alameda/Contra Costa SR-24 - Caldecott Tunnel Fourth Bore	Prop 1B	CC-010002	4/28/2009	4/28/2009	SARRA-P024(030)	\$92,700,000	\$92,700,000	5/2/2009	\$0	3/2/2010	\$92,700,000	11/10/2009	8/29/2010
SUBTOTAL								\$92,700,000	\$92,700,000		\$0		\$92,700,000			
Caltrans State ARRA - SHOPP, Hwy Maintenance								\$127,026,234								
1	San Francisco	Caltrans	Caltrans - San Francisco US 101 - Doyle Drive Replacement	SHOPP	SF-991030	3/16/2009	3/16/2009		\$50,000,000			\$50,000,000	3/2/2010			8/29/2010
2	Alameda	Caltrans	Caltrans - Alameda I-880 in Oakland - Rehabilitate Fruitvale Ave Bridge Deck	SHOPP	ALA090029	3/16/2009	3/16/2009	SARRA-8801(058)	\$12,629,000	\$9,400,494	3/31/2009	\$3,216,981	6/30/2009	\$8,150,000	6/15/2009	12/27/2009
3	Solano	Caltrans	Caltrans - Solano I-80 in Fairfield - Rehabilitate Roadway	SHOPP	SOL050031	3/16/2009	3/16/2009	SARRA-0802(356)	\$21,348,234	\$27,721,900	3/20/2009	\$1,778,100	6/30/2009	\$16,470,000	4/21/2009	12/27/2009
4	Santa Clara	Caltrans	Caltrans - Santa Clara I-280 in San Jose - Rehabilitate Roadway	SHOPP	SCL090033	3/16/2009	3/16/2009	SARRA-2801(119)	\$33,019,000	\$15,008,682	4/9/2009	\$18,010,318	6/30/2009	\$9,599,000	6/19/2009	12/27/2009
5	San Mateo	Caltrans	Caltrans - San Mateo County: Install TMS Elements	SHOPP	SM-090023	5/8/2009	5/8/2009	SARRA-2801(122)	\$2,880,000	\$2,495,500	7/2/2009	\$1,065,927	6/30/2009	\$1,431,500	9/9/2009	12/27/2009
6	Napa	Caltrans	Caltrans - Napa SR 29 near Callstoga - Hwy Maintenance	Hwy Maint	REG090034	4/10/2009	4/10/2009	SARRA-P029(105)	\$660,000	\$690,000	5/2/2009	(\$30,000)	6/30/2009	\$584,100	6/29/2009	12/27/2009
7	Sonoma	Caltrans	Caltrans - Sonoma SR 1 near Fort Ross & Gualala - Hwy Maintenance	Hwy Maint	REG090034	4/10/2009	4/10/2009	SARRA-P001(540)	\$550,000	\$575,000	5/2/2009	\$25,831	6/30/2009	\$446,800	7/20/2009	12/27/2009
7	San Mateo	Caltrans	Caltrans - San Mateo US 101 near South San Francisco - Hwy Maintenance	Hwy Maint	REG090034	4/10/2009	4/10/2009	SARRA-Q101(152)	\$4,400,000	\$2,716,300	5/2/2009	\$1,265,488	6/30/2009	\$2,715,000	7/20/2009	12/27/2009
8	Santa Clara	Caltrans	Caltrans - Santa Clara SR 35 near Los Gatos - Hwy Maintenance	Hwy Maint	REG090034	4/10/2009	4/10/2009	SARRA-S035(007)	\$1,540,000	\$1,610,000	5/1/2009	\$118,778	6/30/2009	\$1,207,500	7/16/2009	12/27/2009
SUBTOTAL								\$127,026,234	\$60,217,876		\$75,451,423		\$40,603,900			
Caltrans State TE ARRA - Transportation Enhancement (TE)								\$4,593,000								
1	Marin	Caltrans	Caltrans - Marin US 101 HOV Gap Closure - Bike Path	TE-Bike/Ped	MRN990001	4/20/2009	4/20/2009	SARRA-Q101(155)	\$2,100,000	\$2,100,000	5/21/2009	\$0	3/2/2010	\$2,100,000	8/15/2007	8/29/2010
2	San Mateo	Belmont	Belmont - US 101 Bike Bridge Overcrossing	TE-Bike/Ped	SM-070005	Cert #6	7/17/2009	ESPLEHP-5268(016)	\$2,493,000	\$2,493,000	9/9/2009	\$0	3/2/2010			8/29/2010
SUBTOTAL								\$4,593,000	\$4,593,000		\$0		\$2,100,000			
State Caltrans ARRA - TOTAL								\$224,319,234	\$157,510,876		\$75,451,423		\$135,403,900			

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From: Denix D Anbiah <Denix_D_Anbiah@dot.ca.gov>
Date: 11/24/09 4:44 PM
Subject: Fwd: [CalRTPA] ARRA delivery
Attachments: Recovery Funding-MASTER OA plan .xls; ARRA Project with Award Dates 11-17-09 A.xls; ARRA Project PSAs Not back from local agency 11-23-09.xls

>>> Denix D Anbiah <Denix_D_Anbiah@dot.ca.gov> 11/24/2009 4:18 PM >>>

I am sure most of you have seen the LAO report that was released yesterday that said "local road agencies have been slower to use their obligated ARRA transportation funds, with contracts for only one-third of their funds out to bid". I believe more projects have been out to bid and awarded and funds are expended, but not yet reported. We appreciate any assistance you can provide with the following 3 action items. Thank you.

1. See attached file: Recovery Funding-MASTER OA plan .xls)

The document above is the obligation plan submitted by all the RTPAs. Please make sure the local agencies submit the E76 for all the projects in this list, to the DLAE by December 15, 2009. We still have about \$250 million for which we need to receive the E76 by Dec 15. If the E76 cannot be submitted to the DLAEs timely, contact the DLAEs immediately to discuss options.

2. (See attached file: ARRA Project with Award Dates 11-17-09 A.xls)

The document above is the list of ARRA projects previously obligated for construction. The last 2 columns are the award information (date and amount) reported by the local agency through the on-line data input system (LA-ODIS). The previous 2 columns are from the hard copy documents submitted by the local agencies. They are supposed to be the same. But as you can see, in most cases, they are not the same. The local agencies need to report the award information through LAODIS timely and accurately, because this information gets captured and reported to FHWA way before we get the hard copy.

Also the above document shows the expenditure information. If a project is awarded back in July or August, I would expect to see some expenditures by now (unless the project is suspended for the winter, etc.). The column titled "FMIS EXPEND AMT" is the expenditure we have reported to FHWA. As you can see some projects awarded as early as July still has no expenditure. Please encourage the local agencies to submit the invoices timely.

3. (See attached file: ARRA Project PSAs Not back from local agency 11-23-09.xls)

The above document shows the list of Program Supplement Agreements (PSAs) sent to the local agencies but not received back. Execution of the PSA is required before invoices can be paid. Please encourage the local agencies to send these PSAs back to us as soon as possible. If they cannot find the original (lost in the mail), they can contact us and we could send them new ones.

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

Recovery Fund Obligation Plan

Due: November 1, 2008

Please include any back up projects that will be using any potential ARRA Redistribution funding

Local Agency	Project Number <small>(enter as: STP 1234/567; if not known please provide the project FTIP or PPNO number)</small>	Project Location <small>Provide location of project- street name, highway, cross-street, etc.</small>	Project Scope / Description <small>Provide a brief description and scope of project</small>	Planned Date for Submitting of RFA (E-76) (MM/DD/YY)	Federal Fund Type			FTIP Amendment		1511 Certification		Remarks <small>Enter any comments or additional information and provide a contact, with a name & phone number, to questions</small>	
					ARRA \$	Other Funding/Source Type (CMAQ, RSTP, HBP, etc)	Total Obligation \$	Amendment has been done (yes or no)	If no, when expect to complete? (MM/DD/YY)	Certification has been completed (yes or no)	If no, when expect to complete (MM/DD/YY)		
Alameda County CMA	ESPL-6273(056)	Alameda County	ACCOMA - I-580 EB HOT Lane	CT-HQ	\$7,500,000		7,500,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	ALA
Caltrans	ARRAL-PO24(031)	Oakland	Caltrans - SR-24 Realignment of WB SR 25 to NB SR 13	CT	\$97,000		97,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	ALA
Caltrans	ARRAL-PO24(032)	Oakland	Caltrans - SR-24 Kay Street Widening and Signalization	CT	\$67,000		67,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	ALA
City of Alameda	ESPL-5014(033)	Alameda City	Alameda City - Certain Streets Rehabilitation	CT-HQ	\$350,000		350,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	ALA
City of Livermore	ESPL-5053(020)	Livermore	Livermore - Various Arterial Street Resurfacing	CT-HQ	\$350,000		350,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	ALA
City of Oakland	ESPL-5012(101)	Oakland	Oakland - Various Streets and Roads Preventive Maintenance		\$1,255,000		1,255,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	ALA
City of Pleasanton	ESPL-5010(023)	Pleasanton	Pleasanton - Bernal Avenue Pavement Rehabilitation	CT-HQ	\$370,000		370,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	ALA
County of Alameda	ESPL-5933(101)	Alameda County	Alameda County - Various San Lorenzo/ Ashland Roadways Rehab		\$420,000		420,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	ALA
County of Contra Costa	ESPL-5928(093)	Contra Costa County	Contra Costa County - Vasco Road Safety Imps	CT-HQ	\$10,000,000	Demo	10,000,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	CC
County of Napa	ESLP-5921(048)	Napa County	Napa County - Silverado Trail Phase C Rehabilitation	CT-HQ	\$380,000		380,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	NAP
Yountville	ESPL-5395(001)	Yountville	Yountville - SR 29 Bicycle Safety Improvements		\$1,000,000		1,000,000	Yes		Yes		Regional Obligation Deadline Extended to 12/31/09	NAP
Caltrans	ARRAL-2801(123)	Santa Clara	Caltrans - FPI, Santa Clara NB I-280: W of US 101 to E of I-880 (CON)	CT	\$4,480,000		4,480,000	Yes		Yes		Regional Obligation Deadline Extended to 12/31/09	SCL
Caltrans	ARRAL-2801(124)	Santa Clara	Caltrans - FPI, Santa Clara SB I-280: W of US 101 to E of I-880(CON)	CT	\$6,350,000		6,350,000	Yes		Yes		Regional Obligation Deadline Extended to 12/31/09	SCL
City of Morgan Hill		Morgan Hill	Morgan Hill - Peak Avenue and Church Street Resurfacing		\$107,000		107,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	SCL
City of Palo Alto		Palo Alto	Palo Alto - Alma Street Concrete Restoration		\$209,000		209,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	SCL
City of San Jose		San Jose	San Jose - Various Streets Resurfacing and Rehabilitation		\$2,443,000		2,443,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	SCL
City of Saratoga		Saratoga	Saratoga - Saratoga Ave and Fruitvale Ave Overlay and Rehab		\$137,000		137,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	SCL
Santa Clara VTA		Santa Clara	Santa Clara VTA - SR 85 Express HOT Lanes		\$3,300,000		3,300,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	SCL
Town of Los Gatos		Los Gatos	Los Gatos - Prospect Area Street Rehabilitation		\$102,000		102,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	SCL
San Francisco MTA	ESPLE-6328(029)	San Francisco	San Francisco - Pedestrian Signal Upgrade		\$589,295		589,295	Yes		Yes		Regional Obligation Deadline Extended to 12/31/09	SF
Caltrans	ARRAL-2801(125)	San Mateo	Caltrans - FPI, San Mateo I-280: I-380 to SR 1 (CON)	CT	\$6,317,500		6,317,500	Yes		Yes		Regional Obligation Deadline Extended to 12/31/09	SM
City of Belmont	ESPLEHP-5268(004)	Belmont	Belmont - US 101 Bike Bridge Overcrossing	CCAG	\$147,806	State ARRA	147,806	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	SM
City of Fairfield		Fairfield	Fairfield - Suisun Valley Road Rehabilitation		\$538,000		538,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	SOL
City of Suisun City		Suisun	Suisun City - Main Street Rehabilitation		\$170,000		170,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	SOL
County of Solano	ESPL-5923(093)	Solano County	Solano County - Various Streets Overlay Phase 2	CT-HQ	\$360,000		360,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	SOL
City of Santa Rosa	ESPL-5028(054)	Santa Rosa	Santa Rosa - Mendocino Avenue ITS Improvements	CT-HQ	\$1,000,000		1,000,000	Yes		Yes		MTC Regional Oblig Deadline of 11/30/2009	SON
	# of Projects	26	Total for MTC			Total	\$ 48,039,601						

Recovery Fund Obligation Plan

Due: November 1, 2008

Please include any back up projects that will be using any potential ARRA Redistribution funding

Local Agency	Project Number <small>(enter as: STP 1234(567); if not known please provide the project FTIP or PPNO number)</small>	Project Location <small>Provide location of project-street name, highway, cross-street, etc.</small>	Project Scope / Description <small>Provide a brief description and scope of project</small>	Planned Date for Submitting of RFA (E-76) (MM/DD/YY)	Federal Fund Type			FTIP Amendment		1511 Certification		Remarks <small>Enter any comments or additional information and provide a contact, with a name & phone number, for questions</small>
					ARRA \$	Other Funding/Source Type (CMAQ, RSTP, HBP, etc)	Total Obligation \$	Amendment has been done (yes or no)	If no, when expect to complete? (MM/DD/YY)	Certification has been completed (yes or no)	If no, when expect to complete (MM/DD/YY)	

Additional Project(s) - To be used in the case of ARRA Redistribution

Local Agency	Project Number <small>(enter as: STP 1234(567); if not known please provide the project FTIP or PPNO number)</small>	Project Location <small>Provide location of project-street name, highway, cross-street, etc.</small>	Project Scope / Description <small>Provide a brief description and scope of project</small>	Planned Date for Submitting of RFA (E-76) (MM/DD/YY)	Federal Fund Type			FTIP Amendment		1511 Certification		Remarks <small>Enter any comments or additional information and provide a contact, with a name & phone number, for questions</small>
					ARRA \$	Other Funding/Source Type (CMAQ, RSTP, HBP, etc)	Total Obligation \$	Amendment has been done (yes or no)	If no, when expect to complete? (MM/DD/YY)	Certification has been completed (yes or no)	If no, when expect to complete (MM/DD/YY)	

Caltrans	TIP ID SF-070027	I-80 SFOBB Yerba Buena Island	I-80 SFOBB Yerba Buena Island Transition Structure	1/30/2010	\$200,000,000		\$ 200,000,000	Yes		No	12/15/2010	Amount is scalable.	SF
Caltrans	TIP ID SF-991030	US 101 - San Francisco Doyle Drive	US 101 Doyle Drive Replacement - Contract 1.5 - Environmental Mitigation	1/1/2010	\$7,000,000		\$ 7,000,000	Yes		Yes		Already has State ARRA funds. Contract 1.5. Amount is Scalable	SF
Caltrans	TIP ID SF-991030	US 101 - San Francisco Doyle Drive	US 101 Doyle Drive Replacement - Contract 4 - SB Battery Tunnel, at Grade Detour	1/1/2010	\$50,000,000		\$ 50,000,000	Yes		Yes		Already has State ARRA funds. Contract 4. Amount is Scalable from \$1M to \$100M	SF
\$257,000,000													

City of Fremont	ESPL-5322()	Osgood Road Rehabilitation	Osgood Road between Washington Boulevard and South Grimmer Blvd.	12/15/2009	\$770,000		\$ 770,000	No	11/12/2009	No	12/15/2010		ALA
City of Oakland	ESPL-5012()	Oakland - Various Streets Rehabilitation, Phase 2	Rehabilitation of approximately additional Federal-aid eligible street segments	12/15/2009	\$991,725		\$ 991,725	No	11/12/2009	No	12/15/2010		ALA
City of Pleasanton	ESPL-5101()	Santa Rita Road Pavement Rehabilitation	Resurfacing of Santa Rita Road from Valley Avenue to Jensen Street	12/15/2009	\$386,289		\$ 386,289	No	11/12/2009	No	12/15/2010		ALA
City of San Leandro	ESPL-5041()	Bancroft Avenue Street Rehabilitation	Reconstruct street surface of Bancroft Avenue from 138th Ave to 148th Ave	12/15/2009	\$206,979		\$ 206,979	No	11/12/2009	No	12/15/2010		ALA
County of Alameda	ESPL-5933()	San Miguel Sidewalk Improvements	Sidewalk improvements along in Unincorporated Alameda County	12/15/2009	\$711,097		\$ 711,097	No	11/12/2009	No	12/15/2010		ALA
City of Walnut Creek	REG090026	City of Walnut Creek	Walnut Creek - Ygnacio Valley Rd Pike/Ped Trail	12/15/2009	436864		\$ 436,864	No	11/12/2009	No	12/15/2010		CC
Contra Costa	REG090026	Tassajara/Crow Canyon Road	Camino Tassajara/Crow Canyon Road Pavement Rehabilitation	12/15/2009	\$110,665		\$ 110,665	No	11/12/2009	No	12/15/2010		CC
County of Contra Costa	ESPLDEMO-5928(09)	County of Contra Costa	Contra Costa County - Vasco Road Safety Imps	12/15/2009	1179083		\$ 1,179,083	No	11/12/2009	No	12/15/2010		CC
Town of Danville	REG090026	Town of Danville	Danville - Camino Tassajara/Crow Canyon Road Rehab	12/15/2009	110665		\$ 110,665	No	11/12/2009	No	12/15/2010		CC
County of Marin	TIP ID REG090027	County of Marin	County of Marin - 2009 Pavement Rehab Program - Phase "C" Resurfacing	11/30/2009	\$1,500,000		\$ 1,500,000	No	11/12/2009	No	12/15/2010		MRN
Town of Ross	ESPL-5277(024)	Sir Francis Drake Blvd Resurfacing	Sir Francis Drake - Town Limits to Town Limits	12/15/2009	\$226,436		\$ 226,436	No	11/12/2009	No	12/15/2010		MRN
County of Napa	REG090028	County of Napa	Silverado Trail Phase D - Larkmead Ln to Bale Ln	12/15/2009	\$414,908		\$ 414,908	No	11/12/2009	No	12/15/2010		NAP
City of Campbell	STPLE-5306(013)	E Campbell Ave Downtown Enhancements	East Campbell Ave from Railroad Ave to Union Ave	11/30/2009	\$100,000		\$ 100,000	No	11/12/2009	No	12/15/2010		SCL
City of Milpitas	REG090031	Abbott Avenue Resurfacing	Abbott Avenue between San Andreas Drive and Valley Way	12/15/2009	\$1,040,816		\$ 1,040,816	No	11/12/2009	No	12/15/2010		SCL

Recovery Fund Obligation Plan

Due: November 1, 2008

Please include any back up projects that will be using any potential ARRA Redistribution funding

Local Agency	Project Number <small>(enter as: STP 1234(567); if not known please provide the project FTIP or PPNO number)</small>	Project Location <small>Provide location of project-street name, highway, cross-street, etc.</small>	Project Scope / Description <small>Provide a brief description and scope of project</small>	Planned Date for Submitting of RFA (E-76) (MM/DD/YY)	Federal Fund Type			FTIP Amendment		1511 Certification		Remarks <small>Enter any comments or additional information and provide a contact, with a name & phone number, for questions</small>
					ARRA \$	Other Funding/Source Type (CMAQ, RSTP, HBP, etc)	Total Obligation \$	Amendment has been done (yes or no)	If no, when expect to complete? (MM/DD/YY)	Certification has been completed (yes or no)	If no, when expect to complete (MM/DD/YY)	
City of Morgan Hill	REG090031	Church Street (Dunne to San Pedro)	Roadway Resurfacing of Church Street (Dunne to San Pedro)	12/15/2009	\$207,000		\$ 207,000	No	11/12/2009	No	12/15/2010	SCL
City of San Jose	REG090031	San Jose - Various Streets	San Jose Various Streets Resurfacing & Rehabilitation Project	12/15/2009	\$5,841,534		\$ 5,841,534	No	11/12/2009	No	12/15/2010	SCL
City of Santa Clara	ESPL-5019(022)	City of Santa Clara Citywide Street Resurfacing	Citywide street pavement repair and sealing:	12/31/2009	\$1,110,415		\$ 1,110,415	No	11/12/2009	No	12/15/2010	SCL
City of Sunnyvale	REG090031	Homestead Rd Asphalt Overlay, Phase II	Homestead Rd between De Anza Blvd and Wolfe Rd	12/15/2009	\$869,365		\$ 869,365	No	11/12/2009	No	12/15/2010	SCL
City of Sunnyvale	REG090031	Sunnyvale Ave, Evelyn Ave and Maria Lane	Sunnyvale Ave; Evelyn Ave and Fair Oaks Ave Resurfacing	12/15/2009	\$650,000		\$ 650,000	No	11/12/2009	No	12/15/2010	SCL
County of Santa Clara	ESPL-5014(033)	County Unincorporated Areas	County Unincorporated Roads Pavement Rehabilitation Phase 1	12/15/2009	\$959,000		\$ 959,000	No	11/12/2009	No	12/15/2010	SCL
County of Santa Clara	REG090031	Central Expressway Auxiliary Lanes (scl070049)	Central Expressway from Fair Oaks to Mathilda	12/15/2009	\$300,000		\$ 300,000	No	11/12/2009	No	12/15/2010	SCL
Town of Los Gatos	REG090031	Prospect Street Rehabilitation	Prospect Road	12/15/2009	\$177,705		\$ 177,705	No	11/12/2009	No	12/15/2010	SCL
San Francisco DPW	ESPL-5934(152)	Bush Street Pavement Renovation	Bush Street Pavement Renovation	11/30/2009	\$2,000,000		\$ 2,000,000	No	11/12/2009	No	12/15/2010	SF
San Francisco DPW	REG090029	Various Locations Curb Ramps	Various Locations	11/30/2009	\$1,075,000		\$ 1,075,000	No	11/12/2009	No	12/15/2010	SF
San Francisco DPW	REG090029	Williams Avenue Pavement Renovation	Williams Avenue from 3rd Street to Phelps Street.	11/30/2009	\$1,500,000		\$ 1,500,000	No	11/12/2009	No	12/15/2010	SF
San Francisco DPW	REG090029	Various Locations Curb Ramps #2	Various locations	11/30/2009	\$651,921		\$ 651,921	No	11/12/2009	No	12/15/2010	SF
Daly City	REG090030	Street Resurfacing 2010 (Phase I)	Crocker Ave and Carter St	12/31/2009	\$318,000		\$ 318,000	No	11/12/2009	No	12/15/2010	SM
San Carlos	ESPL-5267(013)	2009 Pedestrian Improvement Project	Various streets within the City of San Carlos	12/15/2009	\$295,000		\$ 295,000	No	11/12/2009	No	12/15/2010	SM
San Mateo	REG090030	Campus Dr. - Various Locations	Pavement Rehabilitation	11/30/2009	\$452,500		\$ 452,500	No	11/12/2009	No	12/15/2010	SM
South San Francisco	REG090030	Grand Avenue and Utah Avenue Resurfacing	South San Francisco FY 2009-10 Various Streets Resurfacing	12/15/2009	\$327,800		\$ 327,800	No	11/12/2009	No	12/15/2010	SM
Vallejo	ESPL-5030(048)	Sacramento St , Virginia St, Marin St Rehab	Sacramento Street Virginia Street and Marin Street Rehabilitation	12/15/2009	\$2,207,700		\$ 2,207,700	No	11/12/2009	No	12/15/2010	SOL
City of Petaluma	REG090033	McDowell Bl. North Rehabilitation	McDowell Bl. North from Lynch Creek Dr. to Dynamic Street.	12/15/2009	\$728,000		\$ 728,000	No	11/12/2009	No	12/15/2010	SON
City of Sebastopol	ESPL-5123(014)	Sebastopol Overlays 2009	Sebastopol Overlays 2009	12/15/2009	\$575,000		\$ 575,000	No	11/12/2009	No	12/15/2010	SON
# of Projects					36	Total for MTC		\$285,431,467				

Award Status of Local Agency ARRA Funded Projects as of 11/17/09

PROJ NO	EA	Agency Name	DESCRIPTION	CONST_OBLG DT	TOTAL COST	FEDERAL ARRA FUNDS	FMIS EXPEND AMT	LP2000 Award Date	LP20000 Award Amount	LA-ODIS Award Date	LA-ODIS Award Amount
5014(032)	04925418L	Alameda	IN ALAMEDA: CENTRAL AV-WEBSTER ST-PACIFIC AV, ROAD WAY REHABILITATION	6/23/2009	1,703,874.00	1,304,000.00	0	7/21/2009	1,247,039.00	8-Sep-09	250,000.00
5933(098)	04925419L	Alameda County	REDWOOD RD.-CASTRO VALLEY BL TO CAMINO ALTA M, PAVEMENTS REHAB AND CONST.ADA RAMP.	6/16/2009	2,200,000.00	2,200,000.00	0	9/15/2009	1,399,967.70	3-Aug-09	493,000.00
5933(099)	04925420L	Alameda County	ALTAMONT PASS ROAD- GRANT LN TO LANDFILL ENTR, PAVEMENTS REHAB AND SHOULDER BACK.	6/23/2009	1,200,000.00	1,200,000.00	0	9/15/2009	1,311,937.00	8-Sep-09	1,500,000.00
5470(007)	04925409L	American Canyon	AMERICAN CANYON RD WEST:JAMES DR - CHAUCER LN, REHABILITATION	8/25/2009	320,000.00	320,000.00	0				
5038(021)	04925459L	Antioch	HILLCREST AVE., PAVEMENT REHABILITATION	6/5/2009	2,800,000.00	1,605,000.00	0			25-Aug-09	3,050,000.00
5261(006)	04925486L	Atherton	ATHERTON AVENUE FROM STERN TO ELENA, AC OVERLAY	6/1/2009	641,574.00	468,000.00	0	7/15/2009	429,291.00	1-Feb-10	650,000.00
5268(004)	04923566L	Belmont	OVERCROSS SR101 NORTH RALSTON EXIT, PEDESTRIAN OVERCROSSING	8/21/2009	1,952,194.00	1,952,194.00	0				
5268(015)	04925444L	Belmont	1)SIXTH: O'NEILL TO HARBOR, 2)CARLMONT: HASTI, AC OVERLAY	6/11/2009	502,809.00	464,000.00	0	8/14/2009	420,743.42	28-Jul-09	1,070,000.00
5268(016)	040A8608L	Belmont	OVERCROSS SR101 NORTH RALSTON EXIT, PEDESTRIAN OVERCROSSING	8/14/2009	2,493,000.00	2,493,000.00	0				
5003(023)	043A4308L	Benicia	ROUTE 780 AT STATE PARK RD O.C., WIDEN OC FOR CLASS 1 BIKE PATH	7/1/2009	538,907.00	320,000.00	0	10/20/2009	1,812,135.00		
5003(024)	04925461L	Benicia	E. 2ND ST. FROM LAKE HERMAN RD. TO WANGER ST, A C OVERLAY	7/13/2009	401,000.00	400,000.00	0				
5057(032)	04925421L	Berkeley	UNIVERSITY AVE.-SAN PABLO AV. TO SACRAMENTO S, ROADWAY REHABILITATION	4/29/2009	1,619,000.00	1,619,000.00	0	9/17/2009	1,750,550.00	14-Sep-09	2,000,000.00
5057(033)	04925587L	Berkeley	UNIVERSITY AVE: SACRAMENTO ST - MCGEE AVE., PAVEMENT REHAB	9/18/2009	745,898.00	400,000.00	0				
5300(008)	04925460L	Brentwood	BALFOUR ROAD, ROAD OVERLAY	6/1/2009	1,123,000.00	1,074,000.00	0	7/28/2009	978,987.00	1-Sep-09	761,000.00
5376(008)	04925430L	Brisbane	BAYSHORE BLVD-NORTHERN TO SOUTHERN CITY LIMIT, AC OVERLAY	5/27/2009	131,000.00	131,000.00	0	7/6/2009	100,031.50	18-Aug-09	10,402,000.00
5171(016)	04925487L	Burlingame	AIRPORT BLVD:ANZA-411 AIRPORT AND TROUSDALE:T, AC OVERLAY	5/12/2009	800,855.00	551,000.00	0	7/20/2009	660,731.00	15-Sep-09	500,000.00
5306(013)	04074364L	Campbell	EAST CAMPBELL AVE (RAILWAY AVE - UNION AVE), PEDESTRIAN & BICYCLIST ACCESS	8/21/2009	2,786,859.00	2,160,000.00	0				
5306(018)	04925507L	Campbell	S.BASCOM AVENUE (CAMPISI WY - EL SOLYO AVE), ROAD REHABILITATION	6/16/2009	826,691.00	694,000.00	0	8/17/2009	540,237.00	4-Aug-09	1,399,000.00
6328(030)	04925605L	City & County of San Francisco, MTA/Parking & Traffic	SAN FRANCISCO INNER SUNSET AREA, TRAFFIC CALMING MEASURES	9/8/2009	505,140.00	343,000.00	0				
5386(009)	04925415L	Clayton	CLAYTON ROAD AND OAKHURST DRIVE, ROAD REHABILITATION	6/3/2009	554,000.00	554,000.00	0	8/4/2009	442,337.50	22-Sep-09	674,000.00
5039(021)	04925433L	Cloverdale	S. FRANKLIN ST. AND S. CLOVERDALE BLVD., SLURRY SEAL, ROAD REHABILITATION	6/2/2009	500,000.00	500,000.00	0	7/22/2009	335,571.70	20-Oct-09	2,250,000.00
5264(003)	04925485L	Colma	IN COLMA: SERRAMONTE BLVD FR COLLINS TO ECR, AC OVERLAY	6/1/2009	349,910.00	131,000.00	0	8/19/2009	190,367.00	1-Jul-09	7,275,000.00
5135(036)	04925450L	Concord	CLAYTON ROAD, A. C. OVERLAY	5/27/2009	1,474,000.00	1,270,000.00	0	9/14/2009	884,111.06	18-Aug-09	3,700,000.00
5135(037)	04925451L	Concord	CLAYTON ROAD INTERSECTIONS, A. C. OVERLAY & IMPROVEMENTS	6/3/2009	1,264,000.00	584,000.00	0	7/27/2009	695,881.00	21-Sep-09	2,422,000.00
5135(038)	04925581L	Concord	TWO LOCATIONS- MONUMENT BLVD AND MEADOW LANE, SIDEWALK & PEDESTRAIN IMPROVEMENTS	8/6/2009	1,000,000.00	1,000,000.00	0				
5928(091)	04925412L	Contra Costa County	VASCO ROAD, A.C. OVERLAY	6/3/2009	3,058,000.00	2,762,000.00	0	7/21/2009	1,996,155.00	21-Sep-09	1,900,000.00
5232(009)	04925484L	Corte Madera	1) CASA BUENA DR: SANFORD TO CONOW; 2) TAMAL, REHABILITATION	7/9/2009	175,000.00	174,000.00	0	9/15/2009	104,250.00		
5383(007)	04925434L	Cotati	OLD REDWOOD HIGHWAY, ROADWAY REHABILITATION	6/4/2009	528,659.00	500,000.00	0	9/23/2009	507,300.00	23-Jun-09	606,000.00

PROJ NO	EA	Agency Name	DESCRIPTION	CONST_OBLG DT	TOTAL COST	FEDERAL ARRA FUNDS	FMIS EXPEND AMT	LP2000 Award Date	LP20000 Award Amount	LA-ODIS Award Date	LA-ODIS Award Amount
5318(025)	04925504L	Cupertino	HOMESTEAD RD (MARY DR TO FRANCO CT), ROAD REHABILITATION	6/1/2009	940,000.00	757,000.00	0	9/1/2009	707,000.00	20-Aug-09	200,000.00
5196(032)	04925490L	Daly City	CALLAN,MISSION,GLNWD,CARTR,HLLSDE,JDALY BLVD, AC OVERLAY	6/3/2009	1,045,000.00	1,045,000.00	0	8/24/2009	908,492.00	21-Sep-09	2,480,000.00
5434(018)	04925453L	Danville	DIABLO RD. & GREEN VALLEY RD., PAVEMENT OVERLAY	7/1/2009	1,071,000.00	971,000.00	0	8/18/2009	807,142.25		
5056(016)	04925463L	Dixon	N. ALMOND ST. FROM A ST. TO H STREET, A C OVERLAY	6/5/2009	300,000.00	300,000.00	0	8/25/2009	300,000.00	24-Sep-09	1,444,000.00
5056(017)	04925464L	Dixon	STRATFORD REHAB. BET. PITT SCHOOL AND WEYAND, CURB GUTTER SIDEWALK SURFACE IMPROV	9/23/2009	218,000.00	218,000.00	0				
5438(008)	04925518L	East Palo Alto	BAY RD, PULGAS AVE, WOODLAND AVE, AC OVERLAY	6/15/2009	529,600.00	421,000.00	0	9/22/2009	444,444.00	2-Sep-09	2,110,000.00
5239(014)	04925413L	El Cerrito	MOESER,ASHBURY,SEAVIEW,BUCKINGHAM,KING, ROAD REHABILITATION	6/3/2009	984,000.00	678,000.00	0	7/31/2009	732,032.00	22-Jul-09	5,088,000.00
5277(024)	04925483L	Fairfax	SIR FRANCIS DRAKE BLVD: JUNE CT - WEST TOWN L, PAVEMENT RESURFACING	7/1/2009	442,870.00	167,000.00	0	9/28/2009	256,314.50		
5132(032)	04925329L	Fairfield	MCGARY RD BET RED TOP RD AND LYNCH CANYON RD, REPAIR/REPLACE RD WITH CLASS 2 BIKE	9/23/2009	1,640,000.00	1,640,000.00	0				
5132(033)	04925465L	Fairfield	GATEWAY BLVD. FROM TRAVIS BD TO PENNSYLVANIA, PAVEMENT REHABILITATION	6/3/2009	1,032,249.00	900,000.00	0			21-Oct-09	3,167,222.00
5132(034)	04925466L	Fairfield	E. TABOR AVE. FROM VILLA CT TO WALTERS RD., PAVEMENT REHABILITATION	6/17/2009	900,000.00	900,000.00	0	8/18/2009	431,247.50	6-Oct-09	15,093,000.00
5409(015)	04925445L	Foster City	FOSTER CITY BLVD FR BEACH PARK TO BRIDGE LIMT, AC OVERLAY	6/1/2009	471,634.00	440,000.00	0	8/3/2009	406,634.39	1-Sep-09	93,000.00
5322(035)	04925422L	Fremont	13 STREETS LOCATED IN CITY, PAVEMENTS REHAB AND CONST.ADA RAMP.	6/1/2009	7,403,578.00	6,677,000.00	0	7/14/2009	5,833,856.20	1-Dec-09	2,086,000.00
5034(020)	04925497L	Gilroy	CITYWIDE SIDEWALK REHABILITATION, ROAD REHABILITATION	6/11/2009	779,241.00	663,000.00	0	9/21/2009	387,209.00	28-Oct-09	900,000.00
5357(005)	04925515L	Half Moon Bay	HALF MOON BAY-MAIN ST; CORREAS TO N/O MILL ST, AC OVERLAY	6/15/2009	268,620.00	210,000.00	0	8/4/2009	235,481.00	2-Oct-09	305,000.00
5050(036)	04925423L	Hayward	CYPRUS,HUNTWOOD,CLAIWITER AND "D" STREET., PAVEMENTS REHAB FOR LOCAL ST. & RDS	5/12/2009	2,536,255.00	2,037,000.00	0	6/30/2009	2,205,743.60	16-Jun-09	699,000.00
5050(037)	04925586L	Hayward	1) INDUSTRIAL BLVD: CRYER ST - WEST TENNYSON, PAVEMENT OVERLAY.	8/6/2009	819,646.00	475,000.00	0	10/28/2009	756,736.00		
5027(014)	04925436L	Healdsburg	VARIOUS LOCATIONS WITHIN CITY'S LIMIT, ROAD REHABILITATION	6/2/2009	520,465.00	500,000.00	0	8/17/2009	509,188.92	20-Oct-09	1,893,157.00
5117(008)	04925447L	Hercules	SAN PABLO AVE: JOHN MUIR PKWAY - NORTHERN CIT, A.C. OVERLAY	7/1/2009	805,000.00	671,000.00	0				
5191(004)	04925516L	Hillsborough	RALSTON,BLACK MNTN, TARTAN, AC OVERLAY	6/1/2009	460,917.00	392,000.00	0	8/10/2009	460,917.00	19-Aug-09	461,000.00
5404(020)	04925414L	Lafayette	DEER HILL RD: FIRST ST - PLEASANT HILL RD AND, PAVEMENT REHABILITATION	6/1/2009	745,000.00	744,000.00	0	7/17/2009	663,091.05	1-Jul-09	7,275,000.00
5166(022)	04925481L	Larkspur	MAGNOLIA AVE FROM DOHERTY DR TO WARD ST, REHABILITATION	7/16/2009	236,000.00	236,000.00	0	9/2/2009	180,529.51		
5053(018)	04925424L	Livermore	EAST AVE., PORTOLA ST., AND EAST STANLEY BLVD., PAVEMENT REHAB AND STREET REPAIR..	6/23/2009	2,006,655.00	1,479,000.00	0	7/27/2009	1,364,348.00	8-Sep-09	4,118,000.00
5309(013)	04925505L	Los Altos	SAN ANTONIO ROAD REHABILITATION, ROAD REHABILITATION	6/15/2009	643,454.00	253,000.00	0	9/8/2009	100,000.00	28-Sep-09	1,850,000.00
5324(005)	04925495L	Los Altos Hills	MOODY RO AND PAGE MILL RD, ROAD REHABILITATION	5/27/2009	414,106.00	316,000.00	0	7/6/2009	311,194.00	18-Aug-09	630,982.00
5067(014)	04925514L	Los Gatos	UNIVERSITY AVE/BLOSSOM HILL RD, SIGNAL UPGRADE & ROAD SLURRY	4/23/2009	576,544.00	529,000.00	0	7/9/2009	373,295.00	14-Jul-09	3,929,000.00
5927(068)	04925476L	Marin County	VARIOUS STREETS IN MARIN COUNTY (SEE SCOMMENT, REHABILITATION	8/5/2009	2,530,000.00	2,097,410.00	0	9/22/2009	1,575,838.00		
5024(023)	04925456L	Martinez	VARIOUS STREETS IN CITY OF MARTINEZ, SLURRY SEAL	7/9/2009	850,000.00	850,000.00	0	9/2/2009	982,979.00		
5024(024)	04925580L	Martinez	MARINA VISTA- ESCOBAR "Y" TO BERRELLESA ST., PEDESTRAIN STREETScape IMPROVEMENTS	8/6/2009	127,000.00	127,000.00	0				
5273(020)	04925523L	Menlo Park	HAVEN,MONTE ROSA,LIVE OAK AVENUES, AC OVERLAY REHABILITATION	6/1/2009	924,554.00	635,000.00	0	8/10/2009	582,476.00	1-Sep-09	600,000.00
5113(010)	04925479L	Mill Valley	EDGEWOOD AVE: MARION AVE - SEQUOIA VALLEY RD, REHABILITATION	7/1/2009	438,453.00	335,000.00	0	9/21/2009	226,239.72		
5299(011)	04925517L	Millbrae	BROADWAY AND MAGNOLIA, AC OVERLAY	6/1/2009	560,387.00	382,000.00	0	8/10/2009	407,316.20	19-Aug-09	813,000.00

PROJ NO	EA	Agency Name	DESCRIPTION	CONST_OBLG DT	TOTAL COST	FEDERAL ARRA FUNDS	FMIS EXPEND AMT	LP2000 Award Date	LP20000 Award Amount	LA-ODIS Award Date	LA-ODIS Award Amount
5314(007)	04925496L	Milpitas	S.PARK VICTORIA DR(BIG BASIN DR-YOSEMITE DR), ROAD REHABILITATION	6/3/2009	1,239,731.00	1,136,000.00	0	8/4/2009	772,000.00	22-Sep-09	5,600,000.00
5339(001)	04925493L	Monte Sereno	DAVES AVE (SEE STATE REMARK), ROAD RESURFACING	6/15/2009	195,536.00	94,000.00	0	8/4/2009	99,379.00	2-Nov-09	24,000,000.00
5415(010)	04925446L	Moraga	MORAGA ROAD, RUBERIZED CAPE SEAL	6/1/2009	660,000.00	609,000.00	0	7/22/2009	541,176.30	1-Jul-09	4,632,000.00
5152(019)	04925509L	Morgan Hill	MORGAN HILL-EAST DUNNE AV; BUTTERFIELD TO 101, AC OVERLAY	6/1/2009	556,000.00	556,000.00	0	7/22/2009	456,000.00	1-Jul-09	7,275,000.00
5124(027)	04925519L	Mountain View	CASTRO ST, MOFFETT BLVD AND FRANKLIN ST, ROAD REHABILITATION	6/23/2009	871,600.00	851,000.00	0	8/19/2009	724,814.00	8-Sep-09	655,725.00
5042(049)	04925408L	Napa	1) SHURTLIFF AVE: SEVILLE DR - SHETLER AVE; 2, REHABILITATION/RESURFACING	7/16/2009	2,096,258.00	1,600,000.00	0	8/18/2009	1,297,969.00		
5921(045)	04925410L	Napa County	1) HARDMAN AVE: SILVERADO TRAIL - ATLAS PEAK, AC OVERLAY	7/7/2009	775,000.00	775,000.00	0	9/15/2009	406,472.14		
5921(046)	04925522L	Napa County	1) SILVERADO TRAIL: LARKMEAD LN - GLASS MOUNT, AC OVERLAY	7/9/2009	725,000.00	725,000.00	0	9/15/2009	451,308.05		
5361(022)	04925478L	Novato	DELONG,IGNACIO,REDWOOD, ROWLAND, S NOVATO, SU, REHABILITATION	7/16/2009	1,292,597.00	1,062,000.00	0	9/8/2009	980,577.75		
5012(098)	04925425L	Oakland	VARIOUS STREETS AND ROADS - CITYWIDE., CURB RAMPS AND SIDEWALK REPAIR.	5/13/2009	1,229,030.00	1,194,000.00	0	9/22/2009	895,065.00	16-Sep-09	6,087,000.00
5012(099)	04925426L	Oakland	VARIOUS STREETS AND ROADS - CITYWIDE., STREETS AND ROADS REHAB.	5/12/2009	4,774,000.00	4,774,000.00	0	9/22/2009	3,085,955.00	16-Jun-09	2,923,000.00
5012(100)	04925585L	Oakland	7TH STREET FROM UNION TO PERALTA STREETS, PEDESTRAIN STREETScape IMPROVEMENTS	8/4/2009	1,300,000.00	1,300,000.00	0				
5477(003)	04925416L	Oakley	OAKLEY ROAD, A.C. OVERLAY	7/1/2009	515,845.00	402,000.00	0				
5477(004)	04925417L	Oakley	DELTA ROAD, A.C. OVERLAY	6/11/2009	494,790.00	403,000.00	0			28-Sep-09	142,000.00
5444(013)	04925452L	Orinda	CHARLES HILL RD/HONEY HILL RD/MINER RD, AC OVERLAY	6/3/2009	705,345.00	694,000.00	0	7/21/2009	317,261.30	22-Sep-09	600,000.00
5350(016)	04925491L	Pacifica	MANOR, MONTEREY, ODDSTAD, AC OVERLAY	6/1/2009	1,141,200.00	677,000.00	0	7/13/2009	764,034.20	1-Sep-09	1,625,522.00
5100(011)	04925502L	Palo Alto	LYTTON AVE (FLORENCE ST TO GUINDA ST), ROAD REHABILITATION	6/3/2009	741,535.00	580,000.00	0	9/14/2009	580,000.00	20-Oct-09	676,000.00
5100(012)	04925503L	Palo Alto	SAN ANTONIO RD (ALMA ST-MIDDLEFIELD RD), ROAD REHABILITATION	6/3/2009	732,757.00	505,000.00	0	9/14/2009	505,000.00	20-Oct-09	1,270,736.00
5022(044)	04925437L	Petaluma	ELY RD: SONOMA MTN PARKWAY - CORONA RD AND, REHABILITATION	4/24/2009	1,109,000.00	1,109,000.00	0	7/20/2009	496,188.45	14-Sep-09	1,423,000.00
5022(045)	04925584L	Petaluma	MCDOWELL BLVD NORTH: LYNCH CREEK WY - DYNAMIC, ROADWAY REHABILITATION	9/23/2009	956,000.00	728,000.00	0				
5126(009)	04924826L	Pinole	IN CITY OF PINOLE ON APPIAN WAY, AC RESURFACING	1/15/2009	0	0	0			13-Oct-09	2,235,000.00
5126(010)	04925458L	Pinole	SAN PABLO AVE.@ FERN/ALVAREZ AND QUINAN, CROSSWALK SAFETY IMPROVEMENTS	7/7/2009	236,317.00	214,000.00	0				
5126(012)	04925592L	Pinole	APPIAN WAY FROM SAN PABLO TO TARA HILLS, AC OVERLAY	7/1/2009	420,000.00	420,000.00	0				
5127(023)	04925448L	Pittsburg	1) POWER AVE: 300 FT W/O CASE DR - DAVI AVE;2, AC OVERLAY	7/9/2009	1,641,736.00	1,103,000.00	0	9/21/2009	1,058,850.00		
5375(021)	04925455L	Pleasant Hill	CONTRA COSTA BL. - 2ND AVE. TO GOLF CLUB DR., A.C. OVERLAY	6/3/2009	842,000.00	842,000.00	0			22-Jul-09	661,000.00
5101(022)	04925427L	Pleasanton	SANTA RITA ROAD AND STONERIDGE DRIVE., AC OVERLAY, ADA, REHAB.	6/3/2009	1,689,000.00	1,588,000.00	0	8/18/2009	979,749.00	21-Jul-09	1,782,000.00
5390(004)	04925520L	Portola Valley	PORTOLA, CERVANTES, WESTRIDGE, AC OVERLAY	6/15/2009	249,390.00	196,000.00	0	9/17/2009	220,000.00	28-Sep-09	1,500,000.00
5029(020)	04925489L	Redwood City	JEFFERSON, ROOSEVELT, AC OVERLAY	6/1/2009	736,000.00	736,000.00	0	7/27/2009	578,096.39	1-Sep-09	1,035,000.00
5029(021)	04099878L	Redwood City	SR82 FROM BROADWAY TO BREWSTER, RECONSRTC ROAD, SIDEWALK. LIGHT	4/30/2009	703,937.00	523,000.00	0	9/14/2009	1,413,582.80	15-Dec-09	700,000.00
5137(037)	04925457L	Richmond	CARLSON BLVD., PAVEMENT REHAB.	6/3/2009	5,444,000.00	1,578,000.00	0	7/27/2009	695,881.15	21-Sep-09	800,000.00
5379(017)	04925438L	Rohnert Park	9 LOCATIONS: 1) REDWOOD DR: 400 FT NORTH OF, CHIP SEAL AND MAINTENANCE WORKS	6/16/2009	1,153,306.00	869,000.00	0	7/28/2009	1,004,740.00	4-Aug-09	3,227,000.00
5159(014)	04925480L	San Anselmo	SAUNDERS AVE: SIR FRANCIS DRAKE BLVD-CENTER B, PAVEMENT RESURFACING	7/1/2009	366,030.00	267,000.00	0	9/17/2009	196,241.00		
5226(016)	04925492L	San Bruno	CITYPRK,CRESTWOOD,JENVEIN,CRESTMOR IN SNBRNO, AC OVERLAY	7/22/2009	1,624,195.00	659,000.00	0	9/8/2009	692,228.00		
5267(013)	04925521L	San Carlos	VARIOUS LOCATIONS IN SAN CARLOS, ADA INSTALL AND UPGRADE	6/16/2009	559,000.00	559,000.00	0	9/14/2009	268,063.82	4-Nov-09	302,000.00

PROJ NO	EA	Agency Name	DESCRIPTION	CONST_OBLG DT	TOTAL COST	FEDERAL ARRA FUNDS	FMIS EXPEND AMT	LP2000 Award Date	LP20000 Award Amount	LA-ODIS Award Date	LA-ODIS Award Amount
5934(147)	04925401L	San Francisco County	JONES STREET FROM MARKET TO CALIFORNIA, 4R PAVING, GRADE, SIDEWALK	4/29/2009	2,066,000.00	2,066,000.00	0	7/20/2009	1,074,179.50	14-Sep-09	3,515,000.00
5934(148)	04925402L	San Francisco County	TURK STREET FROM MARKET ST TO VAN NESS AVE, PAVEMENT RENOVATION	4/29/2009	1,549,000.00	1,549,000.00	0	7/21/2009	901,456.50	14-Sep-09	709,000.00
5934(149)	04925403L	San Francisco County	DIVISADERO ST: WALLER ST - GEARY BLVD, SEE STATE COMMENTS SCREEN	6/1/2009	3,227,000.00	3,227,000.00	0	8/10/2009	4,342,441.50	1-Sep-09	1,017,998.00
5934(150)	04925404L	San Francisco County	7TH AVE, LAGUNA HONDA BLVD - SEE SCOMMENT, PAVING RENOVATION	4/29/2009	3,840,000.00	3,840,000.00	0	8/19/2009	2,082,770.40	14-Sep-09	532,125.00
5934(151)	04925405L	San Francisco County	GEARY BLVD VARIOUS INTERSECTION - SEE SCOMMEN, PAVING RENOVATION	4/29/2009	668,000.00	668,000.00	0	7/15/2009	394,990.00	14-Sep-09	683,000.00
5934(152)	04925406L	San Francisco County	EUCLID AVE AND BUSH STREET, SEE SCOMMENT, PAVEMENT RENOVATION	9/23/2009	2,901,550.00	2,000,000.00	0				
5934(153)	04925560L	San Francisco County	SAN FRANCISCO VARIOUS LOCATIONS, CURB RAMP AND SIDEWALK REHAB/RECON	9/23/2009	1,075,000.00	1,075,000.00	0				
5005(096)	04925494L	San Jose	VARIOUS STREETS (SEE STATE REMARK), ROAD REHABILITATION	6/26/2009	12,701,000.00	12,701,000.00	0				
5041(033)	04925428L	San Leandro	ALADDIN AVE & WASHINGTON AVE IN SAN LEANDRO, PAVEMENTS REHAB AND CONST.ADA RAMP	6/1/2009	1,361,804.00	1,338,000.00	0	7/9/2009	1,692,199.00	1-Sep-09	300,000.00
5041(034)	04925597L	San Leandro	SPRINGLAKE DR- WASHINGTON AVE TO ACFCD CANAL, ROADWAY RECONSRUCTION	9/8/2009	454,161.00	350,000.00	0				
5102(034)	04925443L	San Mateo	VARIOUS LOCATIONS IN CITY OF SAN MATEO, AC OVERLAY	5/27/2009	1,196,775.00	1,196,775.00	0	7/24/2009	989,070.00	18-Aug-09	1,045,000.00
5935(054)	04925429L	San Mateo County	VARIOUS STREETS IN SAN MATEO COUNTY, AC OVERLAY	5/27/2009	2,305,000.00	1,726,000.00	0	8/25/2009	1,691,366.00	19-Aug-09	828,000.00
5303(013)	04925548L	San Pablo	SAN PABLO AVE., PAVEMENT REHABILITATION	7/16/2009	694,000.00	694,000.00	0	9/8/2009	1,404,765.00		
5043(030)	04925477L	San Rafael	1) NOVA ALBION WY: LAS GALLINAS AVE - NORTHGA, REHABILITATION	7/9/2009	2,095,659.00	1,188,000.00	0	9/8/2009	1,137,285.30		
5437(022)	04925449L	San Ramon	SAN RAMON VALLEY BLVD., A. C. OVERLAY	6/3/2009	1,749,500.00	1,122,000.00	0	7/28/2009	961,479.35	22-Sep-09	5,000,000.00
5019(022)	04925510L	Santa Clara	CITYWIDE STREET RESEAL (SEE STATE REMARK), STREET SURFACE RESURFACING	6/1/2009	1,000,273.00	962,000.00	0	8/3/2009	1,110,415.00	1-Sep-09	320,000.00
5019(023)	04925513L	Santa Clara	MONROE STREET, TRAFFIC SIGNAL INTERCONNECT	7/8/2009	580,900.00	553,000.00	0	8/18/2009	404,585.00		
5937(132)	04925473L	Santa Clara County	MONTAGUE EXPSWY: 1)HWY 101 - MISSION ST: 2)2A, ROAD REHABILITATION	5/12/2009	3,054,000.00	3,054,000.00	0	6/24/2009	2,684,000.00	16-Sep-09	828,000.00
5937(133)	04925474L	Santa Clara County	1) MOORPARK AVE: 0.37 MI FROM THORNTON TO S B, ROAD REHABILITATION	6/19/2009	985,000.00	889,000.00	0	8/18/2009	883,202.00	8-Sep-09	2,862,000.00
5028(053)	04925435L	Santa Rosa	WEST COLLEGE AVENUE AND SUMMERFIELD ROAD, ROAD REHABILITATION	6/2/2009	3,935,159.00	3,696,000.00	0	8/11/2009	2,595,527.85	20-Oct-09	684,000.00
5332(014)	04925506L	Saratoga	SARATOGA AVE (SEAGRAVES WY-NE CITY LIMITS), ROAD REHABILITATION	6/3/2009	714,980.00	714,000.00	0	9/16/2009	701,768.00	21-Jul-09	2,956,000.00
5123(014)	04925439L	Sebastopol	1) BODEGA AVE: PLEASANT HILL AVE - 270 FT W/O, STREET REHABILITATION	6/5/2009	641,210.00	500,000.00	0	9/1/2009	532,616.00	23-Sep-09	785,000.00
5923(088)	04925467L	Solano County	ALLENDALE RD, CANTELOW RD. AND VARIOUS STREET, PAVEMENT REHABILITATION	4/29/2009	2,000,000.00	2,000,000.00	1,622,985.77	6/16/2009	1,764,020.55	14-Sep-09	2,170,000.00
5923(092)	04925556L	Solano County	CORDELIA RD. LOPES-CENTRAL & BRDGPOR-TITMAN, PEDESTRIAN WALKWAY AND ENHANCEMENT	8/4/2009	800,000.00	800,000.00	0				
5114(014)	04925441L	Sonoma	5TH STREET, ROAD REHABILITATION	6/5/2009	600,087.00	500,000.00	0	8/19/2009	484,384.00	24-Aug-09	791,000.00
5920(116)	04925440L	Sonoma County	VARIOUS ROADS AND BRIDGES WITHIN CR LIMITS, CHIP SEALING ROADS AND BRIDGES	7/1/2009	6,376,000.00	6,376,000.00	0	9/16/2009	5,422,612.99		
5177(022)	04925431L	South San Francisco	EAST GRAND AVENUE FR GATEWAY TO HASKINS, AC OVERLAY RECONSTRUCT	5/12/2009	816,451.00	816,451.00	0	7/22/2009	680,410.00	16-Jul-09	670,000.00
5032(022)	04925468L	Suisun City	SUNSET AVE. FROM SR12 TO RAILROAD AVE., PAVEMENT REHABILITATION	6/5/2009	700,000.00	700,000.00	0	8/18/2009	632,515.00	25-Aug-09	2,419,896.00
5213(032)	04925475L	Sunnyvale	WOLFE RD OVERHEAD 0.3 MI S/O CENTRAL EXPSWY, REHABILITATION	5/8/2009	3,641,000.00	2,745,000.00	0	7/14/2009	1,022,168.00	15-Sep-09	908,000.00
5388(008)	04925482L	Tiburon	RIDGE RD: VISTAZO WEST ST - STRAIGHTS VIEW DR, OVERLAY	7/1/2009	270102	204000	0	9/2/2009	318,932.90		
5094(049)	04925344L	Vacaville	PEABODY RD/MARSHALL RD. I/S IN VACAVILLE, SIGNAL MOD, PEDESTRIAN IMPROVEMENT	5/22/2009	260,000.00	260,000.00	0	5/26/2009	334,713.25	17-Sep-09	6,393,000.00
5094(052)	04925470L	Vacaville	ALLISON DR, ALAMO DR, PEABODY RD, HELEN POWER DR, PAVEMENT REHABILITATION	6/3/2009	2,343,000.00	1,376,000.00	0			21-Sep-09	670,000.00

PROJ NO	EA	Agency Name	DESCRIPTION	CONST_OBLG DT	TOTAL COST	FEDERAL ARRA FUNDS	FMIS EXPEND AMT	LP2000 Award Date	LP20000 Award Amount	LA-ODIS Award Date	LA-ODIS Award Amount
5094(053)	04925511L	Vacaville	VARIOUS LOCATIONS IN CITY OF VACAVILLE, GPS EMERGENCY VEHICLE SIGNAL PREMPT	6/5/2009	320,000.00	320,000.00	0			25-Aug-09	355,000.00
5030(048)	04925471L	Vallejo	SACRAMENTO ST, VIRGINIA ST, MARIN ST., STREETSCAPE & PEDESTRIAN ENHANCEMNT	6/15/2009	4,452,803.00	2,138,000.00	0			2-Mar-10	650,000.00
5030(049)	04925472L	Vallejo	SERENO DR, TENNESSEE ST, PAVEMENT REHABILITATION	6/23/2009	1,161,883.00	1,020,000.00	0			8-Sep-09	1,077,800.00
5225(022)	04925454L	Walnut Creek	CIVIC DRIVE FROM ARROYO WAY TO WALDEN ROAD, ROAD REHAB	6/1/2009	1,495,000.00	1,446,000.00	0	7/21/2009	797,736.55	1-Jul-09	7,275,000.00
5472(012)	04925442L	Windsor	LOS AMIGOS ROAD, LOS AMIGOS ROAD PAVEMENT REHAB.	6/3/2009	596,432.00	596,432.00	0	8/5/2009	376,485.00	22-Sep-09	604,000.00
5472(014)	04925638L	Windsor	OLD REDWOOD HIGHWAY FROM JOE RODOTA TO BELL, PEDESTRIAN WALKWAY	8/21/2009	379,263.00	270,000.00	0				
TOTAL - D4					\$178,199,725	\$151,223,262	\$1,622,986		\$94,856,095		\$211,338,163

ARRA Program Supplement Not Received back from local agencies as of 23-NOV-09

District No.	Agency Name	Project Prefix	Project Number	Sent To Local Agency Date	Receive From Local Agency Date	Days Out
04	Alameda County	ESPL	5933(098)	07/15/09		128
04	City & County of San Francisco, MTA/Parking & Traffic	ESPLE	6328(030)	11/10/09		13
04	Concord	ESPLE	5135(038)	09/09/09		74
04	Cotati	ESPL	5383(007)	07/01/09		142
04	Dixon	ESPL	5056(017)	10/15/09		38
04	Gilroy	ESPL	5034(020)	07/08/09		135
04	Palo Alto	ESPL	5100(011)	07/08/09		135
04	Petaluma	ESPL	5022(045)	10/15/09		38
04	Redwood City	ESPL	5029(021)	10/26/09		27
04	San Bruno	ESPL	5226(016)	08/18/09		95
04	San Carlos	ESPL	5267(013)	07/15/09		128
04	San Leandro	ESPL	5041(034)	09/28/09		55
04	Vallejo	ESPL	5030(048)	07/01/09		142



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Memorandum

TO: Bay Area Partnership

DATE: December 1, 2009

FR: Alix Bockelman

RE: New Federal Transportation Act – Update on Proposal for Cycle 1 Programming and Cycle 2 Framework

This memorandum provides an update on the development of the New Federal Transportation Act (New Act) Cycle 1 programming and Cycle 2 framework proposal. Staff will be taking the final proposal to the Programming and Allocations Committee and the Commission in December. The overall recommended programming proposal, included as Attachment A, has not changed since November. In summary, the proposed framework of the New Act follows the categories below:

- **Required payback of Obligation Authority (\$54 million)**
- **Maintain on-going programs (\$206 million)**
- **Seize opportunity to deliver system-wide improvements (\$222 million)**
- **Fund other core Transportation 2035 categories (\$848 million)**
- **Fund strategic investments and regional commitments (\$71 million)**

Two areas that have been refined since November and are discussed in more detail below are the Climate Initiatives Program and the Congestion Management Agency Block Grant program administration.

Development of the Staff Recommended Proposal

Starting in June 2009, staff presented an overall framework to direct roughly \$1.1 billion of estimated funds through FY 2014-15. In September, staff presented an initial proposal to the Programming and Allocations Committee that reflected changes based on stakeholder input and increased the proposal to \$1.4 billion. Additional comments, program developments and proposal revisions were presented at the October and November Committee meetings. Over a six month period, staff has consulted the Partnership working groups, commission advisory committees and heard comments from a variety of transportation stakeholders, resulting in three rounds of revisions to the proposal.

The table on the following page compares the original proposal presented to the Partnership Board last June and the current proposal for both Cycle 1 and the ARRA Backfill funding commitments in the near-term (FY2010 through FY 2012); and the overall total new six-year commitment, including anticipated revenues.

Staff Proposal Comparisons: June 2009 and Final Versions

Programs	Cycle 1 and ARRA Backfill			Total New Commitment		
	Initial Partnership Board	Final Draft Proposal	Change	Initial Partnership Board	Final Draft Proposal	Change
SAFETEA OA Carryover	68	54	(14)	68	54	(14)
Regional Planning	23	23	-	48	48	-
Regional Operations	84	84	(0)	158	158	-
Freeway Performance Initiative (FPI)	136	105	(31)	222	222	-
Climate Initiatives	52	80	28	88	162	74
Regional Bicycle Program	21	27	6	42	67	25
Transportation for Livable Communities (TLC)	71	85	14	169	223	54
Transit Capital Rehabilitation			-	115	164	49
Regional Streets and Roads Rehabilitation	72	100	28	163	232	69
Corridor Mobility (SCL I/C Imps)	32	32	-	32	32	-
MTC Res 3814 Transit Payback Commitment	31		(31)	31	31	-
Trade Corridor (Richmond Rail Connector)	8	8	-	8	8	-
Total	598	598	(0)	1,144	1,401	257

Given the funding constraints and many competing demands, the proposal attempts to strike a balance among the various key Transportation 2035 programs and strategic investment areas. While the proposal does not achieve fully the stakeholder requested funding levels, it does reflect some significant revisions to that end in nearly all of the funding categories.

It is also worth noting that there are synergies across program categories. In many cases, investments funded within one program lead to improvements that benefit other modes and program categories. For example the Transportation for Livable Communities (TLC) program funds improvements that benefit bicycle projects (Regional Bicycle Program) and Safe Routes to Transit projects (Climate Initiatives). Projects funded in the Local Streets and Roads Rehabilitation Shortfall Program often result in travel condition improvements for pedestrians, buses, and bicyclists. Further, several programs not bearing the “climate change” label – such as TLC and Freeway Performance Initiative (FPI) – fall in the same general range for cost-effective CO₂ reduction as programs that are included in the new Climate Initiative Program.

Climate Initiatives Working Group

The Climate Initiative Working Group held its last meeting on November 20th to finalize the Climate Initiatives Program concept. The working group included Commissioners Haggerty and Kinsey, MTC staff, and staff representatives from the Air District, Solano Transportation Authority (representing CMAs), County Connection (representing the transit operators), TransForm, and the Joint Policy Committee.

The overall objective of the Climate Initiatives Program is to make short-term investments that reduce transportation-related emissions and vehicle miles traveled, and encourage the use of cleaner fuels. Another prime objective is building a knowledge base through evaluation that informs the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan.

The working group is recommending an \$80 million Cycle 1 program with four primary elements: 1) Public Education / Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Climate Action Program Evaluation. Within the total program amount, \$3 million is also proposed to fund CMAQ eligible projects in Eastern Solano County per an agreement that covers the Sacramento Air Basin. The table below presents the program components and grant amounts, followed by program descriptions:

Cycle 1 Climate Initiatives Program Components and Funding (million \$s)		
Program Components	Cycle 1 Program	%
	80	100%
Eastern Solano CMAQ	3	
Public Education / Outreach	10	13%
Safe Routes to Schools	17	23%
Innovative Grants	36	
	SFgo*	10
		60%
Climate Action Program Evaluation	4	5%
Total	80	100%

*Assumes SFgo partly funded in first cycle (\$10M) and partly in second cycle (\$10M)

Public Education / Outreach (\$10 million): The objective of this program is to develop a regional campaign to reduce greenhouse gas emissions, influence the public to make transportation choices to reduce these emissions, and evaluate the effectiveness of strategies used. The following specific tasks are included:

- Launch a branded, Bay Area climate campaign in 2011;
- Develop tools to encourage smart driving or other emission reduction strategies; and
- Support school and youth programs to train the next generation.

This program will be further developed by MTC staff in cooperation with the Bay Area Air Quality Management District.

Safe Routes to Schools (\$17 million): This element would further implement Safe Routes to Schools (SR2S) programs region-wide with the overall goal of significantly reducing emissions related to school-related travel. It would also increase the ability of Bay Area jurisdictions to compete for state and federal SR2S infrastructure grants. Within the SR2S program, \$15 million would be distributed among the nine Bay Area counties based on K-12 school enrollment. An additional \$2 million would be available on a competitive basis to one or more counties to expand implementation of creative school-related emission reduction strategies and to determine their effectiveness and potential replication throughout the Bay Area. Attachment B details the county distribution.

Innovative Grant Program (\$46 million - \$36 million competitive and \$10 million for SFGo): The purpose of Innovative Grant Program is to fund a smaller number of higher-cost/higher-impact/innovative projects on a broader geographic scale (i.e., citywide or countywide). The Innovative Grant Program would achieve two basic objectives:

- Test the effectiveness of three strategies that have high potential for reducing emissions, but have not been sufficiently tested for replication on a larger scale throughout the Bay Area. Included in this category are: 1) Parking management/innovative pricing policies; 2) Acceleration of efforts to shift to cleaner, low GHG vehicles; and 3) Transportation demand management strategies.
- Generate more Bay Area innovation and engage local communities by funding up to five major transportation-related projects that expand or combine strategies to measurably reduce emissions and showcase results at specific locations to increase understanding about whether these strategies result in cost-effective emission reduction and, if

successful, how the results could be replicated elsewhere. Included in this category are: 1) Initiatives defined in locally-adopted Climate Action Plans or plan equivalent; or 2) Expansion of other innovative ideas that have yet to be fully evaluated as to their cost-effectiveness

This program would be regionally competitive, giving higher priority to projects that are located in priority development areas (PDAs) and projects that offer contributions from other sources to leverage the CMAQ investment and build partnerships. The process for soliciting projects would include regional workshops, an abbreviated request for interest, and a more involved request for project proposals from projects deemed most promising from the request for interest review.

The staff proposal continues to include \$20 million for the SFgo project as a component of the Climate Initiatives Program but recommends that the funding be split over the two cycles (\$10 million in Cycle 1 and \$10 million in Cycle 2) to provide more funding for the competitive innovative grant program. Should additional “anticipated” revenues become available, staff proposes to accelerate the remaining \$10 million for SFGo. This transit priority measure 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.

Climate Action Program Evaluation: The evaluation element is intended to serve a twofold purpose: 1) provide additional data for ongoing evaluation efforts that estimate project/program greenhouse gas emission impacts, including co-benefits for other criteria pollutants; and 2) assess the overall effectiveness of projects and programs funded by the Climate Action Program, including public education/outreach, SR2S, and innovative grants.

While the Safe Routes to Transit (SR2T) program is not currently being recommended as a stand-alone program element, staff recommends that a focused assessment and marketing program be conducted for the RM2-funded SR2T program during Cycle 1. Staff intends to work closely with the East Bay Bicycle Coalition and TransForm to design a SR2T evaluation and marketing program that evaluates selected in-progress and approved future projects and promotes the benefits and availability of selected existing projects and projects currently under development.

Block Grant Program Administration

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

Transportation 2035 Core Programs	Manager	Block Grant
Freeway Performance Initiative (FPI) and the Regional Signal Timing Program.	MTC, Caltrans and CMAs	
Climate Initiatives (Public Outreach/ Innovative Grants/ Evaluation)	MTC and Bay Area Air Quality Management District	
Climate Initiatives – Safe Routes to Schools	County – TBD	
Regional Bicycle Program	CMAs	Yes
TLC – Regional	MTC	
TLC – County	CMAs	Yes
Regional Streets and Roads Rehabilitation	CMAs	Yes
Transit Capital Rehabilitation	MTC	

For three core programs managed by the CMAs, MTC will be making funding available to the CMAs by means of a “PDA block grant” to allow more flexibility and more strategic project selection. The PDA block grant will encompass the Regional Bicycle Program, County TLC Program, and the Local Streets and Roads Shortfall (LSR) Program, functioning as follows:

- **Planning Activities:** Up to 4% of the block grant can be used by a CMA for planning purposes.
- **Flexibility Provision:** Up to 20% of each program’s funds may be flexed from one Block Grant program to fund another in order to recognize practical project delivery considerations and unique county priorities. CMAs can request flexibility beyond the 20% through their Strategic Plan for consideration by the Commission.
- **PDA Block Grant Strategic Plan:** By April 1, 2010, CMAs are asked to submit a Strategic Plan to MTC outlining their approach for programming their block grants. This Plan would include:
 - Amount of funds for CMA planning purposes and rationale behind any flexing of program amounts within the Block Grant Programs (beyond the 20% noted above). Examples might include flexibility to deliver on a complete streets approach or deliver investments that better support PDAs. This would be submitted to the Commission for approval.
 - Approach used to select LSR Shortfall Program amounts if it differs from the LSR regional distribution formula as discussed below.
 - Safe Routes to Schools Program recommended county approach, including lead agency for project selection and federal funding recipient, and any request for additional funding to expand implementation of creative school-related emission reduction strategies.
 - Complete Streets approach.
 - Priority Development Area priorities.
- **Call for Projects and Delivery Timeline:** CMAs are requested to issue one unified call for projects addressing all of their respective Block Grant programs in early 2010. The final project list is due to MTC by July 30, 2010. Funds are to be programmed over a two-year period with 50 percent programmed in FY 2010-11 and 50 percent in FY 2011-12. Projects would need to be obligated no later than April 30th in the year of programming.

- ***Fund Distribution:*** Attachment C summarizes the proposed distribution for the block grant programs by county based on the formula factors below.
 - County TLC program: based on county population share.
 - Local Streets and Roads Rehabilitation Shortfall Program: based on four factors, each weighted 25%, including population, lane mileage, arterial and collector shortfall, and preventive maintenance performance. The population and lane mileage factors result in the support of PDAs. To ensure this PDA emphasis, CMAs shall use the same allocation formula for streets and roads distribution within the counties. Acknowledging the competing objective above through grant minimums, CMAs may propose to defer some jurisdiction programming to Cycle 2 or use local funds.
 - Regional Bicycle Program: \$19.5 million is distributed to each county based on a hybrid formula consisting of 50% population, 25% bikeway network capital cost, and 25% unbuilt bikeway network miles. The proposal also includes a partial payback to counties that did not receive their population share under the regionally competitive Regional Bicycle and Pedestrian Program during SAFETEA with the remaining half of the payback proposed in Cycle 2. The \$7.5 million in Transportation Enhancement portion of this program is subject to 2010 State Transportation Improvement Program rules.

Next Steps

The revised funding proposal will be presented to PTAC next week. The overall New Act funding framework and Cycle 1 programming proposal will be presented to the Programming and Allocations Committee on December 9th and to the full Commission for approval on December 16th.

Attachments

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Attachment A

New Transportation Authorization Act-- STP/CMAQ with ARRA Backfill Outlay

(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			54		54		54	
2 On-Going Regional Planning			23	25	48		48	
3 On-Going Regional Operations			84	74	158		158	
Total			161	99	260		260	
T 2035 Core Programs								
4 Focus 1 Freeway Performance Initiative (FPI)	19	74	31	86	191	31	222	
5 Focus 2 Climate Initiatives ³			80	34	114	48	162	
6 Focus 2 Regional Bicycle Program	10	8	19	20	47	19	67	
7 Focus 2 Transportation for Livable Communities (TLC)			85	96	181	42	223	
8 Focus 3 Transit Capital Rehabilitation	286			125	125	39	164	
9 Focus 3 Regional Streets and Roads Rehabilitation ⁴	145		100	77	177	55	232	
Total	461	82	316	438	835	235	1,070	
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). Some transit operators elected to fund non-maintenance projects (i.e. preventative maintenance, operations) in the system preservation category.

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

Safe Routes to Schools Program Detail

Estimated Cost of Program	Total School Enrollment (K-12) ¹	Percentage	Total Annual Funding	Total Funding
Innovative Approaches		TBD	666,667	2,000,000
Supplemental School Roll-out			5,000,000	15,000,000
Alameda	239,163	21%	1,073,184	3,219,553
Contra Costa	183,230	16%	822,199	2,466,597
Marin	35,260	3%	158,220	474,661
Napa	23,406	2%	105,029	315,086
San Francisco	80,177	7%	359,774	1,079,323
San Mateo	106,160	10%	476,367	1,429,100
Santa Clara	300,064	27%	1,346,462	4,039,387
Solano	69,972	6%	313,982	941,946
Sonoma	76,836	7%	344,782	1,034,347
Total	1,114,268	100%	5,000,000	15,000,000
Total Cost			5,666,667	17,000,000

Note:

1) These figures are from the California Department of Education's website for FY 2008-09 and include both public and private schools

Attachment C

New Act Cycle 1 STP/CMAQ CMA Block Grant Program

Initial Draft Amounts Available (thousands \$)

Block Grant Program				CMA Planning (max. 4%)
Counties	LS&R Rehab.	County TLC	Regional Bicycle	
Alameda	\$16,051	\$5,962	\$3,836	TBD
Contra Costa	\$10,793	\$4,152	\$2,367	TBD
Marin	\$2,453	\$1,010	\$1,649	TBD
Napa	\$1,906	\$540	\$605	TBD
San Francisco	\$7,863	\$3,115	\$1,368	TBD
San Mateo	\$6,838	\$2,878	\$1,739	TBD
Santa Clara	\$17,354	\$7,121	\$4,638	TBD
Solano	\$6,436	\$1,664	\$1,349	TBD
Sonoma	\$9,306	\$1,891	\$1,949	TBD
Totals	\$79,000	\$28,333	\$19,500	TBD

Notes

LSR Rehab based on formula used for ARRA pending updated factors

LSR Rehab Does not include PTAP/PMP/FAS

TLC amount reflects one third of total TLC program - to be administered by County CMAs

RBP distribution based on draft proposal (50% population/25% cost/25% miles with reconciliation) pending decision on formula to be used.

J:\PROJECT\Funding\T4 - New Act\T4 - STP-CMAQ\T4 New Act - Cycle Programming\T4 First Cycle\T4 Reauthorization Policy Development\Block Grants\Revised Block Grant Amounts.xls\Dec 09 PAC memo

Metropolitan Transportation Commission Programming and Allocations Committee

November 4, 2009

Item Number 4a

Subject: New Federal Transportation Act – Update on Proposal for Cycle 1 Programming and Cycle 2 Framework

Background: The current federal surface transportation act, Safe, Accountable, Flexible and Efficient Transportation Equity Act (SAFETEA) expired 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.

In response to comments heard to date from the Bay Area Partnership and our transportation stakeholders, Attachment B presents a revised proposal. The good news is that an additional \$14 million is available as a result of this region's success in delivering STP/CMAQ funded projects relative to other regions in California. This has reduced the obligation authority carryover that the region owes, which is now made available to advance a larger portion of the Climate Initiatives Program during the Cycle 1 period. Staff has also moved \$31 million for the Freeway Performance Initiative (FPI) from Cycle 1 to "anticipated" funding, thereby freeing up additional Cycle 1 capacity for all core programs distributed on a RTP pro-rata share basis. Because of the timing of the need, transit rehabilitation receives its pro-rata share during Cycle 2. The result will be more resources for all core programs, except FPI, during Cycles 1 and 2.

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

- Required payback of Obligation Authority (\$54 million)
- Maintain on-going programs (\$206 million)
- Seize opportunity to deliver system-wide improvements (\$222 million)
- Fund other core Transportation 2035 categories (\$848 million)
- Fund strategic investments and regional commitments (\$71 million)

The Climate Initiatives Program Working Group has met twice and established overall program objectives. The four Climate Initiative components currently under consideration include: 1) Outreach; 2) Safe Routes to Schools; 3) Innovative Grants; and 4) Program Evaluation including a focus on Safe Routes to Transit. The scope and funding amount by program element are still being refined and will be presented in December.

The Working Group will be meeting one last time in November to finalize the approach and recommend funding levels for the program. This will inform the final New Act framework and Cycle 1 funding element.

The revised funding proposal will be presented to the Bay Area Partnership and MTC's advisory committees during November and early December, continuing consultation that began in June. In December, staff will present the overall New Act funding framework and Cycle 1 funding commitments for Committee review and recommendation to the full Commission for approval.

Issues: See attached memo.

Recommendation: Information only.

Attachments: Staff Memorandum, Attachment A (Letters), Attachment B (Chart)



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
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WEB www.mtc.ca.gov

Memorandum

TO: Programming and Allocations Committee

DATE: November 4, 2009

FR: Executive Director

RE: New Federal Transportation Act – Update on Proposal for Cycle 1 Programming and Cycle 2 Framework

This memorandum provides an update on the development of the New Federal Transportation Act Cycle 1 programming and Cycle 2 framework proposal. Staff proposes deferring approval of the overall proposal until December to provide additional time for stakeholder review.

Background

In September, staff presented a proposal to the Committee presenting an overall framework to direct roughly \$1.4 billion of estimated funds over the six-year New Surface Transportation Authorization Act (New Act). At that meeting, the Committee heard numerous requests from a broad spectrum of stakeholders for higher levels of funding, especially for rehabilitation needs and for the Climate Initiatives Program – both major emphasis areas in the of Transportation 2035 (T2035). Additionally, the Committee directed that a subcommittee be established to explore the specific needs and objectives of the Climate Initiatives Program, in order to better inform overall New Act investment decisions.

In October, the Commission approved the roughly \$100 million for Cycle 1 regional planning and operations programs to move forward, because of ongoing cash flow needs and the non-controversial nature of these investments.

Comments Received

Since the staff proposal was presented in September, several additional comments (Attachment A) have been received and are summarized below:

- More Funding for “Fix-it-First”: The Local Streets and Roads Working Group offered a “fix-it-first” alternative proposal, which would shift an additional funding increment to the Local Streets and Roads Program and Transit Capital Rehabilitation Program from other core programs, as well as partially defer the Freeway Performance Initiative. The City of Orinda sent a letter, as well, asking that MTC shift as much funding as possible to streets and roads rehabilitation needs.
- More Funding for Transportation for Livable Communities (TLC): MTC’s Advisory Council recommended an increase of Cycle 1 TLC grants from \$78 million to a minimum of \$100 million.
- Postpone Commission Action until December 2009: The Partnership Technical Advisory Committee requested a deferral of the approval of Cycle 1 and the New Act framework until the December meeting. This would allow them the opportunity to respond further to any decisions coming from the Climate Initiatives Working Group.

November 4, 2009

Page 2 of 4

Further, other letters supported: 1) more funding for Climate Initiatives; 2) funding for the Freeway Performance Initiative (FPI) at the staff proposed level of \$222 million; and 3) new strategic investments to fund the next phase of the I-80/I-680/SR 12 Interchange project in Solano County and the third segment of the Route 4 Bypass in Contra Costa County.

Climate Initiatives Working Group

The Climate Initiative Working Group met twice during October to develop a scope and funding proposal for the Climate Initiatives Program. The working group includes Commissioners Haggerty and Kinsey, MTC staff, and staff representatives from the Air District, Solano Transportation Authority (representing CMAs), County Connection (representing the transit operators), Transform, and Joint Policy Committee.

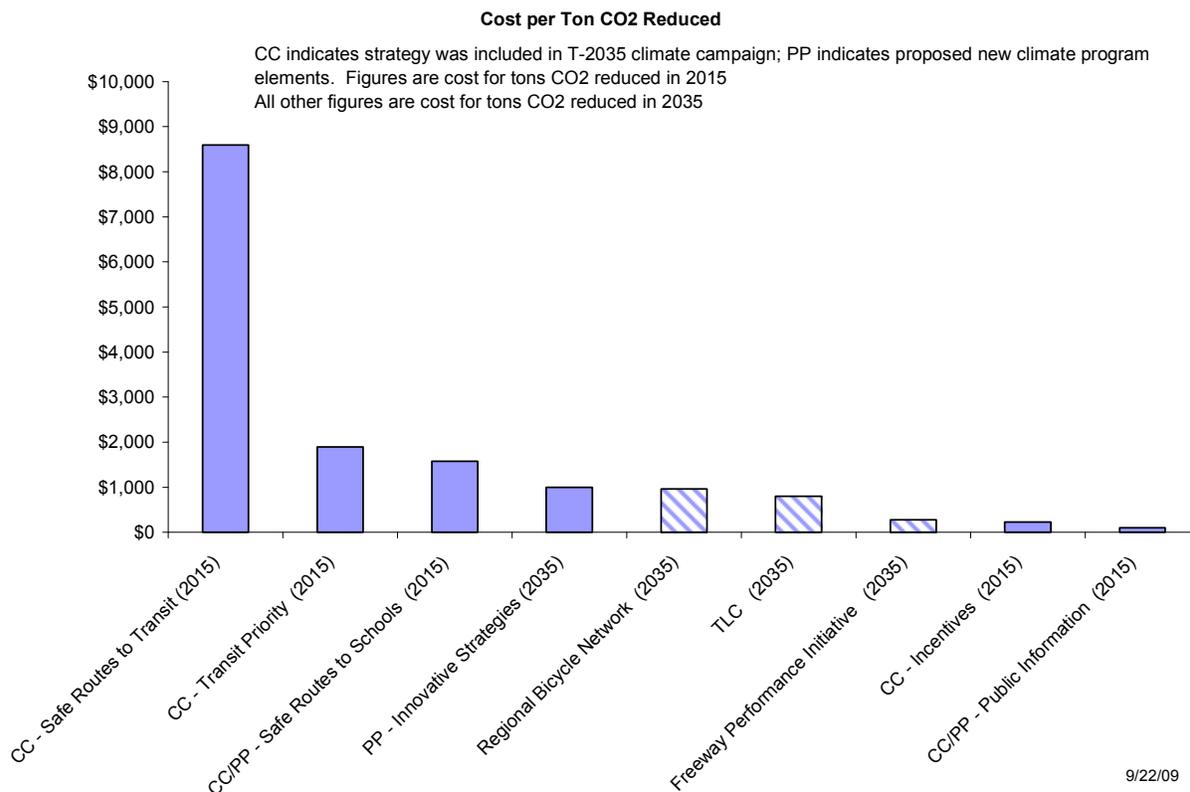
The group has discussed guiding principles, including the need to take immediate action to reduce transportation-related emissions with a focus on strategies that reduce vehicle miles traveled and encourage the use of cleaner fuels. The principles also identified the importance of building a knowledge base through evaluation that informs the most effective Bay Area strategies for the Sustainable Communities Strategy and next long-range plan; encouraging innovation and partnerships among business, academic and government sectors; and increasing public awareness and encouraging specific actions to reduce greenhouse gas emissions.

To follow-up on requests at the September Committee meeting, the working group also reviewed background information regarding the cost effectiveness of various programs for reducing CO₂ emissions. The chart on the next page illustrates the cost per ton of CO₂ reduced as analyzed in the Transportation 2035 project performance assessment. This analysis projected tons of CO₂ reduced in 2035 for most investments and tons of CO₂ reduced in 2015 for the climate campaign, which was proposed as a 5-year program. The chart shows the disaggregated results for the various elements of the T2035 climate campaign. To clarify, the analysis for FPI captures any short trips that might be stored on the ramps or diverted from the freeway to local roads due to the increased time it takes to get on a freeway with metered ramps. The assumptions underlying this analysis are based on data collected by FHWA from ramp metering and freeway traffic operation systems around the country.

It is worth noting that several programs not bearing the “climate change” label – such as TLC and FPI – fall in the same general range for cost-effective CO₂ reduction as programs that are being considered for formal inclusion in the new Climate Initiative Program.

November 4, 2009

Page 3 of 4



The four Climate Initiative program components currently under consideration include: 1) Outreach; 2) Safe Routes to Schools; 3) Innovation Grants; and 4) Program evaluation including a focus on Safe Routes to Transit. The scope and funding amount by program element is still being refined and will be presented in December. The Working Group will meet one more time in November to finalize the approach and recommend funding levels for the program.

Revised New Act Proposal

In response to comments heard from the Partnership and our transportation stakeholders, Attachment B presents a revised proposal. The table below illustrates the changes from the September proposal for both Cycle 1 and the ARRA Backfill in the near-term (FY2010 through FY 2012) and the total new commitment, including anticipated revenues.

T 2035 Core Programs	Cycle 1 and ARRA Backfill			Total New Commitment		
	September	Revised	Change	September	Revised	Change
Freeway Performance Initiative (FPI)	136	105	(31)	222	222	-
Climate Initiatives	59	80	21	148	162	14
Regional Bicycle Program	24	27	3	67	67	-
Transportation for Livable Communities (TLC)	78	85	7	223	223	-
Transit Capital Rehabilitation	-	-	-	164	164	-
Local Streets and Roads Rehabilitation*	86	100	14	232	232	-
Total	383	397	14	1,056	1,070	14

*\$6 million of this increase is directed to Transit Capital Rehabilitation in Cycle 2 to align with the timing of the need.

The good news is that an additional \$14 million is available as a result of this region’s success in delivering STP/CMAQ funded projects relative to other regions in California. This has reduced

November 4, 2009

Page 4 of 4

the obligation authority carryover, which the revised proposal makes available to advance a larger portion of the Climate Initiatives Program during the Cycle 1 period.

Staff also proposes moving \$31 million for the Freeway Performance Initiative (FPI) from Cycle 1 to “anticipated” funding, thereby freeing up additional Cycle 1 capacity for all core programs distributed on a RTP pro-rata share basis. This change responds attempts to strike a balance between the objective of accelerating benefits from the FPI program and comments that FPI should also rely, in part, on anticipated revenues similar to other core program areas. Because of the timing of the need, transit rehabilitation receives its pro-rata share during Cycle 2. The result will be more resources for all core programs, except FPI, during Cycles 1 and 2. In terms of the total commitments proposed, the commitments are maintained for all core programs with the additional capacity directed to the Climate Initiative Program to better align with the Transportation 2035 assumed front loading of this program in the first five years.

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

- **Required payback of Obligation Authority (\$54 million)**
- **Maintain on-going programs (\$206 million)**
- **Seize opportunity to deliver system-wide improvements (\$222 million)**
- **Fund other core Transportation 2035 categories (\$848 million)**
- **Fund strategic investments and regional commitments (\$71 million)**

Next Steps

The revised funding proposal will be presented to the Bay Area Partnership and MTC’s advisory committees during November and early December, continuing consultation that began in June. In December, staff will bring the overall New Act funding framework and Cycle 1 funding commitments, including more detail on the Climate Initiative Program, to this Committee and to the Commission for approval.

Steve Heminger

Attachments

J:\SECTION\ALLSTAFF\Resolution\TEMP-RES\MTC\November PAC\tmp-3925.doc

Attachment B

New Transportation Authorization Act-- STP/CMAQ with ARRA Backfill Outlay (all 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			54		54		54	
2 On-Going Regional Planning			23	25	48		48	
3 On-Going Regional Operations			84	74	158		158	
Total			161	99	260		260	
T 2035 Core Programs								
4 Focus 1 Freeway Performance Initiative (FPI)	19	74	31	86	191	31	222	
5 Focus 2 Climate Initiatives ³			80	34	114	48	162	
6 Focus 2 Regional Bicycle Program	10	8	19	20	47	19	67	
7 Focus 2 Transportation for Livable Communities (TLC)			85	96	181	42	223	
8 Focus 3 Transit Capital Rehabilitation	286			125	125	39	164	
9 Focus 3 Local Streets and Roads Rehabilitation ⁴	145		100	77	177	55	232	
Total	461	82	316	438	835	235	1,070	
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

**SOLANO TRANSPORTATION AUTHORITY**

Solano Transportation Authority

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September 4, 2009

Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

RECEIVED

SEP 11 2009

RE: Proposition 1B CMIA "Replacement Funds" - Request to Fund the Next Phase of the I-80/I-680/SR 12 Interchange Project

Dear Steve:

MTC

Since 2001, STA has taken an active role in working with Caltrans and the Metropolitan Transportation Commission (MTC) to deliver improvements to the I-80/I-680/State Route (SR) 12 Interchange Complex in Solano County. Its regional significance is demonstrated by its high percentage of inter-county travel while also providing an important connection between the Bay Area and Sacramento, the Sierra Nevada and Lake Tahoe regions.

Due to the overall magnitude of the I-80/I-680/SR 12 Interchange improvements, estimated at \$1.7 billion, the project must be completed in phases and STA has been continually developing and refining a financial plan to complete improvements to the I-80/I-680/SR 12 Interchange Complex. As a result of MTC applying recent legislation regarding these ARRA funds to several key Bay Area projects (per Resolution 3896), it is our understanding that MTC expects to receive approximately \$110 million that the Commission may use for flexible allocations for regional priority projects. STA would like to request the Commission's consideration for allocating \$47.5 million in ARRA funds to match the \$122 million in I-80 corridor CMIA, Bridge Toll, and State Transportation Improvement Program (STIP) funds to implement the next phase of the improvements to the I-80/I-680/SR 12 Interchange. STA staff has discussed this proposal with CTC and Caltrans staff and they are both supportive of recommending that \$23.66 million of CMIA I-80 corridor savings be committed to the next phase of the I-80/I-680/SR 12 Interchange project, provided MTC is supportive of dedicating the ARRA funds to the project. With the collective funding support of all three agencies, this would fund the next strategic improvement phase for the interchange.

Strategic Delivery of the I-80/I-680/SR12 Interchange Improvements

To date, STA, Caltrans and MTC, working together, have delivered or are in the process of delivering the following fully funded phases of the Interchange project:

- I-80 Auxiliary Lane Project (Completed Fall 2004)
- I-80 High Occupancy Vehicle (HOV) Lanes Project (Under Construction)
- North Connector Project - East Segment (Under Construction)
- I-80 Eastbound Cordelia Truck Scales Relocation Project (Construction Scheduled for 2011)

Next Phase - I-80/I-680/SR12 Interchange Improvements

The next phase includes 3 separate construction packages as follows (shown on the attached project fact sheet):

- I-80 WB to SR12 (W) WB Connector (Construction 2012)
- I-680 Red Top Road Interchange (Shovel Ready 2012)
- I-80 WB to I-680 SB Connector (Shovel Ready 2013)

Page 2 of 2

STA Ltr. to MTC's SHeminger dated Sept. 4, 2009

RE: Proposition 1B CMIA "Replacement Funds"—Request to Fund the Next Phase of the I-80/I-680/SR 12 Interchange Project

The Next Phase has several major benefits:

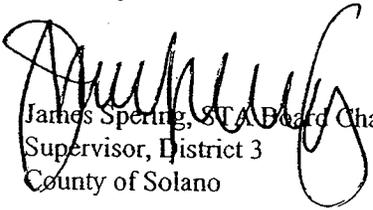
- The construction of the I-80 WB to SR12 (W) WB Connector and I-80 WB to I-680 SB Connector would provide significant safety and operational benefits to I-80 Westbound traffic during the AM peak.
- The project will improve mobility by improving traffic operations through this stretch of I-80.
- The planned improvements will also improve reliability through a corresponding operational benefit of reducing the likelihood of incidents in the corridor.
- The new WB I-80 to SR12 (W) WB Connector will complement the current CMIA – Jameson Canyon Project and will allow the traveling public to receive increased benefits from that CMIA transportation investment.
- The I-680 Red Top Road Interchange will provide the local connectivity to the new I-80 WB to I-680 SB Connector and Cordelia, as well as facilitate the construction of the future I-680 NB to I-80 Eastbound and I-680 NB to SR12 (W) Connectors.

Securing the \$47.5 million assumes that the \$11.412 million in STIP funds that is assumed in the financial plan is allocated by the California Transportation Commission (CTC). These additional funds would ensure the I-80 WB to SR12 (W) WB Connector begins construction by 2012, I-680 Red Top Road Interchange is shovel ready in 2012, pending construction funds, and the I-80 WB to I-680 SB Connector is shovel ready in 2013, pending construction funds.

In summary, the STA is requesting the Commission's continued assistance in delivering this critical project by approving the use of \$47.5 million in ARRA funds to leverage \$23.66 million in CMIA I-80 Corridor savings and to implement this next phase of the I-80/I-680/SR 12 Interchange Improvements. STA remains strongly committed to expediting the implementation of the I-80/I-680/SR 12 Interchange Improvements.

If you have any questions, please contact me or Daryl Halls, STA's Executive Director at (707) 424-6075.

Sincerely,



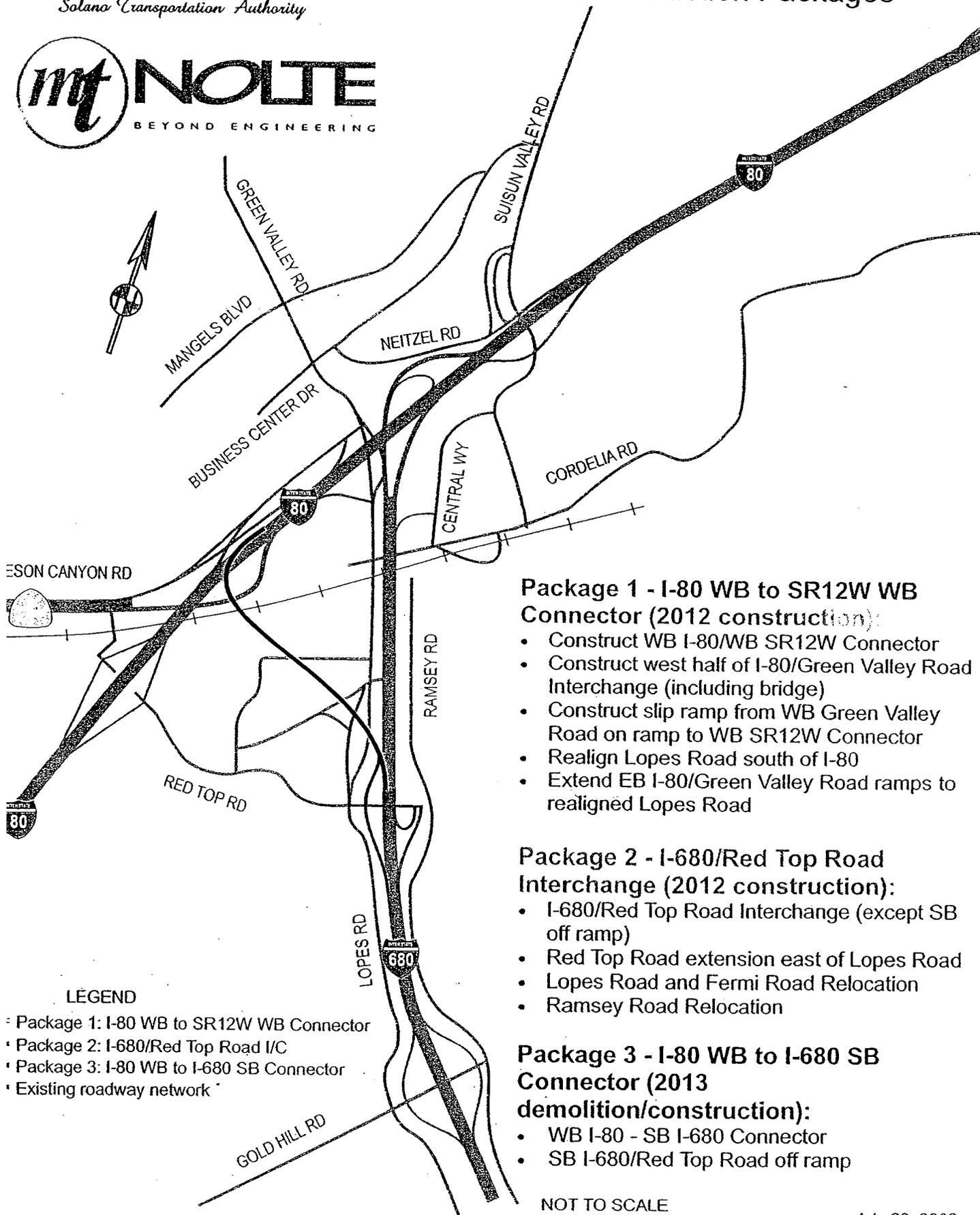
James Sperry, STA Board Chair
Supervisor, District 3
County of Solano

Attachments

cc: STA Board Members
Bimla Rhinehart, California Transportation Commission (CTC)
Randy Iwasaki, Caltrans Director
Bijan Sartipi, Director, Caltrans District 4



I-80/I-680/SR12 Interchange Project First Three Construction Packages



Package 1 - I-80 WB to SR12W WB Connector (2012 construction):

- Construct WB I-80/WB SR12W Connector
- Construct west half of I-80/Green Valley Road Interchange (including bridge)
- Construct slip ramp from WB Green Valley Road on ramp to WB SR12W Connector
- Realign Lopes Road south of I-80
- Extend EB I-80/Green Valley Road ramps to realigned Lopes Road

Package 2 - I-680/Red Top Road Interchange (2012 construction):

- I-680/Red Top Road Interchange (except SB off ramp)
- Red Top Road extension east of Lopes Road
- Lopes Road and Fermi Road Relocation
- Ramsey Road Relocation

Package 3 - I-80 WB to I-680 SB Connector (2013 demolition/construction):

- WB I-80 - SB I-680 Connector
- SB I-680/Red Top Road off ramp

NOT TO SCALE
CONCEPTUAL ONLY

July 29, 2009

**I-80 / I-680 / SR 12 Interchange Project
 Schedule and Funding Needs for First Three Construction Packages
 August 5, 2009**

Project Package	2009		2010				2011				2012				2013				2014				2015				2016				2017		Total Funding Required							
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2										
	FY 09	FY 10	FY 11				FY 12				FY 13				FY 14				FY 15				FY 16				FY 17													
I-80 WB to SR-12 W WB Connector	\$6 million		Preliminary Engineering																																					
					\$7.5 million				Final Design																															
					\$15 million				R/W, Utility Relocation & Mitigation																															
									\$82.5 million								Construction & Advertise																							
I-680 Red Top Road I/C	\$3.5 million		Preliminary Engineering																																					
					\$3.3 million				Final Design																															
					\$20 million				R/W, Utility Relocation & Mitigation																															
									\$42.5 million								Advertise & Construction																							
I-80 WB to I-680 SB Connector	\$4 million		Preliminary Engineering																																					
					\$6 million				Final Design																															
					\$56 million				R/W, Utility Relocation & Mitigation																															
									\$21 million								Construction & Advertise																							
																													\$111 million											
																													\$69.3 million											
																													\$147 million											

PTAC - 12/07/09: Item 6

I-80/I-680/SR12 Interchange - PROJECT FUNDING PLAN

(Amounts Escalated in Thousands)

Project Title: Solano County Corridor Improvements near Interstate 80/Interstate 680 Interchange
 Agency: Solano Transportation Agency

Project ID: 7
 Plan Date: 10-Aug-09

Fund Source	Phase	Prior	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
COMMITTED FUNDING PLAN												
I-80 WB to SR12W WB Connector												
BR Tolls	ENV		6,000									6,000
BR Tolls	PS&E					7,478						7,478
BR Tolls	R/W					15,000						15,000
STIP/CT	CON						11,412					11,412
CMIA I-80 Corridor Savings	CON						23,610					23,610
MTC - CMIA	CON						47,500					47,500
I-680 Red Top Rd Interchange												
BR Tolls	ENV			3,500								3,500
BR Tolls	PS&E					3,300						3,300
BR Tolls	R/W					20,000						20,000
BR Tolls/Federal/STIP/Local	CON						42,500					42,500
I-80 WB to I-680 SB Connector												
BR Tolls	ENV			4,000								4,000
BR Tolls	PS&E					6,000						6,000
BR Tolls	R/W						41,758					41,758
BR Tolls/Federal/STIP/Local	Utilities/Perm						14,242					14,242
BR Tolls/Federal/STIP/Local	CON							81,000				81,000
UNCOMMITTED FUNDING PLAN (NON-PROGRAMMED/ALLOCATED, BUT PLANNED FUNDING)												
Federal, State - Interchange (CP 1)	CON											327,300
TOTAL												
		Prior	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
			6,000		7,500	51,778	181,022	81,000				327,300

Comments:

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&E), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).



CONTRA COSTA
transportation
authority

September 16, 2009

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Steve Heminger, Executive Director
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607-4700

RE: CMIA "Replacement Funds" For Application of AB XXX20 ARRA Funds –
Request to Fund the Final Paving Overlay for the Route 4 Bypass, Segment 3

Dear Director Heminger:

The Authority appreciates MTC's efforts to keep the critically important Caldecott project on schedule through your Commission's approval of MTC Resolution 3896 in April, allocating \$105 million to the Caldecott Tunnel Fourth Bore project from "state-based" ARRA funds made available to you through AB 3X 20. In concert with the State's commitment of an additional \$92.7 million, the aggregate \$208 million commitment to replace otherwise uncertain State funds allowed the project to be put out to bid in a timely way. We look forward to receiving the bids on September 29th, with the expectation that construction can start expeditiously on this long-anticipated project later this fall.

In return for applying the AB 3X 20 ARRA funds to the Caldecott and other projects, Resolution 3896 indicates that MTC expects to receive, in the future, approximately \$157 million in replacement CMIA bond funds that the commission may use for more flexible allocations. We recognize that the allocation of ARRA funds to the Caldecott has allowed the project to move forward when it would otherwise still be waiting for State funding commitments to materialize. We also appreciate that the Commission separately allocated \$10 million in regional ARRA funds to the Vasco Road Safety improvements. Consequently, we wish to make a modest request for the Commission's consideration in future allocation of ARRA Replacement funds.

Specifically, we request the Commission's consideration for funding of the final paving overlay for the third segment of the Route 4 Bypass from the replacement CMIA bond funds, at a cost of \$4 million per the attached description of the project. The final overlay is ready to go to construction and has three major benefits:

- When the overlay is completed, truck traffic can be moved to the third segment of the Bypass, thereby significantly reducing truck traffic and safety problems in downtown Brentwood (while the segment is open to vehicular traffic, trucks are not allowed pending that final overlay);

Bert K. McCleary
Executive Director

78 Buskirk Ave.
Suite 100

Wasant Hill
94523

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FAX:
510/256-4701

WWW:
www.ccta.net

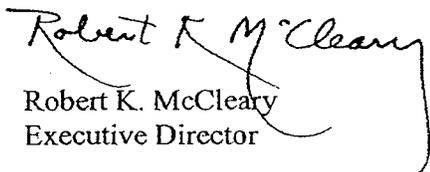
Steve Heminger
 September 16, 2009
 Page 2

- The California Department of Transportation (Caltrans) has been an active partner with the Route 4 Bypass Authority on all aspects of this project. Completion of the Segment 3 overlay project is necessary before Caltrans can accept this new roadway into the state highway system and relinquish existing substandard State Route 4 to Contra Costa County and the communities of Oakley and Brentwood; and
- Relinquishment of the existing Route 4 will benefit Oakley and Brentwood, allowing them to better plan their local downtowns and manage local traffic.

The SR 4 Bypass Project is an important segment of the regionally important SR 4 corridor that connects Interstate 680 in central Contra Costa County with Interstate 580 in Alameda County via Vasco Road (future SR 84), the Port of Stockton via SR 4 across the Delta and Interstates 5 and 580 via the Bryon Highway (future SR 239).

We thank you in advance for the Commission's consideration. Please let us know if there is any additional information that we can provide, and whether there will be a more formal application process for the replacement funds over the next few months.

Sincerely,


 Robert K. McCleary
 Executive Director

cc: Senator Mark DeSaulnier
 Assemblywoman Joan Buchanan
 Assemblyman Tom Torlakson
 Amy Worth, Metropolitan Transportation Commission
 Federal Glover, Metropolitan Transportation Commission
 Maria Viramontes, Chair, Contra Costa Transportation Authority;
 Authority members
 Supervisor Susan Bonilla, Chair, Contra Costa Board of Supervisors
 Mary Piepho, Contra Costa Board of Supervisors
 Jim Frazier, Chair, Route 4 Bypass Authority
 Randy Iwasaki, Director, Caltrans
 Bijan Sartipi, District Director, Caltrans
 Julie Bueren, Public Works Director, Contra Costa County
 Linda Best, Executive Director, Contra Costa Council
 Dale Dennis, Route 4 Bypass Authority
 John Cunningham, TRANSPLAN

Attachment

Project Fact Sheet

- Project Name:** SR4 Bypass: Segment 3 Overlay and Flashing Beacons Project
- Project Sponsor:** SR 4 BYPASS AUTHORITY
- Project Type:** EXPRESSWAY and CONVENTIONAL HIGHWAY
- Project Scope:** SR4 Bypass Segment 3: Overlay 5.5 miles of Segment 3 of the SR4 Bypass with Rubberized Asphalt Concrete (RAC), install a median soft barrier and flashing beacons in advance of signalized intersections. Segment 3 of the SR4 Bypass extends from Balfour Road in Brentwood to Vasco Road in unincorporated Contra Costa County and along Marsh Creek Road from Bypass Road to Byron Highway (SR4) in unincorporated Contra Costa County.
- Need/Purpose:** Provide pavement improvements on 5.5 miles of Segment 3 of the SR4 Bypass with the RAC overlay and improve safety with the installation of the median soft barrier and flashing beacons (which will alert the traveling public that they are approaching a signalized intersection). This portion of East Contra Costa County experiences heavy fog conditions and the flashing beacons would address safety concerns due to heavy fog.
- Current Status:** Environmental document has been completed. Design is completed and Project is ready to go to construction.
- Issues:** None at this time.
- Project Support:** Great project support. It will be critical to construct this project in the near future. The RAC overlay will provide pavement improvement and the installation of the median soft barrier and flashing beacons will address safety concerns. Segment 3 of the SR4 Bypass (East Contra Costa County) experiences heavy fog conditions and the flashing beacons would address safety concerns by alerting the traveling public that they are approaching a signalized intersection.
- Cost Estimate:**

Cost Estimate (Current Dollars)	
Design	\$.13 M
Construction	\$ 3.37 M
Construction Mgmt	\$.50 M
TOTAL	\$ 4.00 M

Steve / Andy / Doug / Alex

BAY AREA CLEAN AIR TASK FORCE

- re Members
- American Lung Association California
www.californialung.org
- Bayview Hunters Point Community Advocates
hunterspoint@sbcglobal.net
- Breathe California
www.ggbreathe.org
- Friends of the Earth
www.foe.org
- Natural Resources Defense Council
www.nrdc.org
- Sierra Children's Earth Foundation
www.sierraearthfoundation.org
- Sierra Club
www.sierraclub.org
- TRANSDEF
www.transdef.org
- Union of Concerned Scientists
www.ucsusa.org
- East Oakland Environmental Defenders Project
www.eoedp.org

September 18, 2009

Chairman Scott Haggerty and Members of the Commission
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

RECEIVED
SEP 25 2009
MTC

Dear Chairman Haggerty and Members of the Commission,

The Bay Area Clean Air Task Force (BACATF), a coalition of environmental, transportation, and public health organizations working to improve air quality in order to improve public health, is writing to express our deep concern over the level of funding that the Metropolitan Transportation Commission (MTC) is proposing to give to the Transportation Climate Action Campaign. The climate action campaign is critical to achieving the region's goals of reducing air pollution and greenhouse gases, and providing equitable and healthy transportation choices for Bay Area residents.

BACATF recognizes the serious public health crisis caused by exposure to air pollution in the Bay Area, including increased rates of lung cancer, hospitalizations due to asthma, heart disease and diabetes. Asthma already affects one in five children in many parts of the Bay Area. Rising temperatures from global warming will worsen air pollution and health impacts. Global warming will have the greatest impacts on our most vulnerable communities, low income communities and communities of color who already share a disproportionate burden from air pollution exposures.

Several of our member organizations worked with MTC to ensure that adequate funding was included in the regional transportation plan to prioritize needed projects for safe walking, cycling and transit access to reduce air pollution and greenhouse gases. These measures were subsequently included in the Bay Area Air Quality Management District's proposed control strategies in the Clean Air Plan. By pushing back the implementation of the climate action campaign by five years, MTC is not only jeopardizing the region's ability to meet its air pollution reduction goals, but fails to respond to the urgency of the global warming crisis. Recent research shows that climate change is accelerating, and rapid reductions in greenhouse gases are needed immediately.

The MTC must not back pedal on its commitment to fund climate protection campaigns by prioritizing ramp meters at the expense of public health. The Transportation Climate Action Campaign will lay the groundwork for ongoing and vitally needed climate change measures that will reduce air pollution and greenhouse gases, and promote healthier communities. Please provide full funding for this critical initiative, starting immediately.

Sincerely,

Jenny Bard

Andy Katz

Jenny Bard
Co-Chair

Andy Katz
Co-Chair

CC: Dave Cortese, Association of Bay Area Governments
Jack Broadbent, BAAQMD
Steve Heminger, MTC

September 21, 2009

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

What do increased transit ridership, efficient goods movement, bicycle and pedestrian access, Focused Growth, and any freeway congestion management program have in common? Their success all rest upon the foundation of a functioning street and road network. Maintenance of the existing street and road network is not about expanding roadway capacity in order to create an environment conducive for driving. It is about preserving the base upon which *all modes of travel* rely. If investment in the existing street and road network is continuously deferred in favor of enhancement programs or expansion projects, the foundation will continue to deteriorate—to the ultimate detriment of all other transportation priorities.

MTC has requested that the region's transportation stakeholders serving in the various working groups that advise the Partnership Board develop proposals that reflect their preferred options for the programming of STP and CMAQ funds over the next six years. Attachment A is a proposal developed by the Local Street and Road Working Group (LSRWG) that reflects one of the main themes of the recently adopted *Transportation 2035* plan—"Fix-it-First". An explanation of the proposal is provided in detail below. Additional justification for the LSRWG framework is also provided.

LSRWG Proposal:

- Keep funding for the Freeway Performance Initiative (FPI) whole at \$222 million by providing \$31 million in funding off the top of the "anticipated" revenue. Reduce funding for FPI in the first cycle from \$62 million to \$39 million and from \$89 million to \$78 million in the second cycle.

Rationale

- The program consists of multiple IT projects at multiple, widely separated locations. While reducing the program in the first cycle, the \$113 million (\$39 million in Cycle 1 funds plus \$74 million in ARRA Backfill funds) investment still represents a significant investment.
- MTC staff includes \$235 million in "anticipated" revenue in their latest programming framework. Staff proposal states "Portion available for Cycle 1 Programming is \$60 million from apportionments over the first three years."
- Reducing the amount of CMAQ used for FPI in the first and second cycles would free up more of this fund source for other programs that can use it and in turn, would free STP funds to be used to further "Fix It First" goals.

September 21, 2009

- Increase funding for Regional Streets and Roads Rehabilitation to \$109 million in the first cycle and \$91 million in the second cycle.

Rationale

- Supports “Fix it First” philosophy
 - Recognizes need for early investment to maximize investment savings and minimize further deterioration of the region’s local streets and roads conditions
 - Recognizes a higher cost benefit through early investment
 - Recognizes proven track record of ability to deliver projects in a timely manner
 - Local Roads maintenance / rehabilitation did not receive a proportional share of ARRA funding
- Distribute “Anticipated” funding to reflect *Transportation 2035* investment commitments which results in increasing the commitment of “anticipated” revenue for streets and roads to \$89 million and transit rehabilitation to \$74 million.

Rationale

- Per *Transportation 2035*, 80 percent of “Anticipated” revenue should go towards maintenance of the existing system. Anticipated revenue represents funding above and beyond what was projected to be available from specified sources. These funds could take the form of existing programs. The MTC staff proposal indicates that the anticipated revenue included in the programming framework is based on more revenue becoming available than what had been projected in the Plan from the STP/CMAQ fund source. The LSRWG proposal appropriately distributes these funds according to the investment framework put forth in the Plan for anticipated revenues after deducting \$31 million from the total in order to fund the FPI program at staff’s proposed level.
- While funding is reduced in the LSRWG proposal for several of the core programs, additional funding for maintenance of the transit system and for the roadways required by transit, bicyclists and pedestrians, cannot be seen as being at cross-purposes with Climate Initiatives, TLC or the Regional Bike Program.

Further Justification for the LSRWG Proposal

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

September 21, 2009

Transportation 2035

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

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

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

Also understood is the fact that funding sources often come with restrictions and will not necessarily flex to conform neatly to the goals and commitments outlined in the Plan. This is why it is critical that where flexible funding sources are available, that they are applied appropriately according to the priorities that the region has set and with consideration of the types of fund sources that are likely to be available in the future. To this end, the Congestion Management / Air Quality Program (CMAQ) funds currently proposed in the MTC Staff's Plan for the Freeway Performance Initiative (FPI) should be directed in larger proportions to programs uniquely eligible for these funds, such as the Transportation for Livable Communities (TLC) Program. This would allow the Surface Transportation Program (STP) funds to be spent on Local Streets and Roads Maintenance to achieve the "Fix it First" goal. Because, outside of the recent American Recovery and Reinvestment Act (ARRA) program, *known* regional discretionary revenue sources that can be applied against the local streets and roads maintenance shortfall consist of exactly one: Surface Transportation Program (STP) funds. Therefore, it is our position that these funds be used to prioritize the "Fix it First" goals set forth in T2035, as opposed to programming funds into a strategic investment such as the Freeway Performance Initiative which is more rightly viewed as a long range goal.

Project Delivery

The Bay Area Region, through MTC's leadership, has been successful in meeting "timely use of funds" requirements by delivering street and road system preservation projects ahead of Federal deadlines. These efforts provided opportunities for our region to secure additional STP/CMAQ funding from other parts of the state that did not deliver their projects in a timely manner. The end results were additional streets and roads rehabilitation projects that provided Bay Area

September 21, 2009

residents with pavement and safety improvements which includes such components as American with Disability Act curb ramp installations. We encourage that these policies continue and that Cycle 2 Funding allocations be conditioned on programs ability to deliver their projects in a timely manner.

Regional Investments since the Adoption of T2035

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

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

Following is a comparison of the T2035 investment framework and the actual investment practice that has been applied with the ARRA funding and is being proposed by MTC staff for the ARRA backfill funding from the State in combination with the STP/CMAQ Cycles 1 & 2 program. It illustrates how far the region has strayed, the calculated difference between the investments identified in the Plan and the actual percentages that have been received or are being proposed for local streets and roads.

Transportation 2035 vs. Actual / Planned Investment Comparison

Funding Source	T2035*	Actual / Planned	Diff. In Dollars (Billions)
Anticipated / Unspecified	43.4%	21.9%	\$ 0.142
STP/CMAQ*	25.5%	21.7%	\$ 0.030
<i>Total Amount Behind / Needed to be On Par with Plan:</i>			\$ 0.172

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

Therefore, if T2035 is to have any significance at all, actual funding practice should more closely resemble its investment framework.

(Amounts in Millions)

	Committed ARRA Programming	MTC Staff Proposal - 09/09/09						LSRWG Proposal - 09/21/09					
		ARRA ¹ Backfill	STP/CMAQ Cycle 1	STP/CMAQ/TE Cycle 2	ARRA Backfill & STP/CMAQ/TE Total	Anticipated Revenue ²	Total New Commitment	ARRA ¹ Backfill	STP/CMAQ Cycle 1	STP/CMAQ Cycle 2	ARRA Backfill & STP/CMAQ Total	Anticipated Revenue ²	Total New Commitment
Estimated Apportionment Revenues	662	113	485	568	1,166	235	1,401	113	485	568	1,166	235	1,401
Annual Programs													
1 Required SAFETEA OA Carryover			68		68		68		68		68		68
2 On-Going Regional Planning			23	25	48		48		23	25	48		48
3 On-Going Regional Operations			84	74	158		158		84	74	158		158
<i>Subtotal Annual Programs</i>	0	0	175	99	274	0	274	0	175	99	274	0	274
2035 Core Programs													
4 Focus 1 Freeway Performance Initiative (FPI)	119	74	62	86	222		222	74	59	78	191	81	222
5 Focus 2 Climate Initiative ³			59	34	93	55	148		59	34	93	55	148
6 Focus 2 Regional Bicycle Program	10	8	16	20	44	22	66	8	16	20	44	22	66
7 Focus 2 Transportation for Livable Communities (TLC)			78	96	174	49	223		78	96	174	49	223
8 Focus 3 Transit Capital Rehabilitation	286			119	119	45	164			119	119	45	164
9 Focus 3 Regional Streets and Roads Rehabilitation ⁴	145		86	83	169	63	232		109	71	200	69	289
<i>Subtotal Core Programs</i>	460	82	301	438	821	234	1055	82	301	438	821	235	1056
Strategic Investments													
10 Safety Projects (Vasco Road and North Bay Counties)	13												
11 Express Lane Network (580 and 237/880)	14												
12 Transit Expansion -- Oakland Airport Connector	70												
13 Advance Prop 1B (Caldecott Tunnel)	105												
14 Corridor Mobility (SCL, I/C Imps)		32			32		32	32			32		32
15 MTC Res. 3814 Transit Payback Commitment				31	31		31			31	31		31
16 Trade Corridor (Richmond Rail Connector)			8		8		8		8		8		8
<i>Subtotal Strategic Investments</i>	202	32	8	31	71		71	32	8	31	71		71
Grand Total	662	114	484	568	1,166		1,400	114	484	568	1,166		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)

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

³Includes \$20M for SFgo.

⁴Includes PTAP and FAS of \$28M



Commissioners; S. Haggerty, A. Flemer, A. Bockelman
copy Craig Koss
Dec 12/09

22 orinda way • orinda • california • 94563

October 19, 2009

Scott Haggerty, Chairman
Metropolitan Transportation Commission
101 8th Street
Oakland, California 94607

RECEIVED
OCT 21 2009

METROPOLITAN TRANSPORTATION
COMMISSION

Chairman Haggerty:

We understand the Metropolitan Transportation Commission is weighing the priorities for Federal funds for streets and roads.

Our message is simple – we urge you to shift as much of this funding as possible to local streets and roads.

We have shovel-ready projects to address key arterials critical to both our citizens and those of surrounding jurisdictions.

Applying Federal funds at the local level will best target the worst infrastructure problems and create the greatest value for the dollars.

Thank you for your consideration,

Sandy Roadcap

Orinda Citizens' Infrastructure Oversight Commission:

Sandy Roadcap, Chairman
Richard Nelson, Vice-Chairman
Alex Evans
Robert McCleary
Craig Jorgens
Dennis Fay
David Gamson

cc: Mayor Sue Severson
Vice-Mayor Thomas T. McCormick
Councilmember Steve Glazer
Councilmember Victoria Smith
Councilmember Amy Worth
City Manager Janet Keeter
Director of Public Works and Engineering Services Chuck Swanson

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(925) 253-7716 (fax)

Police
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(925) 254-9158 (fax)

Public Works
(925) 253-4231 (ph)
(925) 253-7699 (fax)



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
101 Eighth Street
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WEB www.mtc.ca.gov

Memorandum

TO: Programming and Allocations Committee

DATE: October 19, 2009

FR: MTC Advisory Council

RE: Recommended Increase in TLC Cycle 1 Grant Funding

Background

The Transportation for Livable Communities grants has become an effective measure for communities to plan for and invest in transit-adjacent land use developments. As the next round of grant recipient selections will take place in the coming months, the Advisory Council recommends that **funding of the Cycle 1 TLC grant allocation be budgeted at \$100 million** to enhance the region's ability to reduce greenhouse gas emissions associated with the projected employment and population growth in the nine Bay Area counties.

Discussion

The TLC Cycle 1 grant funding currently being considered by the MTC Programming and Allocations Committee for FY 2009/10 through 2011/12 is in the amount of \$78 million. This sum of \$78 million has to be further allocated: \$52 million (2/3) MTC regional grant program and \$26 million (1/3) CMA grant program. The \$52 million MTC regional grant funds are further sub-allocated to two programs: Station Area Planning and separately to TLC grants.

AB 32 and SB375 has increased demand by municipalities to invest in planning for transportation and land use linkages and to secure funding to build those linkages. In our opinion, Cycle 1 funds are insufficient to meet the demand for land use studies, station-area planning, CMA TLC grants and MTC's TLC infrastructure investments.

Recommendation

The Advisory Council recommends **an increase of Cycle 1 TLC grants from \$78 million to a minimum of \$100 million** to be made available to municipalities for TLC planning and capital grants focused on linkages between land use and transportation, subsequent infrastructure investments and CMA land use planning grants.

Drafted by: Eli Naor, Chair, Transportation and Land Use Subcommittee; submitted through Cathy Jackson, Chair, MTC Advisory Council.

C/CAG

CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY

*Atherton • Belmont • Brisbane • Burlingame • Colma • Daly City • East Palo Alto • Foster City • Half Moon Bay • Hillsborough • Menlo Park • Millbrae
Pacifica • Portola Valley • Redwood City • San Bruno • San Carlos • San Mateo • San Mateo County • South San Francisco • Woodside*

October 22, 2009

Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607

Attention: The Honorable Scott Haggerty, Chair

Subject: Support for the MTC proposal for STP/ CMAQ and ARRA Backfill of \$222M
for the Freeway Performance Initiative

Dear Chairman Haggerty;

The City/ County Association of Governments of San Mateo County (C/CAG) is the Congestion Management Agency for San Mateo County and is responsible for programming the San Mateo County discretionary State and Federal Transportation funds and coordinating these with the Local Sales Tax Measure Strategic Plan.

C/CAG is a strong supporter of establishing a high priority for Intelligent Transportation System (ITS) solutions, since ITS can be implemented much faster with the highest return on investment of any transportation solution. Therefore, C/CAG strongly supports the MTC staff proposal for \$222M of ARRA Backfill and STP/ CMAQ funding for the Freeway Performance Initiative (FPI). Key justification for this support is as follows.

- 1- ITS solutions have the highest return on investment and should be a priority for funding.
- 2- Ramp metering is a proven effective solution and should be expanded as proposed in the Freeway Performance Initiative.
- 3- It takes much less time to implement ITS solutions.
- 4- FPI projects will provide improved operations of the freeway with a resulting pollution and climate benefit.
- 5- Don't take funds from FPI to put on a program with a lower return on investment.

Given that FPI has the highest cost effectiveness this should be the last program that funds are reduced to address other needs. Therefore, it is requested that the Metropolitan Transportation Commission (MTC) approve the MTC Staff recommendation to provide \$222M for the Freeway Performance Initiative from STP/ CMAQ and the ARRA Backfill. Your consideration of this request is appreciated. If there are any questions please contact Richard Napier at 650 599-1420.



METROPOLITAN
TRANSPORTATION
COMMISSION

Joseph P. Bort MetroCenter
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Oakland, CA 94607-4700
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WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee

DATE: December 7, 2009

FR: Sean Co

W. I.

RE: Regional Bikeway Network Program in New Act

As part of the development of the New Act STP/CMAQ program, guidelines for the Regional Bikeway Network Program are being developed. This framework will cover six years of programming subject to the reauthorization of SAFETEA-LU and the next Regional Transportation Plan. MTC staff seeks input on a few policy issues that will be presented to the Programming and Allocations Committee (PAC) for approval on December 9. This proposal has been presented to the CMA directors and the Regional Bicycle Working Group and reflects their input:

1. Formula for allocating funds among counties
2. Reconciliation of county program amounts from SAFETEA-LU
3. Flexibility for funding projects not on the Regional Bikeway Network

1. Allocation of Funds

In the prior Regional Bicycle and Pedestrian Program, funds for the non-competitive county program were allocated based on the population share of each county. This approach was consistent with the program's overall policy framework in the *Transportation 2030 Plan* and the program goal that a quarter of funds go to pedestrian improvements.

The Regional Bikeways Network Program is guided by the policy framework in *Transportation 2035*, and it is appropriate to review the basis for allocating funds to each county. Below is a hybrid allocation options for New Act funds. The hybrid is based on percentages of the following: county population share, the unbuilt need from the 2009 Bicycle Plan and the lane miles of the unbuilt bikeway network in each county.

Hybrid Share (50% Population 25% Bikeway Need 25% Unbuilt Mileage)

The hybrid of population, costs and miles of unbuilt projects of the network would address 25% of the costs of the network in each county and 25% of the unbuilt bikeway mileage and provide consistency with a performance based approach from *Transportation 2035* policy framework. As part of the update to the 2009 Bicycle Plan, counties were asked to provide updated cost and mileage estimates of their portion of the Regional Bikeway Network. These updated project costs were the basis of the commitment in the *Transportation 2035 Plan* to complete the Regional Bikeway Network, with the exception of bicycle access over bridges (see Table 1).

These cost estimates are the most accurate measure of the shortfall to complete the network. The number of miles of bikeway addresses counties that have many projects of on-street bike lanes that may not be as expensive as gap closure projects. This hybrid approach may be attractive to those CMAs that did not update their portions of the bikeway network during the Bicycle Plan update. At the same time, it would not penalize counties that did their best efforts to provide updated mileage and costs for their portions of the network. (See Table 2)

2. Reconciliation from SAFETEA-LU

The Regional Bicycle Pedestrian Program, guided by the *Transportation 2030 Plan* and funded under SAFETEA-LU, included \$32 million over six years divided into two portions: 25% of the total funds towards a regionally competitive program (\$8 million) and the remaining 75% of the funds designated to the counties (\$24 million) based on their population share. All of these funds have been programmed. MTC Resolutions 3615, 3644 and 3625 call for all counties to receive their population share of the regional share (\$8 million) over twelve years. Due to the program's competitive nature, the mix of projects selected under the regional program resulted in over-programming to three counties by a total of \$1.8 million more than their population shares and under-programming to the remaining counties relative to their population shares. (See Table 3)

Below is a repayment option to make counties whole relative to their population share in the new bicycle program.

Take \$1.8 million off the top of Cycle 1 and 2 and make-up funds to the six counties underfunded in the last program.

Reconciliation for the amount credited and debited to each county would first deduct the \$1.8 million from the CMAQ portion available in two cycles and use it to repay each of the six counties the amount it was under funded in the Regional Bike and Pedestrian Program. The remaining amount would be allocated to each county by the hybrid formula adopted for the new Regional Bikeway Program. (See issue #1.) Under this approach, all counties would be made whole for their population share of the prior program; however, all counties would also see a small reduction in new program funds. The resulting amount available to each county is shown in Table 3.

3. Flexibility for Project Selection

CMAs and the Commission expressed a desire to offer flexibility in programming funds for bicycle projects that are not currently listed in the Regional Bicycle Plan as part of the Regional Network. A proposal developed in cooperation with the Regional Bicycle Working Group would allow such projects to be funded, provided they meet the Regional Bikeway Network eligibility criteria. The proposed project would require the review of the county Bicycle and Pedestrian Advisory Committee and the Regional Bicycle Working Group before it is programmed by MTC. Any new projects submitted to the network will be indentified for inclusion in the next update to the Regional Bikeway Network prior to the next Regional Transportation Plan update. The hybrid formula used to determine funding will not reflect changes in mileage or project costs. Counties will be subject to the totals discussed under issue #1. It is expected that Cycle 2 will be programmed after the RTP update and at that time we will decide whether to require a substitution process to constrain the network to the current cost estimates or to allow the network to grow in both mileage and costs.

4. Schedule

The guidelines and funding recommendations will be brought to the December 9th Programming and Allocations Committee and Commission meeting on December 16th for approval as part of the larger New Act program. Since FY 09/10 funds will be programmed for regional programs, the first funds for the Regional Bikeways Program would be available in FY 10/11. CMAs could program funds starting immediately after PAC approves the funding levels in January, however the earliest they are able to access the funds is October 2010.

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Table 1: County Shares for Population, Unbuilt Miles and Regional Bikeway Network Cost

County	Population Share %	2007 DOF Population	Mileage % Share	Unbuilt Mileage	Network Cost %	Network Costs
Alameda	21%	1,464,202	17%	206	23%	\$233,152,000
Contra Costa	15%	1,019,640	12%	146	4%	\$36,546,000
Marin	4%	248,096	7%	85	18%	\$181,522,000
Napa	2%	132,565	5%	61	3%	\$25,676,000
San Francisco	11%	764,976	4%	49	3%	\$34,280,000
San Mateo	10%	706,984	9%	109	5%	\$48,257,000
Santa Clara	25%	1,748,976	16%	194	29%	\$289,189,000
Solano	6%	408,599	10%	121	6%	\$57,265,000
Sonoma	7%	464,435	19%	231	9%	\$94,113,000
Totals	100%	6,958,473	100%	1201.86	100%	\$1,000,000,000

Note: Excludes bikeways on bridges

All costs are in escalated dollars

Table 2: Proposed Regional Bikeway Network Programming New Act Cycle 1 Funding Allocation Formula

25% Network Costs / 25% Miles/ 50% Pop		
County	Hybrid %	Funding
Alameda	21%	\$4,025,000
Contra Costa	11%	\$2,198,000
Marin	8%	\$1,577,000
Napa	3%	\$557,000
San Francisco	8%	\$1,436,000
San Mateo	9%	\$1,669,000
Santa Clara	24%	\$4,648,000
Solano	7%	\$1,344,000
Sonoma	10%	\$2,044,000
Totals	100%	\$19,500,000

Table 3: Reconciliation from Regional Bicycle and Pedestrian Program (RBPP) Applied to New Act \$1.8 Million repaid over Cycle 1 and 2 (50% in Cycle 1 and 50% in Cycle 2)

County	Before Repayment	Credit/Debit	Total After Repayment
	A	B	C
Alameda	\$3,836,000	-	\$3,836,000
Contra Costa	\$2,094,000	\$273,000	\$2,367,000
Marin	\$1,503,000	\$146,000	\$1,649,000
Napa	\$531,000	\$74,000	\$605,000
San Francisco	\$1,368,000	-	\$1,368,000
San Mateo	\$1,590,000	\$149,000	\$1,739,000
Santa Clara	\$4,429,000	\$209,000	\$4,638,000
Solano	\$1,281,000	\$68,000	\$1,349,000
Sonoma	\$1,949,000	-	\$1,949,000
Totals	\$18,581,000	\$919,000	\$19,500,000

A - Half of the total repayment amount (\$1.8 million) has been deducted from Cycle 1 (\$19.5 million)
The remaining balance of \$18.5 million has been allocated on the hybrid formula shown in Table 2

B - The repayment amount for Cycle 1 has been applied to each county underfunded in the prior Regional Bicycle and Pedestrian Program. The amount repaid is half the total amount underfunded because payback will occur in two cycles

C - The repayment amount has been added to the county allocation before repayment.
This would be the total available to program in Cycle 1



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: December 7, 2009

FR: Pierce Gould

W. I. 1223

RE: Transit Coordination Implementation Plan Update (MTC Resolution No. 3866)

MTC convened a meeting of the Partnership Transit Coordination Committee (PTCC) on November 23, 2009 to notify transit operators of its intent to update the Transit Coordination Implementation Plan and solicit preliminary feedback. Attached is a draft memorandum to MTC's Operations Committee regarding the update and a draft copy of Res. 3866 for review.

MTC expects transit operator staff to submit one consolidated set of comments from each of their respective agencies. All comments should be submitted in writing to my attention or via email at pgould@mtc.ca.gov. The deadline for receiving consolidated comments is **Wednesday, December 23, 2009**. Feel free to contact me with questions at 510.817.5863.

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DRAFT

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Memorandum

TO: Operations Committee

DATE: December 4, 2009

FR: Executive Director

W. I. 1223

RE: Update of Transit Coordination Implementation Plan (MTC Resolution 3866)

Staff is initiating an update of MTC's Transit Coordination Implementation Plan. The revised plan (Res. 3866) will replace the existing plan (Res. 3055). The deadline for receiving comments is Wednesday, December 23, 2010. Staff will incorporate feedback as appropriate into the final draft for Commission approval in February.

Background

The following state statutes and Commission actions establish MTC's authority related to the coordination of the region's transit services:

- SB 602 – Directs MTC to adopt rules and regulations to promote fare and schedule coordination for all public transit systems within its jurisdiction, including joint fare revenue sharing agreements between connecting systems.
- SB 1474 – Authorizes MTC to consolidate functions to improve efficiency of regional transit service, and improve service coordination and effectiveness in corridors of regional significance through reduction of duplicative service and institution of coordinated service across transit boundaries. Authorizes MTC to withhold State Transit Assistance (STA) funds for non-compliance.
- Transportation Development Act (TDA) – Authorizes MTC to adopt rules and regulations for submission of TDA claims and encourages operators to establish maximum coordination of public transportation services, fares, transfer privileges and all other related matters.
- Regional Measure 2 (SB 916) – Requires MTC to develop a regional transit connectivity plan and requires compliance with the plan as a condition of receiving RM2 funds.
- MTC Programming and Allocation Authority – Enables MTC to determine whether or not to program or allocate funds consistent with Commission policy, including but not limited to STA, TDA, RM2, Congestion Mitigation and Air Quality (CMAQ), Surface Transportation Program (STP) and Transit Capital Priorities funds.

In 1998, MTC adopted its first Transit Coordination Implementation Plan (Res. 3055), including specific expectations for transit operator compliance. The Commission last amended the plan in April 2006 to incorporate the Transit Connectivity Plan by reference.

DRAFT**Transit Coordination Implementation Plan Provisions**

The revised Transit Coordination Implementation Plan (Res. 3866) would replace Res. 3055, with the following changes:

- Significant overhaul of organizing structure to allow for targeted updates of project-specific implementation requirements in the future;
- Supports implementation of the Transit Connectivity Plan;
- Clarifies key implementation requirements for the region's transit agencies;
- Updates the list of transit operators to include all transit agencies that receive funds subject to Commission programming or allocation actions;
- Reiterates requirement of reciprocal agreements between every connecting operator for fare revenue sharing and schedule coordination per SB 602;
- Creates policy that transit operators allow the display of regional transit information on their property;
- Updates MTC policy to apply transit coordination requirements to all funds subject to Commission programming and allocation action.

Res. 3866 describes transit operator responsibilities for the following regional projects:

1. 511 Transit Information Requirements – Specifies requirements to support the 511 Transit information service, including data sharing and storage policies for real-time transit information. This policy was developed in consultation with the 511 Transit Technical Advisory Committee (TAC) and the Real-Time Transit Information TAC.
2. Regional Transit Hub Signage Program Requirements – Specifies standards for wayfinding signs, transit information displays and real-time transit information displays developed with the Transit Connectivity TAC. Clarifies operations and maintenance, replacement and ownership responsibilities for signs documented in Res. 3771.
3. TransLink[®] Implementation Requirements – Specifies roles and responsibilities to implement and pay for TransLink[®], establishes transition schedules from existing fare media to TransLink[®] and marketing/distribution programs. Staff has analyzed the effectiveness of proposed transition schedules at achieving higher transaction volumes and lower operating costs as detailed in attached PowerPoint. (Note: PowerPoint still under development.)
4. Maintenance of Existing Coordination Services – Requires transit agencies maintain existing coordination services not affected by adoption of the Transit Connectivity Plan.

The proposed policy would authorize the Operations Committee to amend, add, or delete projects in the future, subject to consultation with affected transit agencies.

Schedule

Staff worked with various technical advisory committees to create draft requirements. The Partnership Transit Coordination Committee (PTCC) meeting on November 23 served as MTC's official notification to transit agencies. Staff intends to request Committee approval of Res. 3866 in February 2010. The schedule leading to approval includes the following milestones:

November 23	PTCC Meeting – Release draft Res. 3866 for comment
December 2, 3, 7	Transit Finance Working Group, EDAC, Partnership TAC
December 9	MTC Advisory Council

DRAFT

December 11	Information/discussion item for MTC Operations Committee
December 23	Deadline for receiving comments on draft Res. 3866
February 12	Approval and Referral item for MTC Operations Committee
February 24	Commission approval and adoption of Res. 3866

This draft plan is submitted for information only at this time. Staff will return in February with the final draft for this Committee's referral to the full Commission.

Steve Heminger

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DRAFT

Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee
Revised:

ABSTRACT

Resolution No. 3866

This resolution updates and adopts MTC's Transit Coordination Implementation Plan pursuant to the requirements of Gov. Code Sec. 66516 (SB 1474).

This resolution supersedes Resolution No. 3055, as amended.

Date: February 24, 2010
W.I.: 1227
Referred By: Operations Committee

Re: Transit Coordination Implementation Plan

METROPOLITAN TRANSPORTATION COMMISSION

RESOLUTION NO. 3866

WHEREAS, pursuant to Section 66516 of the California Government Code, the Metropolitan Transportation Commission (MTC) is required to adopt rules and regulations to promote the coordination of fares and schedules for all public transit systems within its jurisdiction and to require every system to enter into a joint fare revenue sharing agreement with connecting systems; and

WHEREAS, pursuant to Section 66516.5 of the Government Code, MTC may identify and recommend consolidation of those functions performed by individual public transit systems that could be consolidated to improve the efficiency of regional transit service and;

WHEREAS, pursuant to Section 99282.5 of the California Public Utilities Code (PUC), MTC is required to adopt rules and regulations to provide for governing interoperator transfers so that the public transportation services between public transit operators are coordinated; and

WHEREAS, pursuant to Section 99314.7 of the Public Utilities Code, MTC is required to evaluate an operator's compliance with coordination improvements prior to an operator receiving allocations of State Transit Assistance (STA) funds; and

WHEREAS, pursuant to Section 30914.5 of the Streets and Highways Code, MTC must adopt, as a condition of Regional Measure 2 fund allocation, a regional transit connectivity plan to be incorporated in MTC's Transit Coordination Implementation Plan pursuant to Section 66516.5, requiring operators to comply with the plan, which must include Policies and procedures for improved fare collection; and

MTC Resolution No. 3866

Page 3

WHEREAS, MTC previously adopted Resolution No. 3055 to implement these requirements; and

WHEREAS, in order to ensure progress toward implementing coordination recommendations, MTC wishes to formalize these recommendations by adopting the rules and requirements required pursuant to Government Code Section 66516 and PUC Section 99282.5 as set forth in the MTC Transit Coordination Implementation Plan, attached to this Resolution as Attachment A, and incorporated herein as though set forth at length, and now therefore be it

WHEREAS, MTC has consulted with the region's transit agencies to develop the regional Transit Connectivity Plan and this Transit Coordination Implementation Plan, as required by Government Code §§ 66516 and Streets and Highways Code § 30914.5; now therefore be it

RESOLVED, that MTC adopts the Transit Connectivity Plan ("Plan") as set forth in Attachment A; and be it further

RESOLVED, that MTC adopts the Implementation Requirements, as set forth in Attachment B; and, be it further

RESOLVED, that prior to determining fund programming and allocations for an operator, MTC shall review, as required pursuant to PUC Section 99314.7, the efforts made by the operator to implement the requirements identified in Attachments A and B, and if MTC determines that the operator has not made a reasonable effort to implement the requirements of Attachments A and B, MTC may, at its discretion, withhold, restrict or re-program funds and allocations to such operator to the extent allowed by statute, rule, regulation, or MTC policy; and, be it further

MTC Resolution No. 3866

Page 4

RESOLVED, that all funds subject to programming and/or allocation by MTC are covered by this resolution including but not limited to State Transit Assistance, Transportation Development Act, Regional Measure 2, Congestion Mitigation and Air Quality, Surface Transportation Program and Transit Capital Priorities funds, to the extent permitted by statute; and, be it further

RESOLVED, that this resolution shall be transmitted to the affected transit operators to guide them in development of their annual budgets and short-range transit plan revisions; and, be it further

RESOLVED, that the Operations Committee is authorized to approve amendments to Attachments A and B, following consultation with the affected transit operators; and be it further

RESOLVED, this resolution supersedes Resolution No. 3055.

METROPOLITAN TRANSPORTATION COMMISSION

Scott Haggerty, Chair

The above resolution was entered into by the Metropolitan Transportation Commission at a regular meeting of the Commission held in Oakland, California, on February 24, 2010.

Attachment A

MTC Transit Connectivity Plan

This Attachment A incorporates by reference the Transit Connectivity Plan, previously approved by MTC in MTC Resolution No. 3055, which may be downloaded at:

<http://www.mtc.ca.gov/planning/connectivity/index.htm>.

Date: February 24, 2010

W.I.: 1227

Referred By: Operations

Revised:

Attachment B

Resolution No. 3866

Implementation Requirements

The purpose of these Implementation Requirements is to establish the expectations and requirements for each transit agency with respect to implementing the recommendations of the Commission's Transit Connectivity Plan (2006) and maintaining other transit coordination programs, to outline the process by which MTC will involve transit operators in changes to coordination requirements, and to establish the process for Commission action in the event of transit agency non-compliance with these implementation requirements. A copy of this Resolution 3866 is available for download at <http://www.mtc.ca.gov/planning/tcip/>.

Per the Transit Connectivity Plan, MTC places high priority on improvements that:

- Accomplish tangible improvements for the passenger;
- Benefit the largest number of transit users, including both inter- and intra-system transit riders, to the extent possible;
- Improve system productivity by sharing agency resources; and
- Enhance the ability of transit riders to reach significant destinations in adjoining jurisdictions and along regional corridors by (1) improving the connections between system services and (2) providing through service to adjoining jurisdictions in those cases where the market clearly justifies such service.

In order to manage resources effectively, MTC will focus on a limited number of high priority improvements, transfer project leadership from MTC to one or more transit agencies where possible upon agreement of project partners, and establish priorities for implementing new projects.

The Commission has established specific transit operator requirements to implement a coordinated regional network of transit services and to improve overall service productivity as defined in the Transit Connectivity Plan. Any agency that is an eligible recipient of funds subject to allocation or programming by MTC is subject to these requirements, including, but not limited to the following:

- | | |
|--|--|
| 1. Altamont Commuter Express | 18. Sonoma Marin Area Rail Transit |
| 2. Alameda-Contra Costa Transit District | 19. Transbay Joint Powers Authority |
| 3. Bay Area Rapid Transit District | 20. Union City Transit |
| 4. Caltrain | 21. Water Emergency Transportation Authority |
| 5. Capital Corridor Joint Powers Authority | 22. Western Contra Costa Transit Authority |
| 6. Central Contra Costa Transit Authority | 23. City of Alameda |
| 7. Dumbarton Bridge Route Operating Consortium | 24. City of Benicia |
| 8. Eastern Contra Costa Transit Authority | 25. City of Cloverdale |
| 9. Golden Gate Bridge, Highway and Transportation District | 26. City of Dixon |
| 10. Livermore Amador Valley Transit Authority | 27. City of Emeryville |
| 11. Marin County Transit District | 28. City of Fairfield/Suisun City Transit |
| 12. Napa County Transportation Planning Agency | 29. City of Healdsburg |
| 13. San Francisco Municipal Transportation Agency | 30. City of Petaluma |
| 14. San Mateo County Transit District | 31. City of Rio Vista |
| 15. Santa Clara Valley Transportation Authority | 32. City of Santa Rosa |
| 16. Solano Transportation Authority | 33. City of Vacaville |
| 17. Sonoma County Transit | 34. City of Vallejo |

A. Operator Implementation Requirements

1. Implementation Requirements

The region has a history of implementing projects to improve transit coordination. Early efforts focused on regional programs and policies such as disseminating tax-free transit benefits and making paratransit eligibility determinations. More recent efforts, such as the Transit Connectivity Plan, identified improvements to (1) designated regional transit hubs, including way-finding signage and transit information, real time transit information, schedule coordination, last-mile services and hub amenities, and (2) system wide connectivity improvements, including 511 information and TransLink®.

Specific implementation requirements for transit operators are listed in Appendices to this Attachment:

- Appendix B-1, 511 Transit Program Requirements (including real-time transit);
- Appendix B-2, Regional Transit Hub Signage Program Requirements;
- Appendix B-3, TransLink® Implementation Requirements; and
- Appendix B-4, Maintenance of Existing Coordinated Services.

As MTC continues to address recommendations from the Transit Connectivity Plan and other emerging issues such as Transit Sustainability, new implementation requirements may become necessary. The appendices may be modified to reflect changes in implementation

responsibilities, following the procedures outlined in this Attachment B, and subject to approval by MTC's Operations Committee.

2. SB 602 Fare and Schedule Coordination Requirements

Currently, each operator certifies its adherence to the provisions of SB 602 (Statutes 1989, Chapter 692, Government Code Section 66516, and as subsequently amended) as part of the annual allocation process for TDA and STA funds when requests for these funds are submitted to MTC. The SB 602 requirements are now incorporated into this Res. 3866, and each operator's compliance will be monitored accordingly. Per the requirements of SB 602, each transit agency in the region has a revenue sharing agreement with every connecting agency. In some cases, this takes the form of a reciprocal agreement to accept each other's passengers free of charge or to honor each other's period passes or single-trip transfers for a discounted fare. The BART/Muni FastPass is an example of a joint fare instrument to address SB602 requirements. Each transit agency in the region is required to maintain these reciprocal agreements as a condition of receiving STA funds (Gov. Code 66516).

3. Preserve Unconditional Ability to Post and Promote Transit Information

MTC expects transit operators to preserve unrestricted rights for MTC and connecting transit operators to post, disseminate and promote transit information for free within their facilities (including but not limited to route, schedule, fare, real-time transit information, regional projects (511, TransLink®), etc.) For any transit agency that already entered into a third-party agreement that compromises these rights, MTC expects the transit agency to make good faith efforts to reinstate these rights in their agreement at the earliest opportunity and, at a minimum, to reinstate such rights in future agreements or renewals entered into after adoption of this Resolution.

B. Consultation Process

MTC will consult with transit agencies when defining new or updated expectations for agency participation for each recommendation included in the Transit Connectivity Plan and the maintenance of adopted coordination agreements, including transfer agreements pursuant to SB 602 (Government Code Section 66516). These expectations may be subject to change as each project is implemented.

MTC will consult with technical advisory committees (TACs) to receive transit agency input on implementation requirements. Affected transit operators are expected to participate. MTC will assume responsibility for notifying all transit agencies of TAC meetings and facilitating TAC discussions. Transit agencies are responsible for ensuring that the appropriate staff attends TAC meetings, that they participate in discussions in good faith, and that they communicate with other relevant staff within their agency (including those employees whose work may be affected) and executive management so that timely and constructive agency feedback can be provided to MTC.

Following consultation with a TAC, MTC will notify transit agencies of its intent to forward Implementation Requirements to the Commission for approval. Notification will occur through written communication to transit general managers and transit program coordinators. MTC may

solicit input from the Partnership Board, the Partnership Transit Coordination Committee, the Partnership Technical Advisory Committee or the Transit Finance Working Group. MTC's Policy Advisory Council may also review staff recommendations, as appropriate, prior to Commission action.

C. Cost-Sharing

Implementation requirements and other new transit connectivity and coordination efforts as may be amended to these Implementation Requirements will be funded with MTC discretionary funds, transit agency funds, and/or in-kind contributions of MTC and transit agency staff resources. Transit agencies are required to waive all agency fees (for permits, etc.) they would otherwise charge to MTC, other transit operators or third-party contractors to implement and maintain regional transit coordination projects detailed in these requirements. Unless otherwise noted, MTC and transit agencies are expected to cover the cost to implement their respective roles and responsibilities as identified in these requirements or in pre-existing agreements. As specific initiatives move to implementation, a lead agency may be designated to coordinate implementation activities on behalf of the other participating transit agencies. Any agency that assumes this lead role and incurs costs that they would otherwise not assume in order to perform this function may be reimbursed, based upon an equitable agreement with the participating agencies, on a marginal cost basis.

D. Sanctions

The Commission expects each transit agency to comply with the requirements outlined in this Resolution and its Attachments as a condition of eligibility for STA and TDA funds, Regional Measure 2 funds, transit capital funds (including federal transit formula funds, STP, CMAQ and STIP funds) and other funds subject to Commission programming and allocation actions. MTC intends that the region's transit agencies will implement these requirements in good faith and cooperation among themselves and with MTC. The sanction of withholding, restricting or re-programming funds to enforce cooperation will be exercised by MTC in cases where an agency fails to meet these requirements. In such cases, MTC staff will notify the agency of the possibility that a sanction may be imposed. This notification will also recommend corrective actions that the agency should take to meet the implementation requirements. The notification will be sent no less than sixty (60) days prior to forwarding an MTC staff recommendation to the Commission.

Appendix B-1

511 Transit Information Requirements

MTC provides static transit data (i.e. schedules/trip planning information) through 511 phone and web service and real-time departure information to the public through the 511 phone and web services and the Regional Hub Signage Program. MTC requires the full participation and support of all transit agencies to deliver quality and timely information. MTC and the transit agencies have worked together to determine the optimal data transfer mechanisms for agency data. For static transit data, MTC, with input from transit agency partners, develops protocols for data transfer. For the real-time transit program, two documents developed by MTC and the Real-time Transit TAC detail the requirements for all parties. The documents, “*Real-time Transit Information System System Requirements*” and “*Regional Real-time Transit System Roles and Responsibilities*” are available at: <http://www.mtc.ca.gov/planning/tcip/>. Key roles and responsibilities to provide transit agency data on 511 services are as follows:

Transit Agencies will:

Generally:

1. Participate in MTC’s 511 RTIS and Real-Time Transit Technical Advisory Committees.
2. Support, fund and staff their roles and responsibilities related to the 511 services as described below.
3. Notify transit customers of the availability of 511 information and 511.org on transit agency web sites, in printed materials, at bus stops/rail stations, and on other transit agency information channels.

For Static Transit Information (Schedules/Trip Planner):

4. Provide accurate, complete, timely information regarding transit routes, stops, schedules, fares for dissemination on all 511 features and services.
5. Transmit schedule and other transit service information to MTC in advance of any schedule changes to allow for MTC’s timely inclusion in the 511 Transit website. MTC will provide a schedule identifying the necessary advance time.
6. Perform quality control review (focusing on data changed for upcoming service revisions) on a representative sample of agency service data prior to transmittal to MTC for MTC’s timely inclusion in 511’s features and services.

For Real-time Transit Information:

7. Provide prediction data to the Regional System by establishing and maintaining a data connection to the Regional System and operating and maintaining an interface application.
8. Meet requirements, as defined in “*Real-time Transit Information System System Requirements*”, including the standard interface requirements, and in “*Regional Real-time Transit System Roles and Responsibilities*”.
9. Conduct on-going performance monitoring to ensure accurate and timely transfer of data to the Regional System and accurate provision of prediction data to the public, in collaboration with MTC.

10. Neither store nor share with any third parties the data of partner transit agencies received from the Regional Real-time Transit Data Feed.
11. Ensure that there is no impact to its provision of prediction data to 511 in the event that the transit agency provides its specific prediction data to a third party.
12. Provide service disruption information to 511 where available and logistically feasible through agreed upon formats.

MTC will:Generally:

1. Organize and facilitate MTC's 511 Transit RTIS and Real-time Transit Technical Advisory Committees (TAC).
2. Fund, operate, and maintain the 511 services for regional transit information, including 511.org, the 511 transit website, 511 phone, regional real-time transit signs at transit hubs, and other relevant new applications.
3. In collaboration with transit agencies, conduct performance monitoring to ensure accurate and timely transfer of both static and real-time transit data to the Regional 511 System.

For Static Transit Information (Schedules/Trip Planner):

4. Notify transit customers of the availability of transit agency websites at appropriate locations on web site pages of 511.org.

For Real-time Transit Information:

5. Share with third party vendors and the general public the real-time transit data as described in "*Regional Real-Time Transit System Roles and Responsibilities*".
6. Provide agencies contact information with the 511 Traveler Information Center (TIC) to allow for the posting of real-time transit service disruption/emergency information on 511.

Appendix B-2

Regional Transit Hub Signage Program Requirements

MTC and transit agencies have developed the Regional Transit Hub Signage Program Technical Standards and Guidelines (e.g. ‘the Standards’) to ensure consistency across the region as the signage is deployed and maintained. A detailed version of the Standards is available at: <http://www.mtc.ca.gov/planning/tcip/>. The Standards may be periodically updated to reflect their evolution through the Concept Plan and Design/Plan, Specification and Estimates phases of implementation.

The Standards include:

1. Four main sign types: directional signs, wayfinding kiosks, transit information displays, real-time transit information displays.
2. Guidance to locate signs at key decision points between transit operator services.
3. Design elements to establish a common “look” and “feel” for the signage including:
 - Orange ‘i’ icon on a green background;
 - Standard logos, icons, arrows and messages and an organizing hierarchy;
 - Standard ‘frutiger’ font;
 - Hierarchy for the location of information in each sign;
 - Consistent map orientation and colors;
 - Directional map compass and walking distance/time radius;
 - Transit stop designation through agency logo/mode icon/route number ‘bubbles’; and
 - Prominent 511 logo/message and regional transit program information.

Transit Agencies will:

1. Lead and/or actively participate in the process to implement the Hub Signage Program. Participate on the Transit Connectivity TAC.
2. Comply with the Standards. Where exceptions to the Standards are desired, transit operators must seek prior approval from MTC. Where ambiguity in the Standards exists, transit operators shall request clarification from MTC.
3. Comply with cost responsibilities. Per Res. 3771 (July 2006), costs associated with implementing the Regional Transit Hub Signage Program at the 24 hubs are shared. A revised matrix clarifying cost responsibility by sign type is included as Appendix B-2, Attachment 1. After initial installation, maintenance and replacement of each sign shall be the responsibility of the assigned transit agency.
4. Comply with task responsibilities (O&M, replacement and ownership) further detailed in Appendix B-2, Attachment 1. MTC expects that transit agencies will jointly confirm and document task responsibility for each sign at each hub during the Concept Plan phase, prior to sign installation. In most cases, the transit agency that owns the property on which the sign is installed will be assigned responsibility. For signs installed on property not owned by a transit agency, the transit agency providing the most service (passenger boardings) in the area of the sign will be assigned responsibility. Some negotiation between transit agencies may be necessary depending on sign location. Signs will not be installed until task responsibilities are final. Once installed, transit agencies must comply with the agreed-upon task responsibilities.

5. Facilitate the permitting of signs by waiving all fees that a transit agency would usually charge for sign installation on its property or leased operating area.

MTC will:

1. Develop, document and periodically update regional sign Standards.
2. Support coordination of Hub Signage Program implementation at all 24 hubs.
3. Comply with cost and task responsibilities detailed in Appendix B-2, Attachment 1.
4. Solicit feedback from transit agencies on significant changes to regional policy affecting the 24 hubs through the Transit Connectivity Technical Advisory Committee.
5. As resources permit, provide technical assistance to transit agencies wishing to extend the regional sign Standard to non-regional hubs.

Appendix B-2, Attachment 1: Hub Signage Program Cost/Task Responsibilities

Hub Signage Program Element	Task	Est. Cost	Cost Responsibility		Task Responsibility	
			Regional	Operator*	Regional	Operator*
All Sign Types	1. Initial Deployment Concept Plans; Design/PSEs, Procure, Fabricate & Install	\$10,053,000	X		MTC-led hubs	BART Santa Rosa
	Directional/Wayfinding Signs (including hub identification signs)	2. Annual Operations and Maintenance (O&M), including: Info. content, electricity, cleaning, graffiti removal, repairs	\$680,000		X	
	3. Lifecycle Replacement Planning, procurement, coordination, installation	(included in #2)		X		X
	4. Ownership Insurance liability, warranty claims	(included in #2)		X		X
Wayfinding Kiosks	5. Annual Operations and Maintenance (O&M), including: Electricity, regular cleaning and graffiti removal, repairs Information content, quarterly cleaning	(included in #2)	X	X	X	X
	6. Lifecycle Replacement Planning, procurement, coordination, installation	(included in #2)		X		X
	7. Ownership Insurance liability, warranty claims	(included in #2)		X		X
	Real-Time Transit Signs	8. Annual Operations and Maintenance (O&M), including: Electricity, communications, cleaning, graffiti removal, repairs, status reporting Information content	\$254,000	X	X	X
	9. Lifecycle Replacement Planning, procurement, coordination, installation	\$240,000	X			X
	10. Ownership Insurance liability, warranty claims	(included in #8)		X		X
Transit Information Displays	11. Annual Operations and Maintenance (O&M), including: Regular cleaning, damage/graffiti reporting Information content, electricity, communications, quarterly cleaning/graffiti removal, repairs, status reporting	\$177,000	X	X	X	X
	12. Lifecycle Replacement Planning, procurement, coordination, installation	(included in #11)		X		X
	13. Ownership Insurance liability, warranty claims	(included in #11)		X		X
	Totals	Initial Capital Costs Annual O&M, Replacement Costs	\$10,053,000 \$1,351,000			

*In most cases, the transit agency who owns the property on which the sign is installed is responsible. For signs installed on property not owned by a transit operator, the transit agency providing the most service (passenger boardings) in the area of the sign is responsible. Sign responsibility will be confirmed as part of project planning prior to installation.

Appendix B-3

TransLink Implementation Requirements

This Appendix defines the Commission's expectations of the transit agencies to ensure a successful operation of the TransLink[®] system in four sections:

- I. Participation Requirements
- II. Fare Media Transition Schedules By Specific Operators
- III. Marketing Requirements
- IV. Youth and Senior Discount Program Requirements

Section I describes general TransLink[®] implementation requirements of participating operators. Section II summarizes the dates by which the five transit agencies which are currently operating TransLink[®] will transition their existing prepaid fare media to TransLink[®]-only availability. In the fare media transition plans submitted to MTC, transit operators identified two concerns which MTC recognizes are critical to smooth implementation of full transition to TransLink[®] and can be addressed only through a collaborative, regional approach: customer awareness of and knowledge about TransLink[®], and eligibility, validation and distribution of youth and senior cards. Sections III and IV define expectations to resolve these concerns.

I. Participation Requirements

The following transit agencies are currently operating TransLink[®] as their fare payment system: AC Transit, BART, Caltrain, Golden Gate Ferry and Transit, and SFMTA. Additionally, MTC expects to declare SamTrans and VTA as TransLink[®] revenue-ready in 2010. Together these six agencies and one joint powers authority (Caltrain) were slated to be the first to operate TransLink[®] and were classified as charter members in the TransLink[®] Interagency Participation Agreement (IPA). The following describes general TransLink[®] implementation requirements of participating operators. Items 1 through 6 are based on those described in the TransLink[®] IPA, with relevant adjustments, given the impending withdrawal of MTC from the Consortium. Items 7 and beyond define the new responsibilities, based on the impending withdrawal of MTC.

Adapted from IPA

1. Implement and operate the TransLink[®] fare payment system in accordance with the TransLink[®] Operating Rules, as adopted and amended from time to time by MTC. The current TransLink[®] Operating Rules (approved in April 2009) are incorporated herein by this reference. The TransLink[®] Operating Rules establish operating parameters and procedures for the consistent and efficient operation of TransLink[®] throughout the region.
2. Pay its share of variable operating costs, according to the cost allocation formula set forth in Appendix A to the IPA, Cost Allocation and Revenue Sharing, except to the extent such costs are reduced by the incentive payments made by MTC (as referenced in Appendix A to the IPA).
3. Abide by the revenue sharing formula in Appendix A to the IPA.

4. Make its facilities and staff available to MTC and the TransLink[®] Contractor for implementation of TransLink[®]. Any Operator and MTC may agree to an Operator-Specific Implementation Plan, setting forth specific requirements regarding implementation and operation of TransLink[®] for such Operator.
5. Make determinations regarding the placement of TransLink[®] equipment on the Operator's facilities and equipment; perform necessary site preparation; attend TransLink[®] Contractor training on the use of the TransLink[®] equipment; and provide training to employees using the equipment.
6. Accept transfer of ownership of equipment one year following Conditional Acceptance by each Operator, as defined in Section 8.3 of the TransLink[®] Contract. Maintain and track a list of all equipment.

New Requirements

7. Agreement to transfer ownership of the TransLink[®] bank accounts from BART to MTC. MTC will have fiduciary responsibility for patrons' prepaid balances when MTC withdraws.
8. Agreement to implement, operate and promote TransLink[®] as the primary non-cash fare payment system for each Operator. TransLink[®]'s primary market is transit commuters and transit passholders. Operators shall not establish other fare payment systems or fare policies that could deter, discourage or otherwise weaken these patrons' preference to use TransLink[®], without first consulting and receiving prior approval from MTC.

II. Fare Media

In mid-2009, MTC requested that the five transit agencies which are currently operating TransLink[®] submit plans to describe how they will transition their existing prepaid fare media-- i.e., tickets and passes--to TransLink[®]-only availability within two years or less following their revenue-ready date.

The tables below set forth *the fare media* that the designated operator shall convert to TransLink[®]-only availability and *the date* by which the operator shall no longer accept such fare media in its existing form. In general, MTC has emphasized with each operator a transition of those fare products which currently represent a significant portion of that operator's boardings.

No new non-TransLink[®] prepaid fare media shall be created by any transit operator.

An operator will be excused from compliance with a transition date requirement for particular fare media, if the TransLink[®] Contractor has not met at least 75% of the cardholder support service level standards set forth in Section B.1.12 of the TransLink[®] Contract for the two calendar months ending one month before the scheduled transition date. The operator's transition date requirement for the affected fare media will be reset to one month after the TransLink[®] Contractor has met at least 75% of the TransLink[®] Contract's cardholder support service level standards for two consecutive calendar months.

AC Transit will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance	Comments
EasyPass	Transition done	
31-Day Transbay Pass – Adult	Transition done	
10-Ride Ticket – Youth	12/31/2010	Transition date is beyond requested transition date, but staff recommends approval. Sales of the non-TransLink [®] version of this pass/ticket will end no later than 9/30/2010.
10-Ride Ticket – Adult	12/31/2010	Same comment as above
31-Day Local Pass – Youth	12/31/2010	Same comment as above
31-Day Local Pass – Adult	12/31/2010	Same comment as above
10-Ride Ticket – Senior/Disabled	Requirement waived at this time	As a requirement prior to limiting this product to TransLink [®] -only availability, AC Transit has proposed implementation of additional TransLink [®] card readers at all vehicle entry points used by wheelchair customers. MTC staff does not recommend setting a transition deadline at this time.
Monthly Pass – Senior/Disabled	Requirement waived at this time	As a requirement prior to limiting this product to TransLink [®] -only availability, AC Transit has proposed implementation of additional TransLink [®] card readers at all vehicle entry points used by wheelchair customers. MTC staff does not recommend setting a transition deadline at this time.
Bear Pass (U.C. Berkeley Employee Pass)	Requirement waived at this time	AC Transit has opted not to make this pass available to TransLink [®] customers. AC Transit will make the pass available to TransLink [®] customers only following completion of the proposed integration of TransLink [®] and U.C. Berkeley campus identification card functions.
Class Pass (U.C. Berkeley Student Pass)	Requirement waived at this time	AC Transit has opted not to make this pass available to TransLink [®] customers. AC Transit will make the pass available to TransLink [®] customers only following completion of the proposed integration of TransLink [®] and U.C. Berkeley campus identification card functions.
1-ride and 1-ride plus transfer (for social service agencies)	Requirement waived at this time	MTC staff does not recommend setting a transition deadline at this time

BART will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance	Comments
EZ Rider card as payment for transit	9/1/2010	EZ Rider card would continue to be accepted after this date as payment for parking at BART lots, until TransLink [®] is available as payment for parking
High Value Discount (HVD) adult magnetic stripe ticket (blue)	3/1/2011	<ul style="list-style-type: none"> • BART Board approval planned for Aug 2010 • March 2011 date is when <u>sales</u> would end; <u>acceptance</u> of magnetic stripe tickets would continue until customers deplete their stock • BART must alter its policy and offer a TransLink[®] version of HVD through existing TransLink[®] distribution methods, at a minimum through third party distributors
HVD senior magnetic stripe ticket(green)	3/1/2011	Date shown has been set by MTC. March 2011 date is when sales would end.
HVD youth and disabled magnetic stripe ticket (red)	3/1/2011	Date shown has been set by MTC. March 2011 date is when sales would end.
HVD student magnetic stripe ticket (orange)	Requirement waived at this time	Pending determination of how to distribute TransLink [®] version of this fare product
BART Plus Ticket	Requirement waived at this time	MTC recommends deferral of the transition of this fare media until those transit agencies which also accept the BART Plus Ticket have begun to accept TransLink [®] .

Caltrain will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance	Comments
Full Fare Monthly Pass	1/31/2011	Beyond requested transition date, but staff recommends approval.
8-ride Ticket	1/31/2011	Beyond requested transition date.
Caltrain + Muni Monthly Pass	1/31/2011	Beyond requested transition date.
Eligible Discount Monthly Pass	1/31/2011	Beyond requested transition date.
Go Pass	1/31/2011	Beyond requested transition date.
8-ride Eligible Discount Ticket	1/31/2011	Beyond requested transition date.

In addition, because Caltrain will not be transitioning its fare media to TransLink[®] within two years of Revenue Ready as originally requested by MTC, the following additional obligations are placed upon Caltrain:

Media Type or Function	Minimum Sales Per Month of TransLink[®] Version, or %	Date By Which to Achieve:
Monthly Pass	3,000	May 31, 2010
Monthly Pass	7,000	November 30, 2010
8-Ride Tickets	6,000	May 31, 2010
8-Ride Tickets	13,000	November 30, 2010
Autoload of Caltrain fare products	At least 50%	November 30, 2010

Golden Gate Transit and Ferry will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance	Comments
\$25 Value Card	8/1/2010	June 30, 2010 is the last day these Value Cards will be sold
\$50 Value Card	8/1/2010	Same comment as above
\$75 Value Card	8/1/2010	Same comment as above

The fare products listed below are issued by Marin Transit, yet accepted on vehicles operated by Golden Gate Transit within Marin County. If MTC and Marin Transit reach agreement whereby Marin Transit begins to accept TransLink[®] as a fare payment method, each of the fare media listed below shall be converted to TransLink[®]-only availability within six months after implementation of a TransLink[®] version of such fare media.

- \$18 Value Card
- \$36 Value Card
- Marin Local 1-Day Pass
- Marin Local 7-Day Pass
- Marin Local 31-Day Pass
- Marin Youth Pass

San Francisco MTA will transition its existing fare media by the following dates:

Fare Media	Date for Ending Acceptance	Comments
Monthly Passes		
Adult BART/Muni Monthly Pass	6/30/10	
Adult Muni Monthly Pass	4/1/11	New product available for Jan 1 2010 sales period. Transition schedule dependent on completion of Metro faregates program.
Senior Muni Monthly Pass	12/31/10	Assumes regional plan for distribution/validation is put in place.
RTC/Disabled Monthly Pass	9/30/10	
Youth Monthly Pass	12/31/10	Assumes regional plan for distribution/validation is put in place.
Senior/Disabled BART/Muni Monthly Pass	Date to be set after product development schedule and budget provided by Contractor	New product development and coordination with BART required for implementation.
Lifeline	Date to be set after product development schedule and budget provided by Contractor	San Francisco Muni to submit to MTC an implementation strategy and proposed transition date by Feb. 28, 2010.
Visitor/Cable Car		
1 Day Passport	6/30/11	Schedule dependent on availability of fare payment handheld card reader and availability of product on limited use card.
3 Day Passport	6/30/11	Same as above
7 Day Passport	6/30/11	Same as above
Ticket Books/Tokens		
Adult Single Ride Ticket Book	3/30/10	This is the 10-ridebook in TransLink.

School/Youth Ticket Book	Requirement waived at this time	Fare product may be discontinued by SFMTA
Adult Single Token	4/1/11	Pending development of limited use card; this product is a one-time use ride distributed by non-profits to clients.
Inter-Agency Transfers		
BART Two-Way Transfer	3/30/10	May require SFMTA Board action
BART/Daly City Two-Way Transfer	3/30/10	May require SFMTA Board action
Golden Gate Ferry Two-Way Transfer	3/30/10	May require SFMTA Board action
Institutional Pass		
Class Pass	6/30/10	SFMTA to determine distribution strategy.
Transfers		
Bus Transfers	9/30/11	Requires SFMTA Board action
Metro/Subway Transfers	9/30/11	Requires SFMTA Board action
ADA Transfers	3/31/11	Requires SFMTA Board action

The following are general TransLink[®] implementation and fare media transition requirements for operators not yet operating TransLink[®]. Following MTC's approval of the TransLink[®] system as Revenue Ready for a given operator, MTC will work with the operator to identify more specific fare media transition plans. Unless otherwise approved by MTC, operators shall begin accepting TransLink[®] for fare payment by customers no more than two months following MTC's approval of the TransLink[®] system as Revenue Ready for a given operator.

Operator	Date for Ending Acceptance of Non-TransLink[®] Fare Media
SamTrans	One year after Revenue Ready milestone for installation of TransLink [®] on new SamTrans vehicles currently being manufactured
VTA	One year after deployment of VTA's day pass as a TransLink [®] fare product option
Other operators	One year after Revenue Ready milestone

III. Regional TransLink® Communications and Marketing Activities

1. Effective Date. For operators currently operating the TransLink® system, these TransLink® marketing and communications requirements are effective immediately. For operators not yet operating TransLink®, the requirements are effective two months after MTC's approval of the TransLink® system as Revenue Ready for that operator.
2. General Requirements. Operators shall present TransLink® to customers, employees and media as a fully operational fare payment option. This includes, but is not limited to, identification of TransLink® as a fare payment option in brochures, websites, advertisements, schedules/timetables, email newsletters, internal memos, bulletins and training manuals, and any other materials that describe an operator's fare payment options. Operators shall present TransLink® as an option so that TransLink® has equal or greater prominence than the presentation of other payment options. Each operator shall incorporate and/or modify the presentation of TransLink® in existing brochures, websites, schedules/timetables, etc. whenever the operator next updates the content of these items.

In all cases, operators' marketing and communications about TransLink®, whether in brochures, websites, advertisements or other forms, shall adhere to TransLink® brand guidelines developed by MTC with input from transit operators. The TransLink® Brand Guidelines are available at <https://www.translink.org/TranslinkWeb/toolbox.do>.

3. Equipment Identification. If not already identified as such, operators shall identify TransLink®-compatible fare payment and TransLink®-compatible vending equipment with a decal or other visual identifier to indicate the equipment's TransLink® compatibility.
4. Operator Training. Operators shall ensure appropriate TransLink®-related training for transit operator staff including, but not limited to, vehicle operators, station agents, conductors, customer service personnel, proof of payment officers, ticket sales staff and any other personnel responsible for interacting with customers concerning payment options.
5. Marketing Coordination. Operators shall participate in the development and implementation of a TransLink® marketing and communications initiative that will begin no later than June 1, 2010. This includes, but is not limited to:
 - Staff participation in the development and implementation of the initiative;
 - Dissemination of TransLink® brochures and/or other information materials on vehicles and/or in stations in a manner consistent with the operator's dissemination of other similar operational information; and
 - Providing information about TransLink® utilizing space available on vehicles and/or in stations that is already used by the operator for dissemination of operational information (space available includes, but is not limited to, car cards, posters, and electronic displays).
6. Funding. Funding for the initial phases of the communications and marketing program shall come from the marketing funds already in the TransLink® capital budget and previously assigned to individual operators.

IV. TransLink[®] Card Distribution Program for Seniors and Youths

Unless transit operators and MTC agree upon a different time or approach, as of April 1, 2010, transit operators accepting TransLink[®] shall distribute TransLink[®] cards to youths and seniors using the following standard region-wide approach:

1. Customers will be able to request cards at all transit agency ticket offices and any other locations approved by the TransLink[®] Consortium, e.g. senior centers;
2. Transit agency staff or staff at approved locations will verify a customer's date of birth and approve the customer's written application if the customer qualifies for discount fares on any participating agency (up to age 18 for youth cards and not less than age 65 for senior cards);
3. Transit agencies and other approved providers will send all approved applications to the TransLink[®] Service Bureau (TSB), which is operated by the TransLink[®] Contractor under contract to MTC;
4. TSB will fulfill all new and replacement cards with the encoded date of birth;
5. TSB will prevent issuance of duplicate cards, hotlist lost/stolen cards, and hotlist cards identified as used fraudulently;
6. TSB will issue the cards without photos;
7. Transit agency personnel may continue using existing tactics to verify that a customer qualifies for a discount; and
8. Transit agency personnel should report fraudulent cards to TSB for hotlisting.

AC Transit shall distribute cards directly to youths, i.e. without involvement from TSB. At its option, AC Transit may issue the cards with photos of the registered bearer of the card. AC Transit shall register the cards in the TransLink[®] system.

Appendix B-4

Maintenance of Existing Coordinated Services

The Commission's previously adopted Transit Coordination Implementation Plan (Resolution No. 3055) included a number of coordination programs that were not modified by the Transit Connectivity Plan. Of these, the Commission expects the transit operators to continue to support the following:

1. Regional Transit Connection (RTC) Discount Card Program – Provides identification cards to qualified elderly and disabled individuals for reduced fares on transit. Transit operators and MTC maintain memorandums of understanding about roles and responsibilities for program implementation. The RTC Discount Card is being incorporated into the TransLink[®] program
2. ADA Paratransit Eligibility Program – Consists of a regional application, a regional eligibility database administered by a transit agency on behalf of the region and universal acceptance across transit systems of all eligibility determinations. Transit operators have flexibility to tailor the application process to screen applicants to facilitate eligibility determinations.
3. Interagency ADA Paratransit Services – Establishes policies to promote a consistent approach to interagency paratransit passenger transfers (see Appendix A-4, Attachment 1).
4. Regional Transportation Emergency Management Plan – The Regional Transportation Emergency Management Plan (formerly know as the Trans Response Plan) is a framework to coordinate transit services during regional emergencies. Transit operators are required to participate in regional exercises to test the implementation of the plan. Transit agencies certify compliance through their annual State Transit Assistance (STA) funding claims process, and also address emergency coordination planning through their Short Range Transit Plans.
5. Regional Links/Express Bus/Feeder Bus Services – Regional Links include bus service across the Bay Bridge, Dumbarton Bridge, the San Mateo Bridge and the Richmond/San Rafael Bridge that have been incorporated into the Express Bus Services program funded with Regional Measure 2 (RM2), and will be monitored per RM2 requirements. Express Bus Services also include Owl Service which operates along the BART rail lines at night when BART is closed. Express feeder bus services to/from BART stations during peak periods are maintained through direct allocation of BART funds to transit agencies as specified in the annual Fund Estimate.

Appendix B-4, Attachment 1

Requirements for Interagency ADA Paratransit Services

Note: Transit operators developed guidelines for interagency ADA paratransit services. MTC adapted these guidelines for the purpose of defining coordination requirements.

Consistent with the Americans with Disabilities Act (ADA) requirement to provide paratransit services that are complementary to fixed-route transit services, Bay Area transit operators have identified a transfer-oriented network of interagency paratransit services. Interagency paratransit trips may require a transfer between connecting paratransit providers at a location specified by the transit operator. The following regional requirements are intended to improve connections between paratransit services for both passengers and paratransit providers. The requirements establish regional protocol for how the system will operate as well as specify the responsibilities of paratransit providers to assure an efficient, user-friendly system.

1. All public transit agencies in the San Francisco Bay Area will honor the regional ADA Eligibility Process [as approved by transit agencies] when certifying an individual for ADA paratransit services.
2. Eligibility for an individual requesting interagency paratransit services will be verified through the ADA Paratransit Regional Eligibility Database.
3. Transit operators will develop and make available customer information on how to access and use interagency paratransit services. This information will be made readily available in accessible formats.
4. Interagency paratransit trips will usually require a transfer between connecting paratransit providers at a location specified by the transit operator. Transit operators will transfer passengers at designated transfer locations that, to the extent possible, are also used as fixed-route transfer sites. For operational efficiency or customer service quality, use of other transfer sites is not precluded. Operators will seek to establish transfer locations that are clean, safe, sheltered and well-lit with accessible telephones and restrooms nearby. Established interagency paratransit transfer locations on transit properties will be clearly marked with a consistent sign designed and adopted at the regional level.
5. For operational efficiency or customer service reasons, transit operators may:
 - transfer passengers to a connecting paratransit provider at a transfer location, including having the passenger wait without assistance until the connecting provider arrives; or
 - provide through-trip service into an adjoining transit agency's service area (not requiring a transfer); or

- provide transfer assistance to passengers at transfer points (waiting with the passenger until connecting provider arrives); and
 - coordinate their schedules and dispatch procedures with connecting provider(s) on the day of service.
6. Coordinating Bay Area interagency paratransit reservations shall be the responsibility of paratransit providers. Subject to availability of rides, a single transit coordinator will be responsible to schedule an interagency paratransit trip (including round-trip service). For trips requiring coordination between only two transit operators, the operator in whose jurisdiction the trip originates will usually perform the function of trip coordinator to schedule the entire trip and to serve as a point of contact for passenger inquiries. For trips involving three or more paratransit providers, a regional trip coordinator may perform these functions.
 7. Transit operators shall accept reservations for interagency paratransit trips according to their local advance reservation policies. When coordinating a trip, the shorter advance reservation period of the connecting agencies will apply. In some cases, the scheduling operator will be unable to determine the availability of a requested interagency paratransit trip until the shortest advance reservation period is open. If, due to differences in advance reservation periods, trip availability cannot be determined at the time the trip is requested, the scheduling operator will inform the passenger of when to call to complete the trip reservation process. In the meantime, the scheduling operator may book available legs of the requested trip according to local advance reservation policies.
 8. Transit operators will charge a fare consistent with each individual operator's fare payment policy. All fares will be communicated to the passenger by the operator scheduling the first leg of the interagency paratransit trip at the time the ride is confirmed. Operators and MTC will work toward a regional fare payment method and/or regional fare policy for paratransit services.



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: December 7, 2009

FR: Jennifer Yeamans

RE: Second Cycle Lifeline Tier 2 Program of Projects

Background

In July 2008, MTC adopted Resolution 3860, which established guidelines and a fund estimate for the Second-Cycle Lifeline Transportation Program for the three-year period FY 2009-2011. The Lifeline Program is intended to result in improved mobility for low-income residents of the Bay Area, and is administered at the county level. The Second-Cycle program is funded by State Transit Assistance (STA), Proposition 1B Transit funds, and federal Job Access and Reverse Commute (JARC) funds. Each county received a funding target based on the county's share of the region's total population below the poverty level. Due to uncertainty in state funding levels for later program years, the program guidelines called for two funding tiers: Tier 1 for the first two years of funding, and Tier 2 for the third and final year.

Following the release of the guidelines and fund estimate, county Lifeline Program Administrators (LPAs) issued calls for projects in mid-2008. LPAs had an option of selecting projects for both Tier 1 and Tier 2 in a single call for projects, or submitting projects for Tier 2 in late 2009. MTC approved the Tier 1 Program of Projects by adopting Resolution 3881 in January 2009.

In September 2009, MTC revised the Second Cycle program guidelines and funding estimate to (1) add a one-time augmentation of \$3.9 million in STA population-based funds to the Lifeline Program consistent with STA distribution in the STA Consolidated Policy, and (2) add \$2.8 million in FY 2010 JARC Large Urbanized Area funds which MTC staff expects to be available under the extension of SAFETEA. This one-time augmentation of \$7 million brought the total available for the three-year program to \$55.8 million, including \$17.4 million available for programming in Tier 2.

Tier 2 Program Recommendations

Based on these changes to funding availability, LPAs submitted either new or revised Tier 2 programs to MTC by October 30. MTC received 14 new and 24 revised projects for Tier 2 totaling \$13.2 million, which were selected by the counties based on guidelines set forth in Resolution 3860. MTC staff is recommending funding for the projects, summarized in Attachment 1.

San Francisco, San Mateo, and Santa Clara Counties have unprogrammed balances totaling \$4.3 million that will be programmed following subsequent calls for projects in these counties, anticipated to be in early 2010.

(over)

Next Steps

After MTC approval of the Program of Projects, staff will follow up with allocations and programming actions through the TIP as funds are made available.

Project sponsors receiving STA funds will be able to claim those funds directly from MTC following Commission adoption of the Tier 2 program. Project sponsors who require pass-through or other alternate arrangements in order to access STA funds may implement those arrangements following Commission adoption of the Tier 2 program.

For projects receiving Tier 2 JARC funds, MTC will enter into funding agreements with sponsors following Congressional appropriation action for FY2010 anticipated in late winter/spring 2010, and contingent on MTC receiving the funds from FTA.

For Tier 2 projects receiving FY10 Proposition 1B Transit funds, staff anticipates Caltrans will have two application rounds in 2010 per the following draft schedule:

- MTC issues call for Proposition 1B projects - January/February 2010
- Allocation requests due to Caltrans (first cycle) - February/March 2010
- Allocation requests due to Caltrans (second cycle) - May 2010

Upcoming Program Evaluation

MTC plans to conduct an evaluation of the Lifeline Transportation Program in 2010. Staff will reach out to project sponsors and other program stakeholders in early 2010 to begin gathering feedback on the future direction of the program.

December 1, 2009

Attachment 1

Second-Cycle Lifeline Project Summary - Tier 2

County	Project	Project Sponsor	Tier 1 Funding	Tier 2 Funding
Alameda	AC Transit existing service preservation in communities of concern	AC Transit	4,219,210	1,819,714
	WHEELS Route 14 Service Provision	LAVTA	156,494	21,170
	Meekland Avenue Transit Access Improvements	Alameda County	-	2,500,000
	Hacienda Avenue Transit Access Improvements	Alameda County	-	160,181
	Environmental Justice Access to BART	BART	-	212,000
	WHEELS Route 14 Civic Center Busway and Stops	LAVTA		150,000
	Contra Costa	Operating funding for low income access to health care	Tri-Delta ECCTA	215,446
Continued operation of County Connection Lifeline routes		CCCTA	747,481	254,121
Continued operation of WestCAT C3 Route		WestCAT	359,368	95,915
Maintain existing Lifeline services in western Contra Costa County		AC Transit	1,411,040	415,891
BART Richmond Station Improvements		BART	482,251	262,549
Rolling stock replacement for AC Transit		AC Transit	-	455,333
Hillcrest Park-and-Ride Lot Improvements		BART	-	592,420
Marin		Marin City Transit Hub and Donohue Street ADA improvements	Marin County	77,510
	Marin City Community shuttle loop and service to Marin General Hospital	Marin Transit	279,890	112,270
	Canal Neighborhood transit & Ped Access & safety improvements - phase 2	San Rafael	435,638	209,162
Napa	VINE Route 11	NCTPA	-	70,688
	Bus passenger accommodations	NCTPA	-	178,200
San Francisco	San Bruno Avenue Transit Preferential Streets (TPS) Improvements	MTA	-	1,564,919

December 1, 2009

Attachment 1

Second-Cycle Lifeline Project Summary - Tier 2

County	Project	Project Sponsor	Tier 1 Funding	Tier 2 Funding
San Mateo	East Palo Alto (EPA) Youth Shuttle, Mobility Manager, Bus Shelters, Shuttle Operations	City of East Palo Alto	418,847	80,912
	Bayshore Shuttle Service	Daly City	368,929	112,085
	Route 17	Samtrans	356,393	72,030
	Van purchase and operations for shelter resident transportation	Shelter Network	92,430	7,820
	Senior Service bus/van purchase	Pacifica	-	62,221
	Belle Air Parking Lot modification	San Bruno	-	157,251
	Senior shuttle bus	San Bruno	-	106,000
	Sidewalks, solar bus shelters, curb ramps	San Bruno	-	207,600
Santa Clara	Bus Lines 17 & 14 in Gilroy	SCVTA	984,982	216,556
	Hybrid Bus Purchase	SCVTA	1,400,494	909,873
Solano	Saturday/Weekday Service	Dixon	69,776	228,698
	Bus Shelters	Fairfield/Suisun Transit	300,000	116,529
	Bus Shelters	Vallejo	361,010	400,004
	Downtown Flex Shuttle	Fairfield/Suisun Transit	-	60,000
Sonoma	Bus purchase	Santa Rosa CityBus	483,744	330,196
	Route 19	Santa Rosa CityBus	524,989	268,093
	Natural gas coach purchase	Sonoma County Transit	483,744	330,196
	Existing bus service	Sonoma County Transit	632,389	113,823
	Bus replacement	Healdsburg Transit	49,000	6,366
	County Transit plan	Sonoma County Human Services	-	21,219
Regional Total Proposed Tier 2 Programming			13,182,105	



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: December 7, 2009

FR: Sri Srinivasan

RE: TIP Update

2009 TIP Revisions

TIP Revision 09-33 – Pending

Revision 09-33 is an amendment that revises 42 projects with a net increase in funding of approximately \$145.4 million. The amendment also serves to update the fiscal constraint demonstration of the TIP to show a decrease in revenues, including the loss of the \$174 million in private funding and approximately \$6 billion in local revenues (17% of the total TIP revenues) due to current economic factors and partly due to the reconciliation of available capital revenues. Even with these revenue adjustments, the TIP remains financially constrained. Noteworthy project changes in the amendment are as follows:

- Deletes 25 completed projects from the TIP (9 local streets and roads projects, 2 highway projects; and 14 transit projects) and one project because the proposed local funds for the project did not materialize (Gilroy - Railroad Ave. Streetscape project).
- Updates the back-up list and project cost of the Caltrans managed Grouped Listing for Highway Bridge Program to include \$166.7 million in new programming.
- Updates the funding plan for the BART Oakland Airport Connector project to remove \$174 million in private funds and \$36.2 million in Other Local funds; and add in \$101.6 million in TIFIA funds; \$47.2 million in RM2 funds; \$20 million in SLPP funds; \$12.8 million in PTMISEA funds and \$12.7 million in XTRAN funds.
- Updates the funding plan for the Transbay Transit Center – TIFIA Loan Debt Service based on TIFIA loan agreement by \$50.7 million.
- Transfers \$17.5 million in CMAQ funds from the AC Transit sponsored Enhanced Bus - Telegraph/Intl/East 14th project (ALA050017) to the new AC Transit - Operating Service project (ALA090051) conditioned on approval by MTC at its December 16, 2009 meeting of the reassignment of \$35 million in CMAQ funds (MTC Resolution No. 3831, Revised).

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The MTC Commission is on schedule to approve the 09-33 revision on December 16, 2009 and final federal approval is expected in early March 2010.

TIP Revision 09-31 – Pending

Revision No. 09-31 is an amendment that revises 74 projects with a net increase in funding of approximately \$23.8 million. The significant changes in the amendment are as follows:

- Deletes 63 completed projects from the TIP (42 local streets and roads projects, 2 highway projects; and 19 transit projects)
- Adds one new MTC managed grouped listing for New Freedom funds for FY08 and FY09 for large urbanized areas totaling \$5.8 million
- Adds \$6.4 million in ARRA TIGGER funds to the AC Transit sponsored Zero Emission Bus Advanced Demonstration project

- Updates the funding plan for the San Mateo County Traffic Incident Management project to add \$1M in RIP funds from the Willow Road Interchange project (SM010047); \$500K in RIP funds, \$2.3M in TLSP funds and \$4M in Other Local funds
- Updates back-up list and project cost of the Caltrans managed Grouped Listing for railroad crossings to include \$6.6 million in Section 130 Funds in FY 2010.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The MTC Commission approved revision 09-31 on November 18, 2009 and final federal approval is expected in early January 2009.

TIP Revision 09-30 – Pending

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 and 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 decrease 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. The MTC Commission approved revision 09-30 on October 28, 2009 and final federal approval is expected in early December 2009.

TIP Revision 09-29 - Approved.

Revision No. 09-29 is an administrative modification that revises 58 projects with a net decrease in funding of approximately \$807,000. Among other changes, the revision updates nine Grouped Listings funded with American Recovery and Reinvestment Act (ARRA) funds. These changes allow project sponsors to reinvest some of their cost savings and update the back-up list. Among other changes, the revision also updates 14 regional planning projects to reflect the commission approval of the STP/CMAQ programming for these projects. The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements

Revision 09-29 was approved by the MTC Deputy Executive Director on November 10, 2009 and final Caltrans approval was received on November 12, 2009.

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 - Approved

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 was received on October 27, 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.

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

TIP revision Update

December 7, 2009

Page 4 of 4

received. If you have any questions regarding any TIP project, please contact Sri Srinivasan at (510) 817-5793 or ssrini@mtc.ca.gov.

**METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
TENTATIVE 2009 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)
as of November 12, 2009**

REVISION TYPE	REVISION NUMBER	NOTE	TIP REVISION REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FED. APPROVAL*	APPROVAL STATUS
Admin. Modification	09-01	First Admin Mod	September 30, 2008	December 15, 2008	December 16, 2008	N/A	APPROVED
Amendment	09-02	First Amendment	October 31, 2008	December 17, 2008	January 2, 2009	January 30, 2009	APPROVED
Admin. Modification	09-03	Regular	December 31, 2008	January 30, 2009	February 5, 2009	N/A	APPROVED
Amendment	09-04	Expedited	January 16, 2009	February 25, 2009	March 6, 2009	March 17, 2009	APPROVED
Amendment	09-05	ARRA - Revenues	February 20, 2009	February 25, 2009	February 26, 2009	March 17, 2009	APPROVED
Amendment	09-06	RTP AQ Conformity	August 29, 2008	April 22, 2009	May 12, 2009	May 29, 2009	APPROVED
Amendment	09-07	ARRA	January 30, 2009	February 25, 2009	March 2, 2009	March 17, 2009	APPROVED
Admin. Modification	09-08	ARRA	February 28, 2009	March 17, 2009	March 18, 2009	N/A	APPROVED
Admin. Modification	09-09	Regular	February 28, 2009	April 9, 2009	April 13, 2009	N/A	APPROVED
Admin. Modification	09-10	ARRA	March 31, 2009	April 10, 2009	April 13, 2009	N/A	APPROVED
Admin. Modification	09-11	ARRA	April 15, 2009	April 16, 2009	April 16, 2009	N/A	APPROVED
Admin. Modification	09-12	ARRA	April 22, 2009	April 22, 2009	April 24, 2009	N/A	APPROVED
Amendment	09-13	ARRA	February 28, 2009	April 22, 2009	May 27, 2009	June 10, 2009	APPROVED
Amendment	09-14	Regular / UPP	February 28, 2009	April 22, 2009	May 28, 2009	June 10, 2009	APPROVED
Admin. Modification	09-15	Regular	April 10, 2009	June 3, 2009	June 4, 2009	N/A	APPROVED
Admin. Modification	09-16	ARRA	April 10, 2009	May 22, 2009	May 27, 2009	N/A	APPROVED
Amendment	09-17	Annual Transit POP	April 30, 2009	May 27, 2009	June 17, 2009	June 23, 2009	APPROVED
Amendment	09-18	Regular	April 30, 2009	May 27, 2009	June 18, 2009	July 8, 2009	APPROVED
Admin. Modification	09-19	ARRA	May 31, 2009	June 29, 2009	June 30, 2009	N/A	APPROVED
Amendment	09-20	Regular	May 31, 2009	June 24, 2009	July 6, 2009	July 21, 2009	APPROVED
Admin. Modification	09-21	STP/CMAQ	July 7, 2009	July 13, 2009	July 13, 2009	N/A	APPROVED
Amendment	09-22	Regular	June 15, 2009	July 22, 2009	August 5, 2009	August 21, 2009	APPROVED
Amendment	09-23	Transit Only	June 15, 2009	July 22, 2009	August 10, 2009	August 14, 2009	APPROVED
Admin. Modification	09-24	Regular	July 1, 2009	July 23, 2009	July 23, 2009	N/A	APPROVED
Admin. Modification	09-25	Regular	July 31, 2009	August 6, 2009	August 10, 2009	N/A	APPROVED
Admin. Modification	09-26	Regular/ARRA	August 19, 2009	August 20, 2009	August 20, 2009	N/A	APPROVED
Amendment	09-27	Regular/ARRA	July 31, 2009	September 23, 2009	September 30, 2009	October 27, 2009	APPROVED
Admin. Modification	09-28	ARRA	September 15, 2009	September 16, 2009	September 17, 2009	N/A	APPROVED
Admin. Modification	09-29	Regular	September 30, 2009	November 10, 2009	November 12, 2009	N/A	APPROVED
Amendment	09-30	Regular	September 30, 2009	October 28, 2009	December 4, 2009	December 31, 2009	Pending
Amendment	09-31	Regular	September 30, 2009	November 18, 2009	December 4, 2009	December 31, 2009	In-Process
Admin. Modification	09-32	Regular	November 27, 2009	December 23, 2009	January 8, 2010	N/A	TBD
Amendment	09-33	Regular	October 30, 2009	December 16, 2010	January 29, 2010	March 12, 2010	TBD
Admin. Modification	09-34	Regular	December 30, 2009	January 27, 2010	February 5, 2010	N/A	TBD
Admin. Modification	09-35	Regular	January 29, 2010	February 26, 2010	March 12, 2010	N/A	TBD
Amendment	09-36	Regular	January 29, 2010	March 10, 2010	April 16, 2010	May 21, 2010	TBD

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Kindly Note:

* Future approval dates are expected dates and are subject to change

* State approval required for all revision types. Federal approval required only for TIP Amendments



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Memorandum

TO: Partnership Technical Advisory Committee

DATE: December 7, 2009

FR: Sri Srinivasan

RE: 2011 TIP Development – Data Clean Up – RTP Data

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 that will take place next year. This process will involve several steps; the first step was to archive projects from the TIP (Deadline was October 30, 2009).

The second step is to ensure that for all the projects that remain in the TIP, the data contained is valid. In light of the fact that the TIP is data intensive, the data cleanup process is a series of steps, the first of which is checking for RTP consistency.

Of the approximately 1263 active projects in the TIP, 199 projects have invalid/inconsistent RTP information, where the RTP Title is "Warning: This project is not part of T-2035 RTP". It is important to correct this information because federal regulations require that only projects consistent with the Regional Transportation Plan (RTP) are to be included in the TIP. RTP consistency means that 1) the scope of the project in the TIP and the RTP title are consistent with one another and 2) the project costs in the TIP do not exceed those in the RTP's financially constrained investment plan.

Next Steps:

Attached is a list of all the active projects in the TIP with invalid RTP information. The steps to follow are listed below.

- 1) Log into FMS and go to the Project Search Page
- 2) Select the project
- 3) Review the RTP ID, RTP Title, RTP cost on the General Information page
- 4) If the title is inconsistent, please click on the link to the T-2035 RTP project list (it will open a PDF document) and identify the correct RTP ID.
- 5) Please choose the appropriate RTP ID in drop down menu

- 6) This will automatically populate the RTP Title and RTP Cost fields. Please enter the RTP page number as well (as seen in the PDF).
- 7) Submit the revision by December 31, 2009

Universal Application

General Information	Description	Location	Funding	Delivery Milestones	...
TIP ID	BRT975004				
County	San Mateo				
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				
*Primary Program Being Modified	FTA Earmarks				
*County	San Mateo				
*Sponsor	Bay Area Rapid Transit District (BART)				
*Implementing Agency	Bay Area Rapid Transit District (BART)				
*Reason for Revision (Not to exceed 255 characters)	Archive project from the TIP because the project has been completed and is open to traffic				
*Description of Change (Not to exceed 2000 characters)	Archive project from the TIP because the project has been completed and is open to traffic				
*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 c...					
<input type="button" value="Next"/> <input type="button" value="Save"/> <input type="button" value="Cancel"/>					

Link to T-2035 RTP Project List

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.

Projects with Invalid / Inconsistent RTP Information

Sl.No.	County	Sponsor	TIP_ID	Project Name
1	Alameda	AC Transit	ALA010060	AC Transit Welfare to Work Program
2	Alameda	AC Transit	ALA070047	TravelChoice-Berkeley
3	Alameda	ACCOMA	ALA030042	East Bay Incident & Emergency Mgmt. System
4	Alameda	ACCOMA	ALA050036	Alameda SMART Corridors Operations & Management
5	Alameda	Alameda	ALA070049	Signal Coordination: 8th St, Otis Dr, & Park St.
6	Alameda	Alameda County	ALA050035	Sidewalk Improv. in Cherryland/Ashland/CV
7	Alameda	Alameda County	ALA070008	Lewelling Blvd Widening
8	Alameda	BART	ALA070051	BART Station Electronic Bike Lockers, Ph. 2
9	Alameda	Caltrans	ALA010014	I-680 Sunol Grade NB HOV Lane
10	Alameda	Caltrans	ALA070003	I-880 Fifth Avenue Bridge Retrofit/Replacement
11	Alameda	Caltrans	ALA070005	I-580 Oakland Horton/Hollis St. Widening
12	Alameda	Caltrans	ALA070007	I-880 High Street Bridge Retrofit/Replacement
13	Alameda	Dublin	ALA050007	Dougherty Road Widening
14	Alameda	Fremont	ALA070050	Mowry Ave Arterial Management
15	Alameda	Hayward	ALA070052	Second Street New Sidewalk Construction
16	Alameda	Oakland	ALA050023	Oakland - Various Streets Rehabilitation
17	Alameda	Oakland	ALA070012	Oakland Coliseum TOD
18	Alameda	Oakland	ALA991081	42nd Ave. & High St. I-880 Access Improv.
19	Alameda	Port of Oakland	ALA070054	California Inter-regional Rail Intermodal Study
20	Alameda	Port of Oakland	MTC050019	LNG Infrastructure Implementation
21	Alameda	San Leandro	ALA070030	San Leandro - Traffic Signal System Improvements
22	Alameda	San Leandro	ALA070048	San Leandro ATMS Upgrade
23	Alameda	SJRC	ALA050043	ACE Signal System Rehabilitation
24	Alameda	SJRC	ALA050066	Signal Upgrade Project (Stockton to Lathrop)
25	Alameda	SJRC	ALA050067	GPS Train Tracking & Reporting System
26	Alameda	Union City	ALA070053	Three CNG Powered Replacement Trucks
27	Contra Costa	Antioch	CC-070008	Laurel Road Extension
28	Contra Costa	BART	CC-030009	BART Stations Bicycle Pavilions
29	Contra Costa	Brentwood	CC-070011	SR4/Brentwood Boulevard Widening - North
30	Contra Costa	Brentwood	CC-070012	SR4 (Brentwood Boulevard) Widening
31	Contra Costa	Caltrans	CC-070017	I-680 South Contra Costa Roadway Rehabilitation
32	Contra Costa	CC County	CC-010031	Delta DeAnza Trail Gap Closure
33	Contra Costa	CC County	CC-070019	SR 239 Construction
34	Contra Costa	CC County	CC-070020	Port Costa-Martinez Bike/Ped Trail
35	Contra Costa	CC County	CC-990046	Iron Horse Trail Over-crossing at Treat
36	Contra Costa	CCCTA	CC-050059	Martinez Intermodal Facility Restoration
37	Contra Costa	CCCTA	CC-070096	Facility Access Control Systems
38	Contra Costa	CCCTA	CC-070099	Basic Security Awareness Training
39	Contra Costa	CCTA	CC-030005	I-680 Auxiliary Lanes
40	Contra Costa	CCTA	CC-070022	I-680 NB HOV Gap Closure
41	Contra Costa	Danville	CC-050075	Crow Canyon/Camino Tassajara Intersection Improve.
42	Contra Costa	EB Reg Park Dis	CC-070033	Bike/Ped Trail Improvements in CC Parks
43	Contra Costa	EB Reg Park Dis	CC-070063	Atlas Road Bridge
44	Contra Costa	EB Reg Park Dis	CC-070069	Oakley - Big Break Regional Trail
45	Contra Costa	ECCTA	CC-070061	E. Leland Park and Ride Lot
46	Contra Costa	Hercules	CC-070040	Hercules Transit Center Relocation
47	Contra Costa	Hercules	CC-070051	SR4/Willow Avenue Ramps
48	Contra Costa	Lafayette	CC-070039	Lafayette Carpool Lots
49	Contra Costa	Martinez	CC-070037	Alhambra Avenue Widening
50	Contra Costa	Martinez	CC-070038	I-680/Marina Vista I/C Improvements
51	Contra Costa	Martinez	CC-090005	Court Street Overcrossing, Phase 1

Projects with Invalid / Inconsistent RTP Information

Sl.No.	County	Sponsor	TIP_ID	Project Name
69	Marin	TAM	MRN090014	Marin County: Street Resurfacing Program - SLPP
70	Marin	TAM	MRN090015	San Raphael: Street Resurfacing Program - SLPP
71	Napa	Caltrans	NAP010008	SR 12 (Jamieson Canyon Road) Widening
72	Napa	Caltrans	NAP050001	SR 29 - Trancas Street I/C Mitigation Planting
73	Napa	Napa	NAP070006	Napa - Soscol Avenue Rehabilitation
74	Napa	Napa	NAP070007	Napa - Soscol Road Rehabilitation Phase 2
75	Napa	Napa County	NAP070001	Napa - Las Amigas Class II Bicycle Lane
76	Regional	BART	BRT050004	BART: Core System Rehabilitation Program
77	Regional	Caltrain	JPB990004	Caltrain: N/S Terminal Track Upgrades
78	Regional	Caltrain	SM-030035	Train Tracking Information System
79	Regional	Caltrain	SM-03006B	Caltrain: Systemwide Track Rehab & Related Struct.
80	Regional	Caltrain	SM-050041	Caltrain: Signal/Communication Rehab. & Upgrades
81	Regional	Caltrans	B-C030001	Carquinez Bridge Demolition
82	Santa Clara	Caltrain	SCL010013	San Jose to Santa Clara - 4th Main Track
83	Santa Clara	Caltrain	SCL050065	Installation of Fixed Fuel Facility
84	Santa Clara	Caltrain	SCL991060	Caltrain/ACE Santa Clara Train Station
85	Santa Clara	Caltrans	SCL030008	SR 87 Guadalupe Freeway Corridor
86	Santa Clara	Caltrans	SCL050006	Mathilda Avenue Bridge Replacement.
87	Santa Clara	Caltrans	SCL050011	SR 152 Runoff Pollution Control
88	Santa Clara	Caltrans	SCL050013	US 101 / SR 87-Trimble Road Landscaping
89	Santa Clara	Caltrans	SCL970002	SR 152 Truck Passing Lane - Part A
90	Santa Clara	Caltrans	SCL991023	Traffic Operating System Improvements
91	Santa Clara	Gilroy	SCL070006	Camino Arroyo Bridge and Gap Closure
92	Santa Clara	Los Gatos	SCL050042	SR 9 Bicycle and Pedestrian Improvements
93	Santa Clara	Milpitas	SCL050077	SR 237 - Calaveras Blvd Widening
94	Santa Clara	Milpitas	SCL070034	Tasman LRT Landscaping
95	Santa Clara	Palo Alto	SCL070023	El Camino Real/Stanford Ave Intersection Imps.
96	Santa Clara	San Jose	SCL050079	Silicon Valley TIMC
97	Santa Clara	San Jose	SCL050081	Lower Guadalupe River Trail
98	Santa Clara	San Jose	SCL050082	Bay Trail Reach 9
99	Santa Clara	San Jose	SCL050083	Coyote Creek Trail
100	Santa Clara	San Jose	SCL991007	Stevens Creek Blvd/Winchester Blvd ITS
101	Santa Clara	Santa Clara	SCL050010	San Tomas Aquino Creek Trail - Reach 3
102	Santa Clara	Santa Clara	SCL050073	Santa Clara - Tasman Dr. and Homestead Rd. Rehab
103	Santa Clara	Santa Clara Co	SCL050072	Santa Clara Co. - Capitol Expwy. Rehabilitation
104	Santa Clara	Santa Clara Co	SCL050075	Santa Clara Co. - Oregon/Page Mill Expwy Rehab
105	Santa Clara	Santa Clara Co	SCL050076	Santa Clara Co. - Various Non-Expressway Rehab
106	Santa Clara	Santa Clara Co	SCL050080	Oregon-Page Mill Expwy Improvements
107	Santa Clara	Santa Clara Co	SCL070042	San Tomas Bicycle Shoulder Delineation - Phase 2
108	Santa Clara	Saratoga	SCL070050	Highway 9 Safety Improvements
109	Santa Clara	SJRC	ALA050042	San Joaquin Rail Corridor: ADA Operating Set-aside
110	Santa Clara	Sunnyvale	SCL991063	Borregas Ave/US 101/SR 237 Bike/Ped Bridges
111	Santa Clara	VTA	SCL010019	I-880 Coleman Avenue I/C Reconfiguration.
112	Santa Clara	VTA	SCL010035	I-280 Soundwall
113	Santa Clara	VTA	SCL010037	I-680 Soundwall -Capitol Expwy to Mueller
114	Santa Clara	VTA	SCL010038	I-880 Soundwall
115	Santa Clara	VTA	SCL010040	SR-152/SR-156 Interchange Improvements.
116	Santa Clara	VTA	SCL030012	Garvee Debt. Srv. - SCL010019, SCL990030-31
117	Santa Clara	VTA	SCL030015	Sunnyvale Transit Center Enhancement
118	Santa Clara	VTA	SCL030020	Francis St. Corridor Enhancement
119	Santa Clara	VTA	SCL030022	Tamien Caltrain Station Enhancements
120	Santa Clara	VTA	SCL050035	Caltrain Service Improvement Project in SCL
121	Santa Clara	VTA	SCL070003	SR 25/Santa Teresa Blvd/US 101 IC
122	Santa Clara	VTA	SCL070018	Santa Clara County HOT Lane Project
123	Santa Clara	VTA	SCL070035	FY2006 VPP Program - Studies
124	Santa Clara	VTA	SCL990002	I-880 - SR 237/Dixon Landing Replacement Planting
125	San Francisco	BART	SF-050021	Balboa Park Walkway & Access Improv.
126	San Francisco	GGBHTD	SF-070037	Golden Gate Bridge - Moveable Median Barrier
127	San Francisco	MUNI	SF-070030	SFGO-Corridor Management
128	San Francisco	MUNI	SF-950023	Replacement Paratransit Accessible Vans
129	San Francisco	Natl Park Svc	SF-030002	Golden Gate National Park Road Rehab
130	San Francisco	Natl Park Svc	SF-050045	Trails & Bikeways
131	San Francisco	Natl Park Svc	SF-090024	Prepare an EIS
132	San Francisco	Natl Park Svc	SF-090026	Implement Parking System to Fund Shuttle & Transit
133	San Francisco	Natl Park Svc	SF-090027	Design Accessible Bus Stop and Link to Transit
134	San Francisco	Port of SF	SF-010007	Illinois St Inter-modal Bridge
135	San Francisco	Port of SF	SF-050018	Downtown Ferry Terminal Public Pier
136	San Francisco	Port of SF	SF-070010	San Francisco Downtown Ferry Terminal

Projects with Invalid / Inconsistent RTP Information

Sl.No.	County	Sponsor	TIP_ID	Project Name
137	San Francisco	Port of SF	SF-070011	Cargo Way Bay Trail Improvements
138	San Francisco	Port of SF	SF-070012	Fishermans Wharf Ferry Terminal Improvements
139	San Francisco	Port of SF	SF-070013	Freight Rail Tunnel Modifications
140	San Francisco	Presidio	SF-090025	PresidiGo Shuttle CNG Buses
141	San Francisco	SF County TA	SF-050044	S.F. Value Pricing Study & Pilot
142	San Francisco	SF County TA	SF-070027	Yerba Buena Island Ramp Improvements
143	San Francisco	SF Dept of Park	SF-010018	Oak and Fell Streets ITMS Project
144	San Francisco	SF Dept of Park	SF-050019	Shared Lane Pavement Marking
145	San Francisco	SF Dept of Park	SF-050030	Ped. Safety & Education Prog.
146	San Francisco	SF DPW	SF-050010	San Francisco - 16th Street Rehabilitation
147	San Francisco	SF DPW	SF-050011	San Francisco - Valencia Street Rehabilitation
148	San Francisco	SF DPW	SF-050020	San Francisco - Various Streets Rehabilitation
149	San Francisco	SF DPW	SF-050031	Stockton Tunnel Lighting & Ped. Imprv.
150	San Francisco	SF DPW	SF-050040	San Francisco - Cortland Avenue Rehabilitation
151	San Francisco	SF DPW	SF-050041	South of Market Various Streets Rehab.
152	San Francisco	SF Int Airport	SF-070017	Shuttle Bus Clean Air Retrofits
153	San Francisco	SFMTA	SF-090029	Pedestrian Signal Upgrades
154	San Mateo	BART	BRT975004	San Francisco Airport Extension
155	San Mateo	Caltrain	JPB991001	Diridon Stn:Track/Signal/Term Rehab Upgrade
156	San Mateo	Caltrain	SM-050040	Caltrain: ADA Operating Set-aside
157	San Mateo	SamTrans	SM-050051	SR 82 - El Camino Real Grand Boulevard Initiative
158	San Mateo	San Mateo Co	SM-050044	US 101 San Mateo Ramp Metering
159	Solano	Benicia	SOL010031	Benicia Intermodal Transportation Station
160	Solano	Benicia	SOL070022	Purchase Bus Shelters
161	Solano	Caltrans	SOL030006	SR 37/29 Interchange Landscaping
162	Solano	Caltrans	SOL050003	I-80/I-680 Aux Lanes Improvement Landscaping
163	Solano	Caltrans	SOL050004	SR 37 Planting Mitigation
164	Solano	Caltrans	SOL050006	SR 12 - Suisun Valley Rd Bridge Replacement
165	Solano	Caltrans	SOL070002	I-80 Alamo Creek On-Ramp and Bridge Widening
166	Solano	Caltrans	SOL070014	I-80/I-680 Mitigation Landscaping
167	Solano	Caltrans	SOL991103	SR 37 - Napa River to SR 29 Planting Mitigation
168	Solano	CCJPA	SOL010030	Capitol Corridor - Bahia Viaduct Track Upgrade
169	Solano	Dixon	SOL030001	Dixon Multimodal Transp. Center
170	Solano	Dixon	SOL050007	I-80 / Pedrick Road Interchange Modification
171	Solano	Dixon	SOL050010	SR 113 / I-80 Interchange Reconstruction
172	Solano	Dixon	SOL050011	I-80 / West A Street Interchange Reconfiguration
173	Solano	Dixon	SOL070046	SR113 Pedestrian Improvements
174	Solano	Dixon	SOL970009	I-80/Pitt School Road Interchange
175	Solano	Dixon	SOL970020	Four Signals on SR-113
176	Solano	Fairfield	SOL010023	Fairfield - Hilborn Road Rehabilitation
177	Solano	Fairfield	SOL990023	I-80 North Texas St. I/C Restoration - Phase 1 & 2
178	Solano	Fairfield	SOL991068	Fairfield Transportation Center-Phase II
179	Solano	FHWA	SOL030015	San Pablo Bay Entrance Rehabilitation
180	Solano	Rio Vista	SOL050062	SR12 - Rio Vista Bridge Study
181	Solano	Solano County	SOL050061	I-80 HOV Lanes Turner Overcrossing
182	Solano	Solano County	SOL070048	Travis AFB: North Gate Impr. Project
183	Solano	STA	SOL030003	I-80/I-680/SR12 North Connector
184	Solano	STA	SOL070020	I-80/I-680/SR 12 Interchange Project
185	Solano	Vacaville	SOL050060	Alternative Fuel Vehicle (AFV) Incentive Program
186	Solano	Vacaville	SOL070028	Vacaville Downtown Creekwalk Extension
187	Solano	Vacaville	SOL070029	Ulatis Creek Bike Path - Allison to I-80
188	Solano	Vacaville	SOL070047	Peabody Rd & Marshall Rd Pedestrian Improvements
189	Solano	Vacaville	SOL950024	Vacaville: Bus maintenance facility upgrades
190	Solano	Vallejo	SOL010027	Vallejo - Lemon Street Rehabilitation
191	Solano	Vallejo	SOL030026	Vallejo Transit: Replace 3 1995 Paratransit Vans
192	Solano	Vallejo	SOL050012	Vallejo Curtola Transit Center
193	Solano	Vallejo	SOL990017	Broadway Widening: Highway 37 to Mini Drive
194	Solano	Vallejo	SOL990019	SR 37 / Mare Island North Gate Interchange Imps.
195	Sonoma	Caltrans	SON070026	King Ridge Rd. Bridge Rehab. Project
196	Sonoma	Caltrans	SON990001	Son 101 HOV - SR 12 to Steele Lane
197	Sonoma	SantaRosa Bus	SON030011	Santa Rosa Bus: Operating Assistance
198	Sonoma	Son Co Transit	SON030015	Sonoma County Transit: CNG Bus Purchase
199	Sonoma	Son Co Transit	SON030016	Two CNG Bus Purchase



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
Tel: 510.464.7700
TDD/TTY: 510.464.7769
Fax: 510.464.7848

Memorandum

TO: Partnership Technical Advisory Committee

DATE: December 7, 2009

FR: Shruti Hari

RE: Regional Measure 2 Program Update

Background

The Regional Measure 2 (RM 2) program is in its sixth year now. During the initial years, MTC's focus in monitoring the RM 2 program was on regular reporting, identification of at-risk projects and some further investigation into project progress, as necessary. During the past four years, the phases of the projects have evolved from start-up and environmental to more complex design and construction. As projects advance and more of the bigger projects move towards construction, projects and monitoring efforts are becoming more complex. To address this, MTC is in the process of improving the existing data collection and monitoring efforts.

Suggestions for Improvements to Reporting Formats

MTC has developed various forms to collect information, which support the program monitoring and progress reporting effort. These documents include: Initial Project Reports, Semi Annual Progress Reports and Invoicing Protocols. MTC staff is in the process of reviewing these reporting formats to improve the data collection and monitoring process from the point of allocation to reimbursements, including examining the level of detail being collected compared to information needed for project monitoring. MTC staff is inviting suggestions from the RM 2 project sponsors on revising the following RM 2 report formats:

- Initial Project Report
 - Work Plan
 - Funding/ Cash Flow Plan
 - Estimated Budget Plan
- Semi Annual Progress Reports
- Capital Invoice Format

Please find attached with this memorandum, copies of the existing formats for the above mentioned reports.

Next Steps

RM 2 project sponsors interested in providing suggestions are requested to attend a brief workshop (30 mins) immediately following the PTAC meeting, in the same auditorium. Based on your input, MTC staff plans to revise these formats and, if required, the RM 2 Policies and Procedures. The revised formats and Policies and Procedures will be presented at the February PTAC meeting.

Instruction Sheet

Cover Page

Project Title and Number - Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding/planning documents. Provide RM2 project number for the individual project(s).

Allocation History and Current Allocation Request- Include information on past allocations and current allocation request. Add additional entries as necessary.

I. Overall Project Information

Project Title- Project name familiar with project sponsor, as displayed in the federal Transportation Improvement Program (TIP) or other funding documents. If this project is subset of a larger RM2 project, please state and summarize overall project but fill out this report for the individual project(s).

Project Sponsor/ Co-sponsor(s)/Implementing Agency- Identify Project Sponsor and any co-sponsor(s) as specified in statute. Identify a Lead Sponsor responsible for ensuring the delivery of the RM-2 project and responsible for addressing any funding shortfalls. If different from the sponsor, identify the Implementing Agency responsible for delivering the project. If multiple agencies, identify agency responsibilities for delivering the project or project elements, and if necessary, specify the agency responsible for seeking and processing the RM2 allocation(s).

Project Purpose- Describe the project purpose, including the problem being addressed and specific accomplishment to be achieved and resulting benefits, as well as the value of the project to the region or corridor, and an explanation of the project as a worthy transportation investment.

Project Description- Highlight any differences or variations from the RM-2 legislated project description, or changes in project scope since the previous IPR. If the RM-2 funding is for a deliverable phase or useable segment of the larger project, the RM-2 segment should be described separately as a subset of the overall project description. It must be demonstrated that the RM-2 funded component or phase will result in an operable or useable segment. Include a summary of any prior completed phases and/or future phases or segments associated with the RM-2 segment. Check off whether project graphics information is included in the application.

Impediments to Project Completion - Discussion should include, but not be limited to, the following potential issues that may adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects:

- Any uncommitted future funding needs
- Significant foreseeable environmental impacts/issues
- Community or political opposition
- Relevant prior project funding and implementation experience of sponsor/implementing agency
- Required public or private partnerships
- Right of way constraints
- Timeliness of delivery of related transportation projects
- Availability and timeliness of other required funding
- Ability to use/access other funding within required deadlines
- Legal impediments and any pending or threatened litigation.

Regional Measure 2 – INITIAL PROJECT REPORT

Operability- Discuss ability to operate and maintain the transportation investment once completed, including timeframe and expected fund source and amount needed to support the continued operations and maintenance of the delivered project.

II. Project Phase and Status

Describe the status of each phase of the RM-2 funded phase or operable/useable segment.

- **Environmental** – Discuss status and type of environmental document (indicate if NEPA applies by checking the correct box), scheduled date of circulation of draft document and expected final document date. Explanation of environmental issues requiring special attention. Identification of Lead Agency under CEQA.
- **Design** – Discuss status of project design, including identification of special design considerations, such as design-build or design sequencing, and any special circumstances for the design of the RM-2 funded operable/useable segment.
- **Right-of-Way Activities / Acquisition** – Discuss status of right of way acquisition including any right of way constraints for the RM-2 funded operable/useable segment.
- **Construction / Vehicle Acquisition / Operating Service** - Discuss status or special circumstances for project construction, equipment / vehicle acquisition or service operations for the RM-2 funded operable/useable segment.

III. Total Project Budget Information

Provide the total cost estimates for the four phases (ENV, PS&E, R/W and CON / Operating). The estimate shall be in both escalated (to the year of expenditure including prior expenditures) and current (at time of the preparation of the IPR) dollars. If the project is for planning activities, include the amount in environmental phase.

IV. Project Schedule

Provide Planned start and end dates for key milestones of project phases (as applicable). The RM-2 funded phase or component must result in a useable or operable segment. Information shall be provided by month and year.

V. Allocation Request Information

Provide a description of the phase, include an expanded description outlining the detailed scope of work, status of work, work products. Include any prior completed phases and/or future phases or segments associated with the RM-2 segment. Indicate whether there are non-RM2 funds in the phase by checking the correct box. It must be demonstrated that the RM-2 funded component or phase will be fully funded and result in an operable or useable segment. Include details such as when the board of the Implementing Agency will approve the allocation request and the month/year being requested for the MTC to approve the request noting that this will normally take sixty days from the submission of the request.

Status of Previous Allocations - Please provide an update of the previous allocations for this project or subproject, referencing the outcome, approval dates of important actions, and pertinent completed documents.

Regional Measure 2 – INITIAL PROJECT REPORT

Workplan - Either populate the table below or attach a workplan in a comparable format. If a consultant is being hired to complete the workplan, please indicate such and enclose a copy of that plan to MTC. If the workplan is to be detailed out by the Regional Measure 2 allocation, please fill out the work plan to the best of your knowledge and indicate when a more detailed workplan will be submitted.

Impediments to Allocation Implementation - Include a summary of any impediments to complete the phase. Summary should include, but not be limited to, discussion of any potential cost increases, significant environmental impacts/issues, community or political opposition, viability of the project sponsor or implementing agency, relevant prior project funding and implementation experience, required public or private partnerships, potential project implementation issues including right of way constraints, timeliness of delivery of related transportation projects, availability and timeliness of other required funding, ability to use/access other funding within required deadlines, legal impediments, and any pending or threatened litigation which might in any way adversely affect the proposed project or the ability of the sponsor or implementing agency to carry out such projects.

VI. RM-2 FUNDING INFORMATION

RM-2 Funding Spreadsheet - To capture the funding data for your project, you will need to refer to the Microsoft Excel spreadsheet that is part of this IPR. The spreadsheet comprises of five tabs that needs to be completed or updated. Instructions are included on the accompanying Excel file to the IPR. Confirm that the required fundingspreadsheet (Microsoft Excel) is completed and enclosed by checking the box.

Next Anticipated RM-2 Funding Allocation Request - Summarize the approximate timing of the RM-2 funding need. If previously allocated RM-2 funds were not fully expended in the year for which an allocation was made, or there is a balance of unexpended RM-2 allocations, provide a status of the non-expenditure of RM-2 allocations, and the expected expenditure date(s). Explain any impacts to RM-2 funding needs as a result of any project delays or advances.

VII. GOVERNING BOARD ACTION

The IPR must be approved by the board or governing body of the agency responsible for preparing and submitting the IPR prior to MTC approval of the IPR and allocation of funds. Check the box on whether verification of the governing board action is attached. If not, indicate when the verification will be available

VIII. CONTACT / PREPARATION INFORMATION

Provide applicable contact information including agency, contact/project manager names, phone numbers, e-mail, and mailing addresses. Also provide the date the report was prepared, agency and name of person preparing this report.

Regional Measure 2 Initial Project Report (IPR)

Project Title:

RM2 Project No.

Allocation History:

	MTC Approval Date	Amount	Phase
#1:			
#2			
#3			

Total: \$

Current Allocation Request:

IPR Revision Date	Amount Being Requested	Phase Requested

Regional Measure 2 – INITIAL PROJECT REPORT

I. OVERALL PROJECT INFORMATION

A. Project Sponsor / Co-sponsor(s) / Implementing Agency

B. Project Purpose

C. Project Description (please provide details)

Project Graphics to be sent electronically with This Application

D. Impediments to Project Completion

E. Operability

II. PROJECT PHASE DESCRIPTION and STATUS

Regional Measure 2 – INITIAL PROJECT REPORT

F. Environmental –

Does NEPA Apply: Yes No

G. Design –

H. Right-of-Way Activities / Acquisition –

I. Construction / Vehicle Acquisition -

III. PROJECT BUDGET

J. Project Budget (Escalated to year of expenditure)

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

K. Project Budget (De-escalated to current year)

Phase	Total Amount - De-escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition (CON)	
Total Project Budget (in thousands)	

Regional Measure 2 – INITIAL PROJECT REPORT

IV. OVERALL PROJECT SCHEDULE

Phase-Milestone	Planned (Update as needed)	
	Start Date	Completion Date
Environmental Document		
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)		
Final Design - Plans, Specs. & Estimates (PS&E)		
Right-of-Way Activities /Acquisition (R/W)		
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)		

V. ALLOCATION REQUEST INFORMATION

L. Detailed Description of Allocation Request

Amount being requested (in escalated dollars)	
Project Phase being requested	
Are there other fund sources involved in this phase?	<input type="checkbox"/> Yes <input type="checkbox"/> No
Date of anticipated Implementing Agency Board approval the RM2 IPR Resolution for the allocation being requested	
Month/year being requested for MTC Commission approval of allocation	

M. Status of Previous Allocations (if any)

N. Workplan

Workplan in Alternate Format Enclosed

Regional Measure 2 – INITIAL PROJECT REPORT

TASK NO	Description	Deliverables	Completion Date

O. Impediments to Allocation Implementation

VI. RM-2 FUNDING INFORMATION

P. RM-2 Funding Expenditures for funds being allocated

The companion Microsoft Excel Project Funding Spreadsheet to this IPR is included

Next Anticipated RM-2 Funding Allocation Request

VII. GOVERNING BOARD ACTION

Check the box that applies:

Governing Board Resolution attached

Governing Board Resolution to be provided on or before:

Regional Measure 2 – INITIAL PROJECT REPORT

VIII. CONTACT / PREPARATION INFORMATION

Contact for Applicant’s Agency

Name:
Phone:
Title:
E-mail:
Address:

Information on Person Preparing IPR

Name:
Phone:
Title:
E-mail:
Address:

Applicant Agency’s Accounting Contact

Name:
Phone:
Title:
E-mail:
Address:

Revised IPR 120905.doc

Please refer to this sheet as you fill out the worksheets.

!! ALL FUNDING TO BE ESCALATED TO YEAR OF EXPENDITURE!!

Total Project Funding Sheet

1. List funding information for the overall project. If your project will be implemented in phases, other sheets are provided for you to separate out the funding plan for the segment or phase.
2. Please use the following three categories, when populating the funding plan information for the project:
 - a. Committed - Include any previously expended funding, programmed (and allocated if applicable), earmarked, and any other funds sources which have received spending authority
 - b. Uncommitted - Programmed but not allocated, Not programmed but agreed upon, expenditure plan approved
 - c. To Be Determined - source unknown, please list potential source(s) by expected fund source, phase and year needed.
3. List funding information by source, phase and fiscal year.
4. If the total project remains under-funded with uncommitted funding, then the RM-2 funding must be part of a fully funded deliverable phase or component of the total project, which will result in an operable or useable segment. Please use the Defined Segment Funding sheet to show the RM-2 Deliverable segment.

Defined Segment Funding Sheet

1. Provide committed funding by Fund Source for the deliverable phase or segment - if different from the total project. The RM-2 defined phase or component must result in a useable or operable segment.
2. If the RM-2 revenues are funding only a phase or segment of a larger project, the RM-2 defined segment must be fully funded with committed funds.
3. Information needs to be separately identified on the "Defined segment Funding" sheet if the RM-2 funds are for a deliverable, operating/useable segment within the total overall project .

Expenditures-to-Date Sheet

1. Provide amount expended and available balance for all fund sources by phase as of the time of the IPR application.

RM-2 Funding Cash Flow Plan Sheet

1. Include only intended RM-2 funded phases by fiscal year.

Allocation Estimated Budget Plan (EBP) Form

1. Provide breakdown of complete cost or intended expenditure for the phase covered in the allocation request. This shall include items/elements funded by other fund sources.
2. Use a different EBP sheet for each phase of a project.



INSTRUCTIONS FOR COMPLETING THE RM2 SEMI-ANNUAL REPORTING FORM

Overview

The reporting form (in Microsoft EXCEL) is intended to streamline the reporting process and the preparation of reports by MTC. It was developed based on input from project sponsors, MTC staff and its consultant team. All input and revisions to be provided by the sponsors are highlighted in yellow. Other cells are locked and cannot be edited. Some of the cells contain formulas that automate determinations of project funding, percentage spent and time spent, etc. This will reduce the need for sponsors to enter duplicate information.

Information has been entered into the forms but the sponsors are asked to verify and revise the information previously entered.

The information provided will be used to track both cost and funding. The total funding should match the cost. If there is currently a shortfall in funding or a cost increase with no commensurate increase in funding, the sponsor should add a funding with source as "TBA" and enter "N" to both Commitment Status and Allocation Status.

Instructions

Revised: (Cells B2 thru C2)

Please provide date when the information is entered.

RM2 Allocation Date (Cells F7 thru F14)

Please enter the most current RM2 Allocation Date for each particular phase of the project (for the most part, this has already been done to the best of our knowledge). If an allocation has not been made, please leave the cell blank.

Percentage Completion (Cells J7 thru J16)

Please enter percentage completion of each phase of the project and for the overall project.

Current Status¹

Please provide a written description of the current status of the project. Please include a discussion of what was completed since the last reporting period.

Areas of Concern¹

Please provide a written description of any specific areas of concern of the project. This may include third party objections, scope changes, potential cost increases, loss of funding, and/or project delays.

Planned Activities in Next Reporting Period¹

Please provide a written description of the planned activities in the next reporting period of the project. If any specific areas of concern are reported, please provide information as to how the sponsor intends to address these concerns.

Funding Table

This table is intended to collect the following information:

- o The funding available to be provided by funding type, amount and by phase
- o For each funding source, it should be indicated whether the funds are committed and if yes, whether an allocation action (or equivalent) has been taken. This can be done by entering either "Y" or "N".
- o The amount of funds expended, by funding sources.

The first line of each phase is pre-set for allocated RM2 funds and cannot be changed. If there is no RM2 fund for that phase, please leave the amounts blank. If RM2 fund for that phase has not been allocated, please enter that information on the second (or other) line. Likewise, if any fund source is not fully committed or allocated, they should be shown on different lines, as shown in the example below.

Example

This phase has \$200,000 of RM2 funds with only \$100,000 allocated and \$500,000 in STIP funds with only \$200,000 being committed.

¹ To enter text on a new line within the same cell, press "ALT" and "Enter" at the same time. (Pressing "Enter" alone will just move you to another cell)

Commitment Status (Y / N)	Fund Type ⁶	Allocation Status (Y / N)	Baseline (A)	Planned (B)	Total Expended (D)
Y	RM2	Y	100	100	
Y	RM2	N	100	100	
Y	STIP	N	200	200	
N	STIP	N	300	300	

In general, RM2 funds are always considered to be committed as long as the total RM2 funds assigned to the project stays within the legislated amount. The funding balance and percentage of funds spent is automatically calculated. If additional rows are needed for any phase, please contact the TYLI team.

It is assumed that the project cost equals funding available. If the cost exceeds available funding, add a fund source "TBD" with both commitment and allocation status shown as "N" so that the total funding for any phase equals the most current estimated costs.

Additional Information

Please enter any additional information the sponsor considers appropriate (optional).

Phase-Milestone (Project Schedule)

Please enter Baseline, Planned and Current schedule dates in the (mm/dd/yy) format as shown below.

Start Date	End Date	Phase-Milestone	% Time Elapsed
9/1/04	10/31/08	← Baseline Schedule (in first Project IPR)	
9/1/04	10/31/08	←Planned Schedule (in most current Project IPR)	
9/1/04	10/31/08	←Current Schedule (based on most recent information)	

Questions

Please contact the TYLI team for answer to any specific questions you may have. Their contacts are given below:

Melissa Chan, 510-457-3046, Mchan@tylin.com

Francis Lo, 510-457-3038, Flo@tylin.com

Project Name: Project Name
Revised: 1/16/2009

Phase	Fund Type	Baseline (A)	Planned (B)	Allocation Made (C)	RM2 Allocation Date	Total Expended (D)	% ³ Spent (D/C)	Balance Remaining (B-D)	% ⁴ Comp
ENV/PA&ED	RM2	0	0	0		0	0%	0	
	Total ¹	0	0	0		0	0%	0	
PS&E	RM2	0	0	0		0	0%	0	
	Total ¹	0	0	0		0	0%	0	
R/W	RM2	0	0	0		0	0%	0	
	Total ¹	0	0	0		0	0%	0	
CON/Operating	RM2	0	0	0		0	0%	0	
	Total ¹	0	0	0		0	0%	0	
Total to date	RM2	0	0	0	N/A	0	0%	0	
	Total ¹	0	0	0		0	0%	0	

Current Status:

Insert text (please note that text should wrap, but if it does not and for printing purposes, please hit "Alt and Enter" to manually wrap the text)

Areas of Concern:

Insert text (please note that text should wrap, but if it does not and for printing purposes, please hit "Alt and Enter" to manually wrap the text)

Planned activities in next reporting period:

Insert text (please note that text should wrap, but if it does not and for printing purposes, please hit "Alt and Enter" to manually wrap the text)

Phase ⁵	Commitment Status (Y / N)	Fund Type ⁶	Allocation Status (Y / N)	Baseline (A)	Planned (B)	Total Expended (D)	Balance Remaining (B-D)	% Spent
PA/ED	Y	RM2 (allocated)	Y				0	Total 0%
	Y	RM2 (not allocated)	N				0	
							0	
							0	
							0	
							0	
							0	
%Commit	0%	Total for Phase		0	0	0	0	Allocated 0%
PS&E	Y	RM2 (allocated)	Y				0	Total 0%
	Y	RM2 (not allocated)	N				0	
							0	
							0	
							0	
							0	
							0	
%Commit	0%	Total for Phase		0	0	0	0	Allocated 0%
ROW	Y	RM2 (allocated)	Y				0	Total 0%
	Y	RM2 (not allocated)	N				0	
							0	
							0	
							0	
							0	
							0	
%Commit	0%	Total for Phase		0	0	0	0	Allocated 0%
CON	Y	RM2 (allocated)	Y				0	Total 0%
	Y	RM2 (not allocated)	N				0	
							0	
							0	
							0	
							0	
							0	
							0	
							0	
%Commit	0%	Total for Phase		0	0	0	0	Allocated 0%

Additional Information:

Start Date	End Date	Phase-Milestone	% Time Elapsed
		Conceptual Engineering / Environmental Document	0%
		Final Design - Plans, Specs. & Estimates	0%
		Right-of-Way Activities / Acquisition	0%
		Construction / Acquisition / Operating	0%

Phase	Cost (in \$1,000)
ENV / PA&ED	\$ 0
PS&E	\$ 0
R/W	\$ 0
CON / Operating	\$ 0
Total (escalated)	\$ 0
Total (unescalated)	\$ 0

Vendor: (Name)
 (Address)
 (City, State Zip)

Date:

Metropolitan Transportation Commission
 101 8th St
 Oakland, Ca 94607
 Attn: Accounts Payable

**Re: RM2 CAPITAL PROGRAM
 MTC Allocation Instruction No. (XXXXXXXX)**

For project: (Attach progress reports on a quarterly basis) (provide description of project)	Period Covered by this Invoice: (indicate months)
RM2 Legislative ID:	MTC Resolution Number:

Expenses:	Prior Life		Quarter			Life to		
	Rate	To Date*	(Month)	(Month)	(Month)	Subtotal	Date Costs**	Budget
1. Direct Salaries						-	-	
2. Direct Benefits						-	-	
3. Overhead (please specify rate 0 - .5)						-	-	
4. Direct Capital Costs (please specify)								
5. Consultant(s) (please list & attach invoices)							-	
6. Other (please specify)							-	
Total amount due:								
Notes: Other funding sources***								

* Prior life to date means inception to date costs through the previous month
 ** Life to date means inception to date for capital activities
 *** include costs for all other funding sources



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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

**PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC)
2010 MEETING SCHEDULE - TENTATIVE**

All Meetings
3rd Monday of each month (unless otherwise noted)
1:30 p.m. – 3:30 p.m.
MTC MetroCenter, Auditorium (subject to availability)

NO MEETING SCHEDULED IN JANUARY DUE TO MARTIN LUTHER KING, JR. HOLIDAY

Monday, February 1*- <i>(*January and February meetings have been consolidated due to Martin Luther King, Jr. and Presidents' Day holidays.)</i>	Monday, March 15
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Monday, April 19	Monday, May 17
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Monday, June 21	Monday, July 19
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NO MEETING SCHEDULED IN AUGUST

Monday, September 20	Monday, October 18
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Monday, November 15	Monday, December 20* <i>(*Note: Meeting subject to rescheduling due to the Christmas holiday)</i>
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November 16, 2009

Scott Haggerty, Chair
Alameda County

Adrienne J. Tissier, Vice Chair
San Mateo County

Tom Azumbrado
U.S. Department of Housing
and Urban Development

Tom Bates
Cities of Alameda County

Dean J. Chu
Cities of Santa Clara County

Dave Cortese
Association of Bay Area Governments

Chris Daly
City and County of San Francisco

Bill Dodd
Napa County and Cities

Dorene M. Giacomini
U.S. Department of Transportation

Federal D. Glover
Contra Costa County

Anne W. Halsted
San Francisco Bay Conservation
and Development Commission

Steve Kinsey
Marin County and Cities

Sue Lempert
Cities of San Mateo County

Jake Mackenzie
Sonoma County and Cities

Jon Rubin
San Francisco Mayor's Appointee

Bijan Sartipi
State Business, Transportation
and Housing Agency

James P. Spering
Solano County and Cities

Amy Rein Worth
Cities of Contra Costa County

Ken Yeager
Santa Clara County

Steve Heminger
Executive Director

Ann Flemer
Deputy Executive Director, Policy

Andrew B. Fremier
Deputy Executive Director, Operations

To Our Transportation Partners:

MTC is pleased to announce it will again sponsor its High School Internship Program in the summer of 2010. The purpose of the program is to introduce high school students (who have completed the 10th, 11th or 12th grade) to career opportunities in the field of transportation and to provide our transportation partners with some assistance on entry-level tasks. Over the years, this program has received tremendous positive response and we expect more this coming year.

Our budget allows for 25 interns throughout the nine Bay Area counties, so some requests may not be filled. However, there may be an opportunity to partner with MTC by leveraging your agency's financial resources with ours to sponsor additional internships at your agency.

MTC will recruit the interns based upon the job description(s) you provide, screen all applications, and provide your agency with a pool of qualified candidates. Your agency will then interview each candidate before making a final employment selection.

MTC will contract with a temporary employment agency as the employer of record. This agency will be responsible for payroll, other personnel processing, and for providing workers' compensation insurance.

There is no direct cost to you (unless you hire an additional intern); MTC pays the student's salary. What your agency would need to provide is a work area, a range of daily tasks that gives the student a glimpse into the workings of your department, and appropriate supervision. Our goal is to attract motivated students and to coordinate and fund their placement in your organization.

The internship should be a pre-professional learning experience for the student. In the past, students have assisted our partner agencies by collecting data in the field and entering it into a database, researching easements and vacant parcels, creating CAD drawings, and assisting with presentations. MTC asks that a planner, engineer or other transportation-related professional be assigned as a mentor for the eight-week duration of the student's internship. In planning your internship position, please note that interns are not allowed to drive a vehicle while on the job.

To Bay Area Cities and Counties

Page two

Interns may work either full or part-time, up to a total of 8 hours per day and up to 5 days a week. Interns are employed on an hourly pay basis and subject to hourly work rules. Interns can start anytime after the MTC half-day orientation scheduled on June 16, 2010. Since many students attend summer school, we encourage you to allow for flexibility in the intern's work schedule.

If you are willing to participate in this invaluable educational program, you may download the Intern Request Form from our web site at http://www.mtc.ca.gov/jobs/high_school/ and email it to amacaulay@mtc.ca.gov. If you have questions about the program or need the form emailed to you, contact Ann Macaulay at the (510) 817-5741. The form submission **deadline is Thursday, December 10, 2009.**

Sincerely,



Steve Heminger
Executive Director

SH:AM

Enclosure: Sample Intern Request Form
Attachment A

ATTACHMENT A

The job description you create is placed online for students to review. Below is an example of a well written description:

Assist with work related to bicycle planning, and pavement markings. Field work, such as bicycle and pedestrian counts, signage inspection, and trip hazard survey. Office work, such as data entry, mapping, and use of the Manual of Uniform Traffic Control Devices (MUTCD) is required. Use writing skills to write general reports, as well as helping with fliers and public notices. If interested student may assist with land use mapping and will have the opportunity to use specialized software, such as Geographic Information System (GIS), AutoCAD (drafting software), and Adobe Illustrator.

Metropolitan Transportation Commission 2010 High School Internship Program**Intern Request Form**

Instructions: 1) Double click on “xx” and type entry.
2) Email as an attachment to Ann Macaulay at amacaulay@mtc.ca.gov

① **County:** xxCOUNTYxx

Agency: xxAGENCYxx

② **Name of Person to Supervise Student:** xxSUPERVISORxx

Title: xxTITLExx

Address: xxADDRESSxx

City/Zip: xxCITYxx **Phone:** xxPHONExx **Fax:** xxFAXxx

E-mail Address: xxEMAILxADDRESSxx

③ **Location of intern work site, if different from above:**

Address: xxADDRESSxx **City/Zip:** xxCITYxx

④ **Is the work site accessible by transit?** xxYESxNOxx **If so, what type of transit?** xxTYPExx

Walking Distance to transit? xxMILExORxFRACTIONxTHEREOFxx

⑤ **Keep in mind: Jobs providing professional experiences in the field of transportation are given higher priority. Please describe the type of work the intern will be expected to perform; indicate any project(s) the student may work on. This information is important to ensure your agency is matched with a qualified student.**

Job Student will be performing (*See Attachment A for an example of a well written job description*)
xxOUTLINExTASKSxINxPARAGRAPHxFORMATxx

⑥ **List any minimum requirements or specific skills you would prefer the student to have.**

1. xxSKILLxx

2. xxSKILLxx

3. xxSKILLxx

**MTC High School Internship Program
Intern Request Form — Page 2**

⑦ Internship Requirement: Student candidates must be interviewed in person or by phone.

Please indicate name of person to coordinate or participate in the interview:

Name: xxNAMExx **Phone:** xxPHONExx

E-mail Address: xxEMAILxADDRESSxx

AND HUMAN RESOURCES REPRESENTATIVE

Name: xxNAMExx **Phone:** xxPHONExx

E-mail Address: xxEMAILxADDRESSxx

⑧ Please Note: Interns are allocated a maximum of 300 hours to work for the summer. Most students will begin work in mid-June or early July, and continue through the end of August. Students may work full-time or part-time. Students will be paid a prevailing wage; they are **not to work overtime** and are **not allowed to drive a vehicle** during work hours or for any work related reason.

If you have specific preferences regarding work hours, please notify MTC prior to the selection and interview process.

- Has the agency participated in the MTC's High School Summer Program? xxYESxNOxx
If yes, when? xxDATExx
- Is your agency willing to hire additional students on your agency's payroll? xxYESxNOxx

Name of person authorizing this intern request: xxNAMExx

Title: xxTITLExx

Phone: xxPHONExx

E-mail Address: xxEMAILxADDRESSxx

SUBMIT Intern Request Form in MS Word format to MTC.

Email Intern Request Form to:

Name: Ann Macaulay

Email: amacaulay@mtc.ca.gov

Email Subject Line: MTC Intern Request Form

For more information contact:

Name: Ann Macaulay

Phone: 510-817-5741

Email: amacaulay@mtc.ca.gov