

THE BAY AREA PARTNERSHIP

Partnership Technical Advisory Committee

April 18, 2011, **1:30 p.m. – 3:30 p.m.**

MetroCenter, 1st Floor, Auditorium

101 - 8th Street, Oakland, CA 94607

AGENDA – DRAFT

Estimated Time
for Agenda Item

-
- | | |
|--|------------------|
| 1. Introductions | 1:30 p.m. |
| 2. Minutes of March 21, 2011 PTAC Meeting* | |
| 3. Partnership Reports | |
| • Partnership Board
Chair: John Ristow, Santa Clara VTA
<i>The Partnership Board has not met.</i> | |
| • Transit Finance Working Group*
Chair: Gayle Prior, GGBHTD
<i>The Transit Finance Working Group met on April 6, 2011.</i> | |
| • Local Streets and Roads Working Group*
Chair: Norman Hughes, City of Fremont
<i>The Local Streets and Roads Working Group met on April 14, 2011.</i> | |
| • Programming and Delivery Working Group*
Chair: Vivek Bhat, Alameda CTC
<i>The Programming and Delivery Working Group met on April 18, 2011.</i> | |

DISCUSSION ITEMS

1:45 p.m.

- | | |
|--|--|
| 4. Legislative Report* (<i>Rebecca Long</i>)
(<i>MTC staff will present an update on legislative actions, including the State Budget.</i>) | |
| 5. Proposed Guidelines for New Freedom Cycle 4 Grants* (<i>Kristen Mazur</i>)
(<i>MTC staff will present the proposed guidelines including two-year programming, timeline, evaluation criteria, and eligible projects.</i>) | |
| 6. Regional Transportation Plan/Sustainable Communities Strategy (Plan Bay Area):
(<i>Staff will present preliminary proposals for RTP/SCS work elements for review and input from this committee.</i>) | |
| a. State Highways Maintenance Needs Assessment* (<i>Ross McKeown (MTC)/ Lee Taubeneck, (Caltrans)</i>) | |
| b. Local Streets & Roads Maintenance Needs Assessment* (<i>Sri Srinivasan</i>) | |
| c. Transit Operating Needs Assessment* (<i>Sri Srinivasan</i>) | |
| d. Transit Capital Replacement Needs Assessment* (<i>Glen Tepke</i>) | |
| e. Project Performance Assessment Methodology* (<i>Dave Vautin</i>) | |
| f. Alternative Scenario Brainstorming* (<i>Ashley Nguyen</i>) | |
| 7. Partnership Technical Advisory Committee Roles & Responsibilities (<i>Kate Miller, AC Transit</i>)
(<i>Discuss the roles and responsibilities of the Partnership TAC.</i>) | |

INFORMATION ITEMS / OTHER BUSINESS

3:10 p.m.

8. Federal Programs Monitoring Update* (*Memo Only*)
(MTC staff has provided a monitoring update of projects utilizing Federal funds, including local safety programs, STP-CMAQ, and ARRA.)
9. TIP Amendment Update* (*Memo Only*)
(The current TIP and subsequent TIP Amendments are available online at:
<http://www.mtc.ca.gov/funding/tip>).
10. Recommended Future Agenda Items (*All*)
11. Public Comment

Next meeting on:

Monday, May 16, 2011

1:30 p.m. - 3:30 p.m.

MetroCenter,

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

March 18, 2011

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1. Introductions

2. Nomination and Election for 2011 PTAC Executive Committee

Marcella Aranda (MTC) requested the group's concurrence in accepting and electing nominees from the Partnership Working Groups (Transit Finance and Local Streets and Roads) for the CY 2011 PTAC Chair and Vice-Chair. The Working Groups nominated and recommended Kate Miller (AC Transit) as Chair and Ben Tripousis (City of San Jose) as Vice-Chair to be effective immediately through December 31, 2011. The Committee concurred and Kate Miller took over the meeting as PTAC Chair.

3. Minutes of January 31, 2011 PTAC Meeting

The minutes for the January 31, 2011 PTAC meeting were accepted with the following comments:

- Item 6B, "public comments": Bob Macaulay (STA) requested that David Schonbrunn's comment regarding not getting too focused on projects that have already expended some funds.
- Item 8, "Recommended future agenda items": Bob Macaulay (STA) requested that PTAC Roles & Responsibilities be added.

4. Partnership Reports

Partnership Board – *John Ristow, Chair* – The Partnership is scheduled to meet on February 16, 2011. Kate Miller (AC Transit) reported that the meeting mirrored the March PTAC meeting.

Transit Finance Working Group (TFWG) – *Gayle Prior, Chair* – The TFWG met on March 2, 2011. Todd Morgan (BART) reported that the POP is on hold until the Federal budget is passed and FTA funds are appropriated.

Local Streets and Roads/Programming and Delivery Working Group (LSRPDWG) – *Norman Hughes, Chair*
LSRWG - The LSRWG and PDWG met in a joint session on March 10, 2011. Seana Gause (STA) reported that the Group discussed programming updates and inactive obligations. One item of note is a proposed fire code revision that would impact the ability to implement the complete streets model through MTC. It would require that all road projects be approved by the Fire Marshall in the various jurisdictions. The Fire Marshall would have input about traffic calming measures. The Group would like to see MTC do some kind of lobbying against the proposed revision.

Discussion Items

5. Legislative Report

Rebecca Long (MTC) provided an update on the State Budget. The legislature passed by a 2/3rds vote the gas tax swap legislation (AB 105) with some minor adjustments to address new restrictions that protect transportation funding that were enacted as part of Prop 22 in last year's election. The legislature has passed it, but it hasn't been signed into law as it is a trailer bill to the overall budget. Without the tax extensions there is some fear in Sacramento that transportation will still be adversely impacted. In Washington, the feel is discouraging and jurisdictions should brace themselves for a potential reduction in funds from Washington. MTC is sponsoring SB 582, which relates to commute benefits and provides a menu-based approach. MTC is seeking endorsements from the various stakeholders.

6. Regional Toll Credit Policy

Ross McKeown (MTC) provided a background and overview of the proposed Regional Toll Credit Policy. The policy is expected to be implemented as the various programs are adopted and will not be applied to programs previously approved.

Comments:

- Marcella Rensi (VTA) - How will earmarks be handled?
 - Staff Response: Sponsors should notify Caltrans with their E-76 request that toll credits will be used and should add the toll credits to their FMS listing.

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

March 18, 2011

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- April Chan (SamTrans) clarified that Caltrans will be managing the toll credit program. Will the credits be available on a first come, first serve basis?
 - Staff Response: The Caltrans policy is a two-year pilot program through 2011-12. During this time, it is first come first served. Caltrans will be re-evaluating and reissuing a longer term toll credit policy thereafter. MTC would like to see a guaranteed return to source provision incorporated into the final policy. On FTA projects, FTA requires the state to provide a list of FTA projects to be using toll credits. MTC requests that sponsors identify those projects via the FMS system. FTA will not process projects that are not included on the list provided by Caltrans.
- Todd Morgan (BART) – Will HOT Lanes be eligible?
 - Staff Response: Yes.
- Todd Morgan (BART) - Requested that the Transit Capital Priorities (TCP) be included as an eligible program so that the transit operators can take advantage of the policy.
 - Staff Response: Anne Richman (MTC) stated that the proposed policy is limited in scope and if staff were to amend the TCP policy, it wouldn't be available for FY11 and for FY12 it would be limited to the policy framework outlined.
- Kate Miller (AC Transit) – Requested that the policy be available as a match to bus procurements.
- Seana Gause (Sonoma) – Will funds be applied to projects already programmed or obligated?
 - Staff Response: Unless we amended the program itself, projects that have already been programmed will not be eligible. That may be different from an FTA perspective, however in order to do it for FHWA projects, you would have to downscope the project from what has already been programmed and essentially you will do less projects. To apply the policy to current programs, staff would have to amend the policies and procedures to include the new policy.
- Kate Miller (AC Transit) - for the POP, there is potential for reprogramming. I propose for the bus/van pricelist that some of the smaller components be eligible to utilize the credits and suggested agendizing for the Transit Finance Working Group (TFWG). Is there an expiration of the eligible funds? Do you see the potential for oversubscribing the program?
 - Staff Response: There is no expiration of the policy. Toll credits are available until the credits are spent or Congress withdraws the provision. There are enough credits to last more than a decade.
- Marcella Rensi (VTA) – Recommended that staff build more flexibility on the phase eligibility and not limit it to CON, but consider other phases on a case by case basis.
 - Staff Response: FHWA issues an E-76 for each phase and the philosophy behind the policy is that as long as it is demonstrated that the local jurisdiction has met or exceeded the required match for the entire project they should be able to load up on the federal funds once they've reached the CON phase. The language in the policy will be clarified.

7. Regional Transportation Plan/Sustainable Communities Strategy:

a) Current Regional Plans and Initial Vision Scenario

Dave Vautin (MTC) presented an overview of the Current Regional Plans and Initial Vision Scenario. The RTP/SCS will now be referred to as “Plan Bay Area”.

Comments:

- Sandy Wong (San Mateo C/CAG): When will the financially constrained scenarios be discussed?
 - Staff Response: The Detailed Scenarios will be financially constrained and will be worked on in the coming months. The Detailed Scenarios will include both transportation and housing.

PARTNERSHIP TECHNICAL ADVISORY COMMITTEE (PTAC) MINUTES

March 18, 2011

Page 3 of 3

- Amber Crabbe (SFCTA): A lot seems to depend on the revenue projections. What is the schedule to release the revenue projections?
 - Staff Response: *Follow-Up*: Needs assessments results are scheduled to be presented to PTAC in April and final draft financial projections are scheduled to come to PTAC in May.
- b) Spring 2011 Public Involvement Activities
Catalina Alvarado (MTC) briefed the Committee on the spring 2011 public involvement activities surrounding the Plan Bay Area and distributed a schedule of spring 2011 public workshops.
Comments:
 - Saravan Sunthanthira (Alameda CTC): What kind of participation will Envision Bay Area have in addition to ABAG/MTC's outreach?
 - Staff Response: Envision Bay Area will be promoting a web tool designed to provide higher level information to the public with regard to transportation and land-use investment priorities. Staff will post their website information to the One Bay Area website.
- c) Draft Project Performance Assessment Methodology Update
Dave Vautin (MTC) provided an update on the Project Performance Assessment Methodology and a schedule of next steps. The Plan Bay Area Call for Projects concludes on April 30, 2011.
Comments:
 - Bob Macaulay (STA): Thanked staff for providing a very good summary of the comments and challenges.

Information Items / Other Business

8. Recommended Future Agenda Items

- Bob Macaulay (STA) requested that the roles and responsibilities of the PTAC be discussed and clarified.

9. Public Comment

Proposed Next Meeting:

Monday, April 18, 2011

1:30 p.m. – 3:30 p.m.

MetroCenter, 1st Floor Auditorium

101-8th Street, Oakland, CA 94607



TRANSIT FINANCE WORKING GROUP (TFWG) MEETING AGENDA

WEDNESDAY, APRIL 6, 2011, 10:00 A.M. – 12:00 P.M.
METROCENTER, 3RD FLOOR, CLAREMONT CONFERENCE ROOM
101 EIGHTH STREET, OAKLAND, CA 94607

Estimated Time

Discussion Items

- | | |
|--|--------|
| 1. Introductions | 2 min |
| 2. Approval of March 2, 2011 Minutes | 3 min |
| 3. Legislative Update (<i>Rebecca Long</i>) | 5 min |
| 4. FY11 POP** (<i>Glen Tepke</i>) | 10 min |
| 5. New Freedom Cycle 4 Draft Guidelines* (<i>Kristen Mazur</i>) | 5 min |
| 6. MTC Toll Credits Policy* (<i>Ross McKeown</i>) | 10 min |
| 7. Proposed Bridge Toll Policy Changes* (<i>Glen Tepke/Christina Verdin</i>) | 5 min |
| 8. Narrow-Banding Funding Needs Request* (<i>Glen Tepke</i>) | 5 min |
| 9. Plan Bay Area (SCS/RTP) Transit Needs Assessment | 30 min |
| a. Transit Operating Update* (<i>Sri Srinivasan</i>) | |
| b. Clipper Cost Estimates* (<i>Jake Avidon/Sri Srinivasan</i>) | |
| c. Transit Capital Update* (<i>Glen Tepke</i>) | |

Information Items / Other Items of Business:

- | | |
|--|-------|
| 10. Prop 1B Update: Transit (PTMISEA) and Transit Security (CTSGP)* (<i>Amy Burch</i>) | 5 min |
| 11. 2011 TIP Updates* (<i>Sri Srinivasan</i>) | 5 min |
| 12. Recommended Future Agenda Items (<i>All</i>) | 2 min |

Next Transit Finance Working Group Meeting:

Wednesday, May 4, 2011
10:00 a.m. – 12:00 p.m.
Claremont Conference Room, MTC Metro Center

* = 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.



AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Norm Hughes, Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Local Streets and Roads Working Group – March 10, 2011 (<i>Norman Hughes, Chair</i>)	
3. Programming Updates:	
A. Report of Federal Inactive Obligations* (<i>Marcella Aranda</i>)	5 min
B. Federal Programs Monitoring Update* (<i>Marcella Aranda</i>)	15 min
4. Caltrans/FHWA/CalRTPA Update	
A. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)* (<i>Memo Only</i>) (<i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i>)	
i. Director McKim’s Letter, RE: “Disadvantage Business Enterprise”, dated March 30, 2011*	
ii. DLA OB-11-03 Federal-Aid Funds Inactive Obligation Management* (<i>Office Bulletin DLA-OB 11-03 – Federal-Aid Funds Inactive Obligation Management</i>) has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm . This DLA OB provides policy and procedural guidance to Caltrans and local agency staff for the management of Inactive Obligations.)	
iii. DLA-OB 11-04 - Evaluating and Submitting Good Faith Efforts* (<i>An Office Bulletin (DLA-OB 11-04 – Evaluating and Submitting Good Faith Efforts)</i> has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm)	
iv. DLA OB-11-05 Preliminary Engineering Phase Over 10 Years* (<i>An Office Bulletin (DLA-OB 11-05 – Preliminary Engineering Phase Over 10 Years)</i> has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm)	
v. [DLAWUA] Advancing HBP (Bridge) funded projects* (<i>Caltrans is now obligating federal HBP funds on a first come first serve basis until the funds run out, so it is important to submit the authorization packages now.</i>)	
B. Federal Programs Update (<i>Sylvia Fung, Caltrans D4</i>)	5 min
5. Standing Updates:	
A. Legislative Update* (<i>Memo Only</i>)	
B. P-TAP 12 Update* (<i>Amy Burch</i>)	5 min
6. Discussion Items:	
A. LSR Long-Range Needs/ Revenue Assessment* (<i>Sri Srinivasan</i>)	15 min
B. Regional Toll Credit Policy* (<i>Ross McKeown</i>)	15 min
7. Informational Items:	
A. FMS/ TIP Update* (<i>Sri Srinivasan/ Adam Crenshaw</i>) (<i>The current TIP and subsequent TIP Amendments are available online at: http://www.mtc.ca.gov/funding/tip</i>)	5 min

B. PMP Certification Status

*(Recipients of PTAP-11 have **until April 30, 2011** to submit their final certification, otherwise risk having their certification lapse. Current PMP Certification status is available online at: <http://www.mtcpms.org/ptap/cert.html>)*

C. Plan Bay Area: Spring 2011 Public Workshops*

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

5 min

The next LSRWG meeting:

(NOTE: THE NEXT MEETING WILL BE A JOINT PARTNERSHIP LOCAL STREETS & ROADS/PROGRAMMING AND DELIVERY WG MEETING)

Monday, May 16, 2011

9:00a – 11:30a – Joint WG

11:30a- 12:30p – S.O.S.

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland 94607

* = Attachment in Packet

** = Handouts Available at Meeting

Contact Marcella Aranda at maranda@mtc.ca.gov if you have questions regarding this agenda.



AGENDA

<u>Topic</u>	<u>Estimated Time</u>
1. Introductions (<i>Vivek Bhat, Chair</i>)	5 min
2. Review of Working Group Minutes*	5 min
A. Joint Partnership Local Streets and Roads/ Programming and Delivery Working Group – January 31, 2011 (<i>Vivek Bhat, Chair</i>)	
3. Programming Updates:	
A. Report of Federal Inactive Obligations* (<i>Marcella Aranda</i>)	5 min
B. Federal Programs Monitoring Update* (<i>Marcella Aranda</i>)	15 min
C. STIP Project Delivery Monitoring Update* (<i>Marcella Aranda</i>)	5 min
D. CTC/ Prop 1B/ State Budget Update * (<i>Judy Li, Caltrans</i>)	10 min
4. Caltrans/FHWA/CalRTPA Update	
A. Caltrans Division of Local Assistance Web Update Announcements (DLAWUA)* (<i>Memo Only</i>) (<i>Caltrans Division of Local Assistance has posted program updates/announcements to their website. Jurisdictions are encouraged to review the bulletins for program changes.</i>)	
i. Director McKim’s Letter, RE: “Disadvantage Business Enterprise”, dated March 30, 2011*	
ii. DLA-OB 11-04 - Evaluating and Submitting Good Faith Efforts* (<i>An Office Bulletin (DLA-OB 11-04 – Evaluating and Submitting Good Faith Efforts) has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</i>)	
iii. DLA OB-11-05 Preliminary Engineering Phase Over 10 Years* (<i>An Office Bulletin (DLA-OB 11-05 – Preliminary Engineering Phase Over 10 Years) has been posted to the Local Assistance website at: http://www.dot.ca.gov/hq/LocalPrograms/DLA_OB/DLA_OB.htm</i>)	
iv. [DLAWUA] Advancing HBP (Bridge) funded projects* (<i>Caltrans is now obligating federal HBP funds on a first come first serve basis until the funds run out, so it is important to submit the authorization packages now.</i>)	
B. Federal Programs Update (<i>Sylvia Fung, Caltrans D4</i>)	5 min
5. Standing Updates:	
A. Legislative Update* (<i>Memo Only</i>)	
6. Discussion Items:	
A. Regional Toll Credit Policy* (<i>Ross McKeown</i>)	15 min
B. 2012 STIP Overview and Schedule (<i>Ross McKeown</i>)	5 min
7. Informational Items:	
A. FMS/ TIP Update* (<i>Sri Srinivasan/ Adam Crenshaw</i>) (<i>The current TIP and subsequent TIP Amendments are available online at: http://www.mtc.ca.gov/funding/tip</i>)	5 min
B. PMP Certification Status* (<i>Recipients of PTAP-11 have until April 30, 2011 to submit their final certification, otherwise risk having their certification lapse. Current PMP Certification status is available online at: http://www.mtcpms.org/ptap/cert.html</i>)	
C. Plan Bay Area: Spring 2011 Public Workshops*	

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

5 min

The next LSR/PDWG meeting:

(NOTE: THE NEXT MEETING WILL BE A JOINT PARTNERSHIP LOCAL STREETS & ROADS/PDWG MEETING)

Monday, May 16, 2011

9:00a – 11:30a – Joint WG

11:30a- 12:30p – S.O.S.

MetroCenter, 1st Floor, Auditorium

101-8th Street, Oakland 94607

* = Attachment in Packet

** = Handouts Available at Meeting

Contact Marcella Aranda at maranda@mtc.ca.gov if you have questions regarding this agenda.



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 4a

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

Memorandum

TO: Legislation Committee

DATE: April 1, 2011

FR: Executive Director

W. I. 1131

RE: FY 2011-12 State Budget

While state budget negotiations were stalled at the time this memorandum was prepared, the Legislature has passed a number of trailer bills connected to the budget — including AB 105, the transportation trailer bill — in advance of getting final agreement on placement of tax extensions on the ballot this year. Governor Brown signed AB 105 into law on March 24, reaffirming the so-called “gas tax swap” that was put in legal jeopardy due to the passage of Proposition 26 last November.

AB 105 provides the “comprehensive fix” approach that was advocated by MTC and a broad coalition of transportation interests, including local government, public transit advocates, transportation agencies, labor, and the construction industry. Specifically, it provides the General Fund (GF) with about \$1.7 billion in savings (by allowing vehicle weight fees to be redirected to the GF to offset transportation bond debt service) but also restores certainty and predictability to transportation funding by reenacting by a two-thirds vote the new gasoline excise tax and diesel sales tax that were adopted in March 2010 in a comprehensive restructuring of transportation funds. In total, approximately \$2.5 billion in statewide transportation revenue was reaffirmed by AB 105. Additionally, this funding now enjoys greater constitutional protection than ever as it can no longer be loaned or transferred to the GF due to passage of Proposition 22 last November.

State Transit Assistance Funding Secured

Among the taxes that were in jeopardy as a result of Proposition 26 was a new increment of the sales tax on diesel fuel that was enacted to provide a robust State Transit Assistance (STA) program of approximately \$350 million per year statewide. Based on projections from the Department of Finance and the provisions of AB 105, STA will receive approximately \$329 million in FY 2011-12. As shown in Attachment A, this amounts to approximately \$119 million for Bay Area public transit improvements, including \$87 in revenue-based funds that go directly to transit operators and \$32 million in population-based funds, distributed according to MTC policy. Under Proposition 22, STA funding is now continuously appropriated to the State Controller, so funding will no longer be delayed by a late state budget. The next item on your agenda notes that Assembly Member Miller has introduced AB 1308 to provide similar continuous appropriation authority for programs funded by the Highway Users Tax Account, including the State Transportation Improvement Program and local street and road repairs.

Steve Heminger

SAN FRANCISCO BAY AREA STATE TRANSIT ASSISTANCE FUNDING	FY 2011-12 Estimated Funding Level
STATEWIDE REVENUE	\$ 328,804,000
MTC REVENUE-BASED FUNDING	\$ 86,807,701
Apportionment Jurisdictions	
AC Transit	\$ 8,132,060
ACE	\$ 467,967
BART (Bay Area Rapid Transit)	\$ 23,192,002
Benicia	\$ 9,584
Caltrain	\$ 4,212,252
Central Contra Costa Transit Authority (County Connection)	\$ 454,320
Dixon	\$ 4,612
Eastern Contra Costa Transit Authority (TriDelta)	\$ 173,875
Fairfield	\$ 109,428
Golden Gate Bridge, Highway and Transit District	\$ 3,684,737
Healdsburg	\$ 2,242
Livermore-Amador Transit (LAVTA)	\$ 165,825
Napa Transit Services	\$ 35,716
Rio Vista	\$ 3,087
SamTrans	\$ 3,445,368
San Francisco MTA	\$ 29,828,847
Santa Rosa	\$ 125,380
Sonoma County Transit	\$ 125,561
Union City	\$ 17,116
Vallejo	\$ 462,919
Valley Transportation Authority (VTA)	\$ 11,949,191
Western Contra Costa Transit Authority (WestCAT)	\$ 205,610
REVENUE BASED AMOUNT	\$ 86,807,701
POPULATION BASED AMOUNT	\$ 31,665,999
BAY AREA STA TOTAL	\$ 118,473,701

SAN FRANCISCO BAY AREA STATE TRANSIT ASSISTANCE FUNDING	FY 2011-12 Estimated Funding Level
<i>Statewide STA Funding</i>	\$ 328,804,000
MTC POPULATION-BASED FUNDING	\$ 31,665,999
Apportionment Jurisdictions	
Northern Counties/Small Operators	
Marin	\$ 951,524
Napa	\$ 506,160
Solano	\$ 1,570,049
Sonoma	\$ 1,797,475
CCCTA	\$ 1,822,916
ECCTA	\$ 1,066,187
LAVTA	\$ 739,500
Union City	\$ 270,096
WestCAT	\$ 256,973
Vallejo	\$ -
SUBTOTAL	\$ 8,980,880
Regional Paratransit	
Alameda	\$ 1,149,148
Contra Costa	\$ 593,853
Marin	\$ 132,673
Napa	\$ 86,641
San Francisco	\$ 907,283
San Mateo	\$ 502,365
Santa Clara	\$ 1,040,846
Solano	\$ 247,152
Sonoma	\$ 274,787
SUBTOTAL	\$ 4,934,747
Lifeline	
Alameda	\$ 2,533,234
Contra Costa	\$ 1,155,672
Marin	\$ 249,625
Napa	\$ 157,171
San Francisco	\$ 1,396,052
San Mateo	\$ 656,422
Santa Clara	\$ 2,006,247
Solano	\$ 508,496
Sonoma	\$ 582,459
SUBTOTAL	\$ 9,245,378
MTC Regional Coordination Program	\$ 8,504,994
POPULATION BASED GRAND TOTAL	\$ 31,665,999

Note: Funding level is based on provisions of AB 105, Chapter 6, Statutes of 2011, and Department of Finance Estimates. Final amount will depend on actual diesel sales tax generations.



METROPOLITAN
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COMMISSION

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

Memorandum

TO: Partnership Technical Advisory Committee

DATE: April 18, 2011

FR: Kristen Mazur

RE: DRAFT New Freedom Cycle 4 Program Guidelines (Large Urbanized Areas)

Background

The New Freedom Program provides grants for new capital and operational projects aimed at reducing, beyond the requirements of the Americans with Disabilities Act of 1990, transportation barriers faced by individuals with disabilities.

Funds are apportioned by formula to large urbanized areas (UAs), small UAs, and rural areas based on the population of persons with disabilities. Funds are required to be spent on projects that provide transportation services within those areas.

Designated recipients of the funds are responsible for conducting a competitive selection process to determine which projects should receive funding. MTC is the designated recipient for the Bay Area's large UA funds. Caltrans is the designated recipient for the state's small UA and rural area funds.¹

Cycle 4 New Freedom Program Guidelines for Large UAs

MTC staff have developed the attached draft program guidelines, which are proposed to conduct the Cycle 4 competitive selection process for the large UA New Freedom funds.

The following are highlights from the proposed guidelines:

- The total funding available for the Bay Area's large UAs in Cycle 4 is approximately \$3.7 million. This consists of the actual FY 2009-10 apportionment and the estimated FY 2010-11 apportionment, less a five percent takedown for program administration.² The FY 2011 amounts may be adjusted if final apportionments differ from the estimated amounts. The target programming amount for each large UA is shown in Table 1.

¹ Caltrans last conducted a small UA and rural New Freedom call for projects in winter 2009. Additional information about the small UA and rural call for projects can be found on the Caltrans website: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

² The federal New Freedom guidance allows MTC to use up to 10 percent of the total fiscal year New Freedom apportionment to fund program administration costs including administration, planning and technical assistance. In Cycle 4, MTC is proposing to set aside five percent of the region's large UA apportionment for program administration.

Table 1. Programming Targets for New Freedom Program Cycle 4

Large Urbanized Area (UA)	Cycle 4 Targets
Bay Area Large UA (2-year program)	\$3,743,226
Antioch	\$140,710
Concord	\$282,762
San Francisco-Oakland	\$2,206,320
San Jose	\$927,472
Santa Rosa	\$185,963

UA = Urbanized Area

- Projects are required to be derived from the Elderly & Disabled component of the Bay Area’s Coordinated Public Transit-Human Services Transportation Plan, available at www.mtc.ca.gov/planning/pths/.
- Projects must be “new.” Any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP, is considered “new.”
- Eligible applicants include: a) private non-profit organizations; b) state or local governmental authority; and c) operators of public transportation services, including private operators of public transportation services.
- There is no minimum or maximum amount for funding requests, except that applicants should not request more than the target amount for the large UAs in which their projects will provide services.
- Applications will be evaluated based on MTC-adopted criteria including: demonstration of need and expected benefits; evidence of coordination, partnership, and outreach efforts; and project readiness.
- Call for Projects is expected to be released at the end of May, following Commission adoption of the Program Guidelines (draft is attached).
- A workshop for prospective applicants will be held from 10:00 AM to 12:00 PM on Tuesday, June 28, 2011 at the Claremont Conference Room on the 2nd floor of MTC’s office. Attendance is not required but is encouraged.
- Applications will be due to MTC by 5:00 PM on Friday, August 5, 2011. Preliminary results are expected to be announced in October 2011.

Changes from prior funding cycles

- In December 2010, the Commission adopted Resolution No. 3986, the Job Access and Reverse Commute (JARC) and New Freedom Program Management Plan (PMP) Revisions, which can be found at http://www.mtc.ca.gov/funding/FTA/RES-3986_approved.pdf. The new PMP delineates the designated recipient, direct recipient and subrecipient roles and responsibilities, and clarifies requirements for subrecipient Title VI reporting, complaint procedures and investigation, and Limited English Proficient provisions. The PMP revisions have been incorporated into the Cycle 4 guidelines.
- All recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application

process.³ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

- The federal New Freedom guidance allows MTC to use up to 10 percent of the total fiscal year New Freedom apportionment to fund program administration costs including administration, planning and technical assistance. In previous cycles, MTC has not used any of the New Freedom funds for program administration. In Cycle 4, MTC is proposing to set-aside five percent of the region's large UA apportionment for program administration.

Next Steps

The proposed program guidelines will be discussed in April with MTC's Policy Advisory Council Equity and Access Subcommittee, the Transit Finance Working Group, the Partnership Technical Advisory Committee, and the Partnership Accessibility Committee, and will be revised as appropriate based on comments received. The draft final guidelines will be presented to the Programming and Allocations Committee for consideration at their May 11th meeting.

Please contact Kristen Mazur at kmazur@mtc.ca.gov or (510) 817-5789 with questions or comments.

Attachment:

1. Draft New Freedom Guidelines

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³ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

**METROPOLITAN TRANSPORTATION COMMISSION
CYCLE 4 NEW FREEDOM PROGRAM GUIDELINES
FOR LARGE URBANIZED AREAS**

March 2011 DRAFT

The following guidelines are excerpted from Federal Transit Administration (FTA) Circular C 9045.1, the *New Freedom Program Guidance and Application Instructions*, except where modified to meet the region's needs or where additional clarification is provided. The FTA Circular is available at www.fta.dot.gov/laws/circulars/leg_reg_6624.html. MTC's Program Management Plan for New Freedom can be found at http://www.mtc.ca.gov/funding/FTA/RES-3986_approved.pdf.

1. **STATUTORY AUTHORITY.** The New Freedom Program is authorized under the provisions set forth in the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, (SAFETEA-LU), enacted on August 10, 2005, as codified at 49 U.S.C. 5317. The Secretary may make grants to recipients for new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act of 1990 (ADA) (42 U.S.C. 12101 et seq.), that assist individuals with disabilities with transportation, including transportation to and from jobs and employment support services.
2. **PROGRAM GOAL.** The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the ADA of 1990.
3. **FUNDING APPORTIONMENT AND AVAILABILITY.** New Freedom funds are first apportioned 60 percent to large urbanized areas¹ (UAs), 20 percent to small UAs, and 20 percent to non-UAs. Funds are then apportioned to all designated recipients for an area type by the ratio of the number of disabled individuals in the designated recipient's area to the total number of disabled individuals for that area type. **Figure 1** shows the Bay Area's five large UAs and seven small UAs. (Note that the names given to the urbanized areas correspond to the most populated city/cities within the area, and that the urbanized areas themselves are larger than the cities for which they are named.) **Table 1** shows large UA actual apportionments for FYs 2006 through 2010, and estimated apportionments for FY 2011. Funds are available to the region for obligation during the fiscal year of apportionment plus two additional years. Starting this cycle, MTC is adding a project delivery requirement that project sponsors must expend the New Freedom funds within three years of the FTA grant award or execution of subrecipient agreement with MTC, whichever is applicable.

¹ An urbanized area is an area encompassing a population of not less than 50,000 people that has been defined and designated in the most recent decennial census as an "urbanized area" by the Secretary of Commerce. Large urbanized areas as used in the context of FTA formula grant programs are urbanized areas with a population of greater than 200,000, and small urbanized areas are those with a population of at least 50,000 but less than 200,000.

Figure 1. Map of Urbanized Areas

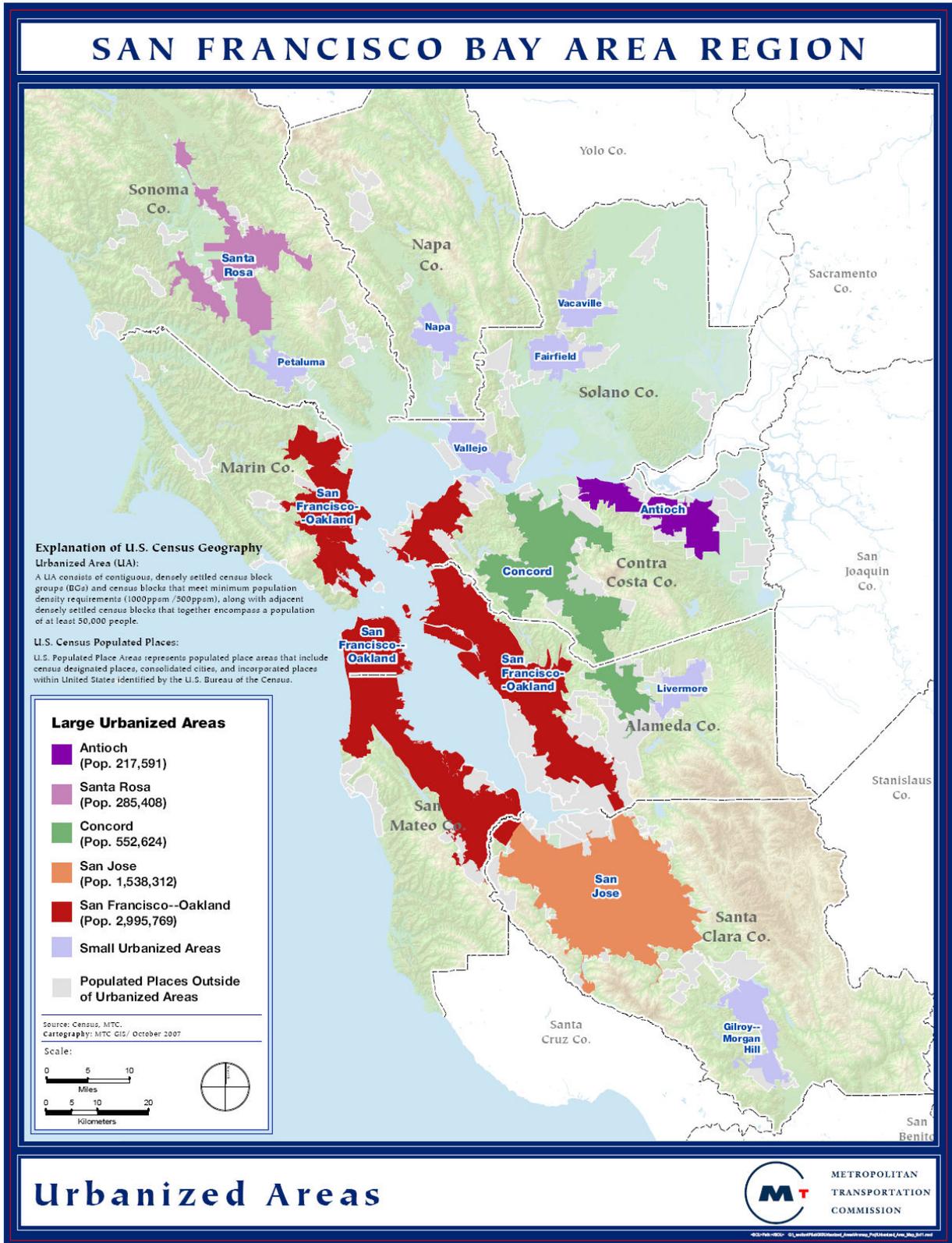


Table 1. New Freedom Program Apportionments

Area	Past Calls for Projects				Current Call for Projects	
	Actual FY 2006	Actual FY 2007	Actual FY 2008	Actual FY 2009	Actual FY 2010	Estimated FY 2011
Bay Area Large UA	\$1,545,232	\$1,612,117	\$1,741,484	\$2,007,374	\$1,970,119	\$1,970,119
Antioch	\$56,232	\$60,601	\$65,464	\$75,459	\$74,058	\$74,058
Concord	\$127,429	\$121,779	\$131,551	\$151,636	\$148,822	\$148,822
S.F.-Oakland	\$885,254	\$950,208	\$1,026,459	\$1,183,180	\$1,161,221	\$1,161,221
San Jose	\$404,370	\$399,440	\$431,494	\$497,374	\$488,143	\$488,143
Santa Rosa	\$71,947	\$80,089	\$86,516	\$99,725	\$97,875	\$97,875

UA = Urbanized Area

= Subject of Current Call for Projects

4. ROLE OF THE DESIGNATED RECIPIENTS. MTC is the designated recipient for the Bay Area’s large UA funding apportionment, and Caltrans is the designated recipient for California’s small and non-UA funding apportionments. The designated recipient is responsible for conducting the competitive selection process to determine which projects should receive funding. For the large UA apportionment, the competitive selection is conducted on a region-wide basis. For the small and non-UA apportionment, the competitive selection is conducted by Caltrans on a statewide basis.

Once projects are selected in the large UA competitive process, transit operators with selected projects that are FTA grantees (i.e., transit operators that are direct recipients under Section 5307 and typically receive funds directly from FTA) must submit their own New Freedom grants to FTA and serve as direct recipients of the funds. MTC reserves the right to reprogram funds if direct recipients fail to obligate the funds through grant submittal and FTA approval within 12 months of program approval. Direct recipients are responsible for carrying out the terms of their grants.

MTC will serve as the direct recipient of New Freedom funds for transit operators or public entities that are not FTA grantees, and for non-profits that are selected in the large UA competitive process. These agencies and organizations will enter into a subrecipient relationship with MTC through the execution of funding agreements with MTC. MTC will monitor subrecipient compliance with federal requirements through inclusion of such requirements in funding agreements and through ongoing monitoring activities.

5. FUNDING DISTRIBUTION. Projects may compete for funding that is apportioned to the UA in which the project will provide services. Projects that will provide services in multiple UAs may compete for funding from all of the affected UAs. This call for projects is for large UAs only.

Large UA Programming Targets. Cycle 1 programmed the FY 2006 apportionment, Cycle 2 programmed the FY 2007 apportionment, and Cycle 3 programmed the FY 2008 and FY 2009 apportionments. The total funding available for the Bay Area’s large UAs in Cycle 4 is approximately \$3.7 million. This consists of the actual FY 2009-10 apportionment and the estimated FY 2010-11 apportionment, less a five percent takedown for program

administration.² The FY 2011 amounts may be adjusted if final apportionments differ from the estimated amounts. The target programming amount for each large UA is shown in **Table 2**. There is no minimum or maximum grant request, except that applicants should not request more than the target amount for the large UAs in which their projects will provide services.

Table 2. Programming Targets for New Freedom Program Cycle 4

Area	Cycle 4 Targets
Bay Area Large UA	\$3,743,226
Antioch	\$140,710
Concord	\$282,762
San Francisco-Oakland	\$2,206,320
San Jose	\$927,472
Santa Rosa	\$185,963

UA = Urbanized Area

Small and Non-UA Programming Targets. The small and non-UA calls for projects are conducted by Caltrans. The last small and non-UA call for projects took place in winter 2009. Additional information about the small and non-UA call for projects can be found on the Caltrans website: <http://www.dot.ca.gov/hq/MassTrans/5317.html>

- ELIGIBLE RECIPIENTS/SUBRECIPIENTS.** There are three categories of eligible recipients/subrecipients of New Freedom funds: a) private non-profit organizations; b) state or local governmental authorities; and c) operators of public transportation services, including private operators of public transportation services.

All recipients/subrecipients will be required to have a Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number and provide it during the application process.³ A DUNS number may be obtained from D&B by telephone (866-705-5711) or the Internet (<http://fedgov.dnb.com/webform>).

- ROLE OF RECIPIENTS/SUBRECIPIENTS.** New Freedom recipients/subrecipients' responsibilities include:
 - For direct recipients (transit operators who are FTA grantees), submitting a grant application to FTA and carrying out the terms of that grant;
 - Meeting program requirements and grant/funding agreement requirements including, but not limited to, Title VI reporting requirements;
 - Making best efforts to execute selected projects; and
 - Complying with other applicable local, state, and federal requirements.
- ELIGIBLE ACTIVITIES.** New Freedom Program funds are available for capital and operating expenses that support new public transportation services beyond those required by

² The federal New Freedom guidance allows MTC to use up to 10 percent of the total fiscal year New Freedom apportionment to fund program administration costs including administration, planning and technical assistance. In Cycle 4, MTC will set aside five percent of the region's large UA apportionment for program administration.

³ A Dun and Bradstreet (D&B) Data Universal Numbering System (DUNS) number is a unique, non-indicative 9-digit identifier issued and maintained by D&B that verifies the existence of a business entity. The DUNS number is a universal identifier required for Federal financial assistance applicants, as well as recipients and their direct subrecipients.

the ADA and new public transportation alternatives beyond those required by the ADA designed to assist individuals with disabilities with accessing transportation services, including transportation to and from jobs and employment support services. “New” service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the STIP. In other words, if not for the New Freedom Program, the project would not have consideration for funding, and the proposed service enhancements would not be available for individuals with disabilities. Recipients or subrecipients may not terminate ADA paratransit enhancements or other services funded as of August 10, 2005, in an effort to reintroduce the services as “new” and then receive New Freedom funds for those services.

Both new public transportation services and new public transportation alternatives are required to go beyond the requirements of the ADA and must (1) be targeted toward individuals with disabilities; and (2) meet the intent of the program by removing barriers to transportation and assisting persons with disabilities with transportation, including transportation to and from jobs and employment services.

Following is an illustrative list of activities that are eligible for funding under New Freedom:

New Public Transportation Services Beyond the ADA

- Enhancing paratransit beyond minimum requirements of the ADA
- Feeder services
- Making accessibility improvements to transit and intermodal stations not designated as key stations under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station
- Travel training
- New and expanded fixed route and demand responsive transit service planned for and designed to meet the needs of individuals with disabilities⁴

New Public Transportation Alternatives Beyond the ADA

- Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs
- Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers
- Supporting new volunteer driver and aide programs
- Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation

Refer to Appendix A for additional requirements pertaining to the above examples. The list is not intended to be exhaustive. Applicants are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities, considering the transportation needs, proposed solutions, and enhanced coordination strategies identified in the Bay Area’s Coordinated Public Transit-Human Services Transportation Plan (see Section 10).

⁴ FTA originally said that these activities were not eligible for New Freedom funding; however, on April 29, 2009, the FTA issued a notice of policy statement in the Federal Register, announcing that it had revised its interpretation of the New Freedom circular to say that these activities are eligible for New Freedom funding. See Federal Register Vol. 74, No. 81, pages 19624-19627.

9. FEDERAL/LOCAL MATCHING REQUIREMENTS.

- a. General. New Freedom funds may be used to finance capital and operating expenses. The Federal share of eligible capital and planning costs may not exceed 80 percent of the net cost of the activity. The federal share of the eligible operating costs may not exceed 50 percent of the net operating costs of the activity.

The local share of eligible capital costs shall be no less than 20 percent of the net cost of the activity, and the local share for eligible operating costs shall be no less than 50 percent of the net operating costs. All of the local share must be provided from sources other than federal Department of Transportation (DOT) funds. Some examples of sources of local match which may be used for any or all of the local share include: state or local appropriations; other non-DOT Federal funds; dedicated tax revenues; private donations; revenue from human service contracts; toll revenue credits; and net income generated from advertising and concessions. Non-cash share such as donations, volunteer services, or in-kind contributions is eligible to be counted toward the local match as long as the value of each is documented and supported, represents a cost which would otherwise be eligible under the program, and is included in the net project costs in the project budget.

Income from contracts to provide human service transportation may be used either to reduce the net project cost (treated as revenue) or to provide local match for New Freedom operating assistance. In either case, the cost of providing the contract service is included in the total project cost. No FTA program funds can be used as a source of local match for other FTA programs, even when used to contract for service.

- b. Exceptions. The Federal share is 90 percent for vehicle-related equipment and facilities required by the Clean Air Act (CAA) or the Americans with Disabilities Act (ADA). It is only the incremental cost of the equipment or facility required by the CAA or ADA that may be funded at 90 percent, not the entire cost of the vehicle or facility, even if the vehicle or facility is purchased for use in service required by the ADA or CAA. *Applicants wishing to apply for assistance at the higher match ratio should inform MTC before submitting an application, as MTC would need to consult the FTA regional office for further guidance regarding methods of computing the incremental cost.*

- c. Use of Other Federal Funds. Local match may be derived from other federal programs that are eligible to be expended for transportation, other than funds from DOT programs. Examples of types of programs that are potential sources of local match include: employment, training, aging, medical, community services, and rehabilitation services. To be eligible for local match for FTA funds, the other federal funds must be used for activities included in the total net project costs of the FTA grant. Expenditure of other federal funds for transportation outside of the scope of the project cannot be applied as a credit for local match in the FTA grant. Specific program information for other types of Federal funding is available at www.unitedweride.gov.

10. COORDINATED PLANNING. SAFETEA requires that projects selected for funding under the Elderly Individuals and Individuals with Disabilities (Section 5310), Job Access and Reverse Commute (JARC), and New Freedom programs be “derived from a locally developed, coordinated public transit-human services transportation plan”, and that the plan

be “developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.” A locally developed, coordinated, public transit-human services transportation plan (“coordinated plan”) identifies the transportation needs of individuals with disabilities, older adults, and people with low incomes, and provides strategies for meeting those local needs. The Bay Area’s Coordinated Plan was adopted in December 2007 and is available at <http://www.mtc.ca.gov/planning/pths/>. The plan includes a low-income component and an elderly and disabled component, the latter being more germane to the New Freedom Program.

Agencies and organizations interested in applying for New Freedom funds must consider the transportation needs, proposed solutions, and enhanced coordination strategies presented in the Coordinated Plan in developing their project proposals. Applicants will be asked to demonstrate their proposed project’s consistency with the Coordinated Plan. Following is a summary of the solutions and strategies that are identified in Chapters 7 and 8, respectively, of the elderly and disabled component of the plan.

Solutions to Gaps

- Additions or improvements to ADA paratransit
- Additions or improvements to demand-responsive services other than ADA paratransit
- Additions or improvements to transit services
- Improved access to transit services
- Information and assistance

Strategies to Enhance Coordination of Service Delivery

- Enhance land use and transportation coordination.
- Promote enhanced pedestrian access to public transit and alternative modes of travel.
- Promote coordinated advocacy and improve efforts to coordinate funding with human service agencies.
- Improve interjurisdictional and intermodal travel.
- Develop and implement mobility management approaches.

11. APPLICATION FORMS AND TECHNICAL ASSISTANCE. The application form will be available at http://www.mtc.ca.gov/funding/new_freedom.htm. Interested agencies must submit eight (8) paper copies and an electronic copy on CD of their application, including attachments, by 5:00 PM on Friday, August 5, 2011 to the addressee below. *Incomplete and/or late applications will not be considered.*

Kristen Mazur
Metropolitan Transportation Commission
Joseph P. Bort MetroCenter
101 Eighth Street
Oakland CA 94607-4700

A workshop for prospective applicants will be held from 10:00 AM to 12:00 PM on Tuesday, June 28, 2011 at the Claremont Conference Room on the 2nd floor of MTC’s office. Attendance is not required but is encouraged. Beyond the workshop, MTC staff is available to provide technical assistance throughout the program process.

12. **APPLICATION EVALUATION.** Following an initial eligibility screening by MTC staff, eligible projects will be evaluated by a panel consisting of Bay Area representatives of disabled population interests and MTC staff. Applications will be evaluated based on the following criteria:

Need and Benefits	(maximum 40 points)
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Extent to which project addresses critical needs for disabled individuals as identified in the Coordinated Plan

Effectiveness at mitigating or eliminating transportation barriers for disabled individuals

Extent to which project promotes integration of disabled individuals into the work force and their full participation in society

Extent to which project could only be funded by New Freedom Program or federal human service grant programs

Extent to which project provides additional benefits

Coordination, Partnership, & Outreach	(maximum 30 points)
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Extent of coordination with other affected transportation systems, providers, and services, and with related social service programs

Extent to which project advances the development and implementation of coordinated transportation services

Extent of community support

Thoroughness of plan for marketing the project to beneficiaries

Project Readiness	(maximum 30 points)
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Reasonableness and completeness of funding plan

Project sustainability beyond the grant period

Thoroughness of implementation plan and reasonableness of project schedule

Ability to use New Freedom grant to leverage additional resources

Sponsor's experience in managing services for disabled individuals

How project fits into a larger program with well-defined goals, objectives, and performance standards

Sponsor's institutional capacity to manage the project

Sponsor's history of managing federal transportation funds

13. TIMELINE. The anticipated timeline for Cycle 4 is as follows:

Release Call for Projects	End of May 2011
Outreach	June/July 2011
Applicant Workshop at MTC	June 28, 2011
Project Applications Due to MTC	August 5, 2011 5:00 PM
Project Selection	August to Sept. 2011
Present Recommended Program of Projects to Policy Advisory Council, Transit Finance Working Group, Partnership Accessibility Committee, Partnership Technical Advisory Committee, etc.	October 2011
Present Recommended Program of Projects to MTC Programming & Allocations Committee	November 9, 2011
Commission Actions: Program Adoption and add projects to TIP	November 16, 2011
Grant preparation by MTC and Direct Recipients	December 2011
Federal TIP approval	January 4, 2012 (estimated)
Grant review by FTA	January 2012
Contract Negotiations between MTC and Subrecipients	Begin after FTA grant approval (estimated Feb. 2012)

14. COMPLIANCE WITH FEDERAL REQUIREMENTS. Applicants should be prepared to abide by all applicable federal requirements as specified in 49 U.S.C. Section 5317, FTA Circular C 9045.1, the most current FTA Master Agreement MA(13), and the most current Certifications and Assurances for FTA Assistance Programs.

MTC includes language regarding these federal requirements in its funding agreements with subrecipients and requires each subrecipient to execute a certification of compliance with the relevant federal requirements. Subrecipient certifications are required of the subrecipient prior to the execution of a contract by MTC and annually thereafter when FTA publishes the annual list of certifications and assurances.

Direct recipients are responsible for adhering to FTA requirements through their agreements and grants with FTA directly.

15. REPORTING REQUIREMENTS. Subrecipients to MTC will be required to submit quarterly reports to MTC on the following:

- a. Budget or schedule changes, if any
- b. Progress toward meeting milestones
- c. Quantitative or qualitative information, as available, on the following measures:
 - (i) Services provided that impact availability of transportation services for individuals with disabilities as a result of the project for the reporting period;

- (ii) Additions or changes to environmental infrastructure, technology, vehicles that impact availability of transportation services as a result of the project for the reporting period;
- (iii) Actual or estimated rides (as measured by one-way trips) provided for individuals with disabilities as a result of the project for the reporting period

d. Financial status report

e. Disadvantaged Business Enterprise (DBE) participation as applicable.

Direct recipients of New Freedom funds with active grants will be required to submit quarterly reports to FTA on the progress of their projects.

Detailed quarterly reporting requirements will be included in the funding agreement (if sponsor is a subrecipient to MTC) or in the FTA grant (if sponsor is a direct grantee with FTA).

Both direct recipients and subrecipients of New Freedom funds will be required to participate in FTA's annual Job Access and Reverse Commute (JARC) and New Freedom reporting, in which performance measures will be collected.

16. TITLE VI. In connection with MTC's Title VI monitoring obligations, as outlined in FTA Circular 4702.1A (Title VI and Title VI-Dependent Guidelines for Federal Transit Administration Recipients), applicants will be required to provide the following information in the grant application:

- a. The organization's policy regarding Civil Rights (based on Title VI of the Civil Rights Act) and for ensuring that benefits of the project are distributed equitably among low-income and minority population groups in the project's service area.
- b. Information on whether the project will provide assistance to predominantly minority and low-income populations. (Projects are classified as providing service to predominantly minority and low-income populations if the proportion of minority and low-income people in the project's service area exceeds the regional average minority and low-income population.)

In order to document that New Freedom funds are passed through without regard to race, color or national origin, and to document that minority populations are not being denied the benefits of or excluded from participation in the New Freedom program, MTC will keep a record of applications submitted for New Freedom funding. MTC's records will identify those applicants that would use grant program funds to provide assistance to predominantly minority and low-income populations and indicate whether those applicants were accepted or rejected for funding.

MTC requires that all New Freedom subrecipients submit all appropriate FTA certifications and assurances to MTC prior to funding agreement execution and annually thereafter when FTA publishes the annual list of certifications and assurances. MTC will not execute any funding agreements prior to having received these items from the selected subrecipients. MTC, within its administration, planning, and technical assistance capacity, also will comply

with all appropriate certifications and assurances for FTA assistance programs and will submit this information to the FTA as required.

The certifications and assurances pertaining to civil rights include:

1. Nondiscrimination Assurances in Accordance with the Civil Rights Act
2. Documentation Pertaining to Civil Rights Lawsuits and Complaints

Nondiscrimination assurances included above involve the prohibition of discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibit discrimination in employment or business opportunity, as specified by 49 U.S.C. 5332 (otherwise known as Title VI of the Civil Rights Act of 1964), as amended (42 U.S.C. 2000d et seq.) and U.S. DOT regulations, *Nondiscrimination in Federally-Assisted Programs of the Department of Transportation-Effectuation of Title VI of the Civil Rights Act*, 49 C.F.R. Part 21. By complying with the Civil Rights Act, no person, on the basis of race, color, national origin, creed, sex, or age, will be excluded from participation in or be denied the benefits of any program for which the subrecipient receives federal funding via MTC.

As a condition of receiving New Freedom program funds, subrecipients must comply with the requirements of the US Department of Transportation's Title VI regulations. The purpose of Title VI is to ensure that no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance. Subrecipients are also responsible for ensuring compliance of each third party contractor at any tier of the project.

Subrecipients must develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public upon request. In order to reduce the administrative burden associated with this requirement, subrecipients may adopt the Title VI complaint investigation and tracking procedures developed by MTC.

Subrecipients must prepare and maintain a list of any active investigations conducted by entities other than FTA, lawsuits, or complaints naming the subrecipient that allege discrimination on the basis of race, color, or national origin. This list shall include the date, summary of allegations, current status, and actions taken by the subrecipient in response to the investigation, lawsuit, or complaint.

Subrecipients must provide information to the public regarding their Title VI obligations and apprise members of the public of the protections against discrimination afforded to them by Title VI. Subrecipients that provide transit service shall disseminate this information to the public through measures that can include but shall not be limited to a posting on the agency's Web site.

All successful subrecipients must submit compliance reports to MTC. The following contents will be required with the submission of the standard agreement and annually thereafter with the submission of the annual FTA certifications and assurances:

1. A summary of public outreach and involvement activities undertaken and a description of steps taken to ensure that minority and low-income people had meaningful access to these activities.
2. A copy of the subrecipient's plan for providing language assistance for persons with limited English proficiency (LEP) that was based on the DOT LEP Guidance or a copy of the agency's alternative framework for providing language assistance.
3. A copy of the subrecipient procedures for tracking and investigating Title VI complaints.
4. A list of any Title VI investigations, complaints, or lawsuits filed with the subrecipient. This list should include only those investigations, complaints, or lawsuits that pertain to the subrecipient submitting the report, not necessarily the larger agency or department of which the entity is a part.
5. A copy of the subrecipient's notice to the public that it complies with Title VI and instructions to the public on how to file a discrimination complaint.

The first compliance report, submitted with the standard agreement, must contain all of the contents listed above. If, prior to the deadline for subsequent compliance reports, the subrecipient has not altered items 2, 3 and 5 above (its language assistance policies, procedures for tracking and investigating a Title VI complaint, or its notice to the public that it complies with Title VI and instructions to the public on how to file a Title VI complaint), the subrecipient should submit a statement to this effect in lieu of copies of the original documents. The annual compliance report should include an update on items 1 and 4.

Appendix A
New Freedom Program – Eligible Activities

The following list of eligible activities, excerpted from Federal Transit Administration (FTA) Circular C 9045.1, the *New Freedom Program Guidance and Application Instructions*, and Federal Register Vol. 74, No. 81, the *Notice of Policy Statement for Eligible New Freedom Projects* dated April 29, 2009, is intended to be illustrative, not exhaustive. Applicants are encouraged to develop innovative solutions to meet the needs of individuals with disabilities in their communities, considering the transportation needs, solutions, and strategies for enhanced coordination in the Bay Area’s Coordinated Public Transit-Human Services Transportation Plan (see Section 9 of MTC’s New Freedom Program Guidelines).

New Public Transportation Services Beyond the ADA*	
Enhancing paratransit beyond minimum requirements of the ADA	<p>ADA complementary paratransit services can be eligible under New Freedom in several ways as long as the services provided meet the definition of “new:”</p> <ul style="list-style-type: none"> ▪ Expansion of paratransit service parameters beyond the three-fourths mile required by the ADA; ▪ Expansion of current hours of operation for ADA paratransit services that are beyond those provided on fixed-route services; ▪ Incremental cost of providing same day service; ▪ Incremental cost of making door-to-door service available to all eligible ADA paratransit riders, but not as a reasonable modification for individual riders in an otherwise curb-to-curb system; ▪ Enhancement of the level of service by providing escorts or assisting riders through the door of their destination; ▪ Acquisition of vehicles and equipment designed to accommodate mobility aids that exceed the dimensions and weight ratings established for common wheelchairs under the ADA and labor costs of aides to help drivers assist passengers with over-sized wheelchairs. This would permit the acquisition of lifts with a larger capacity, as well as modifications to lifts with a 600 lb design load, and the acquisition of heavier-duty vehicles for paratransit and/or demand-response service; and ▪ Installation of additional securement locations in public buses beyond what is required by the ADA.
Feeder services	New “feeder” service (transit service that provides access) to commuter rail, commuter bus, intercity rail, and intercity bus stations, for which complementary paratransit service is not required under the ADA.

New Public Transportation Services Beyond the ADA* (continued)	
<p>Making accessibility improvements to transit and intermodal stations not designated as key stations</p>	<p>Improvements for accessibility at existing transportation facilities that are not designated as key stations established under 49 CFR 37.47, 37.51, or 37.53, and that are not required under 49 CFR 37.43 as part of an alteration or renovation to an existing station, so long as the projects are clearly intended to remove barriers that would otherwise have remained. New Freedom funds are eligible to be used for new accessibility enhancements that remove barriers to individuals with disabilities so they may access greater portions of public transportation systems, such as fixed-route bus service, commuter rail, light rail and rapid rail. This may include:</p> <ul style="list-style-type: none"> ▪ Building an accessible path to a bus stop that is currently inaccessible, including curbcuts, sidewalks, accessible pedestrian signals or other accessible features, ▪ Adding an elevator or ramps, detectable warnings, or other accessibility improvements to a non-key station that are not otherwise required under the ADA, ▪ Improving signage, or wayfinding technology, or ▪ Implementation of other technology improvements that enhance accessibility for people with disabilities including Intelligent Transportation Systems (ITS).
<p>Travel training</p>	<p>New training programs for individual users on awareness, knowledge, and skills of public and alternative transportation options available in their communities. This includes travel instruction and travel training services.</p>

New Public Transportation Services Beyond the ADA* (continued)	
<p>New and expanded fixed route and demand responsive transit service planned for and designed to meet the needs of individuals with disabilities</p>	<p>New or expanded fixed route service and new or expanded demand response service which constitute new public transportation services beyond those required by ADA of 1990 (42 U.S.C. Section 12101 et seq.) that assist individuals with disabilities with transportation, and are therefore eligible for funding under the New Freedom program, provided that these services: (1) Are identified in the grant applicant’s coordinated public transit human services transportation plan; (2) Are available to the public at large but were planned and designed to meet the mobility needs of individuals with disabilities in response to circumstances where existing fixed route and demand response transportation is unavailable or insufficient to meet the mobility needs of individuals with disabilities; (3) Were not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Program (TIP) or the State Transportation Improvement Program (STIP); and (4) Are not designed to allow an agency to meet its obligations under the ADA or the DOT ADA implementing regulations at 49 CFR parts 37 and 38. Examples of such services would be:</p> <ul style="list-style-type: none"> ▪ A fixed route service that is open to the general public but that is extended to serve a congregate living facility or a workplace serving large numbers of individuals with disabilities; or ▪ A demand response service that is available to the general public but whose service coverage or span of service is designed in response to mobility needs expressed by individuals with disabilities. <p>FTA notes that expanded fixed route service may result in expanded ADA complementary paratransit service; since the ADA complementary paratransit service is required under the ADA, it would not be eligible for New Freedom funding. All new or expanded fixed route and demand responsive services funded under the New Freedom program will be subject to the requirements of the ADA and DOT ADA implementing regulations.</p>

New Public Transportation Alternatives Beyond the ADA*	
Purchasing vehicles to support new accessible taxi, ride sharing, and/or vanpooling programs.	New Freedom funds can be used to purchase and operate accessible vehicles for use in taxi, ridesharing and/or van pool programs provided that the vehicle has the capacity to accommodate a passenger who uses a “common wheelchair” as defined under 49 CFR 37.3, at a minimum, while remaining in his/her personal mobility device inside the vehicle, and meeting the same requirements for lifts, ramps and securement systems specified in 49 CFR part 38, subpart B.
Supporting the administration and expenses related to new voucher programs for transportation services offered by human service providers.	This activity is intended to support and supplement existing transportation services by expanding the number of providers available or the number of passengers receiving transportation services. Only new voucher programs or expansion of existing programs are eligible under the New Freedom Program. Vouchers can be used as an administrative mechanism for payment of alternative transportation services to supplement available public transportation. The New Freedom Program can provide vouchers to individuals with disabilities to purchase rides, including: (a) mileage reimbursement as part of a volunteer driver program; (b) a taxi trip; or (c) trips provided by a human service agency. Providers of transportation can then submit the voucher for reimbursement to the recipient for payment based on pre-determined rates or contractual arrangements. Transit passes for use on existing fixed route or ADA complementary paratransit service are not eligible. Vouchers are an operational expense which requires a 50/50 (Federal/local) match.
Supporting new volunteer driver and aide programs.	New volunteer driver programs are eligible and include support for costs associated with the administration, management of driver recruitment, safety, background checks, scheduling, coordination with passengers, and other related support functions, mileage reimbursement, and insurance associated with volunteer driver programs. The costs of new enhancements to increase capacity of existing volunteer driver programs are also eligible. FTA notes that any volunteer program supported by New Freedom must meet the requirements of both “new” and “beyond the ADA.” FTA encourages communities to offer consideration for utilizing all available funding resources as an integrated part of the design and delivery of any volunteer driver/aide program.

New Public Transportation Alternatives Beyond the ADA* (continued)	
<p>Supporting new mobility management and coordination programs among public transportation providers and other human service agencies providing transportation.</p>	<p>Mobility management is an eligible capital cost. Mobility management techniques may enhance transportation access for populations beyond those served by one agency or organization within a community. For example, a non-profit agency could receive New Freedom funding to support the administrative costs of sharing services it provides to its own clientele with other individuals with disabilities and coordinate usage of vehicles with other non-profits, but not the operating costs of the service. Mobility management is intended to build coordination among existing public transportation providers and other transportation service providers with the result of expanding the availability of service. Mobility management activities may include:</p> <ul style="list-style-type: none"> ▪ The promotion, enhancement, and facilitation of access to transportation services, including the integration and coordination of services for individuals with disabilities, older adults, and low-income individuals; ▪ Support for short term management activities to plan and implement coordinated services; ▪ The support of State and local coordination policy bodies and councils; ▪ The operation of transportation brokerages to coordinate providers, funding agencies and customers; ▪ The provision of coordination services, including employer-oriented Transportation Management Organizations’ and Human Service Organizations’ customer-oriented travel navigator systems and neighborhood travel coordination activities such as coordinating individualized travel training and trip planning activities for customers; ▪ The development and operation of one-stop transportation traveler call centers to coordinate transportation information on all travel modes and to manage eligibility requirements and arrangements for customers among supporting programs; and ▪ Operational planning for the acquisition of intelligent transportation technologies to help plan and operate coordinated systems inclusive of Geographic Information Systems (GIS) mapping, Global Positioning System Technology, coordinated vehicle scheduling, dispatching and monitoring technologies as well as technologies to track costs and billing in a coordinated system and single smart customer payment systems (acquisition of technology is also eligible as a stand alone capital expense).

* “New” service is any service or activity that was not operational on August 10, 2005, and did not have an identified funding source as of August 10, 2005, as evidenced by inclusion in the Transportation Improvement Plan (TIP) or the State TIP. In other words, the project would not have consideration for funding and the proposed service enhancement would not be available for individuals with disabilities if not for the New Freedom Program. Recipients or subrecipients may not terminate ADA paratransit enhancements or other services funded as of August 10, 2005, in an effort to reintroduce the services as “new” and then receive New Freedom funds for those services.



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Partnership Technical Advisory Committee

DATE: April 18, 2011

FR: Kenneth Kao

RE: Plan Bay Area: State Highway Maintenance Needs Assessment

As a part of the needs assessment for Plan Bay Area, MTC staff asked the California Department of Transportation (Caltrans) to provide its estimated needs for maintenance of the state highway system. Lee Taubeneck, Caltrans District 4 Deputy Director for Planning, will present the preliminary state highway maintenance needs at your meeting. This memo summarizes the preliminary needs identified and the methodology used for the assessment.

Preliminary Needs

Caltrans estimates \$9.1 billion in pavement maintenance needs and \$4.2 billion in bridge maintenance needs (which excludes toll bridge needs) over the period from FY 2012-13 through FY 2039-40. With all state highway preservation and maintenance needs included, such as roadside and facilities preservation and emergency response, the total state highway needs increases to \$22.4 billion over the 28-year period of Plan Bay Area. This compares to about \$17 billion estimated for Transportation 2035.

Caltrans used the annual average needs identified in the last four 10-Year State Highway Operations and Protection Program (SHOPP) Plan for District 4 and used that average as a base FY 2011-12 need. Then, using a 2% annual escalation rate, Caltrans extrapolated the future annual needs for the 28-year Plan Bay Area period.

Other Categorizations

The estimated need of \$22.4 billion is still preliminary and may change as calculations are refined and based on new information from Sacramento. Caltrans also plans to provide a breakdown of the needs numbers based on a number of factors, including type (i.e. pavement, bridge, goods movement), amount in Priority Development Areas (PDAs), and amount adjacent to Express Lanes.



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TRANSPORTATION
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Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Partnership Technical Advisory Committee

DATE: April 18, 2011

FR: Sri Srinivasan

RE: Plan Bay Area: Local Streets and Roads Needs Assessment

For Plan Bay Area, MTC staff evaluated how much funding is needed for preservation of the Local Streets and Roads system over the 28-year plan period from 2013-2040. System preservation consists of activities that extend the useful life of the roadway asset by five or more years. This category can be further broken down into preservation for pavements and non-pavement assets (sidewalks, storm drains, traffic signals, curb and gutter, etc.). It is important to note that system preservation needs do not include the cost of “operations” which consists of routine maintenance such as pothole filling, street sweeping and striping as well as overhead expenses.

This memo outlines the analysis methodology and preliminary findings including a comparison of the projected needs to Transportation 2035 (T2035) plan needs.

Methodology

In November, 2010, MTC staff surveyed all 109 local jurisdictions for information on pavement treatment unit costs, non-pavement asset inventories and revenues available for local street and road preservation activities. The survey information, combined with condition, inventory and cost data derived from jurisdiction’s StreetSaver® pavement management system databases, is used to calculate the long-range local street and road needs and revenues.

Pavement Need

In determining the pavement portion of the system preservation need, MTC staff used a combination of information on treatment costs derived from a survey of local jurisdictions and model runs performed on each jurisdiction's StreetSaver® pavement management system database. Average treatment costs were calculated for each of the nine counties and their jurisdictions. The average costs were inserted into a standardized, regional, “best practices” decision tree. The decision tree was then imported into each jurisdiction’s StreetSaver® database prior to running the 28-year unconstrained pavement needs analysis. The costs for pavement preservation needs were escalated at a 2.2% annual growth rate. The 28-year total pavement need for each jurisdiction was then summed at the county level.

Non-Pavement Need

MTC contracted with Nichols Consulting Engineers to develop a model for estimating Non-Pavement preservation needs based on information provided by local jurisdictions on non-pavement asset inventory and useful life. One result of their work was that total regional non-pavement replacement costs can be predicted by the inventory of two non-pavement assets - curb

and gutter and streetlights. The total regional non-pavement asset replacement cost was then divided by the average of useful life for each of the major non-pavement asset groups in order to estimate an annual preservation cost. The regional totals were then divided into city non-pavement need and county non-pavement need. The city need was distributed across all jurisdictions based on relative population share and the county need was distributed across the unincorporated jurisdictions based on total lane mileage. San Francisco was considered as a city only. The one change in the methodology is the increase in the lifecycle of the Curb and Gutter asset from 20 years (as adopted in T2035 calculations) to 35 years, in order to be consistent with those assumed in calculation of the Non-pavement needs in the recently conducted Statewide Local Street and Road Needs Analysis.

Local Bridge Need

Staff does not have an estimate of the 28-year local bridge need at this time. MTC is in the process of extrapolating the prior years needs and will release the need information once it has been developed. Bridge maintenance needs are derived from Caltrans' Pontis Bridge Management System software.

Operations Need

Staff evaluated the operations (including routine maintenance) needs for the local streets and roads system by analyzing the data submitted in response to the revenue survey. For Plan Bay Area, the analysis includes using an adjusted average of the data submitted over a five year period and escalating the average over the 28 year period at the rate of 2.2 percent. The adjusted average was generated by taking out the outliers (i.e. considering only values that were within one standard deviation of the average).

Preliminary Results and Comparison to T2035

Tables 1, 2 and 3 summarize the total LS&R system preservation needs region-wide for Plan Bay Area, needs as computed in T2035 and a comparison (percent change) of the needs between the two plans respectively. The major differences are as follows:

- The non-pavement needs have decreased by 9%, largely because of the lifecycle change;
- The pavement needs have increased by 21%; and
- The overall system preservation needs have increased by 6%.

While the unit costs for all counties were based on averages of the data provided, the unit costs for Napa and Sonoma counties were averages of Marin and Solano counties. For Napa, the number of data points was low and for Sonoma the unit costs were really high. Attachment 1 shows the detailed system preservation needs by jurisdiction.

Table 1: Draft Plan Bay Area System Preservation Needs			
County	Total Needs	Pavement Needs	Non-Pavement Needs
Alameda	\$ 6,673,729,146	\$ 3,584,899,035	\$ 3,088,830,111
Contra Costa	\$ 4,769,806,882	\$ 2,746,459,586	\$ 2,023,347,297
Marin	\$ 1,245,467,472	\$ 760,116,593	\$ 485,350,879
Napa	\$ 1,301,452,705	\$ 976,999,616	\$ 324,453,089
San Francisco	\$ 4,039,670,073	\$ 2,252,001,840	\$ 1,787,668,233
San Mateo	\$ 3,193,583,376	\$ 1,692,508,409	\$ 1,501,074,967
Santa Clara	\$ 8,720,431,561	\$ 4,848,262,914	\$ 3,872,168,647
Solano	\$ 2,604,682,864	\$ 1,629,595,692	\$ 975,087,172
Sonoma	\$ 4,125,249,708	\$ 3,127,118,212	\$ 998,131,496
Total	\$ 36,674,073,789	\$ 21,617,961,898	\$ 15,056,111,890

Table 2: T-2035 Needs			
County	Total Needs	Pavement Needs	Non-Pavement Needs
Alameda	\$ 6,371,610,460	\$ 2,903,762,475	\$ 3,467,847,985
Contra Costa	\$ 4,361,799,509	\$ 2,176,057,112	\$ 2,185,742,397
Marin	\$ 1,476,777,351	\$ 916,999,353	\$ 559,777,998
Napa	\$ 1,283,772,905	\$ 895,605,528	\$ 388,167,376
San Francisco	\$ 3,561,939,156	\$ 1,720,306,093	\$ 1,841,633,063
San Mateo	\$ 3,089,164,074	\$ 1,372,322,800	\$ 1,716,841,274
Santa Clara	\$ 8,177,481,703	\$ 4,072,925,340	\$ 4,104,556,363
Solano	\$ 2,559,058,359	\$ 1,449,330,008	\$ 1,109,728,351
Sonoma	\$ 3,570,342,768	\$ 2,371,466,795	\$ 1,198,875,974
Total	\$ 34,451,946,285	\$ 17,878,775,505	\$ 16,573,170,780

Table 3: Percent Change			
County	Total Needs	Pavement Needs	Non-Pavement Needs
Alameda	5%	23%	-11%
Contra Costa	9%	26%	-7%
Marin	-16%	-17%	-13%
Napa	1%	9%	-16%
San Francisco	13%	31%	-3%
San Mateo	3%	23%	-13%
Santa Clara	7%	19%	-6%
Solano	2%	12%	-12%
Sonoma	16%	32%	-17%
Total	6%	21%	-9%

Table 4 is a regional summary of the draft operations and routine maintenance needs for the Local Streets and Roads system at \$12.5 billion for the Plan Bay Area period. Attachment 2 shows the detailed operational needs by jurisdiction. In a few cases, data on operating costs was not available and will be added in the future.

Table 4: Draft Plan Bay Area Operations and Routine Maintenance Needs	
County	Total Need
Alameda	\$ 2,810,963,019
Contra Costa	\$ 1,327,686,941
Marin	\$ 214,746,067
Napa	\$ 360,443,035
San Francisco	\$ 2,843,855,651
San Mateo	\$ 1,109,783,253
Santa Clara	\$ 2,013,302,769
Solano	\$ 616,291,669
Sonoma	\$ 1,213,358,015
Total	\$ 12,510,430,419
Note: The needs will be revised when there is updated data	

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Attachment 1: DRAFT PLAN BAY AREA LOCAL STREETS AND ROADS SYSTEM PRESERVATION NEEDS

Jurisdiction	Draft Plan Bay Area Need			T-2035 Need			Change %		
	Total Need	Pavement Need	Non-Pavement Need	Total T2035 Need	Pavement Need	Non-Pavement Need	Total Need	Pavement	Non-Pavement
Alameda County	\$ 471,684,326	\$ 371,848,364	\$ 99,835,962	\$ 440,504,994	\$ 278,643,550	\$ 161,861,443	7%	33%	-38%
Alameda	\$ 290,449,109	\$ 132,982,620	\$ 157,466,489	\$ 361,378,072	\$ 181,911,539	\$ 179,466,533	-20%	-27%	-12%
Albany	\$ 65,282,882	\$ 29,740,214	\$ 35,542,669	\$ 73,802,024	\$ 33,823,060	\$ 39,978,964	-12%	-12%	-11%
Berkeley	\$ 467,703,590	\$ 241,933,200	\$ 225,770,390	\$ 491,611,177	\$ 237,993,731	\$ 253,617,447	-5%	2%	-11%
Dublin	\$ 169,998,165	\$ 68,051,826	\$ 101,946,339	\$ 149,538,871	\$ 45,489,587	\$ 104,049,284	14%	50%	-2%
Emeryville	\$ 37,754,395	\$ 16,398,724	\$ 21,355,671	\$ 34,690,640	\$ 12,838,621	\$ 21,852,019	9%	28%	-2%
Fremont	\$ 1,041,594,589	\$ 586,107,177	\$ 455,487,412	\$ 937,412,241	\$ 432,638,472	\$ 504,773,769	11%	35%	-10%
Hayward	\$ 585,443,016	\$ 265,736,492	\$ 319,706,525	\$ 558,229,170	\$ 205,646,855	\$ 352,582,315	5%	29%	-9%
Livermore	\$ 423,737,574	\$ 245,591,980	\$ 178,145,594	\$ 366,711,551	\$ 169,141,922	\$ 197,569,629	16%	45%	-10%
Newark	\$ 186,272,362	\$ 93,599,568	\$ 92,672,795	\$ 187,239,388	\$ 83,039,861	\$ 104,199,527	-1%	13%	-11%
Oakland	\$ 1,857,936,372	\$ 958,634,394	\$ 899,301,978	\$ 1,737,072,059	\$ 746,202,357	\$ 990,869,702	7%	28%	-9%
Piedmont	\$ 48,301,317	\$ 24,784,394	\$ 23,516,922	\$ 47,056,787	\$ 20,692,706	\$ 26,364,081	3%	20%	-11%
Pleasanton	\$ 343,548,778	\$ 195,892,492	\$ 147,656,286	\$ 319,467,007	\$ 155,499,358	\$ 163,967,649	8%	26%	-10%
San Leandro	\$ 410,418,682	\$ 236,718,793	\$ 173,699,889	\$ 382,670,575	\$ 188,389,599	\$ 194,280,976	7%	26%	-11%
Union City	\$ 273,603,989	\$ 116,878,799	\$ 156,725,190	\$ 284,225,904	\$ 111,811,256	\$ 172,414,648	-4%	5%	-9%
COUNTY TOTAL	\$ 6,673,729,146	\$ 3,584,899,035	\$ 3,088,830,111	\$ 6,371,610,460	\$ 2,903,762,475	\$ 3,467,847,985	5%	10%	-20%

Jurisdiction	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement Need	Non-Pavement Need	Change %		
							Total Need	Pavement	Non-Pavement
Contra Costa County	\$ 550,645,857	\$ 410,826,129	\$ 139,819,728	\$ 471,473,159	\$ 257,602,715	\$ 213,870,443	17%	59%	-35%
Antioch	\$ 494,149,930	\$ 280,467,931	\$ 213,681,998	\$ 427,677,726	\$ 201,313,894	\$ 226,363,832	16%	39%	-6%
Brentwood	\$ 221,263,916	\$ 111,651,921	\$ 109,611,995	\$ 172,851,695	\$ 62,309,749	\$ 110,541,946	28%	79%	-1%
Clayton	\$ 60,107,295	\$ 37,216,823	\$ 22,890,473	\$ 41,877,013	\$ 17,509,280	\$ 24,367,733	44%	113%	-6%
Concord	\$ 570,547,263	\$ 307,722,373	\$ 262,824,890	\$ 435,536,454	\$ 156,352,887	\$ 279,183,566	31%	97%	-6%
Danville	\$ 208,391,054	\$ 117,401,321	\$ 90,989,733	\$ 187,120,028	\$ 90,831,205	\$ 96,288,823	11%	29%	-6%
El Cerrito	\$ 76,653,766	\$ 27,235,236	\$ 49,418,530	\$ 111,219,939	\$ 58,795,749	\$ 52,424,191	-31%	-54%	-6%
Hercules	\$ 95,266,126	\$ 43,703,050	\$ 51,563,076	\$ 94,556,076	\$ 40,366,632	\$ 54,189,445	1%	8%	-5%
Lafayette	\$ 111,620,144	\$ 60,790,014	\$ 50,830,130	\$ 106,236,307	\$ 52,096,588	\$ 54,139,719	5%	17%	-6%
Martinez	\$ 185,322,179	\$ 108,763,759	\$ 76,558,420	\$ 189,749,317	\$ 107,975,807	\$ 81,773,511	-2%	1%	-6%
Moraga	\$ 108,708,997	\$ 74,605,074	\$ 34,103,923	\$ 99,693,640	\$ 63,156,732	\$ 36,536,908	9%	18%	-7%
Oakley	\$ 157,239,000	\$ 82,804,245	\$ 74,434,755	\$ 125,330,185	\$ 53,214,714	\$ 72,115,471	25%	56%	3%
Orinda	\$ 122,968,066	\$ 85,660,898	\$ 37,307,169	\$ 129,367,992	\$ 89,775,228	\$ 39,592,763	-5%	-5%	-6%
Pinole	\$ 88,409,809	\$ 47,575,729	\$ 40,834,081	\$ 77,260,409	\$ 33,786,800	\$ 43,473,609	14%	41%	-6%
Pittsburg	\$ 308,163,961	\$ 172,502,099	\$ 135,661,862	\$ 288,896,281	\$ 146,491,619	\$ 142,404,662	7%	18%	-5%
Pleasant Hill	\$ 148,870,822	\$ 78,198,941	\$ 70,671,881	\$ 149,075,387	\$ 74,222,756	\$ 74,852,631	0%	5%	-6%
Richmond	\$ 494,713,182	\$ 274,140,237	\$ 220,572,945	\$ 580,264,977	\$ 345,587,953	\$ 234,677,024	-15%	-21%	-6%
San Pablo	\$ 94,881,651	\$ 27,786,798	\$ 67,094,853	\$ 100,263,142	\$ 30,274,564	\$ 69,988,578	-5%	-8%	-4%
San Ramon	\$ 277,823,707	\$ 142,385,278	\$ 135,438,429	\$ 241,372,630	\$ 110,199,141	\$ 131,173,490	15%	29%	3%
Walnut Creek	\$ 394,060,158	\$ 255,021,732	\$ 139,038,426	\$ 331,977,152	\$ 184,193,100	\$ 147,784,052	19%	38%	-6%
COUNTY TOTAL	\$ 4,769,806,882	\$ 2,746,459,586	\$ 2,023,347,297	\$ 4,361,799,509	\$ 2,176,057,112	\$ 2,185,742,397	9%	26%	-7%

Jurisdiction	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement Need	Non-Pavement Need	Change %		
							Total Need	Pavement	Non-Pavement
Marin County	\$ 370,441,433	\$ 281,771,043	\$ 88,670,390	\$ 532,613,095	\$ 396,701,614	\$ 135,911,481	-30%	-29%	-35%
Belvedere	\$ 8,261,684	\$ 3,719,923	\$ 4,541,760	\$ 9,430,255	\$ 4,549,743	\$ 4,880,513	-12%	-18%	-7%
Corte Madera	\$ 43,107,268	\$ 22,609,833	\$ 20,497,435	\$ 41,364,422	\$ 19,868,817	\$ 21,495,604	4%	14%	-5%
Fairfax	\$ 34,340,228	\$ 18,695,691	\$ 15,644,538	\$ 31,558,255	\$ 14,809,171	\$ 16,749,084	9%	26%	-7%
Larkspur	\$ 77,571,179	\$ 51,682,101	\$ 25,889,079	\$ 71,190,997	\$ 43,663,452	\$ 27,527,546	9%	18%	-6%
Mill Valley	\$ 78,736,823	\$ 49,201,807	\$ 29,535,016	\$ 91,559,083	\$ 60,168,460	\$ 31,390,623	-14%	-18%	-6%
Novato	\$ 239,958,820	\$ 128,540,561	\$ 111,418,258	\$ 256,570,177	\$ 137,507,467	\$ 119,062,710	-6%	-7%	-6%
Ross	\$ 14,184,281	\$ 9,126,744	\$ 5,057,537	\$ 12,217,953	\$ 6,815,096	\$ 5,402,857	16%	34%	-6%
San Anselmo	\$ 63,126,322	\$ 36,514,739	\$ 26,611,584	\$ 58,241,534	\$ 29,812,377	\$ 28,429,157	8%	22%	-6%
San Rafael	\$ 245,942,862	\$ 123,112,778	\$ 122,830,084	\$ 298,853,717	\$ 167,025,366	\$ 131,828,351	-18%	-26%	-7%
Sausalito	\$ 27,267,624	\$ 11,405,918	\$ 15,861,707	\$ 29,882,092	\$ 12,953,594	\$ 16,928,498	-9%	-12%	-6%
Tiburon	\$ 42,528,948	\$ 23,735,456	\$ 18,793,491	\$ 43,295,770	\$ 23,124,195	\$ 20,171,575	-2%	3%	-7%
COUNTY TOTAL	\$ 1,245,467,472	\$ 760,116,593	\$ 485,350,879	\$ 1,476,777,351	\$ 916,999,353	\$ 559,777,998	-16%	-17%	-13%

Attachment 1: DRAFT PLAN BAY AREA LOCAL STREETS AND ROADS SYSTEM PRESERVATION NEEDS

Draft Plan Bay Area Need				T-2035 Need			Change %		
Jurisdiction	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement	Non-Pavement
Napa County	\$ 566,950,502	\$ 472,746,917	\$ 94,203,584	\$ 591,928,662	\$ 447,825,145	\$ 144,103,517	-4%	6%	-35%
American Canyon	\$ 92,005,813	\$ 56,849,455	\$ 35,156,358	\$ 88,120,420	\$ 51,762,474	\$ 36,357,947	4%	10%	-3%
Calistoga	\$ 28,345,568	\$ 17,132,118	\$ 11,213,450	\$ 26,310,003	\$ 14,285,187	\$ 12,024,817	8%	20%	-7%
Napa	\$ 542,503,368	\$ 377,974,703	\$ 164,528,665	\$ 515,228,744	\$ 340,601,283	\$ 174,627,461	5%	11%	-6%
St Helena	\$ 55,926,679	\$ 43,376,803	\$ 12,549,876	\$ 46,332,407	\$ 32,740,418	\$ 13,591,989	21%	32%	-8%
Yountville	\$ 15,720,776	\$ 8,919,620	\$ 6,801,156	\$ 15,852,668	\$ 8,391,023	\$ 7,461,646	-1%	6%	-9%
COUNTY TOTAL	\$ 1,301,452,705	\$ 976,999,616	\$ 324,453,089	\$ 1,283,772,905	\$ 895,605,528	\$ 388,167,376	1%	9%	-16%

Jurisdiction	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement	Non-Pavement
San Francisco	\$ 4,039,670,073	\$ 2,252,001,840	\$ 1,787,668,233	\$ 3,561,939,156	\$ 1,720,306,093	\$ 1,841,633,063	13%	31%	-3%
COUNTY TOTAL	\$ 3,467,451,622	\$ 2,252,001,840	\$ 1,787,668,233	\$ 3,467,451,622	\$ 1,720,306,093	\$ 1,841,633,063	0%	31%	-3%

Jurisdiction	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement	Non-Pavement
San Mateo County	\$ 239,840,586	\$ 173,414,819	\$ 66,425,766	\$ 344,070,822	\$ 139,702,099	\$ 204,368,723	-30%	24%	-67%
Atherton	\$ 38,855,170	\$ 23,081,167	\$ 15,774,004	\$ 51,103,619	\$ 34,295,072	\$ 16,808,547	-24%	-33%	-6%
Belmont	\$ 128,372,481	\$ 73,021,473	\$ 55,351,009	\$ 113,056,960	\$ 54,416,124	\$ 58,640,836	14%	34%	-6%
Brisbane	\$ 28,626,820	\$ 20,288,774	\$ 8,338,046	\$ 32,401,123	\$ 23,821,360	\$ 8,579,763	-12%	-15%	-3%
Burlingame	\$ 125,775,638	\$ 64,504,680	\$ 61,270,959	\$ 122,164,721	\$ 57,251,532	\$ 64,913,189	3%	13%	-6%
Colma	\$ 17,126,901	\$ 13,708,574	\$ 3,418,327	\$ 11,411,803	\$ 7,804,634	\$ 3,607,169	50%	76%	-5%
Daly City	\$ 327,866,630	\$ 101,544,965	\$ 226,321,665	\$ 355,549,815	\$ 115,162,466	\$ 240,387,350	-8%	-12%	-6%
East Palo Alto	\$ 141,285,018	\$ 71,281,351	\$ 70,003,668	\$ 131,038,646	\$ 57,151,690	\$ 73,886,956	8%	25%	-5%
Foster City	\$ 100,896,443	\$ 36,750,080	\$ 64,146,363	\$ 95,599,823	\$ 27,059,086	\$ 68,540,737	6%	36%	-6%
Half Moon Bay	\$ 61,762,671	\$ 33,841,807	\$ 27,920,864	\$ 62,384,507	\$ 33,146,739	\$ 29,237,768	-1%	2%	-5%
Hillsborough	\$ 69,221,486	\$ 45,130,318	\$ 24,091,168	\$ 60,072,181	\$ 34,887,666	\$ 25,184,515	15%	29%	-4%
Menlo Park	\$ 149,134,102	\$ 81,926,489	\$ 67,207,614	\$ 154,295,036	\$ 83,768,431	\$ 70,526,605	-3%	-2%	-5%
Millbrae	\$ 108,090,946	\$ 62,218,121	\$ 45,872,825	\$ 91,797,084	\$ 44,324,206	\$ 47,472,879	18%	40%	-3%
Pacifica	\$ 204,847,890	\$ 120,421,261	\$ 84,426,628	\$ 174,637,882	\$ 85,758,419	\$ 88,879,464	17%	40%	-5%
Portola Valley	\$ 30,317,722	\$ 20,451,139	\$ 9,866,583	\$ 35,680,384	\$ 25,223,444	\$ 10,456,940	-15%	-19%	-6%
Redwood City	\$ 312,616,238	\$ 148,553,234	\$ 164,063,004	\$ 273,010,066	\$ 98,595,638	\$ 174,414,427	15%	51%	-6%
San Bruno	\$ 210,602,766	\$ 118,109,553	\$ 92,493,212	\$ 179,835,891	\$ 84,403,290	\$ 95,432,600	17%	40%	-3%
San Carlos	\$ 164,405,379	\$ 103,524,908	\$ 60,880,472	\$ 132,193,838	\$ 67,344,052	\$ 64,849,786	24%	54%	-6%
San Mateo	\$ 375,893,158	\$ 172,223,914	\$ 203,669,244	\$ 368,483,016	\$ 152,211,391	\$ 216,271,626	2%	13%	-6%
South San Francisco	\$ 296,846,778	\$ 159,295,125	\$ 137,551,652	\$ 255,221,065	\$ 113,438,722	\$ 141,782,343	16%	40%	-3%
Woodside	\$ 61,198,553	\$ 49,216,658	\$ 11,981,895	\$ 45,155,792	\$ 32,556,741	\$ 12,599,051	36%	51%	-5%
COUNTY TOTAL	\$ 3,193,583,376	\$ 1,692,508,409	\$ 1,501,074,967	\$ 3,089,164,074	\$ 1,372,322,800	\$ 1,716,841,274	3%	23%	-13%

Jurisdiction	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement	Non-Pavement
Santa Clara County	\$ 723,106,932	\$ 586,758,640	\$ 136,348,292	\$ 709,422,409	\$ 488,704,058	\$ 220,718,350	2%	20%	-38%
Campbell	\$ 183,080,631	\$ 97,758,180	\$ 85,322,451	\$ 168,197,947	\$ 77,927,522	\$ 90,270,425	9%	25%	-5%
Cupertino	\$ 259,580,041	\$ 141,742,761	\$ 117,837,280	\$ 259,879,074	\$ 134,602,402	\$ 125,276,672	0%	5%	-6%
Gilroy	\$ 236,433,251	\$ 127,792,253	\$ 108,640,998	\$ 198,576,706	\$ 85,820,433	\$ 112,756,272	19%	49%	-4%
Los Altos	\$ 117,744,795	\$ 57,474,067	\$ 60,270,727	\$ 105,613,743	\$ 41,787,638	\$ 63,826,105	11%	38%	-6%
Los Altos Hills	\$ 56,665,308	\$ 37,784,114	\$ 18,881,194	\$ 47,590,336	\$ 28,043,251	\$ 19,547,085	19%	35%	-3%
Los Gatos	\$ 173,648,951	\$ 109,329,270	\$ 64,319,681	\$ 138,477,783	\$ 71,692,476	\$ 66,785,307	25%	52%	-4%
Milpitas	\$ 324,484,952	\$ 175,072,518	\$ 149,412,434	\$ 285,138,108	\$ 133,957,631	\$ 151,180,478	14%	31%	-1%
Monte Sereno	\$ 16,955,823	\$ 9,300,607	\$ 7,655,216	\$ 15,246,393	\$ 7,150,034	\$ 8,096,359	11%	30%	-5%
Morgan Hill	\$ 189,556,579	\$ 105,516,261	\$ 84,040,318	\$ 178,695,846	\$ 91,445,943	\$ 87,249,904	6%	15%	-4%
Mountain View	\$ 292,945,021	\$ 134,689,205	\$ 158,255,815	\$ 269,357,535	\$ 102,974,525	\$ 166,383,009	9%	31%	-5%
Palo Alto	\$ 351,818,843	\$ 215,236,100	\$ 136,582,743	\$ 286,488,657	\$ 144,285,713	\$ 142,202,945	23%	49%	-4%
San Jose	\$ 4,602,111,112	\$ 2,465,744,261	\$ 2,136,366,850	\$ 4,435,706,175	\$ 2,224,430,514	\$ 2,211,275,661	4%	11%	-3%
Santa Clara	\$ 477,763,114	\$ 229,626,382	\$ 248,136,733	\$ 393,417,231	\$ 133,974,925	\$ 259,442,306	21%	71%	-4%
Saratoga	\$ 161,480,613	\$ 94,665,574	\$ 66,815,039	\$ 120,132,411	\$ 48,818,593	\$ 71,313,817	34%	94%	-6%
Sunnyvale	\$ 553,055,596	\$ 259,772,720	\$ 293,282,876	\$ 565,541,349	\$ 257,309,682	\$ 308,231,667	-2%	1%	-5%
COUNTY TOTAL	\$ 8,720,431,561	\$ 4,848,262,914	\$ 3,872,168,647	\$ 8,177,481,703	\$ 4,072,925,340	\$ 4,104,556,363	7%	19%	-6%

Attachment 1: DRAFT PLAN BAY AREA LOCAL STREETS AND ROADS SYSTEM PRESERVATION NEEDS

Draft Plan Bay Area Need				T-2035 Need			Change %		
Jurisdiction	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement	Non-Pavement
Solano County	\$ 413,288,381	\$ 289,487,905	\$ 123,800,476	\$ 574,225,516	\$ 383,565,672	\$ 190,659,844	-28%	-25%	-35%
Benicia	\$ 180,232,278	\$ 121,584,056	\$ 58,648,222	\$ 134,742,667	\$ 71,345,476	\$ 63,397,191	34%	70%	-7%
Dixon	\$ 90,681,218	\$ 53,919,060	\$ 36,762,158	\$ 86,275,098	\$ 46,205,603	\$ 40,069,496	5%	17%	-8%
Fairfield	\$ 529,013,952	\$ 307,762,353	\$ 221,251,599	\$ 460,038,835	\$ 220,627,914	\$ 239,410,921	15%	39%	-8%
Rio Vista	\$ 55,636,210	\$ 38,254,318	\$ 17,381,891	\$ 25,163,782	\$ 7,397,761	\$ 17,766,020	121%	417%	-2%
Suisun City	\$ 148,079,714	\$ 87,602,259	\$ 60,477,456	\$ 166,163,707	\$ 102,621,172	\$ 63,542,535	-11%	-15%	-5%
Vacaville	\$ 448,321,095	\$ 245,132,129	\$ 203,188,965	\$ 286,555,148	\$ 67,428,784	\$ 219,126,364	56%	264%	-7%
Vallejo	\$ 739,430,015	\$ 485,853,611	\$ 253,576,404	\$ 825,893,606	\$ 550,137,626	\$ 275,755,980	-10%	-12%	-8%
COUNTY TOTAL	\$ 2,604,682,864	\$ 1,629,595,692	\$ 975,087,172	\$ 2,559,058,359	\$ 1,449,330,008	\$ 1,109,728,351	2%	12%	-12%

Jurisdiction	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement	Non-Pavement
Sonoma County	\$ 2,176,419,712	\$ 1,884,618,624	\$ 291,801,088	\$ 1,702,853,950	\$ 1,253,563,416	\$ 449,290,534	28%	50%	-35%
Cloverdale	\$ 50,465,375	\$ 32,431,976	\$ 18,033,399	\$ 34,641,577	\$ 15,285,780	\$ 19,355,797	46%	112%	-7%
Cotati	\$ 44,455,381	\$ 28,844,254	\$ 15,611,127	\$ 40,220,674	\$ 23,096,578	\$ 17,124,096	11%	25%	-9%
Healdsburg	\$ 81,236,737	\$ 56,322,832	\$ 24,913,905	\$ 78,298,727	\$ 51,695,585	\$ 26,603,141	4%	9%	-6%
Petaluma	\$ 433,531,293	\$ 311,580,327	\$ 121,950,966	\$ 395,208,310	\$ 265,678,783	\$ 129,529,528	10%	17%	-6%
Rohnert Park	\$ 199,490,243	\$ 108,868,027	\$ 90,622,216	\$ 200,950,442	\$ 103,321,504	\$ 97,628,938	-1%	5%	-7%
Santa Rosa	\$ 893,059,439	\$ 551,777,986	\$ 341,281,453	\$ 920,087,898	\$ 561,050,029	\$ 359,037,869	-3%	-2%	-5%
Sebastopol	\$ 40,620,872	\$ 24,034,572	\$ 16,586,300	\$ 45,546,014	\$ 27,910,581	\$ 17,635,433	-11%	-14%	-6%
Sonoma	\$ 53,320,736	\$ 32,276,202	\$ 21,044,534	\$ 35,523,991	\$ 12,922,911	\$ 22,601,080	50%	150%	-7%
Windsor	\$ 152,649,921	\$ 96,363,414	\$ 56,286,507	\$ 117,011,185	\$ 56,941,628	\$ 60,069,557	30%	69%	-6%
COUNTY TOTAL	\$ 4,125,249,708	\$ 3,127,118,212	\$ 998,131,496	\$ 3,570,342,768	\$ 2,371,466,795	\$ 1,198,875,974	16%	32%	-17%

Region	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement Need	Non-Pavement Need	Total Need	Pavement	Non-Pavement
Alameda	\$ 6,673,729,146	\$ 3,584,899,035	\$ 3,088,830,111	\$ 6,371,610,460	\$ 2,903,762,475	\$ 3,467,847,985	5%	23%	-11%
Contra Costa	\$ 4,769,806,882	\$ 2,746,459,586	\$ 2,023,347,297	\$ 4,361,799,509	\$ 2,176,057,112	\$ 2,185,742,397	9%	26%	-7%
Marin	\$ 1,245,467,472	\$ 760,116,593	\$ 485,350,879	\$ 1,476,777,351	\$ 916,999,353	\$ 559,777,998	-16%	-17%	-13%
Napa	\$ 1,301,452,705	\$ 976,999,616	\$ 324,453,089	\$ 1,283,772,905	\$ 895,605,528	\$ 388,167,376	1%	9%	-16%
San Francisco	\$ 4,039,670,073	\$ 2,252,001,840	\$ 1,787,668,233	\$ 3,561,939,156	\$ 1,720,306,093	\$ 1,841,633,063	13%	31%	-3%
San Mateo	\$ 3,193,583,376	\$ 1,692,508,409	\$ 1,501,074,967	\$ 3,089,164,074	\$ 1,372,322,800	\$ 1,716,841,274	3%	23%	-13%
Santa Clara	\$ 8,720,431,561	\$ 4,848,262,914	\$ 3,872,168,647	\$ 8,177,481,703	\$ 4,072,925,340	\$ 4,104,556,363	7%	19%	-6%
Solano	\$ 2,604,682,864	\$ 1,629,595,692	\$ 975,087,172	\$ 2,559,058,359	\$ 1,449,330,008	\$ 1,109,728,351	2%	12%	-12%
Sonoma	\$ 4,125,249,708	\$ 3,127,118,212	\$ 998,131,496	\$ 3,570,342,768	\$ 2,371,466,795	\$ 1,198,875,974	16%	32%	-17%
Total	\$ 36,674,073,789	\$ 21,617,961,898	\$ 15,056,111,890	\$ 34,451,946,285	\$ 17,878,775,505	\$ 16,573,170,780	6%	21%	-9%

1. Pavement Need is determined utilizing MTC's StreetSaver software.
2. Pavement Need calculations utilized standard average unit costs that were calculated for each of the nine counties and their jurisdictions with the exception of Napa and Sonoma.
3. A standard and uniform "best practices" decision tree (maintenance strategy) was utilized in the pavement need calculations for each jurisdiction
4. Non-Pavement Need were estimated for the region as a whole and then distributed to each jurisdiction based on population for cities and lane mileage for counties

Attachment 2: DRAFT PLAN BAY AREA LOCAL STREETS AND ROADS OPERATIONS AND ROUTINE MAINTENANCE NEEDS

County	Jurisdiction	Reported Data					Adjusted Average	28 Year Need
		2012/13	2011/12	2010/11	2009/10	2008/09		
ALAMEDA	ALAMEDA	\$3,200,000	\$3,200,000	\$3,200,000	\$3,138,480	\$0	\$3,184,620	126,880,158
ALAMEDA	ALBANY*	\$0	\$0	\$0	\$0	\$0		0
ALAMEDA	BERKELEY	\$5,297,921	\$5,236,153	\$5,131,379	\$5,281,594	\$5,383,946	\$5,271,889	210,040,177
ALAMEDA	COUNTY OF ALAMEDA	\$17,600,000	\$17,600,000	\$18,600,000	\$18,571,000	\$16,049,000	\$18,092,750	720,842,981
ALAMEDA	DUBLIN	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	\$55,000	2,191,285
ALAMEDA	EMERYVILLE	\$377,000	\$377,000	\$377,000	\$377,000	\$417,000	\$377,000	15,020,260
ALAMEDA	FREMONT	\$8,803,000	\$8,803,000	\$8,733,000	\$7,873,000	\$8,129,000	\$8,617,000	343,314,530
ALAMEDA	HAYWARD	\$667,000	\$498,000	\$546,000	\$850,000	\$837,000	\$683,333	27,225,051
ALAMEDA	LIVERMORE	\$1,215,800	\$1,244,500	\$1,248,300	\$1,250,500	\$1,178,700	\$1,239,775	49,394,542
ALAMEDA	NEWARK	\$1,700,000	\$1,700,000	\$1,740,000	\$1,836,405	\$1,709,329	\$1,712,332	68,221,950
ALAMEDA	OAKLAND	\$21,199,596	\$20,937,395	\$21,181,225	\$20,723,333	\$22,672,130	\$21,010,387	837,086,135
ALAMEDA	PIEDMONT				\$964,816	\$936,715	\$950,766	37,879,959
ALAMEDA	PLEASANTON	\$4,230,000	\$4,230,000	\$4,229,351	\$4,441,980	\$4,437,712	\$4,229,784	168,521,085
ALAMEDA	SAN LEANDRO	\$4,183,075	\$4,141,658	\$4,100,651	\$4,302,912	\$4,090,381	\$4,128,941	164,503,368
ALAMEDA	UNION CITY	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	39,841,538
ALAMEDA Total								2,810,963,019
CONTRA COSTA	ANTIOCH	\$358,000	\$639,301	\$688,107	\$1,771,778	\$2,480,028	\$864,297	34,434,902
CONTRA COSTA	BRENTWOOD	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	\$7,500	298,812
CONTRA COSTA	CLAYTON*	\$0	\$0	\$0	\$0	\$0		0
CONTRA COSTA	CONCORD	\$3,140,539	\$3,069,809	\$3,044,059	\$3,399,754	\$3,415,861	\$3,084,802	122,903,268
CONTRA COSTA	COUNTY OF CONTRA COSTA	\$14,000,000	\$14,000,000	\$13,250,000	\$12,551,000	\$17,881,569	\$13,450,250	535,878,642
CONTRA COSTA	DANVILLE	\$917,254	\$891,295	\$865,334	\$666,981	\$1,164,604	\$891,294	35,510,537
CONTRA COSTA	EL CERRITO	\$705,000	\$695,000	\$680,000	\$668,162	\$699,427	\$691,476	27,549,454
CONTRA COSTA	HERCULES	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	7,968,308
CONTRA COSTA	LAFAYETTE	\$400,000	\$400,000	\$618,000	\$629,500	\$463,700	\$421,233	16,782,584
CONTRA COSTA	MARTINEZ	\$949,000	\$939,000	\$949,649	\$821,634	\$749,444	\$914,821	36,447,865
CONTRA COSTA	MORAGA				\$49,446	\$47,689	\$48,568	1,935,004
CONTRA COSTA	OAKLEY	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	398,415
CONTRA COSTA	ORINDA	\$300,000	\$300,000	\$300,000	\$128,310	\$322,376	\$305,594	12,175,335

Attachment 2: DRAFT PLAN BAY AREA LOCAL STREETS AND ROADS OPERATIONS AND ROUTINE MAINTENANCE NEEDS

County	Jurisdiction	Reported Data					Adjusted Average	28 Year Need
		2012/13	2011/12	2010/11	2009/10	2008/09		
CONTRA COSTA	PINOLE	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	7,968,308
CONTRA COSTA	PITTSBURG	\$1,114,410	\$1,114,410	\$1,152,668	\$1,331,393	\$1,348,631	\$1,127,163	44,907,894
CONTRA COSTA	PLEASANT HILL*	\$0	\$0	\$0	\$0	\$0		0
CONTRA COSTA	RICHMOND	\$8,192,602	\$7,953,982	\$7,722,313	\$5,952,680	\$7,576,326	\$7,861,306	313,206,516
CONTRA COSTA	SAN PABLO	\$443,760	\$443,760	\$443,760	\$454,534	\$439,841	\$442,780	17,641,046
CONTRA COSTA	SAN RAMON	\$0	\$0	\$2,357,104	\$1,495,362	\$2,411,852	\$2,088,106	83,193,354
CONTRA COSTA	WALNUT CREEK	\$765,000	\$765,000	\$765,000	\$425,785	\$565,000	\$715,000	28,486,699
CONTRA COSTA Total								1,327,686,941
MARIN	BELVEDERE*	\$0	\$0	\$0	\$0	\$0		0
MARIN	CORTE MADERA	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	\$70,000	2,788,908
MARIN	COUNTY OF MARIN	\$865,623	\$840,411	\$815,934	\$792,168	\$769,096	\$816,171	32,517,508
MARIN	FAIRFAX*	\$0	\$0	\$0	\$0	\$0		0
MARIN	LARKSPUR	\$103,750	\$103,750	\$103,750	\$109,000	\$109,000	\$103,750	4,133,560
MARIN	MILL VALLEY	\$537,500	\$537,500	\$302,700	\$400,000	\$400,000	\$400,000	15,936,615
MARIN	NOVATO	\$2,067,000	\$2,017,000	\$1,930,614	\$2,147,436	\$2,039,818	\$2,041,273	81,327,442
MARIN	ROSS	\$20,000	\$20,000	\$23,100	\$14,875	\$18,126	\$19,375	771,943
MARIN	SAN ANSELMO	\$635,456	\$635,456	\$635,456	\$541,546	\$545,960	\$635,456	25,317,544
MARIN	SAN RAFAEL	\$1,300,000	\$1,300,000	\$1,375,548	\$1,240,370	\$411,289	\$1,303,980	51,952,548
MARIN	SAUSALITO*	\$0	\$0	\$0	\$0	\$0		0
MARIN	TIBURON*	\$0	\$0	\$0	\$0	\$0		0
MARIN Total								214,746,067
NAPA	AMERICAN CANYON	\$265,000	\$265,000	\$265,000	\$1,005,021	\$861,700	\$414,175	16,501,369
NAPA	CALISTOGA	\$230,410	\$230,410	\$230,410	\$169,719	\$218,661	\$227,473	9,062,864
NAPA	COUNTY OF NAPA	\$8,765,786	\$8,765,786	\$8,765,786	\$6,596,549	\$3,174,716	\$8,223,477	327,635,956
NAPA	NAPA*	\$0	\$0	\$0	\$0	\$0		0
NAPA	ST HELENA	\$103,100	\$100,900	\$99,800	\$94,300	\$101,500	\$101,325	4,036,944
NAPA	YOUNTVILLE	\$82,856	\$80,443	\$78,100	\$190,486	\$180,220	\$80,466	3,205,902
NAPA Total								360,443,035
SAN FRANCISCO	SAN FRANCISCO	\$70,494,297	\$70,469,817	\$69,822,679	\$74,729,863	\$77,484,088	\$71,379,164	2,843,855,651
SAN FRANCISCO Total								2,843,855,651

Attachment 2: DRAFT PLAN BAY AREA LOCAL STREETS AND ROADS OPERATIONS AND ROUTINE MAINTENANCE NEEDS

County	Jurisdiction	Reported Data					Adjusted Average	28 Year Need
		2012/13	2011/12	2010/11	2009/10	2008/09		
SAN MATEO	ATHERTON	\$32,310	\$140,355	\$234,441	\$41,120	\$446,845	\$112,057	4,464,503
SAN MATEO	BELMONT	\$792,533	\$792,533	\$792,533	\$582,106	\$552,916	\$739,926	29,479,800
SAN MATEO	BRISBANE	\$218,000	\$218,000	\$218,000	\$218,094	\$250,311	\$218,024	8,686,391
SAN MATEO	BURLINGAME	\$2,950,000	\$3,150,000	\$3,100,000	\$3,280,676	\$4,472,506	\$3,120,169	124,312,331
SAN MATEO	COLMA			\$800,910	\$314,020	\$309,280	\$311,650	12,416,615
SAN MATEO	COUNTY OF SAN MATEO	\$9,313,878	\$9,313,878	\$9,313,878	\$9,313,878	\$11,716,184	\$9,313,878	371,079,221
SAN MATEO	DALY CITY	\$2,859,161	\$2,778,852	\$3,013,548	\$2,465,699	\$2,653,189	\$2,763,734	110,111,412
SAN MATEO	EAST PALO ALTO				\$475,205	\$417,847	\$446,526	17,790,282
SAN MATEO	FOSTER CITY	\$1,126,677	\$1,126,677	\$1,126,677	\$1,104,752	\$1,108,493	\$1,122,131	44,707,425
SAN MATEO	HALF MOON BAY	\$180,000	\$180,000	\$180,000	\$170,000	\$160,000	\$177,500	7,071,873
SAN MATEO	HILLSBOROUGH	\$266,000	\$266,000	\$266,000	\$266,000	\$266,000	\$266,000	\$10,597,849
SAN MATEO	MENLO PARK	\$722,000	\$719,500	\$1,070,177	\$0	\$2,169,923	\$837,226	33,356,358
SAN MATEO	MILLBRAE	\$436,500	\$436,500	\$436,500	\$485,000	\$473,887	\$445,847	17,763,220
SAN MATEO	PACIFICA	\$455,000	\$455,000	\$451,360	\$466,240	\$412,701	\$456,900	18,203,599
SAN MATEO	PORTOLA VALLEY	\$40,000	\$40,000	\$40,000	\$40,659	\$40,872	\$40,165	1,600,225
SAN MATEO	REDWOOD CITY	\$500,455	\$495,609	\$493,209	\$502,952	\$503,166	\$500,546	19,942,502
SAN MATEO	SAN BRUNO	\$1,278,230	\$1,241,000	\$1,213,074	\$1,083,380	\$1,043,379	\$1,179,151	46,979,202
SAN MATEO	SAN CARLOS	\$515,505	\$515,505	\$515,605	\$565,541	\$549,505	\$524,030	20,878,161
SAN MATEO	SAN MATEO	\$4,500,000	\$4,500,000	\$4,600,000	\$5,041,888	\$5,513,477	\$4,660,472	185,680,371
SAN MATEO	SOUTH SAN FRANCISCO			\$94,000			\$94,000	3,745,105
SAN MATEO	WOODSIDE	\$525,000	\$525,000	\$525,000	\$956,640	\$917,899	\$525,000	20,916,807
SAN MATEO Total								1,109,783,253
SANTA CLARA	CAMPBELL	\$620,000	\$620,000	\$615,600	\$552,930	\$531,000	\$602,133	23,989,885
SANTA CLARA	COUNTY OF SANTA CLARA	\$22,317,541	\$21,777,541	\$21,777,541	\$21,777,541	\$21,777,541	\$21,777,541	867,650,720
SANTA CLARA	CUPERTINO*	\$0	\$0	\$0	\$0	\$0		0
SANTA CLARA	GILROY	\$425,666	\$477,659	\$790,191	\$348,347	\$450,481	\$425,538	16,954,098
SANTA CLARA	LOS ALTOS	\$200,000	\$200,000	\$2,924,584	\$2,853,507	\$2,713,152	\$2,830,414	112,768,053
SANTA CLARA	LOS ALTOS HILLS	\$1,271,187	\$1,253,744	\$1,231,241	\$1,023,309	\$643,117	\$1,194,870	47,605,468
SANTA CLARA	LOS GATOS	\$1,500,000	\$1,700,000	\$1,765,931	\$1,762,184	\$1,436,054	\$1,682,029	67,014,606
SANTA CLARA	MILPITAS	\$165,000	\$207,000	\$110,000	\$129,000	\$247,000	\$167,000	6,653,537
SANTA CLARA	MONTE SERENO	\$15,000	\$15,000	\$15,000	\$10,000	\$10,000	\$15,000	597,623
SANTA CLARA	MORGAN HILL	\$1,250,000	\$1,250,000	\$1,250,000	\$1,100,000	\$1,200,000	\$1,237,500	49,303,903
SANTA CLARA	MOUNTAIN VIEW	\$3,604,606	\$3,381,672	\$3,084,973	\$3,083,081	\$2,733,811	\$3,183,242	126,825,256

Attachment 2: DRAFT PLAN BAY AREA LOCAL STREETS AND ROADS OPERATIONS AND ROUTINE MAINTENANCE NEEDS

County	Jurisdiction	Reported Data					Adjusted Average	28 Year Need
		2012/13	2011/12	2010/11	2009/10	2008/09		
SANTA CLARA	PALO ALTO	\$200,000	\$267,820	\$446,905	\$781,772	\$1,211,937	\$424,124	16,897,762
SANTA CLARA	SAN JOSE*	\$0	\$0	\$0	\$0	\$0		0
SANTA CLARA	SANTA CLARA	\$10,915,000	\$10,350,000	\$10,105,000	\$11,260,000	\$10,945,000	\$10,736,667	427,765,309
SANTA CLARA	SARATOGA	\$1,128,733	\$1,095,857	\$1,063,939	\$1,081,824	\$1,111,219	\$1,096,300	43,678,278
SANTA CLARA	SUNNYVALE		\$5,164,428	\$5,050,626	\$5,266,146	\$4,449,979	\$5,160,400	205,598,271
SANTA CLARA Total								2,013,302,769
SOLANO	BENICIA	\$329,000	\$329,000	\$329,000	\$309,000	\$140,000	\$324,000	12,908,658
SOLANO	COUNTY OF SOLANO	\$7,490,000	\$7,563,000	\$7,498,000	\$7,413,000	\$7,417,000	\$7,468,333	297,549,884
SOLANO	DIXON	\$320,000	\$318,000	\$317,485	\$327,304	\$299,684	\$318,495	12,689,331
SOLANO	FAIRFIELD	\$1,302,000	\$1,271,000	\$1,241,000	\$1,210,000	\$1,141,000	\$1,240,667	49,430,068
SOLANO	RIO VISTA	\$218,000	\$218,000	\$218,000	\$207,000	\$113,679	\$215,250	8,575,891
SOLANO	SUISUN CITY	\$600,000	\$600,000	\$630,000	\$590,000	\$700,000	\$605,000	24,104,130
SOLANO	VACAVILLE	\$2,855,727	\$2,841,595	\$2,422,976	\$2,266,292	\$2,439,285	\$2,431,131	96,859,986
SOLANO	VALLEJO	\$2,755,800	\$2,858,490	\$3,001,056	\$2,667,507	\$2,982,797	\$2,865,696	114,173,722
SOLANO Total								616,291,669
SONOMA	CLOVERDALE	\$230,000	\$230,000	\$230,000	\$154,295	\$148,546	\$230,000	9,163,554
SONOMA	COTATI	\$250,000	\$250,000	\$243,000	\$262,663	\$271,000	\$254,221	10,128,556
SONOMA	COUNTY OF SONOMA	\$14,577,563	\$14,702,013	\$16,024,483	\$16,018,474	\$16,656,705	\$15,581,657	620,797,161
SONOMA	HEALDSBURG				\$94,422	\$326,502	\$210,462	8,385,130
SONOMA	PETALUMA			\$1,019,000	\$1,000,000	\$614,000	\$1,009,500	40,220,032
SONOMA	ROHNERT PARK	\$581,000	\$581,000	\$593,368	\$370,538	\$631,251	\$596,655	23,771,643
SONOMA	SANTA ROSA	\$11,475,600	\$11,475,600	\$11,475,600	\$11,475,426	\$10,905,972	\$11,475,557	457,203,817
SONOMA	SEBASTOPOL	\$218,680	\$214,130	\$208,795	\$203,538	\$277,481	\$211,286	8,417,945
SONOMA	SONOMA	\$601,060	\$601,060	\$601,060	\$601,060	\$536,998	\$601,060	23,947,155
SONOMA	WINDSOR	\$291,924	\$286,200	\$283,402	\$275,280	\$319,462	\$284,202	11,323,025
SONOMA Total								1,213,358,015
Grand Total								12,510,430,419

Note: The needs will be revised when there is updated data



**METROPOLITAN
TRANSPORTATION
COMMISSION**

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

Memorandum

TO: Partnership Technical Advisory Committee

DATE: April 18, 2011

FR: Sri Srinivasan

RE: Plan Bay Area: Draft Transit Operating Needs Assessment

For Plan Bay Area, MTC staff will evaluate funding needs to operate and maintain transit services over the 28-year plan period from FY 2012-13 through FY 2039-40. This memo outlines the analysis methodology, preliminary findings and comparison of the projected needs to the previous long-range plan, Transportation 2035 (T2035). Staff is seeking input from PTAC on these draft projections. The draft projections are currently scheduled to be presented for informational purposes to the MTC Planning Committee on May 13th.

Methodology

MTC staff distributed a survey to the region's transit operators for information on current and planned service levels; existing and projected operating costs; and existing and projected local operating revenues over the period of Plan Bay Area. Staff has received the survey data for 23 of the 25 surveys sent.

Cost Projections

The cost to operate and maintain existing service levels was projected by the transit operators. MTC requested a cost breakdown of expenses by mode (bus, paratransit, rail, etc.) and system-wide non-operating expenses including debt service by year-of-expenditure. Transit operators also provided planned service changes over the period. Staff is working with operators to assess assumptions and reasonableness of data submitted. Because the transit service is also being evaluated as part of the Transit Sustainability Project, staff is focusing the operating needs assessment on existing services for the time being. Therefore, planned service changes are not included in this preliminary operating needs assessment.

Preliminary Results and Comparison to T2035

Preliminary calculations of the 28-year projected transit operating expenses for existing service levels only are summarized below. For comparison, the operating costs for T2035 are also summarized.

Table 1: DRAFT Plan Bay Area (RTP/SCS) 28-Year Transit Operating Needs (In Inflated \$1,000,000s)

	DRAFT PLAN BAY AREA PRELIMINARY OPERATING NEEDS	T2035 OPERATING NEEDS	PERCENT CHANGE (T2035 VS. PLAN BAY AREA)	PLAN BAY AREA PROJECTED SERVICE LEVEL (IN FY40) (Revenue Vehicle Hours)	T2035 PROJECTED SERVICE LEVEL (IN FY33) (Revenue Vehicle Hours)	PERCENT CHANGE (T2035 VS. PLAN BAY AREA)	
LARGE OPERATORS							
1	AC Transit	\$11,540	\$11,745	-2%	1,624	1,854	-12%
2	BART	\$26,347	\$22,076	19%	2,000	1,961	2%
3	Caltrain	\$4,204	\$3,467	21%	30	41	-26%
4	Golden Gate Transit (inc. MCTD)	\$4,713	\$2,941	60%	385	419	-8%
5	SamTrans	\$6,304	\$6,794	-7%	880	991	-11%
6	SF MTA	\$27,547	\$28,921	-5%	3,439	3,710	-7%
7	VTA	\$16,199	\$14,594	11%	1,803	1,533	18%
	SUBTOTAL LARGE OPERATORS	\$96,854	\$90,539	7%	10,161	10,509	-3%
SMALL OPERATORS							
8	ACE Train	\$632	\$497	27%	91	19	380%
9	Benicia Breeze*	--	\$60	--	--	24	--
10	County Connection	\$1,535	\$1,125	36%	306	542	-43%
11	Fairfield-Suisun Transit	\$467	\$292	60%	98	120	-18%
12	LAVTA	\$663	\$656	1%	149	152	-2%
13	MCTD (exc. GGBHTD)	\$1,191	\$535	123%	188	64	194%
14	NCTPA	\$300	\$362	-17%	94	87	8%
15	Petaluma Transit	\$84	\$97	-14%	23	22	5%
16	Rio Vista Delta Breeze	\$32	\$13	148%	6	5	10%
17	Santa Rosa CityBus	\$618	\$354	74%	112	111	1%
18	Sonoma County Transit	\$443	\$581	-24%	105	125	-16%
19	SMART	--	--	--	--	--	--
20	Tri-Delta Transit	\$725	\$635	14%	203	202	0%
21	Union City Transit	\$154	\$147	4%	49	48	1%
22	Vacaville City Coach	\$54	\$102	-48%	30	31	-5%
24	Vallejo Transit*	--	\$679	--	--	140	--
23	WestCAT	\$436	\$381	15%	93	118	-21%
25	WETA: Vallejo Ferry**	\$959	\$847	13%	14	17	-18%
	SUBTOTAL SMALL OPERATORS	\$8,293	\$7,363	13%	1,560	1,827	-15%
	TOTAL LARGE & SMALL OPERATORS	\$105,147	\$97,902	7%	\$11,721	\$12,336	-5%

Note: This table only includes existing service levels

* Vallejo Transit and Benicia Breeze will submit data together as Soltrans at a later date.

** WETA: Vallejo Ferry also includes Alameda/Oakland and Harbor Bay Ferry Service.

Key Observations

The key observations from a region-wide basis of the Plan Bay Area projections against those from T2035 are as follows:

Operating Cost

- The total system operating cost is projected to increase from \$98 billion to \$105 billion, or 7.4%.
- The total operating need for the large 7 operators similarly increases 7%, or \$6.3 billion.

- The change is not uniform across operators, with AC Transit, SAMTRANS and SFMTA showing decreases in cost and existing service levels. Follow-up is needed with the operators because in a few cases costs for the existing system may have been categorized as planned service changes.

Service Levels

- Service levels for the existing system are projected to decrease from 12.4 million annual revenue vehicle hours (T2035) to 11.7 million annual revenue vehicle hours (Plan Bay Area), or a decrease of 5%.
- Similar to changes in cost, the projected change in existing service levels between T2035 and Plan Bay Area are not uniform across operators. Of the large operators, only BART and VTA are projecting service level increases. Of the small operators, significant increases in the existing service levels are projected.

Issues Identified

MTC staff expects to work with transit operators over the next few weeks to address some of the following issues.

Growth Rates

Growth rates for costs and operator estimated revenue vary greatly. MTC staff will work with individual operators to understand assumptions and may consider using standard growth rates consistent with other Plan Bay Area revenue assumptions.

Additional Operating Expenses

In addition to the costs provided by the operators, staff will be adding regional operating costs such as Clipper and other transit connectivity operating program costs to the total. These numbers are currently under development and will be reviewed by the Partnership Transit Finance Working Group.



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

Memorandum

TO: Partnership Technical Advisory Committee

DATE: April 18, 2011

FR: Glen Tepke

W. I.

RE: Plan Bay Area: Transit Capital Need Projections Update

Projections Summary

Draft preliminary transit capital need projections for Plan Bay Area compared to the projections for T2035 are summarized in Chart 1 below. The figures represent the total cost of replacing and rehabilitating current transit capital assets over the 28-year planning period under three alternative scenarios for the state of good repair (SGR) of the system. This includes major vehicle replacement projects coming up over the next decade, including all of BART's and Caltrain's railcars, and all of SFMTA's trolleys. Capital costs of expansion and enhancement projects are not included. As shown, the total capital need estimate ranges from \$35.5 billion to \$48.1 billion, as compared to \$40.3 billion in Transportation 2035. Attachment "A" details the unconstrained needs by agency and asset type.

The projected needs consist of a one-time backlog of deferred replacement (assets that are already past their useful life at the beginning of the planning period) and rehab needs, plus normal, recurring replacement and rehab needs that come up when assets reach the end of their life or are due for rehabilitation during the planning period. The estimated cost of the backlog is \$6.3 billion (2010 \$).

Methodology

The projections are based on the Regional Transit Capital Inventory (RTCI), a database of all of the region's transit capital assets, such as buses, railcars, ferries, track, bridges, tunnels, train control and traction power systems, stations, maintenance facilities, and communications systems. The objective of the RTCI is to collect consistent and comparable data on the region's transit capital assets and replacement/rehabilitation costs for each transit operator. The initial RTCI was developed for the transit capital needs projections for Transportation 2035, and was recently updated by the transit operators for use in Plan Bay Area.

In addition to an asset inventory, the RTCI includes replacement and rehabilitation cycles and costs for each type of asset. Asset data for the RTCI was developed by each operator using multiple sources, such as maintenance management systems, fleet plans, condition assessments, and accounting systems. For cases where cost data was not available, industry standard replacement and rehabilitation cycles and costs for each asset type were developed based on a national inventory maintained by the Federal Transit Administration (FTA) and other sources.

Chart 1. Plan Bay Area Preliminary Transit Capital Need Projections 2013-2040
Year-of-Expenditure \$ Millions

	Transportation 2035	Plan Bay Area Scenarios		
		Unconstrained	10-Year SGR	Maintain Backlog
Large Operators				
AC Transit	\$1,745.8	\$3,444.4	\$3,367.7	\$2,606.9
BART	15,119.0	15,000.2	15,009.8	12,458.4
Caltrain	3,455.6	3,945.3	3,724.1	2,006.2
GGBHTD	1,046.8	1,304.8	1,215.6	892.3
SamTrans	1,018.4	1,496.5	1,477.1	1,126.9
SFMTA	11,388.2	14,495.3	13,641.8	11,286.4
VTA	4,374.4	4,411.2	4,330.8	3,074.6
Subtotal Large Operators	\$38,148.2	\$44,097.8	\$42,766.9	\$33,451.8
Small Operators				
ACE	\$453.0	\$159.9	\$153.7	\$138.4
CCCTA	272.2	424.7	411.7	348.5
ECCTA	121.1	197.3	197.1	172.7
Fairfield	125.2	179.5	181.5	118.6
LAVTA	127.4	223.8	217.4	181.3
Marin County	N/A	42.8	42.8	41.1
Napa	56.0	145.2	145.3	87.3
Petaluma	13.7	34.2	34.1	28.3
Santa Rosa	116.8	127.2	127.1	109.2
Sonoma County	169.3	266.4	266.3	181.6
Union City	43.8	63.4	63.5	59.9
Vacaville	147.9	69.6	70.1	45.5
Vallejo/Benicia	278.5	614.5	557.7	318.6
Westcat	122.9	165.2	166.0	108.6
WETA (AOF)	98.8	181.2	181.3	144.7
Subtotal Small Operators	\$2,146.6	\$2,895.0	\$2,815.7	\$2,084.3
Clipper	Included above	\$43.9	\$38.7	\$28.6
Total	\$40,294.8	\$47,036.7	\$45,621.3	\$35,564.7

Alternative SGR Scenarios

For purposes of the projections, State of Good Repair is defined in terms of the size of the backlog of deferred replacements and rehabs. Eliminating the backlog and performing all replacements and rehabs on schedule would result in an ideal SGR. The sizable backlog indicates the system is currently in a less-than-ideal SGR.

The three scenarios represent alternative levels of SGR that can be achieved by reinvestment in the system, i.e., alternative definitions of transit capital need. In terms of mechanics, they differ in how the backlog is addressed.

Unconstrained. The backlog is eliminated in the first year of the projection (2013), and all normal recurring replacements and rehabs are performed on schedule. Under this scenario, the system would attain an ideal SGR in 2013 and would be maintained at that level through 2040. The scenario used to define transit capital needs in T2035 was equivalent to this scenario.

Attain SGR in 10 Years. This scenario is similar to Unconstrained, except that the cost of replacing over-age assets and performing deferred rehabs is spread over the first ten years of the projection period, i.e., a more realistic version of the Unconstrained scenario. Under this scenario, the system would attain an ideal SGR by 2023 and would be maintained at that level through 2040.

Maintain Current Backlog. The rate of replacements and rehabs is constrained so that the dollar value of the backlog in 2040 is approximately the same as it was in 2013 (in constant dollars), i.e., the status quo scenario. Under this scenario, some assets would remain in service beyond their useful lives, and some rehabs would continue to be deferred, so the SGR of the system remains approximately the same throughout the planning period.

We propose to develop projections under a fourth intermediate scenario: Reduce Backlog/Improve SGR. Under this scenario, the backlog would be reduced but not eliminated by 2040, and the SGR would improve but not reach the ideal state. The three scenarios presented here, as well as the proposed Reduce Backlog/Improve SGR scenario, provide the range of transit capital needs as the region begins the funding tradeoff discussions.

Changes from T2035

As in T2035, the transit capital need projections are based on the Regional Transit Capital Inventory (RTCI) originally developed for T2035. Unlike T2035, the projections were produced using FTA's Transit Economics Requirement Model (TERM), a capital planning tool used by FTA for national-level projections, including the 2009 Rail Modernization Report and the 2010 National State of Good Repair Assessment. We used TERM as an intermediate step toward implementation of "TERM Lite," a more user-friendly version of TERM that FTA is developing for use by operators and MPOs.

There are several reasons for the differences between the projected needs for Plan Bay Area compared to the T2035 projections:

- SFMTA's need projections are based on the initial capital asset inventory which was completed in 2010. SFMTA was unable to complete the inventory (for assets other than vehicles) in time for use in T2035, so the T2035 projections were extrapolated from SFMTA's CIP. The asset-based approach used for the Plan Bay Area projections is more comprehensive than the project-based approach used in T2035, resulting in an increase in SFMTA's projected needs.

- Other operators completed an update of the asset inventories they had developed for use in T2035. In many cases, the operators refined replacement and rehab costs, and useful lives, and in some cases corrected errors and omissions in asset counts. BART was unable to complete an update of its inventory data in time for use in the preliminary projections, so, with the exception of the BART car replacement costs noted below, the projections are based on BART's original data for T2035. Staff is working with BART to complete an update of its asset inventory.
- The RTCI consultant team, working with the operators, recommended numerous revisions to asset classifications, replacement and rehab costs, and useful lives which are intended to result in more accurate projections.
- The costs of the BART car replacement project were modeled to match BART's current projected total of \$3.2 billion as compared to \$2.7 billion in T2035.
- Marin County Transit District's projected capital needs are included for the first time (SMART and Rio Vista will be incorporated in later revisions to the projections).
- The Plan Bay Area projections are for 28 years vs. 25 years for T2035.
- The Plan Bay Area projections assume an inflation rate of 2.2% vs. 3.0% for T2035.
- The first year of the Plan Bay Area projections is 2013 vs. 2009 for T2035, so the costs include an additional four years of inflation.

Taking these variables into account, the Plan Bay Area projections are generally consistent with T2035.

Revisions to Projections

These are preliminary draft projections. We are continuing to work with the RTCI consultants to refine the numbers, and they are likely to be revised before they are presented to the RAWG and MTC Planning Committee in May. After presenting the preliminary projections, we plan to make a second round of revisions over the summer before finalizing the projections for the RTP tradeoff discussions in the fall. The second round of revisions will include:

- Updated asset data for BART, if available.
- Further refinements to capital inventory data for SFMTA and other operators based on analysis of the preliminary projections.
- Addition of SMART and Rio Vista, which were not included in the T2035 capital need projections.
- Transfer of ferry assets and capital needs from Vallejo to WETA.

Performance Measures

The performance measure for the transit capital program in the RTP is the Average Age of Assets as a Percentage of Useful Life, with a target of reducing the average to 50% of the useful life, which represents an ideal state of good repair. In developing the preliminary need projections, we have found that the average age is strongly affected by long-lived, high-cost assets that are rehabilitated but not replaced during the projection period under any scenario, such as the BART tube and elevated guideway. To address this anomaly, staff is evaluating two alternative measures:

- The dollar value of the backlog of assets that are past their useful life or have deferred rehab work; and
- The percentage of assets (weighted by replacement value) over their useful life.

The attached charts (Attachment B) illustrate the results for each of these alternatives under the Attain SGR in 10 Years and Maintain Backlog scenarios, as well as other measures that can be estimated using TERM, including the condition rating of assets (estimated based primarily on age because we do not have actual condition data in the RTCI).

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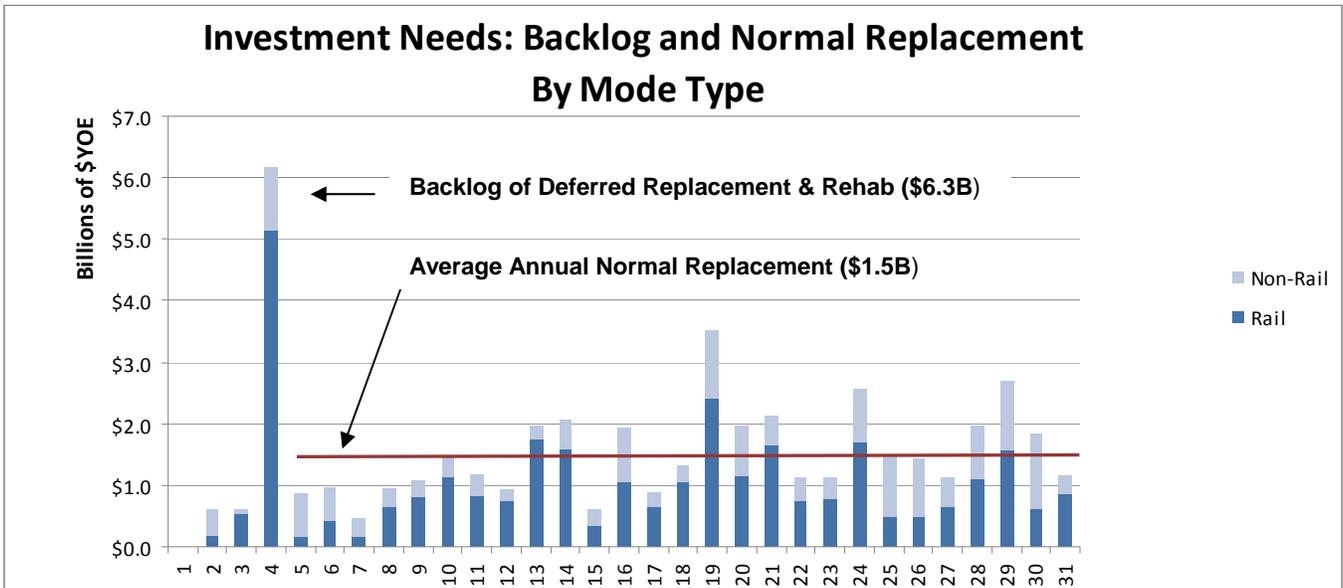
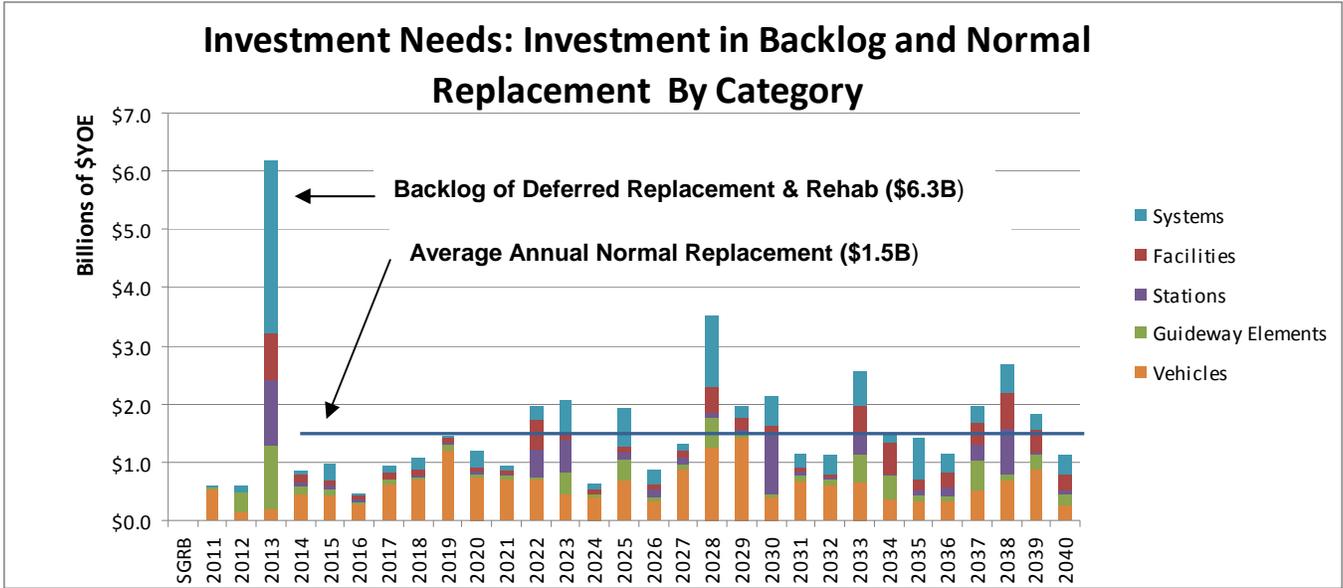
Attachment A.

Plan Bay Area Preliminary Transit Capital Need Projections, 2013 - 2040, Unconstrained Scenario
 Year-of-Expenditure \$ millions

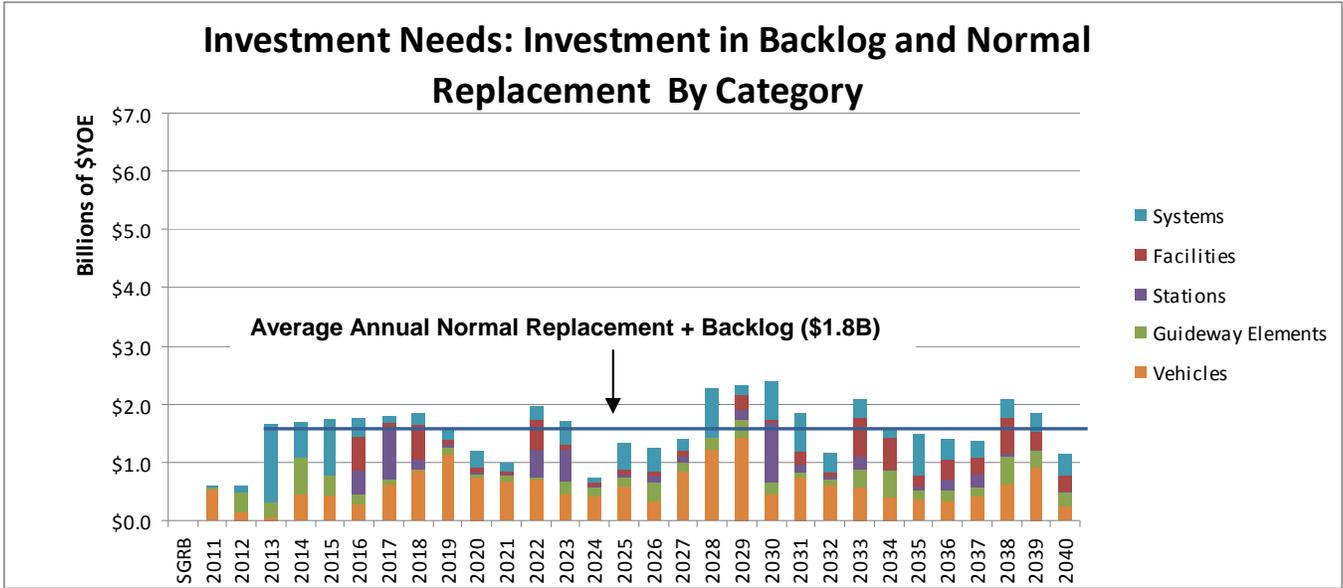
Operator	Asset Category					Total
	Facilities	Guideway	Stations	Systems	Vehicles	
AC Transit	\$ 1,560.6	\$ -	\$ 36.2	\$ 320.7	\$ 1,526.9	\$ 3,444.4
ACE	17.2	-	5.7	18.2	118.8	159.9
BART	1,000.6	3,241.2	1,871.0	3,604.8	5,282.6	15,000.2
Caltrain	151.3	729.0	1,675.7	482.3	907.0	3,945.3
CCCTA	111.4	-	-	32.6	280.8	424.7
ECCTA	22.8	-	-	1.6	172.9	197.3
Fairfield	72.1	-	-	5.1	102.3	179.5
GGBHTD	237.2	87.5	182.5	100.4	697.2	1,304.8
LAVTA	23.1	-	0.1	22.7	178.0	223.8
Marin County	1.7	-	-	-	41.1	42.8
Napa	51.5	-	6.8	5.9	81.0	145.2
Petaluma	4.7	-	4.6	0.7	24.2	34.2
SamTrans	514.9	-	44.6	170.8	766.2	1,496.5
Santa Rosa	11.1	-	3.8	8.6	103.8	127.2
SFMTA	1,857.9	1,133.3	1,413.0	5,821.7	4,269.5	14,495.3
Sonoma Coun	105.2	-	22.9	21.1	117.2	266.4
Union City	-	-	3.6	1.4	58.5	63.4
Vacaville	17.4	-	7.9	3.2	41.0	69.6
Vallejo	84.2	10.4	238.8	29.3	251.9	614.5
VTA	613.1	464.5	403.6	985.5	1,944.4	4,411.2
WETA	11.7	16.3	16.0	0.4	136.9	181.2
Westcat	53.7	-	-	4.8	106.7	165.2
Clipper	-	-	-	43.9	-	43.9
Total	\$ 6,523.4	\$ 5,682.3	\$ 5,936.6	\$ 11,685.5	\$ 17,209.0	\$ 47,036.7

**Attachment B.
Plan Bay Area Preliminary Transit Capital Need Projections
State of Good Repair Measures**

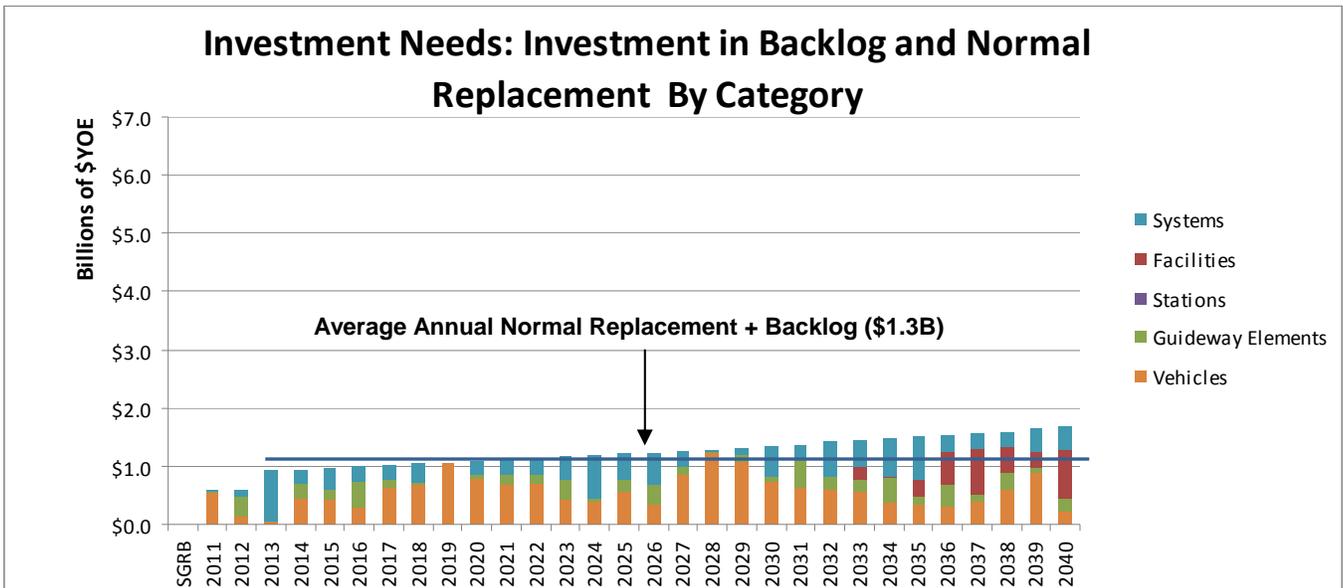
Unconstrained Scenario – Attain SGR in One Year



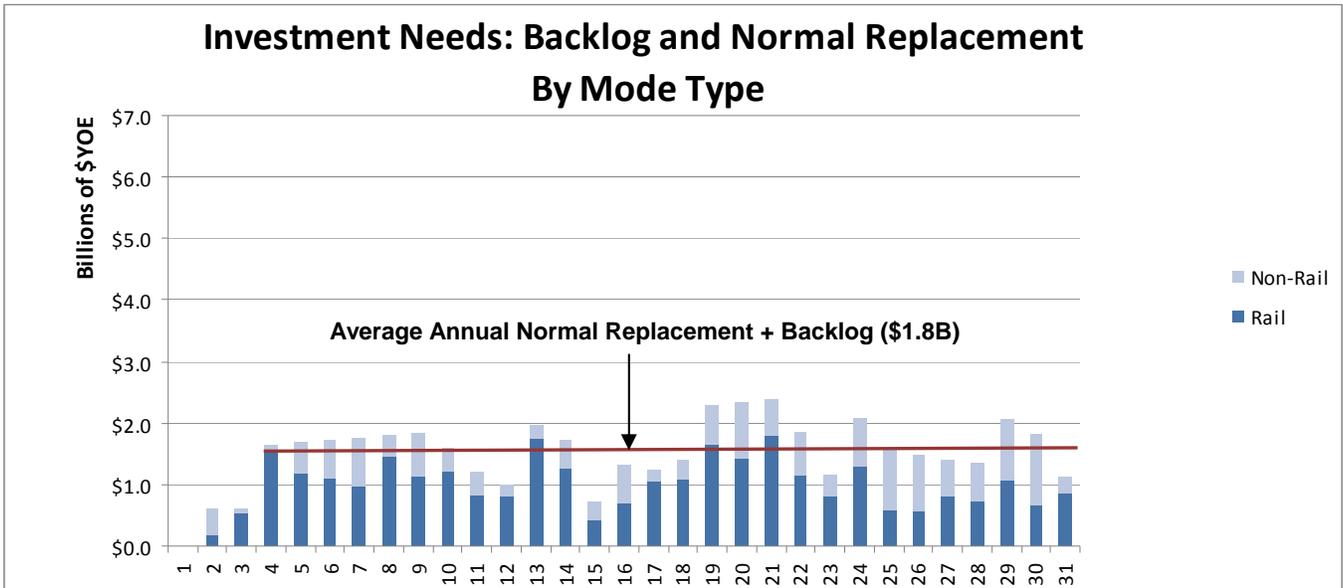
Attain SGR in 10 Years Scenario



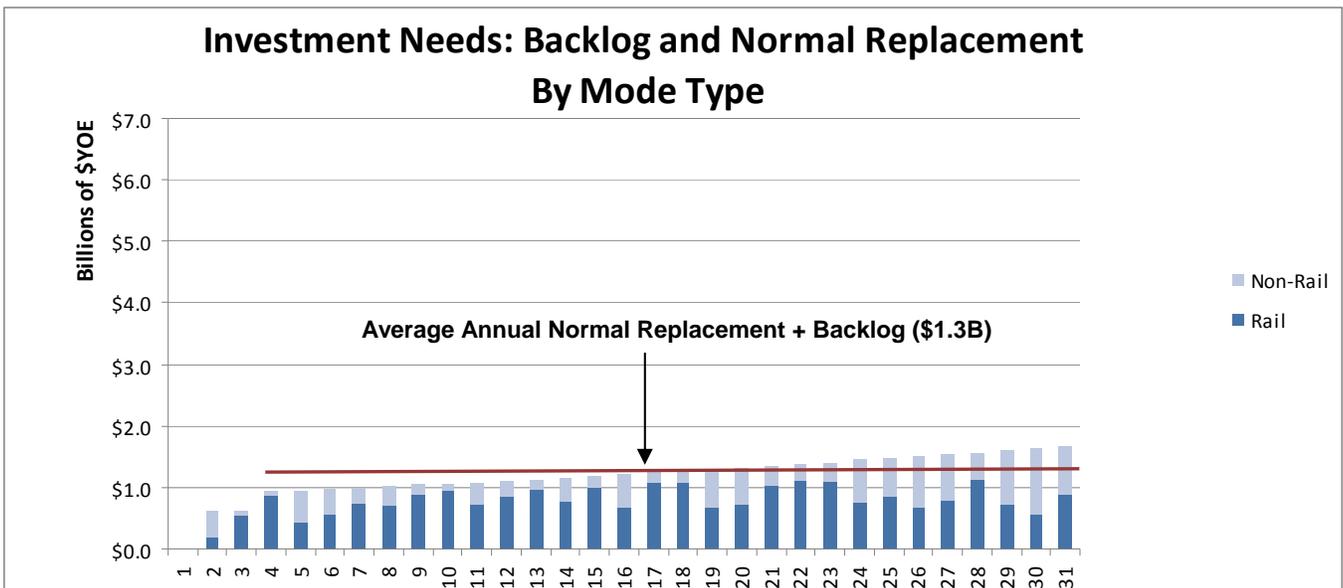
Maintain Current Backlog Scenario



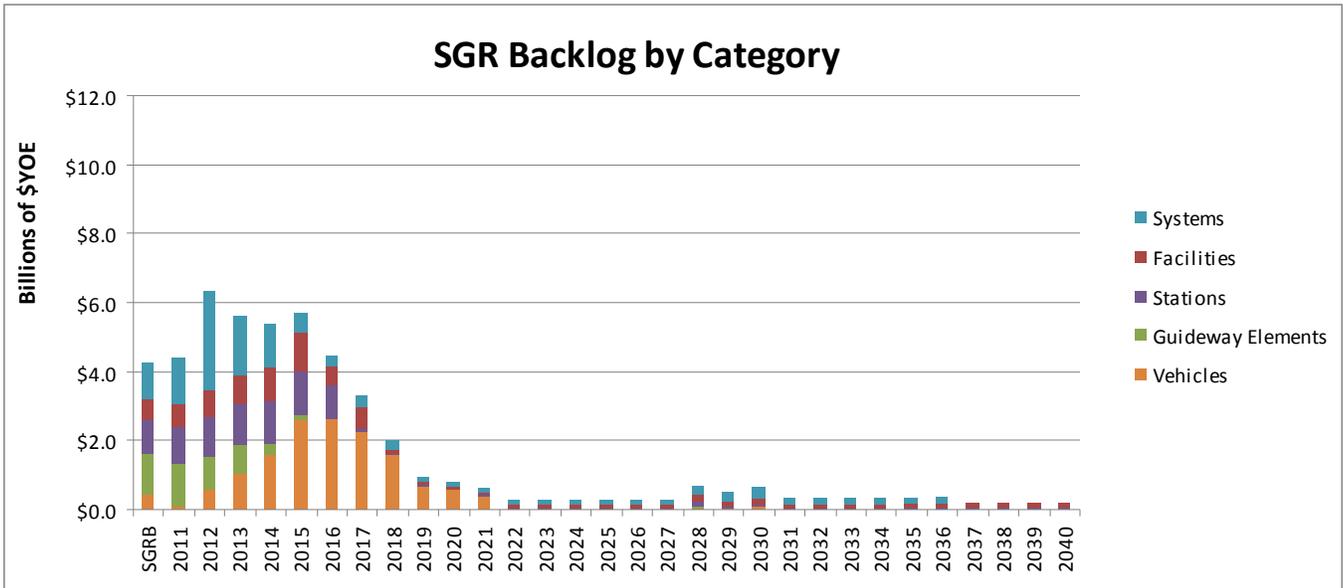
Attain SGR in 10 Years Scenario



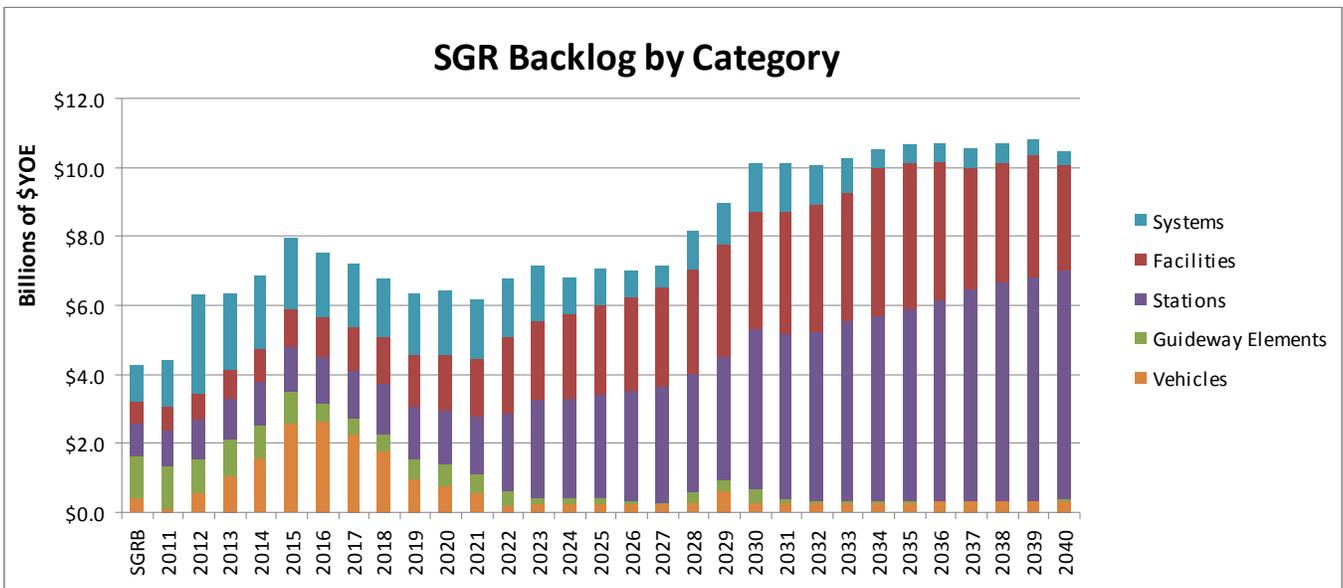
Maintain Current Backlog Scenario



Attain SGR in 10 Years Scenario

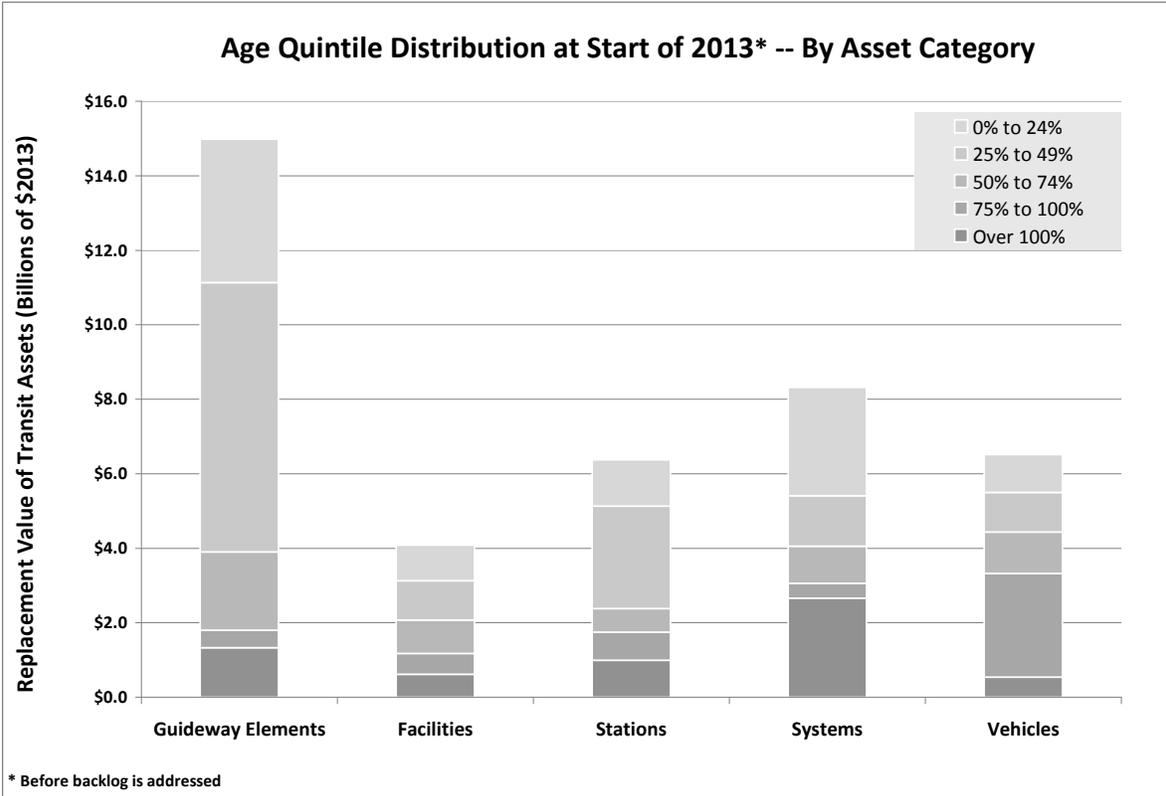


Maintain Current Backlog Scenario

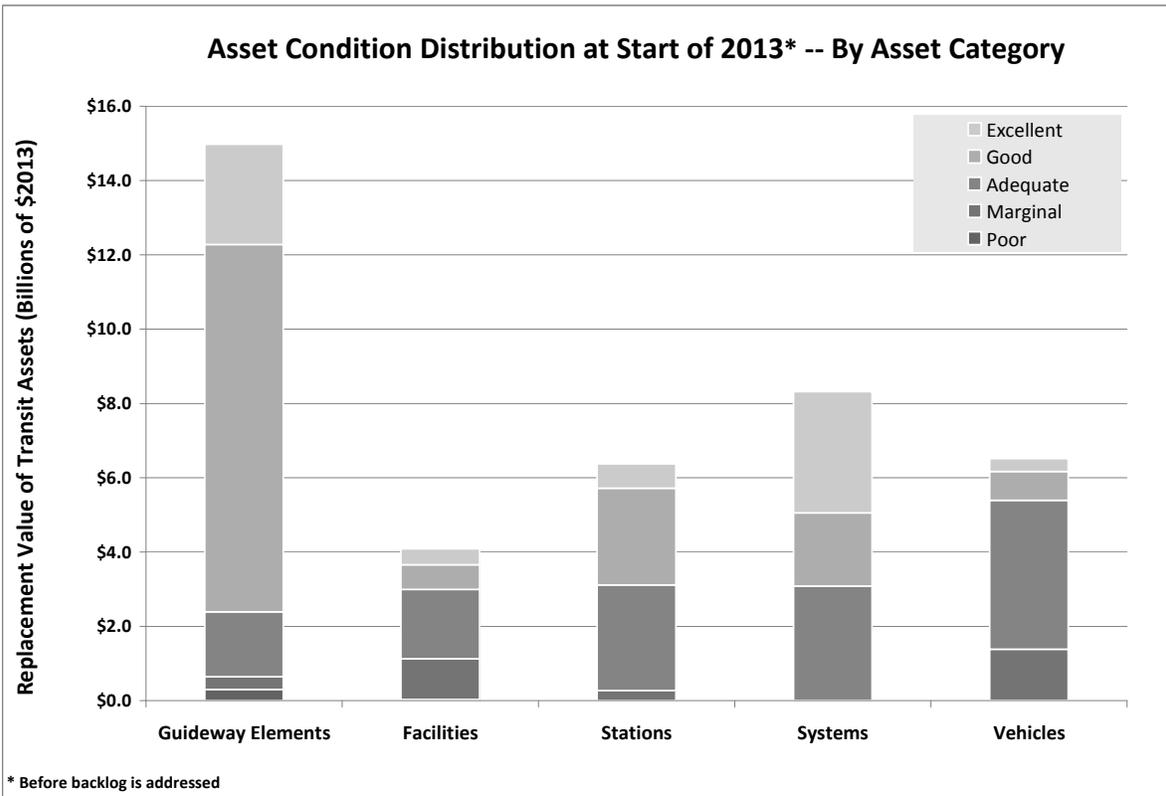


The increase in the backlog in the Maintain Current Backlog Scenario is due to inflation, because costs are expressed in year-of-expenditure dollars. The backlog is maintained at the current level in constant dollars.

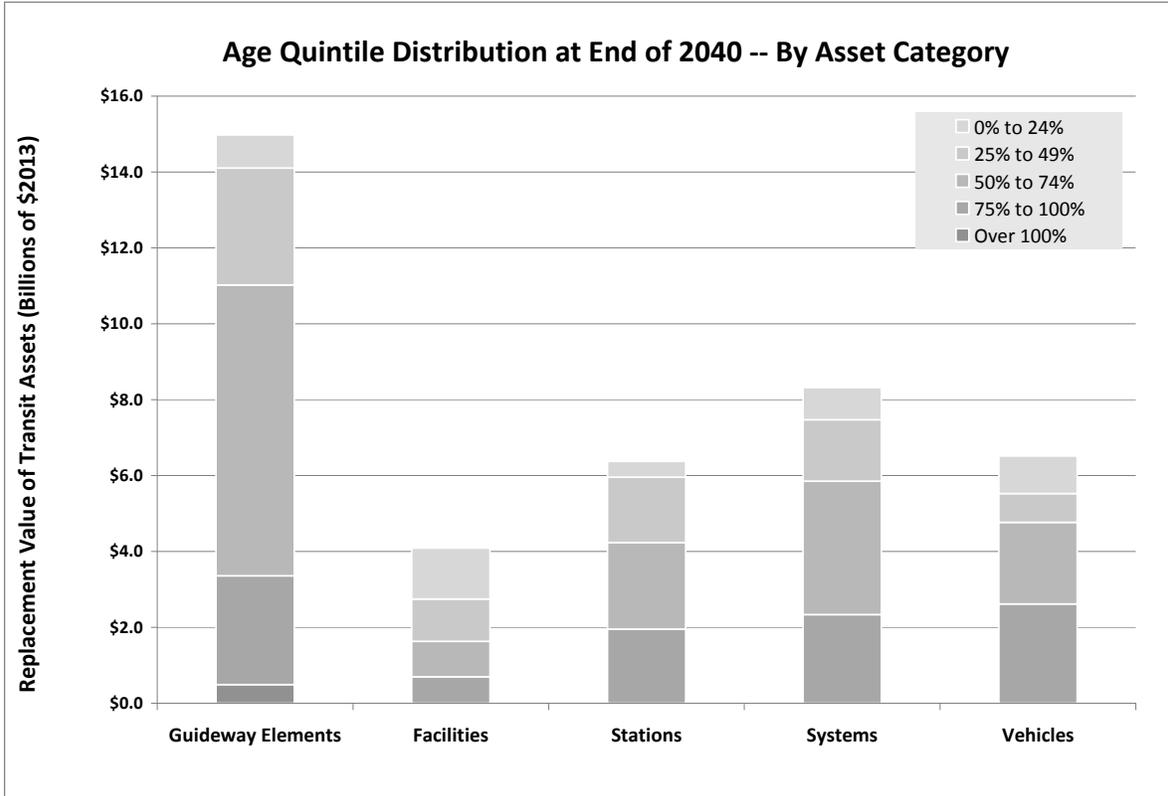
All Scenarios



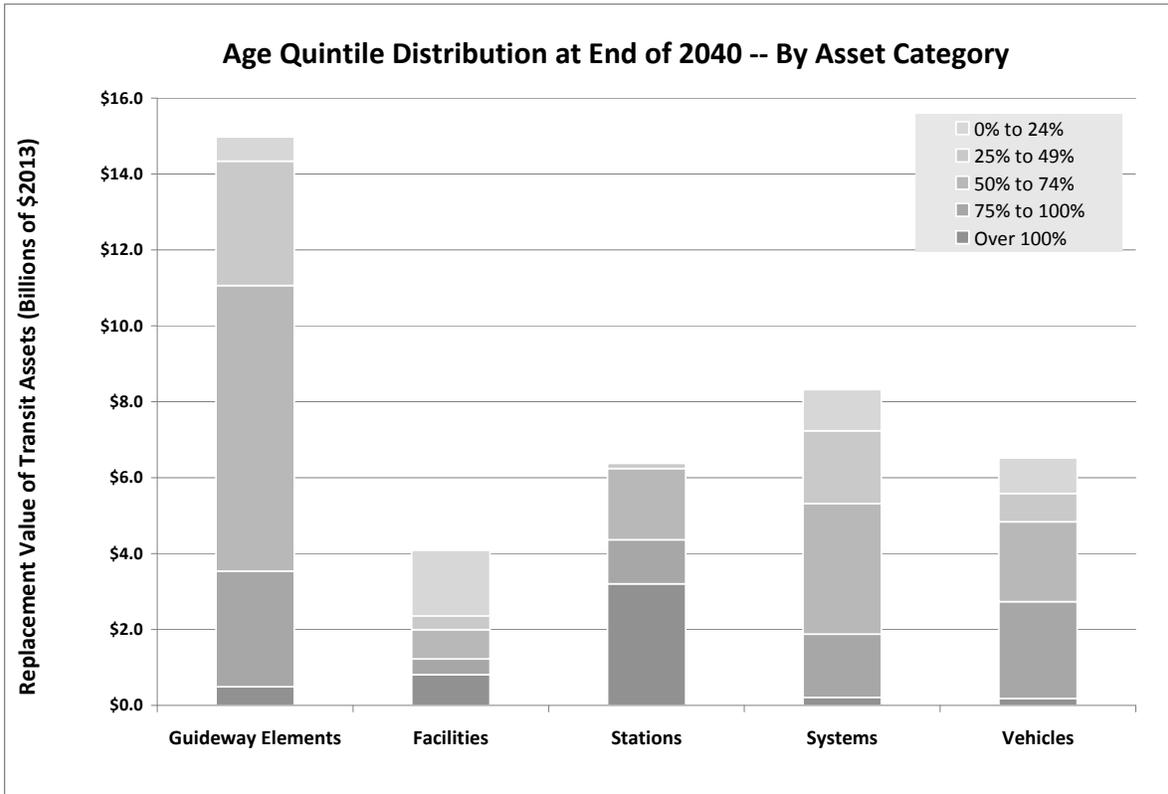
All Scenarios



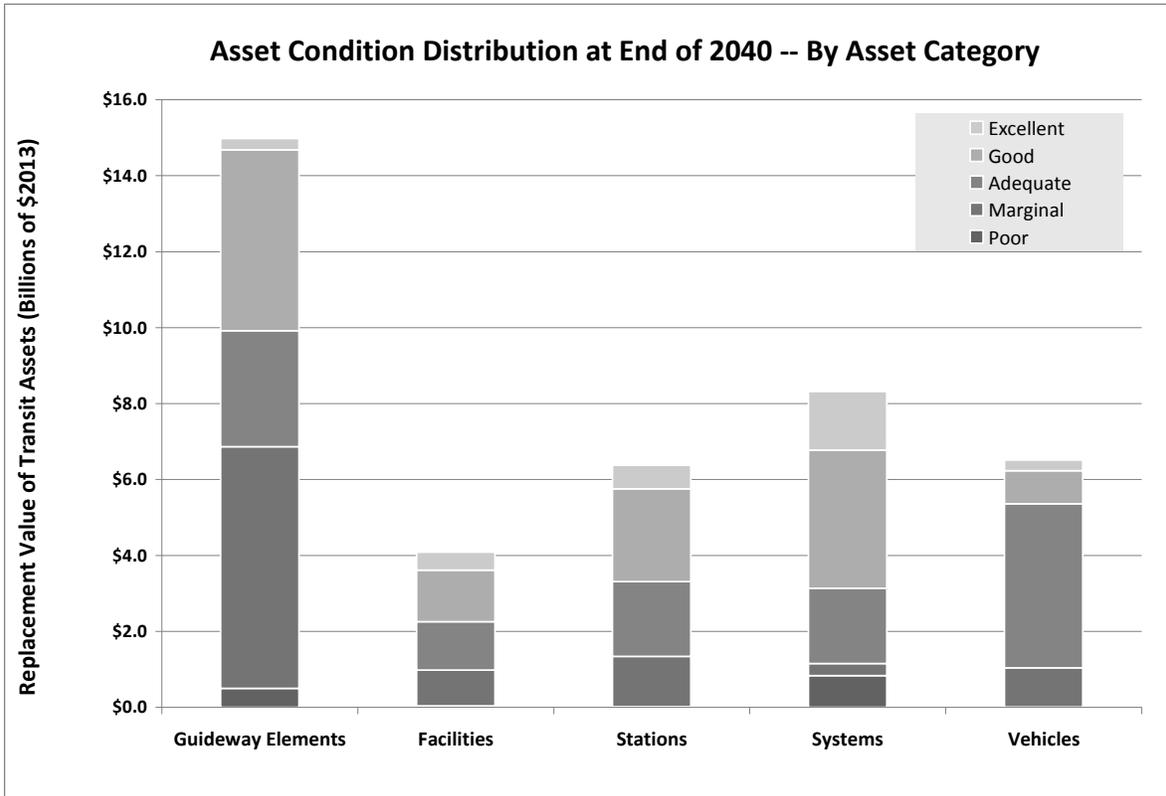
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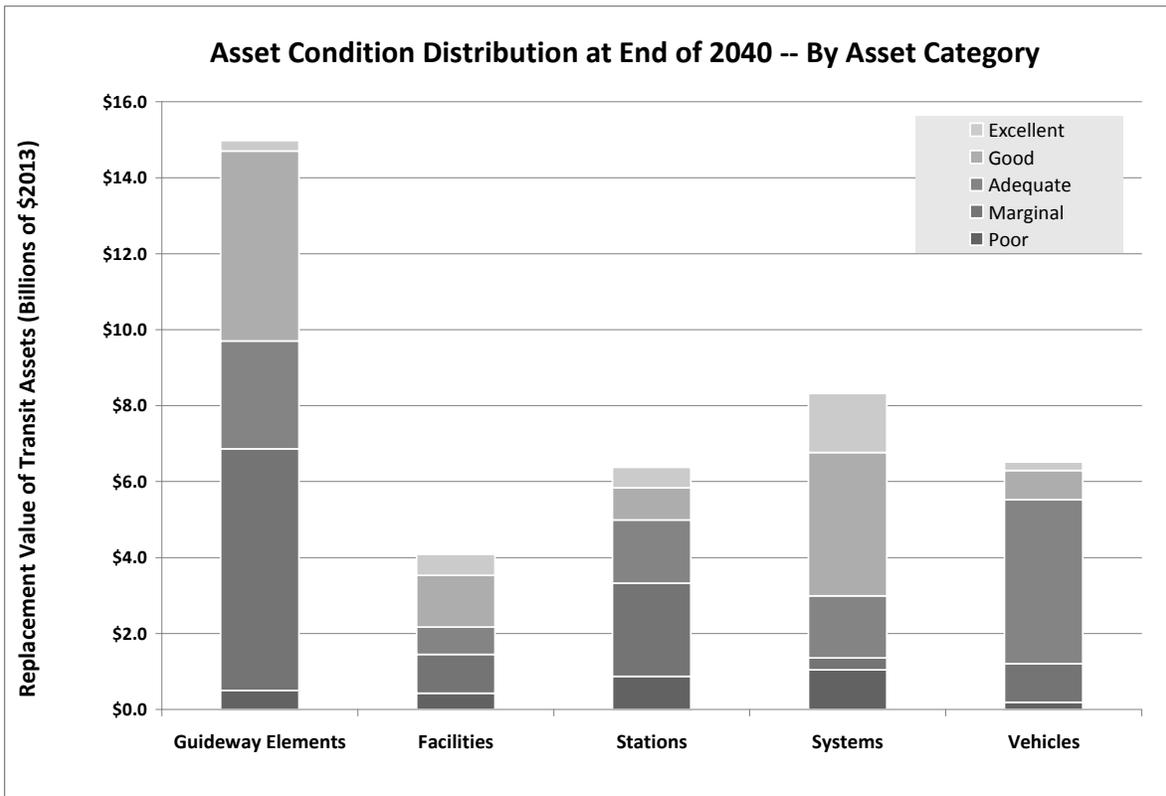
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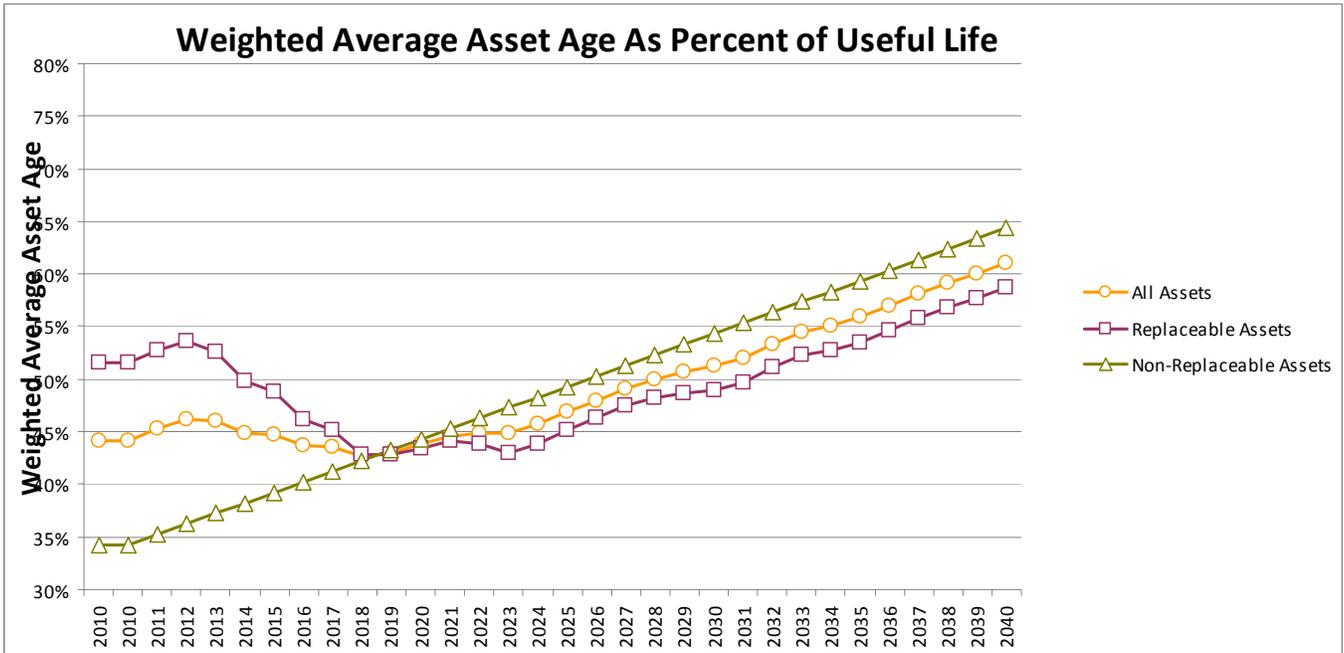
Attain SGR in 10 Years Scenario



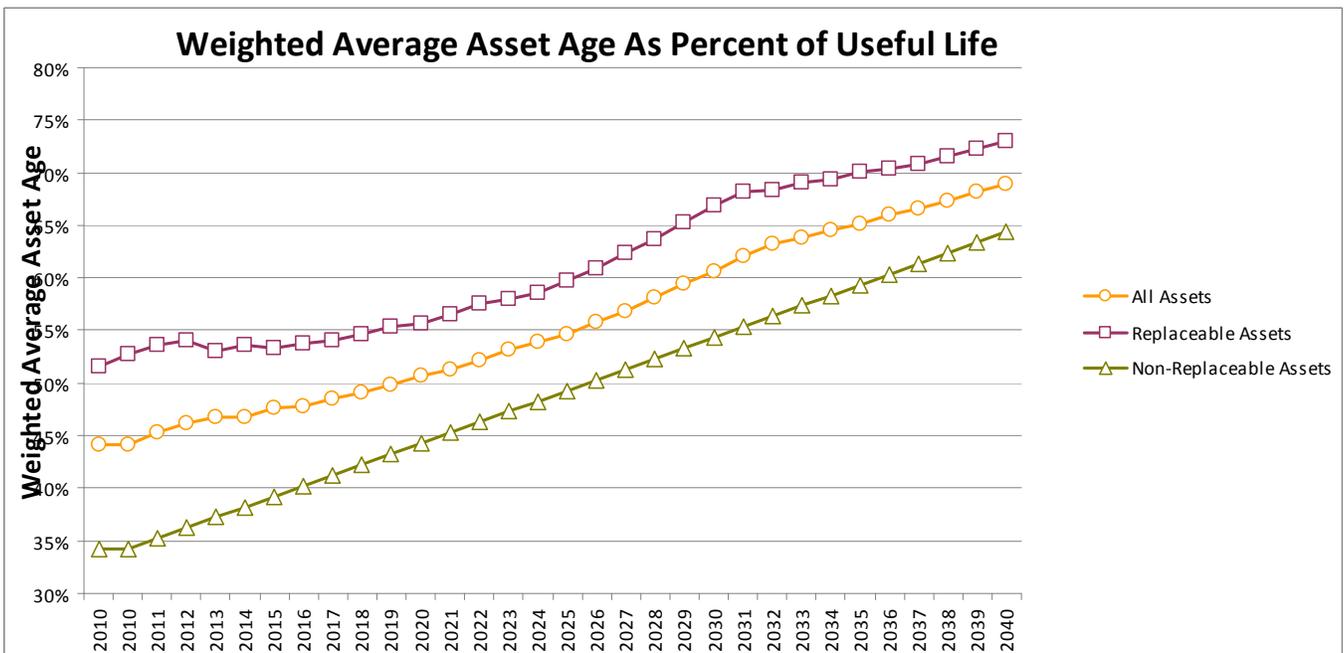
Maintain Current Backlog Scenario



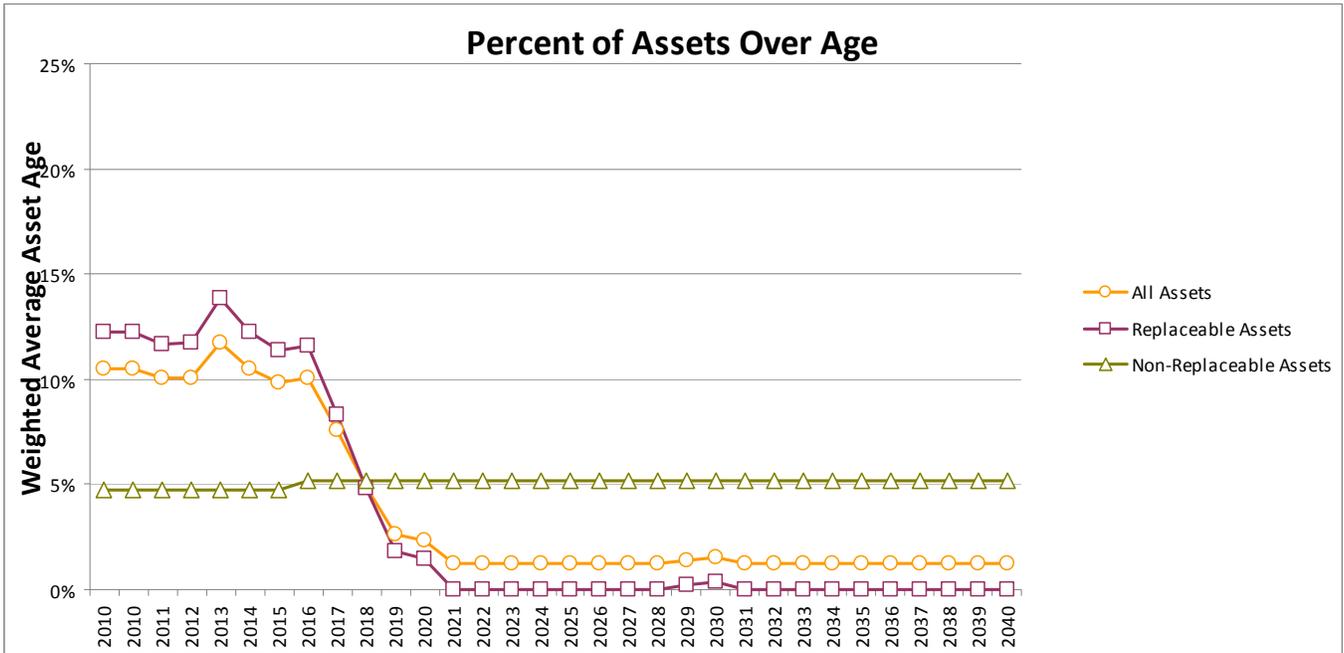
Attain SGR in 10 Years Scenario



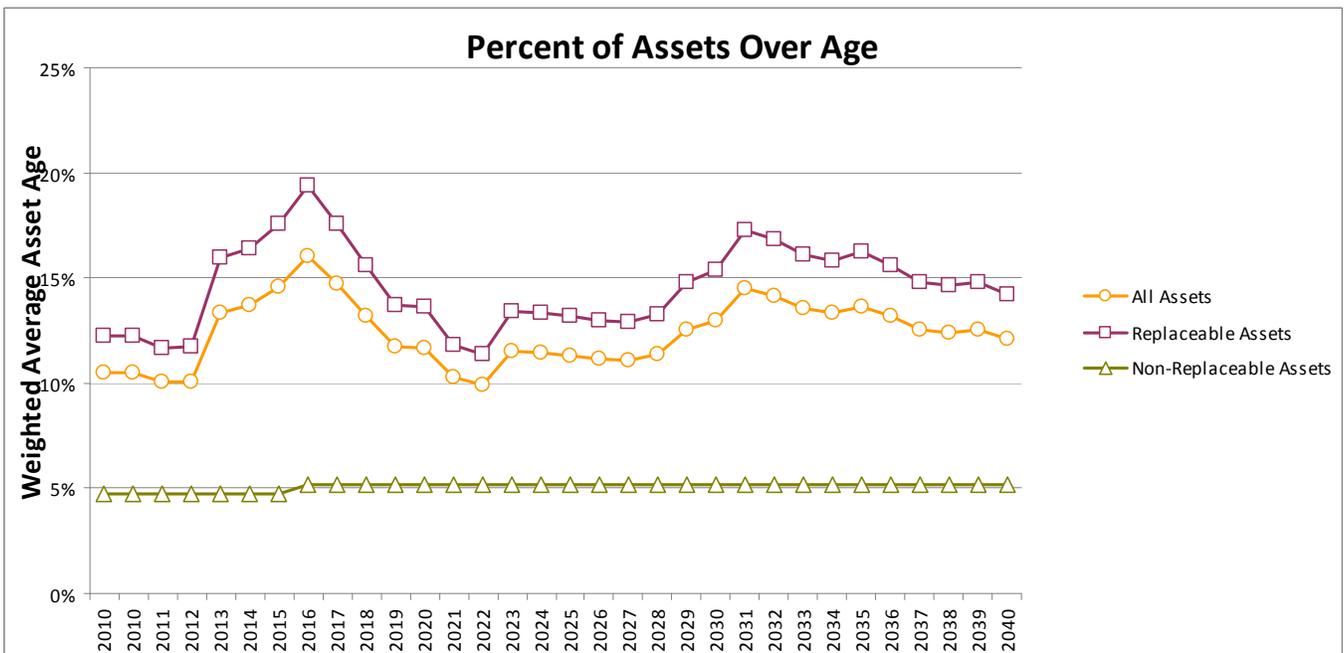
Maintain Current Backlog Scenario



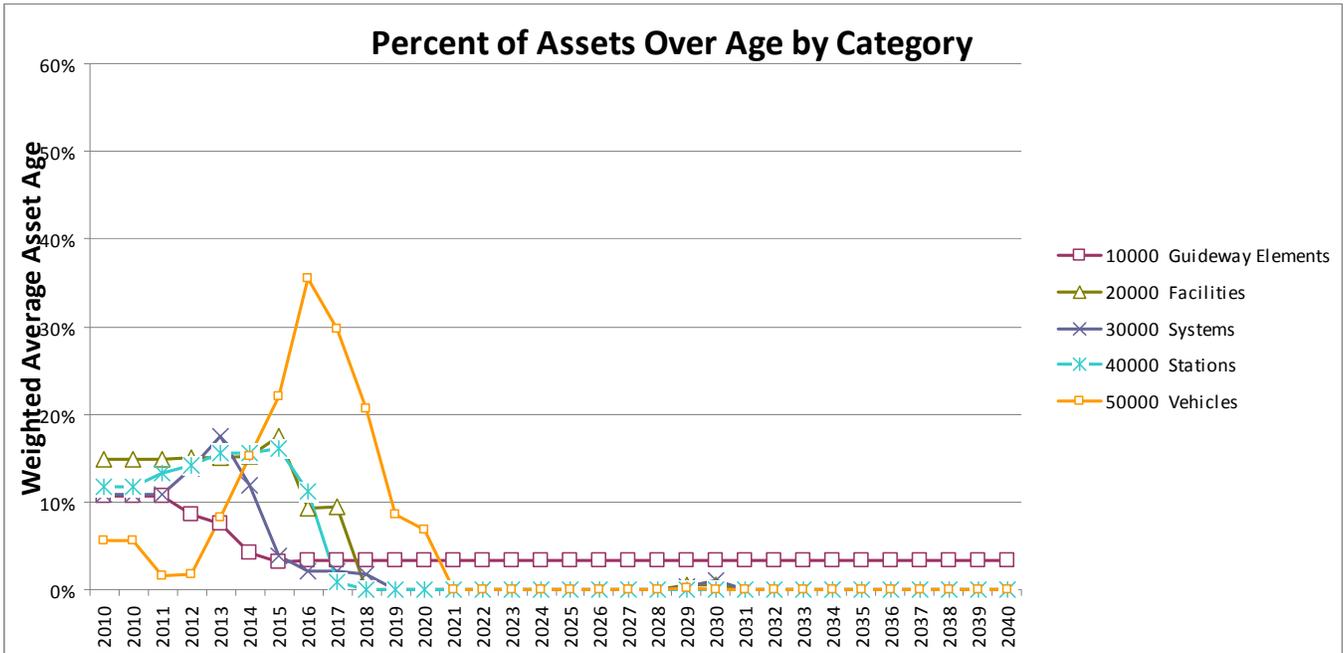
Attain SGR in 10 Years Scenario



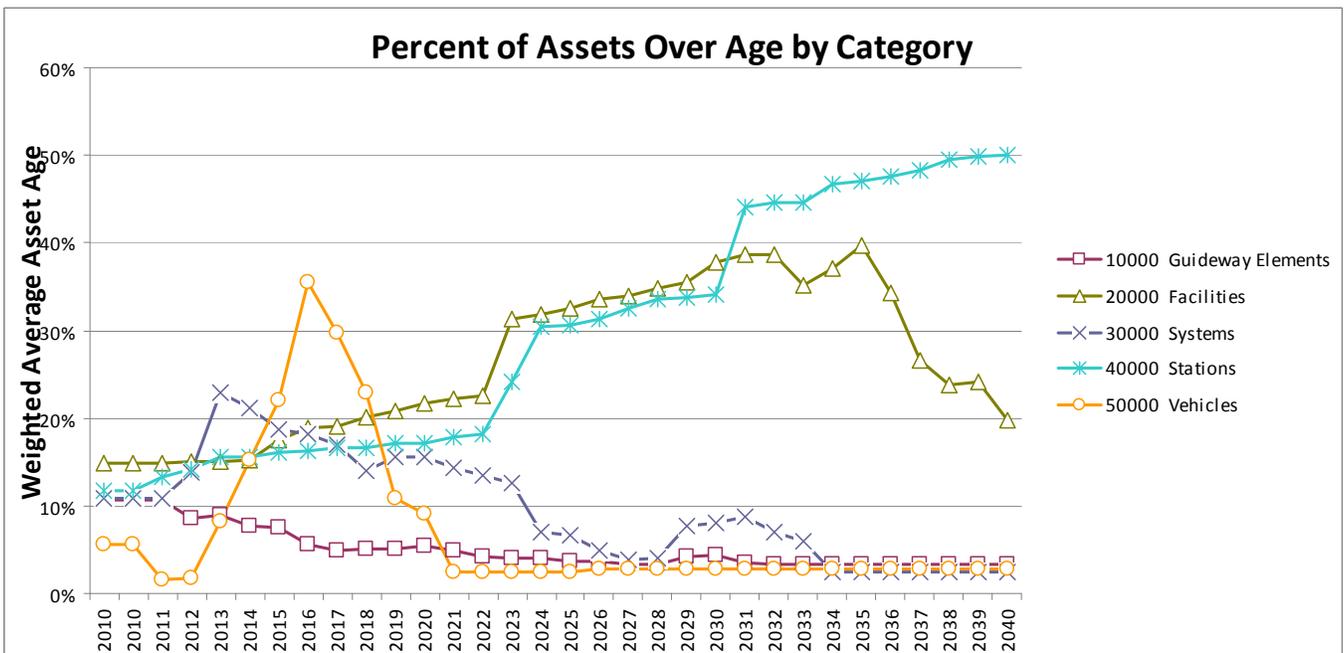
Maintain Current Backlog Scenario



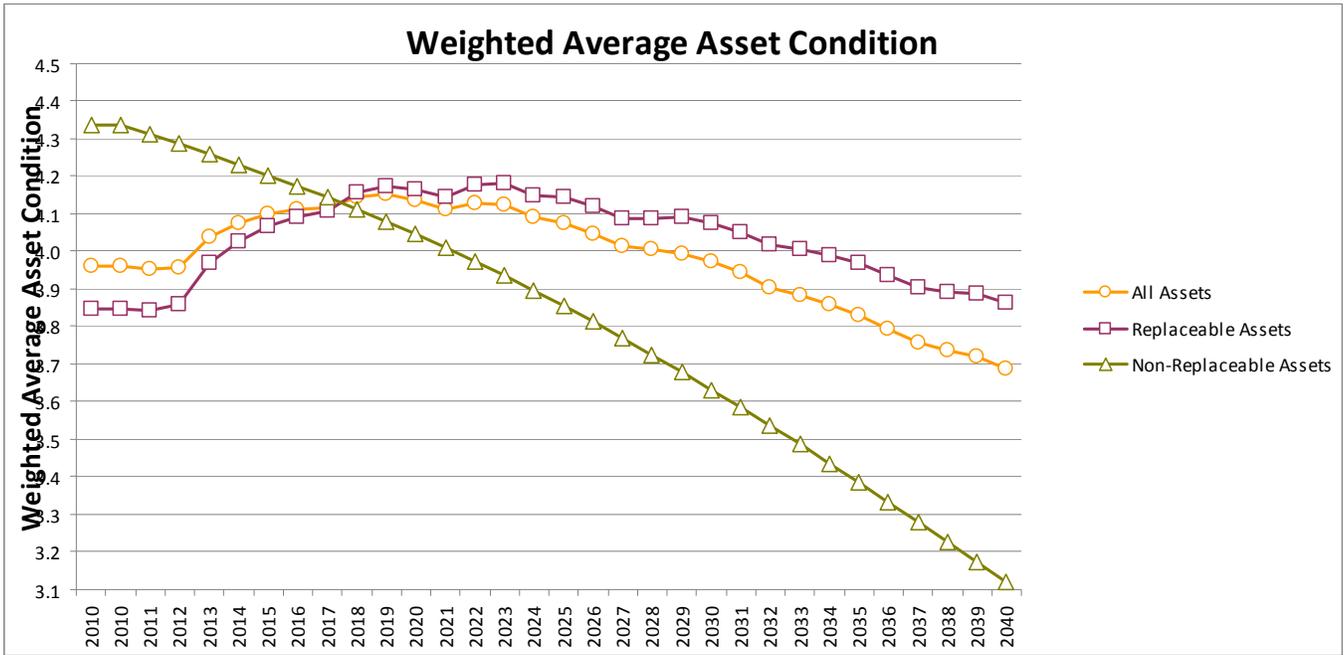
Attain SGR in 10 Years Scenario



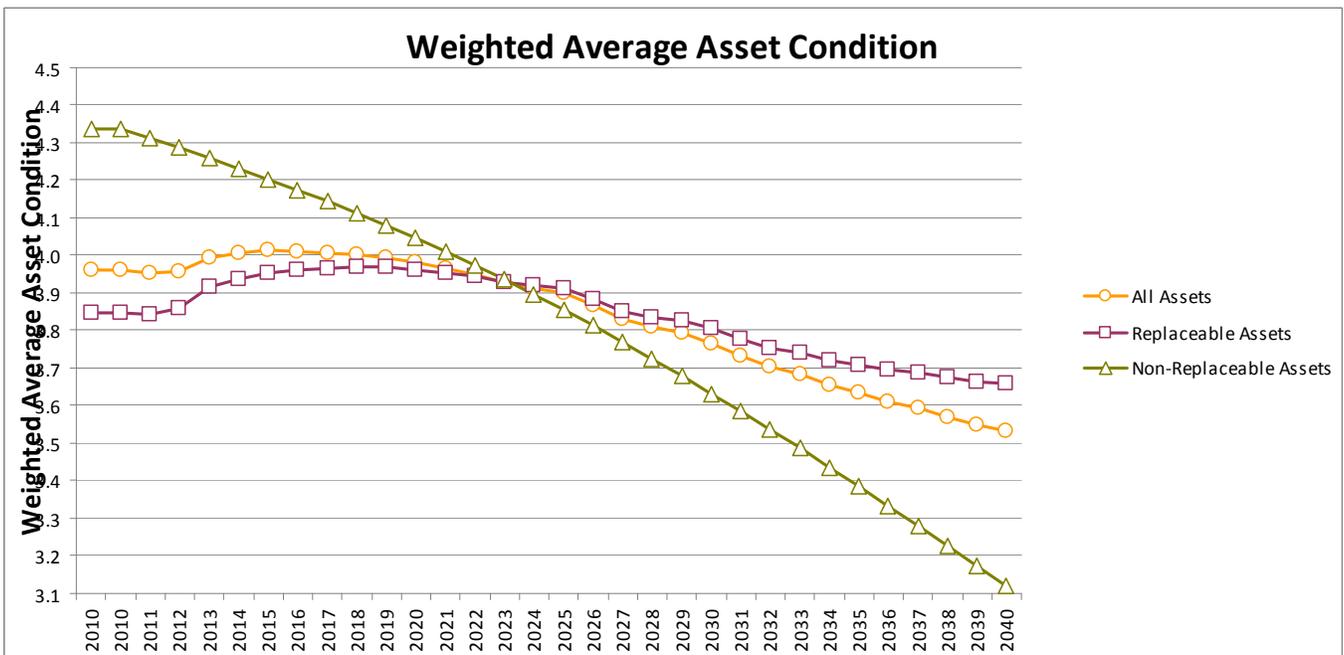
Maintain Current Backlog Scenario



Attain SGR in 10 Years Scenario



Maintain Current Backlog Scenario





METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Partnership Technical Advisory Committee

DATE: April 18, 2011

FR: Dave Vautin and Lisa Klein

W.I.

RE: Plan Bay Area (SCS/RTP) Transportation Project Performance Assessment – Revised Approach

At the March PTAC meeting, MTC staff described an approach to assess transportation projects and programs considered for inclusion in the Draft Financially Constrained Plan Bay Area (SCS/RTP) adopted by the Commission. Building on the approach used in *Transportation 2035* (T-2035), transportation projects and programs submitted through the call for projects will be evaluated using both benefit-cost and targets project-level analyses. This process is designed to identify projects and programs that advance the Plan Bay Area goals, support the land use strategy, and are cost-effective. The results of the analysis will help inform the Commission's discussions of the trade-offs of various transportation investment strategies when selecting a set of projects for inclusion in the financially-constrained Draft Plan Bay Area.

Revisions to Project Performance Assessment Methodology

Since the March meeting of this committee, staff has continued to update the project performance assessment methodology. This process has taken place with input from a technical committee with members from local government, CMAs, transit agencies, MTC's Policy Advisory Council, and ABAG's Regional Planning Committee (RPC).

Based on feedback from this technical committee and further evaluation by MTC staff, we propose to revise the T-2035 project performance assessment methodology for the new Plan Bay Area as summarized in **Attachment 1**. For your reference, the proposed targets assessment criteria are shown in **Attachment 2**. Staff has also been focused on revising the benefit-cost and project-level equity evaluations based on further consideration of these analyses. Sample results from the project performance assessment process are included in **Attachment 3**; these documents show how the results of the project assessment could be presented later this year.

Revision #1: Refocus Goals Assessment on Targets

The most significant change since the March PTAC meeting is the revision of the goals assessment to more closely align with the adopted performance targets of Plan Bay Area. This analysis, now renamed the "Targets Assessment", will capture the extent to which projects support or adversely affect each of the performance targets. This approach better reflects the adopted policies of MTC and ABAG.

For large projects (*with greater than \$50 million in costs and/or regional impacts*), this revision will allow us to use quantitative model results to evaluate target performance. An example of this evaluation is shown in **Attachment 3**. Each project will be analyzed using the output of MTC's

travel model, if feasible. Targets that cannot be forecasted using MTC's travel model will be analyzed qualitatively. For smaller-scale projects (*with less than \$50 million in costs*), projects will be categorized by project type in order to perform the targets assessment. The project types will be assessed qualitatively based on how well they would likely support each of the adopted targets. For some project types, project performance may vary depending on the specific project within that category; this will be appropriately noted in the targets assessment.

Listed below are the performance targets that will be assessed quantitatively and qualitatively:

- **Perform target assessment quantitatively (when feasible) for:** CO₂, PM_{2.5}, PM₁₀, collisions, active transportation, low-income households' transportation costs, non-auto travel time, non-auto mode share, and VMT
- **Perform target assessment qualitatively for:** housing, PM in Community Air Risk Evaluation (CARE) communities, open space/agricultural preservation, economic vitality, and maintenance

Lastly, MTC and ABAG are continuing to discuss how PDAs might be included in this project assessment framework. We anticipate that we will have additional guidance on project assessment's potential consideration of PDAs by the time we begin the analysis in mid-May.

Revision #2: Rely on Benefit-Cost Horizon Year Approach

In general, the proposed benefit-cost methodology is substantially the same as was discussed at last month's meeting. Staff continues to work on the valuation and approach for quantifying each benefit included in this analysis.

Staff does propose to rely on a 2035 horizon year analysis approach, as was used in *Transportation 2035*. In previous discussions with PTAC, staff had been considering looking at the stream of benefits throughout the lifespan of the plan; however, it would be difficult to accurately forecast each project's annual benefits, given time and resource constraints. Therefore, we will use the horizon year approach; at the same time, we will flag projects that yield benefits early in the plan's lifespan or projects that yield significant benefits beyond the 2035 horizon year.

Furthermore, staff proposes to rate the level of confidence in the benefit-cost results for each project. This analysis would consider not only the distribution of benefits throughout the lifespan of the plan, but also the degree to which major benefits are accurately captured in the benefit-cost assessment. Projects will be flagged if the B/C ratio results are likely to be underestimated or overestimated through this framework.

Revision #3: Focus on Aggregate Benefits for Project-Level Equity Analysis

The project-level equity analysis, as discussed briefly at your March meeting, has been revised somewhat to provide more useful and more detailed information at the project level. From a quantitative perspective, we still propose to look at out-of-pocket cost savings and travel time benefits by income level. However, we would like to refine this approach to look at aggregate benefits across the entire region by income level, rather than per-trip benefits. This will tell us more about the magnitude of project benefits for each income group across the region. Staff also proposes to provide information about each project's impact on users. An example of this assessment is shown in **Attachment 3**.

In addition to the quantitative analysis of project-level equity impacts, the targets assessment will capture several key equity benefits. In particular, overall transportation cost impacts for low-income households and particulate emission reductions in highly impacted areas (defined as CARE communities) will be included as a part of that assessment.

Next Steps

Through early May, staff will continue to refine the project performance assessment methodology based on feedback received. The revised methodology will then be used over the summer to analyze transportation projects received in the Call for Projects. Project assessment results will subsequently be released in August and September. Refinements to the methodology may be possible at that time.

Schedule for Transportation Project Performance Assessment

- April 30, 2011 – Submittal deadline for transportation projects
- May 3, 2011 – Present revised approach to RAWG
- May 11, 2011 – Present revised approach to the MTC Policy Advisory Council
- May to July 2011 – Conduct performance assessment and release results
- July 2011 – Define detailed scenarios
- August – September 2011 – Present draft results of project assessment to technical committees
- September 9, 2011 – Present results of project assessment to Planning Committee
- October – December 2011 – Detailed scenario results and discussion of trade-offs to define draft SCS/RTP investments and land use

Attachment 1 – Transportation Project Performance Assessment Overview [updated 4/4/2011]

Changes since the initial project evaluation proposal (January 2011) are marked in italics.

	Transportation 2035	Plan Bay Area – Proposed Approach
<p>Smaller Projects (<\$50 M in costs or localized impacts)</p>	<p><u>Qualitative Goals Assessment</u></p> <ul style="list-style-type: none"> • All projects (700+) assessed, grouped into 13 project type • How well projects address each goal/number of goals addressed • Conducted by panel of MTC & regional agency staff 	<p><u>Targets Assessment</u></p> <ul style="list-style-type: none"> • Same as for Transportation 2035 (qualitative assessment by project type) – <i>but reflecting Plan Bay Area targets instead of broader goals</i>
<p>Larger Projects Benefit-Cost Assessment (>\$50 M in costs or regional impacts)</p>	<p><u>Qualitative Goals Assessment</u> – same as above.</p> <p><u>Benefit/Cost Assessment</u></p> <ul style="list-style-type: none"> • 60 large-scale uncommitted projects as well as uncommitted regional programs • MTC model analysis , with off model analysis for regional programs <ol style="list-style-type: none"> 1. B/C ratio in 2035 including <ul style="list-style-type: none"> ○ Delay ○ CO₂ ○ PM₁₀ and PM_{2.5} ○ Injuries & fatalities ○ Direct user costs (vehicle operating/ownership) ○ Cost savings for on-time maintenance 2. Cost per reduction on CO₂ 3. Cost per reduction in VMT 4. Cost per low-income household served by new transit <p>Goals not reflected in B/C are captured through the qualitative assessment</p>	<p><u>Targets Assessment</u></p> <ul style="list-style-type: none"> • Evaluate project performance towards adopted targets: <ul style="list-style-type: none"> ○ quantitatively through project benefits (e.g. tons of PM₁₀ emissions reduced by project), when possible ○ qualitatively through criteria-based evaluation (for all other targets) <p><u>Benefit/Cost Assessment</u></p> <ul style="list-style-type: none"> • Same types of projects as in T-2035 but more projects due to revised definition of Committed Projects • MTC model analysis, <i>combined with off-model analysis where applicable</i> <p>B/C ratio in 2035 including</p> <ul style="list-style-type: none"> ○ Travel time (<i>with adjustments to valuation of nonrecurring delay</i>) ○ Emissions (CO₂, PM_{2.5}, PM₁₀, ROG, NO_x) ○ Health costs associated with changes in active transportation levels ○ Collisions causing injuries, fatalities, <i>or property damage only</i> ○ Direct user costs (vehicle operating/ownership) ○ Noise ○ Cost savings for on-time maintenance <ul style="list-style-type: none"> • Determine level of confidence in the B/C results for each project (also known as the "inclusiveness analysis") <ul style="list-style-type: none"> ○ Degree to which major benefits are captured ○ Degree to which benefits accrue early or late • Project-level benefits (aggregate travel time and direct user costs) will be analyzed to determine the distribution of benefits across income levels

Attachment 2 – Proposed Targets Assessment Criteria

Outcome/ Goals	Adopted Targets (all targets are for year 2035 compared to year 2005 base)		Assessment Criteria (all quantitative criteria compare a No-Build and Build scenario in 2035)	
Climate Protection	1	Reduce per-capita CO ₂ emissions from cars and light-duty trucks by 15%	Quant.	Tons of CO ₂ reduced (from cars and light duty trucks only)
Adequate Housing	2	House 100% of the region’s projected 25-year growth by income level without displacing current low-income residents	Qual.	<ul style="list-style-type: none"> • Provides accessibility to and from areas with planned housing growth • Level of planned housing growth in areas served • Amount of planned affordable housing planned
Healthy and Safe Communities	3	Reduce premature deaths from exposure to particulates <ul style="list-style-type: none"> • Reduce premature deaths from exposure to fine particulates (PM_{2.5}) by 10% • Reduce coarse particulate emissions (PM₁₀) by 20% • Achieve greater reductions in highly impacted areas 	Quant.	<ul style="list-style-type: none"> • Tons of PM_{2.5} reduced
	4	Reduce by 50% the number of injuries and fatalities from all collisions (including bike and pedestrian)	Quant.	Total injury and fatal collisions averted (combined)
	5	Increase the average daily time walking and biking per person for transportation by 60%	Quant.	Increase in average minutes of walking/biking
Open Space and Agricultural Preservation	6	Direct all non-agricultural development within the urban footprint (existing urban development and urban growth boundaries)	Qual.	<ul style="list-style-type: none"> • Provides essential access and mobility for planned growth in the urban footprint • Preserves farmland, habitat, and open space by promoting economic viability and providing access
Equitable Access	7	Decrease by 10% the share of low-income and lower-middle income residents’ household income consumed by transportation and housing	Quant.	Decrease in low-income expenditures on transportation
Economic Vitality	8	Increase gross regional product (GRP) by 90%	Qual.	<ul style="list-style-type: none"> • Improves operations to/from ports or in truck corridors • Improves access to/from employment centers and areas • Encourages job growth
Transportation System Effectiveness	9a	Decrease average per-trip travel time by 10% for non-auto modes	Quant.	<ul style="list-style-type: none"> • Decrease in per trip non-auto travel time OR increase in non-auto mode share (dependent on target for scenario analysis)
	9b	Decrease auto vehicle miles traveled per capita by 10%	Quant.	VMT reduced
	10	Maintain the system in a state of good repair <ul style="list-style-type: none"> • Increase local roadway pavement condition index (PCI) to 75 or better • Decrease distressed lane-miles on the state highways to less than 10% of the system • Reduce average transit asset age to 50% of useful life 	Qual.	<ul style="list-style-type: none"> • Improve roadway surface condition • Improve or replace existing transit assets

Attachment 3: Sample Evaluation Results (not based on actual analysis results)

1. Large Scale Projects: Summary of B/C and Targets Assessment

	Project Number	Project Name	Annualized Benefits (2035)	Annualized Costs (2035)	B/C Ratio	Net Benefits	B/C Confidence	Impact on Targets
High B/C	0001	Geary BRT			11.0			
Medium B/C	0002	Freeway Performance Initiative			6.8			
	0003	AC Transit Signal Priority			6.1			
	0004	Regional Express Lanes Network			5.8			
Medium -Low B/C	0005	Construction of second Transbay Tube			4.0			
	0006	BART expansion to San Jose			3.1			
	0007	Freeway widening of I-580 over Altamont Pass			2.3			
	0008	Oakland Streetcar from MacArthur BART to Jack London Square			1.6			
	0009	BART expansion to Sacramento	\$500 million	\$400 million	1.3	\$100 million	B/C underestimated	Support - 5 Adverse - 2
Low B/C	0010	Regional Bicycle Network			0.9			

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Sample Targets Assessment Results (not based on actual analysis results)

2. Large Scale Project Summary of Benefit/Cost Assessment Results

Project Number	Project Name	Annualized Benefits (2035)	Annualized Costs (2035)	B/C Ratio	Net Benefits	B/C Confidence	Change in 2035 Benefits due to Project									Capital Costs	Annual Operating Costs		
							CO ₂	PM _{2.5}	PM ₁₀	ROG	NO _x	Active Transport	Collisions	Direct User Costs	Travel Time			Noise	
0001	Geary BRT			11.0															
0002	Freeway Performance Initiative			6.8															
0003	AC Transit Signal Priority			6.1															
0004	Regional Express Lanes Network			5.8															
0005	Construction of second Transbay Tube			4.0															
0006	BART to San Jose			3.1															
0007	Freeway widening of I-580 over Altamont Pass			2.3															
0008	Oakland Streetcar			1.6															
0009	BART expansion to Sacramento	\$500 million	\$400 million	1.3	\$100 million	B/C underestimated	-1.4 mil. tons	\$10 BILLION	\$100 million
							\$100M	\$25M	\$25M	\$25M	\$25M	\$15M	\$75M	\$100M	\$100M	\$10M			
							\$285/ton			
0010	Regional Bicycle Network			0.9															

Notes:

- Benefits are shown in three formats – (1) net change from existing conditions; (2) monetized benefits for use in B/C analysis; (3) cost-effectiveness based on total annual cost of project and net change from existing conditions

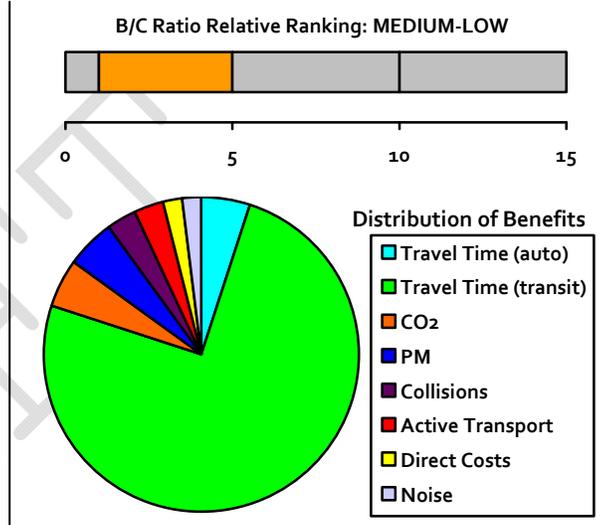
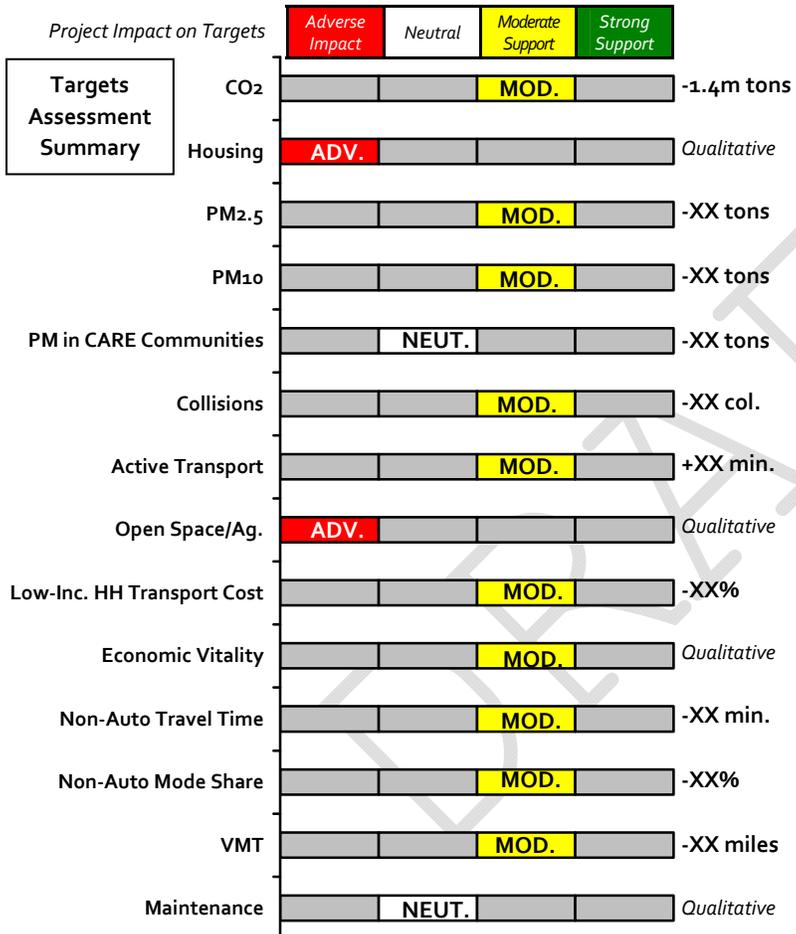
Sample Targets Assessment Results (not based on actual analysis results)

3. Large Scale Project Detail (note: this project will **not** be included in Plan Bay Area!)

Project #0009: BART expansion to Sacramento

This project would expand the existing Pittsburg/Bay Point BART line to Sacramento, with stops in Fairfield, Vacaville, Dixon, Davis, and Sacramento, providing increased transportation alternatives between San Francisco and Sacramento. It would provide new transit service to underserved areas, but it would likely accelerate urban sprawl.

2035 Annualized Benefits	2035 Annualized Costs	B/C Ratio	Net Annualized Benefits	B/C Confidence	Impact on Targets
\$500 million	\$400 million	1.3	\$100 million	B/C under-estimated	Support – 5 Adverse – 2



B/C Confidence Analysis

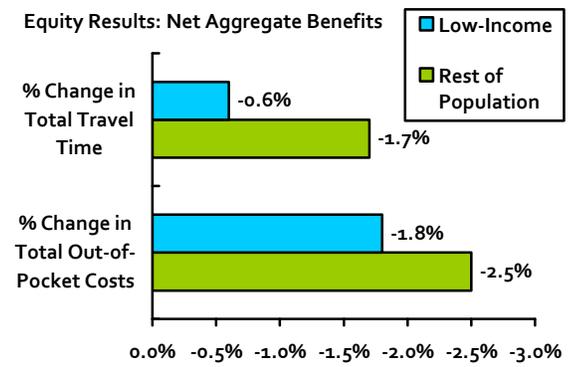
Criteria	Overestimates B/C?	Underestimate s B/C?
Modeling Accuracy	Yes	
Framework Completeness		No
Timeframe Inclusiveness		Yes
Overall Result		Yes

B/C Confidence Justification:
 The model overestimates the ridership on this BART extension, as the service area would be significantly different than existing BART lines. However, the project will take 20 years to build, causing many of the benefits not to be captured ("late bloomer"). This leads to a slight underestimation of project benefits in the B/C ratio.

Note: overall goals scoring awards ½ point for moderate support & 1 point for strong support.

Equity Evaluation – Net Aggregate Benefit Comparison in 2035

Category	Base Case	With Project	Proj. Impact	% Change
Total travel time (low-income)	7.00m minutes	6.96m minutes	-40,000 minutes	-0.6%
Total travel time (rest of pop.)	21.14m minutes	20.79m minutes	-350,000 minutes	-1.7%
Total out-of-pocket costs (low-income)	\$5.5m	\$5.4m	-\$0.1m	-1.8%
Total out-of-pocket costs (rest of pop.)	\$28.0m	\$27.3m	-\$0.7m	-2.5%
Project Users	n/a	45,000	+45,000	n/a



Note: forecasted 2035 low-income population is 2.0 million & 2035 total population is 9.0 million.

Sample Targets Assessment Results (not based on actual analysis results)

Project Type	Impact on Goals	CO2	Housing	PM2.5	PM10	PM in CARE	Collisions	Active Transport	Open Space/AG	Low-Inc. HH Transport Cost	Economic Vitality	Non-Auto Travel Time	Non-Auto Mode Share	VMT	Maintenance
Geary BRT	S Support - 5 M Support - 7 Neutral - 2 Adverse - 0	Mod.	Mod.	Mod.	Mod.	Mod.	Moderate	Strong	Neutral	Strong	Moderate	Strong	Strong	Strong	Neutral
Freeway Performance Initiative	S Support - 0 M Support - 4 Neutral - 2 Adverse - 8	Mod.	Neutral	Adv.	Adv.	Adv.	Adv.	Adv.	Moderate	Moderate	Moderate	Adv.	Adv.	Adv.	Neutral
AC Transit Signal Priority	S Support - 2 M Support - 8 Neutral - 4 Adverse - 0	Mod.	Mod.	Mod.	Mod.	Mod.	Moderate	Neutral	Neutral	Strong	Neutral	Strong	Moderate	Mod.	Neutral
Regional Express Lanes Network															
Construction of second Transbay Tube															
BART to San Jose															
Freeway widening of I-580 over Altamont Pass	S Support - 0 M Support - 2 Neutral - 1 Adverse - 11	Neutral	Adv.	Adv.	Adv.	Adv.	Adv.	Adv.	Adv.	Adv.	Moderate	Adv.	Adv.	Adv.	Moderate
Oakland Streetcar															
BART expansion to Sacramento	S Support - 0 M Support - 10 Neutral - 2 Adverse - 2	Mod.	Adverse	Mod.	Mod.	Neut.	Moderate	Moderate	Adverse	Moderate	Moderate	Moderate	Moderate	Mod.	Neutral
Regional Bicycle Network	S Support - 3 M Support - 9 Neutral - 2 Adverse - 0	Mod.	Mod	Mod.	Mod.	Mod.	Moderate	Strong	Neutral	Strong	Neutral	Moderate	Strong	Mod.	Moderate



TO: Partnership Technical Advisory Committee

DATE: April 18, 2011

FR: Ashley Nguyen

RE: Alternative Scenarios Brainstorming

Phase 2 of the Plan Bay Area process focuses largely on conducting a second round of alternative scenario planning that will demonstrate how the Bay Area can achieve its 15 percent per-capita greenhouse gas emission reduction target stipulated by CARB and other adopted performance targets. Given that both the Current Regional Plans and Initial Vision Scenario get us closer to the greenhouse gas targets but still fall short, we must now find alternative ways to achieve this target as required by SB 375. This means identifying and testing a range of alternative scenarios that feature different combinations of land use, transportation, and policy strategies. In doing so, we can build on the work that has already been started with the Initial Vision Scenario and make modifications to it based upon feedback from local jurisdictions, stakeholders and the public. Furthermore, we can think creatively about other strategies, actions, and investments that will help us meet our targets.

To initiate the alternative scenario planning process, MTC and ABAG staff would like to conduct an initial brainstorming exercise with the Partnership TAC meeting at your April 18 meeting. We're looking for your ideas on what these scenarios might look like to help us further develop and fine-tune the scenario concepts with you over the next few months.

Attached is a PowerPoint presentation that lays out the details on the purpose and ground rules for the alternative scenario development and presents some initial ideas to jump-start the brainstorming. We look forward to hearing your ideas!

J:\COMMITTE\Partnership\Partnership TAC_2011 PTAC\11 PTAC - Memos\03_Apr 18 PTAC\06f_AlternativeScenarios_Brainstorming.doc



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Agenda Item 4

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

Memorandum

TO: Legislation Committee

DATE: November 5, 2010

FR: Executive Director

RE: Bay Area Partnership Board Update — MTC Resolution No. 3985

It is approaching a year since the last meeting of the Bay Area Partnership Board (Partnership Board), which was held in December 2009, and there has been a shift from regular Partnership Board meetings toward more focused partnering meetings on specific topics — Sustainable Communities Strategy (SCS) and the Transit Sustainability Project (TSP) — to name the most prominent. In addition, the monthly Congestion Management Agency (CMA) association meetings serve as another forum for partner discussions.

To address the changing consultation and advisory landscape, staff is proposing to revise the role of the Partnership Board to an advisory body with a focus on regional investment policy that would meet on an “as-needed” basis. MTC Resolution No. 3985 implements these changes to the Bay Area Partnership.

Background

The Partnership Board was created in 1992 and formally constituted by MTC Resolution No. 3509, last updated in June 2005. This Resolution sets forth the mission of the Partnership Board “to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission,” and establishes the membership process, working group framework, and meeting frequency.

Per the Resolution, the Partnership Board is to meet at least three times annually and report to the Commission quarterly. Attachment A summarizes the meetings held and topics discussed from 2007 through 2009. The Partnership Board met three to four times per year through 2009 with a focus on Transportation 2035 and funding policies.

Over the years, staff has conducted several reviews of the Partnership Board and updated the working group and membership structure in an attempt to keep it relevant to the changes in the development of MTC’s transportation policy and investment decisions.

Long-Range Plan and Sustainable Communities Strategy

A significant part of the Partnership Board’s work plan in the past has been to weigh in on policies and investment trade-offs for the Regional Transportation Plan (RTP). The preliminary work on the Sustainable Communities Strategy/RTP has started and will be led by the SCS Executive Working Group and the Regional Advisory Working Group (RAWG) to capture the new emphasis on housing and land use and the need for a broader forum for discussion.

Recommendation

Staff recommends that the original resolution that formalized the Partnership Board, MTC Resolution No. 3509, be replaced by a new Resolution No. 3985 to change the frequency of meetings from three times annually to an “as-needed” basis and to focus the Partnership Board’s role on regional investment policy. MTC Resolution No. 3985 implements the recommended changes to the Bay Area Partnership enabling resolution, and more accurately reflects our actual practice over the past year.

If the Commission approves this revision, staff would continue to work with the Partnership Board to tackle the investment trade-offs that emerge from the work of the other working groups such as the TSP, SCS Executive Working Group, RAWG, CMA Association, and Express Lane Executive Group.

Under this approach, for example, the Partnership Board would be convened for the SCS/RTP to discuss the financial assumptions, Prior Commitment Policy, vision scenario, alternative scenarios, and project performance assessments.

Staff requests that the Legislation Committee refer Resolution No. 3985 to the Commission for approval.



Steve Heminger

Attachment

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**Discussion/Action Items of the Bay Area Partnership Board
2007 through 2009**

2009:

February

1. Transportation 2035
2. American Recovery and Reinvestment Act Proposal

June

1. ARRA Follow-up: TIGER Program
2. New Federal Transportation Act: Proposal and Schedule for Flexible Programming (STP/CMAQ)
3. Transportation for Livable Communities (TLC) Program Structure

December

1. New Federal Transportation Funding Act Proposal
2. Transit Sustainability Project
3. Joint Policy Committee (JPC) Policies for the Bay Area's Implementation of SB 375

2008:

February

1. National Revenue Commission Findings
2. Local Streets & Roads Working Group Strategic Plan
3. Bay Area Transit Planners' A Strategic Vision for Transit in the San Francisco Bay Area
4. Transportation 2035
 - a. Project Performance & Policy Assessments
 - b. Financial Assumptions and Cost Review/Risk Assessment
 - c. Transit Capital & Operating Needs Assessment & Local Streets & Roads Needs Assessment
5. 2007 Spare the Air/Free Transit Campaign Evaluation

May

1. Transportation 2035
 - d. Project Performance Assessment Findings
 - e. Investment Theme Project Priorities and Costs

June

1. Transportation 2035: Investment Trade-Offs Framework Discussion
2. Resolution 3434 Strategic Plan

November

1. Transportation 2035
 - f. Update on transit capital and operating projections;
 - g. Building Momentum for Change.
2. High Occupancy Toll implementation

2007:

April

1. RTP Approach and Timeline
2. Proposition 1B Transportation Bond Draft Proposal for Proposition 1B Regional Transit Funding

2007 (continued):

June

1. FY 2007-08 State Budget Update
2. Transportation 2035 Plan
3. Local Streets & Roads Working Group Strategic Plan

September

1. Transportation 2035 Status Report
2. Trade Corridor Improvement Fund

November

1. State Transit Assistance (STA) Consolidated Policy
2. Transportation 2035 Status Report Update

Date: November 17, 2010
W.I.: 1113
Referred by: Legislation

ABSTRACT

Resolution No. 3985

This resolution supersedes MTC Resolution No. 3509 to allow for updates to the Bay Area Partnership advisory role to MTC.

Further discussion of this action is contained in the MTC Executive Director's Memorandum dated November 5, 2010.

Date: November 17, 2010
W.I.: 1113
Referred by: Legislation

RE: The Bay Area Partnership

METROPOLITAN TRANSPORTATION COMMISSION
RESOLUTION NO.3985

WHEREAS, the federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 (Public Law 102-240) and California Senate Bill 45 (Statutes 1997, Chapter 622) introduced substantial new funding flexibility in the expenditure of federal and state gas tax funds previously reserved primarily for highway purposes; and

WHEREAS, with nine counties, 101 cities, 1,400 miles of highway, 20,000 miles of local roads, eight toll bridges, three major commercial airports, five public seaports, and 21 public transit agencies, the Bay Area's varied natural topography and institutional complexity place a premium on cooperation and partnership among the public agencies responsible for delivering transportation projects and services; and

WHEREAS, the Bay Area Partnership (hereinafter "the Partnership") was informally established in 1992 to capitalize on ISTEA's new funding flexibility and to overcome institutional barriers to efficiently operating, adequately maintaining, and strategically expanding the metropolitan transportation system; and

WHEREAS, the Partnership consists of the top managers of public agencies responsible for moving people and goods in the Bay Area, as well as for protecting the region's environmental quality; and

WHEREAS, the Commission recognizes the need for close collaboration among members of the Partnership in order to address the many challenges facing the Bay Area in the areas of transportation, land use, and sustaining the region's quality of life; and

MTC Resolution No. 3985

Page 2

WHEREAS, in October 2002 the Commission adopted Resolution No. 3509 to constitute the Bay Area Partnership, and the nature and timing of the Partnership's interaction with the Commission, based on recommended changes in how the Partnership conducts its business in three basic areas: roles and responsibilities, participation by member agencies, and organizational structure; and

WHEREAS, the Commission has determined that the provisions of Resolution No. 3509 should be updated to reflect the role of the Partnership and to provide the flexibility for future changes as determined by the Commission; now, therefore, be it

RESOLVED, that the Commission reconfirms the purpose of the Bay Area Partnership to collaboratively assist the Commission in fashioning consensus among its federal, state, regional, and local transportation agency partners regarding the policies, plans, and programs to be adopted and implemented by the Commission; and, be it further

RESOLVED, that the Partnership shall be composed of the chief staff officer for each of the agencies listed in Attachment A, which is incorporated herein by reference as though set forth at length, and which may be amended by the Commission from time to time as necessary; and, be it further

RESOLVED, that the Partnership shall meet as necessary, shall report to the Commission on timely issues and topics, and provide comments and perspectives that help inform and enhance the Commission's framework for decision-making; and, be it further

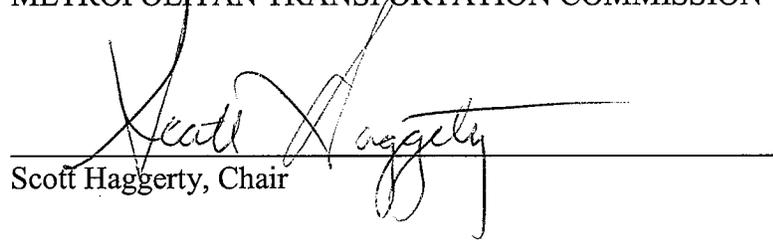
RESOLVED, that the Partnership may establish committees to assist in the conduct of its business as described in Attachment A; and, be it further

RESOLVED, that the Commission directs its Executive Director to provide necessary administrative support to the Partnership and its committees in cooperation and with the assistance of other Partnership agencies; and, be it further

RESOLVED, that the Commission directs its Executive Director to transmit copies of this Resolution to the members of the Partnership and other interested parties; and, be it further

RESOLVED, that this Resolution supersedes Resolution No. 3509.

METROPOLITAN TRANSPORTATION COMMISSION



Scott Haggerty, Chair

The above resolution was adopted by the
Metropolitan Transportation Commission
at a regular meeting of the Commission held
in Oakland, California, on November 17, 2010.

Date: November 17, 2010
W.I.: 1113
Referred by: Legislation

Attachment A
MTC Resolution No. 3985
Page 1 of 2

Bay Area Partnership

Membership

The Partnership shall be composed of the types of public agency representatives listed below that meet the eligibility criteria and are confirmed through the membership process as described below.

Process

Agencies eligible for membership who are not currently members must request membership through the Chair of the Partnership Board. If accepted for membership by the Partnership, MTC staff will update its Partnership roster to reflect the new membership. The Partnership shall consider the eligibility criteria below when voting on membership requests.

Eligibility

1) A chief staff officer from all public agencies representing the following transportation interests:

- Transit operations;
- Transportation facilities;
- Congestion Management Agencies;
- Public works;
- Airports;
- Seaports;
- Regional transportation, environmental, and land use-based agencies;
- State transportation, environmental, and land-use based agencies; and
- Federal transportation, environmental, and land-use based agencies.

2) A chief staff officer may represent multiple agencies but has only one vote on the Bay Area Partnership Board.

3) A group of public agencies may nominate representatives for the group rather than have independent representation for each member (e.g. city/county Public Works, small transit operators, seaports, etc). This group nomination process can occur through the Transit Finance Working Group, Joint Finance Working Group, or Streets and Roads Committee, or other appropriate venue, for recommendation to the Partnership Board. This approach may be preferred by the Partnership for transportation interests whose sheer number and geographic dispersion of potential members may hinder consistent and effective participation in Partnership Board and subcommittee meetings.

4) A member is expected to participate in the Board on a regular basis and have staff participate regularly in the Partnership Technical Advisory Committee and its working groups.

Date: November 17, 2010
W.I.: 1113
Referred by: Legislation

Attachment A
MTC Resolution No. 3985
Page 2 of 2

Bay Area Partnership

Committees

The Partnership may establish committees to assist in the conduct of its business including, but not limited to the following:

- (1) a committee to address finance, planning and related legislative issues;
- (2) a transit coordinating committee to fulfill the requirements of Section 29142.4 of the Public Utilities Code; and
- (3) special purpose committees to oversee the implementation of regional system management programs



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

Memorandum

TO: Partnership Technical Advisory Committee

DATE: April 18, 2011

FR: Marcella Aranda

RE: STP/CMAQ and Local Safety Programs Delivery Update

FFY 2010-2011 OA Delivery Update

AB 1012 (Chapter 783, Statutes of 1999 - Torlakson) established strict timely use of funds and project delivery requirements for transportation projects. Under AB 1012, Surface Transportation Program (STP) and Congestion Mitigation Air Quality Improvement (CMAQ) funds must be obligated within three years of the apportionment. The obligation requirement applies to the aggregate programmed amounts of STP and CMAQ amounts for a given fiscal year. Funds not obligated by the deadline are lost to the region. Furthermore, Obligation Authority (OA) is assigned to the STP/CMAQ apportionments on an annual basis. Regional OA not used by May 1 of each year is made available to other regions on a first-come first-served basis, with any remaining OA not used by the end of each federal fiscal year taken by the state; with no guarantee the funds will be returned.

In addition to the state requirements, MTC's Regional Project Delivery Policy (MTC Resolution 3606) requires the obligation of Federal funds on a project-by-project basis for established regional deadlines that are earlier than those required by AB 1012. This is to ensure that no funds are lost to the region due to missed state and federal requirements and to facilitate project delivery. Funds that do not meet the regional deadlines are returned to MTC for reprogramming within the region.

FFY 2010-11 Federal Obligation Plan

The regional project delivery policy (Resolution 3606) requires that federal funds be obligated in the year programmed in the federal TIP, and that an Obligation Plan be developed at the beginning of each federal fiscal year to determine which projects are to be delivered (obligated) by the regional obligation deadline of April 30. This plan includes the expected local federal-aid delivery for the formula programs over the entire federal fiscal year, and was developed in consultation with Caltrans, the county transportation authorities, transit operators, cities, counties and project sponsors.

We have recently expanded our project delivery and monitoring efforts to include the local bridge and safety programs managed by Caltrans, in response to new delivery requirements for those programs; sponsors who fail to deliver their local bridge or safety project by the deadline are ineligible for funding in the next cycle of those programs. MTC's intent is to apply the Regional 3606 delivery deadlines to all FHWA-formula funds within the region. This may be difficult at first as we transition into the new Caltrans delivery deadlines, but moving forward we hope that all federal FHWA formula funds will be able to meet the region's February 1 Request For Authorization (RFA) submittal deadline and the April 30 obligation deadline. The only exception would be RTIP-TE where we should strive for a CTC allocation by April 30, and federal obligation by June 30 of each year. This is also consistent with, and in response to Caltrans' effort to have the local federal-aid programs deliver earlier in the fiscal year.

With regards to the STP and CMAQ funding, we expect to deliver \$136 million this year, which is roughly 83% of our estimated \$164 million FFY 2010-11 apportionment balance and 146% of our \$93 million FFY 2010-11 Obligation Authority (OA) target for STP/CMAQ. This plan depends on the ability of the region to advance future OA against other region's unused funds. Although the region plans to leave approximately \$28 million in STP/CMAQ apportionment unobligated, we propose to over-deliver our OA target of \$93 million by \$43 million, subject to availability of OA.

As always, any sponsor with a project programmed in a later year of the TIP, and not listed in the obligation plan, may advance their project and request an obligation any time after April 30 on a first come-first served basis, subject to the availability of OA and apportionment. Advancement of projects from later years is highly encouraged.

Federal Obligation Status for FFY 2010-11

Fund Source	FY 2010-11 Obligation Plan (submitted 02/18/11)	FY 2010-11 Obligation Plan (as of 04/11/11)	Obligations through 04/11/11	% Obligated	Balance Remaining	% Remaining
STP	68,413,250	68,613,250	\$49,011,751	71.4%	\$19,601,499	28.6%
CMAQ	67,354,691	68,044,691	\$46,837,518	68.8%	\$21,207,173	31.2%
RTIP-TE	21,401,000	22,291,000	\$496,124	2.2%	\$21,794,876	97.8%
HBP	73,431,139	52,677,905	\$658,952	1.3%	\$52,018,953	98.7%
HSIP*	2,639,095	2,842,585	\$1,296,879	45.6%	\$1,545,706	54.4%
HR3*	1,227,600	1,499,850	\$771,455	51.4%	\$728,395	48.6%
SRTS*	1,888,262	2,684,262	\$1,776,095	66.2%	\$908,167	33.8%
Total	\$236,355,037	\$218,653,543	\$100,848,774	46.1 %	\$117,804,769	53.9%

*Note: Local Safety Programs (HSIP, HR3, SRTS) funds are based on those entered into FMS and may not reflect overall FFY 2010-11 programming and/or obligations. The current approved TIP back up project listings can be found online at: <http://www.mtc.ca.gov/funding/tip/grouped.htm>.

MTC staff continuously monitors the delivery of federally-funded projects, and has been informing members of the Bay Area Partnership on a regular basis of the project delivery requirements and pending deadlines. Sponsors with regional federal funds programmed in FY 2010-11 of the federal TIP are required to submit the obligation/ transfer request to Caltrans by February 1, 2011, and to receive an obligation (an E-76 / federal authorization to proceed) by April 30, 2011. Sponsors should continue to work with their Caltrans Local Assistance Engineer to obligate their funds as soon as possible before the State runs out of obligation authority.

Any funding changes to projects in the Plan must be added to FY 2010-11 of the TIP through a TIP Revision approved by MTC, before the change is incorporated into the Obligation Plan. Attachment (i) is a listing of the STP/CMAQ funds programmed in FY 2010-11 and should have submitted to Caltrans Local Assistance by February 1, 2011, and obligate by April 30, 2011. Funds not obligated by the regional deadlines are subject to reprogramming within the region to other projects that can use the OA.

Safety Programs Delivery Status and Guidelines

The Department of Transportation (Caltrans) requires local agencies to meet specific delivery timelines for all past and future projects in the local federal Safety Programs: Highway Bridge Program (HBP), Highway Safety Improvement Program (HSIP), High Risk Rural Roads Program (HR3), and Safe Routes to School Program (SRTS). These project delivery requirements are entirely independent of the FSTIP program year. The project delivery requirements are based upon a set time period to complete three (3) primary milestones of a project. The three milestones and corresponding delivery requirements are:

1. Request Authorization to Proceed with PE within 6 months after the project is amended into the FSTIP.
2. Request Authorization to Proceed with Construction within 30 months (2½ years) after the project is amended into the FSTIP.
3. Complete construction and close-out the project within 54 months (4½ years) after the project is amended into the FSTIP.

The date the project is first amended into the FSTIP (i.e. approved by the FHWA) is the date from which all future delivery performance is evaluated. As soon as a project is included in an approved FSTIP, local agencies are expected to move forward with their project delivery and request an authorization to proceed with PE, ROW, or CON, whichever phase is appropriate for their project. When the FFY of the project delivery schedule does not match the FFY in the FSTIP, local agencies must utilize the Expedited Project Selection Procedure (EPSP) prior to requesting authorization to begin work on the project.

Considering that funds not delivered within established deadlines are lost to the State, as well as to the region, it is important that projects are delivered in a timely manner. As a result, in addition to the state delivery requirements, MTC monitors and enforces the Regional Project Delivery Policy (MTC Resolution 3606) for all local safety programs. In an effort to ensure timely delivery, staff requested that sponsors enter their respective Safety Program projects, including HSIP, HR3, and SRTS, into MTC's Fund Management System (FMS) for delivery monitoring purposes only. Attachment (ii) reflects those projects entered into FMS that are expected to be delivered in FFY 2010-11. To assist MTC with monitoring efforts, staff requests that project sponsors work with their respective CMAs to enter and submit any outstanding Safety Program projects as well as the FFY2010-11 Highway Bridge Program (HBP) projects into FMS as soon as possible. For projects that have already been entered previously into FMS, but have funding changes, sponsors are requested to email Marcella Aranda the phase and funding adjustments for updating in FMS. These programs will continue to be administered by Caltrans and are included in the approved TIP as Grouped Listings. Sponsors are encouraged to review the updated Grouped Listings to ensure that any changes are captured in FMS for accurate delivery monitoring. The latest approved TIP project listings can be found online at: <http://www.mtc.ca.gov/funding/tip/grouped.htm>.

Please check the Caltrans site (http://www.dot.ca.gov/hq/LocalPrograms/HSIP/delivery_status.htm) for additional Safety Program information and to view the five (5) unique Delivery Status Reports that show delivery summaries by program, MPO, agency, and by individual project. These reports are updated quarterly, and most recently updated on March 7, 2011. On the project listing, a green checkmark means that the agency has completed that milestone and is now into the next phase. A red "X" means that the agency did not complete that milestone within the time frame established as acceptable. Projects that do not reflect any milestone marks are projects that should have been closed out and are no longer being tracked.

For those agencies that do not have an on-going federal safety program project, we still encourage you to visit the webpage to familiarize yourself with the current delivery requirements.

Should you have any questions regarding the STP-CMAQ program, please contact Craig Goldblatt at cgoldblatt@mtc.ca.gov. For questions regarding the Local Programs, including HBP, HSIP, HR3, and SRTS, please contact Marcella Aranda at maranda@mtc.ca.gov.

STP-CMAQ and Local Programs Delivery Update

PTAC: April 18, 2011

Page 4 of 4

Attachments:

- i. FFY 2010-11 STP/CMAQ Obligation Status as of April 11, 2011
- ii. FFY 2010-11 Local Safety Programs (HSIP, HR3, SRTS) Obligation Status as of April 11, 2011
- iii. FFY 2010-11 Highway Bridge Program (HBP) Obligation Status as of April 1, 2011
- iv. FFY 2010-11 STIP Allocation/Obligation Status Report as of April 12, 2011

STP-CMAQ Obligation Status Report

Fiscal Years: FY 10/11

April 11, 2011

County	Sponsor	Project Name	Phase	TIP ID	Status	Fund Code	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Alameda County																		
Alameda	ACCMA	Bikemobile: Bike Repair and	CON	ALA110009	ACTIVE	CMAQ-T4-1-CCI	STPLCM6273065		10/11	10/11		500,000	500,000	03/29/11		500,000	500,000	
Alameda	ACCMA	Alameda County Safe Routes to School	CON	ALA110033	ACTIVE	CMAQ-T4-1-SR2S-CO	STPLCM6273065		10/11	10/11		2,289,000	2,289,000	03/29/11		2,289,000	2,289,000	
Alameda	ACCMA	Alameda County Safe Routes to School	CON	ALA110033	ACTIVE	STP-T4-1-SR2S-CO	STPLCM6273065		10/11	10/11	400,000		400,000	03/29/11	400,000		400,000	
Alameda	Alameda	Alameda - Otis Drive Rehabilitation	CON	ALA110025	ACTIVE	STP-T4-1-LSR-CO	STPL 5014034		10/11	10/11	837,000		837,000	03/08/11	837,000		837,000	
Alameda	Alameda	Alameda County: Rural Roads Pavement	PE	ALA090069	ACTIVE	STP-T4-1-LSR-FAS	STPL 5933110		10/11	10/11	320,250		320,250	03/16/11	320,250		320,250	
Alameda	Alameda	Alameda Co - Central Unincorporated	PE	ALA110026	ACTIVE	STP-T4-1-LSR-CO	STPL 5933111		10/11	10/11	50,000		50,000	03/23/11	50,000		50,000	
Alameda	Albany	Albany - Pierce Street Pavement	CON	ALA110039	ACTIVE	STP-T4-1-LSR-CO	STPL 5178011		10/11	10/11	117,000		117,000				117,000	
Alameda	BART	MacArthur BART Plaza Remodel	CON	ALA090068	ACTIVE	CMAQ-T4-1-TLC-CO	FTACML6000051		10/11	10/11		625,000	625,000	03/16/11		625,000	625,000	
Alameda	BART	Downtown Berkeley BART Plaza/Transit	CON	ALA110032	ACTIVE	CMAQ-T4-1-TLC-REG	FTACML6000051		10/11	10/11		1,099,000	1,099,000	03/16/11		1,099,000	1,099,000	
Alameda	BART	Downtown Berkeley BART Plaza/Transit	PE	ALA110032	ACTIVE	CMAQ-T4-1-TLC-REG	FTACML6000051		10/11	10/11		706,000	706,000	03/16/11		706,000	706,000	
Alameda	BART	BART - West Dublin BART Station Ped	CON	ALA110038	ACTIVE	CMAQ-T4-1-TLC-REG	FTACML6000050		10/11	10/11		839,360	839,360	02/02/11		839,360	839,360	
Alameda	BART	BART - West Dublin BART Station Ped	PE	ALA110038	ACTIVE	CMAQ-T4-1-TLC-REG	FTACML6000050		10/11	10/11		20,640	20,640	02/02/11		20,640	20,640	
Alameda	Berkeley	City of Berkeley Transportation Action	PE	ALA110007	ACTIVE	CMAQ-T4-1-CCI	CML 5057039		10/11	10/11		1,990,000	1,990,000	02/22/11		1,990,000	1,990,000	
Alameda	Berkeley	Berkeley - Sacramento St Rehab -	CON	ALA110022	ACTIVE	STP-T4-1-LSR-CO	STPL 5057037		10/11	10/11	955,000		955,000	03/18/11	955,000		955,000	
Alameda	Dublin	West Dublin BART Golden Gate Drive	PE	ALA110034	ACTIVE	CMAQ-T4-1-TLC-REG	CML 5432015		10/11	10/11		67,000	67,000	03/18/11		67,000	67,000	
Alameda	Fremont	Fremont CBD/Midtown Streetscape	CON	ALA110012	ACTIVE	CMAQ-T4-1-TLC-CO	CML 5322044		10/11	10/11		1,600,000	1,600,000				1,600,000	
Alameda	Fremont	Fremont Various Streets Pavement Rehab	CON	ALA110018	ACTIVE	STP-T4-1-LSR-CO	STPL 5322043		10/11	10/11	3,138,000		3,138,000	02/22/11	3,138,000		3,138,000	
Alameda	Hayward	Hayward Various Arterials Pavement	CON	ALA110019	ACTIVE	STP-T4-1-LSR-CO	STPL 5050039		10/11	10/11	1,336,000		1,336,000	02/23/11	1,336,000		1,336,000	
Alameda	Hayward	South Hayward BART Area/Dixon Street	PE	ALA110035	ACTIVE	CMAQ-T4-1-TLC-REG	CML 5050035		10/11	10/11		536,000	536,000	01/18/11		536,000	536,000	
Alameda	Livermore	Livermore Downtown Lighting Retrofit	CON	ALA110015	ACTIVE	CMAQ-T4-1-TLC-CO	CML 5053024		10/11	10/11		176,000	176,000	04/04/11		176,000	176,000	
Alameda	Livermore	Livermore - 2011 Various Arterials	CON	ALA110023	ACTIVE	STP-T4-1-LSR-CO	STPL 5053023		10/11	10/11	1,028,000		1,028,000	03/21/11	1,028,000		1,028,000	
Alameda	Oakland	Various Streets Resurfacing and Bikeway	PE	ALA110006	ACTIVE	STP-T4-1-LSR-CO	STPL 5012110		10/11	10/11	560,000		560,000	02/22/11	560,000		560,000	
Alameda	Oakland	Oakland - MacArthur Blvd Streetscape	CON	ALA110014	ACTIVE	CMAQ-T4-1-TLC-CO			10/11	10/11		1,700,000	1,700,000				1,700,000	
Alameda	Pleasanton	Pleasanton Various Streets Pavement	CON	ALA110021	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	876,000		876,000				876,000	
Alameda	San Leandro	San Leandro - Marina Blvd Rehabilitation	CON	ALA110020	ACTIVE	STP-T4-1-LSR-CO	STPL 5041037		10/11	10/11	807,000		807,000	03/29/11	807,000		807,000	
Alameda	San Leandro	San Leandro Downtown-BART Pedestrian	PE	ALA110027	ACTIVE	CMAQ-T4-1-TLC-REG	CML 5041036		10/11	10/11		311,563	311,563	12/21/10		311,563	311,563	
Alameda	Union City	Union City - Dyer Street Rehabilitation	CON	ALA110017	ACTIVE	STP-T4-1-LSR-CO	STPL 5354029		10/11	10/11	861,000		861,000				861,000	
Alameda	Union City	Union City BART East Plaza	CON	ALA110036	ACTIVE	CMAQ-T4-1-TLC-REG	FTACML5354028		10/11	10/11		4,450,000	4,450,000	02/02/11		4,450,000	4,450,000	
Alameda County Totals											11,285,250	16,909,563	28,194,813		9,431,250	13,609,563	23,040,813	5,154,000

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County	Sponsor	Project Name	Phase	TIP ID	Status	Fund Code	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Contra Costa County																		
Contra Costa	Antioch	Antioch Various Streets Pavement Rehab	CON	CC-110011	ACTIVE	STP-T4-1-LSR-CO	RSTPL	5038022	10/11	10/11	1,907,000		1,907,000	04/04/11	1,907,000		1,907,000	
Contra Costa	CC County	Contra Costa Countywide Micro Surface	CON	CC-110014	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	2,121,000		2,121,000				2,121,000	
Contra Costa	Concord	Concord Blvd Pavement Rehabilitation	CON	CC-110010	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	2,147,000		2,147,000				2,147,000	
Contra Costa	El Cerrito	El Cerrito Central Ave & Liberty St	PE	CC-110005	ACTIVE	CMAQ-T4-1-TLC-CO	CML	5239020	10/11	10/11		87,000	87,000	03/28/11		86,827	86,827	173
Contra Costa	Lafayette	Lafayette Downtown Bike/Ped Imp &	CON	CC-110006	PROPOSED	CMAQ-T4-1-TLC-CO		5404023	10/11	10/11		1,290,000	1,290,000				1,290,000	
Contra Costa	Pittsburg	Pittsburg Railroad Avenue Pavement	CON	CC-110012	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	848,000		848,000				848,000	
Contra Costa	Walnut Creek	Walnut Creek Various Arterials &	PE	CC-110013	ACTIVE	STP-T4-1-LSR-CO	STPL	5225024	10/11	10/11	196,000		196,000	03/11/11	196,000		196,000	
Contra Costa County Totals											7,219,000	1,377,000	8,596,000		2,103,000	86,827	2,189,827	6,406,173

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							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Marin County																		
Marin	GGBHTD	Preventive Maintenance Program.	CON	MRN010034	ACTIVE	STP-T4-1-RSI	FTASTP	6003046	10/11	10/11	5,000,000		5,000,000	03/16/11	5,000,000		5,000,000	
Marin	Marin County	Marin County: Southern Marin Roads	PE	MRN090053	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	133,000		133,000				133,000	
Marin	Marin County	Strawberry Point School Pedestrian Imps	PE	MRN110006	ACTIVE	CMAQ-T4-1-SR2S-CO	CML	5927082	10/11	10/11		55,000	55,000	03/23/11		55,000	55,000	
Marin	Marin County	Marinwood, Greenbrae, Strawberry &	PE	MRN110007	ACTIVE	CMAQ-T4-1-TLC-CO	CML	5927083	10/11	10/11		180,000	180,000	03/28/11		180,000	180,000	
Marin	TAM	Central Marin Ferry Access	PSE	MRN050014	ACTIVE	CMAQ-T4-1-RBP-CO			10/11	10/11		1,410,000	1,410,000				1,410,000	
Marin County Totals											5,133,000	1,645,000	6,778,000		5,000,000	235,000	5,235,000	1,543,000

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							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Napa County																		
Napa	American	American Canyon PDA Development Plan	PE	NAP110006	ACTIVE	STP-T4-1-TLC-CO			10/11	10/11	318,000		318,000				318,000	
Napa	NCTPA	NCTPA: Napa County SRTS Program	CON	NAP110012	ACTIVE	CMAQ-T4-1-SR2S-CO	CML	6429007	10/11	10/11		315,000	315,000	12/23/10		315,000	315,000	
Napa	NCTPA	NCTPA Napa Valley Vine Trail - Design	PE	NAP110014	ACTIVE	CMAQ-T4-1-RBP-CO			10/11	10/11		211,000	211,000				211,000	
Napa	Napa	Napa City: 2011 Cape Seal Pavement	CON	NAP110008	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	625,000		625,000				625,000	
Napa	Napa	Napa: Lincoln Ave Solono/Silverado Trail	PE	NAP110011	ACTIVE	CMAQ-T4-1-RBP-CO			10/11	10/11		70,000	70,000				70,000	
Napa County Totals											943,000	596,000	1,539,000		0	315,000	315,000	1,224,000

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							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Regional Counties																		
Regional	Alameda	Local Government EV Fleet Program	CON	REG110013	ACTIVE	CMAQ-T4-1-CCI			10/11	10/11		2,643,000	2,643,000				2,643,000	
Regional	Alameda	Local Government EV Fleet Program	PE	REG110013	ACTIVE	CMAQ-T4-1-CCI	CML	5933109	10/11	10/11		165,000	165,000				165,000	
Regional	BAAQMD	Spare the Air Program	PE	MTC990015	ACTIVE	CMAQ-T3-3-AQ	CML	6297003	06/07	10/11		900,000	900,000	03/16/11		900,000	900,000	
Regional	BAAQMD	Regional Bicycle Sharing Pilot	PE	REG110010	PROPOSED	CMAQ-T4-1-CCI	CML	6297006	10/11	10/11		45,000	45,000	03/18/11		45,000	45,000	
Regional	MTC	Freeway Performance Initiative (FPI)	PE	REG090003	ACTIVE	CMAQ-T4-1-FPI	STPCML	6160018	10/11	12/13		2,000,000	2,000,000	10/15/10		2,000,000	2,000,000	
Regional	MTC	Freeway Performance Initiative (FPI)	PE	REG090003	ACTIVE	CMAQ-T4-1-FPI	CML	6204095	10/11	12/13		18,000,000	18,000,000	10/20/10		18,000,000	18,000,000	
Regional	MTC	Regional Planning Activities - ABAG	PE	REG090040	ACTIVE	STP-T4-1-TLC-SAP	STPL	6084170	10/11	10/11	200,000		200,000	03/18/11	200,000		200,000	
Regional	MTC	Climate Initiatives Program Public	PE	REG090065	ACTIVE	CMAQ-T3-3-AQ	CML	6084164	06/07	10/11		1,093,432	1,093,432	03/16/11		1,093,432	1,093,432	
Regional	MTC	Station Area Planning Program &	PE	REG110014	ACTIVE	STP-T4-1-TLC-SAP	STPL	6084170	10/11	10/11	1,012,000		1,012,000	03/18/11	1,012,000		1,012,000	
Regional	MTC	Station Area Planning Program &	PE	REG110014	ACTIVE	STP-T4-1-TLC-SAP	STPL	6084146	10/11	10/11	5,475,000		5,475,000	03/18/11	5,475,000		5,475,000	
Regional	Napa	Cold In Place Recycling (CIR)	CON	REG110018	ACTIVE	STP-T4-1-CCI			10/11	10/11	1,965,000		1,965,000				1,965,000	
Regional	Napa	Cold In Place Recycling (CIR)	PE	REG110018	ACTIVE	STP-T4-1-CCI			10/11	10/11	35,000		35,000				35,000	
Regional	SF County TA	eFleet: Carsharing Electrified	CON	REG110012	ACTIVE	CMAQ-T4-1-CCI			10/11	10/11		1,546,000	1,546,000				1,546,000	
Regional	SF County TA	eFleet: Carsharing Electrified	PE	REG110012	ACTIVE	CMAQ-T4-1-CCI			10/11	10/11		154,000	154,000				154,000	
Regional	SFMTA	Electric Vehicle Taxis and Battery Switch	PE	REG110017	ACTIVE	CMAQ-T4-1-CCI			10/11	10/11		650,000	650,000				650,000	
Regional	Son Co TA	Regional Dynamic Ridesharing Pilot	PE	REG110015	ACTIVE	CMAQ-T4-1-CCI	CML	6364010	10/11	10/11		1,200,000	1,200,000	02/22/11		1,200,000	1,200,000	
Regional Counties Totals											8,687,000	28,396,432	37,083,432		6,687,000	23,238,432	29,925,432	7,158,000

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							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
San Francisco County																		
San Francisco	Port of SF	San Francisco Cargo Way Bay Trail Bike	CON	SF-110014	ACTIVE	CMAQ-T4-1-RBP-CO			10/11	10/11		185,000	185,000				185,000	
San Francisco	SF City/County	24th Street/Mission BART Plaza	CON	SF-090051	ACTIVE	CMAQ-T4-1-TLC-REG	FTACML	6000050	10/11	10/11		1,529,000	1,529,000	02/02/11		1,529,000	1,529,000	
San Francisco	SF City/County	24th Street/Mission BART Plaza	PE	SF-090051	ACTIVE	CMAQ-T4-1-TLC-REG	FTACML	6000050	10/11	10/11		580,000	580,000	02/02/11		580,000	580,000	
San Francisco	SF County TA	Integrated Public-Private Partnership	CON	SF-110011	ACTIVE	CMAQ-T4-1-CCI			10/11	10/11		750,000	750,000				750,000	
San Francisco	SF DPW	San Francisco - Folsom Streetscape	CON	SF-110007	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	3,200,000		3,200,000				3,200,000	
San Francisco	SF DPW	San Francisco - Folsom Streetscape	CON	SF-110007	ACTIVE	STP-T4-1-TLC-CO			10/11	10/11	881,000		881,000				881,000	
San Francisco	SF DPW	San Francisco - Folsom Streetscape	ROW	SF-110007	ACTIVE	STP-T4-1-TLC-CO	STPL	5934161	10/11	10/11	184,000		184,000	03/08/11	184,000		184,000	
San Francisco	SF DPW	San Francisco - Second Street	PE	SF-110008	ACTIVE	STP-T4-1-TLC-CO	STPL	5934164	10/11	10/11	140,000		140,000	03/16/11	140,000		140,000	
San Francisco	SF DPW	San Francisco - Broadway Streetscape	PE	SF-110009	ACTIVE	STP-T4-1-TLC-CO	STPL	5934165	10/11	10/11	124,000		124,000	03/16/11	124,000		124,000	
San Francisco	SF DPW	San Francisco - Marina Green Bicycle	PE	SF-110013	ACTIVE	CMAQ-T4-1-RBP-CO	CML	5934163	10/11	10/11		111,000	111,000	02/15/11		111,000	111,000	
San Francisco	SFDPH	San Francisco SR2S - Education and	CON	SF-110015	ACTIVE	CMAQ-T4-1-SR2S-CO			10/11	10/11		500,000	500,000				500,000	
San Francisco	SFMTA	Phelan Loop Pedestrian and Street	CON	SF-090037	ACTIVE	STP-T4-1-TLC-REG	FTASTP	6328044	10/11	10/11	800,000		800,000	03/16/11	800,000		800,000	
San Francisco	SFMTA	Phelan Loop Pedestrian and Street	PE	SF-090037	ACTIVE	STP-T4-1-TLC-REG	FTASTP	6328044	10/11	10/11	320,000		320,000	03/16/11	320,000		320,000	
San Francisco	SFMTA	San Francisco Market & Haight St.	CON	SF-110016	ACTIVE	STP-T4-1-TLC-REG	FTASTP	6328044	10/11	10/11	2,400,000		2,400,000	03/16/11	2,400,000		2,400,000	
San Francisco	SFMTA	San Francisco Market & Haight St.	PE	SF-110016	ACTIVE	STP-T4-1-TLC-REG	FTASTP	6328044	10/11	10/11	400,000		400,000	03/16/11	400,000		400,000	
San Francisco	San Francisco	Doyle Drive traffic management	CON	MM-24xxxx	HISTORIC	STP-T2-D	STPLND	6204030	10/11	97/98	200,000		200,000	03/01/11	200,000		200,000	
San Francisco County Totals											8,649,000	3,655,000	12,304,000		4,568,000	2,220,000	6,788,000	5,516,000

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County	Sponsor	Project Name	Phase	TIP ID	Status	Fund Code	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
San Mateo County																		
San Mateo	Burlingame	Burlingame - Federal Grant Street	CON	SM-110016	ACTIVE	STP-T4-1-LSR-CO	STPL	5171018	10/11	10/11	308,000		308,000	04/05/11	308,000		308,000	
San Mateo	CCAG	San Mateo County SR2S Program	CON	SM-110022	ACTIVE	CMAQ-T4-1-SR2S-CO			10/11	10/11		1,279,000	1,279,000				1,279,000	
San Mateo	CCAG	San Mateo County SR2S Program	CON	SM-110022	ACTIVE	STP-T4-1-SR2S-CO			10/11	10/11	150,000		150,000				150,000	
San Mateo	Daly City	Daly City Street Rehab Program	CON	SM-110017	ACTIVE	STP-T4-1-LSR-CO	STPL	5196035	10/11	10/11	1,058,000		1,058,000	02/15/11	1,058,000		1,058,000	
San Mateo	Millbrae	El Camino Real & Victoria Ave Pedestrian	CON	SM-090017	ACTIVE	CMAQ-T4-1-TLC-CO			10/11	10/11		355,000	355,000				355,000	
San Mateo	Pacifica	Pacifica FY 2010-2011 Pavement Rehab	CON	SM-110029	ACTIVE	STP-T4-1-LSR-CO	STPL	5350018	10/11	10/11	383,000		383,000	02/22/11	383,000		383,000	
San Mateo	Redwood City	Redwood City - 2010-2011 Street	CON	SM-110015	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	946,000		946,000				946,000	
San Mateo	SSF	SSF - 2010 Various Street Resurfacing	CON	SM-110013	ACTIVE	STP-T4-1-LSR-CO	STPL	5177025	10/11	10/11	712,000		712,000	02/15/11	712,000		712,000	
San Mateo	SamTrans	SAMTRANS: Preventive Maintenance	CON	SM-030023	ACTIVE	STP-T4-1-RO	FTA	6014012	10/11	10/11	228,000		228,000	02/18/11	228,000		228,000	
San Mateo	SamTrans	SAMTRANS: Preventive Maintenance	CON	SM-030023	ACTIVE	STP-T4-1-RSI	FTA	6014012	10/11	10/11	6,000,000		6,000,000	02/18/11	6,000,000		6,000,000	
San Mateo	SamTrans	Making the Last Mile Connection TDM	CON	SM-110005	ACTIVE	CMAQ-T4-1-CCI	FTA	6014012	10/11	10/11		325,000	325,000	02/18/11		325,000	325,000	
San Mateo	SamTrans	Making the Last Mile Connection TDM	PE	SM-110005	ACTIVE	CMAQ-T4-1-CCI	FTA	6014012	10/11	10/11		1,162,000	1,162,000	02/18/11		1,162,000	1,162,000	
San Mateo	San Bruno	San Bruno Various Streets Resurfacing	CON	SM-110018	ACTIVE	STP-T4-1-LSR-CO	STPL	5226017	10/11	10/11	398,000		398,000	02/24/11	398,000		398,000	
San Mateo	San Carlos	East Side Community Transit	PE	SM-110028	ACTIVE	CMAQ-T4-1-TLC-REG	CML	5267015	10/11	10/11		425,696	425,696	01/11/11		425,696	425,696	
San Mateo	San Mateo	Delaware Street Bike Lane and	PE	SM-110007	ACTIVE	CMAQ-T4-1-TLC-REG	CML	5102038	10/11	10/11		60,000	60,000	11/18/10		60,000	60,000	
San Mateo	San Mateo	San Mateo Street Rehab of Various Fed.	CON	SM-110021	ACTIVE	STP-T4-1-LSR-CO	STPL	5102037	10/11	10/11	1,255,000		1,255,000	02/15/11	1,255,000		1,255,000	
San Mateo	San Mateo Co	San Mateo Co. Pavement Program	CON	SM-110020	ACTIVE	STP-T4-1-LSR-CO	STPL	5935058	10/11	10/11	1,416,000		1,416,000	02/22/11	1,416,000		1,416,000	
San Mateo County Totals											12,854,000	3,606,696	16,460,696		11,758,000	1,972,696	13,730,696	2,730,000

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							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Santa Clara County																		
Santa Clara	Campbell	Campbell Avenue Portals Bike/Ped	PE	SCL110028	ACTIVE	CMAQ-T4-1-RBP-CO	CML	5306021	10/11	10/11		424,000	424,000	03/18/11		424,000	424,000	
Santa Clara	Gilroy	Gilroy - Wren Ave and Church Sreet	CON	SCL110026	ACTIVE	STP-T4-1-LSR-CO	STPL	5034022	10/11	10/11	614,000		614,000				614,000	
Santa Clara	Gilroy	Gilroy New Ronan Channel and Lions	PE	SCL110032	ACTIVE	CMAQ-T4-1-RBP-CO	CML	5034023	10/11	10/11		672,000	672,000	03/29/11		672,000	672,000	
Santa Clara	Los Altos	Los Altos San Antonio Road Microseal	CON	SCL110023	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	259,000		259,000				259,000	
Santa Clara	Mountain View	Mountain View VERBS Program	CON	SCL110050	ACTIVE	CMAQ-T4-1-SR2S-CO			10/11	10/11		500,000	500,000				500,000	
Santa Clara	San Jose	Innovative Bicycle Detection System	PE	SCL110016	ACTIVE	CMAQ-T4-1-CCI			10/11	10/11		161,000	161,000				161,000	
Santa Clara	San Jose	San Jose: Los Gatos Creek Reach 5	PE	SCL110029	ACTIVE	CMAQ-T4-1-RBP-CO	CML	5005110	10/11	10/11		1,200,000	1,200,000	03/18/11		1,200,000	1,200,000	
Santa Clara	San Jose	San Jose 2012 Streets Resurfacing and	PE	SCL110035	ACTIVE	STP-T4-1-LSR-CO	STPL	5005109	10/11	10/11	399,000		399,000	03/18/11	399,000		399,000	
Santa Clara	San Jose	San Jose Walk N Roll - Non Infrastructure	CON	SCL110052	ACTIVE	CMAQ-T4-1-SR2S-CO			10/11	10/11		943,000	943,000				943,000	
Santa Clara	Santa Clara	City of Santa Clara Various Streets Rehab	CON	SCL110027	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	1,163,000		1,163,000				1,163,000	
Santa Clara	Santa Clara	Santa Clara VERBS Program	CON	SCL110053	ACTIVE	CMAQ-T4-1-SR2S-CO			10/11	10/11		500,000	500,000				500,000	
Santa Clara	Santa Clara Co	Santa Clara County: Santa Teresa/Hale	PE	SCL110012	ACTIVE	STP-T4-1-LSR-CO	STPL	5937171	10/11	10/11	150,000		150,000	01/14/11	150,501		150,501	
Santa Clara	Santa Clara Co	Santa Clara County: Expressways	PE	SCL110013	ACTIVE	STP-T4-1-LSR-CO	STPL	5937172	10/11	10/11	44,000		44,000	01/19/11	44,000		44,000	
Santa Clara	Santa Clara Co	Almaden Expressway Bicycle Signal	PE	SCL110015	ACTIVE	CMAQ-T4-1-TLC-CO	CML	5937166	10/11	10/11		80,000	80,000	03/18/11		80,000	80,000	
Santa Clara	Santa Clara Co	SR2S for Santa Clara County	CON	SCL110051	ACTIVE	CMAQ-T4-1-SR2S-CO			10/11	10/11		1,000,000	1,000,000				1,000,000	
Santa Clara	Saratoga	Saratoga Village Ped Enhancement Phase	PE	SCL110017	ACTIVE	CMAQ-T4-1-TLC-CO	CML	5332017	10/11	10/11		134,000	134,000	03/18/11		134,000	134,000	
Santa Clara	Saratoga	Saratoga Various Streets Pavement	CON	SCL110020	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	500,000		500,000				500,000	
Santa Clara	Sunnyvale	Sunnyvale East Channel New Ped/Bike	PE	SCL110038	ACTIVE	CMAQ-T4-1-TLC-CO	CML	5213031	10/11	10/11		80,000	80,000	03/18/11		80,000	80,000	
Santa Clara	VTA	I-880/I-280/Stevens Creek I/C	PE	SCL070002	ACTIVE	STP-T4-1-RSI			10/11	10/11	1,000,000		1,000,000				1,000,000	
Santa Clara County Totals											4,129,000	5,694,000	9,823,000		593,501	2,590,000	3,183,501	6,639,499

STP-CMAQ Obligation Status Report

Fiscal Years: FY 10/11

April 11, 2011

County	Sponsor	Project Name	Phase	TIP ID	Status	Fund Code	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Solano County																		
Solano	Benicia	Benicia: Various Streets OL and Patching	CON	SOL110015	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	371,000		371,000				371,000	
Solano	Fairfield	Linear Park Alternate Route: Nightingale	CON	SOL110013	ACTIVE	CMAQ-T4-1-RBP-CO			10/11	10/11		221,000	221,000				221,000	
Solano	STA	Education and Encouragement School	CON	SOL110018	ACTIVE	CMAQ-T4-1-CCI			10/11	10/11		250,000	250,000				250,000	
Solano	STA	Solano Safe Routes to School Program	CON	SOL110019	ACTIVE	CMAQ-T4-1-CCI-SOL			10/11	10/11		215,000	215,000				215,000	
Solano	STA	Solano Safe Routes to School Program	CON	SOL110019	ACTIVE	CMAQ-T4-1-SR2S-CO			10/11	10/11		607,000	607,000				607,000	
Solano	STA	Solano Safe Routes to School Program	CON	SOL110019	ACTIVE	STP-T4-1-SR2S-CO			10/11	10/11	35,000		35,000				35,000	
Solano	STA	Eastern Solano / SNCI Rideshare	CON	SOL110020	ACTIVE	CMAQ-T4-1-CCI-SOL			10/11	10/11		445,000	445,000				445,000	
Solano	Solano County	Solano County - 2011 Pavement Overlay	CON	SOL090027	ACTIVE	STP-T4-1-LSR-FAS	STPL	5923100	10/11	10/11	1,807,000		1,807,000	03/16/11	1,807,000		1,807,000	
Solano	Solano County	Vacaville-Dixon Bicycle Route (Phase 5)	PE	SOL090035	ACTIVE	CMAQ-T4-1-CCI-SOL	CML	5923099	10/11	10/11		250,000	250,000	12/29/10		250,000	250,000	
Solano	Suisun City	Suisun City: Pintail Drive Resurfacing	CON	SOL110011	ACTIVE	STP-T4-1-LSR-CO			10/11	10/11	437,000		437,000				437,000	
Solano	Vacaville	Ulatis Creek Bike Path - Ulatis to Leisure	ROW	SOL070026	ACTIVE	CMAQ-T4-1-CCI-SOL			10/11	10/11		180,000	180,000				180,000	
Solano	Vacaville	Vacaville Intermodal Station - Phase 2	PE	SOL110009	ACTIVE	CMAQ-T4-1-CCI-SOL	FTACML	5094055	10/11	10/11		975,000	975,000	02/18/11		975,000	975,000	
Solano	Vallejo	Vallejo: Downtown Streetscape	CON	SOL050048	ACTIVE	CMAQ-T4-1-TLC-CO			10/11	10/11	1,277,000		1,277,000				1,277,000	
Solano	Vallejo	Vallejo: Downtown Streetscape	CON	SOL050048	ACTIVE	CMAQ-T4-1-TLC-REG			10/11	10/11		400,000	400,000				400,000	
Solano County Totals											2,650,000	4,820,000	7,470,000		1,807,000	1,225,000	3,032,000	4,438,000

STP-CMAQ Obligation Status Report

Fiscal Years: FY 10/11

April 11, 2011

County	Sponsor	Project Name	Phase	TIP ID	Status	Fund Code	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
							Prefix	ID			STP Amt	CMAQ Amt	Total Amt	Date	STP Amt	CMAQ Amt		Total Amt
Sonoma County																		
Sonoma	Cotati	City of Cotati Train Depot	PE	SON110015	ACTIVE	CMAQ-T4-1-TLC-REG	CML	5383009	10/11	10/11		100,000	100,000	02/08/11		100,000	100,000	
Sonoma	Petaluma	Petaluma Boulevard South Road Diet	PE	SON110006	ACTIVE	CMAQ-T4-1-TLC-REG	CML	5022048	10/11	10/11		96,000	96,000	11/18/10		96,000	96,000	
Sonoma	Petaluma	Sonoma Mountain Parkway	PE	SON110014	ACTIVE	STP-T4-1-LSR-CO	STPL	5022049	10/11	10/11	80,000		80,000	02/04/11	80,000		80,000	
Sonoma	Santa Rosa	Santa Rosa Citywide Pavement Overlays	CON	SON110011	ACTIVE	STP-T4-1-LSR-CO	STPL	5028064	10/11	10/11	2,072,000		2,072,000	02/15/11	2,072,000		2,072,000	
Sonoma	Santa Rosa	Chanate Rd Pedestrian and Transit	CON	SON110018	ACTIVE	CMAQ-T4-1-TLC-REG	FTACML	5028067	10/11	10/11		1,045,000	1,045,000	02/18/11		1,045,000	1,045,000	
Sonoma	Son Co Reg	SMART Trail-Hearn Avenue to Joe	PE	SON110013	ACTIVE	CMAQ-T4-1-RBP-CO	CML	5920124	10/11	10/11		104,000	104,000	02/15/11		104,000	104,000	
Sonoma	Sonoma County	Sonoma County 2010 Pavement	CON	SON110009	ACTIVE	STP-T4-1-LSR-CO	STPL	5920123	10/11	10/11	4,912,000		4,912,000	04/05/11	4,912,000		4,912,000	
Sonoma County Totals											7,064,000	1,345,000	8,409,000		7,064,000	1,345,000	8,409,000	0
Report totals:											68,613,250	68,044,691	136,657,941		49,011,751	46,837,518	95,849,269	40,808,672

Metropolitan Transportation Commission
Local Safety Program (HSIP, HRRR, SRTS) Obligation Status Report

Fiscal Years: FY 10/11

April 11, 2011

County	Sponsor	Project Name	Phase	TIP ID	Fund Code	FMS ID	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
							Prefix	ID			HSIP Amt	HRRR Amt	SRTS Amt	Date	HSIP Amt	HRRR Amt		SRTS Amt
Alameda County																		
Alameda	Alameda	Castro Valley & Wisteria St HSIP	ROW	REG070009	HSIP-T3-2	5155.00	HSIPL	5933096	10/11	10/11	63,000			02/15/11	63,000			
Alameda	Alameda	Marshall St/Omega Ave Sidewalks SRTS	PE	REG090001	SRTS-T3-1	5158.00	SRTSL	5933107	10/11	10/11			50,000	12/07/10			50,000	
Alameda	Fremont	Paseo Padre Parkway Electrolier Replacement	CON	REG070009	HSIP-T4-3	5163.00		5322041	12/13	10/11	120,150						120,150	
Alameda	Fremont	Paseo Padre Parkway Electrolier Replacement	PE	REG070009	HSIP-T4-3	5163.00	HSIPL	5322041	12/13	10/11	23,220			11/18/10	23,220			
Alameda	Fremont	Walnut Argonaut Lane Reduction & Roundabout	PE	REG070009	HSIP-T4-3	5165.00	HSIPL	5322042	12/13	10/11	59,490			11/22/10	59,490			
Alameda	Fremont	Paseo Padre Parkway Electrolier Replacement	CON	REG070009	HSIP-T3-2	5166.00	HSIPL	5322036	10/11	10/11	263,880						263,880	
Alameda	Fremont	Mowry/ Overacker Intersection Improvements	CON	REG070009	HSIP-T3-1	5167.00	HSIPL	5322030	10/11	10/11	163,890						163,890	
Alameda	Oakland	Oakland Safe Routes To School (SRTS), Cycle 1	CON	REG090001	SRTS-T3-1	5088.00	SRTSL	5012089	10/11	10/11			637,700	11/22/10			637,700	
Alameda County Totals											693,630	0	687,700		145,710	0	687,700	547,920

Metropolitan Transportation Commission
Local Safety Program (HSIP, HRRR, SRTS) Obligation Status Report

Fiscal Years: FY 10/11
April 11, 2011

County	Sponsor	Project Name	Phase	TIP ID	Fund Code	FMS ID	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
							Prefix	ID			HSIP Amt	HRRR Amt	SRTS Amt	Date	HSIP Amt	HRRR Amt		SRTS Amt
Contra Costa County																		
Contra Costa	CC County	Alhambra Valley Rd Safety Imp. - Castro Ranch Rd	CON	REG070008	HRRR-T3-1	5114.00	HRRRL	5928083	10/11	10/11		561,600		03/23/11		561,600		
Contra Costa	CC County	Marsh Creek Road Shoulder Widening-Lydia	CON	REG070008	HRRR-T3-1	5097.00		5928085	11/12	10/11		666,000					666,000	
Contra Costa	CC County	Camino Tassajara Shoulder Widening-Finley Road	PE	REG070009	HSIP-T4-3	5099.00	HSIPL	5928105	12/13	10/11	200,000			12/23/10	200,000			
Contra Costa	CC County	Pacheco Sidewalk Gap Closure- -Camino Del Sol	CON	REG090001	SRTS-T3-1	5111.00		5928086	10/11	10/11			246,000				246,000	
Contra Costa	El Cerrito	Ohlone Greenway In-Pavement Crosswalk Lights	PE	REG070009	HSIP-T3-2	5122.00	HSIPL	5239015	11/12	10/11	60,984			12/21/10	60,984			
Contra Costa	El Cerrito	Arlington Bl Safe Route to Madera ES	PE	REG090001	SRTS-T3-2	5124.00	SRTSL	5239016	11/12	10/11			28,070	12/17/10			28,070	
Contra Costa	El Cerrito	Fairmount-Ashbury Intersection Safety Improvements	CON	REG070009	HSIP-T3-2	5125.00	HSIPL	5239012	10/11	10/11	539,638			03/29/11	439,014		100,624	
Contra Costa	El Cerrito	Potrero Av, S. 55th to 56th Safety Improvements	CON	REG070009	HSIP-T3-2	5129.00		5239013	10/11	10/11	501,657						501,657	
Contra Costa	Lafayette	St. Mary's Rd. & Topper Ln. Safety Improvements	CON	REG070009	HSIP-T4-3	5123.00	HSIPL	5404022	12/13	11/12	109,440			03/29/11	109,440			
Contra Costa	Lafayette	St. Mary's Rd. & Topper Ln. Safety Improvements	PE	REG070009	HSIP-T4-3	5123.00	HSIPL	5404022	12/13	10/11	27,000			11/22/10	27,000			
Contra Costa	Pleasant Hill	SRTS on Lisa Ln, Marcia Dr to Iron Horse Trail	CON	REG090001	SRTS-T3-1	5142.00	SRTSL	5375019	10/11	10/11			307,150	12/14/10			307,150	
Contra Costa	Richmond	SRTS1 - Ford, Grant, King & Lincoln	CON	REG090001	SRTS-T3-1	5130.00			10/11	10/11			412,167				412,167	
Contra Costa County Totals											1,438,719	1,227,600	993,387		836,438	561,600	335,220	1,926,448

Metropolitan Transportation Commission
 Local Safety Program (HSIP, HRRR, SRTS) Obligation Status Report

Fiscal Years: FY 10/11
 April 11, 2011

County	Sponsor	Project Name	Phase	TIP ID	Fund Code	FMS ID	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining
							Prefix	ID			HSIP Amt	HRRR Amt	SRTS Amt	Date	HSIP Amt	HRRR Amt	
Marin County																	
Marin	Marin County	Marin County Guard Rail HSIP Project	CON	REG070009	HSIP-T3-1	5076.00	HSIPL	5927060	10/11	10/11	26,100						26,100
Marin	Marin County	Marin County Guard Rail HRRR Project	CON	REG070008	HRRR-T3-2	5077.00	HRRRL	5927077	13/14	11/12		227,250		03/28/11		164,855	62,395
Marin	Ross	SFD Blvd at Lagunitas Rd Intersection Improvements	PE	REG070009	HSIP-T4-3	5081.00	HSIPL	5176006	12/13	09/10	54,000			01/04/11	54,000		
Marin County Totals											80,100	227,250	0	54,000	164,855	0	88,495

Metropolitan Transportation Commission
 Local Safety Program (HSIP, HRRR, SRTS) Obligation Status Report

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County	Sponsor	Project Name	Phase	TIP ID	Fund Code	FMS ID	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Date	Obligation Information			Balance Remaining
							Prefix	ID			HSIP Amt	HRRR Amt	SRTS Amt		HSIP Amt	HRRR Amt	SRTS Amt	
San Francisco County																		
San Francisco	SFMTA	Sunset Blvd. Signals at Kirkham, Santiago, Ulloa	PE	REG070009	HSIP-T4-3	5118.00	HSIPL	6328039	12/13	10/11	144,000		11/22/10	144,000				
San Francisco	SFMTA	Alamo Elementary Safe Routes to School	PE	REG090001	SRTS-T3-2	5119.00	SRTSL	6328040	12/13	10/11			12/07/10			132,175		
San Francisco County Totals											144,000	0	132,175	144,000	0	132,175	0	

Metropolitan Transportation Commission
Local Safety Program (HSIP, HRRR, SRTS) Obligation Status Report

Fiscal Years: FY 10/11
April 11, 2011

County	Sponsor	Project Name	Phase	TIP ID	Fund Code	FMS ID	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
							Prefix	ID			HSIP Amt	HRRR Amt	SRTS Amt	Date	HSIP Amt	HRRR Amt		SRTS Amt
San Mateo County																		
San Mateo	Atherton	Valparaiso at Hoover In-Roadway Lighted Crosswalk	PE	REG070009	HSIP-T4-3	5126.00	HSIPL	5261007	12/13	10/11	2,700			11/18/10	2,622		78	
San Mateo	Daly City	Gellert Blvd. Bicycle Lanes	CON	REG070009	HSIP-T4-3	5101.00	HSIP	5196034	12/13	11/12	88,650			04/04/11	87,109		1,541	
San Mateo	SSF	Sister Cities Blvd Guardrail Project	PE	REG070009	HSIP-T4-3	5110.00	HSIPL	5177024	12/13	10/11	27,000			12/30/10	27,000			
San Mateo County Totals											118,350	0	0		116,731	0	0	1,619

Metropolitan Transportation Commission
 Local Safety Program (HSIP, HRRR, SRTS) Obligation Status Report

Fiscal Years: FY 10/11
 April 11, 2011

County	Sponsor	Project Name	Phase	TIP ID	Fund Code	FMS ID	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
							Prefix	ID			HSIP Amt	HRRR Amt	SRTS Amt	Date	HSIP Amt	HRRR Amt		SRTS Amt
Santa Clara County																		
Santa Clara	Campbell	Campbell Avenue/Leigh Avenue Signalization	CON	REG070009	HSIP-T3-2	5102.00		5306016	10/11	10/11	295,686						295,686	
Santa Clara	San Jose	Minidoka Avenue Sidewalk Improvement	CON	REG090001	SRTS-T3-2	5082.00	SRTSL	5005097	10/11	11/12			621,000	02/28/11		621,000		
Santa Clara County Totals											295,686	0	621,000		0	0	621,000	295,686

Metropolitan Transportation Commission
 Local Safety Program (HSIP, HRRR, SRTS) Obligation Status Report

Fiscal Years: FY 10/11
 April 11, 2011

County	Sponsor	Project Name	Phase	TIP ID	Fund Code	FMS ID	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Obligation Information			Balance Remaining	
							Prefix	ID			HSIP Amt	HRRR Amt	SRTS Amt	Date	HSIP Amt	HRRR Amt		SRTS Amt
Solano County																		
Solano	Solano County	Gibson Canyon Road Realignment	ROW	REG070008	HRRR-T3-1	5087.00	HRRRL	5923081	10/11	10/11		45,000		03/28/11		45,000		
Solano	Suisun City	Grizzly Island Trail - Phase 1	PE	SOL110012	SRTS-T3	4860.00			05/06	10/11					250,000		250,000	
Solano County Totals											0	45,000	250,000		0	45,000	0	250,000

Metropolitan Transportation Commission
Local Safety Program (HSIP, HRRR, SRTS) Obligation Status Report

Fiscal Years: FY 10/11
April 11, 2011

County	Sponsor	Project Name	Phase	TIP ID	Fund Code	FMS ID	Fed Project Data		Appn FY	Prog FY	Fund Programming Information			Date	Obligation Information			Balance Remaining
							Prefix	ID			HSIP Amt	HRRR Amt	SRTS Amt		HSIP Amt	HRRR Amt	SRTS Amt	
Sonoma County																		
Sonoma	Healdsburg	Healdsburg Ave In-Pavement Crosswalk Lighting	CON	REG070009	HSIP-T3-2	5164.00	HSIPL	5027015	11/12	10/11	72,100							72,100
Sonoma County Totals											72,100	0	0	0	0	0	72,100	
Report totals:											2,842,585	1,499,850	2,684,262	1,296,879	771,455	1,776,095	3,182,268	

**Federal Highway Bridge Program (HBP)
Status of FFY 10/11 Programmed Projects**

District	County	MPO/RTPA	Responsible Agency	Project Description	Federal Aid Project	FFY 10/11 Federal Funds Programmed	Current FFY Funds Obligated	Unobligated Balance	Shaded Means Needs Action	PE Auth Date	R/W Auth Date	CON Auth Date	Date of Last Payment
04	Alameda	Metropolitan Transportation Commission	Alameda County	BRIDGE NO. 33C0147, FRUITVALE AVE, OVER OAKLAND ESTUARY, 0.3 MI S/W OF I-880. LSSRP Seismic Retrofit	5933(028)	\$ 465,889	\$ 471,180	\$ (5,291)		9/1/96		10/28/10	2/24/11
04	Alameda	Metropolitan Transportation Commission	Alameda County	BRIDGE NO. 33C0237, ELGIN ST, OVER ASHLAND AVE, ELGIN ST & ASHLAND AVE. LSSRP Seismic Retrofit	5933(030)	\$ 143,383	\$ 142,613	\$ 770		9/1/96		10/28/10	1/11/11
04	Alameda	Metropolitan Transportation Commission	Fremont	BRIDGE NO. 33C0128, NILES BLVD, OVER BARTD, UP RR, & BNSF RY, 0.8 MI SE/O DECOTO RD. LSSRP Seismic Retrofit	5322(019)	\$ 7,513,984	\$ -	\$ 7,513,984	Not Obligated	3/1/01			10/21/10
04	Alameda	Metropolitan Transportation Commission	Fremont	PM00028, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.	5322(034)	\$ 375,834	\$ -	\$ 375,834	Not Obligated	7/23/09			12/14/10
04	Alameda	Metropolitan Transportation Commission	Oakland	BRIDGE NO. 33C0028, ADELINE ST, OVER UP RR,BNSF,AMTRAK,EMBARC, JUST S OF 3RD ST. Seismic retrofit only, no lanes being added.	5012(103)	\$ 559,510		\$ 559,510	Not Obligated				
04	Alameda	Metropolitan Transportation Commission	Oakland	BRIDGE NO. 33C0148, 23RD AVENUE, OVER UP RR, BNSF, AMTRAK, BARTD, S OF EAST 12TH ST., BRIDGE NO. LSSRP Seismic Retrofit	5012(092)	\$ 5,489,712		\$ 5,489,712	Not Obligated				
04	Alameda	Metropolitan Transportation Commission	Oakland	BRIDGE NO. 33C0202, HEGENBERGER ROAD, OVER BARTD, UPRR, SAN LEANDRO, AT SAN LEANDRO ST.. LSSRP Seismic Retrofit	5012(027)	\$ 11,527,115	\$ -	\$ 11,527,115	Not Obligated	9/1/96			12/21/10
04	Alameda	Metropolitan Transportation Commission	Oakland	BRIDGE NO. 33C0238, CAMPUS DR, OVER LION CREEK TRIBUTARY, ABOUT 0.5 MI SE REDWOD RD. LSSRP Seismic Retrofit 4/5/2010: Toll Credits programmed for PE. 8/30/2010: Toll credits for PE deleted.	5012(093)	\$ 2,712,557		\$ 2,712,557	Not Obligated				
04	Alameda	Metropolitan Transportation Commission	Oakland	BRIDGE NO. 33C0253, COLISEUM WAY, OVER DAMON SLOUGH, 50'S OF 66TH AVE. LSSRP Seismic Retrofit	5012(028)	\$ 44,265	\$ -	\$ 44,265	Not Obligated	9/1/96			12/21/10
04	Alameda	Metropolitan Transportation Commission	Oakland	PM00002, Bridge Preventive Maintenance Program (BPMP), various bridges in the City. See Caltrans Local Assistance HBP web site for backup list of bridges.	5012(083)	\$ 878,218	\$ -	\$ 878,218	Not Obligated	8/11/07		8/14/09	3/3/11
04	Alameda	Metropolitan Transportation Commission	San Leandro	PM00037, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP website for backup list of bridges.	5041(045)	\$ 730,373		\$ 730,373	Not Obligated				
04	Alameda	Metropolitan Transportation Commission	Union City	BRIDGE NO. 33C0223, WHIPPLE ROAD, OVER BARTD, 0.75 MI W/O SR 238. LSSRP Seismic Retrofit	5354(008)	\$ 774,084	\$ -	\$ 774,084	Not Obligated	9/1/96			5/12/10
04	Contra Costa	Metropolitan Transportation Commission	Antioch	BRIDGE NO. 28C0054, WILBUR AVE, OVER BNSF RY & AMTRAK, UP RR, 0.25 MI E/O MINAKER DR. Widen from 2 to 4 lanes, rehabilitate bridge and upgrade bridge railings.	5038(006)	\$ 267,200	\$ -	\$ 267,200	Not Obligated	12/1/95	8/16/07		12/14/10
04	Contra Costa	Metropolitan Transportation Commission	Concord	PM00023, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.	5135(039)	\$ 26,559	\$ -	\$ 26,559	Not Obligated	11/19/09			11/16/10
04	Contra Costa	Metropolitan Transportation Commission	Contra Costa County	BRIDGE NO. 28C0121, BYRON HWY, OVER CALIFORNIA AQUEDUCT, 1.4 MI NW ALA C.L.. Replace existing 2 lane bridge with new 2 lane bridge	5928(104)	\$ 177,060	\$ -	\$ 177,060	Not Obligated	6/24/10			
04	Contra Costa	Metropolitan Transportation Commission	Contra Costa County	BRIDGE NO. 28C0141, MARSH CREEK RD OVER MARSH CREEK, 1.8 MI E MORGAN TERTY RD. Replace existing two lane bridge with two lane bridge,		\$ 336,082		\$ 336,082	Not Obligated				
04	Contra Costa	Metropolitan Transportation Commission	Contra Costa County	BRIDGE NO. 28C0226, CO. JAIL ACCESS RD, OVER MARSH CREEK, SHERIF DETENTION FACILITY. Replace one lane bridge with 1 lane bridge meeting min. federal AASHTO Standards. Road remains one lane. 4/5/2010: Toll Credits programmed for Con.	5928(068)	\$ 325,790	\$ -	\$ 325,790	Not Obligated	8/2/07			2/11/11
04	Contra Costa	Metropolitan Transportation Commission	Contra Costa County	BRIDGE NO. 28C0376, CANAL RD, OVER CONTRA COSTA CANAL, 0.5 MI W OF BAILEY RD. Replace existing two lane bridge with two lane bridge. 4/1/2010: Toll Credits programmed for PE, R/W, & Con.		\$ 304,000		\$ 304,000	Not Obligated				

**Federal Highway Bridge Program (HBP)
Status of FFY 10/11 Programmed Projects**

District	County	MPO/RTPA	Responsible Agency	Project Description	Federal Aid Project	FFY 10/11 Federal Funds Programmed	Current FFY Funds Obligated	Unobligated Balance	Shaded Means Needs Action	PE Auth Date	R/W Auth Date	CON Auth Date	Date of Last Payment
04	Contra Costa	Metropolitan Transportation Commission	Contra Costa County	PM00030, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.	5928(101)	\$ 860,512	\$ -	\$ 860,512	Not Obligated	7/6/10			
04	Contra Costa	Metropolitan Transportation Commission	Pittsburg	BRIDGE NO. 28C0165, NORTH PARKSIDE DR, OVER WILLOW PASS ROAD, OVER WILLOW PASS RD.. LSSRP Seismic Retrofit	5127(005)	\$ 121,729	\$ -	\$ 121,729	Not Obligated	9/1/96			
04	Contra Costa	Metropolitan Transportation Commission	Pleasant Hill	BRIDGE NO. 28C0363, GOLF CLUB RD, OVER GRAYSON CREEK, 0.1 MI W CONTRA COSTA BL. Replace 2 lane bridge with new 2 lane bridge.	5375(009)	\$ 581,642	\$ -	\$ 581,642	Not Obligated	9/2/00	11/10/08		2/11/11
04	Marin	Metropolitan Transportation Commission	Larkspur	BRIDGE NO. 27C0067, DOHERTY DR, OVER ARROYO HOLON, IN LARKSPUR. Replace 2 lane bridge with new 2 lane bridge.	5166(014)	\$ 146,160	\$ -	\$ 146,160	Not Obligated	12/7/01			2/17/11
04	Marin	Metropolitan Transportation Commission	Novato	BRIDGE NO. 27C0021, GRANT AVE OVER NOVATO CREEK, IN NOVATO. Bridge rehabilitation no additional lanes added.	5361(023)	\$ 177,060		\$ 177,060	Not Obligated				
04	Marin	Metropolitan Transportation Commission	Ross	PM00022, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.		\$ 46,478		\$ 46,478	Not Obligated				
04	Napa	Metropolitan Transportation Commission	Napa County	BRIDGE NO. 21C0069, OAKVILLE CROSS RD, OVER NAPA RIVER, 0.5 MI N/E SR 29. Replace 2 lane bridge with new 2 lane bridge.	5921(010)	\$ 610,857	\$ -	\$ 610,857	Not Obligated	7/30/96			10/8/10
04	Napa	Metropolitan Transportation Commission	Napa	BRIDGE NO. 21C0003, TRANCAS ST, OVER NAPA RIVER, 1.33 MI EAST OF S.H. 29. Construct scour countermeasure.	5042(042)	\$ 43,509	\$ -	\$ 43,509	Not Obligated	8/11/04			11/23/10
04	San Francisco	Metropolitan Transportation Commission	Peninsula Joint Powers Board	BRIDGE NO. 34C0072, 22ND ST, OVER CALTRAIN, A FEW BLOCKS WEST OF 3RD. Replace 2 lane bridge with 2 lane bridge. 4/1/2010: Toll Credits programmed for R/W & Con.	6170(023)	\$ 613,955	\$ -	\$ 613,955	Not Obligated	9/8/06			9/15/10
04	San Francisco	Metropolitan Transportation Commission	Peninsula Joint Powers Board	BRIDGE NO. 34C0073, 23RD ST, OVER CALTRAIN & UP RR, 0.001 MI E PENNSYLVNA AVE. Replace 2 lane bridge with 2 lane bridge. 4/1/2010: Toll Credits programmed for R/W, & Con.	6170(021)	\$ 592,800	\$ -	\$ 592,800	Not Obligated	9/8/06			10/8/10
04	San Francisco	Metropolitan Transportation Commission	San Francisco County	PM00011, Bridge Preventive Maintenance Program, various locations. See Caltrans Local Assistance HBP web site for backup list of bridges.	5934(143)	\$ 3,227,852	\$ (183,571)	\$ 3,411,423	Not Obligated	7/16/09		7/8/10	3/24/11
04	San Mateo	Metropolitan Transportation Commission	Half Moon Bay	BRIDGE NO. 35C0025, MAIN ST OVER PILARCITOS CREEK, 0.25 MI S/O S.H. 92. Replace existing 2 lane bridge with 2 lane bridge.		\$ 997,733		\$ 997,733	Not Obligated				
04	San Mateo	Metropolitan Transportation Commission	Redwood City	BRIDGE NO. 35C0074L, BRIDGE DR PARKWAY OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PKWY. Preventive Maintenance.		\$ 66,398		\$ 66,398	Not Obligated				
04	San Mateo	Metropolitan Transportation Commission	Redwood City	BRIDGE NO. 35C0074R, BRIDGE DR PARKWAY OVER MARINE WORLD LAGOON, EAST OF MARINE WORLD PKWY. Preventive Maintenance.		\$ 66,398		\$ 66,398	Not Obligated				
04	San Mateo	Metropolitan Transportation Commission	Redwood City	PM00029, Planning of the bridge preventive maintenance program by Redwood City. (PLANNING ONLY - for developing projects lists - NOT for project development.)		\$ 88,530		\$ 88,530	Not Obligated				
04	San Mateo	Metropolitan Transportation Commission	San Francisco International Airport	BRIDGE NO. 35C0133, DEPARTING FLT TRFC, OVER ARRIVING FLIGHT TRAFFIC, EAST OF SH 101. Upgrade bridge railings. (STP)	6097(004)	\$ 2,978,592	\$ -	\$ 2,978,592	Not Obligated	12/5/97			10/8/10
04	San Mateo	Metropolitan Transportation Commission	San Mateo	BRIDGE NO. 35C0077, BERMUDA DR, OVER FIESTA CHANNEL, SOUTH OF FIESTA DRIVE. Bridge Rehabilitation. No added lane capacity.	5102(033)	\$ 60,200	\$ 60,200	\$ -		2/11/10			1/21/11
04	San Mateo	Metropolitan Transportation Commission	South San Francisco	BRIDGE NO. PM00049, Bridge Preventive Maintenance Program for the City of South San Francisco. See Caltrans HBP web site for backup list of bridges.		\$ 32,092		\$ 32,092	Not Obligated				
04	Santa Clara	Metropolitan Transportation Commission	Palo Alto	BRIDGE NO. 37C0223, NEWELL RD OVER SAN FRANCISQUITO CR, NEAR WOODLAND AVE. Replace existing two-lane bridge with a new two-lane bridge conforming to current standards.	5100(017)	\$ 318,708		\$ 318,708	Not Obligated				

**Federal Highway Bridge Program (HBP)
Status of FFY 10/11 Programmed Projects**

District	County	MPO/RTPA	Responsible Agency	Project Description	Federal Aid Project	FFY 10/11 Federal Funds Programmed	Current FFY Funds Obligated	Unobligated Balance	Shaded Means Needs Action	PE Auth Date	R/W Auth Date	CON Auth Date	Date of Last Payment
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0089, SAN ANTONIO VLY RD, OVER ISABEL CREEK, 8.3 MI E KINCAID RD. Replace existing one lane bridge with a two-lane bridge, PROJECT STUDY ONLY (PAED ONLY). 1/21/2011: Toll Credits programmed for PE.	5937(176)	\$ 600,000		\$ 600,000	Not Obligated				
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0094, UVAS RD, OVER UVAS CREEK, 0.6 MI S/O CROY RD. Replace 2 lane bridge with new 2 lane bridge.	5937(123)	\$ 97,383	\$ -	\$ 97,383	Not Obligated	6/3/09			2/11/11
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0095, UVAS RD, OVER LITTLE UVAS CREEK, 0.2 MI N/O CROY RD. Replace 2 lane bridge with new 2 lane bridge.	5937(124)	\$ 53,118	\$ -	\$ 53,118	Not Obligated	6/16/09			1/21/11
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0096, UVAS RD, OVER LLAGAS CREEK, 1.0 MI N/O OAK GLEN AV. Replace 2 lane bridge with new 2 lane bridge.		\$ 150,501		\$ 150,501	Not Obligated				
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0103, BLOOMFIELD ROAD, OVER CARNADERO CREEK, BOLSA RD. Scour Countermeasure	5937(139)	\$ 55,774	\$ -	\$ 55,774	Not Obligated	9/2/07			3/30/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0117, LOYOLA DR OVER LOYOLA DR OC, AT FOOTHILL EXPWY. Widen existing bridge no added capacity.	5937(174)	\$ 531,180		\$ 531,180	Not Obligated				
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0159, ALAMITOS RD, OVER ALAMITOS CREEK, 0.8 MI S OF ALMADEN. Replace 2 lane bridge with new 2 lane bridge. 4/5/2010: Toll Credits programmed for R/W & Con.	5937(058)	\$ 197,222	\$ -	\$ 197,222	Not Obligated	10/1/99			12/27/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0170, MASTEN ROAD, OVER LLAGAS CREEK, 0.5 MI E/O SH 101. Scour Countermeasure 4/5/2010: Toll Credits programmed for PE & Con. 11/1/2010: Toll credits for PE deleted.	5937(142)	\$ 76,136	\$ -	\$ 76,136	Not Obligated	9/3/09			12/14/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0501, ALAMITOS RD, OVER HERBERT CREEK, 0.7 MI W OF HICKS RD. Scour Countermeasure 4/5/2010: Toll Credits programmed for Con.	5937(146)	\$ 60,200	\$ -	\$ 60,200	Not Obligated	9/3/09			12/21/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0518, BOWDEN CT, OVER LLAGAS CREEK, 0.1 MI N WATSONVILLE RD. Scour Countermeasure 4/5/2010: Toll Credits programmed for Con.	5937(143)	\$ 75,251	\$ -	\$ 75,251	Not Obligated	9/3/09			12/21/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0530, DEL PUERTO RD, OVER BEAUREGUARD CREEK, 2.0 M E OF SAN ANTONIO RD. Scour Countermeasure 4/5/2010: Toll Credits programmed for Con.	5937(147)	\$ 64,627	\$ -	\$ 64,627	Not Obligated	9/3/09			12/21/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0534, FRAZIER LAKE RD, OVER FURLONG CREEK, BLOOMFIELD AVE. Sour Countermeasure 4/5/2010: Toll Credits programmed for PE & Con. 11/18/2010: Toll credits for PE deleted.	5937(140)	\$ 54,977	\$ -	\$ 54,977	Not Obligated	9/2/09			12/14/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0538, GILROY HOT SPRG RD, OVER HUNTING HOLLOW CREEK, 0.7 MI N CANADA RD. Scour Countermeasure 4/5/2010: Toll Credits programmed for PE & Con. 11/1/2010: Toll credits for PE deleted.	5937(144)	\$ 60,200	\$ -	\$ 60,200	Not Obligated	9/3/09			12/27/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0541, HELLYER AVE, OVER COYOTE CREEK, 0.01 MI E PALISADE DR. Scour Countermeasure	5937(148)	\$ 67,283	\$ -	\$ 67,283	Not Obligated	9/3/09			12/27/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0550, LLAGAS AVE, OVER LLAGAS CREEK, 0.6 MI N SAN MARTIN AVE. Scour Countermeasure 4/5/2010: Toll Credits programmed for Con.	5937(145)	\$ 61,971	\$ -	\$ 61,971	Not Obligated	9/3/09			12/27/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0553, MAGDALENA COURT, OVER HALE CREEK, 0.02 MI W/O MAGDALENA AVE. Scour Countermeasure. Scope needs review and need funding amounts. 4/5/2010: Toll Credits programmed for PE & Con.	5937(150)	\$ 39,935	\$ -	\$ 39,935	Not Obligated	5/17/10			
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0571, STEVENS CYN RD, OVER STEVENS CREEK, 0.5 MI SW/O MT EDEN RD. Scour countermeasure 4/5/2010: Toll Credits programmed for Con.	5937(149)	\$ 61,971	\$ -	\$ 61,971	Not Obligated	9/3/09			12/27/10

Division of Local Assistance

**Federal Highway Bridge Program (HBP)
Status of FFY 10/11 Programmed Projects**

District	County	MPO/RTPA	Responsible Agency	Project Description	Federal Aid Project	FFY 10/11 Federal Funds Programmed	Current FFY Funds Obligated	Unobligated Balance	Shaded Means Needs Action	PE Auth Date	R/W Auth Date	CON Auth Date	Date of Last Payment
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0574, STEVENS CYN RD, OVER STEVENS CREEK, 2.5 MI SW/O MT EDEN RD. Replace 2 lane bridge with new 2 lane bridge. 4/1/2010: Toll Credits programmed for R/W, & Con.	5937(107)	\$ 141,648	\$ -	\$ 141,648	Not Obligated	11/9/07			12/21/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0575, STEVENS CYN RD, OVER STEVENS CREEK, 2.7 MI SW/O MT EDEN RD. Replace 2 lane bridge with new 2 lane bridge. 4/1/2010: Toll Credits programmed for R/W, & Con.	5937(109)	\$ 30,000	\$ -	\$ 30,000	Not Obligated	10/24/07			12/21/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	BRIDGE NO. 37C0581, WALNUT AVE, OVER PACHECO CREEK, NEAR SH 101. Scour Countermeasure 4/5/2010: Toll Credits programmed for Con.	5937(141)	\$ 74,454	\$ -	\$ 74,454	Not Obligated	9/3/09			12/21/10
04	Santa Clara	Metropolitan Transportation Commission	Santa Clara County	Federally mandated Inspection Program. Santa Clara County inspection of local agency owned bridges in Santa Clara County (state pays match)	5937(097)	\$ 531,180	\$ -	\$ 531,180	Not Obligated	4/3/09			2/22/11
04	Solano	Metropolitan Transportation Commission	Solano County	BRIDGE NO. 23C0077, SUISUN VALLEY RD, OVER SUISUN CREEK, 0.4 MI W JUNE WILLIAMS RD. Replace one lane bridge with 2 lane bridge.	5923(024)	\$ 177,060	\$ 168,530	\$ 8,530	Not Obligated	4/15/96	10/13/10		2/8/11
04	Solano	Metropolitan Transportation Commission	Solano County	BRIDGE NO. 23C0185, ROBINSON ROAD, OVER THE BIG DITCH, 2.0 MI NW FLANNERY RD. Replace 2 lane bridge with 2 lane bridge. 4/5/2010: Toll Credits programmed for R/W & Con.	5923(070)	\$ 88,530	\$ -	\$ 88,530	Not Obligated	7/8/05	8/19/10		1/21/11
04	Solano	Metropolitan Transportation Commission	Vallejo	BRIDGE NO. 23C0258, West end of Mare Island Causeway. Replace existing timber bridge. No added lane capacity. NEED complete application to determine HBP eligibility!	5030(054)	\$ 150,501		\$ 150,501	Not Obligated				
04	Sonoma	Metropolitan Transportation Commission	Healdsburg	BRIDGE NO. 20C0065 HEALDSBURG AVE, OVER RUSSIAN RIVER, 35.2 MI N MARIN CO LINE. Bridge replacement. No added lane capacity.	5027(010)	\$ 1,125,314	\$ -	\$ 1,125,314	Not Obligated	7/8/09			10/20/10

**Federal Highway Bridge Program (HBP)
Status of FFY 10/11 Programmed Projects**

District	County	MPO/RTPA	Responsible Agency	Project Description	Federal Aid Project	FFY 10/11 Federal Funds Programmed	Current FFY Funds Obligated	Unobligated Balance	Shaded Means Needs Action	PE Auth Date	R/W Auth Date	CON Auth Date	Date of Last Payment	
04	Sonoma	Metropolitan Transportation Commission	Petaluma	BRIDGE NO. 20C0045, WASHINGTON ST OVER PETALUMA RIVER, NEAR DOWNTOWN PETALUMA. Voluntary seismic retrofit project.	5022(050)	\$ 221,325		\$ 221,325	Not Obligated					
04	Sonoma	Metropolitan Transportation Commission	Sonoma County	BRIDGE NO. 20C0112, PORTER CREEK ROAD, OVER PORTER CREEK, 22.6 MI BEGING RTE 186. Replace 2 lane bridge with new 2 lane bridge.	5920(045)	\$ 177,060	\$ -	\$ 177,060	Not Obligated	6/7/00			2/1/11	
04	Sonoma	Metropolitan Transportation Commission	Sonoma County	BRIDGE NO. 20C0139, WOHLER RD, OVER MARK WEST CREEK, NEAR RIVER RD. LSSRP Seismic Retrofit 4/5/2010: Toll Credits programmed for Con. 5/3/2010: Toll credits used for R/W.	5920(056)	\$ 735,607	\$ -	\$ 735,607	Not Obligated	3/1/99			5/29/08	
04	Sonoma	Metropolitan Transportation Commission	Sonoma County	BRIDGE NO. 20C0155, WOHLER RD, OVER RUSSIAN RIVER, 1.5 MI FROM RIVER RD. LSSRP Seismic Retrofit	5920(034)	\$ 354,120	\$ -	\$ 354,120	Not Obligated	9/1/96			1/6/10	
04	Sonoma	Metropolitan Transportation Commission	Sonoma County	BRIDGE NO. 20C0227, GEYSERS RD, OVER FRASIER CREEK, 20.4 MI N OF ST HWY 128. Replace deficient 2-lane bridge with new 2-lane bridge meeting current geometrics standards. 9/14/2010: Toll credits for all phases.		\$ 125,000		\$ 125,000	Not Obligated					
04	Sonoma	Metropolitan Transportation Commission	Sonoma County	BRIDGE NO. 20C0240, HAUSER BR RD OVER SOUTH FORK GUALALA RIVER, 5 MI. EAST OF SEAVIEW RD. Replace existing one lane bridge with two lane bridge for PLANNING STUDY ONLY. 9/15/2010: Toll Credits programmed for PE.		\$ 350,000		\$ 350,000	Not Obligated					
04	Sonoma	Metropolitan Transportation Commission	Sonoma County	BRIDGE NO. 20C0248, LAMBERT BRIDGE RD, OVER DRY CREEK, 0.4 MI W OF DRY CREEK RD. Replace one-lane bridge with two-lane bridge. Formerly LSSRP Seismic Retrofit 11/10/2010: Toll credits used for R/W.	5920(050)	\$ 442,650	\$ -	\$ 442,650	Not Obligated	4/1/98			6/18/09	
04	Sonoma	Metropolitan Transportation Commission	Sonoma County	BRIDGE NO. 20C0324, O'DONNELL LANE OVER CALABAZAS CREEK, NEAR ARNOLD DRIVE. Rehabilitate existing historic bridge. 9/8/2010: Toll Credits programmed for PE, R/W, & CON.		\$ 75,000		\$ 75,000	Not Obligated					
04	Sonoma	Metropolitan Transportation Commission	Sonoma County	BRIDGE NO. 20C0406, RIVER ROAD OVER GILL CREEK, 2.0 MI NW OF SR 128. Replace existing 2 lane bridge with 2 lane bridge widened to 2 lanes to accommodate shoulders.(PAED only, project scope needs clarification). 10/11/2010: Toll credits used for PE.		\$ 175,000		\$ 175,000	Not Obligated					
04	Sonoma	Metropolitan Transportation Commission	Sonoma County	BRIDGE NO. 20C0407, WEST DRY CREEK RD, OVER PENA CREEK, 0.7 MI NW YOAKIM BR RD. Replace one-lane bridge with two lane bridge. Formerly LSSRP Seismic Retrofit 4/26/2010: Toll Credits programmed for R/W & Con.	5920(051)	\$ 354,120	\$ -	\$ 354,120	Not Obligated	4/1/98			5/29/08	
04	Sonoma	Metropolitan Transportation Commission	Sonoma County	BRIDGE NO. 20C0435, BOHAN DILLON RD OVER SOUTH FORK GUALALA RIVER, 0.1 MI N FORT ROSS RD. Replace existing one-lane bridge with a new two-lane bridge for PLANNING STUDY ONLY. 10/4/2010: Toll Credits programmed for PE.		\$ 290,000		\$ 290,000	Not Obligated					
04	Sonoma	Metropolitan Transportation Commission	Sonoma County	BRIDGE NO. 20C0440, FREESTONE FLAT RD OVER SALMON CREEK, 0.2 MI E BOHEMIAN HWY. Replace existing one-lane bridge with new two-lane bridge for PLANNING STUDY ONLY. 10/4/2010: Toll credits used for PE.		\$ 253,000		\$ 253,000	Not Obligated					
04	Sonoma	Metropolitan Transportation Commission	Sonoma	BRIDGE NO. 20C0497, CHASE ST OVER NATHANSON CREEK, 0.1 MI E SR 12 SONOMA. Replace existing two lane bridge with two lane bridge widened to accomodate shoulders and sidewalks.		\$ 215,792		\$ 215,792	Not Obligated					
# of Projects:				75	Grand Total:			\$ 52,677,905	\$ 658,952	\$ 52,018,954				

Metropolitan Transportation Commission

STIP Allocation Report

Fiscal Years : FY 10/11

April 12, 2011

County	Sponsor	Project	Phase	TIP ID	Ver	Status	Fund Code	Federal Project No.			STIP Appn FY	FTIP Prog FY	Programmed Amount	FHWA Obligation		CTC Allocation		Remaining CTC Allocation Balance
								Prefix	Project No.	PPNO				Date	Amount	Date	Amount	
Alameda	SJRC	ACE Signal System Rehabilitation	CON	ALA050043	6	ACTIVE	IIP-T3-06A-PTA			2083	2010	2011	\$ 2,000,000					\$ 2,000,000
Alameda IIP Totals													\$ 2,000,000	\$ 0	\$ 0	\$ 2,000,000		
Alameda	BART	BART Oakland Airport Connector	CON	BRT990002	20	ACTIVE	RIP-T4-10-ST-ALA				2009	2011	\$ 20,000,000					\$ 20,000,000
Alameda	MTC	Regional Planning Activities and PPM - Alameda	ENV	ALA090030	6	ACTIVE	RIP-T3-06-ST-ALA			2179		2011	\$ 210,000			07/01/2010	\$ 210,000	
Alameda	MTC	Regional Planning Activities and PPM - Alameda	ENV	ALA090030	6	ACTIVE	RIP-T3-08-ALA-ST			2179		2011	\$ 1,000,000			07/01/2010	\$ 1,000,000	
Alameda	MTC	Regional Planning Activities and PPM - Alameda	ENV	ALA090030	6	ACTIVE	RIP-T4-10-ST-ALA			2179		2011	\$ 738,000			07/01/2010	\$ 738,000	
Alameda RIP Totals													\$ 21,948,000	\$ 0	\$ 1,948,000	\$ 20,000,000		
Alameda	ACCMA	I-580 Landscaping in the City of San Leandro	CON	ALA090067	4	ACTIVE	RIP-TE-T4-10-FED-ALA			0139F		2011	\$ 93,000					\$ 93,000
Alameda	ACCMA	I-580 Landscaping in the City of San Leandro	CON	ALA090067	4	ACTIVE	RIP-TE-T4-10-FED-SCL			0139F		2011	\$ 257,000					\$ 257,000
Alameda	Alameda County	Cherryland/Ashland/Castro Valley Sidewalk Imps.	CON	ALA050035	12	ACTIVE	RIP-TE-T4-10-FED-ALA			2100F		2011	\$ 1,150,000					\$ 1,150,000
Alameda	BART	MacArthur BART Plaza Remodel	CON	ALA090068	5	ACTIVE	RIP-TE-T4-10-FED-ALA			2008B	2011	2011	\$ 954,000					\$ 954,000
Alameda	Berkeley	Berkeley Bay Trail Extension - Segment One	CON	ALA090062	4	ACTIVE	RIP-TE-T4-10-FED-ALA			2100G		2011	\$ 1,928,000					\$ 1,928,000
Alameda	Dublin	Alamo Canal Regional Trail, I-580 Undercrossing	CON	ALA090066	4	ACTIVE	RIP-TE-T4-10-FED-ALA			2100H	2011	2011	\$ 1,021,000					\$ 1,021,000
Alameda	LAVTA	LAVTA Rideo Bus Restoration	CON	ALA110005	2	ACTIVE	RIP-TE-T4-10-FED-ALA					2011	\$ 200,000					\$ 200,000
Alameda	Oakland	Oakland Coliseum TOD	CON	ALA070012	6	ACTIVE	RIP-TE-T4-10-FED-ALA			2103A	2009	2011	\$ 885,000					\$ 885,000
Alameda	Union City	Union City Intermodal Station Infrastructure	CON	ALA990015	25	ACTIVE	RIP-TE-T4-10-FED-ALA			2110A		2011	\$ 3,000,000					\$ 3,000,000
Alameda RIP-TE Totals													\$ 9,488,000	\$ 0	\$ 0	\$ 9,488,000		
Contra Costa	Caltrans	Double rail track btw Oakley & Port Chicago	PSE	CC-090010	2	ACTIVE	IIP-T3-08-ST			2079		2011	\$ 1,000,000					\$ 1,000,000
Contra Costa IIP Totals													\$ 1,000,000	\$ 0	\$ 0	\$ 1,000,000		
Contra Costa	AC Transit	Richmond Prkwy Transit Center Parking	CON	CC-030001	10	ACTIVE	RIP-T2-02-ST-CC			2011E		2011	\$ 8,700,000					\$ 8,700,000
Contra Costa	AC Transit	Richmond Prkwy Transit Center Parking	CON	CC-030001	10	ACTIVE	RIP-T3-06A-PTA-CC			2011E		2011	\$ 4,000,000					\$ 4,000,000
Contra Costa	Hercules	Hercules Intercity Rail Station	CON	CC-030002	9	ACTIVE	RIP-T3-06A-PTA-CC			2011F		2011	\$ 4,000,000					\$ 4,000,000
Contra Costa	Hercules	Hercules Intercity Rail Station	CON	CC-030002	9	ACTIVE	RIP-T3-06-ST-CC			2011F	2009	2011	\$ 4,000,000					\$ 4,000,000
Contra Costa RIP Totals													\$ 20,700,000	\$ 0	\$ 0	\$ 20,700,000		
Contra Costa	BART	BART Community Information Wayfinding	CON	CC-090063	4	ACTIVE	RIP-TE-T4-10-FED-CC			2011V		2011	\$ 900,000					\$ 900,000
Contra Costa	CC County	Montalvin Manor Ped and Transit Access Improvement	CON	CC-070087	6	ACTIVE	RIP-TE-T3-06-TLC-CO-FED-CC	RPSTPLE	5928097	0183K	2009	2011	\$ 335,000	03/23/2011	\$ 335,000	11/04/2010	\$ 335,000	
Contra Costa	El Cerrito	El Cerrito Moesser Ln and Ashbury Ped and Bike Lane	CON	CC-090066	4	ACTIVE	RIP-TE-T4-10-FED-CC			2025F		2011	\$ 977,000					\$ 977,000
Contra Costa	Hercules	Hercules Intercity Rail Station	CON	CC-030002	9	ACTIVE	RIP-TE-T3-06-DIS-CO-FED-CC			2011F	2009	2011	\$ 1,097,000					\$ 1,097,000
Contra Costa	Lafayette	Lafayette - Pleasant Hill Road South Bike/Ped Imps	CON	CC-090064	4	ACTIVE	RIP-TE-T4-10-FED-CC			2119B		2011	\$ 1,258,000					\$ 1,258,000
Contra Costa	Pittsburg	Bailey Road Transit Access Improvement	CON	CC-070084	5	ACTIVE	RIP-TE-T3-06-TLC-CO-FED-CC	RPSTPLE	5127021	0183H	2009	2011	\$ 989,000			01/20/2011	\$ 989,000	
Contra Costa RIP-TE Totals													\$ 5,556,000	\$ 335,000	\$ 1,324,000	\$ 4,232,000		
Marin	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	CON-CT	MRN05003	9	ACTIVE	IIP-T3-04-ST					2011	\$ 6,800,000					\$ 6,800,000
Marin IIP Totals													\$ 6,800,000	\$ 0	\$ 0	\$ 6,800,000		
Marin	Caltrans	US 101 - Golden Gate Botanical Area Revegetation	ROW-CT	MRN05001	6	ACTIVE	IIP-TE-T2-F/ST			0343D	2011	2011	\$ 5,000					\$ 5,000
Marin	Caltrans	US 101 - Golden Gate Botanical Area Revegetation	PSE	MRN05001	6	ACTIVE	IIP-TE-T2-F/ST			0343D	2011	2011	\$ 40,000					\$ 40,000
Marin	Caltrans	US-101 Mission Bell Installation	PSE	MRN11000	1	ACTIVE	IIP-TE-T4-10-F/ST			0338G		2011	\$ 30,000					\$ 30,000
Marin	Caltrans	US-101 Mission Bell Installation	ENV	MRN11000	1	ACTIVE	IIP-TE-T4-10-F/ST			0338G		2011	\$ 25,000					\$ 25,000
Marin	Caltrans	US-101 Mission Bell Installation	ROW-CT	MRN11000	1	ACTIVE	IIP-TE-T4-10-F/ST			0338G		2011	\$ 5,000					\$ 5,000

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								Prefix	Project No.	PPNO				Date	Amount	Date	Amount	
Marin	Caltrans	US-101 Mission Bell Installation	CON-CT	MRN11000	1	ACTIVE	IIP-TE-T4-10-F/ST			0338G		2011	\$ 20,000					\$ 20,000
Marin	Caltrans	US-101 Mission Bell Installation	CON	MRN11000	1	ACTIVE	IIP-TE-T4-10-F/ST			0338G		2011	\$ 161,000					\$ 161,000
Marin IIP-TE Totals													\$ 286,000	\$ 0	\$ 0	\$ 286,000		
Marin	Caltrans	Marin US 101 HOV Gap Closure	CON	MRN99000	34	ACTIVE	RIP-T2-FY98-F/ST-MRN			0342L	2010	2011	\$ 1,700,000					\$ 1,700,000
Marin	MCTD	Marin county: Bus Stop Improvements	PSE	MRN07000	7	ACTIVE	RIP-T3-06-PTA-MRN			2128A	2008	2011	\$ 350,000					\$ 350,000
Marin	MCTD	Marin county: Bus Stop Improvements	ROW	MRN07000	7	ACTIVE	RIP-T3-06-PTA-MRN			2128A	2009	2011	\$ 100,000					\$ 100,000
Marin	MCTD	Marin county: Bus Stop Improvements	CON	MRN07000	7	ACTIVE	RIP-T3-06-PTA-MRN			2128A	2011	2011	\$ 1,823,000					\$ 1,823,000
Marin	MCTD	MCTD: Muir Wood Bus Purchase	CON	MRN09004	2	ACTIVE	RIP-T2-FY98-F/ST-MRN			2128C		2011	\$ 400,000					\$ 400,000
Marin	MTC	Regional Planning Activities and PPM - Marin	ENV	MRN09002	6	ACTIVE	RIP-T3-06A-ST-MRN			2127C		2011	\$ 203,000					\$ 203,000
Marin	MTC	Regional Planning Activities and PPM - Marin	ENV	MRN09002	6	ACTIVE	RIP-T3-06-ST-MRN			2127C		2011	\$ 40,000					\$ 40,000
Marin	TAM	US 101 HOV Lanes - Marin-Sonoma Narrows (Marin)	CON	MRN05003	9	ACTIVE	RIP-T3-06A-ST-MRN			A0360F		2011	\$ 19,227,000					\$ 19,227,000
Marin RIP Totals													\$ 23,843,000	\$ 0	\$ 0	\$ 23,843,000		
Marin	Larkspur	Citywide Landscaping and Heatherwood Pathway	CON	MRN09005	4	ACTIVE	RIP-TE-T4-10-FED-MRN			2127P		2011	\$ 200,000					\$ 200,000
Marin	Novato	Novato - Non-motorized Transp. Pilot Program	CON	MRN07001	7	ACTIVE	RIP-TE-T3-08-CO-FED-MRN			2127I		2011	\$ 300,000		09/23/2010	\$ 300,000		\$ 300,000
Marin RIP-TE Totals													\$ 500,000	\$ 0	\$ 300,000	\$ 200,000		
Napa	Caltrans	SR 12 (Jamieson Canyon Road) Widening	CON	NAP010008	12	ACTIVE	IIP-T3-06A-ST			0367D		2011	\$ 11,110,000					\$ 11,110,000
Napa	Caltrans	SR 12 (Jamieson Canyon Road) Widening	CON-CT	NAP010008	12	ACTIVE	IIP-T3-06A-ST			0367D		2011	\$ 1,000,000					\$ 1,000,000
Napa IIP Totals													\$ 12,110,000	\$ 0	\$ 0	\$ 12,110,000		
Napa	Caltrans	SR 12 (Jamieson Canyon Road) Widening	CON	NAP010008	12	ACTIVE	RIP-T3-06A-ST-NAP			0367D	2011	2011	\$ 4,310,000					\$ 4,310,000
Napa	Caltrans	SR 12 (Jamieson Canyon Road) Widening	CON-CT	NAP010008	12	ACTIVE	RIP-T3-06A-ST-NAP			0367D		2011	\$ 9,140,000					\$ 9,140,000
Napa	Caltrans	SR 12 (Jamieson Canyon Road) Widening	CON	NAP010008	12	ACTIVE	RIP-T3-06A-ST-SOL			0367D		2011	\$ 7,000,000					\$ 7,000,000
Napa	MTC	Regional Planning Activities and PPM - Napa	ENV	NAP090002	6	ACTIVE	RIP-T3-06-ST-NAP			1003E		2011	\$ 23,000		07/01/2010	\$ 23,000		\$ 23,000
Napa	MTC	Regional Planning Activities and PPM - Napa	ENV	NAP090002	6	ACTIVE	RIP-T4-10-ST-NAP			1003E		2011	\$ 1,000		07/01/2010	\$ 1,000		\$ 1,000
Napa RIP Totals													\$ 20,474,000	\$ 0	\$ 24,000	\$ 20,450,000		
Napa	American Canyon	American Canyon Napa Junction Elementary Ped Imps	PSE	NAP090007	4	ACTIVE	RIP-TE-T4-10-FED-NAP			2130G		2011	\$ 24,000					\$ 24,000
Napa	NCTPA	Napa County: Napa River/Bay Trail Segment 7 & 8	CON	NAP090004	2	ACTIVE	RIP-TE-T3-08-NAP-CO-F/ST			NEW		2011	\$ 183,000					\$ 183,000
Napa	Yountville	Yountville - Napa County Bicycle Path Improvements	PSE	NAP090006	5	ACTIVE	RIP-TE-T4-10-FED-NAP			2130H		2011	\$ 43,000					\$ 43,000
Napa RIP-TE Totals													\$ 250,000	\$ 0	\$ 0	\$ 250,000		
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06A-ST-ALA	PPM11	6084163	2100		2011	\$ 9,000		07/01/2010	\$ 9,000		\$ 9,000
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06A-ST-CC	PPM11	6084163	2118		2011	\$ 7,000		07/01/2010	\$ 7,000		\$ 7,000
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06A-ST-MRN	PPM11	6084163	2127		2011	\$ 2,000		07/01/2010	\$ 2,000		\$ 2,000
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06A-ST-NAP	PPM11	6081463	2130		2011	\$ 1,000		07/01/2010	\$ 1,000		\$ 1,000
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06A-ST-SCL	PPM11	6084163	2144		2011	\$ 12,000		07/01/2010	\$ 12,000		\$ 12,000
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06A-ST-SF	PPM11	6084163	2131		2011	\$ 5,000		07/01/2010	\$ 5,000		\$ 5,000
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06A-ST-SM	PPM11	6084163	2140		2011	\$ 5,000		07/01/2010	\$ 5,000		\$ 5,000
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06A-ST-SOL	PPM11	6084163	2152		2011	\$ 4,000		07/01/2010	\$ 4,000		\$ 4,000
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06A-ST-SON	PPM11	6084163	2156		2011	\$ 5,000		07/01/2010	\$ 5,000		\$ 5,000
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06-ST-ALA	PPM11	6084163	2100		2011	\$ 104,000		07/01/2010	\$ 104,000		\$ 104,000

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								Prefix	Project No.	PPNO				Date	Amount	Date	Amount	
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06-ST-CC	PPM11	6084163	2118		2011	\$ 67,000			07/01/2010	\$ 67,000	
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06-ST-MRN	PPM11	6084163	2127		2011	\$ 19,000			07/01/2010	\$ 19,000	
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06-ST-NAP	PPM11	6084163	2130		2011	\$ 12,000			07/01/2010	\$ 12,000	
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06-ST-SCL	PPM11	6084163	2144		2011	\$ 121,000			07/01/2010	\$ 121,000	
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06-ST-SF	PPM11	6084163	2131		2011	\$ 53,000			07/01/2010	\$ 53,000	
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06-ST-SM	PPM11	6084163	2140		2011	\$ 55,000			07/01/2010	\$ 55,000	
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06-ST-SOL	PPM11	6084163	2152		2011	\$ 31,000			07/01/2010	\$ 31,000	
Regional	MTC	Regional Planning Activities and PPM - MTC	ENV	REG090038	6	ACTIVE	RIP-T3-06-ST-SON	PPM11	6084163	2156		2011	\$ 38,000			07/01/2010	\$ 38,000	
Regional RIP Totals												\$ 550,000	\$ 0	\$ 550,000	\$ 0			
Santa Clara	Caltrans	US 101 / SR 87-Trimble Road Landscaping	CON	SCL050013	6	ACTIVE	IIP-T2-02-F/ST			0468F	2011	2011	\$ 1,116,000					\$ 1,116,000
Santa Clara	Caltrans	US 101 / SR 87-Trimble Road Landscaping	ROW	SCL050013	6	ACTIVE	IIP-T2-02-F/ST			0468F	2011	2011	\$ 23,000					\$ 23,000
Santa Clara	Caltrans	US 101 / SR 87-Trimble Road Landscaping	CON-CT	SCL050013	6	ACTIVE	IIP-T2-02-F/ST			0468F	2011	2011	\$ 192,000					\$ 192,000
Santa Clara	Caltrans	US 101 / SR 87-Trimble Road Landscaping	CON-CT	SCL050013	6	ACTIVE	IIP-T3-06A-ST			0468F		2011	\$ 439,000					\$ 439,000
Santa Clara	Caltrans	US 101 / SR 87-Trimble Road Landscaping	CON	SCL050013	6	ACTIVE	IIP-T3-06A-ST			0468F		2011	\$ 327,000					\$ 327,000
Santa Clara IIP Totals												\$ 2,097,000	\$ 0	\$ 0	\$ 2,097,000			
Santa Clara	Caltrans	SR 87 Guadalupe Freeway Corridor Landscaping	CON-CT	SCL030008	9	ACTIVE	RIP-T2-02-ST-SCL			2204F		2011	\$ 230,000					\$ 230,000
Santa Clara	Caltrans	SR 87 Guadalupe Freeway Corridor Landscaping	PSE	SCL030008	9	ACTIVE	RIP-T2-02-ST-SCL			2204F		2011	\$ 80,000					\$ 80,000
Santa Clara	Caltrans	SR 87 Guadalupe Freeway Corridor Landscaping	ENV	SCL030008	9	ACTIVE	RIP-T2-02-ST-SCL			2204F		2011	\$ 35,000					\$ 35,000
Santa Clara	Caltrans	SR 87 Guadalupe Freeway Corridor Landscaping	ROW-CT	SCL030008	9	ACTIVE	RIP-T2-02-ST-SCL			2204F		2011	\$ 3,000					\$ 3,000
Santa Clara	Caltrans	US 101 / SR 87-Trimble Road Landscaping	CON	SCL050013	6	ACTIVE	RIP-T2-02-F/ST-SCL			0468F	2011	2011	\$ 88,000					\$ 88,000
Santa Clara	Caltrans	US 101 / SR 87-Trimble Road Landscaping	CON-CT	SCL050013	6	ACTIVE	RIP-T2-02-F/ST-SCL			0468F	2011	2011	\$ 12,000					\$ 12,000
Santa Clara	VTA	Garvee Debt. Srv. - SCL010019, SCL990030-31	CON	SCL030012	7	ACTIVE	RIP-T2-02-GARVEE-DS-NHS-SCL				2011	2011	\$ 15,851,000					\$ 15,851,000
Santa Clara	VTA	Capitol Expressway LRT Extension	ROW	SCL050009	7	ACTIVE	RIP-T3-06A-PTA-SCL			2174A		2011	\$ 10,000,000					\$ 10,000,000
Santa Clara	VTA	Capitol Expressway LRT Extension	CON	SCL050009	7	ACTIVE	RIP-T3-06A-PTA-SCL			2174A		2011	\$ 16,000,000					\$ 16,000,000
Santa Clara	VTA	Regional Planning Activities and PPM - Santa Clara	ENV	SCL090035	6	ACTIVE	RIP-T3-06-ST-SCL			2255		2011	\$ 245,000			07/01/2010	\$ 245,000	
Santa Clara	VTA	Regional Planning Activities and PPM - Santa Clara	ENV	SCL090035	6	ACTIVE	RIP-T3-08-SCL-ST			2255		2011	\$ 302,000			07/01/2010	\$ 302,000	
Santa Clara	VTA	Regional Planning Activities and PPM - Santa Clara	ENV	SCL090035	6	ACTIVE	RIP-T4-10-ST-SCL			2255		2011	\$ 148,000			07/01/2010	\$ 148,000	
Santa Clara RIP Totals												\$ 42,994,000	\$ 0	\$ 695,000	\$ 42,299,000			
Santa Clara	Campbell	Campbell Winchester Boulevard Streetscape	CON	SCL090047	4	ACTIVE	RIP-TE-T4-10-FED-SCL			9035F		2011	\$ 1,120,000					\$ 1,120,000
Santa Clara	Sunnyvale	Sunnyvale Downtown Streetscape	CON	SCL090042	4	ACTIVE	RIP-TE-T4-10-FED-SCL			9035J		2011	\$ 1,500,000					\$ 1,500,000
Santa Clara RIP-TE Totals												\$ 2,620,000	\$ 0	\$ 0	\$ 2,620,000			
San Francisco	MTC	Regional Planning Activities and PPM - SF County	ENV	SF-090030	6	ACTIVE	RIP-T3-06A-ST-SF			2007		2011	\$ 393,000			07/01/2010	\$ 393,000	
San Francisco	MTC	Regional Planning Activities and PPM - SF County	ENV	SF-090030	6	ACTIVE	RIP-T3-06-ST-SF			2007		2011	\$ 107,000			07/01/2010	\$ 107,000	
San Francisco	SF County TA	US 101 Doyle Drive Replacement	ROW	SF-991030	25	ACTIVE	RIP-T2-02-F/ST-SF			0619A		2011	\$ 10,101,000					\$ 10,101,000
San Francisco	SF County TA	US 101 Doyle Drive Replacement	ROW-CT	SF-991030	25	ACTIVE	RIP-T3-06-F/ST-SF			0619A		2011	\$ 2,000,000					\$ 2,000,000
San Francisco	TBJPA	Transbay Term/Caltrain Downtown Ext - Ph.1	PSE	SF-010015	12	ACTIVE	RIP-T3-06A-ST-SF			2133A	2011	2011	\$ 2,762,000					\$ 2,762,000
San Francisco RIP Totals												\$ 15,363,000	\$ 0	\$ 500,000	\$ 14,863,000			
San Francisco	SF City/County	San Francisco - Arelious Walker Stairway Imps.	PSE	SF-090036	4	ACTIVE	RIP-TE-T4-10-FED-SF	RPSTPLE	5934162	9098J	2011	2011	\$ 191,000	04/04/2011	\$ 99,153	01/20/2011	\$ 191,000	
San Francisco	SF DPW	San Francisco Point Lobos Streetscape	PSE	SF-090038	4	ACTIVE	RIP-TE-T4-10-FED-SF	RPSTPLE	5934159	9098H	2011	2011	\$ 53,000			01/20/2011	\$ 53,000	

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								Prefix	Project No.	PPNO				Date	Amount	Date	Amount	
San Francisco	SFMTA	Valencia Blvd & Mission District Bicycle Parking	CON	SF-090039	4	ACTIVE	RIP-TE-T4-10-FED-SF			9098G		2011	\$ 235,000					\$ 235,000
San Francisco	SFMTA	Church and Duboce Bike / Pedestrian Enhancements	PSE	SF-090041	4	ACTIVE	RIP-TE-T4-10-FED-SF			9098D		2011	\$ 47,000		09/24/2010	\$ 47,000		
San Francisco	SFMTA	Sunset Boulevard Ped Safety and Education	PSE	SF-090042	4	ACTIVE	RIP-TE-T4-10-FED-SF			9098F		2011	\$ 147,000		09/24/2010	\$ 147,000		
San Francisco RIP-TE Totals													\$ 673,000	\$ 99,153	\$ 438,000	\$ 235,000		
San Mateo	Caltrain	Caltrain grade separation program	CON	SM-090021	2	ACTIVE	RIP-T4-10-ST-SM			2140J		2011	\$ 19,203,000					\$ 19,203,000
San Mateo	Caltrans	US 101 / Broadway Interchange Improvement	PSE	SM-050028	5	ACTIVE	RIP-T4-10-ST-SM			0702A		2011	\$ 4,218,000					\$ 4,218,000
San Mateo	Caltrans	SR 82-EI Camino Real Signal Coordination	CON	SM-070003	5	ACTIVE	RIP-T3-06A-ST-SM			0645C		2011	\$ 963,000					\$ 963,000
San Mateo	Caltrans	SR 82-EI Camino Real Signal Coordination	CON-CT	SM-070003	5	ACTIVE	RIP-T3-06-F/ST-SM			0645C		2011	\$ 684,000					\$ 684,000
San Mateo	Caltrans	SR 82-EI Camino Real Signal Coordination	CON	SM-070003	5	ACTIVE	RIP-T3-06-F/ST-SM			0645C		2011	\$ 3,522,000					\$ 3,522,000
San Mateo	Caltrans	SR 82-EI Camino Real Signal Coordination	CON	SM-070003	5	ACTIVE	RIP-T3-08-SM-ST			0645C		2011	\$ 261,000					\$ 261,000
San Mateo	Caltrans	SR 82-EI Camino Real Signal Coordination	CON	SM-070003	5	ACTIVE	RIP-T4-10-ST-SM			0645C		2011	\$ 865,000					\$ 865,000
San Mateo	CCAG	San Mateo County Traffic Incident Management	CON-CT	SM-070037	6	ACTIVE	RIP-T3-08-SM-ST			2140F		2011	\$ 500,000					\$ 500,000
San Mateo	CCAG	San Mateo County Traffic Incident Management	CON	SM-070037	6	ACTIVE	RIP-T3-08-SM-ST			2140F		2011	\$ 7,500,000					\$ 7,500,000
San Mateo	MTC	Regional Planning Activities and PPM - San Mateo	ENV	SM-090024	6	ACTIVE	RIP-T3-06A-ST-SM			2140A		2011	\$ 350,000		07/01/2010	\$ 350,000		
San Mateo	MTC	Regional Planning Activities and PPM - San Mateo	ENV	SM-090024	6	ACTIVE	RIP-T3-06-ST-SM			2140A		2011	\$ 110,000		07/01/2010	\$ 110,000		
San Mateo	Pacifica	SR 1 - Fassler to West Port Drive Widening	CON-CT	SM-050001	4	ACTIVE	RIP-T3-06-F/ST-SM			0632C	2011	2011	\$ 1,500,000					\$ 1,500,000
San Mateo RIP Totals													\$ 39,676,000	\$ 0	\$ 460,000	\$ 39,216,000		
San Mateo	Brisbane	Bayshore Corridor North South Bikeway	CON	SM-090041	2	ACTIVE	RIP-TE-T3-08-SM-CO-F/ST	RPSTPLE	5376010	2140N		2011	\$ 803,000		06/30/2010	\$ 803,000		
San Mateo	Half Moon Bay	Highway 1 Median Landscaping	CON	SM-090044	3	ACTIVE	RIP-TE-T4-10-F/ST-SM			NEW		2011	\$ 223,000					\$ 223,000
San Mateo	San Bruno	SR 82 EI Camino Real: Grand Boulevard Initiative	CON	SM-070031	7	ACTIVE	RIP-TE-T4-10-FED-SM			0648E		2011	\$ 149,000					\$ 149,000
San Mateo	San Bruno	SR 82 EI Camino Real: Grand Boulevard Initiative	CON	SM-070031	7	ACTIVE	RIP-TE-T4-10-FED-SOL			0648E		2011	\$ 630,000					\$ 630,000
San Mateo	San Mateo Co	San Mateo County Bike and Ped. Enhancements	CON	SM-090020	5	ACTIVE	RIP-TE-T4-10-FED-CC			2140K		2011	\$ 118,000					\$ 118,000
San Mateo	San Mateo Co	San Mateo County Bike and Ped. Enhancements	CON	SM-090020	5	ACTIVE	RIP-TE-T4-10-FED-SCL			2140K		2011	\$ 79,000					\$ 79,000
San Mateo	San Mateo Co	San Mateo County Bike and Ped. Enhancements	CON	SM-090020	5	ACTIVE	RIP-TE-T4-10-FED-SM			2140K		2011	\$ 3,000					\$ 3,000
San Mateo RIP-TE Totals													\$ 2,005,000	\$ 0	\$ 803,000	\$ 1,202,000		
Solano	MTC	Regional Planning Activities and PPM - Solano	ENV	SOL090006	8	ACTIVE	RIP-T3-06A-ST-SOL			2263		2011	\$ 524,000		07/01/2010	\$ 524,000		
Solano	MTC	Regional Planning Activities and PPM - Solano	ENV	SOL090006	8	ACTIVE	RIP-T3-06-ST-SOL			2263		2011	\$ 65,000		07/01/2010	\$ 65,000		
Solano	STA	Jepson: Vanden Road from Peabody to Leisure Town	ROW	SOL110003	1	ACTIVE	RIP-T2-00-F/ST-SOL					2011	\$ 3,800,000					\$ 3,800,000
Solano	STA	Jepson: Vanden Road from Peabody to Leisure Town	PSE	SOL110003	1	ACTIVE	RIP-T2-00-F/ST-SOL					2011	\$ 2,400,000					\$ 2,400,000
Solano	Vallejo	Vallejo Ferry Maintenance Facility	CON	SOL991032	18	ACTIVE	RIP-T3-06A-PTA-SOL			2261	2009	2011	\$ 2,000,000					\$ 2,000,000
Solano	Vallejo	Vallejo Ferry Maintenance Facility	CON	SOL991032	18	ACTIVE	RIP-T3-08-SOL-ST			2261		2011	\$ 2,300,000					\$ 2,300,000
Solano RIP Totals													\$ 11,089,000	\$ 0	\$ 589,000	\$ 10,500,000		
Solano	Vacaville	Jepson Parkway Gateway Enhancements	CON	SOL050057	6	ACTIVE	RIP-TE-T3-04-DIS-CO-FED-SOL			5152E	2009	2011	\$ 230,000					\$ 230,000
Solano	Vallejo	Vallejo: Downtown Streetscape	CON	SOL050048	9	ACTIVE	RIP-TE-T4-10-FED-SOL			5156J	2011	2011	\$ 412,000					\$ 412,000
Solano RIP-TE Totals													\$ 642,000	\$ 0	\$ 0	\$ 642,000		
Sonoma	Caltrans	Watershed Awareness Signs	PSE	SON110002	1	ACTIVE	IIP-TE-T4-10-F/ST			0449N		2011	\$ 23,000					\$ 23,000
Sonoma	Caltrans	Watershed Awareness Signs	ROW-CT	SON110002	1	ACTIVE	IIP-TE-T4-10-F/ST			0449N		2011	\$ 5,000					\$ 5,000
Sonoma IIP-TE Totals													\$ 28,000	\$ 0	\$ 0	\$ 28,000		

Metropolitan Transportation Commission

STIP Allocation Report

Fiscal Years : FY 10/11

April 12, 2011

County	Sponsor	Project	Phase	TIP ID	Ver	Status	Fund Code	Federal Project No.			STIP Appn FY	FTIP Prog FY	Programmed Amount	FHWA Obligation		CTC Allocation		Remaining CTC Allocation Balance
								Prefix	Project No.	PPNO				Date	Amount	Date	Amount	
Sonoma	MTC	Regional Planning Activities and PPM - Sonoma	ENV	SON090008	6	ACTIVE	RIP-T3-06A-ST-SON			0770E	2011	\$ 528,000			07/01/2010	\$ 528,000		
Sonoma	MTC	Regional Planning Activities and PPM - Sonoma	ENV	SON090008	6	ACTIVE	RIP-T3-06-ST-SON			0770E	2011	\$ 79,000			07/01/2010	\$ 79,000		
Sonoma	Santa Rosa	Sixth Street Bicycle and Pedestrian Linkage	CON	SON090031	4	ACTIVE	RIP-T4-10-ST-SON			5156K	2011	\$ 200,000					\$ 200,000	
Sonoma	Son Co TA	US 101 Marin/Sonoma Narrows (Sonoma)	CON	SON070004	8	ACTIVE	RIP-T2-02-F/ST-SON			0360H	2011	\$ 2,200,000					\$ 2,200,000	
Sonoma	Son Co TA	US 101 Marin/Sonoma Narrows (Sonoma)	CON	SON070004	8	ACTIVE	RIP-T3-06A-ST-SON			0360H	2011	\$ 7,195,000					\$ 7,195,000	
Sonoma	Son Co TA	HWY 101 HOV Lane 12/Steele - Follow-up College Ave	CON-CT	SON110001	1	ACTIVE	RIP-T2-00-ST-SON			0789E	2011	\$ 450,000					\$ 450,000	
Sonoma	Son Co TA	HWY 101 HOV Lane 12/Steele - Follow-up College Ave	CON	SON110001	1	ACTIVE	RIP-T2-00-ST-SON			0789E	2011	\$ 2,450,000					\$ 2,450,000	
Sonoma RIP Totals												\$ 13,102,000	\$ 0	\$ 607,000	\$ 12,495,000			
Sonoma	Rohnert Park	Copeland Creek Bike Path Reconstruction	ENV	SON090032	4	ACTIVE	RIP-TE-T4-10-FED-SON	RPSTPLE	5379018	5156J	2011	\$ 70,000	12/14/2010	\$ 61,971	08/12/2010	\$ 70,000		
Sonoma	Santa Rosa	Sixth Street Bicycle and Pedestrian Linkage	CON	SON090031	4	ACTIVE	RIP-TE-T4-10-FED-SON			5156K	2011	\$ 492,000					\$ 492,000	
Sonoma RIP-TE Totals												\$ 562,000	\$ 61,971	\$ 70,000	\$ 492,000			
Report totals:												\$ 256,356,000	\$ 496,124	\$ 8,308,000	\$ 248,048,000			



METROPOLITAN
TRANSPORTATION
COMMISSION

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

Memorandum

TO: Partnership Technical Advisory Committee

DATE: April 18, 2011

FR: Sri Srinivasan

RE: 2011 TIP Update

TIP Revision 11-05 – Amendment (Approved)

Revision 11-05 is an amendment that revises to 127 projects with a net increase in funding of \$218.9 million. Among other changes, the revision:

- Amends in five new exempt projects into the TIP for approximately \$3.9 million– that were originally listed under the County Safe Routes to School (SRTS) Grouped Listing REG090071. The grouped listing is being deleted as part of this amendment;
- Amend in a new exempt project funded with TIGER II funds of approximately \$2 million: Oakland Army Base Infrastructure Master Plan (ALA110046);
- Update the name, scope and the cost of Iron Horse Trail, Tri-Valley Transit Connector to East Bay Green Transportation Initiative (ALA110011) and add in \$7.9 million in TIGER II funds and \$7 million in Other Local funds;
- Updates the back-up lists and increases the costs for the following Caltrans managed Grouped Listings:
 - SHOPP - Roadway Preservation (MTC050009) by \$82.8 million
 - SHOPP - Collision Reduction (MTC050011) by \$73.9 million
 - SHOPP - Emergency Response (REG070001) by \$15.8 million
 - SHOPP - Mandates (VAR991003) by \$22.9 million
 - SHOPP - Bridge Rehab and Reconstruction (VAR991005) by \$29.4 million
 - Highway Bridge Program for Local Bridges (VAR991007) by \$159.8 million
- Deletes four duplicate projects from the TIP: Port of Oakland 7th Street Grade Separation (ALA070023 - \$180.2 million); City of Napa - Freeway Drive/Golden Gate CIR Project. (NAP090015 - \$793,000); Freeway Drive/Golden Gate Drive Pavement Rehab (NAP11005 - \$793,000) and Sunnyvale Ave/Old San Francisco Rd Intersection (SCL110011 - \$835, 000).

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements. Revision 11-05 was approved by the MTC Commission on March 23, 2011, Caltrans approval was received on March 25, 2011 and final federal approval was received on March 30, 2011.

TIP Revision 11-04 – Administrative Modification (In-Process)

TIP Revision 11-03 – Amendment (Approved)

Revision 11-03 is an amendment that revises 47 projects with a net increase in funding of \$38 million. Among other changes, the revision:

- Amends in 17 new exempt Climate Initiative Program projects into the TIP – 13 of which fall under the Innovative Grants Category and 4 under the Safe Route to Schools Creative Grants Category. It also removes 5 Climate Initiative Program projects from the TIP based on finalization of the program.
- Amends in five new exempt projects funded with FTA State of Good Repair Funds of approximately \$16.9 million. Additionally, it updates the funding plan of two projects to add State of Good Repair Funds of \$36.9 million: SFMTA: Islais Creek Motor Coach Facility (SF990004) and NCTPA: Replace Rolling Stock (NAP090005).
- Amends the funding plan of AC Transit's Zero Emission Bus Advanced Demonstration project (ALA070046) to add in \$6 million in TIGGER II funding and \$2 million in matching funds.
- Amends in two new exempt projects funded with TIGER II funds of approximately \$3.3 million: Iron Horse Trail, Tri-Valley Transit Connector (ALA110011) and Grand Boulevard Initiative: Removing Barriers to Livable Communities (SM-110006).
- Updates the funding plan of the US 101 Doyle Drive Replacement project (SF-991030) to reflect changes made as part of Revision 2009-59 and to reconcile federal funding to match final obligations.

Changes made with this revision do not affect the air quality conformity or conflict with the financial constraint requirements.

Revision 11-03 was approved by the MTC Commission on December 15, 2010, Caltrans approval was received on December 29, 2010 and final federal approval was received on December 30, 2010.

TIP Revision 11-02 – Administrative Modification (Approved)

Revision 11-02 is an administrative modification that revises 35 projects with a net increase in funding of \$981,383. Among other changes, this revision:

- Updates the funding plan of the Non-motorized Transp. Projects – Marin County project (MRN090049) to add approx. \$1 million in NMTTP funds in FY11;
- Updates the Caltrans managed Grouped Listing for Collision Reduction (MTC050011) to update the back-up list and add \$610,999; and
- Updates the STP /CMAQ funded grouped listing for the County Safe Routes to School (SRTS) Program (REG090071) to update the back-up list and reduce the cost by \$622,000.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The revision was approved by the deputy executive director on February 17, 2011 and final Caltrans approval was received on February 18, 2011.

TIP Revision 11-01 – Administrative Modification (Approved)

Revision 11-01 is an administrative modification that revises 198 projects with a net decrease in funding of \$13.5 million. Among other changes, this revision:

- Splits five STP /CMAQ funded grouped listings: County Safe Routes to School (SRTS) Program (REG090071), Transportation Enhancements – Regional Transportation for Livable Communities (TLC) (REG090073), Pavement Resurfacing/Rehab - Local Roads System (REG110002), Regional Bike/Ped Projects (REG110003), and Transportation Enhancements – County TLC (REG110005) into 117 individual projects to allow for better tracking of the projects and reconciles project costs to actual funding in the case of existing projects; the grouped listing for County SRTS Program (REG090071) continues to be active in the TIP; all other grouped listings listed above are being archived;
- Reconciles ARRA funding on 25 projects to match final obligation amounts; and
- Updates 29 projects to reflect Caltrans' use of toll credits for all RIP-TE funds in FY11.

The changes made with this revision will not affect the air quality conformity or conflict with the financial constraint requirements. The revision was approved by the deputy executive director on January 4, 2011 and final Caltrans approval was received on January 6, 2011.

The Fund Management System (FMS) system has also been updated to reflect the approvals received. FMS is available at the following link: <http://fms.mtc.ca.gov/fms/>. Projects in all the revisions can be viewed at: <http://www.mtc.ca.gov/funding/tip/revisions.htm>.

Information on TIP revisions is also available through the TIPINFO notification system (electronic mails). Anyone may sign up for this service by sending an email address and affiliation to: tipinfo@mtc.ca.gov.

The 2011 TIP revision schedule (Attachment A) has been posted at the following link: http://www.mtc.ca.gov/funding/tip/2011/2011_TIP_Revision_Schedule.pdf and project sponsors are requested to submit revision requests before 5:00 PM on the stated deadlines.

If you have any questions regarding any TIP project, please contact Adam Crenshaw at (510) 817-5794 or acrenshaw@mtc.ca.gov or Sri Srinivasan at (510) 817-5793 or ssrini@mtc.ca.gov.

Attachments:

A - 2011 TIP Revision Schedule as of March 30, 2011

METROPOLITAN TRANSPORTATION COMMISSION
TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
ATTACHMENT A: TENTATIVE 2011 TIP REVISION SCHEDULE (SUBJECT TO CHANGE)
as of March 30, 2011

REVISION TYPE	REVISION NUMBER	AMENDMENT REQUEST SUBMISSION DEADLINE	MTC APPROVAL*	STATE APPROVAL*	FED. APPROVAL*	APPROVAL STATUS	TIP REVISION FINAL APPROVAL DATE
Admin. Modification	11-01	November 18, 2010	January 4, 2011	January 6, 2011	N/A	Approved	January 6, 2011
Admin. Modification	11-02	December 30, 2010	February 17, 2011	February 18, 2011	N/A	Approved	February 18, 2011
Amendment	11-03	October 29, 2010	December 15, 2010	December 29, 2010	December 30, 2010	Approved	December 30, 2010
Admin. Modification	11-04	February 24, 2011	March 31, 2011	April 8, 2011	N/A	Pending	TBD
Amendment	11-05	January 27, 2011	March 23, 2011	March 25, 2011	March 30, 2011	Approved	March 30, 2011
Admin. Modification	11-06	April 28, 2011	May 31, 2011	June 9, 2011	N/A	TBD	TBD
Amendment	11-07	March 31, 3011	May 25, 2011	June 8, 2011	June 30, 2011	TBD	TBD
Admin. Modification	11-08	June 30, 2011	July 29, 2011	August 12, 2011	N/A	TBD	TBD
Amendment	11-09	May 26, 2011	July 27, 2011	August 10, 2011	August 31, 2011	TBD	TBD
Admin. Modification	11-10	August 25, 2011	September 28, 2011	October 12, 2011	N/A	TBD	TBD
Amendment	11-11	July 28, 2011	September 28, 2011	October 12, 2011	November 2, 2011	TBD	TBD
Admin. Modification	11-12	October 27, 2011	November 30, 2011	December 14, 2011	N/A	TBD	TBD
Amendment	11-13	September 29, 2011	November 23, 2011	December 7, 2011	January 4, 2012	TBD	TBD
Amendment	11-14	November 24, 2011	January 25, 2012	February 8, 2012	February 29, 2012	TBD	TBD

The schedule is also available at the following link: http://www.mtc.ca.gov/funding/tip/2011/2011_TIP_Revision_Schedule.pdf

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